

Zeitschrift



VW sells the 100,000th Australian Golf.

August 2009

IN THIS ISSUE:

**100,000th Aussie Golf
Martin's Dad's Kombi
Canberra to Braidwood
Calculating speed/RPM**

**The Toy Department
Watty's Corner
New Golf VI GTI
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 2009-10.

| | | |
|---------------------------------------|--|--|
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| Motorsport Captain: | Cameron Hart cameronhart@ozemail.com.au | 0407 003 359 |

VW Motorsport Committee:

| | |
|----------------|---------------------|
| Herb Gutmann | Rudy Frank |
| Brian Walker | Norm Robertson (JP) |
| John Ladomatos | |

General Committee:

| | |
|--------------|----------------------|
| Ron Kirby | Laurie & Gwen Murray |
| Ken Davis | Grace Rosch |
| Ray Playdon | Shirley Pleydon |
| Mike Said | Wayne Murray |
| David Carter | Kay Hart |

Canberra Committee.

| | | |
|--------------------|-----------------|--------------|
| Chairman: | Mark Palmer | 0416 033 581 |
| Vice Chair: | Bruce Walker | 0400 119 220 |
| Secretary: | Megan Wadey | 0415 567 541 |
| Registrar: | Ian Schafferius | 0434 717 093 |

Club Veedub membership.

Membership of Club Veedub Sydney is open to all Volkswagen owners. The cost is \$45 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 or Club Veedub (Secretary)
PO Box 1135 14 Willoughby Cct
Parramatta NSW 2124 Grassmere NSW 2570
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 Sydney web page, are sanctioned by the Club and its Committee.

We thank our VW Nationals sponsors:

22 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
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Classic Veedub Wolfsburg Automotive



AUCTIONS · EVENTS · INSURANCE



2009 SHANNONS EASTERN CREEK CLASSIC 22 and 23 AUGUST 2009 EASTERN CREEK INTERNATIONAL RACEWAY

THE LARGEST GATHERING OF CLASSIC VEHICLES IN NSW.

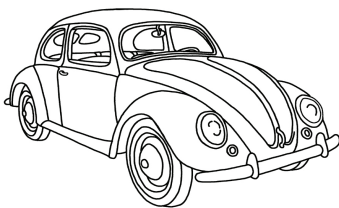
SATURDAY: FREE ENTRY & PARKING.
TRADE DISPLAYS & SALES IN PIT GARAGES ALL DAY
CSCA SUPERSPRINT CIRCUIT EVENT FROM 10:00AM

SUNDAY: 1,700 MEMBERS VEHICLES ON DISPLAY AND ON PARADE
CLASSIC DOUBLE DECKER BUS RIDES AROUND THE TRACK
NSW'S MOST PRESTIGIOUS CONCOURS JUDGING EVENT
MILITARY & COMMERCIAL VEHICLES ON DISPLAY
HISTORIC RACING CAR DISPLAY
TRADE DISPLAYS IN PIT GARAGES ALL DAY
BOOKS AND MODELS ON SALE - ideal for Father's day

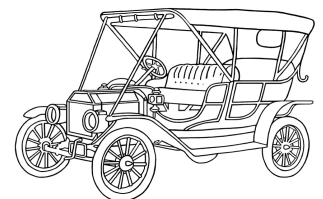
Special Displays for :-

- *120 years for PEUGEOT
- *100 years for HUDSON
- *100 years for MORGAN
- *50 years for the MINI
- *50 years for the JAGUAR MK2
- *50 years for the DENNIS D60
- *50 years for the TRIUMPH HERALD
- *50 years for the STUDEBAKER LARK
- *40 years for NSW VOLVO CAR CLUB
- *40 years for NSW HUDSON AMC CLUB

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



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



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

VW Motorkhana

**We are running our first motorkhana
on Sunday September 13th
at Nirimba TAFE,
Eastern Rd Quakers Hill.**

**Be there early - entries open and scrutineering
starts at 8:30am. Drivers briefing at 9:45am.
Competition begins at 10:00am.**

Entry Fee for Regular Starters is \$50

**** Special Offer ** - Club Veedub members who have not
competed in a motorkhana before can enter for \$10.**

**Anyone over the age of 12 can compete (under 18s
do need parental consent)**

**All you need is current club membership, a basically roadworthy car
(registration not required), a 2NS CAMS Licence (available on the day),
sensible clothing including enclosed footwear, helmets only if you are in
an open car, a sense of humour and you are ready to go.**

**If you wish to see some examples of what its all about go to:
www.motorkhana.com or Type Motorkhana and Nirimba into YouTube**

**If you don't want to compete we will also need various officials to assist
with timing, general running of the event and catering.**

**For more details please call me 0407 003359 or email:
cameronhart@ozemail.com.au. Regards, Cameron**



**Canberra's VW Weekend
19-20 September 2009**

largest local VW event for 2009

**Sat - Afternoon VW Cruise
and Family BBQ**

Come and meet other VW owners

**Sun - German Autofest carshow
National Library Lawns**

(Parkes Place, Parkes, ACT)

Entry fee applies to all VW's entering the Park.

**Trophies awarded – food and drink on sale –
kids VW carshow and activities**

Further details closer
to event on
www.canberravw.com

Club VeeDub
Canberra Chapter



www.canberravw.com



**Club VeeDub
Sydney Inc.**

The legend never dies

Oktober-Fest 2009



205 Adams Rd Luddenham (UBD Map Reference 224 A15) with the gates opening at 10am. \$2 per person Admission.



Oktober-Fest is on again at the Hubertus Country Club Luddenham!

Oompah-pah Band, local and German beer on tap in a Glass Oktober-Fest Beer Stein, German Food and Market Stalls plus rides for the kids. So bring along your family, Lederhosen and an appetite for German music, food and of course... BEER!



You'll be welcome there all October long weekend!

(Camping spots available, Contact Hubertus Country Club for information)

Club VeeDub will be set up there on Sunday October 4th.
Look for the "VW Parking" signs after you go through the Gate for premium parking for VW's only. We will be parking in front of the clubhouse

For general information on the Hubertus Country club or their Oktober-Fest, call (02) 4773-4444. Otherwise email/ call Raymond at sales@clubvw.org.au / 0408207228 We'll see you there! -Prosit!



Von dem Herrn Präsident.

Well I made it to the top, AGAIN, thanks to all for your vote of confidence, and thanks to all the committee and workers for their continued support in running our Club. I really wanted to have a rest and give you all a break from my dulcet tones at the meeting.

Thanks to Jeff Dunn in stepping up to have a go and being the Vice President, and Heather Pascoe for being our first Assistant Secretary. Thanks also to all the rest of the committee, most of whom have been giving their time to our Club for many years.

The committee have raised the annual membership fee by \$5, to \$45 per year. This is the first increase since 2000, not bad in today's financial climate, but we did need to cover our printing, postage and admin costs that have continued to rise. However Club Veedub's \$45 membership fee is still excellent value compared with other clubs like the VW Club of Victoria (\$50), Mini Club (\$75), BMW club (\$80) and Porsche Club (\$130) !

There was some healthy debate over whether 'motorsport' members should be charged an extra fee. In the end we decided no, ALL our members can be motorsport members if they wish. Only extra CAMS paperwork, additional CAMS fees and a CAMS card, will apply if you want to go motorsporting. Contact our motorsport committee if you are interested.

I appeal to all of our members, and there are over 250 Volkswagen enthusiast members out there, to come along to 'Our Club' meetings on the third Thursday of each month. It's their always on the third Thursday of each month - mark your calendar at the start of each year! They are a lot of fun, and remember that you get more for your membership the more you are involved.

If for some reason you live in a remote location and / or work shift (which many members do), feel free to write a story for our Editor and add some photos, as club members' articles always make the best reading. It can be a story about anything VW-related.

Another task that some members might like to take up is creating an event. If you have an idea or location that you would like to share with the rest of us, please bring it to the attention of myself or someone on the committee. Or better still, come along to a meeting and tell us about it.

There's some great events coming up in the next few months. Sawtell VW Winter Break, CMC Shannons Classic, Canberra German Autofest, Hubertus Oktoberfest, Warwick Drags, Boris' Picnic Day, Day of VW Melbourne; the list goes on late into the year. Check out the adverts in our magazine for more details. If you can't make it to these events then you're missing out on some great fun.

I still have some VW show space reservations for the CMC day at Eastern Creek, so contact me quickly if you would like one for your VW

Raymond has arranged for prime parking spaces for VWs at the Oktoberfest, so if you like German beer and food as much as you like VWs, don't miss a great day.

This years Boris Picnic day will be on Sunday 1st November, so if you want to get rid of any old VW stuff you have lying around, please bring it along for the swap meet, it

will be a biggie once again. Please help out on the BBQ if you come along and we need all hands on deck.

If anyone has an outing they would like to plan, please tell us and we will find a free day well in advance.

Karl Gehling, VW Group Australia's Press and PR boss, recently told us that the 100,000th Golf sold in Australia, since 1976, has been recorded. "We would like to take this opportunity to thank (Club Veedub) for your participation in our 100,000th Golf photoshoot. We really appreciate the effort you have gone to support our event," Karl said. You are welcome, Karl! An article to celebrate this milestone is in this issue.

I have also learned that VW Group Australia's Managing Director, Jutta Dierks, has been transferred back to VW's Wolfsburg head office. A new MD will be appointed soon, but on behalf of our club I say thank you to Jutta for supporting our Club and I hope she enjoyed her stay in Australia.

Précis of Committee and General meetings:- VW Winter Break Sawtell, CMC Display Day Eastern Creek, Canberra VW Weekend, Oktoberfest, Warwick Drags, Boris Picnic Day.

Keep on Kruzin,

David Birchall



Motorsport Report.

I am please to report that following on from last month's AGM your Motorsport committee has doubled in size. A very pleasing, if somewhat surprising result. This year's team is made up by the following members: Norm Robertson, Brian Walker, Jeff Dunn, Cameron Hart, John Ladomatos, Rudi Frank and myself. If you're interested in helping out, please give me a call.

Collectively we will endeavour to raise the profile and participation of Volkswagens (old and new) competing in Club Motorsport and in the process encourage more members to become involved, both at officiating and competition levels.

One does not necessarily need or have to spend vast amounts of money to enjoy Motorsport. Our upcoming MotorKana is a perfect example of this and we hope to show you how much fun it can be on a very simple event. No stress, no hassle, no damage.

Sunday, September 13th is the date to have a go!! (see Cameron's updated flyer on page 4).

Just a quick word of thanks to the previous committee members who supported the formation of the Motorsport division, both from a financial and administrative side, whilst I accept that we did have some initial teething problems, I am sure we can address those in the near future and look forward to continued support from all concerned

Yours in Sporting
Herbie Gutmann



Klub Kalender.

August.

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

Sunday 23rd:- Shannons Eastern Creek Classic, at Eastern Creek Raceway. The largest gathering of classic vehicles in NSW. Our club has 15 spaces booked - contact Dave Birchall to reserve your spot.

Monday 31st:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

September.

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

Sunday 6th:- Oran Park Grand Prix Supersprint, hosted by the BMW Drivers Club. We have been invited to attend this event. Contact BMW Drivers club Motorsport Director: Lloyd Kelly at motorsport@bmwclubnsw.asn.au or phone 0419 430 779 Oran Park closes in December 2009, so this may be one of your last chances to run on this iconic circuit.

Sunday 6th:- Canberra Chapter VW Cruise to Temora. Take a Fathers' Day drive to Temora to see the aircraft museum and flying activities. Contact Bruce on 0400 119220 for more info.

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

Saturday 12th:- NSW Supersprint Round 8 at Oran Park, Sydney. Contact Rudy on (02) 9639 1002 for more info.

Sunday 13th:- VW Club Motorkhana, at HMAS Nirimba TAFE, Schofields. We are hosting a round of the NSW Motorkhana Championship, for the first time. We are looking for CAMS-licenced VW owners to compete, or to official. Contact Cameron Hart on 0407 003 359.

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

Saturday 19th & Sunday 20th:- ACT German Autofest 2009. Saturday is afternoon VW cruise and family BBQ. Sunday is Autofest car show at the National Library lawn, Canberra. Contact Megan (Club VW Canberra Chapter) on 0415 567 541 for more info.

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

October.

Thursday 1st:- Magazine Cut-off Date for articles, letters and For-Sales.

Sunday 4th:- German Oktoberfest 2008 at the Hubertus Club, 205 Adams Rd Luddenham, from 10:00am. German food, beer, oom pah pah band. Market stalls, kids' rides! Club Veedub has a prime display position. You are also welcome to camp Saturday night, should you wish. Einen wunderbaren Tag! For bookings or more info, contact Raymond on 0408 207228. Prosit!

Saturday 3rd & Sunday 4th:- VW Warwick 2009 Drag Racing at Warwick Dragway, Queensland. Street parade and display on Saturday, drags on Sunday. See www.vwma.net.au for more info.

Thursday 8th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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

Saturday 17th:- NSW Supersprint Round 9 at Oran Park, Sydney. Contact Rudy on (02) 9639 1002 for more info.

Saturday 24th:- Eastern Creek Supersprint, hosted by the BMW Drivers Club. We have been invited to attend this event. Contact BMW Drivers club Motorsport Director: Lloyd Kelly at motorsport@bmwclubnsw.asn.au or phone 0419 430 779.

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

November.

Sunday 1st:- Boris' Picnic Day 2009 at Cook Park, Dolls Point, right beside Botany Bay. VW display, show n shine, VW swapmeet, sausage sizzle. Shine up your VW for summer! All VWs welcome, old and new. \$5 entry, \$10 for swappers. Phone Boris on (02) 9789 1777 for more info.

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,

Wanted: CAMS Official Trainees

We are looking for Club Veedub members interested in becoming CAMS officials - people to act as flag marshals, timers, scrutineers, entry officials etc. These are a vital roles that make club motorsport possible.

If you are interested, please contact Steve Carter on 0439 133354 or email info@clubvw.org.au.

plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

December.

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

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

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

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

Marktplatz.

All 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.

For Sale:- We confirm that we have a 1916 Dual Ignition Stan Pobjoy engine for sale if any your members are interested. Kms is less than 15,000. Sale price: \$4,000.00

If you require any further information please do not hesitate to contact us. Please contact Mark Lee on 0424 271 396
Kind Regards, Melissa Lee.

For Sale:- Old Volkswagen Beetle, not sure what year it is, been in storage for many years. Also some VW spare parts. Contact Joe at Peter Warren Ford, Warwick Farm, on (02) 9828 8888.

For Sale:- VW New Beetle, 2003. 1.6-litre, sunflower yellow, automatic trans, tinted windows, alloy wheels, alarm, four air bags. Only 46,000 km. Full service history. Excellent condition. Only \$16,900. Phone (02) 9908 3432.

For Sale:- VW Passat Syncro, 2.8-litre V6, 1999 model. Black sunroof, rear spoiler. Only 180,000 km on the clock. Full service history. Leather seats. Rego until 10/09. \$8900 ONO. Phone (02) 4934 2391.

For Sale:- Golf Mk3 CL, 1997, white. 4-speed auto, 1.8-litre engine, very low kms. Fantastic condition! Serviced regularly. Great way to upgrade to a modern VW. \$7500 ONO. Phone 0449 892047

2nd Month Ads.

For Sale:- Hi, I have an original awning/tent which I bought for my VW campervan in 1975. It is made of canvas. size 9x9 feet (2.70x2.70m) square. It has been waterproofed 2 or 3 years ago and in good condition, still ready to go. Since we don't go camping anymore I would like this trusty old shelter to go to a good home and your club came to mind. I was wondering if there would be interest from one of your club members for an item like this. Please email me for more info. Thank you, Horst Robert Hentschel (heroh@tpg.com.au)



Club Shop Monthly Special

Your very own quality metal, custom made official Club VeeDub Name badge - 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.

For Sale:- Twin carbs, linkages, manifolds and air cleaner, to suit 1800cc Kombi. \$150 ono Phone Laurie, (02) 4981 1779 (Nelson Bay, NSW)

For Sale:- 1959 Beetle, Black, very good condition, has wood & chrome roof rack, ski rack with 2 sets of period skis and poles. Birth certificate from Wolfsburg.

1959 Beetle, Alabaster, Original, rust repairs carried out. Birth certificate from Wolfsburg.

1957 Beetle, big window, needs some TLC, original condition.

We invite expressions of interest in any or all of three VW Beetles for sale. Contact Caro and Ivy on (02) 4567 1358 or 0427 311 047.

For Sale:- 1970 Beetle roll-top convertible. Yellow, with black top, brown interior. Terrific 1600cc rebuilt (about seven years ago) motor. Used daily, goes well and is fully registered. But it needs a fair bit of work, so it's best described as a restorer's dream. \$1,500. Contact Stephen on (02) 96920637 (h), 0415-417-776 (m), (02) 87776891 (w).

For Sale:- 1974 KOMBI rolling shell. All metalwork done. No rust. Straight, flat panels, ready to sand and paint. Holes cut for electrical and water. Sliding door closes with ease. Keep perfect, undented roof for 9-seater or cut and make a camper. Headliner fair, with a few rips toward the back. New ball joints and rear bearings. Accelerator pedal converted to later type. Very solid. Many extras. Best shell you'll find. \$1750. Phone Chris, 0412 726 901 in Lithgow NSW.

Kanberra Kapitelreport.

Hi from the ACT region! We're in our busiest period of the year, with preparation for the German Autofest. Are you coming? Lots of info in this magazine for the event, a great day (we think so anyway!). Save yourself some time at the event by downloading the registration form and bring it with you. We're hoping for a big turnout this year, and don't forget the kids carshow - bring your VW related toy and be in the competition!

Details for Autofest can be found at www.canberravw.com, please note a **NEW LOCATION** for Autofest, the details and map are on the website. Please don't go to the previous location, we won't be there!

Sunday 06 September is our cruise to the Temora Air Museum, locals can meet at Russell at 6am (sorry!) for our trek. We are still working on a meeting point in Temora for all the VWs to meet at and convoy from, so if any out-of-towners come along, please contact Bruce before the event so that we can make the arrangements. It will be a great day!

On 29 November, the chapter is running a Skidpan Day, so that members can learn to handle their car in varying conditions. Numbers are filling quickly, details are at the ACT forum - www.vw.smonson.com/forum/viewtopic.php?f=4&t=1287.

A quick reminder to the Canberra locals, all members are invited to attend our monthly meetings, last Monday of the month, 7.30pm at the Wig and Pen pub in Civic....we'd love to see you there!

We're looking forward to meeting as many of you as we can at Autofest - bring your camera, your sunscreen, and

your smile! Here is all the info you'll need for the day:

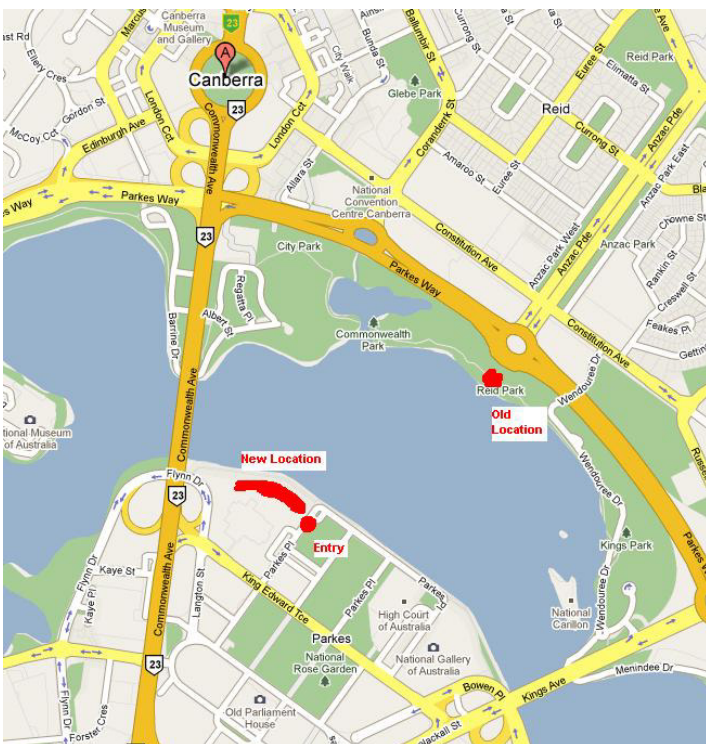
19th / 20th Sept - Canberra VW Weekend

Welcome one and all to the 2009 Canberra VW Weekend, we've had a great turnout from the club in the past few years and we'd love to build on it.

Saturday 19 September - VW Cruise - meet at Russell Carpark at 2.30pm. Cruise will commence at 3pm, finishing locally for a family BBQ and VW chat. Sausage sandwiches will be available - free for members with Club VeeDub T-shirts / membership cards, gold coin donation to non-members. Soft drinks will be on sale. Feel free to bring your own nibbles, etc.



Sunday 20 September - Shannons German Autofest - NEW LOCATION, see attached map, we're now on the lawns in front of the National Library.
- Vehicles welcome from 8am, judging will be 10 - 11.30am



Trades and services directory.

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WWW.VINTAGEVEEDUB.COM.AU

- Kids VW show - bring a VW-related toy, see the VW tent for details
- Autofest agenda (presentations etc) is attached
- food, drink available for sale at the show
- 'Floriade' - Canberra's Spring carnival is a short walk over the bridge, should you wish to avail yourselves

Registration:

- all VWs attending the show are to pay attendance fees. 'Public' cars can be parked outside the show
- drivers are to register at the VW tent immediately once parked at Autofest
- prepare early - registration form can be downloaded, filled-in and brought to Autofest - see www.canberravw.com/events/autofest2009
- fees - all cars to pay \$2 Autofest Committee Fee - this assists to run the Autofest event itself
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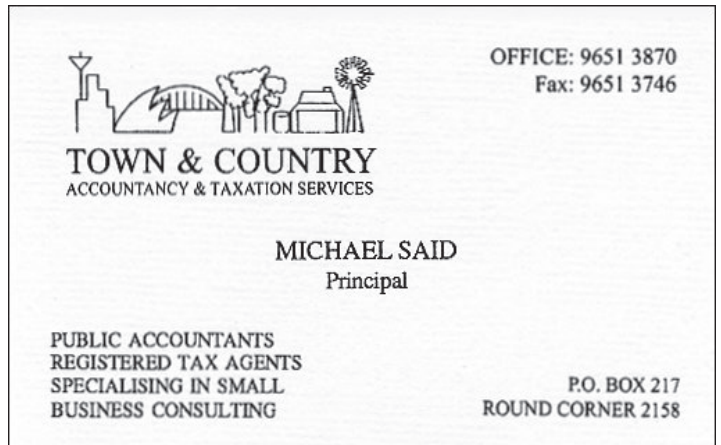


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VW Multivan wins Best People Mover award.

Volkswagen's Multivan Highline Diesel has won 'Best People Mover of the Year' at the 2009 Delivery Magazine Awards.

The Volkswagen Multivan offers outstanding space, tremendous flexibility and the quality you would expect from Volkswagen. The main features of the Multivan include the capacity to carry up to 7 people, Electronic Stability Program (ESP) with ABS, six airbags (dual front, driver and passenger side and full-length curtain), front and rear parking sensors, rotating 2nd row of seats with integrated seatbelts and a multifunction table (collapsible, sliding and removable).

Available with either a diesel (2.5L TDI/128kW) or petrol (3.2L V6/173kW) engine, the Volkswagen Multivan also offers two trim levels to choose from – Comfortline or Highline.



"The Multivan range has all the makings of a great people mover and I am very pleased it has been recognised," said Mr Phil Clark, Director of Volkswagen Commercial Vehicles. "Volkswagen has been building people movers for over 50 years so you could say we know a thing or two about how to build a good quality and practical vehicle."

Managing Editor and publisher of Delivery Magazine, Mr Chris Mullett, said "The Volkswagen Multivan is just as much at home taking the kids to school as moving executives from the boardroom to the airport. As it gains greater recognition it could revolutionise the hire car market in Australia."

Passat CC wins design award.

Volkswagen's recently released Passat CC has been recognised with a Design Award for its innovation and design excellence at the 2009 Australian International Design Awards.

The Australian International Design Awards, a division of Standards Australia, is recognised by the Commonwealth Government and the International Council of Societies of Industrial Design as the peak promotional body for the Australian design industry, and for its important



role in fostering a culture of design and innovation in Australia.

The Volkswagen Passat CC was awarded for 'Best Exterior Design', which is both distinctive and sophisticated. The front end of the Passat CC shows another facet of the Volkswagen brand's face. More dominant than on any other Volkswagen, the radiator grille with its two cross-struts and centrally placed VW logo spans the area between the headlamps. An indicator of the Passat CC's excellent overall aerodynamic qualities is its drag coefficient of cw 0.29.

New Golf Variant.

Volkswagen has begun accepting advance European orders for the new 2010 Volkswagen Golf Variant (station wagon). This is the fourth version of the 'wagon' version of the Golf, as the body style first appeared on the Mk3. Joining the 2-door and 4-door Golfs, and the latest Golf Plus, the Variant (or Estate in the UK) is the fourth new Golf version to be launched.



At its market launch – in parallel to advance sales that are now starting – the Variant will be offered in the three equipment versions - Trendline, Comfortline and Highline. The latter replaces the previous Sportline version as the top equipment line. Engines available are a TSI (boosted direct-injection petrol engine) with 90 kW, and two very quiet common rail turbo-diesels (77 kW and 103 kW). Other engines will follow in stages: two Multipoint engines (59 kW and 75 kW), and another TSI petrol engine (118 kW). All six engines fulfil the new Euro-5 emissions standard.



Just how efficiently the current Volkswagen engines perform is well illustrated by the TSI. Its 6.3 L/100 km (90 kW) and 6.4 L/100 km (118 kW) fuel consumption values place their average fuel consumption on par with the already economical base engine with 59 kW. When shifted by a DSG transmission, fuel consumption is reduced further, to just 6.0 L/100 km (139 g/km CO₂) on the 90 kW TSI, and 6.1 L/100 km (143 g/km CO₂) on the 118 kW version. With this engine lineup, the new Golf Variant is one of the most economical and cleanest station wagons in Europe.

In front, the new Golf Variant can be recognized by its new bumper, radiator grille, bonnet, guards and headlights, which were all adapted from the new Golf Mk6. Starting with the mid-level equipment version (Comfortline), chrome inserts are integrated in the radiator grille and the lower air inlet. In the top Highline version, this also applies to the frames for the front fog lights with new static turning light function that are a standard feature here.

At the rear, the independent design of the previous model has been upgraded with modified, more elegant taillights and body-colour bumpers. TDI and TSI versions can also be recognized by their tailpipes, which are no longer covered by the bumper. In addition, Volkswagen has developed a new range of wheels.

The same high-quality gauges and instruments, including a standard multifunctional display and upshift indicator, as the normal Golf are used in the new Variant. Also adopted from the Golf was the new generation of three-spoke steering wheels, which celebrated their debut in the Passat CC in 2008.

Controls for the new Golf climate control system were integrated in the Golf Variant as well. Volkswagen also adapted its line of different seat covers to the entire model series. The same applies to features ranging from the radio and navigation systems up to the interfaces for MP3 players and Bluetooth mobile telephones. Two driver assistance systems are also available as options for the first time: ParkAssist (automatic parking assistant) and Rear Assist (rearview camera). Another feature being offered is the panorama sunroof that is popular among many Golf Variant buyers.

The new Golf Variant is now available to order in Germany. Right-hand drive versions for the UK market will be available later in 2009. The previous Golf Mk5 Variant was displayed at the 2008 Sydney Motor Show (badged as the 'Golf Compact Wagon'), but local sales did not proceed. No decision to import the latest Golf Variant to Australia has been made as yet.

Scalextric launch for Golf GTI.

For the recent UK launch of the new Golf Mk6 GTI, Volkswagen constructed a Scalextric track on an epic scale inside a hangar to lend armchair (or office chair) enthusiasts the chance to race the new hot hatch online and against the clock.

The 10 x 8-metre track was the work of a team of 60 modellers, and featured over 200 scale buildings. It forms the basis for the 'GTI Project', a new online game through which you can control the 1:43 scale Golf GTI as it negotiates the hairpins, straights and narrow bridges that make up the track. There's no need to spend hours setting it up on the living room floor, no potential damage to furniture (and family pets) should you crash at high speed. Simply log onto www.gtiproject.com and you'll be guided to the virtual workshops of the GTI Project and the track itself.

As with the real thing, too much enthusiasm leads to crashes and lost time. A delicate approach and a little perseverance lead to quick times and your chance to appear on the online global leader board, possibly resulting in universal acclaim from friends and colleagues.

Along the way you can learn more about the new Golf GTI, from its new 2.0-litre TSI engine to the advanced six-speed DSG gearbox, colours, trims and performance information. In addition you can order a brochure or even book a test drive.

Set a particularly quick time and you'll be entered into the prize draw to stand the chance of winning the opportunity to drive a new Golf GTI for three months.



The UK order books are now open for the full-scale Golf GTI. Prices for the three-door model start at £22,410 and rise to £22,995 for the five-door model. More information on the new Golf GTI can be found at www.volkswagen.co.uk or at any UK Volkswagen Retailer.

The Golf Mk6 GTI is due for Australian release in early 2010.

RHD Golf GTD now available.

Volkswagen UK has revealed pricing for its new performance diesel, the Golf GTD. The new model is now available at UK Volkswagen Retailers, having been released for sale in June.

Prices start at £21,850 RRP 'on the road' for the three-door, six-speed manual model. There is a £585 premium for the five-door model and a £1,305 for the six-speed DSG automatic gearbox.

Powering the new GTD is a refined 2.0-litre common rail TDI engine, producing 127 kW and a substantial 350 Nm of torque channelled via a six-speed manual or automatic DSG gearbox. This translates to effortless performance, with the ability to accelerate to 100 km/h in 8.1 seconds and a top speed of 222 km/h. Combined with CO2 emissions of just 139 g/km and average fuel consumption of 5.3 L/100 km and a range in excess of 1,030 km on a single tank of fuel, the GTD is a frugal yet exciting hot hatch.



The Golf GTD's appearance differs significantly from the standard Golf. A new front bumper from the GTI sits below a honeycomb grille element framed by chrome horizontal fins and a prominent 'GTD' badge. At the rear, full body-coloured bumpers make the GTD appear lower and wider than it really is, while the Golf's standard wheels are replaced with unique 17-inch 'Seattle Black' alloys.

Inside, the main contact points are unique to the Golf GTD – a flat-bottomed steering wheel, a leather gearshift and a standard tartan interior. The tartan finish is unique to the GTD and is subtly different from that found in the GTI, being grey, white and black, rather than red, white and black.

As with the entire Golf range, the new GTD will feature class-leading levels of safety with ABS, ESP (Electronic Stabilisation Programme) and seven airbags, including for the first time a knee airbag, all standard. The Golf was recently awarded a maximum five-star rating by the EuroNCAP crash testing agency.

No decision on the Golf GTD for Australia has been made as yet, but if it goes on sale here it would not be until 2010 at the earliest.

New Scirocco GT TDI.

The new performance diesel variant of the Scirocco GT, equipped with the same 2.0-litre TDI 127 kW engine as the Golf GTD, is now available to order in Germany. Combining effortless acceleration, made possible by 350 Nm of torque delivered from 1,750 rpm, and the ability to return 5.3 L/100 km on the combined cycle, the new model mixes style, economy and sharp dynamics.

The refined and powerful 2.0-litre common rail TDI engine develops 127 kW at 4,200 rpm and is available linked to either a six-speed manual or six-speed DSG gearbox. Both

gearboxes accelerate the Scirocco to 100 km/h from a standstill in 8.1 seconds and on to a top speed of 222 km/h (DSG: 219), while emitting just 139 g/km (DSG: 147) of CO2.



The latest addition to the Scirocco range is available linked exclusively to the GT trim level and offers a comprehensive list of standard equipment including a six-CD autochanger, rain and dusk sensor, multifunction computer and 2Zone air conditioning. In terms of safety, ABS, ESP (Electronic Stabilisation Programme) and six airbags are all standard.

For the first time new 19-inch 'Lugano' alloy wheels are available as an option.

As with all models in the Scirocco range, the new GT 2.0-litre TDI is fitted with Adaptive Chassis Control (ACC) operating through pneumatic valves in the damper units. The system allows the driver to select from normal, comfort or sport modes to define the desired suspension and steering response settings for the conditions.

2012 Passat?

The current VW Passat looks a little tired after the recent entry of the refreshed BMW 3-Series and the Mercedes C-Class, as well as VW's own stylish 'CC' version of the Passat. If VW has to regain the top position in this mid-sized European market segment, it needs to make the Passat visually more powerful, and with the next model they are trying to do just that.



The latest VW styling cues will be adopted from the Scirocco concept, which is the design blueprint for the VW cars that have followed immediately. The new Golf, and Polo, use a few lines and exterior items from the concept already, such as the horizontally-slatted grille with raked lozenge-shaped headlamps, and more prominent VW badge.

Under the bonnet, a new generation VR6 engine will be in place, putting out 224kW from a displacement of 3.0-litres. To improve mileage and maintain power, the new engine will also be using direct injection, while the rest of the powertrain lineup is expected to benefit from some form of forced induction as well. Other models will include a new hybrid as well as a high-performance diesel with AWD.

To give the Passat some much needed panache, VW will be pulling out all the stops to make the next-generation a technological showcase, with features that should have the traditional German luxury marques feeling a little worried.

Expected to debut in late 2011 as a 2012 model, the next-generation Passat is tipped to feature a host of new technologies, including airless tyres, a wiperless window cleaning system, and an advanced user interface. There may also be an electronic stability system with a feature that automatically offers counter-steering assistance in adverse driving conditions.

One year after the launch of the Passat sedan will come the station wagon version, and this will be followed closely by a new high-performance model to replace the current R36.

One-millionth VW T5.

Volkswagen Commercial Vehicles recently manufactured the one millionth vehicle of the T5 series at the Hanover plant in Germany. The vehicle was a 1.9 litre TDI 62 kW in Tornado Red.



“The T5 is and remains the number one in its segment for new registrations in Europe and Germany,” commented Stephan Schaller, CEO of Volkswagen Commercial Vehicles during the celebrations at the Hanover plant. “One million T5s – that means one million customers towards whom we have a particular responsibility.”

Heinrich Söfjer, chairman of the Volkswagen Commercial Vehicles works council, said, “The colleagues have once again been successful with the T5 in building a vehicle where quality is assured! On the one hand this increases the image of reliability for our T5 with the customers, and on the other hand we have been able to further our market leadership both in good times and bad. With this anniversary, the T5 has made its contribution towards making Hanover the location for light goods and leisure vehicles yesterday, today and tomorrow.”

Last year alone Volkswagen Commercial Vehicles delivered approximately 178,000 T5s to customers. Alongside Germany, the most important markets in Europe include Great Britain, The Netherlands and Austria.

The success story of the current series began with the start of production on 3rd March, 2003. Volkswagen Commercial Vehicles builds the T5 in the plants at Hanover (Germany) and Poznan (Poland). The closed vehicle versions are built in Hanover and the open construction versions, dropside and double cabin, are built in Poznan. The T5 series is made up of the Transporter, Caravelle, Multivan and California models. Each individual model is made up of a scope of individual model variants. Numerous awards and first prizes from national and international motoring magazines demonstrate the popularity of the T5 from the beginning. ‘Van of the Year’, ‘Transporter of the Year’ (2003), ‘International Van of the Year’ (2004), ‘Car of the Year’ (auto motor und sport 2004 – 2009), ‘Four-wheel vehicle of the Year’ (Auto Bild Allrad 2005 – 2009), ‘Touring vehicle of the Year’ (promobil, 2009) and finally ‘Classic vehicle of the future’ (Motor Klassik, 2007).

The T5 offers a choice for trade, service providers, workmen, local and regional authorities, and private customers for innumerable transport and mobility requirements. Whether it be a van, dropside, double cab, Kombi or Caravelle, Multivan and California – every customer requirement is fulfilled. The T5 is delivered with a choice of long and short wheelbase and with right or left-hand drive. If one includes all of the individual engines, a total of 460 basic variants of the T5 are produced as standard in Hanover alone. The production line builds a model with a short wheelbase followed by one with a long wheelbase, a van is followed by a Kombi with one or two side windows. “This indicates that we can listen to the requirements of the customer, our motto being: build a vehicle to suit a need,” says Schaller.

The Volkswagen T5 production is in full swing. One million vehicles produced is the incentive to beat the approximately 1.7 million predecessor model T4s that were built in Hanover.

The foundation stone for the second Volkswagen plant after Wolfsburg was laid on 8th March 1955. One year later the first Transporters left the production line in Hannover-Stocken. With its more than five decades of history, the location has the longest tradition of any Transporter plant in the world. All five generations of the Volkswagen bus were produced here – a total of more than 7.5 million vehicles. Worldwide more than 10 million



Volkswagen vans have been produced since 1950 – in Wolfsburg, Hanover, Poznan, Brazil, Mexico, Australia and South Africa.

The home plant of Hanover was completely restructured for the start of production of the T5 on 3rd March 2003. With approximately 12,000 employees, the plant is the largest industrial employer in Germany's Hanover region. Volkswagen Commercial Vehicles produces not only the successful brand models there, but also cylinder heads and heat exchangers for the Volkswagen Group and, since March 2009, the finished body of the Porsche Panamera.

Hot VW Polo Coupe.

The new VW Scirocco R is going to have a little brother. A coupe version is reported to be heading towards a VW production line, based on the all-new Polo. A three-door version of the popular new Polo will make its world debut at September's Frankfurt Motor Show, but don't merely expect a 4-door model with the rear door slashed. Sources report the new Polo Coupe will look aggressive and racy, as it might be sold as a mini Scirocco.



The Bluesport Concept seen at the Detroit expo this year, lends its front end to the new car, while tapered side windows and muscular rear haunches are derived from the Scirocco.

It needs to be fast, and for that condition to be satisfied it needs power and loads of it under the bonnet. A 1.4-litre supercharged and turbocharged 133 kW unit from the Golf should be the candidate. The gearbox will be the same seven-speed DSG box that would be used on the Polo GTI version in the future.

Record VW Kombi drag racer?

As a great demonstration of VW's legendary durability, a 56-year old VW Transporter has just done the quarter-mile sprint in a time of 12.65 seconds, at a top speed of 165.6 km/h, at Santa Pod race track at Podington, UK.

This represents a new world record for a non-turbocharged Volkswagen Transporter, but this unique 1953 Bully, run by a team from Frankfurt, Germany, is planning to beat the record of 12.5 seconds for any Volkswagen van



when it returns to Santa Pod for the annual 'Bug Jam' Volkswagen enthusiasts event from 17th-19th July.

Not surprisingly, the original 16 kW (25-bhp), 1.1-litre engine from 1953 has been replaced with a highly tuned, 2.8-litre Type 4-based Volkswagen engine, producing 189 kW and 330 Nm of torque, and the vehicle has also undergone a complete rebuild with a great number of other mechanical updates.

The Transporter is Volkswagen's best-selling commercial vehicle, and the most popular van ever with over 10.5 million being produced since production started almost 60 years ago in March 1950. The current generation, the T5, is the fifth generation VW Transporter.

Editor's note – this was a press release from VW UK. It is wrong. The 'record for ANY Volkswagen van' is NOT 12.5 seconds. The famous drag race VW Bus of Dave and Judy Kawell, fitted with a 2100cc turbo motor, ran a best of 10.24 @ 128 mph (206 km/h) in 1987. See www.kawellracing.com/racebus.html



100,000th VW Golf sold in Australia.

The Volkswagen brand has just reached a significant milestone on the Australian market, with the sale of the 100,000th Golf since the model's introduction to Australia in 1976.

The celebratory new VW Golf 118TSI was handed over to its owner, Mark Hall, by Solitaire Volkswagen of Hawthorn (Adelaide).



While the Golf first went on sale in Europe in 1974, it took until March 1976 for the Golf to

be released in Australia. It was locally assembled at the Nissan-owned VW factory in Clayton, Melbourne, from German CKD kits. 4,429 Golfs were sold that year.

The first ever Golf Mk 1 to be registered in Australia is still in the hands of its original owner, who himself was part of Volkswagen's local history. Mr Dirk Goudberg was employed as Quality Control Manager at the Volkswagen plant in Clayton, Victoria, from 1958 until 1976. His vehicle was amongst the first six Golfs to be exported to Australia in individual components to be assembled locally. The vehicle itself was completed locally in late 1975, and registered in 1976 as the first Golf in Australia.



In 1977 VW stopped local assembly, and all VWs were henceforth fully imported. The Golf was updated to German GLS spec, and in 1978 the remarkable Golf Diesel joined the range. However rising costs saw the petrol Golfs discontinued in 1979, and the diesel Golfs in 1981. No more VW cars would be sold here until 1990.

In 1983 the Golf Mk2 replaced the original Golf, although Australia did not see it until 1990 and then only in a low-spec 8V GTI form. However the Mk2 was very popular overseas, with global production of 6.3 million Mk2 Golfs between 1983 and 1991. The Golf Mk3 went on sale in 1994, and was sold in Australia in CL, GL, Cabrio and VR6

forms. The diesel Golf also returned to Australia. 1998 saw the introduction of the Golf Mk4.

2004 was marked by the 500,000th Volkswagen (of all kinds), sold in Australia, as well as the local release of the Golf Mk5. The Mk5 was awarded a range of significant awards by the Australian motoring media. To date, the Golf has turned out to be a selling success, with more than 26 million Golfs produced globally since the initial days of the Golf Mk1.

The next chapter in the Golf's journey has only just begun with the introduction of the new Golf Mk6 into the Australian market in March 2009. This model is regarded as the most economical, safe and refined Golf yet and promises to maintain Volkswagen as the benchmark.



Australian Golf Timeline:

1976: The Golf Mk1 was released onto the market in March, assembled in Clayton, Victoria. Some 4,429 Golfs are sold in the first year.

1977: The locally assembled Golf Mk I is replaced by fully imported German GLS.

1978: The diesel GLD is added to the range. Local sales drop as the Australian dollar hurts imported car prices. Models are cut and, eventually, imports are stopped. The last 3 Golf GLDs are sold in early 1982.

1974-83: Globally 6.8 million Mk1 Golfs were produced.

1990: The Golf Cabriolet and Golf GTI 8V are officially launched. Both have the 1,781 cc engine, in 70 kW form for the Cabrio and 77 kW for the GTI. Some 107 Golfs are sold in Australia in 1990, and 289 in 1991.

1992: Australian Mk2 models are discontinued, awaiting the Mk3 local release the following year.

1993: Due to the European delay in introducing the Mk3



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Golf Cabrio, the local distributor imports 360 Mk1 Golf Cabriolets.

1983-91: Globally 6.3 million Mk2 Golfs were produced.

1994: The Golf Mk3 is released in Australia, in two versions, a base 85 kW 2.0-litre GL hatchback and the 128 kW 2.8-litre VR6, auto or manual. Some 459 Golfs and 217 VR6s are sold.

1995: The Golf Mk3 Cabrio is released. Some 1,283 Golfs, 227 VR6s and 272 Golf Cabriolets are sold in 1995.

1996: The Golf Diesel returns to Australia, for the first time since 1981. The budget Golf CL is also introduced, with a 66 kW 1.8-litre engine.

1991-97: Globally, some 4.8 million Mk3 Golfs were manufactured.



1998: The Golf Mk4 is released. The updated 'Mk 3½' Golf Cabriolet is released. Still a Golf Mk III Cabrio, but with a new nose that matches the Golf IV, smoked taillights, sports seats and leather trim.

1999: The Golf GTI is released; the first GTI model sold in Australia since the Mk2 8V in 1992. Some 2,807 Golfs and 253 Cabrios are sold locally.

2000: A limited edition 'Rally' version of the Golf is announced, in celebration of the Golf winning the Australian F2 Rally Championship in 1999.

2002: The Golf range is broadened with the release of the new entry-level 75 kW 1.6S and 1.6SE models.

2003: Some 12,357 Volkswagens are sold including 6,457 Golfs and 10 Cabrios. A special version of the Golf, called the Generation, is released to celebrate Volkswagen's 50 years in Australia.

1997-03: Globally 4.3 million Mk4 Golfs were produced.



2004: The 500,000th Australian Volkswagen is sold in March. The latest generation of the Golf, the Mk5, is released in Australia. It is available in Trendline, Comfortline and Sportline versions. The engine choices are 1.6-litre, 2.0-litre FSI, 1.9-litre TDI and 2.0-litre TDI.

2005: The Mk5 GTI is released with a 147 kW 2.0-litre FSI turbo engine, and choice of 6-speed manual or 6-speed DSG auto gearboxes. Thanks to a very positive reaction from the local press, the GTI soon sells out. The waiting list grows to an unprecedented six months. Some 15,782 Volkswagens are sold including 9,311 Golfs.

2006: The Golf R32, the improved Mk V 184 kW 3.2-litre V6 R32, is released in Australia and comes with 6-speed manual or 6-speed DSG auto, and 4Motion 4WD as standard.

2007: Another new Golf is added to the range, the Golf GT. It has a small, turbo and supercharged 1.4 litre TSI petrol engine producing 125 kW and 240 Nm, yet consumes only 7.7 litres/100 km on the combined cycle. Over 10,000 Golfs are sold in Australia, for the first time ever.

2008: A new turbo diesel version, the Golf GT Sport TDI is added to the range. VW sells 11,632 Golfs in Australia, the highest figure ever. To December, VW had sold 91,719 Golf sedans, 739 VR6s and 1,673 Golf Cabriolets in Australia - a total of 94,131 Golfs altogether.



2009: The new Golf Mk6 is released in Australia. VWGA organises a '100,000th Golf' photo shoot in Sydney, supported by Club Veedub. With the sale of the 5,869th Golf of the year in July, VW's Australian Golf total reached the 100,000 milestone.

1974-09: To date more than 26 million Golfs have been manufactured across the world since 1974.

The Toy Department.

The Michelin journey of discovery began in 1891 when Andre and Edouard Michelin developed the first detachable bicycle tyre. Taking only minutes to repair, the tyre carried cyclist Charles Terront to victory in the now famous Paris to Brest race. The Michelin brothers, however, began a journey that took them much further than the finish line. Their innovation revolutionised the world transport industry.



Delivering over a century of mobile innovations, Michelin today continues the relentless journey to improve your driving experience. Developments such as Michelin Green X™ 'low rolling

resistance' technology drive the future of tyre manufacturing, promising to reduce global fuel consumption by up to 5%. At Michelin, they also recycle 90% of waste tyres and promote reforestation of rubber trees.

The Michelin man, Bibendum, represents their commitment to all motorists. Born out of a stack of tyres and the imagination of the Michelin brothers, Bibendum has



grown to become one of the 10 most recognised symbols in the world. Using Bibendum as the international symbol of Michelin quality, Michelin has expanded to over 170 countries, with 80 production plants and six rubber plantations.

Here this month we feature the Michelin '72 bay window Kombi – with Bibendum on the roof.

Displaying your 1/43 models could not be simpler! Try this project.

1. Lengths of 7mm x 800mm pine slates put together with small nails and wood glue to make this attractive wall shelf. Arrange your models in their original Perspex display cases and store them in your new wall shelf. This way they will always be protected from dust.

If you don't have any Perspex boxes, then try this alternative:

2. 1 x box of Ferrero Rocher chocolates – after your have indulged the chocolate the plastic box is ideal for storing and displaying your 1/43 models.



Tony Bezzina
Kbezzina@bigpond.com.au

My Dad's RAF Kombi.

I thought you might find the attached interesting.

Gathering dust in a drawer at home for the last 15 years, was a leather-bound wallet containing some 200+ sepia negatives my late father had taken during his spell with the RAF in Germany between 1954 and 1956.

Over the years I'd held the odd one up to the light to see images of my father in his uniform, or of the many large trucks he drove on manoeuvres thru North Germany. However most remained in their paper holder within the wallet, no doubt untouched for over 50 years.

I recently purchased one of those gadgets which converts old negative images into digital pictures, and slowly set about going thru all 200+ negatives, every one of them in fantastic condition. It wasn't until I was up to around number 180 when I came across the image you see below.

Taken by my father in 1955, this particular image had the title 'My Ex Wagon' scribbled next to it. However by the inscription on the passenger door (it would have been left hand drive for sure), it was an RAF issue vehicle and not my father's personal barndoor.

The airmen kicking back inside, no doubt some of Dad's old mates! In all the years I knew my father, he never once mentioned he'd driven a VW, let alone an old barndoor Kombi!!

Funny thing is, after years of driving large trucks, Kombis and other vehicles in the RAF, on his return home to the UK, it took him 6 attempts to pass his driving test!!

Martin Fox

Editor's note - Thanks Martin, for sharing some VW family history. We had all been unaware that the RAF had used VWs for transport; certainly they never bought them for use in the UK. However Martin's Dad was stationed in Germany, so it is less surprising that the RAF deployed there should use VWs. And yes, if you look very closely, you can see that the steering wheel is on the left.

Unfortunately I can't make out any of the door markings except for 'RV...316' - perhaps 'Royal..something or other'?

I can't find much to connect the RAF with VWs nowadays. Dinky once produced a Beetle model painted RAF blue, so perhaps the RAF used them too? There is a Beetle on display at the RAF Museum in Cosford, as part of the Cold War Gallery, together with a Mini and a Trabant. And UK air bases are often used for VW shows nowadays, with sprints and driving comps done on the runways.

Australia did use VW Kombis as official vehicles in the armed forces in the 1960s. The Australian Army made its first order to the Clayton plant in 1963, for 46 bronze-green Microbuses, and the RAAF ordered 16 Microbuses and 16 double-door vans in golden yellow with a white roof. The RAN also ordered Kombis, in navy blue/grey with a white roof. They were were also popular with the Red Cross.

The Army also purchased T2 Kombis in 1975, and these were painted khaki, some with camouflage markings.

LNC Industries attempted to sell air-cooled T3 Transporters to the Army in 1982, but were unsuccessful. The Army also turned down Ateco's offer to sell them T3 Syncros in 1990, and bought Land Rovers instead - PM.



Canberra Chapter run to Braidwood.

On Sunday 14 June, the Canberra Chapter ventured off in the midst of Winter on a cruise to the pleasant country town of Braidwood.

Located on the Kings Highway, 91 km from Canberra, Braidwood is a town of just 1,100 people but back during the 1870s gold rush it was ten times bigger than now. It was the wealth of the gold rush that provided for Braidwood's many grand historic buildings. The town is listed on the NSW State Heritage register. Braidwood is also famous for being the film location for the 1987 film *The Year My Voice Broke*.

With a great band of people and some awesome Vdubs, we convoyed to the beautiful Royal Mail Hotel and consumed the largest lunch that many of us have had for a while. A hot meal and roaring fire helped with the winter chills, that's for sure!

After some of the dubbers had left, a few people headed around the corner to photograph their car in front of a historic building, a great opportunity, and some excellent photos resulted.

Thanks to everyone who came along on such a great activity, well organised by Mark, and enjoyed by all! Enjoy the photos.

Bruce





Temora VW Cruise Sunday 6th September 2009

Canberra members: meet Russell car park 6:00 am. Please be fuelled and ready to go.

Arrival in Temora: approx 9:30am. Convoy with other VWs to Air Museum.

Admission Prices: adults \$15, over 65's \$10, children \$5
Food and drink available for sale at the event (details on the website).

Other members / Dubbers – contact Bruce 0400 119 220 to arrange convoy point in Temora

Club VeeDub
Canberra Chapter



www.canberravw.com



Watty's Corner.

Finally I'm back on air so to speak!!

It's been a hectic time relocating to Glen Innes. A lot to do with CSA, and me earning too much money truck driving for McDonalds, so anyway I had no choice but to get a lower income job, and so back in December I landed a job at Home Hardware at Glen Innes.



We put our house on the market around December and no bites, but Julie came across an email about some show coming up called SECOND CHANCE on Channel 9. Julie sent them our story about our situation, plus her being in Tahmoor, and me living at Inverell, and working at Glen Innes, they seem to like our story, and so after an elimination process of around 20 odd families and their story, we won the pilot show and so you may have seen the show on TV back in April?

If you watched the show, you would've noticed I took the 'media exposure' opportunity to wearing my Club VW shirt, and got to show only some of my VW collection, and gave VINTAGE and VWMA and our CLUB VW some exposure since they filmed a little bit of my Green Rally Beetle sitting in my garage.

But anyway how about that hey?

Julie and I chose Glen Innes because we would be nearer to her dad at Stanthorpe, and for me, I'm closer to my mum and dad and my sister Susan live 65km away at Inverell. Phil has sent me info on old VW dealers at Glen Innes, Inverell and Armidale, so I will check them out.

Unfortunately I'm a bit further away from the car club and VW activities, however I am closer to Stan Pobjoy, and



closer to Warwick, as I will be able to go to Warwick for the VW Warwick Weekender, and also I want to compete at the Leyburn Sprints.

I was hoping to compete in the Classic Outback Trial in September which starts at Forbes and will finish and coincide with Rally Australia on the last day at Murwillumbah, however my Beetle is sitting on stands at the moment, as I have to take the motor out as the motor has locked up, something broke!

So looks like I maybe taking a trip down to Stan's, or getting Boris to send me some bearings up or maybe a crankshaft, who knows, anyway my Rally interests are on hold for the moment. However I can't wait to strut my stuff, and when and wherever I compete at anytime, I will keep you informed!!



I will keep Watty's Corner column going, so I will send you some interesting stuff soon!

There are a few Beetles running around Glen Innes and Inverell, so I'm going to try and gather 'em together and get them to join the club. You should know me by now, that I blabber me mouth about Volkswagens and the Club scene in my travels at all times!

Anyway please reply and we shall keep in touch through Zeitschrift, and if you or any of the members are passing through Glen Innes, stop for a break at my place anytime!

As you are driving through Glen Innes on the New England Highway, when you see the sign on the left to Inverell Gwydir Hwy, in the town the highway is known as Ferguson street. You see Home Hardware on the left and on the right "opposite the hardware" is my place 198 Ferguson Street. My ph. number is 02 67324891.

Keep this for the club records as I could be the club contact for the New England area!

Say hi to all in the club for us!

Regards
John Watt

PS. Ya can't forget my street name FERGUSON ST. Just think of (Barry Ferguson)! Huh,huh!

New Golf 6 GTI.

When the original Mk1 Volkswagen Golf GTI was launched in Europe back in 1976, it was credited with launching the 'hot hatch' phenomenon. It became one of the most widely copied cars in history. Many imitators have come and gone over the years, but the venerable Golf GTI remains the benchmark for fun and performance and is still the original and best 'hot hatch'.



Now VW has released the sixth-generation GTI to the European market (including RHD models for the UK), and it is even sharper than previous models.

Sadly the original Mk1 Golf GTI was never sold in Australia, and we only saw a low-spec 8V version of the Mk2 GTI in the early 1990s. The then importers, TKM, also chose not to sell the Mk3 GTI in Australia, and it was only with the Mk4 and Mk5 GTI that the badge became properly established down under. The new Mk6 GTI is already lined up for local sale.

Expected in Australian VW showrooms later this year (or possibly in early 2010), the newest GTI is an extension on the beautiful Mk6 Golf recently released in Australia. It looks almost identical to the concept shown at this year's Paris Motor Show, even down the dual exhausts, rear diffuser and alloy wheels.

Visually the car is 22mm lower at the front and 15mm lower at the back, and the spring, dampers and stabilisers have been retuned.

Not surprisingly, performance is the car's strongpoint. It's powered by a turbocharged 155 kW, 280 Nm 2.0-litre four cylinder TSI petrol engine, which delivers a top speed of 240 km/h and combined fuel economy figure of 7.3 litres per 100 km.

The GTI's maximum torque is available from 1700 revs right through to 5200 revs. The car will hit 100 km/h in 6.9 seconds, but VW says in-gear performance is also improved. The GTI accelerates in fifth gear from 80 to 120 km/h in 7.5 seconds. It also meets Euro 5 emission levels, and produces 170 g/km CO₂.

Like all new models, the GTI gets some new tricks, like an electronic transverse differential lock (XDS) to help handling and traction. XDS is designed to reduce understeer and provide near-neutral handling. It is an extension of the electronic limited-slip differential (EDS) integrated in the

electronic stability control system. VW's dynamic chassis control system is also available.

For durability the engine gets modified pistons and piston rings, a regulated oil pump, new vacuum pump, new high-pressure fuel pump and new mass airflow sensor.

Like the previous model, buyers will get a choice of six-speed manual, or six-speed DSG gearboxes. The seven-speed DSG may be available later, once it has been modified to accept the GTI's greater power output.

The engine and exhaust system carries a distinct 'GTI' sound. At highway speeds it remains muted, but open the throttle and the acoustic exhaust delivers a distinct note.

In front, the familiar strut-type suspension operates with helical springs and telescoping shock absorbers. In the rear, the multi-link suspension continues. The adjustable chassis control system automatically stiffens steering and damping for more dynamic handling and also reduces pitch and roll. Drivers can choose between normal, sport or comfort settings.

For the first time, adaptive cruise control will be available. When activated, the system automatically brakes and accelerates within a speed window from 30 km/h to 210 km/h. It uses a laser sensor mounted in the rear-view mirror to continually scan vehicles in front and their speed using five laser beams.

The GTI will also be available with active bi-xenon headlights, and a second-generation version of VW park assist. Previously, to use the system the space had to be at least 1.4 metres longer than the car, but now 1.1 m is sufficient. The system also has multiple forward-reverse stages in parking. When the GTI is ordered with the system, it also gets parking sensors and a Hill Hold feature from the Tiguan SUV.



Inside there are standard sport seats with the trademark tartan fabric pattern, active headrests and nine airbags. As with previous GTIs there are brushed stainless steel pedals, aluminium GTI gearshift lever, leather steering wheel with grip recesses and GTI emblem, decorative red seams on the steering wheel, gearshift surround and leather parking brake grip.

Like the normal Golf upon which it is based, the GTI can store between 350 and 1,305 litres of luggage, depending on the seat arrangement.

Golf 6 GTI – A First Drive.

When you've been a benchmark in your class for as long as Volkswagen's Golf GTI, you don't mess with the recipe. And VW has taken that approach with the new version.

The GTI has long been the yardstick for the hot hatch class, and has a huge fan base around the world. VW has sold 1.7 million Golf GTIs around the world since it first appeared in 1976. In Australia, the Golf range was the biggest selling VW in 2008 (as it has been every year since 1990), and about 25 per cent of the 11,632 Golf buyers were happy to pay the extra \$13,000 premium to get into the GTI.

So the new car has been patterned after the old one in just about every way. Anything that has been changed in this sixth generation still follows the recipe, and a lot has been carried over.

The body is still in both three-door or five-door form, but now crouches 22mm lower at the front and 15mm at the rear, sitting on retuned springs, dampers and stabilisers, all aiming to increase the already agile handling.

There are subtle changes to the looks, mainly around the front. Where the previous model had a gaping grille and rounded light elements, the revamped version of the black honeycomb grille has a body-coloured strip dissecting it, and the red bezel accent is now parallel lines accentuating the more geometric foglights and chunkier lower air dam. The red grille trim is a GTI styling cue that originated with the original GTI in 1976.



At the tail, the dual exhausts and revised diffuser have come from the concept shown at the recent Paris Motor Show, but apart from those details there is little altered around the back. Darker taillight lenses are an option.

Slip into the driver's seat and you'll find the flat-bottomed steering wheel has been given a cosmetic brush-up with more red-stitched finish, the centre stack has been revamped a little, and there are touches of chrome on the instruments. The car gets the a turbocharged 2.0-litre four cylinder TSI engine, with the same 280 Nm of torque as the previous GTI but 8 kW more power (to 155 kW), due to a slightly modified induction system, and changes to pistons and pumps that make for less friction.

The maximum torque now has an earlier entry and even better spread from 1700-5200rpm (1800-5000

previously), but there is no gain over the 0-100km/h of 6.9 seconds (auto) and 7.2 seconds (manual) of the outgoing model. However, the rolling acceleration from 80-120 km/h is 7.5 seconds in fifth gear and 9.6 seconds in sixth – slower than figures clocked during independent tests of GTI MkV that had it at 6.9 and 8.6 respectively.



However it has picked up 5km for the top speed to come in at 240 km/h, and has cut fuel consumption from 8.2 L/100 km down to 7.5 L. Emissions are similarly down from 197 g/km of CO₂ to 170 g/km of CO₂, helping it meet the demanding Euro 5 emissions compliance.

Those hoping to see the seven-speed twin-clutch transmission that is trickling across the Volkswagen stables will be disappointed – the GTI is keeping the six-slot DSG for the moment, along with the six-speed manual – until the seven is developed to handle a better torque load.

However there are still some important – although not revolutionary – changes under the skin, including a new electronically controlled diff that loads up the inside wheel in cornering for better traction, handling and to reduce understeer. It's not activated by slip, and not actually a diff lock as such, but more an application of judicious braking to bring the wheel under better control.

And just in case you exceed the limit of the diff's ability, there's now a seventh (knee) airbag. The main feature (seen on a lot of stable-mate Audi's cars) is an adaptive chassis control system with three modes – comfort, normal and sport – that can be selected to change the suspension and steering to suit the conditions. Sadly, it's not standard but an option on other Golfs, and could end up being an expensive addition to the GTI.

Also available as an option is adaptive cruise control, which automatically brakes and accelerates between 30 and 210 km/h, bi-xenon headlights, revised park assist that now guides you into any spot as small as 1.1 metres longer than the car (1.4 previously).

When you drive the new GTI, at once it feels familiar and yet you're aware of the changes. For a start, the engine sounds rortier – but that could be extra noise defence padding the cabin.

Except for some wind-rush around the wing mirrors, the interior is now hush-quiet – all the better to hear the engine with, especially in Sport mode on the DSG where you get a delicious crackle and pop through the changes.

And that's where you'll probably want to keep it, if you opt for the twin-clutch. The normal fully auto mode is

Club Veedub. Aus Liebe zum Automobilklub.

noticeably sluggish by comparison - although probably better designed for you to approach the official improved fuel figure. But it will be tempting to ignore the fuel budget, because the engine is an enthusiastic partner in environmental crime, letting you dip into the torque quite early and happy to give up more right across the range.

Steering is precise and refined; perhaps too refined as there were complaints from some of the drivers at the launch in France about a lack of feedback. However VW says nothing has changed on the system from Mk5 GTI.

And the tendency of the comfort setting on the chassis control system to render the steering and dynamic abilities of a chocolate pudding — compared with the sport mode — didn't endear it a great deal. In comfort mode with full auto on the DSG, the car felt too sluggish, and very uncharacteristic of a GTI.

Dialling up the sportiest notch on the chassis control system helped the dynamics a bit when you were in auto, but by far the best fun of course is with all that added to the DSG's sport function. It insists on holding the gears, changes down almost before you think you want to and offers slot-car manners around the corners.

The suspension in this setting was brilliant for cutting through some sharp cornering, but you could clearly feel the effect when the wheels hit uneven edges in some places.

The manual shift is smooth and solid — without being heavy — and deliciously precise, and is probably going to remain the favourite of those who want to really get to grips

with their driving, despite VW saying the DSG shifts faster. The electronic stability control is unobtrusive, and there was little sign of understeer — even when it was punched hard through the bends — which suggests that the faux diff control's braking effect is a worthwhile system.

Of course, most of those performance and handling points are part of the recipe of the current model. But with the new — or slightly new — one, it's all slightly improved.

There are no indications yet as to whether the GTI will be hit with in Australia if it comes with a price increase, and the pricing decision is more likely to depend on currency exchange rates than any other factor.

However VW Group Australia spokesman Karl Gehling says efforts will be made to keep it close to the current model's prices, which start at \$38,990 for the three-door manual.

"We worked hard on the new Golf to maintain a competitive price point, and will do the same with the new GTI," Gehling says. "We want to keep it as close to the current pricing as possible, but we have to take into account the different specification for the new GTI, and of course there's the effect of whatever happens with the Australian dollar in the current economic situation."

Gehling says that while he won't make any sales predictions, VW could reasonably expect to hold the current figures of 200-250 per month in Australia, once the new model debuts later this year.



Golf GTI. The legend lives on.



Das Auto.



1966 Tasmania tour.

New Horizons magazine, 1966

The most common misconception about Tasmania is that you can see all it has to offer in a matter of several days. Any motorist who sticks to the beaten tracks and simply blazes 'round the island needs to take a second look at his road map.

There's a lot more to Tasmania than its network of highways between the principal cities and towns. In fact it is criss-crossed with country roads and lanes, which lead to the most unexpected places.

The adventurous driver more often than not will find a great deal of Tasmania's scenic beauty lies off the bitumen highways.

It would take a month to meander through the entire island — and there would still be places left to visit.

Recently I took a VW 1500S for my fifth assault on the back-blocks of Tasmania. In the past, I have covered the island in a variety of cars, but there were still a lot of inviting, unexplored roads left on my pile of travel-stained maps and tourist brochures.

I figured that the 1500S would take us to most of them and perhaps leave a few over for the next trip. However, as this was the first trip to Tasmania for my wife, Joy, I had to make certain concessions and retrace some of the old, well-beaten steps.

In 15 days we travelled far and wide and a lot of Tasmanian dust — and mud — rolled under that particular 1500S's wheels.

I have long admired the shapely 1500 model for its comfort, reliability and tons of luggage space. The host of little refinements on the S all contributed to the happiest of motoring holidays.

Compared to the mainland, with its rush and bustle, Tasmania is a veritable motorist's paradise. The roads are uncluttered, fellow drivers are unusually courteous and the days seem long and lazy.

You can set your own pace and the distances between neighbouring towns and villages are conveniently small.

There's a great inducement to rise with the sun, get cracking and pull in for your first morning cup of tea before your

less fortunate fellow workers in other parts of the nation are arriving at their offices.

Our journey began in Melbourne when we rolled the car down a ramp into the bulging flanks of the car ferry, *Princess of Tasmania*. This 4,000-tonne ship was launched in Newcastle in 1959 and was the first roll-on, roll-off passenger ship in the southern hemisphere. (*She was sold in 1972 and eventually scrapped in 2005 - Ed*).

Our first five days, apart from an odd spot of touring, were occupied with the Australian Grand Prix motor racing meeting at Longford.

This rural town is a sleepy hamlet most of the year, with sheep grazing contentedly on verdant pastures fed by the picturesque Esk River.

This year, however, it came to life with a bang. The drivers - world-famous names like Jim Clark, Jack Brabham, Bruce McLaren, John Surtees. Phil Hill and Graham Hill - descended on the ultra-fast 4.5-mile (7.2 km) track in their slim-bodied racing machines. These projectiles soon



shattered the stillness with a roar of exhaust noise that brings people from all parts of the island.

The Longford circuit had first held the Australian Grand Prix in 1959, when Stan Jones won in a Maserati. This year (1965) was just the second time the race was held at Longford. It was the 30th AGP, as well as the final round of the 1965 Tasman Series.

Jack Brabham had pole position and set the fastest lap, but we watched the champion driver from New Zealand, Bruce McLaren, win the event in a Cooper Climax. Sadly, driver Rocky Tresise lost his life in a crash on the first lap.

(This was the last ever GP at Longford. Although local racing continued for a few more years, finances and safety regulations saw the circuit close in 1968. It was once the fastest circuit in Australia; today, most of it has been built over with new houses and highways - Ed).

After Longford, there were 10 precious days left to resume our meanderings and we headed off to the East Coast, through the superb Scottsdale Valley to the seaside resort of St. Helens.

Perhaps it was the balmy weather or just the pleasant surroundings, but we squandered two days there, seeking out all the little byways.

A day's drive with a stopover at Bicheno to swim in the crystal clear water brought us right down the coast to Hobart. After a day back in civilisation, it was time to get cracking again and we pushed off to the Huon Valley.

We kept driving until the road ran out — at Hythe, which is almost as far south as you can go.

Then, a quick detour through the rain jungles brought us to Hastings, just in time to catch a tour of the famous limestone caves which should be seen by every tourist.

Keeping off the main roads as far as possible, we returned to Hobart, seeing some magnificent scenery en route in the soft late afternoon twilight.

We were off again early next day in the tireless 1500S to Port Arthur, which simply oozes with history.

I was surprised to find that the road has been tar-sealed right through since my last trip, which probably accounted for the huge influx of travellers that day.

Now the West Coast beckoned and we prepared for a concentrated day's east-west motoring from Port Arthur to Queenstown.

We almost made it!

Back in Hobart, we took a three-hour break for car servicing, followed the bitumen to Ouse and plunged off on the car-breaking gravel road to Queenstown.

Then the rain came — buckets of it, turning the road into a quagmire and making the going pretty treacherous.

After 60 miles I'd had enough and called a halt at Lake St. Clair, the bushwalkers' mecca, where

we took a cabin, built a roaring fire and enjoyed a good old-fashioned barbecue meal.

The rain continued non-stop, but things looked decidedly more rosy next morning. We were soon in Queenstown after admiring the almost breathtaking beauty of the rugged mountain ranges and eager to go beyond Strahan to the sea.

Our Volkswagen took us as far as we could go along the impressive coastline and we sat and watched the wild waves beat against the sand for at least an hour.

A forlorn place, perhaps, but unique, and the sea was at its most majestic.

Two days to go and still plenty of ground to cover, we thought as we headed back to Lake St. Clair, with the heater at full blast to combat the freezing cold.

First light next morning showed clear skies — and a ring of snow-capped mountains. Heavy snow had fallen overnight, in March, when the mainland was being crippled by bushfires and searing heatwave!

A leisurely drive on a maze of roads took us inland, to the Great Lake, and we made a spot decision to revisit Launceston and Longford and run back up to Devonport.

Devonport's hotels and motels were booked out and we made a chance run to Sheffield to find a delightful country pub with room to spare for our last night.

Tasmania is at its prettiest around Sheffield, and we lost no time exploring the district next day from the many high vantage points which offer splendid views for miles around.

Time was nearly up and we rounded off the trip with a quick dash up the Northwest coast before a final splash in the surf at Devonport.

Back home again, looking at the map, I think I might just be tempted to go back to Tasmania for a sixth trip.

After all, there are still a few sights I haven't seen and a lot of inviting roads which I've marked . . . 'for future exploration.'

Mike Kable



VW Options and Accessories.

Almost from the very beginning, few Beetle owners could resist fitting accessories and appendages of one kind and another to their cars, even if it was only a radio. Into the 1950s, a large industry specialising in 'after-market' accessories grew up very quickly specifically to cater for the Beetle, the first of such companies having been founded in 1949 by an ex-Volkswagen employee called Karl Meier.

His company, Kamei, started by re-trimming Beetle seats in bright fabrics and selling them to German Volkswagen dealers. He quickly moved on to making 'add-on' seat covers. The business was an instant success, and over the next 30 years or so the Kamei name became almost synonymous with Volkswagen accessories.

One of the earliest and most enduring Kamei products was a parcel shelf that slotted into place behind the rear seat, just below the back windows. It had the added advantage of concealing valuables from prying eyes and contributed significantly to insulating the interior from the noise of the engine. A small pull-up lid in the centre of the shelf ensured easy access to the small luggage area that was beneath it.

A parcel shelf for front seat passengers appeared at around the same time and fitted below the dashboard. It was a particularly useful accessory and Meier sold thousands of them over the years. Inspired by its early successes, Kamei went on to make dozens of Beetle 'extras', some more beneficial than others. Items included a hand-operated extension for the reserved fuel tap (foot-operated on the showroom cars), a wastepaper basket that resembled a shuttlecock for mounting on the tunnel in front of the gear lever, the inevitable steering wheel cover, arm-, knee- and neck-rests, and - arguably the most useful of all in the early days - a large, flat, conventional accelerator pedal that fitted over the standard roller assembly. All of these accessories were particularly popular on the home market and are much sought-after by collectors today.

Needless to say, genuine Kamei components are not cheap.

Kamei also marketed a neat plastic rest for the 'clutch foot' in the early 1950s. It was a particularly welcome addition on left-hand drive cars, but because of the manner in which the pedal cluster is arranged on right-hand drive Beetles, right hand drive owners had to do without this luxury.

As time went by, Karl Meier's inventive

mind wandered all over the Beetle, inside and out, but one accessory that wasn't an immediate success was his chin spoiler. The prototype aerofoil, beautifully fashioned from aluminium alloys, resembled an aeroplane wing and was designed to fit below the bonnet. Not only was it aimed at making the Beetle more aerodynamically efficient, but also at reducing the car's instability in crosswinds. Meier took his aerofoil to the 1953 Geneva Motor Show, but sadly it was not taken seriously. The device was a long way ahead of its time and Meier shelved the idea for many years.

When in the 1970s Kamei eventually brought out a neater and altogether more practical chin spoiler made from plastic, Beetle drivers who fitted one reported an immediate improvement in directional stability in crosswinds. But when the Cal-look became fashionable in Britain and Europe, Kamei spoilers decreased in popularity and have become a comparatively rare sight.

Kamei introduced a new range of accessories for the Golf and Passat in the early 1970s, and today they continue to supply a huge range of accessories for VW's modern range, as well as other European makes. They are still based in Wolfsburg.

One of the most popular items bought by Beetle folk during the 1950s was a flower vase that simply clipped or screwed to the dashboard. Available from a number of manufacturers, they were made in porcelain, steel and glass in a wide variety of designs and colours. Original items today are rare and likely to be expensive, but reproductions are available at reasonable cost. It goes without saying that a vase fitted to a Beetle should be replenished with fresh flowers - at every possible opportunity, far nicer than the plastic ones often used by owners at shows.

Radios always came as optional extras on Beetles, and arguably Blaupunkt supplied the best sets. Renowned for their exceptional sound quality, Blaupunkt radios are unbelievably reliable and last for many years. Australian VWs could be fitted with locally-made AWA or Ferris radios.

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Because of the limited power of six-volt headlights, fog and spot lamps from Bosch and Hella were popular fitments from the early 1950s. Although they were externally well made, their vulnerability to stone chips ensured that the lenses were easily broken, so these items are also rare today.

External bodywork embellishments from a variety of manufacturers over the years have included protective 'spats' (usually in aluminium alloy) for the front and rear wings, chrome-plated grilles that fit over the rear air-intake louvres, and - possibly the most bizarre of all - thin steel marker rods for placing vertically on the outside of the front wings in order to make parking and manoeuvring easier. In addition, there were chrome grilles for the bonnet fresh air vents (on post-1968 cars), chrome 'finger' plates to protect the paint behind the bonnet and door handles, and even a decorative grille to place over the two exhaust tail pipes.

Circular chrome-plated metal plugs were available for inserting in the jacking points, while a chrome-plated, fluted tail pipe extension was particularly popular in the 1950s. The headlamps 'eyelids', which gave the Beetle a rather sleepy appearance, were outlawed in Germany during the 1960s on the grounds that they presented a potential danger to pedestrians, but these quaint items have enjoyed a revival in recent times despite the fact that they significantly reduce the car's top speed.

Rubber mud flaps were available through Volkswagen dealers with either a V-over-W emblem or a simplified representation of Wolfsburg Castle, both types of motif being in hard plastic.

In Britain, Grand Prix racing driver Graham Hill's accessory company Speedwell marketed a full range of accessories for Beetles, but most were aimed at the tuning market. They even had a product sharing arrangement with EMPI. To name but a few, there were tachometers, oil pressure and temperature gauges (usually fitted into the radio speaker panel to the side of the speedometer), stone guards for fitting below the headlights, and a rear anti-roll bar. Speedwell's products were not officially sanctioned by Volkswagen, but they are worthy of mention because they played such a large role in the lives of would-be speed merchants by the mid-1960s.

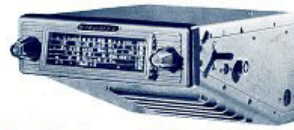
As time went by, more and more equipment became available from both specialist companies, and from Volkswagen. By 1970, a prospective Beetle customer could spend almost as much money on accessories and extras as on a complete car. Volkswagen's sales brochures, expensive collectors' items in themselves, included long lists of



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optional extras, which naturally differed from country to country.

In a typical model year, 1973 for example, the options offered by Volkswagen at extra cost included a radio, fog and spot lamps, towbar, mud flaps, additional exterior and interior trim, front parcel shelf, sports gear stick, tool kits and car care products. You could also order a factory-fitted steel sliding sunroof, laminated windscreen, adjustable head restraints, radial tyres, twin reversing lights (standard with the 'L' package), inertia reel seat belts, radio, halogen headlights and semi-automatic transmission. For the Superbug you could have front disc brakes, a sunroof with wind deflector, electric clock, radial tyres, radio, leatherette seats, head restraints, hinged-down armrest for the rear seat, rally steering wheel, heavy duty battery, 4½" or 5½" J sports wheels, halogen headlights, rally seats, headlamp washers, reclining seats, two-speed fresh air blower, tinted windows and rubber bumper inserts - to name but a few.

However, for the 1978 model year, the last in which the Beetle was to be produced in Germany as a saloon, the Beetle reverted to basics. Factory-fitted extras were confined to a steel sliding sunroof and adjustable head restraints. At extra cost, dealers could 'only' supply a fog and spot lamps, a rear fog lamp, mud flaps, a towbar, radio, central tunnel tray and storage trays. Australian accessories were very similar.

It goes without saying that many accessories were also available for the Type 3 and Transporter ranges, and after the mid 1970s the accessory market concentrated on VW's new water-cooled range. Today Golfs, Passats, Polos and Sciroccos are fully catered for and have a range of available accessories that is larger than ever.

Calculating vehicle speed from RPM.

Suppose you were interested in calculating how fast your engine would be revving in every gear, at a given road speed, but with different tyres. How would you work it out?

Or maybe you'd like to know how fast your VW will go, in each gear, for a given tyre or wheel size. And what if you changed the gear or diff ratios? Or put on different wheels and tyres? Is there a formula that relates tyre size, engine speed, gear ratios and road speed?

Yes, there is, and we are going to look at it here.

Your engine turns at one speed, your VW moves forward at another. They are connected, but there are a few things to consider. The relationship between engine speed (rpm) and road speed (km/h) is determined by all the components of your drive train - from the crankshaft end, all the way through to your tyre contact patch.

To calculate road speed for a given engine, therefore, you will need to know:

1. The gear ratio(s), and
2. The final drive ratio (differential ratio), and
3. The rolling circumference of the drive wheels.

The gear ratios and differential ratio can be found in your owner's manual or workshop manual. We only need to find out the rolling circumference.



To find the rolling circumference directly by measurement, find a large flat piece of tarmac, such as an empty carpark. Put a chalk mark on the tyre and the ground so that they line up. With your VW loaded normally, roll the car for exactly 3 revolutions of the tyre to average things out a bit. Mark the ground again, lining up the chalk mark on the tyre. Use a steel tape measure to find the distance covered - write down the answer in metres, then divide by 3 to get the rolling distance for one circumference.

Rolling circumference is affected by the diameter of your wheels, the brand and profile of the tyres you have, your speed, load, inflation pressure and wear. Tyres exhibit 'growth' at high speeds. You should allow for an error tolerance of about 2% up or down from your standard distance measurement. For auto transmissions you also need to allow a greater tolerance for slippage, so a formula won't be quite accurate for autos.

If you aren't worried about exactly measuring your rolling distance in a carpark with chalk, instead you can estimate the rolling circumference from the tyre-size

designation. For example, a 195/60R-15 tyre will have a section height of 60 percent of 195 mm, or 117 mm. Add this to one-half of the 15-in. wheel diameter (which is 190.5 mm), and you get 307.5 mm. Multiply by 2 pi to get the circumference, which in this example is 1932 mm (1.932 metres)

The formula for road speed is:

$$\text{km/h} = (\text{rpm} * \text{circ} * 0.06) / (\text{gear} * \text{final})$$

rpm = engine rpm

circ = tyre circumference, in metres

0.06 = conversion factor from m/min to km/h

gear = gear ratio used

final = final drive ratio of your car

How do we apply it? Let's try a few examples.

1200 Split Kombi. Aussie Kombis had 15" wheels, but for fun let's use Euro 14" wheels. With 165/75R tyres, the splittie has a tyre circumference of 1.895 m. The top gear ratio is 0.89, and the diff and reduction boxes combine to give a final drive ratio of 5.760. So, with this information, the calculation goes:

$$\text{Km/h} = (\text{rpm} * 1.895 * 0.06) / (0.89 * 5.760)$$

$$\text{Km/h} = \text{rpm} * 0.1137 / 5.1264$$

$$\text{Km/h} = \text{rpm} * 0.02218$$

$$\text{Km/h} = 22.18 \text{ (at 1000 rpm)}$$

So, the splittie will do 22.18 km/h for every 1000 rpm in top gear. You can take this further - how fast would the engine be spinning at a given road speed - say, at 110 km/h? Well, 1200 Kombis can't actually go that fast, but what if they could?



You simply take the required speed - 110 - and divide by the 22.18 and multiply by 1000. This works out as 4960. So, if it could do 110 km/h, our splittie would be turning at 4960 rpm!

1600 Kombi. With 185/75R-14 tyres, this early 'bay window' has a tyre circumference of 1.989 m. Top gear is 0.89, final drive is 5.375. Using these figures, the 1600 does 24.95 km/h per 1000 rpm. At 110 km/h, it would be turning over at 4409 rpm.

Golf Mk 1. The early Golfs had 155/70R-13 tyres, which are 1.719 m in circumference. The four-speed Golf has a

0.97 top and a 3.90 diff. The formula tells us that the Golf does 27.27 km/h per 1000 rpm. At 110 km/h, the Golf would be turning over at 4034 rpm in top gear.

Passat Diesel. This ultra-rare 1980-81 model had 175/70R-13 tyres, which gives 1.807 m travel per revolution. The diesel's box was a bit different from the petrol's, and it has a 0.91 top gear and a 4.110 diff. The formula tells us that the Passat would do 28.99 km/h per 1000 rpm, and would be turning over at 3795 rpm at 110 km/h.



2-litre Kombi auto. Kombis wear 185/75R-14 tyres, which give 1.989 m per revolution. Auto Kombi 3-speed gearboxes have a direct 1.00 top gear, and the diff is 4.090. The formula says the Kombi does 29.18 km/h per 1000 rpm, and would be turning at 3770 rpm at 110 km/h (and drinking a lot of fuel while it does so).

2-litre Kombi manual. Same wheels and tyres. The manual box has a fourth gear with a 0.88 top, and a 4.570 diff. The formula tells us that the manual would do 29.67 km/h per 1000 rpm, and would be spinning at a slightly slower 3707 rpm at 110 km/h. It's slightly taller than the auto.

1200 Beetle. The mighty 40-bhp would wear 155/75R15 Michelins (if you can find them), which give 1.927 m of travel. The gearbox uses a 0.89 top gear and a 4.375 diff. The formula says it would do 29.70 km/h per 1000 rpm and would turn over at 3704 rpm at 110 km/h. Nearly exactly the same as a 2-litre Kombi – but with less fuel!

1500 Beetle. The much-improved 12-volt Beetle of 1968 could wear 165/70R-15 tyres, which travel 1.923 m. They have the same 0.89 top gear as earlier Beetles, but have a taller 4.125 diff. Therefore, according to our formula, they do 31.42 km/h per 1000 rpm, and would be turning at 3501 rpm at 110 km/h.

Superbug L (1303). The earlier Superbug S had the same wheels, tyres and gearbox as the 1500, but for the 1974 'L' model the 4th gear was shortened slightly to 0.93, but the diff made even taller at 3.875. The result was that it would do 32.01 km/h per 1000rpm, and turn at 3436rpm at 110 km/h.

Golf Mk2 GTI. The 8-valve GTI finally arrived here in 1989. It had 185/60R-14 tyres, which give a travel of 1.815

m. The GTI had a 0.89 top gear and a 3.667 diff. The formula tells us that it would do 33.21 km/h per 1000 rpm, and be turning at 3312 rpm at 110 km/h.

Golf Mk3 VR6. This little hottie had 205/50R-15 tyres, which travel 1.841 m. The VR6 had a 0.84 top gear and a very tall 3.390 diff. The formula says that the VR6 ought to do 38.79 km/h per 1000 rpm, and be turning over at 2836 rpm at 110 km/h.

Golf Mk 5 GTI. This is the current model. They come with 225/45R-17 tyres, which travel 1.993 m for each turn. They have a 0.73 top gear and a 3.940 diff. They will do 41.57 km/h per 1000 rpm, and are barely above idle at 2646 rpm in top at 110 km/h.

Audi 200T. We'll finish up with the Audi 200 Turbo, a fantastic machine for cruising long distances on the motorways. They have 205/60R-15 tyres, which travel 1.970 m. The 200T has a 0.73 top gear and a 3.890 diff. The Audi would do 41.62 km/h per 1000 rpm in top, and be idling at 2643 rpm at 110 km/h.



Of course it's possible to try different figures in the formula to see how the result changes. Suppose we put the Superbug 3.875 diff in the 1200 Beetle, with no other changes. The calculation shows the speed at 1000rpm moves up from 29.7 km/h to 33.53 km/h, and the revs at 110 km/h drop from 3704 to 3280. Then changing from 155/75 tyres to 165/75 raises the speed to 34.35, and the revs at 110 km/h drop further to 3202. Quite a change!

You don't have to stick with top gear either. It works with any other gear ratio too, so you could also work out your speed in each gear at any rpm. You could experiment with any combination of tyre sizes, and gear and diff ratios.

Now you could write yourself an Excel spreadsheet to take all the work out of the calculating. That's what I did to get the above figures. I put the car description in column A. Then: B=Tyre Width. C=Profile. D=Wheel size. Column E is the first calculation for rolling distance, and works out as $=(((C2/100)*B2)+(D2/2*25.4))*0.0062831858$ (I'm in the second row here).

Then, column F is gear ratio, column G is diff ratio. Column H is the speed per 1000 rpm calculation, and the syntax is $=(E2*60)/(F2*G2)$

Finally, in column I, you can work out the rpm at 110 km/h with the formula $=110/H2*1000$

Phil Matthews

VW New Beetle.

Only one word describes the Volkswagen Beetle. And the word is iconic!

The original Beetle was a post-WWII product, renewing a Nazi project which had begun some years beforehand when Adolf Hitler wanted a car for the German people. He commissioned the famous designer Ferdinand Porsche to design the vehicle, and a huge factory was constructed at Wolfsburg. It was flattened by bombers during the war. The governing British military officials in a Germany repaired the factory and restarted production of the VW, when the works (and the country) were in the early stages of a post-war re-establishment programme.

The original VW Beetle was a big hit on the world's sales charts. It was that success which provided, in the end, the iconic status that the model so richly deserved. That success was measured over a period of several decades, with more than 21 million Beetles being sold around the world. It is still the biggest selling 'one design-one name' car model in history (the Golf has since overtaken it, but has been redesigned five times along the way).

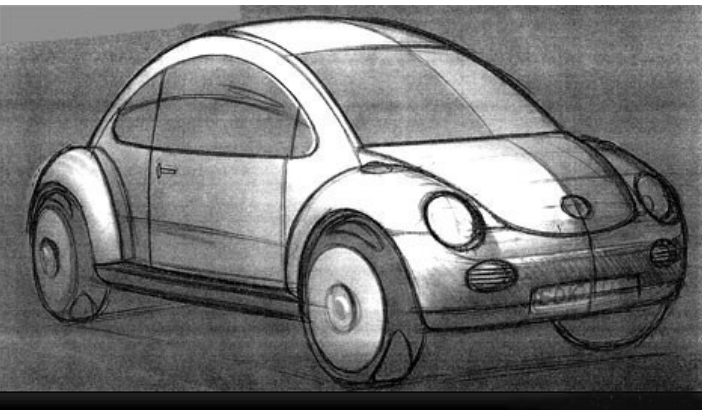
To maintain the ownership attractiveness, Volkswagen introduced many evolutionary updates during the model's lifespan. The Superbug was built to comply with US safety laws, but the costs were prohibitive. Production of the old Beetle took place at numerous locations throughout world, including Australia from the 1950s to 1976. The Beetle provided its owners with an economical and enjoyable car to drive. It was as durable as any other car on the market, but much more durable than most. The VW won numerous 'Round Australia' trials in the 1950s against much larger and more powerful cars. To reinforce this point, just consider how many old Beetles are still motoring along the roads of Australia today.

But that was then and this is now.

Volkswagen, in its wisdom, came up with the idea of providing a New Beetle for a car hungry world. The concept, devised some years ago, was to cater for the, seemingly, endless demand for nostalgia. Catering for this demand, numerous retro-styled cars have been marketed around the world. One of the most successful is the Volkswagen New Beetle. And it's the New Beetle that we review on this occasion.

The New Beetle was originally drawn up in VW's California design studios, as a 'concept' show vehicle.

American car buyers had never really taken to VW's modern range that was so popular everywhere else in the world. US VW sales were down, and they were still pining



for old 'air-cooled' VWs. A Beetle-style 'Concept' was an idea to reignite US sales. It was quickly turned into a production vehicle, based on a Mk4 Golf platform, and entered production in VW's Mexican factory. It was an immediate hit in the US, as the Americans could finally buy an new 'old' VW. Sales were much slower in Europe, and Australia, where the so-called New Beetle is merely a niche model.

The test car, a 1.6 litre manual Volkswagen New Beetle 'Miami', features styling that clearly identifies it as today's VW Beetle. That styling is certainly a modern day rendition of a real classic. The windscreen is positioned well forward, and this assists in providing a roomy aspect for the interior, which is in fact quite roomy for two people upfront. Headroom is excellent. In the rear, there is room for two more people, although without anywhere near as much space.



The New Beetle is currently priced from \$25,990 (RRP). An automatic version of the New Beetle is available from \$27,990 (RRP). Volkswagen has the 1.9 litre diesel-engined New Beetle on the Australian market from \$28,490 (RRP). Also available is a New Beetle cabriolet from \$36,990 (RRP). This model is fitted with a 2.0 litre engine and a 5-speed manual transmission as standard, although a 6-speed auto is optional for \$2,300. Options for the VW New Beetle include leather trim, metallic paint, front fog lights and a sunroof (sedan only).

The test car was fitted with the easy to operate optional sunroof (\$1,890) and the leather trim package (\$2,990). Therefore, the total price of the test car, a VW New

Club Veedub. Aus Liebe zum Automobilklub.

Beetle Miami (which is the base model New Beetle for the Australian market), was \$30,870 (excluding the traditional on-road costs).

Standard equipment for the New Beetle Miami includes 4 airbags, air conditioning, power windows, remote central locking and an MP3 compatible CD player is included with the audio system. The steering wheel is both height and reach adjustable (always a great idea). Numerous storage facilities are built in, including a reasonably sized bin with a slightly expandable net on the each door.



There is no cruise control available. Alloys wheels are available on the cabriolet, but not the sedan.

But the attraction of the New Beetle is, of course, the modern-day 'Beetle' styling. You just cannot mistake it for any other car! Nostalgia abounds with this car, too. For example, the interior door window sill is painted in the body colour, just like the original.

But one thing is missing. There is no 'VW air-cooled' sound emanating from the exhaust. In fact, today's New Beetle is just like any other small 4-cylinder car when it comes to its exhaust note. That characteristic flat four purr (or rasp, depending on the condition of the muffler), just isn't there. That's a shame, but it's not surprising – really, you are driving a Golf with a different body.

On the road, the Volkswagen New Beetle doesn't feel as good as the Volkswagen Golf, it just feels like another new 4-cylinder car. In saying that, the meaning I am conveying is that the New Beetle is just like driving a Honda Civic or Mazda 3. Nothing exciting, just honest motoring without involvement. But it isn't as plain as a Toyota Corolla though, and that is good news.



In considering a New Beetle, the image projected by the iconic 'Beetle' nameplate is paramount. This car has endearing appeal, just like the original Volkswagen Beetle from years long gone. And that is why the New Beetle is with us today, because the styling theme is endearing and so too is the 'character' of such a car.

And with a fake flower mounted on the dashboard, who could resist such a novel means of transport?

Stephen Walker



Spanking vs. a Drive in the car.

In days gone past, parents would not hesitate to use physical forms of punishment on their misbehaving children. I can clearly remember the whack of a feather duster on my bare calves; the sting of six cuts of the cane on my sweaty fingertips, or the leathery bite of a strap or belt on my bare buttocks. Since this is now generally frowned upon in today's parenting circles, I have to rely on my wife to give me the same lashings today, usually whether I deserve them or not.

But what do you do with seriously misbehaving children today? The strap or cane is just not done any more. Most people today think it improper and cruel to spank children, and I am sure you agree with this as much as I. So, I have tried other methods to control my kids when they have one of those 'moments.'

One that I found very effective is for me to just take the tantrummy child for a car ride. It doesn't seem to matter whether the car is a VW or not, as it seems to work no matter which car I use.

Some say it's the vibrations from the car, or the warmth or the quiet purring of the motor, that has such a calming effect. Others say it's the time away from other modern-day distractions such as TV, video games, computer, iPod, etc. I am not sure.

But in any event, I have found that my kids usually calm down and quickly stop misbehaving after our car ride together. Eye to eye contact with the child during our car



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