

Zeitschrift



Lily tries the Volkswagen Eos.

October 2009

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The Snow Trac**

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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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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 Pleydon	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
Volksbahn Autos Pty Ltd

20 years and over.

SKH Motors

15 years and over.

Aust VW Performance Ctr Mick Motors
Bookworks Haynes manuals North Rocky & Import Parts
Dr Moshia the VW King Shannons Car Insurance
Korsche VW Performance Wolfsburg Motors

10 years and over.

Alpha Dot Net Reliable Automotive Services
Harding Performance Stokers Siding Garage
Indian Automotive Unicap Pty Ltd
Macarthur Grange Auto Wayne Penrose VW
Mobile Model Cars

5 years and over.

All Metal Bumpers Cupid Wedding Cars
Black Needle Trimming Defender Safety
BWA Auto NRMA Insurance
Canberra VW Centre Volkommen Art
Classic Veedub Wolfsburg Automotive



Southern Highlands Motor Fest

**Chevalier College,
566 Moss Vale Rd, Bowral
9am, Sunday 25 October 2008**

Entrants: \$10 per vehicle. Choose one category per vehicle:

- | | |
|---------------------------|-----------------------------|
| 10A: Pre-1960 Classic | 70U: Pre-1960 Custom |
| 20A: 1960-1980 Classic | 80U: 1960-1980 Custom |
| 30A: 1980-present Classic | 90U: 1980-present Custom |
| 40A: Pre-1960 Commercials | 100U: Post 1960 Commercials |
| 50A: Racing cars | HV: Heavy Vehicles |
| 10C: Classic Motorcycle | 15C: Custom Motorcycle |

Prizes for 1st, 2nd and 3rd in all categories above.

Show & Shine event open to all Classics, Hot Rods, Customs, Vintage & Racing Cars & Bikes Club groups welcome Over 350 vehicles on display Lots of fun for the whole family: fete stalls, trade shows, lots of food and rides for the kids, young & old Gates open 8:00 am for show cars, 9 00am to the public

All enquiries phone Ken, 0438 090263



Club Veedub Convoy:

Meet at Uncle Leo's at the Crossroads, Liverpool
at 7:30am for a 7:45am departure, and
leisurely drive to Bowral

Contact Phil, 0412 786339



It's on again!

Boris' VW Picnic Day & Swap Meet 2009

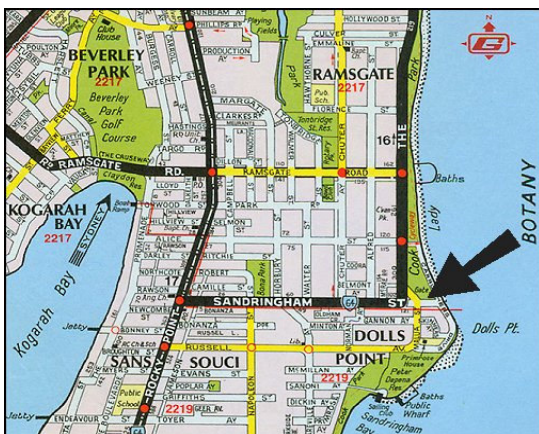
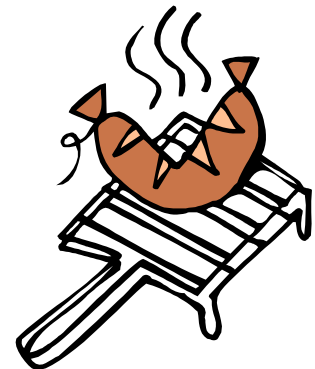
***** SAME GREAT VENUE THIS YEAR *****

When: From 9:00am Sunday 1st November 2009

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

** This year the entry route has changed (due to Sandringham St being closed).
Turn off Rocky Point Rd onto Russell St, then Mallua St, to the show entrance

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



Presented by Club Veedub Sydney

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

VOLKSWAGEN CLUB OF VICTORIA INC.
MELBOURNE

Day of the Volkswagen proudly supported by

WVW

DAY OF THE VOLKSWAGEN

SUNDAY 15TH NOVEMBER GRANBOURNE RACECOURSE

CELEBRATING 60 YEARS OF THE VOLKSWAGEN KOMBI

SHOW 'N' SHINE SWAP MEET TRADE DISPLAYS

VEEDUB.COM.AU

Granbourne Racecourse, Grant Street Granbourne (Mel. Ref. 733 JK).
Public Entry Bam, Trade Display and Swap Site Entry Bam. Show and Shine Entries Close 11am sharp. NO Dogs or BBQ's permitted on the venue grounds.

NRMA MOTORFEST® 2010



Celebrating 25 Years

In 2010 NRMA Motorfest® celebrates twenty-five years of showcasing Australia's love for all things automotive.

From its start in The Rocks in 1986, NRMA Motorfest® has grown to be one of the largest annual motoring displays staged in the Southern Hemisphere with over 1,000 veteran, vintage and classic cars, commercial and military vehicles plus motorcycles and other vehicles on display in Sydney on **Australia Day (Tuesday 26 January 2010)**.

NRMA Motorfest® 2010 Registration

To be eligible to participate in NRMA Motorfest® 2010, your vehicle needs to be at least 30 years old, meaning it must have been built before 31 December 1980.

If your registration is accepted you will receive a letter confirming arrival times and set-up details in December.

Entry will be accepted on a first-in basis, depending on the number and variety of vehicles. Applications will close on Friday 23 October 2009 or earlier if the total space allocation has been filled. Don't delay!

To register, go to www.mynrma.com.au, select Community Partners, and NRMA Motorfest. Our club is **Club Veedub**.

Set-up & pack-up

Assembly of vehicles will commence at the Domain Car Park from 6:00 am. Free breakfast will be provided at the Domain Car Park forecourt by the Rotary Club of Granville. Toilet facilities will be available.

Vehicles will travel in convoys from 7:00 am to their designated display positions. Club Veedub is normally on St James Rd near the church.

NRMA Motorfest® marshals will assist drivers to position vehicles according to the space available. If marshals have to change the allocated position of a vehicle during set-up, drivers are requested to obey the marshals instructions at all times.

Entrants displaying flags or banners must affix them to their vehicles only and not to fences or buildings.

For crowd safety reasons vehicles must stay in their allocated position until 5:00pm.

Activities during NRMA Motorfest®

The Australia Day Council of NSW will provide a full program of entertainment throughout the day. There are lots of stalls, shows, activities and fun events all day for all the family.

Information about NRMA Motorfest® will be available from Australia Day and NRMA booths located throughout the precinct. Updated information for the day's activities will be available in December.

What you will receive prior to the event

An information kit and an NRMA Motorfest® sticker designating your location.

What you will receive on the day

A free BBQ breakfast at the assembly area, an NRMA Motorfest® map and an NRMA Motorfest® 2010 medallion.

Any vehicle accepted to display in NRMA Motorfest® and travelling to or from the event on Tuesday January 26 2010 will receive free roadside assistance.

What to bring

Your NRMA Motorfest sticker, without which you will not be allowed entry.

Sunscreen / Raincoats - NRMA Motorfest® goes on rain, hail or shine.



Participation in NRMA Motorfest® is FREE.

Registration is on a first in basis depending on the number and variety of vehicles. Registrations will be accepted until Friday 23rd October 2009 or earlier if the total allocation of spaces has been filled. Late entries will not be accepted due to space limitations.

Show enquires to John Flower 0403 442 046

Classic Volkswagens wanted !

Von dem Herrn Präsident.

Hello everyone, I am currently up in Queensland for the Warwick VW Drags, which is always a great weekend thanks to the sponsors/organisers, VW Magazine Australia. I will tell you all about the drags at our next meeting, on Thursday 15th October.

Last meeting we had Matt Worth from filmvehicles.com.au come along to our meeting and give a talk about how you could register your VW for possible TV, advertising and film work. Volkswagens are popular TV vehicles now - just look how often the Telstra blue split-window Kombi appears on TV and in newspapers. Film directors and producers use Matt's database as a 'contact point' when looking for vehicles. If you're interested in your VW being available for this kind of work - and you'll be paid for it - contact Matt at www.filmvehicles.com.au

It was also nice to see David from Autohaus Volkswagen at Thornleigh come along again, and donate some more genuine VW service products for our raffle. It's great to see genuine VW workshops working with our Club, and they have a new advertisement in this issue.

Our Canberra Chapter recently hosted the German Autofest, which included a scenic cruise of the Capital and a VW display on the lawns in front of the National Library. Quite a few Sydney members drove down for this event, and from what I have heard it was a fantastic day. Bruce has written a report for this month's magazine.

Last month our Club organised our first ever Motorkhana, at HMAS Nirimba at Schofields. Cameron reports that as a first-ever effort, it was pretty successful day. Only two VW-powered specials took part, but maybe more members might have a go next time. Look for a report in this issue.

The excellent Hubertus Oktoberfest was on this weekend as I write, and Raymond has put a lot of work into organising a prime display position for our Club Members' VWs. With plenty of good German beer and food, Brian and Phil always say this is a fantastic day. Raymond's girls, Bettina and Kira, were German dancers this year - well done! We'll hear all about it at the next meeting, and there will be a report in next month's magazine.

Our next major cruise and show day is on Sunday 25th October, to the Southern Highlands Motorfest at Chevalier College, Bowral. We will set up a large Volkswagen showing among the many other hot rods, customs, classics and street machines there. There will also be fete stalls, trade displays, wood chopping, kids rides and lots of food and drink. We are driving in convoy, so if you'd like to go, meet at Uncle Leo's at the Liverpool Crossroads at 7:30am for a 7:45am departure.

Boris' Picnic Day is on again at Dolls Point, right beside Botany Bay, on Sunday 1st November. It's the same venue as last year, which has been a hit with everyone. BUT - this year the Council has closed off Sandringham St (thanks to the Gong bike ride the same day). We still use the same entrance gate, but to get to it you have to turn off Rocky Point Rd at Russell St, and follow that down and left to get to the entrance. Don't try to enter by Sandringham St - it will be closed off. So shine up your VW and come along for a BBQ

sausage and a great day by the Bay.

Congratulations to our trusty Treasurer, Martin Fox, who competed in his first marathon on 20 September, in the Blackmore's Sydney Marathon. Finishing in a time of 3hrs 54 minutes, Martin was placed 853rd out of 2800. Great effort Martin! Well done also to Phil's daughter Lily, who managed to ride her pushbike across the Harbour Bridge for the first time in the Sydney Spring Cycle. Phil and Lily were riding for the Club Veedub team.

Bookings for the NRMA Motorfest 2010 are filling up fast. You only have until 23rd October to register your VW to be part of our Volkswagen. If you'd like to shine up your VW and be part of the show in the city on Australia Day next year, go to www.mynrma.com.au and register your details. Don't delay!

If anyone has an outing they would like to plan, please let us know and we will find a free day well in advance. Does anyone have any ideas for VW runs/events/days in December and January, for the school holidays?

Precis of Committee and General Meetings:- VW Motorkhana, ACT
Autofest, Hubertus
Oktoberfest, Warwick
Drags, Bowral Motorfest,
Melbourne Day of the VW,
NRMA Motorfest.

Keep on Kruisin'

David Birchall



Kanberra Kapitelreport.

Huge! That's the only word for the recent events here in Canberra - September was a very busy month.

On Sunday 06 September we headed off for the Temora Air Museum. It was a flying day and we enjoyed the planes - both on the ground and in the air. It was an excellent day and we had some great VWs and club members in attendance. There is a report in this issue of the magazine, by Wayne from Sydney. Great attendance from our Sydney brethren, excellent turnout guys!

Of course, the Canberra VW Weekend was on 19 / 20 September, and this went extremely well. There will be a report elsewhere in the magazine (as well as some pictures I hope). This year we had a new location and it gave us more space to lay the cars and displays out. Again, we had many attendees from out of town. We seem to be building in interstate attendees for our events, so thanks so much for driving the distance to see us!

Now what this does mean, unfortunately, is that we are getting less attendees from our local area. I would encourage all of the Canberrans to dust your Vdub off, bring it out into the sun, and let it be counted at events! We have some great ones coming up.

A number of new memberships were signed up at our tent at Autofest. Welcome to those new members, and we look forward to seeing you on our cruises and such.

Our website is currently being updated and will soon reflect all of the coming events from now until this time next year. Please keep checking it to see what you can come to, or help with! We'll be looking for helpers on the committee

early next year at our AGM..offer a hand if you can!

Congratulations to our committee members of the year - Ian Schafferius (Registrar) and Megan Wadey (Secretary), you both have put in the proverbial hard yards this year. A personal 'thanks' to our Chairperson - Mark - who not only pulled together a great VW display at Autofest this year, he also had a major hand in the running of the entire Autofest show.

Bruce Walker



Klub Kalender.

October.

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.

Sunday 25th:- Southern Highlands Motorfest 2008 at Chevalier College, Bowral. Show & Shine event open to Hot Rods, Customs, Classics, Vintage & Racing Cars & Bikes. Club Veedub display. Lots of fun for the whole family. Fete stalls, trade shows, lots of food and of course rides for the kids, young & old. For more information contact Ken on 0438 090 263. **Club Veedub Convoy** meets at Uncle Leo's, Liverpool Crossroads, at 7:30am.

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.

Sunday 8th:- Rodstock 2009 Car Show and Swap Meet at the Hubertus German Club, 205 Adams Rd Luddenham. Trophies, kids' stuff, giveaways, prizes. \$10 car show, \$10

swappers, \$2 public entry. First 100 cars receive a goodies bag! Gates open 6:00am. Club Veedub will have a Volkswagen display. For more info phone 0408 462086.

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

Sunday 15th:- Day of the VW, Melbourne, at Cranbourne Racecourse. Show n Shine, trade stands, swapmeet. \$40 entry for swappers, \$20 show car entry, \$5 general. For more info phone 0420 967 948.

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

Sunday 29th:- Volksfest Adelaide, at Todd St Port Adelaide from 9:00am. Show n Shine, swapmeet. Phone 0412 332 632.

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.

January.

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

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

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

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

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.

Tuesday 26th:- NRMA Motorfest 2010, Australia Day, in Macquarie Street Sydney. Club VW has a Volkswagen display - to join it, you need to register before 23 October. Meet at Domain Parking Station at 6:00am for breakfast, then convoy to display position at 7:00am. Cars in place until 5pm. Heaps of Australia Day activities. See page 6 for more info.

February.

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

Sunday 7th:- Bathurst Swap Meet, organised by the Bathurst Historic Car Club. Bathurst Showground, gates open 6:00am. \$3 entry per person. Enquiries Mick Hope 0408 415 525 or 6337 5694 or Norm Rutherford 02 6337 1770. email:

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

Thursday 18th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Monday 22nd:- 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. All ads will be published 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:- VW Touareg, 2006 model, V10 TDI model upgraded, awesome performance. Extended 5-year new car warranty. Rego until 08/10. For more info please phone Elizabeth on 0412 080181.

For Sale:- 30+ classic cars at the Sydney Classic Car Spring Auction. Among featured Aston Martins, Corvettes, Mustangs, Jaguars, Pontiacs and Bentleys, is a 1960 Porsche 356B and a **1957 VW Kombi**. Monday 12th October at 7pm, 65 Reserve Rd Artarmon. For more information phone (02) 9438 9315 or visit www.shannons.com.au

For Sale:- 1969 VW Beetle. Monza seats, new carpet throughout. Cd radio sound system. Electric central locking, alarms. Mags, motor balanced and blueprinted. Two tone metal flake enamel, silver/blue. Reasonable offers considered Contact Robert on 0427022200.

For Sale:- VW Golf, 2005 Mk5, rego expires 05/10. \$28,500. Phone John on 0404 898897.

For Sale:- Volkswagen Passat 1998, 5-speed automatic tiptronic, 1.8-litre 20V turbo engine. Runs beautifully. Rego until 06/10. \$6,600 ONO. Phone 0413 267030.

For Sale:- VW Transporter 1996, wrecking. 5-speed manual, rego expires 04/10, perfect for parts. Just \$1,800. Phone Colin on 0413 761864.



On the Big Screen at the meeting this month, see some rare genuine Volkswagen TV ads from South Africa!

Club Shop Monthly Specials

Did you know that you can pay for your club membership, merchandise and other payments via PayPal or direct deposit?



Nationals Merchandise (Members Price)

\$30 2009 Nationals Polo Shirt (\$25)

\$25 Set of 4 cork backed Coasters (\$20)

\$15 2007 Car Badge (\$10)

\$10 Pre 2009 Polo Shirts (\$10)

Other Merchandise (Members Only Prices)

\$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

\$8 "Legend" cap, hat or Children's T-Shirt

\$5 The last 2 Marl Grey 2005 Sloppy Joes—Size 5XL only

\$5 Official Club VeeDub Metal Name Badge (Back due to popular demand)

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 Club's account.

For Sale:- Volkswagen Golf Cabriolet, 1996 Mk3 2-door. 5-speed manual, only 159,000km. Rego expires 05/10. \$9,400 ONO. Please call 0403 323323 for more info.

2nd Month Ads.

To all Club Veedub members:- We are now a Volkswagen dealer, but we also have over 30 years experience on all European makes and models. We are **Autohaus Volkswagen**, at 252 Pennant Hills Rd, Thornleigh.

We offer:

- * A 10% discount on all repairs. Our rate per hour is already 30% cheaper than any Volkswagen dealership in Sydney;
- * Free loan cars (only applies if organised in advance);
- * Free rotate and balance with all oil and filter services;
- * Free car wash with all work carried out
- * Genuine Volkswagen parts used in service

We specialise in newer VWs, but we also service and repair classic air-cooled Volkswagens too. If you have any queries, please feel free to contact us. David Kempston, Service Dept, Autohaus Volkswagen Thornleigh. (02) 9980 7980 or email service@carsautohaus.com.au

For Sale:- 1979 DIESEL PASSAT stationwagon. Great condition inside & out, great number plates (MY79VW). One country owner for 29 years, 99% original. Some spare parts too. Super fuel efficient. 2nd place Passat at this years Nationals. Not many old diesel models around now!! Rego til

Dec '09.- \$3000.00 .O.N.O. Phone Ray Martz anyday before 2pm on **0403 603 159**.

For Sale:- Oval 1957, unfinished project. Black with cream insert. Reconditioned engine and gearbox. New brake system, bearings and extra parts. A lot of work has been done, would suit enthusiast to continue restoration and assemble to original condition. \$7,800 ono Wollongong area. Ph: Andrew 0438 284112.

For Sale:- 1966 Polo White Beetle. In very good condition with original service book. A fully reconditioned 1300 original engine with 12 volt conversion makes for a reliable car. Brake wheel cylinders, hoses, master cylinder, handbrake and clutch cables all new. Rego till June 2010. \$3,500 ono. Wollongong area. Ph: Andrew 0438284112.

For Sale:- 1976 Kombi 2 litre Auto, very good condition Unregistered \$2700 ONO Contact Salvadore on 0403536446 or (02) 9920 3519.

For Sale:- VW Spare Parts: 1968 1500 gearbox, doors, wheels, also IRS gearbox available. 1972 Notchback parts, bonnet, 1600 cc engine, front end with disc brakes. Kombi parts such as muffler, towbar, carby set, lights, generator, starter motor, steering wheels, rims and tyres etc Contact Salvadore on 0403536446 or (02) 9920 3519.

For Sale:- 2005 VW BORA V5 2.3L SPORTS \$21,500 . Excellent condition inside & out. Leather heated seats,

Trades and services directory.

Trades and services directory.

Autohaus Volkswagen

252 Pennant Hills Road Thornleigh NSW 2120
 Tel. 02 9980 7980
 Fax. 02 9980 9485
 Email service@autohausvolkswagen.com.au
 Web www.autohausvolkswagen.com.au

Autohaus Volkswagen is offering to all Club Veedub members:

- **Free loan cars**
(Only applies if organised in advance)
- **A 10% discount on all repairs**
(Our hourly rate is already 30% less than any Volkswagen dealership in Sydney)
- **Free rotate and balance with all oil and filter services**
- **Free car wash with all work carried out**

To qualify for this offer, you must bring in a copy of Zeitschrift showing this ad to show that you are a member of Club Veedub.

We are a Volkswagen dealer, but have over 30 years experience on all European makes and models. Unlike other Volkswagen dealers, we can and will work on any year, make and model of car, and this offer is extended to those other vehicles. Terry our parts manager has over 25 years experience in parts.

If you have any queries please feel free to contact us.

David, Terry and Lauren
 Autohaus Volkswagen
 (02) 9980 7980
service@carsautohaus.com.au

For new and used car enquiries,
 contact the Sales Team:
 (02) 9980 68
sales@carsautohaus.com.au

sunroof, six stacker, 17" alloys. Silver colour, female owner
 Garaged at home and work 80,000km. Rego til Jan 10. Phone
 Mark Palmer on 0416033581.

For Sale:- NSU Ro80 - 1967-69 series. 46,000 original miles.
 Body and mechanics serviced. Subaru engine fitted.
 Registered until July 2010. Always garaged. AYM-30V.
 \$12,000. Phone (02) 9524 2932 or 0417 194880.

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Lily tries the VW Eos.

In March this year, Volkswagen Group Australia launched the current Mk6 VW Golf range at a press function at Byron Bay. As part of the display VWGA wanted to display pristine examples of Mk1, Mk2, Mk3, Mk4 and Mk5 Golfs, together with the local history of Golfs in Australia. They contacted our club for help.

We were able to provide them with all the history information they were after, much of which came from our magazine and website. Many people today, for example, don't know that the Mk1 Golf was actually assembled in VW's Melbourne factory in 1976, and that the GTI version was not sold here. Likewise, many people don't realise that Golfs (or ANY VW passenger cars, for that matter) weren't sold here at all from 1982-1989, and we only saw a low-spec 8V version of the Mk2 GTI from 1990. Our local VW Golf story is very different from the UK, where most of the normal history info comes from, so it was a pleasure to be able to put the correct Australian perspective on the Golf 6 launch.

We were also able to provide VWGA with the loan of nice earlier model Mk1-Mk4 Golfs. VWGA would give us each a new VW for 10 days, the duration of the project. As I had volunteered my '95 Mk3, VWGA offered me a choice of

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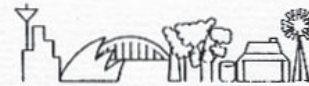
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a Passat R36, a Touareg SUV or an Eos in exchange. As the weather was still fine, I chose the Eos as I thought it would be the most fun.

So only a few days later, a flat-bed truck turned up at my work with a new metallic-blue Eos on the back. The driver unloaded it, gave me the keys, then loaded my Golf onto the back. I gave him my keys, and away he went. The Eos was mine (for a while anyway).

In case you are unfamiliar with the Eos, it is Volkswagen's current 'coupe-cabriolet' model, replacing the Golf Cabriolet that is not made any more. It first appeared in 2006. It is actually based on the Passat platform, but the wheelbase is the same as the Mk5 Golf/Jetta. The engine/drivetrain choices are the same as the Golf, my particular one being the 100 kW 2.0-litre TDI diesel (with 320 Nm!) The name 'Eos' comes from the Greek goddess of dawn and wind.

With the roof up the Eos looks like a smart hard-top two-door coupe, VW's first since the Corrado of 1995. The fully metal roof has a glass sunroof that can be electrically opened and closed. However, being a full cabriolet, the entire roof can also be electrically retracted, turning the car into a proper four-seat cabriolet. Controlled by one chrome switch on the centre console, the whole process takes only 25 seconds. It's amazing to watch - like something from the Transformers. A masterpiece of electrical and mechanical

engineering! It isn't the first 'hideaway hardtop' by any means, as power retracting roofs have been around since the 1950s. But it certainly is the best.

No, it wasn't designed, and isn't built, by Karmann. The Eos' amazing 5-piece power roof was designed by OASys, a subsidiary of Webasto Germany, and the Eos is built in VW's AutoEurope plant in Palmela, Portugal.

My daughter Lily loved the Eos. We took it for a nice country drive down the Macquarie Pass to Jamberoo, where the modern VW TDI engine made the bends and twists a pleasure to drive. The six-speed manual made highway cruising a breeze (no pun intended), as even with the roof down at 110 km/h it wasn't blowy. The roof does take some of the boot space when folded away, but there is still 190 litres of the original 300 litres left, more than enough for picnic stuff. The partition makes packing easy.

Lily had to have her photo taken in the Eos before it went back. While we were happy to have our Golf back later, we both missed the Eos afterwards. We also converted at least half a dozen non-VW people to the marque after letting them have a five-minute drive. Go on, go down to your local VW dealer and have a test drive...

Phil Matthews

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Golf 77TDI released.

The new Golf range in Australia now features the most fuel-efficient standard model available, with the addition of the entry-level 1.6-litre diesel Golf. It joins the existing 1.9-litre 103TDI in the Australian range, but at a price nearly \$5,000 less.

Powered by a sophisticated and efficient new 1.6-litre turbo-diesel engine, the five-speed manual Golf 77TDI can cover 100 km with 4.9 litres on the ADR 81/02 combined cycle. In highway running consumption drops to just 4.3 litres per 100 km. With a potential range of well over 1,100 km, the new diesel Golf not only delivers its occupants in comfort and safety to their destination but at minimal expense.



The sixth generation of the Golf establishes an elegant new design direction in the evolution of Volkswagen's best selling model.

In planning the interior for the new Golf, Volkswagen's designers unashamedly set themselves the target of defining new benchmarks in quality in this class. This goal extends to all aspects, from ergonomics, through the feel and look of the materials used to the overall refinement within the cabin.

The new interior look is combined with advances made by Volkswagen engineers in reducing wind noise, including a completely new design of door and window seals, a new sound-damping inter-layer within the laminated windscreen and a new engine mounting system. The result is the quietest VW Golf yet produced.

The new 1.6-litre diesel, shares the same technology as the 2.0 litre diesel (103TDI) with 16-valves and common rail fuel injection. It produces peak power of 77 kW at 4,400 rpm, while maximum torque of 250 Nm is delivered between 1,500-2,500 rpm. Fitted with a standard DPF (diesel particulate filter) to reduce particulate emissions, this new engine is not only one of the most efficient but also one of the cleanest diesels available.

Two transmissions are on offer, a five-speed manual and a seven-speed DSG.

The seven-speed DSG transmission uses a pair of dry clutches (as opposed to the wet ones in the six-speed version) to improve fuel efficiency and performance.

The pair of dry, organic bonded friction linings do not require cooling, making the drivetrain more efficient through the extra gear ratio and the fact that less power is required for the gear selection and clutch servo system. Measuring only 369 mm in length and weighing only 79 kg, including the dual-mass flywheel, the gearbox is remarkably compact.

In adopting seven-speeds, Volkswagen engineers were able to lower first gear to improve acceleration from a

standstill. By contrast seventh gear has been raised to act as an overdrive function making it ideal for motorway driving with the additional effect of further improving economy and comfort levels.

The lubrication circuits are divided into two to maintain the purity of the oil. As with a conventional manual gearbox, one of the circuits is used for cooling and lubrication of the gear teeth, the second feeds oil to the gear actuators. Since the clutch does not require cooling the quantity of oil has been reduced from 7 litres in the six-speed DSG gearbox to only 1.7 litres in the new seven-speed system.

The Golf uses proven MacPherson strut-type front suspension to offer direct steering feedback, strong axle rigidity under cornering loads and minimal body roll.

Ride and handling benefit from the car's clever mounting concept for the lower wishbone with separate mountings for spring and damper on the suspension strut tower, including a lightweight twin-sleeve damper unit and optimised spring rates.

The previous Golf's completely new four-link rear suspension system was a major stride forwards for this market segment in terms of providing the optimum combination of handling dynamics and ride comfort.

The compact four-link layout features three lateral control arms – the spring mounting, the track rod and the upper control arm – and a trailing link at each wheel. Suspension assemblies are attached by way of a rear-axle subframe and, as at the front, rubber-and-metal mountings that are soft in torsion but stiff radially are used to ensure that the anti-roll bar responds immediately and suppresses body roll effectively. This combines accurate handling with good ride and low road noise levels.

The spring and damper on each side are located separately; the spring bears directly on the trailing link and the damper unit is attached to the wheel hub assembly.

The suspension geometry on the compression stroke generates a toe steering effect that maintains neutral behaviour or slight understeer in all driving and load-carrying situations.

Among the benefits of the almost neutral layout are excellent straight-running stability characteristics on highly uneven road surfaces and minimised tyre wear.

The Golf uses a third generation electro-mechanical power steering system (EPS) which is able to vary the feel of the steering wheel to suit the speed and driving situation: firm and direct when driving hard, effortless at parking speeds.

Other advantages of the system include its mild self-centering action, its ability to compensate for different driving hazards, like crosswinds and steep road cambers, and a beneficial effect on fuel economy.

The Golf features a sophisticated braking system, with ABS and ESP (Electronic Stabilisation Programme) as standard across the range.

On the passive side, there is a further perfected safety body (including additional reinforcement in the door area and optimised pedestrian protection), seven airbags including a knee airbag on the driver's side and a patented safety optimised head restraint system for driver and front passenger.

Recommended Retail Prices:

Golf 77TDI 5-speed manual

from \$28,690

Golf 77TDI 7-speed DSG

from \$31,190

Mk6 GTI release imminent.

VW enthusiasts waiting for the new Mk6 Golf GTI to reach Australian shores will be pleased with news that several examples have already been spotted being flown and shipped into Australia, and also seen on the roads of Sydney.

A Club Veedub member recently spotted a car transporter carrying a white Mk6 GTI, heading from Wollongong towards Minto in Sydney's south west.

Another Club Veedub member spotted a red Mk6 GTI in the afternoon traffic on Henry Lawson Drive at Riverwood. More Mk6 GTIs have been spotted in Brisbane, and in Fremantle (WA), according to correspondence received.

Volkswagen Australia have been understandably cagey about release details for their latest Golf GTI. The most recent info is that the GTI will be launched in late October, perhaps only a week or two after you read this.



The Mk6 GTIs seen so far are most likely part of Volkswagen Group Australia's press/launch fleet. This would allow reviews to take place during September, in line for publication shortly after the car's national launch. If previous form is anything to go by expect to see the first published reviews in the major daily newspapers, with the big car mags to follow.

A late-October launch would normally coincide with the Sydney Motor Show. Sadly, however, the Sydney Motor Show will not be held in 2009. A new arrangement sees Melbourne and Sydney sharing the hosting of the Motor Show. The 2009 Melbourne Show has held in May (we missed it). The next Sydney Show is due for October 2010.

The Golf Mk6 GTI has already been released in New Zealand...

Other Golfs coming to Australia.

With the entry-level 77TDI joining the existing 103TDI Golf in Australia, all that is left in the standard VW diesel drawer for now is the replacement for the previous Golf V's GT Sport TDI.



Already released in Europe, it is still under consideration for release in Australia during 2010.

However, pricing issues – particularly in relation to the positioning of the Mk6 Golf GTI due here in October – means that Volkswagen will not yet officially confirm the 125TDI/GTD for Australia.

Part of the reason is that the GTD is likely to be more expensive than the GTI, raising questions about whether the market is ready for a diesel hot hatch that exceeds that of its petrol-powered counterpart.

Unlike the old GT Sport TDI that was released in Australia in mid-2007, the Mk6 Golf GTD boasts the same amount of chassis tuning as the GTI – meaning that it sits 15 millimetres closer to the ground, and includes the standard 17-inch alloy wheels/225-section tyre specification.

Its 2.0-litre twin-cam 16-valve four-cylinder common-rail turbo-diesel engine kicks out 125kW at 4200rpm and 350Nm from 1750 to 2500rpm.

In six-speed manual guise, the 220km/h GTD's 0-100km/h sprint-time takes 8.1 seconds; it can average 5.3L/100km; and the CO2 emissions are 139g/km. The six-speed DSG's figures are a little higher for each category.

The other go-faster Golf that needs replacing is the R32, and this will come in the second half of next year in the guise of the Golf R20. Powered by a high-output 2.0-litre turbocharged four-cylinder petrol engine that should at least match the current 184kW 3.2-litre V6, drive will be deployed to all four wheels just as in the R32, probably via a 4Motion Haldex all-wheel drive system.

Rumours abroad are predicting about 210kW. Expect Golf R20 prices to sit in the mid to high \$50,000 mark.

Volkswagen drops to 95RON.

Volkswagen Group Australia have revised the minimum fuel requirement for most of its Australian new petrol engine range.

The review of the entire petrol engine range, which took into account current Australian fuel quality standards and the operating range of Volkswagen's petrol engine, resulted in the reduction of the minimum fuel RON requirement on almost all engines.

Volkswagen now recommends a minimum 95RON for petrol engines in the following models: Golf 90TSI and

118TSI; all Jetta, Eos and New Beetle petrol engines; Passat 147TSI and V6, and all Tiguan and Touareg petrol models. The only models excluded, and still requiring premium 98RON, are the Passat R36, Passat CC V6 and Golf R32.

The change to Volkswagen's recommendation for the use of 95RON fuel is for all model year 2010 vehicles.

The only difficulty for owners of new VWs is finding a petrol station still selling 95RON petrol. Shell has generally phased it out, while it can be difficult to find with Mobil and Caltex. The only mainstream supplier that regularly stocks 95RON is BP.

Improved T5 Transporter.

The Transporter, Caravelle, Multivan and California – these are the four basic versions of the world's best-selling commercial vehicle. Since 1950 more than 10 million VW Transporters have been sold, over five generations. The current T5 model first debuted in 2003, and has now been facelifted (no, it is not the 'T6' – it is still the T5, but much improved).

The improved Multivan and California premiered at the Frankfurt Motor Show in September, with the new version of Volkswagen's successful models now available for European sale. The new version gives out even fewer emissions as well as being more efficient, economical, comfortable, elegant, intelligent and safer than ever before.



The body design is now in line with Volkswagen's new Design DNA, as already displayed on the latest Scirocco, Golf and Polo models. The latest T5 series has also been given a huge technical boost. The new turbo-diesel engines (TDI) are more efficient, exceptionally quiet and now fitted with a Common Rail Injection system. Thanks to the new TDI, fuel consumption levels have decreased by up to 1.9 litres, and CO2 emissions have dropped by 52 g/km. All engines now fulfil the tough EU5 emission standards. The new versions come with an optional 7-gear dual clutch gearbox (DSG) - an international first for this class of vehicle!

With the new four-cylinder diesel engines with Common Rail Injection, the new VW T5 sets new benchmarks for both its economy and its kindness to the environment. The TDI (1,968 cm³) comes in a choice of 62 kW, 75 kW, 103 kW or 132 kW versions. The 103 kW engine



is boosted by a turbocharger with variable turbine geometry, while Volkswagen has fitted a two-stage charger with bi-turbocharger in the top of the range 132 kW. This form of down sizing means that, for the first time in the Volkswagen Group, a compression ignition engine is being used in a vehicle of this performance range.

The greatest feature is the fuel-saving capacity. It is the first time in the world that a transporter, van or touring vehicle has been equipped with a 7-gear dual clutch gearbox (DSG), which allows fuel consumption in the 132 kW version to drop by up to 1.9 litres compared with the previous 6-gear automatic. In the meantime, the 85 kW petrol engine will be carried over and now complies with EU5 emission standards. Compared to previous models, Volkswagen was able to decrease CO2 emissions and fuel consumption levels by an average of 10 per cent across the whole range. In vehicles with a manual gearbox and front-wheel drive, the CO2 emissions and fuel consumption levels range from 7.2 litres/190 g/km CO2 (62 kW and 75 kW) to 7.5 litres/190 g/km CO2 (132 kW).

All four diesel engines respond quickly and almost as soon as you have left idling speed as well! Even the smallest TDI engine with 62 kW has a maximum torque of 220 Newton metres from just 1,250 rpm. The 75 kW version goes to 250 Nm from 1,500 rpm, the 103 kW TDI hits a high of 340 Nm from 1,750 rpm while the 132 kW TDI propels into the crankshaft with an impressive 400 Nm from 1,500 rpm. All versions are fitted with a particle filter.

As another optional extra, you can have the new four-wheel drive function (4Motion with 4th generation Haldex coupling). Another revolutionary highlight from the new models is that a 4Motion version with DSG will be offered. Safety features have been further improved thanks to the standard hill-start assistant, refined ESP, a new hazard warning light for the brake lights (emergency brake lights) and new optional driver assist systems. In addition, the interior is fitted with new instruments, steering wheels, radio/navigation systems and textures on top of ergonomic perfection.

Alongside other new design features, the new models really stand out with a completely modified front end. Clear, horizontal lines give the series a timeless, elegant appearance. The ribs on the radiator grille are all black. In the Transporter (panel van, kombi, drop-side), Caravelle Trendline and California Beach the ribs are in matt black. The Caravelle Comfortline, Multivan (recreational and business van) and the California Comfortline (touring van) all feature black, high



gloss ribs, each highlighted with a chrome stripe. The top stripe is visibly extended so that it stretches into the newly designed headlights. Also, for the first time, the newly designed fog lights in the rear bumper will act as static cornering lights as well. The rear of the Caravelle, Multivan and California have changed since the previous versions as they now have new rear lights which are in keeping the current Design DNA.

Depending on the vehicle's equipment level, the new models are decked out with new 17" and 18" alloy wheels as well as new exterior mirrors, refined for improved aerodynamics. And for the first time, the exterior mirrors house the entire antenna system. As another ground-breaking feature in this class, the best-selling vehicles are now available with the Side Assist lane change assistant. As seen in the Touareg, this system uses LEDs in the exterior mirrors to warn the driver of any vehicles in the blind spot. The new tyre monitor display (TMD) constantly analyses how quickly the tyres are rotating. By comparing the different speeds, the system detects when the tyre pressure has dropped.

The models' interiors have been completely re-worked. The instruments are lit in white from behind and highlighted by a chrome frame. Each of the new models will come with a gear shift recommendation display. The entire collection of radio and navigation systems has also been updated. The new top of the range device is the RNS 510 with touch screen and hard-drive navigation. The optional Dynaudio sound system delivers magnificent concert-hall acoustics. The USB interface, Media-IN, allows you to connect any devices, such as MP3 players, quickly and easily. New features on board are the controls for the semi- and fully-automatic air conditioning systems and the three-spoke steering wheels. Many of the versions have had some additions to their standard equipment.

The Transporter can also be ordered with a new double front passenger seat bench which includes an integrated folding stowage compartment. And all this is coming soon: the new models will be launched in the middle of October in Europe, and in the first quarter 2010 in Australia although the exact lineup has not yet been determined.

Latest BlueMotions.

Production versions of three new highly efficient BlueMotion Volkswagens have been unveiled ahead of the Frankfurt Motor Show.

The new Polo, Golf and Passat BlueMotion models emit just 87g/km, 99g/km and 114g/km of CO₂ respectively, while every variant is also capable of travelling a minimum of 1,350 km on a single tank of fuel.

Each model bears the results of aerodynamic changes with new front bumper, sill extensions, a lower ride height and relocated air ducts behind the grille elements. The result is less aerodynamic drag, leading to less loading on the engine and greater economy.

The most efficient model of all, the new Polo BlueMotion, adopts an all-new 1.2-litre three-cylinder common rail diesel engine developing 56 kW. The new engine, combined with longer gearing through the five-speed gearbox, regenerative braking and Stop-Start systems allows the new Polo BlueMotion to achieve a remarkable 3.29 litres per 100 km on the combined cycle while emitting 87g/km of CO₂. This makes the Polo BlueMotion the cleanest and most economical five-seat car in the world, and one of the most efficient vehicles of any type currently on sale.

The new Golf BlueMotion is powered by a 1.6-litre TDI common rail diesel engine developing 78 kW. As with the Polo, the Golf features optimised aerodynamics and longer gearing to maximise the efficiency of the engine. Low rolling resistance tyres and automatic Stop-Start also play their part.

Through a series of small but effective refinements, the latest Golf BlueMotion emits just 99g/km of CO₂ and can achieve a combined economy figure of 3.79 L/100 km, which equates to a theoretical range of 1,450 km on a single tank of fuel.

The Passat BlueMotion adopts the 1.6-litre 78 kW TDI common rail diesel engine for the first time, the same engine as the Golf BlueMotion. The new engine, replacing the previous 2.0-litre TDI unit in the previous Passat



BlueMotion, allows the new car to return 4.39 L/100 km on the combined cycle, lower than the 4.89 L/100 km achieved by the outgoing car. CO2 emissions also fall, from 128g/km to just 114g/km.

All three models are due to go on sale in the UK in early 2010, with prices and specifications due to be announced nearer the time. No decision has yet been made on whether the VW BlueMotion range will be introduced to Australia.

5 stars – the safest Polo ever.

The new Volkswagen Polo has been subjected to the more stringent EuroNCAP crash tests and received the best possible score of five stars. Volkswagen put together a safety package for the new 5th generation Polo that includes an optimised body structure, a highly effective belt and air bag combination, and driver-assist systems. The result is the safest compact car in the world.



During the most recent tests performed by the European New Car Assessment Programme (NCAP), the VW Polo was subjected to a controlled collision with a barrier at a speed of 64 km/h, whereby the passenger cell remained nearly undamaged. The crash dummies testify to the Polo's high scores in the most important categories: occupant protection and child safety. The structurally rigid body, among other things, contributes to this result.

The extreme rigidity of the new Polo was achieved through the use of high-strength and ultra high-strength steels in the side structures and footwell. The extremely rigid bumper cross-member in front ensures that impact forces are distributed.

But pedestrian safety is just as important as occupant safety. The requirements for pedestrian safety were already integrated into the developmental work during the design phase of the new Polo. Consequently, the 'harp', as the newly designed sheet metal behind the front bumper cover is called, provides the deformation space necessary to minimise the severity of leg injuries.

Electronic safety and assistance systems that prevent accidents or avoid severe injuries are also evaluated in the new Euro NCAP procedure. One of the most important

assistance systems, the electronic stabilisation programme ESP, is standard in the Polo. Additional standard equipment such as a highly effective belt-and-air bag combination, as well as front head restraints that counteract whiplash, further improves safety.

Golf CC coming?

The recent trend in Germany has been for sportier, re-styled 'premium' five-door versions of existing models. The Passat CC was Volkswagen's first example, and it has been recently joined by Audi's A5 Sportback and the BMW 5-series GT. Now Volkswagen may be adding a baby brother to the slick Passat CC, based on the Golf.



Some European reports suggested that Wolfsburg was preparing to unveil the new 'Golf CC' at the Frankfurt Motor Show, and released a couple of concept renderings on what the Golf CC could look like. The Golf CC would carry over many of the styling cues of the bigger Passat CC, and would be positioned as a premium model in the revised lineup.

However observers have cast doubts on the lack of rear headroom on the smaller Golf platform, as well as suggesting that this could cause a conflict with existing VW models such as the Eos and Scirocco. Other suggestions are that the Golf CC could be a forum for styling ideas for the Mk6 Jetta, which has not been released as yet.

The five-door Golf CC coupe/sedan/hatchback would also be expected to be based on the next-generation Golf VII, which isn't due until 2013 or 2014 at the earliest.

Sportline Limited Edition X for UK.

Volkswagen's dynamic Sportline T5 Transporter van range is proving more successful than ever in the UK. Despite the current economic climate, Sportline sales are already ahead of this time last year, and if success continues at the same rate, boosted by the recent introduction of a Transporter Sportline Limited Edition X model, sales are predicted to be over 30 per cent ahead of 2008.

Part of this great performance is thanks to the addition of the Caddy and Caddy Maxi Sportline models in late 2008, which are already about to exceed their sales forecast for 2009, plus the five-seat Transporter Sportline Kombi model, also introduced last year, which has instantly become the



most popular model in the UK Volkswagen Transporter range this year.

There will only be 150 of the Transporter Sportline Limited Edition X models, and they will be available in short and long wheelbase panel van or short wheelbase Kombi. Each vehicle will be individually numbered, with a certificate for the owner.

In addition to the standard Transporter Sportline specification of 18-inch alloy wheels, chrome grilles and side sills, leather seats and front and rear spoilers, the Transporter Sportline X models gain distinctive, chrome and black 'Dakar' alloy wheels, 'leather pack' (leather steering wheel and gear lever), specially designed black and blue leather seats with limited edition numbered tag, Sportline floor mats, and rear parking sensors. There is a choice of two metallic paint colours – Reflex Silver, and for the first time for the Sportline range, Shadow Blue.

This unique specification and distinctive appearance is available for only £500 more than the equivalent Transporter Sportline T30, 130 kW, 2.5-litre TDI PD, with basic retail prices (including metallic paint) of £25,065 for the short wheelbase panel van, £25,545 for the long wheelbase panel van, and £26,805 for the Kombi.

"The success of the Sportline range proves that our customers still want a van that stands out from the crowd and creates a premium image," said Steve Reynolds, Head of Marketing, Volkswagen Commercial Vehicles.

The Transporter Sportline Limited Edition X is available to order now, with first deliveries expected with customers and at UK Volkswagen Van Centres in early October. Full details of the Sportline range and local Van Centres are available from www.volkswagen-vans.co.uk.

ABT Golf GTI.

ABT has a long and popular history of modifying Volkswagens. The highly respected German Tuning house ABT has released their version of the latest and equally well-respected Golf GTI.

Members of the European motoring press recently sampled several ABT tuned rockets in Germany and were blown away by what ABT can do with much of the standard fare from the Volkswagen group. This ABT Golf GTI is likely to seriously impress.

The standard Golf GTI produces a respectable 154kW and 280Nm of torque, which is good for a 0-100km/h sprint

in 6.9 seconds, if you go for the quick shifting DSG transmission.

ABT have managed to extract an amazing 221kW and a whopping 400Nm from the 2.0 FSI turbocharged engine. That's a whole lot of extra kilowatts, and enough to lower the 0-100 km/h-sprint time to a fraction under six seconds.

The main ingredient is a new ABT developed turbocharger, as well as their own chassis springs, which lowers the GTI's centre of gravity by a full 30mm.

The chassis setting was designed by ex DTM racer Christian Abt, which means this thing should out handle anything but only the very best performance cars. But its not just about performance with the ABT GTI, it also looks the part. There is absolutely no mistaking this car for a 'normal' Golf GTI.



The rear spoiler and rear apron, side mouldings, front grill and apron, along with the diagonal 4-pipe exhaust system, form one unit.

The front apron also houses new Daylight Running Lamps as part of the overall aero package.

Interested Australian VW enthusiasts can find out more about the ABT Golf GTI, as well other ABT conversions and hotted-up modern VWs, from their Australian agents at Ramspeed – browse www.ramspeed.com.au

Volkswagen named Advertiser of the Year in Cannes.

At the 56th International Advertising Festival, Europe's largest automaker was presented with its first 'Advertiser of the year' award, thus receiving the highest accolade in the advertising industry. Volkswagen has been presented with around 150 'advertising Oscars' in Cannes since 1961.

"By honouring Volkswagen today we are honouring a company that has been a symbol of creative and innovative marketing in the automobile industry for decades," Festival Chairman Terry Savage said during the award ceremony.

Christian Klingler, Volkswagen Sales and Marketing MD, said, "Volkswagen is 'Das Auto'. Going forward, we will continue to present our brand claim in the form of outstanding creative campaigns. We are very proud of this



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VW China outsells Germany.

As predicted earlier this year in Zeitschrift, Volkswagen has sold more cars in China than it did in its home market of Germany, for the first time ever.

For the first half of 2009, Volkswagen sold 652,000 units in China, while selling 631,900 vehicles on home soil. Yet, in spite of the difficult global financial situation, both figures represent an increased demand for VW vehicles.

For the first half of 2009, Volkswagen saw a 22.7 per cent increase over that same period last year for China, while in Germany sales increased 18.3 per cent.

By comparison, Volkswagen saw a 4.4% overall fall in global demand, mostly due to slowing sales elsewhere in Europe and especially in Northern America (selling 1,662,900 and 221,900 units respectively). The overall world car market contracted by around 18%, so the Volkswagen Group has, in fact, extended its global position and strengthened its financial base.

Volkswagen's share of the global passenger car market rose to 12.0 percent (9.9 percent last year). Sales revenue declined by 9.4 percent to 51.2 billion Euro (56.5 billion Euro last year) in the first six months due to volume-related factors. Operating profit amounted to 1.2 billion Euro (3.4 billion Euro), of which 928 million Euro is attributable to the seasonally strong second quarter. The Group generated profit after tax of 494 million Euro (2.6 billion Euro).

The Automotive Division's net cash flow in the first six months rose substantially to 4.3 billion Euro (2.3 billion Euro). Volkswagen also increased net liquidity in the Automotive Division by 4.3 billion Euro compared with the end of 2008 to 12.3 billion Euro as of June 30, 2009.

award, and would also like to thank our agencies DDB Worldwide and Almap for their partnership and cooperation as well for so many creative concepts."

Cannes Lions Festival has frequently commended Volkswagen's advertising for its innovative and inspiring approach. At the end of the 1950s Volkswagen set a new trend in advertising with the 'Think Small' Beetle campaign in the USA. For the first time, a product was given a down-to-earth portrayal with a clear reference to customer benefit, rather than trying to glamorise the product. This campaign was instrumental in cementing Volkswagen's image in the USA.

A further highlight was the German TV campaign for the Beetle called "Der Käfer – er läuft und läuft und läuft..." launched in 1968, which Volkswagen used to democratise mobility and thereby also convey the values the company still embodies today – responsible, valuable, innovative.

Volkswagen kept on writing advertising history in the decades to come, such as with the 'Divorce' campaign for the Golf in the UK during the 1980s and its slogan: "If only everything in life was as reliable as a Volkswagen." VW continues to set advertising trends today, for example with the Horst Schlämmer campaign in 2007, primarily transmitted via video blogs, podcasts and YouTube, thereby typifying the spirit of the times.

The Cannes International Advertising Festival is the largest and most prestigious meeting of its kind in the advertising community. Each year, over 10,000 participants from 94 countries meet on the Côte d'Azur. A jury assesses 28,000 advertisements in a total of 11 disciplines including Film, Direct, Radio, Design, Press, Media, Promo, PR, Outdoor, Cyber, Titanium and Integrated. Grand Prix, Gold, Silver and Bronze awards are presented in each category. The Advertiser of the Year award is a special category and the highest honour at the Festival.





Temora Flying Day.

The Club Veedub Canberra Chapter had organised a run from Canberra to the Temora Aviation Museum, which had a scheduled flying weekend on 5th and 6th of September.

Driving in my Kombi pickup, we travelled from Sydney to Cootamundra, to our arranged accommodation, on the Saturday. By coincidence, we found out (from Just Cars magazine) that Cootamundra happened to be holding their annual Swap Meet on the same weekend, so it looked like a good time to visit.

So early on Sunday morning we made our way to Cootamundra showground to have a quick look around. There were lots of tools, parts, assorted junk and general bric-a-brac. It seemed like it would be a good swap meet, with plenty of other stalls around the showground that we didn't have time to see.



We had to leave the swapmeet as we still had to make our way to Temora to meet up with the VWs from the Canberra Chapter. We headed west to tackle the last 50 km to Temora and after a fairly quick drive, we arrived in town and met up with seven other VWs at the Temora Post Office. The VW convoy then travelled to the Aviation Museum, which is located at the Temora Aerodrome. There was one additional late arrival from the Riverina VW Club.

The day's flying events started at 11:00am. The museum had a fantastic array of aircraft flying that weekend, from WW2-vintage piston engined fighters, early jet fighters

and the very latest modern jet powered planes. Some of the examples we spotted were a Tiger Moth; an Australian CAC Wirraway and Boomerang; P40 Kittyhawk, two magnificent Spitfires, a Lockheed Hudson, Gloster Meteor, DH Vampire and an F86 Sabre. As each plane did its flying display, there was a commentary over the PA on each plane's history and restoration. Temora has the finest collection of flying warbirds in Australia.



The normal museum, containing some static display aircraft and many interesting sundry items, was also open for viewing. It was fascinating to wander among the displays of medals, parts, engines and memorabilia and it gave you a break from the drone and roar of the flying display outside.

There was plenty of food to choose from, and all the stands had good crowds around them. We had been warned to get in early due to the big crowd there on the day - big crowds always result in big queues.

As the final aircraft, the RAAF FA18 Hornet, was finishing its flying display and thunderous low-level flyby, we realised it was time to make tracks to beat the crowd out the gates and head for home.

If planning a weekend to Temora to see the planes flying, make sure you book accommodation months in advance as it fills up way ahead. There is generally a flying day at Temora once a month, but the museum is open every weekend. Check out www.aviationmuseum.com.au for more info.

Thanks to the Canberra Chapter for organising the run and for the VW drivers who came along.

Wayne Murray



Motorkhana Report

September 13th was the date for the running of our first state championship motorkhana at HMAS Nirimba. A few of us arrived early to set up the flags for the first three tests, and by just after 10:00am the 40 competitors were into the action.

There was a wide range of machinery competing on the day, many getting in some last minute practice for the national championship event held a few weeks after. Unfortunately only two of our club members took part, but hopefully we can improve on this next year.

Apart from the unseasonably warm weather and the strong wind playing havoc with paperwork, lunch and shelter the day ran well and the last test was run just after 4:00pm and everyone made their way home shortly after.

A big thanks to our team of officials Herb, Rudi, Norm, John L, Brian, Kay, Greg and Jeff for their assistance on the day with timing, setting up and cooking lunch, without whom we could not have pulled it off. Also thanks to Renault Car Club for their electronic timing system and for compiling the results.

From all reports the competitors enjoyed the day and went home happy. Also happy to report Jeff did eventually find the ice...

Until next time,
Cameron



Hugh McInley attempts the Hopkirk in his Golf powered "Special"



Greg Hart in the first event for his newly rebuilt Audi Fox Powered, Automatic "Special"



Canberra Autofest. 19-20th September.

The Canberra VW Weekend was held on the weekend of 19 - 20th September. It was a monstrous weekend for local Veedubbers and some excellent cars were on display.

Saturday afternoon saw the running of the annual cruise, where a batch of almost 30 VWs drove en masse around some of the local landmarks. We met up at the Russell carpark, just in front of the Australian-American memorial. We had an enjoyable drive around Canberra. We finished up at the lookout on Mt Ainslie, cooked up a storm on the BBQ



and chatted 'stuff' until the sun started disappearing. The cars got some great looks from the public as we drove around.....not too many problem traffic lights and such, as some of the Sydney drivers were happy to see.



Sunday was Autofest - a display of all German marques, held on the shores of Lake Burley Griffin. This year was in a new location on the south side of the lake, and it worked extremely well. The VWs gained a spectacular backdrop of trees and the National Library behind that, which made for some excellent photo opportunities.

At time of writing I believe we had 77 VWs in attendance, including a few rare kinds.



A big thank-you to those dubbers who came in from out of town - lots of Sydneysiders this year and some from other areas, you help us make this event great.

The Kids Carshow was well received, with children colouring-in VW posters and showing off their Volkswagen toys. Thanks to Peter for running this event.

Below is the list of sponsors for the day - please support them wherever possible. Of course, we could not do this without the backing of the main section of the club in Sydney - thanks everyone.

I don't want to dribble on for days and so will cut this short so you can look at the pictures. A great event. Come along next year and see! 19 September 2010, lock it in Eddie.....

Club Veedub. Aus Liebe zum Automobilklub.



Our sponsors:

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Bruce Walker

Here are the **placements** for the day:

Beetle up to '67 - Standard: 1st Kristi McKay 2nd Iven Laufer

Beetle 68 onwards - Standard: 1st Ken and Wendy Davis 2nd John Lord

Beetle up to 67 - Modified: 1st Murray Fleming 2nd Tim Popham

Beetle 68 onwards - Modified: 1st Sarah Kirkwood 2nd Janet Lyle-Martin

Kombi up to '67: 1st Andrew Dodd 2nd Ben Laws

Kombi '68 onwards: 1st Peter Dimmock 2nd Mark Palmer

Best Other Air-cooled VW: 1st John Milne (Type 4) 2nd Steve Penrose (VolksRod)

Golf Mk 1 - 2: 1st Marcin Stopyra 2nd Charles Wannop

Golf Mk 3 - 5: 1st Pierre Thorand 2nd Grant Osborne

Other H2O: 1st Peter Bone (New Beetle) 2nd Ken Barry (Passat)

Best Old School: 1st Ray Pleydon (Beetle) 2nd Matthew Schell (Beetle)

Best Rat: 1st Daniel Condor (Kombi) 2nd Garreth Wiggin (Golf)

Best Displayed: 1st Danny Daniel (Kombi) 2nd Bruce Walker (Beetle)

Committee Awards - Ian Schafferius (Registrar), Megan Wade (Secretary)





Burwood Festival. Sunday 20 Sept.

Unfortunately I wasn't able to make it down to Canberra for the German Autofest this year, due to work commitments (sorry Bruce). The Burwood Spring Festival was on the same weekend, but just on the Sunday so it was possible for me to go. It would include over 150 classic cars on display as part of the festivities.

The Kombi got a good wash, polish and detail on Saturday afternoon after work, and I was up early Sunday morning to head off for the Festival. The entrance for show cars was on Burwood Road, closed off to traffic just under the railway bridge. I rolled up at 7:30am and there were dozens of old cars already there.

It only cost \$10 to display, and cars were given a small numbered window sticker that matched a chalked parking spot on Burwood Rd. I backed into my designated position and put up the roof. I gave the Kombi a last polish and watched as other show cars arrived and parked nearby. There were plenty of FX-FJ Holdens, Mustangs and MGs, and half a dozen HSV Commodores parked only a few metres away. One of them soon had doof doof music blaring at a million decibels, but a show official hurried over to shut them up. Hooray! The blank space to my left was soon filled by a delicious 427 Cobra replica (with modern alloy 351), with the most thunderingly loud exhaust I have heard in a while.

Fellow club member John Clark turned up in his two-tone pink/claret '77 Microbus, and we were able to swap a couple of cars so that the two Kombis could park side by side.



Neither John or I was aware that the other was attending, but it was a nice coincidence and the two Kombis would prove popular with the crowds. We were the only Volkswagens in attendance.

The Burwood Spring Festival is based around Burwood Park and the grounds were full of interesting market stalls, kids rides, displays, a circus and carnival, show stage and food stalls. Large-scale radio-control model boats steamed around the lake, while small ponies were taking kids for rides nearby. By 9am the park was packed with people.

Burwood Rd was closed off from the railway overbridge down to the park, and filled with classic cars and thronging crowds. I spent most of the day standing or sitting near the Kombis, talking to the hundreds of passers-by who stopped for a sticky beak. Most of them had probably not seen pristine VW Kombis before. The most common question we were asked was "how much do they cost?" I guess the average person would not grasp that you can't just buy mint old Kombis - you have to rebuild and restore them yourself.

The Cobra owner and I traded car stories and experiences all day, which was interesting as we came from completely opposite ends of the auto spectrum. We noted that several people commented that we were both "lucky" to own such nice cars. Yes true, and the harder we work on them, the luckier we get!



A Festival highlight for me was two live sets by the Australian tribute band The Beatels. They do a superb tribute to the Beatles, with the correct period instruments and costumes - even fake Liverpool accents. They do the early stuff in the grey 'Hard Days Night' suits, then the second set is the later songs done in colourful St Peppers outfits. I hadn't seen the Beatels since they played at the official launch of the New Beetle at Darling Harbour back in 2000. They have been together now nearly twice as long as the original Beatles! It was great to see the young kids loving the music as much as the oldies.

A short shower of rain in the afternoon was like a signal that the day was over, and the crowds began to thin and the cars began to depart one by one. By 4pm I was one of the last cars there, and headed off before the street was due to be reopened at 6pm.

It was a really enjoyable day. We should promote the Burwood Car Show more thoroughly next year, as it's a great opportunity to show your VW to a huge audience and promote our club.

They never made it to production.

1997 VW W12.

The W12 was Volkswagen's first 'supercar' design, built as a first step in the then VW boss Ferdinand Piëch's plan to take the VW nameplate way upmarket. Also, Volkswagen needed to ensure it could build a large and reliable engine for its planned luxury car, the Phaeton, and its new large SUV, the Touareg, and the W12 sports car was the intended testing platform.

Piëch contracted Giorgetto Giugiaro and his ItalDesign team to design the Volkswagen sports car. They were instructed that it had to accommodate a 12-cylinder engine in a W configuration, be mid-engined, and also be able to be configured with Volkswagen's then-current Syncro four-wheel drive system.



There were three versions made over the five-year development project. The first one, the bright yellow 'W12 Syncro' prototype, was unveiled to a disbelieving press at the 1997 Tokyo Motor Show. It was a bright yellow monocoque coupe, 4.4 metres long, 1.9 metres wide and 1.1 metres high, powered by a mid-mounted longitudinal 5.6 litre W12 engine. It was not like the earlier Audi Avus W12 show car (or the pre-war Napier Lion aircraft engine), which both had three banks of four cylinders. The Volkswagen W12 was created by joining two narrow-angle VR6 engines in a 72-degree, so it actually had four banks of three cylinders. It produced 309 kilowatts.

The 'W12 Roadster', an updated version of the W12 Syncro, made its debut at the 1998 Geneva Motor Show. It had different bodywork in a striking red, but it was mechanically the same, with the same 5.6-litre 309 kW W12. It also had the same automatic rear spoiler that extended at 120 km/h.

The final evolution of this sports car project, the 'W12 Coupé', was showed at the 2001 Tokyo Motor Show. The third version was finished in pearlescent orange, and had further upgrades such as new headlights and taillights, redesigned gull-wing doors and a transparent targa roof and engine cover. There was also more leather, aluminium and carbon-fibre in the design. There were new vents and air intakes for the larger W12 engine, which had been increased to 6.0 litres with 441 kW. This was enough to give the 1200

kg W12 Coupé staggering performance – 0-100 km/h in 3.5 seconds and a top speed of 350 km/h.

All the details of the W12 Coupé were fully-functional, and the concept was close to production standards. However, in spite of the positive reception, it was not destined for production. Fabrizio Giugiaro, ItalDesign Styling Director, summarised the situation when he said, "this is one of the most fascinating cars in the world, and for sure the fastest and most reliable never built."

The W12 Coupé clashed with the offerings of Lamborghini, which Volkswagen had purchased, and Audi, who controlled the Lamborghini brand. Volkswagen had also purchased Bentley and Bugatti, who had their own fast and expensive coupes, so there was no further room for a Volkswagen supercar. In addition, the move to take VW upmarket was not working, and normal VW sales were slipping. New VW boss Bernd Pischetsrieder realigned Volkswagen back to their traditional strengths – quality affordable cars for normal people.

However the W12 engine proved an excellent and useful engine. Since 2001, the VW Group has used the 6.0-litre W12 engine in the large VW Phaeton sedan and the VW Touareg SUV, as well as the Audi A8 and Bentley Continental. A further development, the W16, is used in the Bugatti Veyron.

The W12 Coupé had one last claim to fame before it finished up in the Wolfsburg museum. On February 23rd 2002 an unpainted carbon-fibre prototype, in the final stages of its development, set the world speed record for distance covered in 24 hours at the Nardò circuit in Italy. The 440 kW twelve-cylinder VW covered 7,740.576 km, at an average speed of 322.891 km/h. The team of works drivers also set five other world records (over 5,000 kilometres, 5,000 miles, 1,000 miles, 6 hours, 12 hours) and six international vehicle class records.

2001 VW Microbus.

VW of America welcomed the success of the US-designed, Golf-based New Beetle on the US market after its debut in 1998. Americans had just never taken to VW's modern range, apart from the booted Jetta. VWoA was also aware that the T4 'Eurovan' was a sales failure in America, unlike the rest of the world. Americans still pined for the 'split-window' T1 Bus, in the same way that they pined for the old Beetle. A new 'retro-bus' was therefore proposed and designed by VW's Design Studios in California, and the result – the VW Microbus Concept – was first shown at the 2001 International Geneva Motor Show.





The 'bus of the future' was designed along the same 'retro' lines as the New Beetle, and designed to capture the American imagination in the same way. With its original design and numerous innovative ideas, the Microbus harked back to a great tradition, starting in 1950 with the first VW bus. The T1 'split window' was successful worldwide and reached cult status, especially in the USA. This new design study was intended as a new definition of this cult status: A contemporary expression of personality and freedom.

While taking elements of the T1 styling, the design study was not a simple copy of the original bus. The aim was to create another Volkswagen original, which paid homage to the T1 in its own independent visionary way. The Microbus had a striking front end with particularly thin-line Xenon headlights, large side windows and large sliding doors that opened and closed electronically at the push of a button. It also had wide wheel arches and specially developed 20" alloy wheels.

The Microbus offered 3 rows of seats. The middle centre seats could be turned through 180 degrees, and the third row was designed as a seat bench. All passengers had the protection of an integral seat belt. The Microbus could be transformed into a veritable car cinema: The appropriate visual images were provided by a 7" screen in the centre console, four monitors in the backrests of the first and second rows as well as two extendable displays between the second and third rows. A second 7" screen in the front was connected to a back-view camera for safe reversing.

Following a positive public reception, Volkswagen announced that the Microbus, based on the platform of the forthcoming T5 Transporter, was scheduled for production in 2003 at the company's Hanover plant, ramping up to 80,000 units annually by 2005. The Microbus Concept toured a number of Motor Shows around the world, including Sydney in 2004.

The launch was deferred, however, and the project was formally cancelled in early 2005, due to the high costs of producing such a vehicle just for the US market. Surveys had shown that Europeans would not buy the retro-looking vehicle. Instead, VW announced that Chrysler would build minivans for Volkswagen in the United States, while the VW T5 Multivan and Caravelle would cater for markets in the rest of the world.

The Chrysler-designed and Canadian-built Volkswagen Routan was released to the North American market in

September 2008. The Routan is a seven-seat, re-badged version of the Dodge Grand Caravan and Chrysler Town & Country minivans. However the Routan has been a sales failure, selling less than 20,000 in 12 months when VW had budgeted for 75,000. So what now?

When VWoA's new production facility comes on line in Tennessee in 2010, they will be manufacturing a new 'US-only' VW sedan, mid-way between the Jetta and Passat in size. There has been a proposal for a 'VW Microbus' design based on this sedan, which is a possibility for 2012 and beyond. If so, a US-only VW Microbus could live on, but it would be very different from the stillborn, T5-based 2001 Microbus Concept.

2002 - 1-litre VW

This is one that might actually make it. VW first showed its 1-litre concept car prototype in 2001, so named because it consumed less than 1 litre of fuel per 100 km. In fact, in development testing it achieved just 0.89 L/100km. As a test bed to show what was possible, the prototype was a success, but it was not intended for production at the time as the cost of carbon-fibre bodies were too expensive. The original project was ended in 2005.

However, VW now says that costs are manageable and a limited production car could be offered by 2010. Volkswagen's CEO, Martin Winterkorn recently confirmed the company is working on a production-capable car that will achieve 1 L/100 km fuel economy. VW expects many good headlines in today's economic and environmental climate.



The original 2002 VW 1-Litre, developed in a wind tunnel, was very narrow and had a very flat body configuration that required tandem seating for the two occupants – sitting one behind the other, rather than side by side. Measuring in at 1250 mm wide, 920 mm tall and 3.4 metres long, the prototype featured an amazing drag coefficient of just 0.159. This was even more wind-cheating than the slippery GM EV1 electric car's 0.19 Cd.

The prototype was powered by a one-cylinder, 299 cc high-pressure direct injection diesel engine with an aluminium monobloc crankcase and cylinder head, and it produced just 6.3 kW. It was mounted transversely in front of the rear axle, and mated to an automated direct shift 6-speed transmission. Acceleration was leisurely. But with 0.89 L/100 km fuel economy, it could travel 730 km on its 6.5-litre fuel tank, while achieving an eventual 120 km/h top speed.

Minimum weight is crucial to extreme fuel efficiency. The VW 1-litre was made entirely of carbon fibre composites, with the outer carbon fibre-reinforced skin

tensioned over a space-frame made of magnesium (lighter than aluminium). The car's running gear made extensive use of lightweight alloys. Low rolling resistance tyres were mounted on 16-inch wheels made of extremely lightweight composite materials. The magnesium seat frames featured fabric covers, like a biplane, rather than conventional upholstery.

With the VW 1-Litre, VW engineers showed that safety doesn't have to be compromised to obtain ultra light weight. The 220 kg car incorporated advanced safety features including a deformable front end, an impact tolerant space-frame, and racing car-like roll-over protection. It also had anti-lock braking, electronic stability program (ESP), and a driver's airbag.

Any new proposed 'production' 1-litre VW would probably be powered by a similar tiny single-cylinder diesel engine, but larger than the prototype's 300 cc. A more modern 500 cc aluminium diesel, using the latest direct injection technology, is likely. Production versions would also have airbags, stability control and anti-lock brakes. Most of the design details of the 2002 prototype – the passenger sitting behind the driver, the aircraft-style seats and cabin and the cockpit-style door – will also be retained. Stay tuned.

2003 – Concept R

The Volkswagen Concept R was officially unveiled at the 2003 Frankfurt Auto Show. It was a study of a sporty two-seat VW roadster with mid-engine and rear wheel drive.

The Concept R was powered by a mid-mounted 3.2-litre V6 FSI petrol engine (from the Golf/Passat), developing a maximum output of 195 kW at 6,250 rpm and 320 Nm of torque. It was strong enough to accelerate the car from 0 to 100 km/h in 5.3 seconds and make it reach the electronically limited top speed of 250 km/h. Without the speed governor, the car would be even able to reach the top speed of 270 km/h. The power was transferred to the road via a six-speed direct-shift gearbox.

The designer team for this concept was led by Murat Günak and Peter Schreyer, and broke the ground for the Volkswagen brand in developing the roadster vehicle. At 4.1 metres long, 1.8 metres wide and just 1200 mm high, the Concept R roadster was almost the same length and width as the Mk5 Golf hatchback, on whose platform it was built.



The concept had some interesting design features, such as the Volkswagen logo which was generated digitally by a display and began to pulsate in the so-called OLED screen when the driver turned on the ignition. When the ignition was activated the pulse stops. Also, its seats were not adjustable in

any way - the driver had to electrically move the polished metal information block of the instrument panel, including the steering wheel and pedal cluster, back or forth to find the correct seating position. For the first time in a sports car, the seats were filled with active foam which adapted to the body shape of the driver and passenger.

At a press dinner held during the 2005 North American International Auto Show, Bernd Pischetsrieder, then the chairman of the Volkswagen Group, confirmed that Volkswagen intended to build a production vehicle based on the Concept R. However, no production model has since appeared. Designer Peter Schreyer (who also styled the expensive-to-make Mk5 Golf), has since left Volkswagen and is now the head stylist at Kia.

However, since then another very similar concept car, the Volkswagen Concept BlueSport, was unveiled at the 2009 North American International Auto Show. TDI powered for much greater economy (but similar performance), the BlueSport is still listed as a possible production vehicle if the current economic situation improves.

2005 New Beetle Ragster

The New Beetle Ragster concept car was introduced at the 2005 Detroit Auto Show. The base of the Ragster (a cross between a ragtop and a speedster) was a normal New Beetle Convertible, which has a reinforced bodyshell. Its most visible characteristic was a drastically dropped roof with a large ragtop.



VW shortened the A-pillars by about 90 mm and created a set U-shaped roof fixing for the Ragtop's frame. The fabric roof then fitted tightly over the frame.

The Ragster showed other visual changes apart from the roof. The mudguards, bumpers, headlights, taillights and 19" aluminium rims were all newly designed as well, and were more progressive and sporty than ever. The newly designed interior had racing car bucket seats, sports car type steering wheel with integrated engine start button (right side) and ragtop control (left side), centre console and the extremely clean designed cargo area.

The interior also differed from the original New Beetle, being a 2+2, and having distinctive control dials. Another item of interest is that the Ragster's rear-view mirror was mounted on its dashboard, a retro feature, reminiscent of the first Type 1s. The Ragster's profile is significantly lower than that of the normal New Beetle, as can be seen from side-on photos.

To finish the Ragster concept was a unique paint job with silver double stripes.

The Ragster was revealed as a possible production vehicle, but was only slated for the American market. Reception was good, but the extra costs involved for the Mexican production facility mean that the Ragster did not make it to production.

However the Mk2 New Beetle, to be based on the Golf 6/Scirocco platform and due for release in 2011, is said to be styled on the Ragster's side profile. We shall see.

2005 VW Sfero.

The name of this proposed VW crossover concept from 2005 was to be the Sfero. Intended for production in 2007, the large model was planned to fit between the Passat and upmarket Phaeton, the Sfero was not front-wheel drive like the Passat, but rear-wheel drive instead. In an interesting example of maker cooperation, the Sfero shared a rear-mounted transaxle with the Maserati Quattroporte sedan.



The rear transaxle design made room for Audi's V8 engine family, which was too long for the Sfero's engine bay when coupled to a more conventional front-drive or AWD transmission. This meant the Sfero could have been fitted out with the 335 kW-plus of the turbo Audi V8.

Volkswagen registered the name 'Sfero' in June of 2003. Insiders reported at the time that the Sfero was to be a crossover between a wagon and an SUV, although all-wheel drive was not considered.

To lessen the development costs, then-VW boss Bernd Pischetsrieder and Ferrari-boss Luca di Montezemolo were in negotiations for a unique technology transfer. While Maserati would deliver the chassis of their brand-new Quattroporte sedan as a base for the new VW Sfero, Volkswagen would deliver the 4x4 chassis of its Touareg off-roader for the planned Maserati Kubang SUV. This deal could actually quite interesting for both parties. While the Touareg's 4x4-chassis is regarded to be the best currently available, the Quattroporte's transaxle chassis allowed an excellent weight-balance and therefore promised superb handling for the Sfero.

Another advantage of the Maserati chassis was the compatibility with Audi's V8 engines. They are too large to be fitted under the hood of the Passat, but they were said to have fit perfectly in the Sfero, with the top-of-the line engine expected to offer as much as 335 kW.

Other planned luxury features included a new active steering system, a wide track and long wheelbase (2900 mm),

an electrically operated rear door, air suspension and LED taillights, and an adaptive brake light.

While considerable engineering work was done, the development of the Sfero did not get very far. No decision had been made as to whether the Sfero would be a four-, six- or even seven-passenger vehicle, before the project was halted. The Sfero project became a victim of Bernd Pischetsrieder's departure from Volkswagen in 2006, when he unexpectedly stepped down and was replaced by VW's current CEO, Martin Winterkorn.

Apparently the powerful former VW and Audi boss, Ferdinand Piëch, thought Pischetsrieder was taking VW into Audi territory, hurting sales, and he led the push to remove him from the VW leadership. Pischetsrieder's replacement, Winterkorn, was a former Audi boss, like Piëch, so the problem was solved. In addition, Volkswagen also owned Lamborghini and Bugatti, direct competitors for Maserati, so the sharing project was cancelled. The Touareg platform was used instead for the Porsche Cayenne and Audi Q7. The VW Sfero was killed off, and consigned forever to the 'what if' category.

2005 VW EcoRacer.

The Volkswagen EcoRacer was first shown to the public at the 2005 Tokyo Motor Show. It was designed to be the most economical sports car of its time, combining the performance of a sports car with fuel-efficiency equal to the most fuel-efficient cars available.

It had a 1.5-litre VW TDI turbocharged diesel engine with a displacement of 1.5 L. Despite the small displacement it delivered 100 kW and 250 Nm of torque. The VW TDI engine was of the common rail type, which is more efficient and quieter than the conventional rotary pump injection systems. It was equipped with a particulate matter filter. The engine was linked to a double-clutch 7-speed Direct-Shift Gearbox (DSG), and was mid-mounted in front of the rear axle.



The EcoRacer accelerated from 0-100 km/h in 6.3 seconds and on to a top speed of 230 km/h. Yet, the average fuel consumption was just 3.40 litres per 100 km. The EcoRacer was perhaps the first 'sporty' diesel concept to be revealed.

The EcoRacer seated two people, and had a small luggage compartment. The body was made of carbon fibre, which resulted in a relatively low weight of 850 kilograms. It was just 3.765 meters long, with a wheelbase of 2480 mm.

The car body could also be adjusted three ways: coupe, roadster (no roof) and speedster (no A-pillar/windscreen).

This particular vehicle was never intended for production, but proved a useful design mule and test bed for VW's next generation of high efficiency TDI engines. These high-tech VW diesels have since found their way into the latest Polos, Passats and the new Golf Mk6.

2006 VW GX3 Moonraker.

The Volkswagen GX3 was a concept car created by project Moonraker and was designed at VW's California Design Studios. It was initiated by Stefan Liske, a former director of group product strategy at Volkswagen of America. The GX3 was first shown at the 2006 Greater Los Angeles Auto Show.



It was considered a very unusual concept since it was three-wheeled – a cross between a sports car and a motorcycle. However as a single-seater it was considered more of a motorcycle concept than a concept car; but it did feature great performance for a projected cost of only about US\$17,000.

The GX3 used a transverse-mounted 1.6-litre engine from the VW Lupo GTI. This engine gave the GX3 an output of 92 kW and 152 Nm of torque. The GX3 could go from 0-100 km/h in 5.7 seconds, and a top speed of 200 km/h. It used a six-speed manual transmission. It was said to be light, fast and environmentally friendly and a blast to drive in both the city and the country.

The design of the GX3 was unusual, with a front double wishbone suspension, tubular steel spaceframe and laminated body panels. The rear used a conventional motorcycle-style suspension and drive. The exterior design was one of a kind, with it being a two-seat, three-wheeled vehicle. It lacked a roof or windscreen, and was intended mainly for fair-weather environments, as a 'weekend car'. The design of the interior was very minimalist and entirely functional. There were no doors – the driver/rider just climbed in.

There was considerable speculation as to possible production of the GX3, and Volkswagen announced that production would depend on the public reaction to the concept. This proved to be both energetic and overwhelmingly positive in the USA.

However, in spite of the good public response to the concept, and intensive chassis development by Lotus Cars for

production, Volkswagen concluded that it would not be able to make and sell the GX3 without costly and complex redesigns. This would alienate VW's target market, and increase price well above the proposed US\$17,000 base price. Volkswagen also cited possible safety issues that could lead to product-liability lawsuits, and decided that the legal concerns made production impossible.

2006 VW Nanospyder.

In 2006 a team of highly creative Volkswagen designers based in California unveiled their own unique take on the future of modern transportation. The result was the Volkswagen Nanospyder. Futuristic nanotechnology supported by hydrogen fuel cells, solar power, wheel-mounted electric motors and inflatable organic body panels combined to form the unusual shape of the two-seater concept.

The Nanospyder was the work of a team of three young designers: Patrick Faulwetter, Daniel Simon and Ian Hilton, based at the Volkswagen Design Centre in Santa Monica. They created the Nanospyder in response to a challenge laid down by "Design Los Angeles", a conference that occurred during the Los Angeles Motor Show. The brief was simple: To design a vehicle able to make the most of California without harming the environment.

The team met its brief by thinking well beyond current manufacturing techniques. According to its creators, the Nanospyder would be formed out of a latticework of billions of tiny programmable nano-devices measuring less than half a millimetre in diameter. Each of these tiny devices can be programmed to be as strong or weak as required meaning active crumple zones can be created. The "spine" of the vehicle, onto which the rest of the components are attached, remains immensely strong.



Clothing the nano-lattice are panels formed out of a mix of organic materials, some of which can inflate to provide further cushioning in the result of an impact. The material doubles as a power source as poly-synthesis generates small amounts of electricity. This, coupled with hydrogen fuels, generates power to drive the tiny electric motors mounted within the hubs of all four wheels.

The VW Nanospyder was always intended purely as a concept vehicle, and could never be manufactured this side of Star Trek. However the project gave an insight into the depth of thinking going into the search for sustainable forms of modern transport.



The Rally Chicks.

Meet the only all-woman rally team in Africa who recently joined the most competitive class on the South African rally scene – the S2000.

While Lola and Megan Verlaque might not be household names – yet – they are fast becoming both well-known and popular, locally and throughout Africa. The Verlaques are affectionately known as the ‘Rally Chicks’, those intrepid young rally competitors who, until last season, campaigned in the N4 class behind the wheel of a turbo-charged four-wheel drive entry.

For 2009 this driver and navigator pair moved to racing in a Volkswagen Polo, competing in the naturally-aspirated four-wheel drive Super 2000 (S2000) class, by far the most competitive class on the South African rally scene. It is soon to become the absolute pinnacle of international rallying when the World Rally Championship (WRC) adopts the S2000 as the de facto standard for top-class competition.

Lola (34) and Megan (24) are the only all-woman rally team in South Africa and the only such team in Africa and have established themselves as worthy opponents. The sisters have been rallying together since 2002, when they took over their father’s rally car that he drove in the African Rally Championship (ARC).

Since then they have competed together in both regional and national championship events in South Africa as well as in the FIA ARC, where they most recently took part in the Safari Rally in Kenya in April. Over the years they have earned a reputation for determination and consistency and established themselves as top-10 finishers in the national championship.

Lola and Megan live in Johannesburg, where Lola works with her father in the family plant hire business. Megan has a Bachelor of Commerce in marketing and is a qualified beautician and hairdresser. Most recently Megan is farming butternut in the current growing season and has also just started with some livestock farming.

On the rare occasions that there is any off-time – when not tackling rally stages around Africa – the Verlaques enjoy spending time at their game farm and at the local fishing hole.

When siblings share a confined space for any length of time, things can get interesting. Add the pressure cooker environment of competition and it is likely to boil over. For Lola and Megan it is no different.

“We do fight, there are times we really fight like normal sisters,” says Lola. “Because you are family, you make friends again much quicker though. Megan likes me to drive my best, she knows what I’m capable of and gets upset if I don’t do my best behind the wheel. We actually have a very good relationship, we’re very close.”

In fact it is their father, Eddie, who is largely responsible for causing the rally bug to bite in the first place. A Christmas bet with friends saw the family packed off to see their dad compete in an ARC event and the bug bit. Now Eddie manages the team. Their mum, Carol, goes with to the events where she takes responsibility for feeding, watering and looking after everyone to make sure they are in the right place and also washes the windscreen when there’s time.

The first opportunity for the sisters to try their hand behind the wheel of the new car was at the first round of the ARC in Tanzania where they produced an excellent fourth place. “The Africa Rally Championship is a lot longer than those which take place in South Africa,” says Lola. “There is more endurance required and you have to work on preserving the car to complete the event. It is very challenging.”

The foray into Africa to compete in the Kenyan event saw the Verlaque sisters amongst the racers on the start line for the 57th running of this event, which was previously a round of the World Rally Championship (WRC) from 1973 to 2002. It was also the second round of the FIA ARC season for 2009 and the Verlaques were the only South African team to compete in the event this year.

The sisters found some marked differences between their new S2000 Polo and the previous Japanese turbocharged four-wheel drive car.

“The Polo is good and Megan and I had a lot of fun,” says Lola of their shift to the new class. “It is very different to drive compared to the Subaru and Mitsubishi.”

Since the S2000 class does not make use of a turbocharger, rally drivers need to stay far higher in the rev range to keep making power – this in stark contrast to the turbocharged cars where the power band is much lower.

On their latest performance in the Safari Rally, Lola showed far more confidence behind the wheel of the Polo. “I drove better than I did in the Total Tour Natal Rally in KwaZulu-Natal, which was only our second event in the new car after the Rally of Tanzania in February,” says Lola. “I’m getting on top of the car and learning how to make it do what I want it to do! We’re getting there.”

The Verlaques have also enjoyed enormous support from Volkswagen South Africa since acquiring the ex-factory Polo. “Volkswagen Motorsport has been incredibly helpful in giving us valuable technical assistance and advice,” says Lola.

Just getting to the events from South Africa is an epic adventure in its own right. For the Tanzania event Megan and her father set off from their Johannesburg home on a four-day road trip to make the start. Their rally car was towed behind them and Lola flew in later to join them at the start in the port city of Dar es Salaam (Haven of Peace).

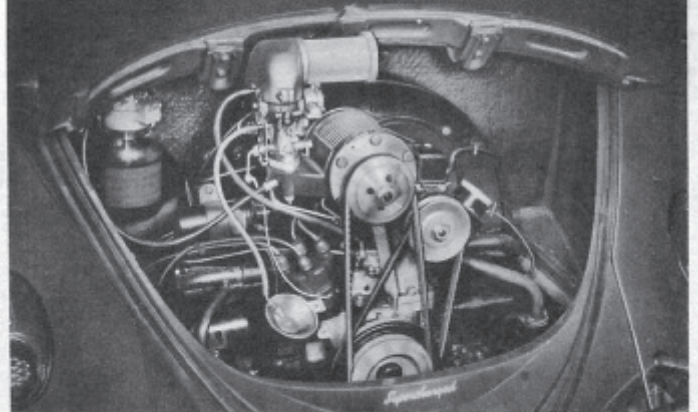
Their enthusiasm and dedication to the sport is unsurpassed and is admired by their fellow competitors. Lola and her mother trail the rally car behind a panel van from Johannesburg to ARC events in Uganda, Kenya, Rwanda, Tanzania, Zambia and Zimbabwe – sometimes a journey of 5,000 kilometres just to get to the start. Then there’s the ‘recce’, followed by a 320-plus kilometres rally over three days and then back to South Africa for the next national event.

Costs for the Rally Chicks also play a significant factor this season as they no longer have a sponsor and are funding their rally efforts privately. This does little to dampen their enthusiasm for the sport though – and they have some very specific goals. For Lola the dream is to compete in a World Rally Championship (WRC) event in the S2000 class while Megan has shifted to the driver’s seat. For regional events Megan competes as a driver while she revels in her role as navigator for her sister in the bigger rallies.

Morné Condon



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The Snow Trac.

In 1954, Lars Larsson was the chief design engineer for a Swedish farm equipment company called AB Westeraskiner (pronounced 'Vester Hoss Machiner', which means 'Hilltop' or 'Ridgetop' Machine Works). He decided to develop a machine to take him and his brother on fishing trips in the Swedish winter. The company put his snow vehicle design into production in 1957. It was called the ST4 Snow Trac.

As a production vehicle, it was initially made for the U.S. Army in Alaska. The Army needed a reliable enclosed snow vehicle that would be both manoeuvrable, reliable, and not suffer from frozen coolant problems.

The Snow Trac was designed around a steel tube frame with an aluminium body. A normal 36-bhp 1200cc Volkswagen air-cooled engine was fitted at the front, mounted backwards, and mated to a standard VW transmission to power the two rubber-belted tracks. The Snow Trac had an enclosed seven-passenger aluminium cab, accessible only through the rear doors. The driver faced forwards, while the 6 passengers sat sideways on two bench seats. Later models had large sunroofs, which could also double as an emergency exit.

Instead of the usual two-lever steering arrangement of other tracked vehicles, the Snow Trac was steered with a conventional steering wheel. Its unique steering apparatus was based on a 'variator', which the company had originally designed for a combine harvester. It was described as being 'as easy to drive as a car.'

The Snow Trac was just 3.66 metres long, 2.1 metres wide and 1.8 metres tall, and weighed 1360 kg. It had superb performance on deep soft snow, with a top speed of 35 km/h. Its light weight and wide tracks gave a very low ground pressure, less than that of a human foot. The vehicle could therefore cross deep snowdrifts and had many potential military and civil roles in Scandinavia and other Arctic or Antarctic areas. It could also cross sand dunes and soft mud flats.

In 1957, 4 machines were produced. With orders on the rise, Westeraskiner purchased lots of WWII surplus vintage VW Kübelwagen and early Volkswagen split-window Beetle parts. In 1958, 75 machines were built, and 200 in 1964. Apart from the drive train, other Volkswagen parts used included the tail-lights and three-spoke steering wheel from a 1946 Standard Beetle, hydraulic brake system, emergency brake handle, dashboard gauges and switches, wiper motor, shifter and window latches, among others.



The Snow Trac was updated through the 1960s, with the 40-bhp 1200cc VW engine replacing the old 36-bhp, and eventually 1500 and 1600cc engines were also fitted. These were based on the industrial engine version of the VW engine, and later model Snow Tracs had stronger VW Transporter transmissions.

In the Norwegian and Swedish armies the ST4 Snow Trac replaced wartime US-built Studebaker Weasels, which were designed for a similar role and had remained in service with Scandinavian armies long after World War 2. It was used





for search and rescue, supply and transportation and a myriad of different over-snow purposes.

The body could be customised according to the purpose. Instead of the standard seven-man cabin, a two-man cabin and flat exposed cargo bed was a popular alternative. Military versions often came without an enclosed cabin, instead having a windscreen, side windows and a canvas top. This also allowed the mounting of various weapons. Military versions also had a 24-volt electrical system instead of the civilian 12-volt system, a relocated fuel tank, and various towing and latching hooks to allow transport and lifting by military helicopter.

The Snow Trac was a very popular export vehicle. Around 550 of them were used in Alaska, another 200 by the Canadian Telephone company in the Yukon, and 200 more by the Canadian railways. At least another 400 were used in the snowy northern regions of the United States, and several hundred others by NATO forces in Europe, including the British Army. In severe winters in Britain, there were occasions when military Snow Tracs were called out to move supplies to isolated farms and communities. The British Army eventually replaced the Snow Trac by the larger and more versatile Swedish built BV 202 in 1977. The REME Museum in Berkshire has a restored Snow Trac on display. Snow Tracs were also used as transport and grooming vehicles during the 1972 Sapporo Winter Olympics.



Snow Tracs were used in Australia during the building of the Snowy Mountains Scheme in the 1960s, when they easily coped with the worst conditions on the Australian

Alps. However the Snow Trac is more famous for its use at the Australian Antarctic base of Mawson. These ANARE (Australian National Antarctic Research Expedition) Snow Tracs were custom-built, with strengthened aluminium cabins of a different design, and more powerful Porsche 356 engines instead of the VW 1200 engines of the time. The Mawson base used the Snow Tracs throughout the 1960s and early 1970s, until more modern US Snow Cat over-snow vehicles eventually replaced them. Mawson had a small fleet of Porsche-powered Snow Tracs when the famous Ruby Red Volkswagen, Antarctica 1, spent the winter there in 1963-64. The Snow Trac was also used at the other Australian bases at Casey and Davis. Today ANARE (now called the Australian Antarctic Division), keeps several Snow Tracs in its museum in Hobart, with another held by the Melbourne Museum and another in Christchurch.



An over-sand version of the Snow Trac, called the Sand Trac, was also built during the 1960s and 1970s. It was useful for travelling over loose, shifting sand, but was less suited to rocky conditions as the track design was optimised for loose surfaces.

A larger, more industrial-grade version of the Snow Trac appeared in the late 1960s, called the Snow Master. It had a longer wheelbase and wider track for carrying heavier loads, and could be equipped with a range of hydraulic implements such as scoops, rakes, blades and ski slope grooming tools. They could be mounted either on the front or rear of the Snow Master, and were powered by an auxiliary hydraulic pump.

Approximately 2,300 Snow Trac and Snow Master vehicles were produced before production ended in 1981. Volkswagen had stopped making new air-cooled engines in Europe, and components were no longer available. No attempt was made to source engines from Mexico or Brazil, as these hot countries did not make suitable winterised, industrial versions.

Because of the common use of Volkswagen engines, transmissions and other components, the Snow Trac is still a very popular vehicle today as parts are easily obtainable. Many 30 to 40 year old vehicles are still used daily during the winter months in the northern hemisphere. Snow Trac vehicles are commonly used as personal vehicles for transport, and often are used for providing tours to tourists in remote areas. There are Snow Trac enthusiast clubs in Sweden, Norway and Iceland, posting pictures of their vehicles and expeditions on the web.

But we have no information on whether there are any still in use in Australia or New Zealand snowy areas – does anyone know?

Oran Park racing circuit to close soon.

For 47 years, the challenging Oran Park circuit in Sydney's south-west has drawn Australia's best and most promising drivers. It helped kick-start Peter Brock's career, prepared Sir Jack Brabham and Sir Stirling Moss for Bathurst and created one of Sydney's longest traffic jams.

But just three years before its 50th birthday, the 2.6-kilometre Oran Park race track on Sydney's south-western fringe will make way for 5500 houses, three schools and a town centre.



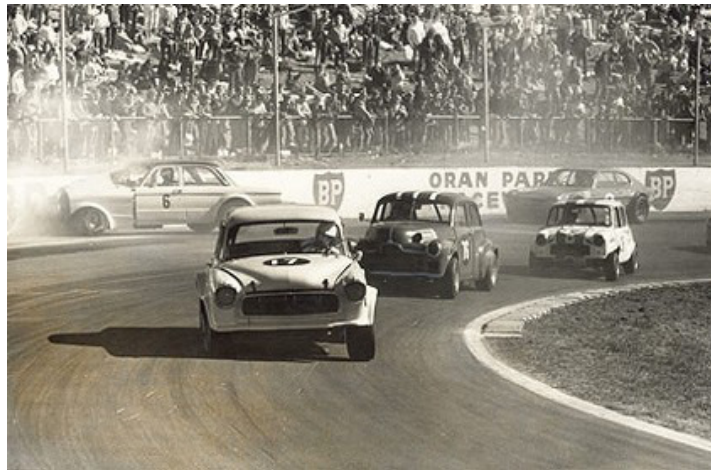
September saw the last national championship races at Oran Park, which once attracted bigger crowds than any other in Australia. There were open-wheelers, sports sedans and V8s on display, and a large crowd turned up to be a part of a sad history.

The very last meeting – to be attended by the racers the track was designed for – will take place “in December or January”, according to manager Jeff Boulous. “It will be a bit of a butcher's picnic ... more for the entrants.”

Since opening in 1962, Oran Park has hosted some of Australia's best drivers, including five-time 500cc world champion Mick Doohan, current formula one star Mark Webber and nine-time Bathurst winner Peter Brock.

“We were the first to ever pay Brock [for racing],” says Allan Horsley, Oran Park's manager from 1965 to 1981. “We signed him exclusively to Oran Park. Brock was very famous there.”

Races between Brock and rivals such as Allan Moffat, Bob Jane and Pete Geoghegan were common, including at night.

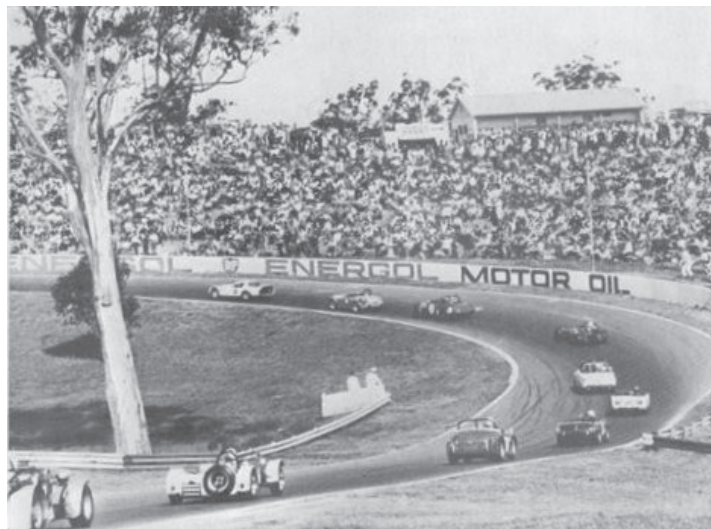


Moffat, a four-time Bathurst winner and touring car champion, remembers when Oran Park was a long way from Sydney. “When we first went out there it was like driving in to the outback,” he said. “There were no houses anywhere. But a lot of things have changed in 35 years.”

He says the track was “very demanding and challenging” and had cost him a championship thanks to one of the worst gear changes of his career.

“It was the last race and it decided the championship. In my infinite wisdom I was looking in my mirror ... went for second [gear] but pulled it into reverse.

“One bad gear change cost me the touring car championship.”



Brabham – three times the F1 world champion and the only driver to win the championship in a car he created – and Moss used Oran Park to prepare for the Bathurst 1000.

“Stirling Moss hadn't driven much on wide tyres,” Brabham said, “so he familiarised himself at Oran Park. We did all our testing there ... for Bathurst.”

He says the closure of yet another NSW racing circuit – it follows the likes of older closed circuits at Gnu Blass (Orange) and Mt Druitt (Sydney), as well as Warwick Farm and Amaroo Park (Sydney) and Catalina Park at Katoomba in recent times – will make it more difficult for drivers to learn their craft.

“It's a crying shame ... disastrous from a motor sport perspective,” he says. “We certainly need circuits like Oran Park and Amaroo Park.”

Oran Park also held the inaugural smoke-belching truck race in Australia, adding a new dimension to motor sport.

“The first races were Grace Bros delivery trucks,” says Horsley, adding that those trucks later returned to delivering fridges and TVs.

The track wasn't only famous for its racing. Horsley, who says “private hire during that early period was \$6 [per competitor]”, remembers when Oran Park created one of the longest traffic jams ever created in Sydney.

“Some mornings we'd have crowds backed up for six or seven kilometres waiting for the gates to open. But in one year it made the front pages with a traffic jam back to Liverpool.”



The original south circuit and smaller north circuit, added in 1973, combined to make a “Grand Prix” track – it staged the Australian Formula 5000 Grand Prix in 1974 and 1977.

Oran Park is the only race track in Australia that crosses over itself, requiring a bridge and tunnel. By 1994 a skid pan had opened, used predominantly for driver training.

The track and internal roads will provide access for the new Oran Park Town.

Toby Hagon

Oran Park race day.

Saturday 12 September was to be Round 8 of the NSW Supersprint championship, as shown in our club calendar. This event was promoted by the Mini Car Club.

Racing commenced at 9:30am, with a good selection of marques entered on the day. Rudy Frank in car 69, and Paul Zanello in car 77, represented Volkswagen.

I enlisted for flag duties on the bridge, and changed to start-finish later in the morning. It is interesting as a novice to be part of a team that are the support for racing, as they conduct the meetings with slightly different methods but have the same outcome.

Car 69 had John, Jeff and Brian as pit crew. I soon discovered that Rudy makes damn good coffee.

Rudy had the silver bullet turbo VW cranked up with a dyno tune the day before, delivering him 307 ponies at the rear wheels – that's 229 kW. His times were in the 1:19's with

Paul Zanello in the 1:24's, for the full 'Grand Prix' circuit that included the bridge and the figure-8.

Of the field of 105 cars, Rudy was tenth quickest and a well placed Third in his class. Rudy had to use a less effective front spoiler on this day and might have been slightly faster otherwise. Later in the day he dropped a push rod seal. For two heats he had a wisp of oil smoke trailing the car down the main straight. Rudy pulled the car up when the seal let go, with no permanent damage done.

It is great to watch these aircooled cars on the circuit with good corner and main straight speed, and late braking.

The day was incident free with only a small number of DNFs. Racing concluded at 4:30pm.

The Mini Car Club staged a photo shoot with a number of their Minis together on the start/finish line as the shadows were getting longer. Sadly, this being the end of Oran Park for their club.

Motorkana Nirimba

The Saturday Oran Park crew then backed up for a dose of this motorkana thingy.

If you haven't been to a motorkana, it is a bit like circle work on a sealed surface without the cowboys and utes, although they are not precluded from entering as the rules are very flexible. Oh and with smoke instead of dust.

Now this was a pitch in and help day with the Renault car club doing the timing. The rest was up to Club Veedub as it was our event.

Forty cars were scrutineered; remember some cars are purpose built for this type of motorsport and they can be very quick. Basically go-karts with car engines and slick tyres; they call them 'specials'. Many years ago most of them would have had VW engines, but now they use modern in-line Japanese fours. Two of them, however, had VW Golf engines.

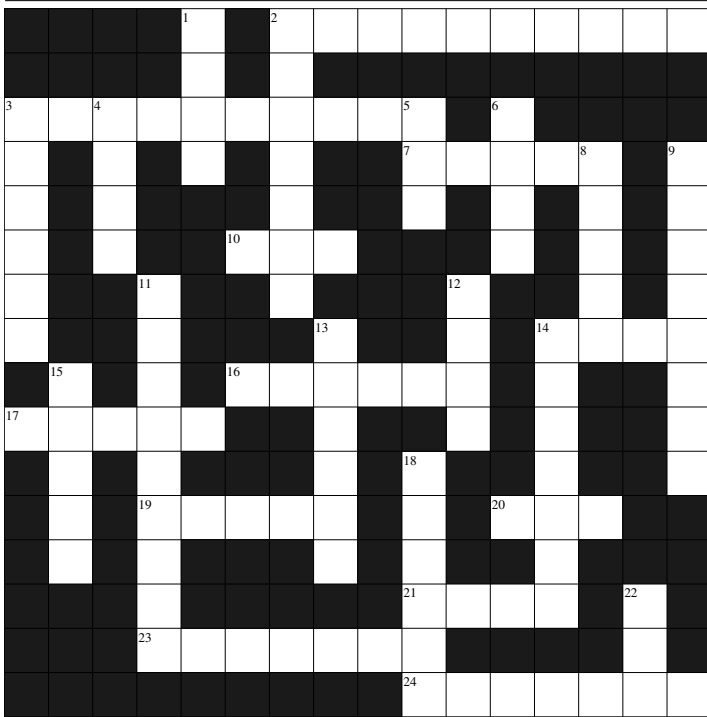
Basic commonsense is applied when scrutineering on these vehicles. When this was completed a drivers briefing was held. Hey wait a minute, who are these two kids in the Rav 4? They look as if they're in primary school! Cameron informs me that you can start at 12 years of age. I soon learn that they are competing. Their names are Aaron and Cameron. Dad assures me that they are good drivers.

As the day gets underway I keep an eye on these two to see if they bolt for the McDonalds drive through up the road in the Rav. No, Aaron and brother Cameron are doing well. Not fastest but obviously very skilful through the witches hat courses and into the garages. Reversing and driving and barely able to see over the steering wheel.

At this event we are able to cater for the masses and a BBQ lunch is put on with plenty of cold drinks. Now if you want ice Jeff knows every place at Quakers Hill that doesn't have ice 20 bucks and we though he left the state he was gone for an hour.

Thanks to our competitors for a good day as you make these things happen. Renault car club for timing; the CAMS officials Cameron, Kath and Greg for running the event from administration to eats, plus the volunteers who were every where during the day. Hugh, Rudy, John and Jeff the ice man.

Both reports by Norm Robertson



Club Veedub Crossword.

Across:

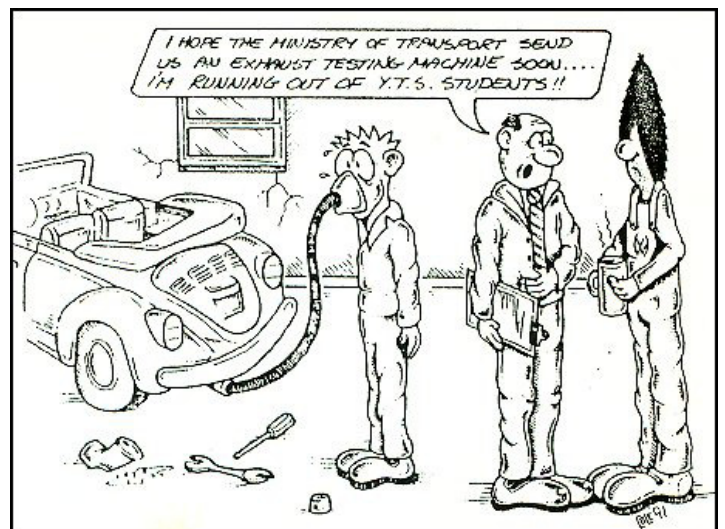
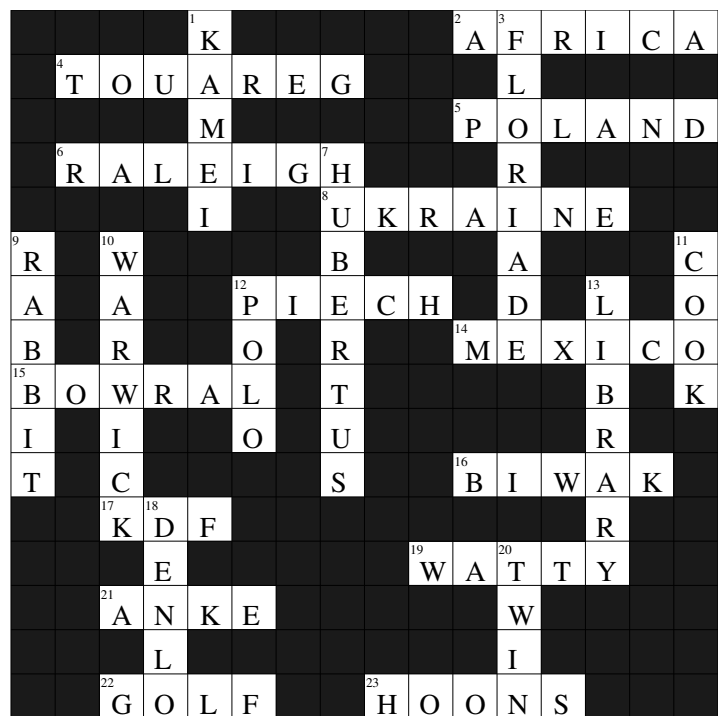
2. The cleanest and most efficient version of each VW car model, but not yet sold here
3. What Volkswagen calls their Campmobiles nowadays
7. His Picnic Day and Swapmeet is on again, on 1st November
10. The VW Lily is 'driving' on this month's cover
14. The safest small car in the world is the Volkswagen ...?
16. The location of the Southern Highlands Motorfest
17. The country that buys more new VWs than any other
19. The Australian Antarctic organisation that once used Porsche-powered Snow Tracs
20. The three-letter name for Volkswagen turbo-diesel injection engines
21. The Sydney race track that is closing soon is ... Park?
23. A custom version of the New Beetle with a chopped roof
24. The Canberra Autofest cruise finished up at Mt ...?

Down:

1. He apparently had troubles finding the ice
2. The Sydney suburb that closes its main street for the Spring Festival
3. The French city that hosts Film and Advertising Awards
4. On 25 October the Club Veedub Convoy will meet at Uncle ...?
5. Makers of super-hot aftermarket VW Golfs
6. This organisation puts on the Australia Day Motorfest
8. A strange Maserati-based VW that never made it to production
9. A passenger version of the VW Kombi
11. A three-wheel VW concept vehicle that shares its name

- with a James Bond movie
12. The 'budget' 77TDI version of this model has just been released
13. The country where VW-powered Snow Trac vehicles were designed and built
14. The winner of the Canberra Best Old School prize was Ray ...?
15. They once sold Optimax but now it's 'V-Power'
18. A NSW town that hosts a Warbird flying day
22. The hottie Golf version that will go on sale here very soon

Last month's crossword.





Official photograph of the Australian National Antarctic Research Expedition

VW2352

Veteran car?

Any day, at the Australian Antarctic Expedition base at Mawson, you can see this.

A Volkswagen.

Working.

Hauling sleds.

Carrying Glaciologists to and from work.

Scouting over ice fields that would make our potholes feel like the smooth-

est concrete.

But the Volkswagen you'd see at Antarctica now isn't the one in the picture.

That's Antarctica 1.

You'd see Antarctica 2.

We brought the first one back to check up on a few things.

How did our air-cooled engine stand up to the conditions?

Did it start every time?

Did our baked enamel finish weather the cold?

Did our suspension take the battering it got?

Antarctica 1 passed like a veteran.

Flying colours.

So Antarctica 2 isn't there to prove anything.

Just to work.



VW1200 £799. VW1200 Deluxe £899. VW1200 Deluxe Sunroof £946. (State Capital City Prices, including sales tax.)

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