

Zeitschrift



Merry Christmas to all Club Veedub members!

December 2009

IN THIS BUMPER XMAS ISSUE:

The Toy Department
Flat 4 Drive-in night
Interesting VW facts
The WD-40 story

DOVW Melbourne
VW Jetta updated
Castlereagh dragway
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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| Vintage Registr: | Leigh Harris leigh@clubvw.org.au | 0419 685 738 |
| VW Nationals Committee: | David Birchall Bob Hickman Chris Pascoe Matthew White | (02) 9534 4825 (02) 4655 5566 (02) 9773 1637 0423 051 737 |
| Motorsport Captain: | Cameron Hart cameronhart@ozemail.com.au | 0407 003 359 |

VW Motorsport Committee:

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

General Committee:

| | |
|--------------|----------------------|
| Ron Kirby | Laurie & Gwen Murray |
| Ken Davis | Grace Rosch |
| Ray 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
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H&M Ferman
Klaack Motors
Stan Pobjoy's Racing Engineering
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VOLKSWAGEN SUMMER CRUISE !!

Come and join us for the Volkswagen Cruise
and BBQ Beach fun day!

Sunday 10 January 2010

Meet at Uncle Leo's Diner, the Crossroads, Liverpool, at
10:00am to start the cruise at 10:30am.

We'll then head off on a cruise through the Royal National
Park, finishing at Stanwell Park by around 12:30pm. Or you can
just meet us at Stanwell Park if you prefer.

It's a nice drive though the National Park with great scenery
and plenty of twists and turns.

Parking is available at various spots at Stanwell Park Beach,
either on Park Parade or Station Street.

There are BBQs available, or just bring your own picnic basket
and Esky. The local kiosk is also recommended.

Families and kids are welcome, as the beach area has
playground equipment and plenty of space to run!

So join us for the annual VW Summer Run —
let's make it our biggest yet!



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 !

THIRLMERE FESTIVAL OF STEAM 2010

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

Chairman: Peter Berriman
Phone: (02) 4681 8001
Email: thirlmere@nswrtm.com.au

Official Invitation: To **CLUB VEEDUB SYDNEY** to the **Thirlmere Festival of Steam 2010**

It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2010 at Thirlmere, NSW, on **Sunday 7th March 2010**. The festival hours will be from 10:30am through to 5:00pm. Apart from the parade, which starts at 1:00pm sharp (marshalling from 12:30pm), vehicle movements will be kept to a minimum.

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

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

If you could RSVP to this invitation by no later than 15 February 2010 (the earlier the better), it would assist in the organisation of the event. Please don't hesitate to contact me by phone (02) 4677 2462, mobile phone 0409 952 874 or email krmmodels@gmail.com

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

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

Yours sincerely,
Keiran P. Ryan

Parade and Events Manager

www.thirlmerfestivalofsteam.com.au





The Volkswagen Drivers Club of Queensland invites you to Queensland for the 41st Annual Bug-In 2010.

... come join us for a great Easter long weekend !!!

Bug-In 2010 is being held in the beautiful town of Stanthorpe, in the Granite Belt region of Southern Queensland. On the New England Highway about 2 hrs from Brisbane, the Granite Belt region is known for its boutique wineries, fruit growing, arts and crafts and multiple other tourist attractions... the programme we have planned adds some Volkswagen-based fun to an already great mix .



For more info about Bug-In 2010, check out our website or talk to your club's Social Co-ordinator.

www.vwdcqinc.org.au

To organize your registration, or for those questions you just haven't been able to get answered, some Bug-In contacts are:

Neil "Wally" Penboss,
President VWDCQ
vw.dragracing@hotmail.com
0412 154 500

Dave Sidery,
Secretary VWDCQ
davesidery@hotmail.com
0412 181 561

John Bratchford,
Accommodation Co-ordinator
jbratchf@au1.ibm.com

Von dem Herrn Präsident.

On the weekend of 14 & 15th November a few of us travelled down the Hume Highway to visit the annual Melbourne show The Day of the VW. The venue was about 50km out of downtown Melbourne, and was held at the Cranbourne race course, similar to our own VW Nationals venue at Fairfield. Once again it was good to see different cars, and new VW traders selling unusual products. The swap meet was down in size with only about 15 or so vendors. From counting all the familiar faces I think there was about 20 or so people from Sydney who had travelled down for the weekend. Once again a great show put on by the Victorian club, very relaxing not having to work on the day. It was good to see that the Victorian club has adopted some of our peculiarities that we have been using for some time at the VW Nationals. Ken Davis has written a report on the show, with some nice photos, for this month's issue.

Last Sunday Boris, Steve, David, Rudi, Geoff and myself attend the NSW Road Racing Super Sprint Presentation, at the newly developed Marulan Driving Training Centre. The day included a great lunch and a trophy presentation. We had access to the 1 kilometre track with around 7 x 10 minute drive training (race) sessions both before and after lunch. It's a very tight and demanding circuit, but heaps of fun.

Rudi showed us all how to drive by taking his wife's auto V8 Holden out for a run with us strapped into the passengers seat. Very impressive, but the Holden now needs a new set of tyres. Hey Rudy, sell the Holden and buy her a Golf GTI! If anyone is interested in having a VW club day at the track (no CAMS licence required) please let me know so we can determine numbers to make it worthwhile. We could possibly have a day there in July or August next year.

Don't forget our Club Xmas party meeting on Thursday 17th December at the Greyhound Club. **This year there is an admission fee** – you must bring a wrapped Xmas present, to the value of \$5 or so, for yourself and each of your companions. If you forget, you will be charged \$5 per head. All these presents will be raffled off, so if everyone brings a present, everyone will get a present. We will provide nibbles, snacks and drinks, but due to complaints last year there will not be any hot food. Please come along for a casual evening; VW club stuff will be kept to a minimum. Children are welcome, so if you are bringing a gift for a child please mark whether for boy or girl and approximate age grouping on the wrapping paper.

Everyone is very busy with their own families in December, so the Xmas meeting is our only event this month. In January we have the VW Summer Cruise on Sunday 10th, which starts from Uncle Leo's servo at the Liverpool Crossroads, and ends up at Stanwell Park for a picnic. The route will be through the National Park. It should be a nice sunny day for a VW drive, so don't forget to bring your picnic basket and esky, fold up chairs, and sunhats and sunscreen. All old and new VWs welcome.

On Australia Day we have the annual NRMA Motorfest in Macquarie Street, in downtown Sydney. Bookings for displaying your VW closed a while ago, but I know we have around a dozen VWs that will be there. It's a

great day in town as there is plenty to see and do, so if you are in town on Australia Day, come by and say hello.

We have started work on the VW Nationals 2010 already and hope to have letters out to sponsors in early January. We have already booked the Wakefield Park racing circuit for the Saturday 22nd May for the Super Sprint, and Fairfield Showgrounds have been confirmed for Sunday 23rd May. Our flyer artwork should be ready for next month's magazine. If you have any suggestions for making the 2010 VW Nationals better, or would like to lend a hand on the day, please let us know.

Otherwise the calendar is already starting to look very crowded, as there are lots of good VW events coming up. Keep an eye on the club Calendar in this issue, and we look forward to seeing you and your VW at an event soon.

On behalf of the Committee I would like to wish everyone a Merry Christmas and a safe New Year, and may Santa bring you that rarest of the rare spare for your VW this year. Thanks to all for making 2009 a big year, and if you intend to drink, please don't drive.

Précis of Committee and General meetings:- VW Summer Run, NRMA Motorfest, VW Nationals 2010, Xmas raffle, Vintage Registration Renewals
Keep on Kruzin,

David Birchall



Motorsport Report.

It has been some time since my last sporting report (August I believe), when I tried to encourage members to participate in our club's first motorkhana event at Nirimba TAFE, and since then things have slowed down somewhat.

The notable exceptions being the VW Drag Racing at Warwick, and regular NSW Super Sprints championship rounds being concluded on the 17th October at Oran Park.

Congratulations go to both David Carter and Rudi Frank for their outstanding performances, and for flying the Club Veedub colours.

As reported last month by John Watt, another Volkswagen also performed quite well in the Classic Outback Trial, namely that of Ben Seehusen and Cameron Langley who although not Club members themselves were proudly supported by Greg Hart and myself. There's nothing quite like an outback trial, travelling around NSW to make one appreciate how big this place called Australia is, and how tough those little Beetles are. Lets hope Watty gets a guernsey next year to have a run.

Oran Park's last event now takes place on January 23 and 24, next year, which will be a final Super Sprint day. Rudy will be running his turbo VW Beetle. Almost 48 years of operation will come to an end and will be sadly missed by many Motorsport enthusiasts, so please come along if you are free, and experience Oran Park one last time. I guess that's progress,



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.

but it leaves only Wakefield Park and Eastern Creek as alternative venues for Club Motorsport in NSW. Although, as Dave has reported, there may be another opportunity at Marulan – stay tuned.

On behalf of your Motorsport Committee we wish you all the best for the festive season and bring on 2010, it should be a beauty.

Yours in sporting,

Herb Gutmann

Kanberra Kapitelreport.

Ho ho ho, happy holidays from the Canberra-ites. We've had some great events recently, with the Marques In The Park carshow on 22 Nov and the Skidpan activity on 29 Nov. Marques In The Park saw an assortment of VWs on show with many other makes. We handed out a few membership forms and hopefully can turn them into new club members. For the Skidpan activity we took a bunch of local members and had some professional instruction on handling your car in the wet. Being able to run your car around a wet skidpan can be very interesting, especially the range of cars we had out there! You will find pictures of these events on our local ACT forum (can link to it through our website canberravw.com).

We'll cap the year off with a Xmas lights cruise. We're still finalising details so you can get the up to date details off our website close to the event. It will be held on Sunday 20 Dec, and we will meet at Russell at 5.30pm, cruise to the

Brodburger Caravan for dinner (bring \$ for a meal or BYO picnic dinner), and then we'll go as a convoy around a suburb or two and view the lights as a club. We had the first event of this nature last year and apart from some traffic snarls it went extremely well. The exact details will be available through the website.

Keep an eye out on our website for details of our upcoming events, and also the local VW forum, as you can see what we're doing in the future, as well as what we have done (pictures). We get a number of people telling us they didn't realise that events are happening, so keep your eyes open on the internet.

We're looking into some possible attendance at Summernats on 10 Jan 2010 as well as a club event at the Hume Go Kart Centre on 21 Feb. For Summernats, we have a chance to get some vehicles in to be shown on the 'Family Day', we can get free entry for up to 2 members per car as long as the car is approved by the Summernats authorities. What we need are some 'unique' VWs in good condition - no 'rat-looks', no standard factory examples - we're looking for cars that have had some special work that look great and could hold their own when on show with the other makes. If you are interested, contact details will be available through our website. We will need details for you and your car, plus a small photo emailed through, well before the cutoff of 23 Dec 09. Again, keep your eyes on the website for more details as they come to hand.

A big thanks to all of our members for a great 2009



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.

and we look forward to catching up with you all at the events next year. Two thumbs up to the Sydney committee for your continued support to our chapter.

Klub Kalender.

December.

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 Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

January 2010.

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

Sunday 10th:- VW Summer Cruise. Meet at Uncle Leo's Roadhouse, Liverpool Crossroads, at 10:00am for a 10:30am departure. Cruise through the Royal National Park, arriving at Stanwell Park at 12:30. BYO picnic gear & esky, or food available at beach kiosk. All VWs welcome - see page 3.

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

Sunday 17th:- The LAST EVER event at Oran Park, the NSW Supersprint round. Rudy will be racing his turbo Beetle. Come along and say goodbye to Oran 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 Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

Tuesday 26th:- NRMA Motorfest 2010, Australia Day, in Macquarie Street Sydney. Club VW has a Volkswagen display. 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. Page 4.

February.

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

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.

Sunday 21st: Dubs By The Pie Shop, Queensland. Meet at Boondall and cruise to the Humble Pie Shop. Phone Shaun on 0406 129953 for more info.

Saturday 20th & Sunday 21st:- Portland VW Drags 2010 at Portland Raceway, VIC. Pre-entry for racing is mandatory. Entries close 12th Feb. Also street parade and show n shine. Go to www.vwma.net.au for more info.

Monday 22nd:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.



March.

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

Sunday 7th:- Thirlmere Festival of Steam 2010 at Thirlmere, NSW. Steam train rides, steam museum, model railways, bands, dancers, food and drink stalls, kids' rides, traders, plenty of classic car groups including Club VW Sydney. Arrive by 9:30am, street parade 1:00pm. Page 5.

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.

Saturday 20th:- Flat Four Supercruise 2010. Meet at Powell Park, Hoxton Park Rd Miller (opposite Liverpool Catholic Club), at 1:30am. BBQ lunch, then a relaxing cruise, and finish at same destination. Contact Murray on (02) 9618 2205 for more info.

Monday 29th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

April.

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

Saturday 3rd & Sunday 4th:- Easter Bug-In at Stanthorpe, Queensland. Motorkhana, sprints, show n shine, presentation dinner. Contact Neil 'Wally' Penboss on 0412 154500.

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

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

Monday 26th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

May.

Sunday 2nd:- Newcastle Veedub Pitstop Cruise. Meet at twin Shell servos at Wallsend at 9:30am, cruise to Beresford and to Ian's NEW workshop at Unit3/30 Shipley Dr, Rutherford. Free sausage sizzle and drinks. Then cruise to historic Morpeth for coffee. Phone Rose on 0427 550 203 for info.

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

Trades and services directory.

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

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

Saturday 22nd:- VW Nationals Supersprint at Wakefield Park circuit, Goulburn. CAMS licence required. Contact Steve Carter on 0439 133 354.

Sunday 23rd: VW Nationals 2010 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids' rides, entertainment all day.

Monday 31st:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

Trades and services directory.



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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: 1991 Mk2 white Golf GTI with 127,052 km. Owned only by one older lady. Mechanically OK but there are some rust problems on the bottom of doors and around the windscreen and top of guards under windscreen. Just out of rego in October and not fixed due to her having a broken ankle. For repair or parts. Best offer around \$1,500. Contact Bryan (Newcastle), 0423 079 588 or send query email to bryan123@internode.on.net

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For Sale:- I have a number of **Volkswagen components** for sale. Most of the parts have come from either VWs I owned in the 1970s or mostly that have come from a competition special I built when a member of the VW Club of NSW. I was still living at my parent's home at the time and have decided it is time to get this stuff to a VW enthusiast. I built my special from a 1956/57 beetle chassis and quickly found the 36hp motor inadequate. So the parts I have are;

- 1956/57 36hp beetle engine (running when put under the house in 1977 and it still looks quite good)
- 1956/57 transaxle removed at the same time to put a more modern gearbox into the comp car
- Pair of 6volt aircraft landing lights still working I think
- Early model seat belts circa 1963/64
- Set of 1600 barrels and pistons
- Other bits probably 40hp. Distributor, original coil, fuel pump, one flipper window, 1963 fascia panel (the larger one)
- Box of sundry original new VW gaskets and seals
- Whatever bits and pieces I find as I clean out the storage space under my parents house

I am aware these engines are quite rare nowadays so am pleased to offer them to someone who is restoring an oval window. I will discuss prices with interested persons. For

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Wanted to hire:- Spare lock-up garage space near Sydney for restored club or un-registered 1968 Beetle, limited access and fee negotiable. Call Mark Phipps on 0402 556 228.

2nd Month Ads.

For Sale:- COLLECTOR AND RESTORERS PROJECT. Twelve years ago my boys and I mounted a 1967 TYPE 3 WAGON BODY on a 1973 FLOOR PAN. This gave us a classic, old style look with more modern technology-12 volts,

IRS, front disc brakes, high back seats. The body was completely dismantled, painted and put back together with new carpet, head lining, window rubber and inertia reel belts. Important mechanical parts - master cylinder, brake drums, etc were replaced. 70's styled alloy wheels were fitted. All three teenagers got their license in the T3 and drove it for many years. We found it a reliable, stylish and very useful vehicle. BUT it has sat unused for five years and has deteriorated. Can someone please give our beloved T3 a new home, a new paint job and some TLC? It is too much of a classic to have it rust away! \$1200 ONO. Contact David in Newcastle on 0405108284 or kerda3@bigpond.com

Also I have 1973 beetle guards, bonnet, curved windscreen. \$50 each item.

For Sale:- VW Beetle 1972, commemorative model, 1600 automatic, 50,000 miles, restored 5 years ago. Rego May 2010 (EGI401) two tone colour honey brown and beige (Parisian style). Only two owners since new. Would suit an enthusiast (\$6,500) Tel: 0414 971 324 (Paul)

For Sale:- Pair of Beetle heater channels and front pillars, perfect for your resto project. All excellent condition, no rust. \$50. Ray. 0419 200 517.

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VW Caddy sets Trans-Eurasia driving record.

A Volkswagen Caddy Maxi has set a new world record by travelling 15,070 km non-stop across the Trans-Eurasia route, from the Atlantic coast in Portugal to the Pacific coast in Russia, in eight days, 13 hours and 30 minutes.

The Trans-Eurasia is the world's longest west-east route on one continent, which took the Caddy Maxi from Portugal through Spain, France, Germany, Poland, Latvia, Lithuania and on to more than 5,000 km of challenging, poor quality roads in Russia.



Drivers Matthias Göttenauer and Andreas Renz were the first team to traverse the Trans-Eurasia against the clock, measured using a GPS transmitter fitted to the vehicle. The Guinness Book of Records rules state that only two people may travel in the same vehicle at all times.

“The Caddy’s comfort, reliability and robust construction made it the third member of our team,” said Renz, while co-driver Göttenauer added, “The fact that we completed this difficult route in record time speaks volumes for Volkswagen’s quality.”

Their particular Caddy Maxi had the benefit of Volkswagen’s 4MOTION all-wheel drive transmission, and impressed the drivers with its off-road abilities on the rough gravel and muddy tracks on some of the poor quality roads in Russia.

For most export markets Volkswagen’s 4MOTION transmission is already offered on the Transporter range and California campervan, as well as the high-performance Golf R32 and Passat R36 models, and is standard on the Touareg and Tiguan SUVs. There are plans to make the system available on UK-spec Caddy and Caddy Maxi models next year. No word yet on whether Australia will see all-wheel-drive Caddys.

New Polo wins award.

The new Volkswagen Polo has been crowned Small Car of the Year at the Scottish Car of the Year awards.

Despite being placed in a highly competitive category, the new Polo emerged as the clear winner after being tested on Scottish roads by a panel of judges.

In presenting the award, the new Polo was praised by the Scottish judges who said: “The Polo’s mix of quality and competitive pricing plus a wide range of trim and engine



options ensured its place on pole position. If only everything in life was as reliable as our 2009 champion.”

The award, which was presented at a ceremony held in St. Andrews, represents the first UK accolade for the new car.

Since the new Polo went on UK sale in October, over 8,000 orders have been taken, an incredible 86 per cent above the projected volume. This interest is expected to be sustained in the new year with the introduction of the new Polo BlueMotion model, which can return just 3.4 L/100 km on the combined cycle while emitting just 90 g/km of CO₂, making it one of the most efficient cars on the market.

Chris Craft, Director of Volkswagen UK, commented, “To win this award is a tremendous honour. The Scottish market is incredibly important to us, and the Polo accounts for nearly a third of all Volkswagens sold in Scotland. We’re looking forward to even greater success in 2010.”

The Polo was originally launched in 1975, and the new car is the fifth generation of the model. In the intervening years over 10.6 million examples of the Polo have been sold worldwide, 1,060,000 of which have found homes in the UK.

The VW Polo was not introduced to Australia until 1996, and since then 16,448 have been sold up to the end of last year. 2008 was a record year for the Polo in Australia, with 2,362 sold. The latest Polo is due for release in Australia in mid-2010.

Passat Highline Plus.

Volkswagen UK is boosting its popular Passat and Passat Estate range with the addition of a new model, the Highline Plus.

Over the already generous equipment list of the Passat Highline, the trim level that replaced the SE back in February 2008, the new Highline Plus gains chrome grille surround and louvres, Bluetooth telephone connectivity with touchscreen adaptor, and Volkswagen’s RNS 310 satellite navigation unit. The Highline Plus commands a premium of just £750 over



the standard Highline with prices starting at £20,515 RRP 'on the road' for the 2.0-litre 82 kW TDI.

Already standard on the Touran Match model, the new RNS 310 unit is a CD-based satellite navigation system with integrated radio and MP3-compatible CD player. It has touchscreen operation with a 13-cm colour screen for ease of use and visibility, an SD card reader, plus AUX-in slot for connection to external multimedia devices. This new system will shortly become available on other Passat models, priced at £795.

The Bluetooth touch adaptor works in conjunction with the factory-fit phone preparation and incorporates a dash-mounted cradle. The touchscreen adaptor has a 7-cm screen displaying clear icons which, once paired with a mobile phone, displays the phone book, text message alerts and caller ID. Calls can be answered or terminated using the multifunction steering wheel. The touch adaptor can connect to most Bluetooth-enabled phones, including the iPhone and Blackberry.

The Highline Plus also includes all the features of the standard Passat Highline including ABS and ESP, six airbags, 17-inch alloy wheels, semi-automatic climate control, cruise control and leather upholstery. The new specification level is also available with the same engines as the Highline. This means customers can choose from a 1.8-litre TSI 119 kW petrol, 2.0-litre TDI 82 kW, 2.0-litre TDI 104 kW with or without BlueMotion technology efficiency package, and the range-topping 2.0-litre TDI with 127 kW.

The Highline Plus is available to order from UK Volkswagen Retailers now, ready for deliveries in January. No decision on the Passat Highline Plus for Australia has been made as yet.

5 VWs for Dakar 2010.

Last year's winner, Volkswagen, will field five Race Touaregs as the VW team bids to defend one of the most challenging international motorsport events, the Dakar Rally.

Taking place across the South American continent for the second consecutive year, the 31st 'Dakar' Rally will see the five Volkswagen teams encountering some of the most demanding terrain on the planet.

The 2010 'Dakar' Rally course starts from Buenos Aires in Argentina on 1 January. The five teams will be tested to the limits, travelling 9,000 kilometres across the Andes,



through the Atacama desert's demanding dune fields in the north of Chile and back, with altitudes exceeding 4,700 metres above sea-level. It was over this terrain that Volkswagen made history in 2009 with the Race Touareg becoming the first diesel-powered vehicle to win the legendary event. Last year's win was also Volkswagen's second overall, as they had also won the Dakar in 1980 (with a VW Iltis).

The Race Touaregs, powered by a 2.5-litre VW TDI developing 210 kW, won ten out of a possible 13 stage wins on the way to clinching a famous one-two victory.

Last year's winning pairing of Giniel de Villiers (South Africa) / Dirk von Zitzewitz (Germany) return to the Race Touareg cockpit, alongside fellow Dakar Rally veterans Carlos Sainz / Lucas Cruz (both Spanish) and Mark Miller (USA) / Ralph Pitchford (South Africa). They are joined by Nasser Al-Attiyah (Qatar) / Timo Gottschalk (Germany), and the most recent addition to the Volkswagen Motorsport driver line-up, Brazilian partnership Mauricio Neves and Clécio Maestrelli.

Neves brings a wealth of experience to the Volkswagen Motorsport team, as the most successful Brazilian driver in cross-country rally racing. He made his competition debut in the Race Touareg prototype earlier this year at the Rallye dos Sertões, nicknamed 'Little Dakar', clinching a class podium and overall sixth place.

Volkswagen Motorsport Director, Kris Nissen explains, "At the 2009 Dakar Rally, we showed that the Race Touareg is not only the most reliable but also the fastest cross-country rally vehicle in the world, and that the Volkswagen Group's TDI technology is superior to other diesel power concepts. We have put together a powerful driver's squad and we want to successfully defend our title at the upcoming 'Dakar'."

VW Amarok will support Dakar Rally.

The new Volkswagen Amarok will be able to prove it is durable, robust and can tackle any road, no matter how tricky, in January 2010 when it will take part in the world's toughest rally.

Volkswagen Commercial Vehicles is the "Official Supplier" to the Dakar Rally, and a partner to the organiser, the Amaury Sport Organisation (A.S.O.). The new Volkswagen pickup will be the official Support Vehicle for the rally. The organiser will use 20 Amaroks, with a further 15 to be used as press and shuttle vehicles.

The Amarok will undergo an endurance test during the Dakar Rally, because it will have to handle all the challenges of the demanding stages: as the organiser's vehicle to reconnoitre the rally stages, as a press vehicle and as a shuttle for the Volkswagen Motorsport team.

Four of the Volkswagen Amaroks from the A.S.O. fleet will get additional off-road conversions for the trip, and four Panamericana VW Multivans will also be used.

"We are pleased to be able to use the Volkswagen Amarok as our Support Vehicle, because the Dakar Rally demands the highest levels of technical perfection, reliability and endurance – from our Race Touareg as much as from the



support vehicles. The Amarok is exactly the right vehicle for our team”, explains Kris Nissen, Volkswagen Motorsport Director.

“The Volkswagen Amarok is Volkswagen’s answer to the pickup and on the Dakar Rally – one of the last great adventures for mankind – it will have the chance to show what it’s made of and to demonstrate its flexibility and durability”, adds Stephan Schaller, CEO of Volkswagen Commercial Vehicles.

“Moreover, the Volkswagen Amarok is built in Argentina, and South America is one of the most important markets for this product, so taking part in the 2010 Dakar Rally was an absolute must for us”, stresses Schaller.

The Volkswagen Amarok will be seen for the first time officially at the Dakar Rally in Argentina, and will then be launched initially in South American markets, followed by Europe. The Amarok is also planned for Australian release in late 2010 or early 2011.

Golf is faster than a Bugatti.

A 1979 Volkswagen Golf bought for £50 is now allegedly faster than a Bugatti Veyron supercar, following a £60,000 mechanical facelift.



Father-of-three Andy Waite, 42, who owns a bodyshop near Newmarket, Suffolk, UK, bought the Mk1 1.5 litre Golf for £50, nearly £900,000 less than the price of the Bugatti, the world’s most expensive supercar.

But after he modified the Golf to include a custom-built turbocharged engine, the Golf can hit speeds of 0-100 km/h in just 2.36 seconds - a tenth faster than the Veyron.

The Golf, with a 525 kW (700 bhp) 1850cc turbocharged engine has a top speed of 290 km/h, and can also beat the Bugatti in a quarter-mile sprint.

“I took the chassis and shredded it up to make an absolute beast. The engine is custom-made and it has a roll cage like rally cars,” said Mr Waite, of Fordham Cambs.

He is leading the Eurosport Compact Chassis drag race class at the Santa Pod raceway in Northamptonshire.

“The tinkering’s only just begun. I want to do a quarter mile in nine seconds,” he said.

“It drives like a normal road car at low speeds but when I put it on the drag track you realise you have created a monster.”

But he conceded: “The biggest problem is that once you get over 250 km/h you can only drive it in a straight line because the steering goes wobbly.”

VW takes 49.9% of Porsche.

It was Porsche that originally tried to buy Volkswagen, but now it’s Volkswagen buying Porsche. Not all of it, of course, but just 0.1 per cent short of half ownership.



PORSCHE

The agreement was finally reached after extensive talks between the two companies. As it stands now Volkswagen will acquire a ‘participation’ in the operating business of Porsche by the end of 2009, whilst the complete merger will take place during the course of 2011.

Merging Porsche and Volkswagen was an inevitable matter; it was only a case of who was going to own who. Not that it matters now; both companies have already been able to leverage each other’s great technological innovations to create better and more efficient cars, and the merger will see that cooperation increase even further.

The original agreement seen earlier this year suggested Volkswagen would only take a 42 per cent stake; however Volkswagen believes the partnership will be strong and hugely beneficial, thus securing a higher share of Porsche expected from the joint projects.

Volkswagen says it will stay committed to a phased integration of the two companies and will preserve the independence and the interests of Porsche.

As for the dollars involved, Volkswagen is expected to pay approximately 3.9 billion Euro (US\$6.3 billion) for the plan to go ahead.

The company will raise this amount via an increase in Volkswagen's preferred share capital planned for the first half of 2010.

Golf Mk6 BlueMotion.

In July, we brought you news that Volkswagen had announced a new, highly efficient Golf BlueMotion prototype that returned 3.4 L/100 km on the combined cycle, and emitted just 107 g/km of carbon dioxide. Now a new production model is available to order in Europe, the latest Mk6 Golf BlueMotion – the most efficient production Golf ever – which actually improves on the prototype and achieves just 3.16 L/100 km combined cycle, and emits a class-leading 99 g/km.



The new Golf BlueMotion uses as its basis the standard Golf's 1.6-litre TDI common rail engine with 77 kW of power, and maximum torque of 250 Nm developed at 1,500 rpm. This engine endows the new model with a zero to 100 km/h time of 11.3 seconds and a top speed of 190 km/h.

To further improve fuel efficiency the Golf BlueMotion include a Start/Stop system, regenerative braking, hill hold, longer gear ratios, low rolling resistance tyres, a multifunction computer – showing recommended gear changes for maximum economy – and sports suspension.

Aerodynamic improvements, thanks to a sports styling kit, also improve efficiency as well as distinguishing the Golf BlueMotion from others in the range.

The new Golf BlueMotion is priced on the UK from £17,325 (AUD\$30,950). There has not been any decision as to whether the Golf BlueMotion – or any of VW's other BlueMotion models – will be sold in Australia.

US mid-size VW.

In a bid to tackle the big sellers on the US market, such as the likes of Toyota Camry, and Honda Civic and Accord Euro, Volkswagen has been planning a new locally-built mid-sized sedan that will sit between its Jetta and Passat models in both size, and cost.



The new sedan has so far been nothing more than a rumour, until Volkswagen of America released this sketch. VWoA wants to use the existing 'Jetta' nametag on the new car.

The current Mexican-made Jetta has long been VW America's best selling model, as Americans prefer 'booted' sedans to hatchbacks such as the Golf. However the larger Passat has not been a success in the US either, due to its higher cost, and the current Golf-based Jetta is though to be too small.

The NCS (New Compact Sedan) will be built in VW's new plant in Chattanooga, Tennessee, due to come online next year, and will be designed only for the US market. VW hopes the new sedan will go quite some way to helping Volkswagen achieve its rather ambitious sales goal of 800,000 US sales per year, four times more than at present.

The NCS is being developed with strict cost-cutting goals to bring it into the base price range of the Toyota Corolla. This translates to the vehicle losing much of the interior refinement and detail that are standard in the current line of Volkswagen sedans. The new sedan will feature the 2.5-litre 5-cylinder engine that is currently found in the US-spec Mk5 Jetta. However, it is anticipated that optional 2.0L TSI and 2.0L TDI engines will be available as well. Other options that may become available on the NCS are AWD, dual-clutch transmissions (in lieu of the automatic gearbox), and a 1.4L TSI engine.

Pricing and specification details have not yet been announced though we can expect delivery timing of early-to-mid 2011.

Volkswagen overtakes Toyota.

Figures from automotive industry analyst IHS Global Insight show that Volkswagen has overtaken Toyota as the world's largest vehicle producer for the first three-quarters of 2009.

VW made 4.4 million vehicles from January to September, compared to the 4.2 million tallied in Toyota's recent financial report.

However, Toyota today claimed that it has actually produced 4.9 million vehicles, but offered no explanation for the discrepancy.

Some sources are speculating that the difference could come from counting kit units assembled by Toyota's affiliates, but there is no clear word yet.

Either way, VW's stay at the top is expected to be short-lived, with the Japanese manufacturer known to have slowed production dramatically through the global financial



crisis and capable of ramping up to a 10 million vehicle capacity.

Toyota produced 9.24 million vehicles in 2008, but is expected to make closer to seven million this year. 2.2 million less people will buy a Toyota in 2009 than last year, many of them electing to buy a VW instead.

While VW does not have the capacity to match Toyota, its growth has come through diversifying and many of its overseas operations are booming.

In July, VW sold 128,000 cars in China, nearly one-quarter of its global monthly sales. VW already sells more cars in China than in its native Germany.

New VW Saveiro.

While the rest of the world waits patiently for the release of Volkswagen's new Amarok (Robust) pickup truck, Brazilian pickup buyers have now received an updated version of their very own VW pickup truck. Called the Saveiro, the truck is made in Brazil exclusively for the South American market, and competes with the likes of the Fiat Strada, Chevrolet Montana, and some small Japanese utes.



The Saveiro is based on the Brazilian VW Gol (no, not Golf. Gol is Portuguese for 'goal', as in soccer). The hatchback Gol first appeared way back in 1980 as a replacement for the air-cooled, rear-engined Brasilia, and has been the best-selling car in Brazil every single year since 1987. The original VW Gol was also powered by an air-cooled flat four, but front-mounted. In 1984 it was updated to

modern 1.8-litre Golf engines. The Gol was the basis for a number of other models sold around the world, such as the VW Pointer hatch; VW Voyage, Gacel, Fox and Senda sedans; the VW Parati station wagon; the VW Furgao panel van; and the VW Saveiro pickup truck.

The redesigned Gol Mk2 appeared in 1994, and the facelifted Mk3 in 1999. The sedan, wagon, van and pickup versions were also updated at the same time. The Mk4 facelift in 2005 was a disappointment, so in 2008 the Gol was again completely redesigned. This time, instead of a home-grown base, the Gol uses the same 'world' platform as the VW Polo and uses the most modern VW 1.0 and 1.6-litre 'flex fuel' engines that can run on any mix of petrol-ethanol, from E10 to E100, with the more power and torque produced on pure ethanol. The sedan version, the VW Voyage, soon followed.

The ute version of the new Mk5 Gol, the Saveiro, has now been released and shares the same 'VW family' nose as the Gol and Voyage. For the first time the Mk5 Saveiro is available with either a standard cabin or extended cabin. Both have the same wheelbase, which is 152mm longer than the Gol and Voyage. The 1.6-litre 'Volkswagen High torque' Flex Fuel engine is shared with the Gol and Voyage, and produces 75 kW / 154 Nm on E10, or 78 kW / 156 Nm on E100.

Equipment range starts with a 1.6 spec with black bumpers and 14-inch steel wheels, with the option of a Trend package which includes 14-inch alloy wheels and colour coded door handle and mirror covers. The top of the line Saveiro Trooper has stylish black painted 15-inch steel wheels.

Carrying capacity is 715kg for the standard cabin and 700kg for the extended cabin.

2011 Jetta?

For 2010, the Volkswagen Golf wagon (known as the Variant in Europe and Golf Estate in the UK, and the Jetta Sportwagen in the USA) will get a new face courtesy of the Mk6 Golf that went on sale in Europe last year. The Mk6 Golf appeared in Australia in March, and the wagon is due to be sold here next year. The Jetta sedan, on the other hand, will keep the Mk5-style oversize chrome grille and older headlights for at least another year.

The Mk6 Golf look is so much more modern and stylish that not everyone appreciates the 'old' look of the Jetta's nose and grille. However, the 2011 Jetta is due to get the same Mk6 Golf facelift to the nose, tail and interior, and this image provides a hint of what it might look like.





Melbourne Day of the Volkswagen. Sunday 15 Nov.

When I attended the Day of the Volkswagen at Melbourne's Cranbourne Racecourse last year, I was pleased to receive two trophies, one for second in category (post-'68 Beetle, standard), and a Judges Choice for most original Beetle. I enjoyed myself and it was an excellent weekend I was looking forward to this year's show.

I again took plenty of time to travel down to Cranbourne, leaving late Friday morning and staying overnight at the Holbrook Town Centre Motel. This leg of the trip was uneventful until about 100 km from Holbrook when the Superbug started to run roughly. An inspection, upon arrival at Holbrook, revealed zero points gap. Luckily I carry a few tools which included a set of feeler gauges and a timing light, so the problem was soon fixed.

I set off early on Saturday for Cranbourne planning to arrive early afternoon, which would still leave plenty of time to clean travel grime off the car. En route to Cranbourne I pulled off the freeway to pick up petrol at the Chiltern Produce Store complete with its old style kerbside bowsters. Chiltern is one of those little country towns that has hung onto its past - great.



Old style petrol station at Chiltern

In previous years I have followed the Hume all the way into the Melbourne CBD, then followed the South East freeway system out to Cranbourne, which is in the far south-east of Melbourne. Instead, this year I left the Hume at Euroa

and travelled to Cranbourne via Alexandra and Healesville, avoiding much of Melbourne's suburbia. I was surprised to find that this route was only a few kilometres longer. The trip was a little slower but much more enjoyable.



Challenging road between Euroa and Alexandra

I was up early on Sunday and drove around to the venue by 7.00am, only to find that I had to wait around until 9.00am to get in. There were plenty of other earlybirds there too, so the time was spent chatting, drinking coffee and final car preparation.

Back at nine I lined up for the 'Show and Shine' judging. It was done this year before entering the venue, a la our VWNationals.

At first Beetles were directed to park and display outside the venue in the general carpark. But a little later a change of heart occurred, and Beetles were allowed in.

Feeling rather hungry I chased down some breakfast and coffee, and was determined to enjoy the day. Breakfast had, I toured the tradies' stalls and browsed the swappers offerings.

Club Veedub. Aus Liebe zum Automobilklub.



Kombis were the featured category

Sydney VeeDubbers were well represented, with Boris, Leigh and Birchall manning the Vintage Vee Dub Supplies stand, and George was on the Classic Vee-Dub stand. Andrew Dodd brought down a Split Window Kombi (and stayed all day) and Matthew White completed the Club Veedub contingent.

Later I walked amongst the many cars on display which included plenty of air-cooled classics and a large number of water-cooled cars. Kombis were the featured category this year (it is the Kombi's 60th birthday early next year), and they were presented to the crowd in a cavalcade of vehicles from oldest to newest.



Show over, I headed for Marysville, one of the towns hit hard on Black Saturday, where I stayed overnight prior to travelling home on Monday. The Tower Motel survived the

black Saturday disaster almost unscathed. The motel proprietor was a very friendly lady who openly chatted about her post disaster experience. She and her husband were away on Black Saturday. Their business partners who were on duty that day, survived the fire but not the experience and have not returned to the motel since.

Walking around the village that evening was one of the more confronting experiences of my life. So much loss, so much sadness, but recovery is underway with a number of businesses operating out of shipping containers and a few houses under construction.



Marysville

Monday dawned and I left Marysville around 6.30am. I had the heater turned up for the first hour but by lunch time with the temperature in the high 30's it was all windows down and quarter vents cranked wide open. The strong westerly winds drove up the temperature but they were also a potent tail wind helping the car to fly.



Yellow ribbons adorn many trees in Marysville

I arrived home by late afternoon concluding a very enjoyable long week end.

Ken Davis



films, with reviews, a year in advance. There is absolutely no reason why GU couldn't do the same – and even take film requests such as *The Love Bug* – if they were fair dinkum about encouraging car clubs to organize runs there.

Anyhow, the last time we went to Blacktown for Eric Bana's *'Love The Beast'*, it poured with rain. This time there was no worries about that, it was a stinking hot day with only high, hazy clouds. I took Lily for a swim at Campbelltown pool in the afternoon, then we drove to Flat Four's meeting spot at the McDonalds at Narellan.

Flat Four had got there around 5:30, but we stayed at the pool til it closed at 5:45 and didn't get to Maccas until just

Flat Four Drive-in night. Saturday 28 Nov.

Our friends at the Flat Four VW Club like a good social night out, and Murray thought that another cruise to the drive-in might be a good idea. Our two clubs last got together at the Bass Hill drive-in in 2005 for *Herbie Fully Loaded* – a pretty terrible film but it was fantastic night.

Greater Union sadly closed the Bass Hill drive-in in 2007, and today it is a large construction area as a new housing estate is built on the site. The only Sydney drive-in left now, from the 14 that existed in 1977, is the Blacktown Twin. Murray rang Greater Union and they confirmed that the new-release second film in the 'Twilight' vampire series, 'New Moon', would be playing. But they could not say – four weeks in advance – what would be showing as the second feature, or on the second screen.

That's pretty darn slack. The 'Moonlight' open-air cinema that operates in Centennial Park in summer is able to publish their entire schedule in advance, as is the similar open-air cinema at Farm Cove and other summer open-air at Homebush, Bankstown, Sutherland and Burwood. Even the old Valhalla at Glebe used to publish a poster of coming

before 6. There was no hurry, as I knew the drive-in gates wouldn't even open until 7:30, with the movie not starting until 8:30. Daylight Saving is one reason drive-in theatres died out – in summer they have to wait far too late to start for families with young kids.

However at 6pm the Flat Four guys and girls had already wolfed down their Maccas and they were ready to leave! Ray and Shirley were the only other Club Veedub attendees apart from me and Lily, and they were still finishing their coffees. I quickly bought a nugget Happy meal for Lily, and a Fillet meal for me, and we joined the group before they all left. Lily gave Shirley a big hug.



The group wandered out to the Maccas car park, and talked VWs for another ten or fifteen minutes. Plenty of time for photos as there was still plenty of sunshine. Eventually we got into our VWs and started up. Ray and Shirley were the nominated convoy leaders in their Type 3, so they headed out of Maccas and onto The Northern Road.

I thought Ray might have taken Cowpasture Road straight there, but Flat Four wanted a decent long cruise and there was still at least an hour before the drive-in opened, so Ray headed towards Penrith. He was followed by two Beetles,



Club Veedub. Aus Liebe zum Automobilklub.



and four Kombis – just seven VWs altogether. A disappointing turn-up for two ‘active’ VW clubs.

We had barely gone 5km before the convoy fragmented, as the green split Kombi had pulled off to the side. We all turned around and went back, pushing our way across the busy traffic on the Northern Road. It wasn't a major problem – only loose wheel bolts – but we went through half a can of Aerogard in the 10 minutes of standing beside the road.

All fixed, the convoy started up again. It was an uneventful drive up the Northern Road through Bringelly, Luddenham and Orchard Hills, although lots of impatient idiots in modern cars were quick to overtake and jump in and out of the line. Ray turned onto the motorway at Penrith, and we headed back towards Prospect with the setting sun at our backs. He sat on 90 km/h in the left, and the convoy kept together.

At Prospect we turned off at Reservoir Rd, then into Cricketers Arms Rd (formerly Flushcombe Rd) and to the drive-in gates. There was no queue and we pretty much went straight in. GU had promised a group discount if we could get a dozen cars, but we fell way short of that. It was \$16 adults and \$11 kids, but that's for two movies – the drive-in was showing a double feature.

Field 1, the original screen on the south end, was showing the original 2008 ‘Twilight’ film, plus the new ‘Twilight New Moon’ sequel. The first film was to start at 8:30, the second at 10:50pm after a 15-minute interval, which meant a finish at – goodness me – 1:03 am! Lily was beside herself with excitement – thank goodness she would be able to sleep in on Sunday.



I was amazed to see the rest of the VWs park in Field 2 – they wanted to skip the teenage vampire love stories and watch Ricky Gervais in ‘The Invention of Lying’, plus ‘Couples Retreat’, instead. They got an early mark – 12:23am finish for that double.

So I drove to Field 1, parked the Kombi backwards, put up the tailgate and set up Lily's bed and pillows so she could lie down and watch the screen out the back. I set the Kombi's stereo to 92.4 FM and got the soundtrack. I showed Lily some of the old tinny speakers on the poles and how they worked – you hung them on the door window – but she didn't want to use them! Instead we headed to the self-serve snack bar in the gaily-lit amenities block.

So with enough Coke, popcorn, Maltesers, snakes and a slurpee to last us, Lily made herself comfy and I sat in my fold-up chair at the Kombi's rear bumper. We had both seen the first Twilight film, so it was more the novelty of seeing a movie at the drive-in for the first time that Lily really enjoyed. “Daddy this is really cool!” she said as she lay on her own doona and pillows staring at the giant screen through the Kombi's tailgate.



We missed chatting with the other VW people at interval, as their second film had already started before our first had ended. Lily had another Coke refill before heading back to the Kombi for the second film. It was a warm, clear night with a nice gentle breeze, so it was delightful to sit outside and watch a movie. Lily was quieter during the second film – I thought she might have fallen asleep - but she was just content to watch the film, only needing to hold my arm when the first werewolf appeared.

We enjoyed the film but by the time it finished we were both tired. As the credits rolled, I tidied up the Kombi, put things away and got rid of the rubbish. Lily sat in the front seat with her pillow and closed her eyes as I started up and headed home. By the time I was on the motorway towards Parramatta, she was already sound asleep.

It was a really enjoyable night, and next morning (she slept until 10:30am) Lily said she would love to go to the drive-in again in the holidays – maybe for the Fine With Meatballs film. Her only disappointment was that Kira and Bettina weren't there – she was really looking forward to seeing them.

Thank you to Murray and Flat Four for organizing the night. Such a pity we didn't have more than 7 VWs turn up.

Phil Matthews

The Toy Department.

Welcome to the final Toy Department edition for 2009, and I hope that you all have enjoyed this year's articles and hope that you receive some VW-related gifts this coming Christmas.

This month I am featuring these amazing 1/14 friction powered VW Microbuses available from Germany, and available to purchase on line.



These come in at least 4 different colours and black, blue, and white, all with some brightly coloured roofs from pink to lime green.

These models are of a 1969 Microbus complete with seats, authentic panelling, sliding door, front opening doors, and rear cargo door and engine bay. They are not only friction powered but also the front wheels have steering.



In my case I purchased the white version (with pink roof), which made it easier to re-spray in two-tone yellow/white. What is amazing with these is that all components are easily dismantled - door trims, windows, bumpers etc, all with a screwdriver.

All door handles and light fittings, wiper blades etc, have been hot welded, but with a sharp blade and some care are easily removed for the paint job.



All you need to do is lightly sand the body, wash in soapy solution and then apply a light primer coat, and then re-spray in your choice of colour. Always remember to mask all other areas including the inside.

The seats are in red but I sprayed them in flat black, as with the door trims. Bumpers can also be sprayed in silver chrome, or white.

In my case you will note some additional personal touches, like front and rear mud flaps, radio aerial, and hubcaps. Lucky for me I had a set of spare hubcaps that came with my sun star split window bus.





The key is when reassembling the model only use PVA wood glue, as this allows you to work the part back into place and it dries clear - and no sticky fingers.

The only fault with this model is the unsightly front door hinges- other wise a very good model made in China by "Dickie Toys"

Merry Christmas!

Tony Bezzina
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VW Fuel Cells.

The drawbacks of a conventional water-based electrolyte fuel cell are its boiling and freezing points. A fuel cell must run lower than 100°C or the water is boiled off as steam. Water management is also a problem as the gases tend to dry out the cell, which inhibits the path of the protons - the cell has to be fed with humid air to prevent it drying. In addition, the water has to be purged from the cell after each use, because in cold weather it can freeze and damage the cell. And the incoming air has to be carefully filtered: impurities can also damage the cell.

Phosphoric acid has similar electrolytic properties to water but a higher boiling point. The idea is that the stripped hydrogen protons use the molecules of phosphoric acid rather than water to transfer the charge across the cell. The benefits are that the phosphoric acid cell can withstand high temperatures and therefore requires less cooling, and because the gas doesn't dry out the membrane, there's no need for a humidifier, which saves weight, cost and space.

The trouble is that phosphoric acid fuel cells need to operate at 160°C - any lower and there's a danger that the exhaust steam turns to water and leaches the acid out of the cell. The different thermal loading imposed by idling, shunting through traffic and full-speed operation also means that automotive fuel cells operate at widely different temperatures. Up to now, phosphoric acid cells in cars have been a big no-no.

VW thinks it has invented a way of keeping the acid in the cell while allowing different thermal cycles. The trick is a secret coating on the electrodes that prevents the acid escaping. VW soaks the PBI (Poly-Benz-Imidazole) fuel-cell membrane in phosphoric acid, which permeates the heat

resistant, wafer-thin material. The membrane is then cut into shapes and sandwiched between coated carbon tiles. The whole assembly is then sealed between compressed carbon plates, which have etched surfaces to allow the inflow of hydrogen and oxygen. Everything is hand-assembled at present, with hydraulic presses applying 1,250 kPa to the whole cell stack before it is bolted together.

VW is talking about potential efficiency improvements in the order of 20 per cent over a water fuel cell, about a 33 per cent decrease in the size and weight of cooling requirements, the lack of a humidifier and reduced need for special air filtration because acid fuel cells are much more tolerant of impurities.

More startling are the power gains. VW has calculated that the cooling capacity of the Touareg research vehicle limits its conventional Ballard 900 series fuel cell to a maximum continuous speed of 140 km/h, which falls to just 50 km/h on a six per cent gradient. The equivalent figures if the Touareg used a phosphoric acid fuel cell are 195 km/h and 100 km/h.

Unlike the Ballard-equipped fuel-cell Touareg, which was provided for comparison purposes, the Chinese Passat Lingyu's fuel-cell was developed entirely by Tongji University and is the fourth generation unit. It produces 55 kW, which feeds a lithium-ion battery with a capacity of 8 Ah at 376 volts, as well as the 88 kW / 210 Nm electric motor that drives the front wheels. The 3.2 kg of gaseous hydrogen fuel is stored on board at 3.45 MPa in a spun carbon-fibre tank.



While the Ballard-equipped Touareg whined around the route with so little drama it was possible to imagine it was a production car, the Passat Lingyu was slower and a lot more vocal. Its compressor was loudly whirring under the bonnet and the exhaust constantly spat water onto the road surface. Top speed for the 1.8-tonne car is quoted at 140 km/h and the range is about 200 km. In LA's fast moving traffic, however, the acceleration wasn't enough to keep up and the Passat bobbed and weaved like an underpowered ship in a storm.

On the plus side, the car was very well insulated and the driving experience was serene, without the snap acceleration that characterises most electric drivelines. The lithium-ion battery is used to augment the fuel cell during peak acceleration, although its power quickly ran out in sustaining foot-to-the-boards running and the Passat's mini charge was over almost before it had begun.

China's fuel cel tech might not be quite there yet, but they're on their way.



VW Jetta updated.

A nip here, a tuck there and suddenly your comfortable but out-of-fashion suit is back in the wardrobe. Add a few key accessories and not only is it back, but it's on the favourites list.

Using the tried-and-true fashion strategy VW has updated its Australian Jetta range, added a couple of key engines and a range of fresh and upgraded trims, and put the 'Golf with a boot' back out into the market to go head-to-head with the Mazda6, Ford Mondeo and Subaru Liberty.

"The changes are a combination of some new engines and models that came available to us from Europe and our desire to adjust and reposition the model range for Australia," Volkswagen Group Australia spokesman Karl Gehling says. "There are now five engine options, a range of new features and the entry price now starts at \$28,990 for the new 1.6-litre diesel."

The 77 kW 1.6-litre turbo diesel, coupled to a 5-speed manual (\$28,990) or 7-speed DSG automatic (\$31,490), is one of two new powerplants in the Jetta range, the other being the high-end 125 kW 2.0-litre turbo diesel available with the 6-speed DSG gearbox and Highline trim only for \$38,990.

Gone from the previous model range is the manual version of the 103 kW 2.0-litre TDI, available now only with the 6-speed DSG (\$35,990).



The petrol offerings start with the 118 kW and 240 Nm 1.4-litre twin-charger turbo/supercharged unit from the Golf, coupled to the 7-speed DSG (\$33,490) or 6-speed manual gearbox (\$30,990).

The hero engine remains the 147 kW, 280 Nm 2.0-litre twin-charger coupled to the 6-speed DSG, and available only in Highline trim at the same \$38,990 as the top diesel offering.

Apart from the new engines and price repositioning, the changes to the model line-up are all to do with trim and cosmetics. There are no external metal changes to set the 2010 cars apart, and the Jetta still wears the Golf V nose. VW enthusiasts will be able to identify a unique range of alloys for the Jetta along with the

addition of front and rear parking sensors.

Inside the cabin the parking sensor improvements flow through to a graphic display in either the radio head-unit screen or the navigation screen. The steering wheel from the new Golf VI has been included as a standard fit along with a restyled instrument cluster and a selection of richer trim options.



The cabin is as comfortable and spacious as it has always been with the seats a good compromise between sports support and comfort and space generous in the front and adequate for two good-sized adults in the rear. One of the biggest surprises in the Jetta is the huge boot space available. For a mid-sized sedan the luggage capacity is cavernous — and can be increased to even higher levels through the split-fold rear seats.

Standard features across the range include front, side and curtain airbags, stability control, electronic differential lock, anti-lock brakes with EBD, automatic hazard lights on emergency braking, central locking, heat insulating tinted glass, 16- or 17-inch alloys, tyre pressure monitor, dual-zone air-conditioning (semi-automatic in the 77TDI), stereo with MP3 compatibility and trip computer.



There is no shortage of optional extra equipment to enrich the Jetta, including metallic paint (\$700), electric sunroof (\$1900), satellite navigation (from \$2500), leather (from \$3000), bi-Xenon headlights (\$1900) and sport package — including 17-inch alloys, darker tinted rear windows, front fog lamps and sports suspension — from \$2000.

The new Jetta is built on the fifth generation Golf platform - which is why it has been called the 'Golf-with-a-boot' ever since it was first released (based on the Mk1 Golf) in 1979. This model was not sold in Australia, and neither was the Mk2 Jetta (1984-93). The Mk3 Jetta, renamed the 'VW Vento', was the first Jetta sold in Australia and was imported in small numbers from 1994. The Mk4 Jetta was also renamed, this time to 'VW Bora'. VW returned to the 'Jetta' name for the Mk5 version in 2005, and this model has been a success in Australia.

Interestingly, the 'Jetta' name has been used for all versions on the USA market – they did not use the 'Vento' or 'Bora' names. In line with VW's then-policy, all three are named after winds. 'Jetta' is German for jet stream; 'Vento' means wind in both Portuguese and Italian, and 'Bora' is the name of a local wind that blows over the Adriatic Sea and parts of Greece, Bulgaria and Turkey.

To date over 8 million Jettas have been sold around the world since 1979. Over a third of them have been sold in the USA, and the Jetta is the best-selling model in Volkswagen's current US lineup. Today the Jetta is manufactured in several different countries – Germany, Mexico and South Africa – and is also CKD-assembled in India and Russia. Australian Jettas have come from Mexico, and now from South Africa.

The Jetta suffers no diminishing of the Golf's excellent performance characteristics by the addition of the larger body. The surprise package of the new engines is the eco-friendly 77 kW diesel. The little 1.6 is a wonderfully composed unit with a truly surprising strength through the mid-range, allowing it to be driven for either super-sipping

economy or a more enjoyable enthusiasm without ever offending the green lobby.

VW says the engine is capable of a combined cycle of 4.9 L/100 km in manual and 5.0 L/100 km through the DSG, with sprint times of 12 seconds from standstill to 100 km/h. It certainly feels quicker than that and the real eye-opener is how strong the engine is in the hills, holding top gear in manual quite comfortable while hauling two adults through a moderate climb.

There is the almost compulsory dash-mounted flasher to suggest maximum efficiency gear changes but if you are prepared to give up a tick in economy changing gears in sympathy with the engine makes the entire experience a touch more enjoyable for the driver.

Recommended Retail Prices:

| | |
|-------------------------------|-----------------|
| Jetta 77TDI (manual) | \$28,990 |
| Jetta 77TDI (DSG) | \$31,490 |
| Jetta 103TDI (DSG) | \$35,990 |
| Jetta 125TDI (DSG) | \$38,990 |
| Jetta 118 TSI (manual) | \$30,990 |
| Jetta 118 TSI (DSG) | \$33,490 |
| Jetta 147 TSI (DSG) | \$38,990 |



www.volkswagen.com.au

Interesting Volkswagen facts.

- The VW Beetle is the world's longest-made and biggest-selling individual model of car, with a total of 21,529,464 made from 1938-2003. The VW Golf has passed that total, reached 25 million in 2007 and 26 million in 2008, but it is now on its sixth generation. It's not the same car as the 1974 version. Similarly, the Toyota Corolla has been redesigned more than ten times since 1966, and cannot be counted as the same model.
- The Beetle was assembled in a former railway workshop in Clayton, Melbourne, from German-made CKD kits from 1954 to 1959. From 1959 it was fully Australian-manufactured, with local content reaching 85% by 1967. Assembly of German CKD kits resumed in 1968 and continued until the last Australian Beetle was assembled in July 1976.
- Australian-made VWs were exported to New Zealand, Fiji, New Guinea, Malaysia, New Caledonia, Indonesia, Philippines, Western Samoa and other south Pacific islands. A factory in Auckland also assembled Australian-made CKD kits in the early 1960s, 1,000 kits being shipped to New Zealand in 1963, and over 2,000 kits in 1964.
- The first and second generation Transporters (Kombi) were also locally assembled in Clayton, as were the Type 3 Squareback, Notchback and Fastback models. After 1974 Volkswagen Australia also locally-assembled the Passat, and from 1976 the Golf.
- In March 1976 the Clayton VW plant was sold to Nissan, and Australian VW assembly ended late that year. All VWs since then have been fully imported. Nissan sold the plant in 1993. Today the former VW factory complex is the headquarters of Holden Special Vehicles, and a series of freight storage warehouses.
- The Australian Volkswagen factory was the first VW factory, outside of Wolfsburg, to possess a master body jig. In the 1960s VW's Melbourne plant had the best quality control centre in Australia. The master body jig was sent to Brazil in 1969; Brazilian Beetles used the Australian 'small window' body shell until their production ended in 1993.
- VW's Australian popularity was built on its outstanding successes in the Round Australia Reliability trials of the day. Volkswagens won the 1955 Redex Trial, the 1956 Mobilgas Trial, the 1957 Ampol and 1957 Mobilgas Trials, and the 1958 Mobilgas Trial, against much larger and more powerful cars. VWs often filled the minor placings as well. In the 1957 Mobilgas Trial, Volkswagens finished 1st, 2nd, 3rd, 4th, 5th and 6th. VW's dominance was the reason these trials were discontinued.
- In 1958-59-60-61, Volkswagen was the third-best selling make in Australia, beating BMC and Chrysler, and behind only Holden and Ford. In 1960 the Beetle was Australia's second-best selling individual car model of any kind, behind only the Holden.
- From debut in 1954 until 1962, VW only sold the 'Deluxe' Beetle in Australia, which was equivalent to the German 'Export' model. In August 1962 VW Australia introduced the 'Standard' Beetle to sell at a cheaper price alongside the Deluxe. Australians called it the 'Austerity' model. In 1967 it was renamed the 'Custom' Beetle, and it was discontinued in 1968.
- An Australian-built 1962½ Ruby-red 1200 Deluxe Beetle became the first production car to visit Antarctica, when Ray McMahon of ANARE shipped 'Antarctica 1' to Australia's Mawson scientific base in 1963. The VW was there for a year and survived an Antarctic winter, starting and running in temperatures as low as -50°C. On its return to Australia it was entered in the 1964 BP Rally. Driven by Ray Christie, 'Antarctica 1' won the event outright. Unfortunately this car was scrapped in the late 1960s.
- A second VW, 'Antarctica 2', replaced 'Antarctica 1' at Mawson in 1964. This second car, a 1964 model painted International Orange, spent five years in Antarctica. On its return, it spent a number of years in the early 1970s as a racecar in the Firestone Rallycross series at Catalina near Katoomba, driven by Chris Heyer and Ed Mulligan. This car survived until the early 1980s but was also scrapped, sadly.
- 1964 was VW's best-ever sales year in Australia (so far), with 31,419 sales, comprised of 22,293 VW 1200s, 3,443 VW 1500s, 28 Karmann Ghias and 5,655 Transporters.
- The only Australian-designed Volkswagen was the 1968 Country Buggy. It was not a sales success, as only 1,956 were made, but the survivors are very collectable today. The Country Buggy provided some inspiration for the later German-designed Type 181 'Thing'.
- The 'Type 3' VW 1500 debuted in Europe in 1961, but did not go on sale in Australia until 1963. It was locally assembled in Melbourne, with some body panels stamped here and some other parts sourced locally; the rest of the components were imported from Germany. Initially Australians could only buy the 'Notchback' and 'Squareback' versions. The 'Fastback' was fully imported until 1968, when all three versions were locally assembled.
- The 1966 fully-imported VW 1600TS Fastback, with 65-bhp (SAE), was capable of 140 km/h and is the fastest air-cooled Volkswagen ever officially sold in Australia.
- Australia was the only country in the world where the Type 3 was sold as the 'VW Type 3'. Initially we used the European 'VW 1500' nametag, while the USA used

the 'Squareback' and 'Fastback' names. In 1970 the facelifted range was renamed to the 'VW Type 3', and the Australian-made 'Type 3' badges fitted to the front mudguards are unique in the world.

- The 1966 US-spec VW Type 3 was the first production car in the world with electronic fuel injection.
- Due to local production, a full range and our hot and dry climate, more VW Type 3 models survive in Australia than any other country in the world.
- Between 1954 and 1991, Sydney's Lanock Motors, Australia's largest Volkswagen dealer, sold 19,531 new Volkswagens from their Camperdown showroom. They once had eight branches in Sydney and country NSW. Lanock Motors were Australia's largest independent motor vehicle distributor, and one of Australia's largest vehicle dealers of any make. Only two branches were left by 1991, when they were sold to the City Ford group, and dissolved.
- Sydney once had VW dealers called 'Lanock Motors' and 'Lennox Motors' – they were not the same company. Lanock Motors was older and much bigger, owned by VW Australia's parent company LNC Industries. 'Lanock' was an amalgam of the surnames 'Lane' and 'Locke'. Lennox Motors was based only at Parramatta and Blacktown in the 1970s, and was named after the Lennox Bridge in Parramatta.
- In 1964 there were 290 Volkswagen dealers in Australia, including 29 in Sydney. Today there are nine Sydney VW dealers, none of which were around in the air-cooled era. The oldest Sydney VW dealer is Chatswood Classic Cars, which began in 1989. The last surviving 'air-cooled era' VW dealer was Muller and Muller at Lakemba, which lost the VW franchise in 1994.
- Volkswagen sold more Kombis in Australia in 1975 (8,974) than Toyota sold Hiaces in 2007.
- The Australian-made 'Sopru' Kombi Campmobile is the largest-selling campervan in Australia of all makers. Over 12,000 were sold between 1969 and 1979.
- The Beetle was not sold as the 'Beetle' throughout most of its life. Initially it was called the 'VW 1200', which became the 'VW 1300' in 1966 and the 'VW 1500' in 1968. In 1971 there was the '1600 Superbug S' and the '1300 Bug', and in 1974 the '1600 Superbug L'. The 1976 model, the last one, WAS finally officially sold as the 'Beetle' by Volkswagen Australia.
- The Passat won Wheels Magazine 'Car of the Year' in 1974. The Golf won in 1976.
- The Golf and Passat diesels were the only VW cars available for sale in Australia between 1979 and 1981. No VW cars were sold at all from 1982 to 1989, when the Transporter was the only new Volkswagen vehicle available.

- The only Golf models sold in Australia up to 1981 were the Australian LS, and the German GLS Golfs. The low-spec L and GL models, and the top-spec GTI, were not sold here.
- 1987 was Volkswagen's worst-ever sales year in Australia. Only 48 Transporters were sold.
- LNC Industries, the VW importers for Australia since 1968 and owners of Lanock Motors since 1954, gave up the VW business in 1987. 'LNC' stood for 'Larke-Neave-Carter', company board members of the 1950s. LNC Industries was broken up by corporate raiders and went out of business in 1991.
- Ateco restarted VW in Australia by reintroducing the Transporter to Australia in 1989. The following year they restarted sales of VW passenger cars by importing the Mk1 Golf Cabriolet and Mk2 Golf GTI in 1990, the first time either model was sold here.
- TKM took over from Ateco in 1991 and introduced the latest Passat, Vento, Polo and T4 Transporter models to Australia. TKM was later taken over by the Inchcape Group. The Mexican-made, Golf-based New Beetle was introduced in 2000.
- Volkswagen AG of Germany took control of the Australian operation in 2001, and created today's Volkswagen Group Australia, based at Botany. This returned the Australian VW operation to factory ownership, for the first time since 1968.
- The VW Polo Classic of 2002 was the first Chinese-made car ever sold on the Australian market.
- 2007 was Volkswagen's third-best year ever in Australia, with 27,400 VWs sold. Only 1960 and 1964 were better. The Golf was the best seller with a record 10,982 sales, the first time any VW model has sold more than 10,000 a year here since the Superbug in 1971.
- 2008 was Volkswagen's second-best ever year, when 29,875 VWs were sold, a 9% growth in difficult times and surpassing 1960. The Golf was again the best seller with a new record of 11,632 sales. Only 1964 (31,419) still remains unbeaten.
- Volkswagen has been Australia's best-selling European brand for the last four years in a row – 2005-06-07-08.
- The 100,000th Golf to be sold in Australia was delivered in July 2009, from the Solitaire Volkswagen dealership in Adelaide.
- The VW Golf is not named after the sport of Golf; it is named after the Gulf Stream winds, which is 'Golf Strom' in German. The Passat, Bora, Vento, Scirocco and Corrado were also named after winds.

Club Veedub Sydney. Der Autoklub.

- VW's headquarters in Wolfsburg is the largest car factory in the world. It takes up 8 square km, employs 65,000 people and 3,000 robots and produces more than 4,000 Golfs, Jettas, Tourans and Tiguan every day, plus an additional 1,000 CKD kits for export. The factory has its own railway yard, with 1,200 railway wagons arriving and departing every day. 15 trains full of new cars, 250 in each, depart every day. The factory power station develops 665 MW of electricity, supplying both the factory and the town of Wolfsburg, which has a population of 120,000 people.
- During the early 1970s, the Wolfsburg plant could produce one new Beetle every 8 seconds. Today a Golf or Jetta comes off the line every 12 seconds.
- VW Beetles were made of two different thicknesses of sheet steel. The body shell and mudguards were stamped in 0.88 mm sheet steel, while the bonnets and doors were slightly thinner at 0.75 mm.
- To make 1.3 million air-cooled engines and gearboxes per year in the early 1970s, Volkswagen once consumed 38,000 tonnes of magnesium per year, nearly one sixth of the entire world's production.
- The modern Golf replaced the Beetle at Wolfsburg in 1974. The last German-made Beetle sedan was made at VW's Emden factory in 1978. The last Beetle Cabriolet was made by Karmann at Osnabrück in 1980.
- VW Type 1 vehicles such as the Beetle have a floorpan chassis and a bolt-on body. The first VW vehicle to have a one-piece 'unitary' body was the Transporter, in 1950. The first VW passenger car with a unitary body was the VW 411, in 1968.
- Production of the Transporter began at Wolfsburg in 1950 and was moved to a new VW factory at Hanover in 1956. Current VW Transporters are still made in Hanover, around 500 per day.
- Since 1950, the VW Transporter (Kombi) has always had four-wheel independent suspension. Most of today's Japanese and Korean vans still don't.
- By 1971 the VW Transporter was the first 1-tonne van in the world to have disc brakes, safety steering column, modern safety crumple zones, Porsche-style four-joint rear axles and a 'Y-frame' front chassis – many years before Toyota.
- The Microbus version of the 1968-79 'T2' Transporter was originally going to be called the 'VW Clipper L'. However Volkswagen had to drop that idea when Pan Am Airways threatened legal action. Pan Am aircraft had been called ' Clippers' since the 1930s and they had already copyrighted the name.
- The VW Transporter Syncro was Overlander's 1991 4WD of the Year.
- The 10-millionth VW Transporter was made in 2007.
- Today's VWs are imported into Australia from Wolfsburg, Hanover and Emden in Germany, as well as Slovakia (Touareg), Spain (Polo), Portugal (Eos), Poland (Caddy), South Africa (Golf, Polo) and Mexico (Jetta, New Beetle).
- The Beetle Cabriolet was once the world's biggest-selling convertible, with 331,800 sold up to 1980. However the Golf Cabriolet has since surpassed this, with 600,500 sold since 1979. The Golf Cabriolet is the biggest-selling convertible, of any make, of all time.
- The designer of the VW Beetle, Ferdinand Porsche (1875-1951) also designed the pre-war mid-engined V-16 Auto Union grand prix race cars.
- During WW2 Porsche designed the VW-based Kübelwagen, and Schwimmwagen amphibious vehicle. He also designed the Tiger, Elefant and Maus tanks. The 188-tonne Maus ('mouse') was the heaviest tank ever built, with treads a metre wide.
- Ferdinand Porsche designed and built the world's first hybrid vehicle, the petrol-electric Lohner-Porsche, in 1899. Volkswagen built a series of hybrid Transporter pickups in 1974, and the Elektro Golf hybrid in 1985.
- Volkswagen's best ever sales year in the USA was 1968. That year VW of America sold 390,379 Beetle sedans and 9,595 Beetle Cabriolets, and 569,292 VW vehicles altogether. In 2008 VW sold less than 250,000 vehicles in the USA. VW will open a new manufacturing plant in Tennessee in 2011, and VW is aiming to sell 800,000 vehicles in the US each year by 2020.
- The luxury Touareg was not Volkswagen's first 4x4. All-wheel drive Beetles and Schwimmwagens were built during the war. The 4WD Iltis was introduced in 1978, with a system that was later used in the Audi quattro. Syncro 'viscous coupling' 4WD systems were used on 4WD Transporters, Golfs and Passats from 1984. Today's VW 4WD system is called '4Motion'. The Touareg is actually VW's first true 'SUV'.
- The VW Polo BlueMotion (not sold here) is the only car available on the UK car market that emits less than 99 g/km CO₂, and thus the only car in the tax-free 'A' bracket. It is more powerful, faster, more fuel-efficient and emits less CO₂ than the Toyota Prius, yet is also cheaper.
- Famous Australians to have owned and driven Volkswagens include Leo Buring (winemaker), John Laws (radio), Phil Kearns (rugby), Anthony Field (blue Wiggle), Katrina Warren (TV vet), The Wiggles (kids' entertainment), Larry Perkins (V8 racing), Anne Sanders (TV news), Brett Lee (cricket), Uncle Pete (toys), Toni Pearen (TV), Iain Murray (yachting).



Castlereagh Drag Strip.

The Western Sydney International Dragway at Eastern Creek is now the only operating quarter-mile (402.3 metre) drag strip in New South Wales. It's an impressive venue, but the fabulous cost of hiring it – tens of thousands for one day – makes organizing a VW club drag day there impossible.

The only reasonable alternative now is to go interstate, to either the Warwick drags in Queensland, or the Portland drags in Victoria, both organized and sponsored by VW Magazine Australia. They're great, but they are not a quarter-mile – they are only eighth-mile, which is just 201.2 metres long. The big professional quarter mile centres at Willowbank, and Calder Park, are like WSID – totally unaffordable for ordinary VW clubs.

Oran Park's main straight was used as a drag strip for a number of years, and older members would remember the VW Nationals drag races were held there in the 1990s. But the circuit geography meant that the main straight was simply not long enough for a full quarter-mile strip. Initially they made do with a 'custom' one-off length, somewhere in the region of 800 ft (around 5/32s of a mile!), or some 244 metres, which was about all they could fit on the straight. Eventually they settled on the more 'standard' half-length of an eighth-mile, which is what we ran at the Nationals for the years we were there.

Canberra once had an eighth-mile strip near their airport, but it was closed back in the early 1990s. A proposal to build a new proper quarter-mile facility (for the Street Machine Summernats) came to nothing, disappointingly.

But Sydney did once have an affordable full quarter mile strip, at Castlereagh, north of Penrith.

It began in the 1930s, when land was cleared and an emergency dirt airstrip was built, facing north-east to south-west. It was upgraded and sealed with tarmac for use during WW2, but it didn't get much use apart from as an emergency landing ground (ELG) and for cadet pilot training.

Sydney actually had a number of suburban WW2 airstrips apart from Castlereagh. Bankstown is the only survivor, as the other strips at Schofields and Hoxton Park have now been closed – the latter is being bulldozed for housing as you read this. There was also a gravel airstrip at Berkshire Park, which was used for racing a few times in the late 1940s. It was recognisable until the 1980s, but has now been built over with houses. Likewise, the WW2 strip at Mt Druitt was later the main straight of the famous Mt Druitt

motor racing circuit. This circuit was ripped up in the late 1950s and the housing suburb of Whalan was built on much of it. But amazingly, part the old airstrip straight still exists. It's now the entrance road to the sports complex in Whalan Reserve, off Debrincat Avenue. In case you are wondering why it runs dead straight for several hundred metres – well now you know. It was originally twice as long.

Motor racing was very popular in the years immediately after WW2 as the soldiers came back into civilian life, and these old airstrips (and others too at Camden, and Nowra) heard the roar of racing engines in home-built open wheel race cars for a number of years. Racing first took place at Castlereagh airstrip in 1947.



Initially it was used for circuit racing, flat out down one side of the strip, a U-turn at the end and flat out back up the other side. It wasn't until 1959, when the Australian Racing Drivers Club (ARDC) took over, that drag racing began. This was the first time that the US-style dragsters had been raced in NSW. The 40-hectare area was leased from Walter Properties Pty Ltd.

Over the years, different organisations took over the running of the competitions – the Manly-Warringah Sporting Club from 1962 to 1965, and the NSW Hot Rod Association after this. The ground was gradually improved over the years, with pit buildings, spectator areas and amenities added bit by bit. While sprint meetings and go-kart racing events were also held, it was drag racing that increasingly predominated.

In addition, the Club also encouraged what was called 'grudge racing' at the track. This involved members of the public, generally young men, racing against each other in their own cars, which had to be fitted with roll bars. The drivers were required to have a seat belt and wear a crash helmet. The Club claimed that this provided a venue for



Club Veedub Sydney. Der Autoklub.



young men to race each other in a safe environment, rather than on public streets where it was illegal and dangerous.

The name of the venue was changed to the Castlereagh International Dragway in 1971 and local, national and international drag racing continued there until 1984, when the track was closed.

Prior to this, in 1982, the track had been under threat, when the Council had put in a development application to remove gravel from the land in Hinxman Road. After representations by the NSW Hot Rod Club, the Council resubmitted its application excluding the drag strip from the application.

The eventual closure was not due to a lack of public interest, but because of "progress". When the dragway lease on the land, owned by Walters Properties as it was now called, expired in April 1984, the owners did not renew the lease.

Instead, they entered into a joint venture with Oakes Building Co. to develop a total of 115 hectares into 54 five-acre blocks – the *Castlecrest Country Estate*.

This track was considered to be the best drag racing venue in Australia, and the thousands of fans who flocked to the meetings mourned its demise. This dismay was reflected in the last meeting in April 1984, when racers wore black armbands; the flags flew at half-mast; and parts of the track were dug up as souvenirs at the end of the meeting.

Despite a desire by the NSW Hot Rod Association to remain in the area, agreement could not be reached between the Club and the Council on a suitable replacement site. After failing to gain approval to build a new strip in the Penrith area, the NSW Hot Rod Association moved to Oran Park, and then finally to the purpose-built Western Sydney International Dragway at Eastern Creek.

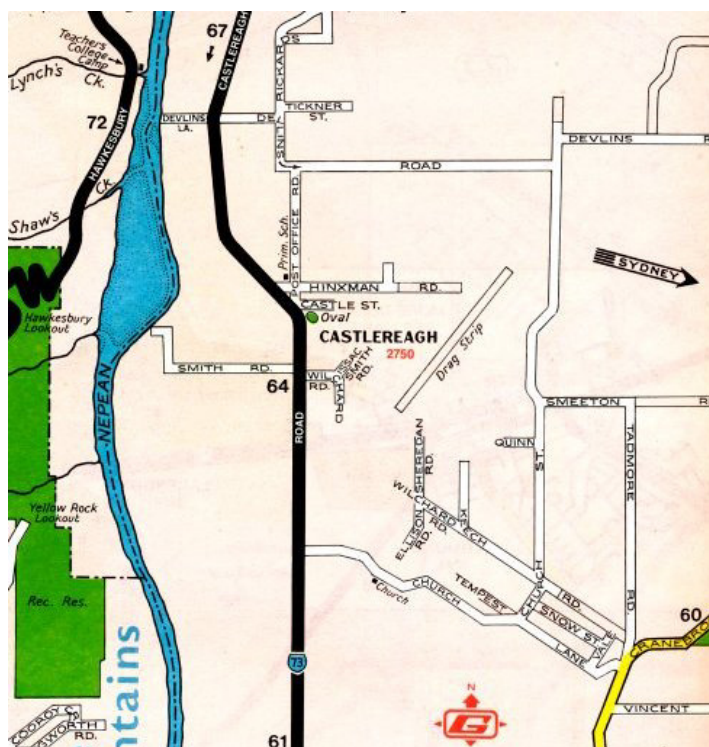


It's hard to believe that Castlereagh closed almost a quarter of a century ago, so a new generation of car enthusiasts have grown up knowing nothing about it. Hopefully this history has helped a little. So where was it, exactly?

The 1970 (35th) edition of the Sydney Gregory's street directory didn't show Castlereagh drag strip, as that part of Sydney was totally off the edge of the maps. Map 111 and 112 only showed Emu Plains and Penrith, and nothing above the top edge. Llandilo to Quakers Hill were maps J-K-L-M, but you would have needed to go off another map or two to the left of J to get to Castlereagh.

By the 1975 (40th) edition, the Gregory's had replaced maps J-K-L-M with 119-122, but they still only went as far west as Llandilo. 111-112 was still Emu Plains and Penrith, with nothing off the top edge.

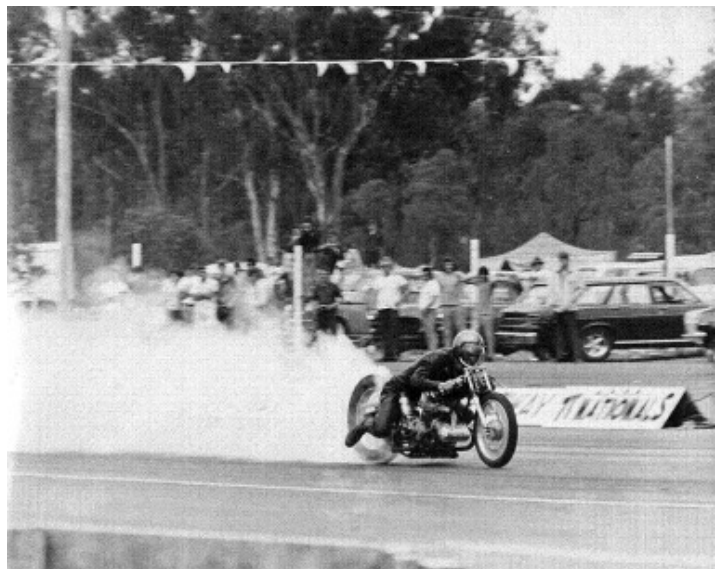
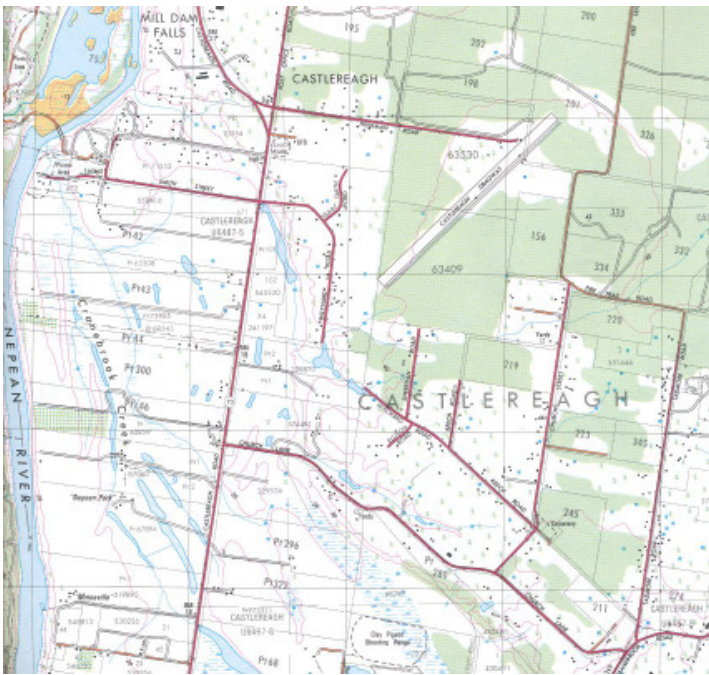
In 1980, success! The 1980 (45th) Gregory's redrew and re-numbered the maps west of Prospect. Emu Plains and Penrith were now maps 113 and 113A. Above these was a new map L, which showed the location of the Castlereagh drag strip for the first time. This is what it showed, with the strip accessible from the end of Hinxman Road.



At the top of the next page is a more detailed map, from the Lands Department and published in the mid 1970s. It clearly shows the strip's location and surrounding details.

By the time the 50th Gregory's came out in 1985, the strip was gone and new streets had already been built over where the drag strip used to be. There was no indication on the street directory of where it used to be. The developers obviously didn't muck around at all.

To get to the site today, even the way there has changed thanks to redevelopment. You still drive up Castlereagh Road from Penrith, past today's Nepean Motor Group VW dealer on the left (which wasn't there in the '70s of course). Once upon a time you would have then curved left onto what is now 'Old Castlereagh Rd', but today you go straight ahead at the big roundabout, following 'new' Castlereagh Rd past the lakes and the Sydney 2000 Olympic regatta and white-water centres



on your left. This new road rejoins the now-cut old road at Smith Rd, just before you turn off.

Turn off to the right at the next intersection, when you see the Caltex service station to the right. Then veer immediately left onto Post Office Road (keep the servo on your right). Turn right onto Hinxman Road. This was the old entrance road to the drag strip.

After around 1100 metres you pass Sheridan Rd on the right. This was approximately where the drag strip entrance gate used to be. 150 metres further and Hinxman Rd kinks right slightly. Another 300 metres and you'll see a flash new driveway to a big house on the left. Between here and the next kink to the left, you are

driving over (across) the old strip, which ran left to right 90 degrees to the direction you are facing. But you'd never know. There are no ground landmarks left at all.

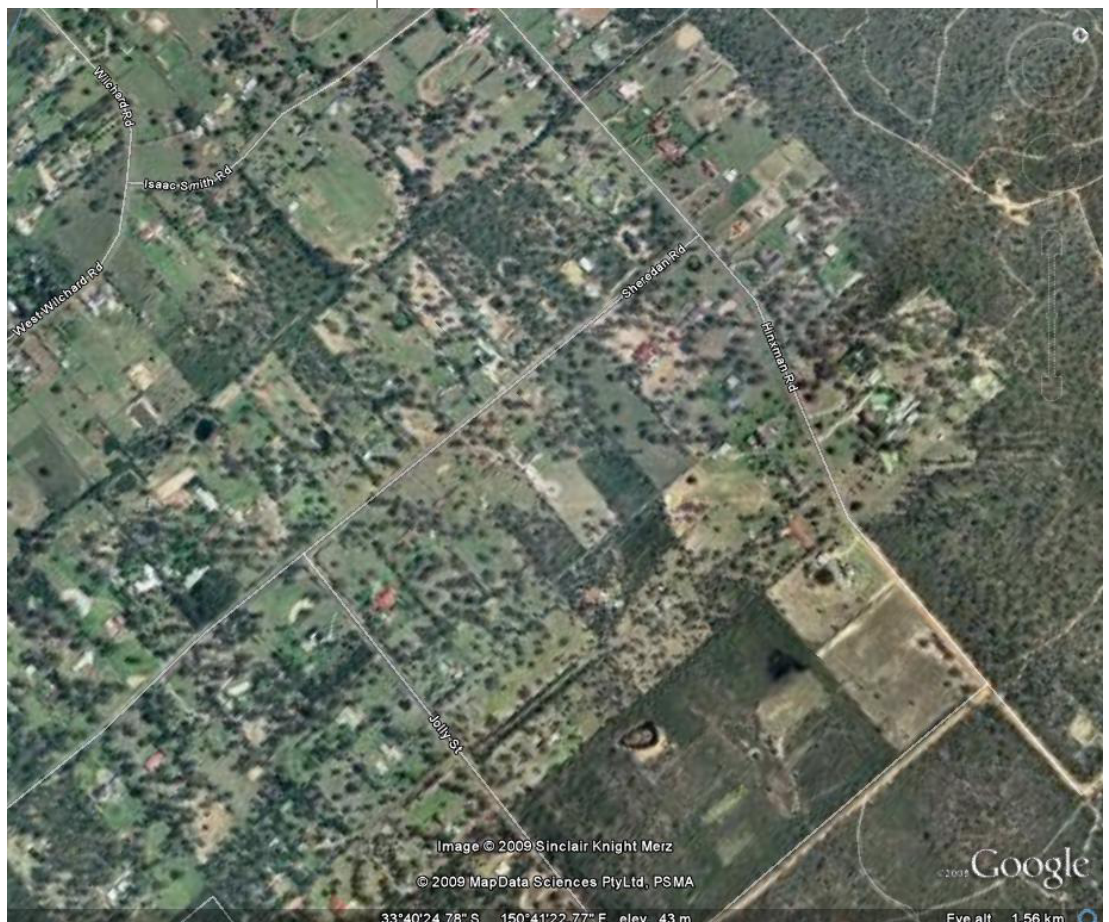
If you are lost, you are on UBD 123 G5. The strip continued to your right, crossed Sheridan Rd and finished halfway across the land to West Wilchard Rd, which is roughly UBD 123 D8 today. You could turn around, go back and turn left at Sheridan and drive 600 metres down to where the strip would have crossed, at UBD 123 E7 (if you reach Jolly St, you've gone too far). But there's nothing to see; you can't tell from the ground where the strip was. All you see are new houses on large blocks, and fancy front fences. A large line of trees on the left, with the last almost on the road, does in fact follow

the old alignment of the strip, but even that is hard to make out.

Really, it's just impossible to see where the old strip was, from ground level. But from the air, you CAN see a ghostly outline of where the strip used to be. Google Earth comes in handy for this. This shot has been rotated slightly so the strip faces exactly across the photo. North is to the right of top. You can vaguely see a long rectangular formation among the trees, stretching across the shot, half-way down. The start was among the thick trees on the right, and the strip finished about where that whitish rectangle is, below the small round dam on the left.

Not that you'd see any of this from the ground...

Phil Matthews



Funny road signs.



Holy billboard Batman, our secret's out!



Hope the emergency is not TOO urgent!



So how DO you get in?



Who would have believed it?



Glad that sign's there, not many women can find this one



Oops, it's not a secret any more!

Club Veedub. Aus Liebe zum Automobilklub.



That's not MY job.



At least he drives a VW Golf!



They should have stayed longer at school.



Yum, that sounds tasty!



Hygiene is very important.



Is it cold in here or do VW T4s have that effect on everyone?

Simon Specker

The WD-40 story.

While he didn't invent WD-40, John Steven Barry, who died this year at the age of 84, was the mastermind of the spread of WD-40, the petroleum-based lubricant created for the US space program, into millions of households around the world.

The WD-40 company says that the slippery stuff in the aerosol tin has at least 2000 uses, from silencing squeaky hinges to removing road tar from cars.



People's enthusiasm for sending in ideas for using WD-40 mushroomed under Barry's control of the company. The uses included preventing squirrels from climbing into a birdhouse, lubricating tuba valves, cleaning ostrich eggs for craft purposes and freeing a tongue stuck to cold metal.

Barry was not part of the Rocket Chemical Company in 1953, when its staff of three under the direction of founder Norm Larsen in San Diego set out to develop a line of rust-prevention solvents and degreasers for the aerospace industry. It took them 40 attempts to work out the water displacement formula. The name WD-40 stands for "water displacement, formulation successful in 40th attempt".

WD-40's exact formula is a trade secret. The product is not patented in order to avoid completely disclosing its ingredients, which has since allowed competitors to release similar products, such as RP-7.

The long-term active ingredient of WD-40 is a non-volatile, viscous mineral oil which remains on the surface, providing lubrication and protection from moisture. This is diluted with a volatile hydrocarbon to give a low viscosity fluid which can be sprayed and thus get into crevices. The volatile hydrocarbon then evaporates, leaving the oil behind. A propellant (originally a low-molecular weight hydrocarbon, now carbon dioxide) provides gas pressure in the can to force the liquid through the spray nozzle, then itself diffuses away.

These properties make WD-40 useful in both home and commercial fields; lubricating and loosening joints and hinges, removing dirt and residue, extricating stuck screws and bolts, and preventing rust are common usages. The product is also useful, of course, in removing moisture.

There is a popular, but wrong, urban legend that the key ingredient in WD-40 is fish oil. There is no fish-oil in

WD-40. The WD-40 web site specifically states that it is a petroleum-based product. WD-40 also does not contain any silicone, kerosene, water, wax, graphite, CFCs or any known cancer-causing substance.

Convair, a unit of General Dynamics, first used WD-40 to protect the outer skin of Atlas missiles from rust and corrosion. The product worked so well that employees sneaked tins out of the plant to use at home. Norm Larsen, the technician who invented WD-40, soon came up with the idea of selling it to the public.

WD-40 hit store shelves in San Diego in 1958. Sales increased each year, but it was Barry's arrival as president and chief executive in 1969 that jolted the company to dominance in its niche market. He immediately changed the name of Rocket Chemical to the WD-40 Co., on the indisputable theory that it did not make rockets.

Barry was fiercely dedicated to protecting the secret formula of WD-40. The company never patented WD-40, so it didn't have to disclose the ingredients publicly. He acknowledged in interviews in 1980 and 1988 that other companies, including 3M and DuPont, made products that closely resembled WD-40. "But what they don't have," he said, "is the name."

Barry brought marketing coherence and discipline to the company. He spruced up the packaging and increased the advertising budget, but most of all he pushed for distribution. He emphasised free samples, including the 10,000 the company sent every month to soldiers in the Vietnam War to keep their weapons dry.



Within a decade, Barry was selling to 14,000 wholesalers, up from 1,200 when he started. He pushed to get WD-40 into supermarkets, where people buy on impulse. He also began an aggressive effort to sell WD-40 in foreign countries.

Here are 40 uses for WD-40:

1. Protects silver from tarnishing.
2. Removes road tar and grime from cars.
3. Cleans and lubricates guitar strings.
4. Gives floors that 'just-waxed' sheen without making them slippery.
5. Keeps flies off cows.
6. Restores and cleans chalkboards.
7. Removes lipstick stains.



8. Loosens stubborn zippers.
9. Untangles jewellery chains.
10. Removes stains from stainless steel sinks.
11. Removes dirt and grime from the barbecue grill.
12. Keeps ceramic/terra cotta garden pots from oxidizing.
13. Removes tomato stains from clothing.
14. Keeps glass shower doors free of water spots.
15. Camouflages scratches in ceramic and marble floors.
16. Keeps scissors working smoothly.
17. Lubricates noisy door hinges on vehicles and doors in homes.
18. Removes black scuff marks from the kitchen floor
19. Removes dried-on insects and bugs from your car's paintwork.
20. Gives a children's playground gym slide a shine for a super fast slide.
21. Lubricates motor mower controls and levers for ease of handling
22. Rids kids rocking chairs and swings of squeaky noises.
23. Lubricates tracks in sticking home windows and makes them easier to open.
24. Spraying an umbrella stem makes it easier to open and close.
25. Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers.
26. Restores and cleans roof racks on vehicles.
27. Lubricates and stops squeaks in electric fans.
28. Lubricates wheel sprockets on tricycles, wagons, and bicycles for easy handling.
29. Lubricates fan belts on washers and dryers and keeps them running smoothly.
30. Keeps rust from forming on saws and saw blades, and other tools.
31. Removes splattered grease on stove.
32. Keeps bathroom mirror from fogging.
33. Lubricates prosthetic limbs.
34. Keeps pigeons off the balcony (they hate the smell).
35. Removes all traces of duct tape.

36. WD-40 attracts fish. Spray a little on live bait or lures and you will be catching the big one in no time.
37. WD-40 is great for removing crayon from walls. Spray on the mark and wipe with a clean rag.
38. Also, if you've discovered that your teenage daughter has washed and dried a tube of lipstick with a load of laundry, saturate the lipstick spots with WD-40 and rewash. Presto! The lipstick is gone!
39. Spray it on your car's old rego label and let it penetrate – now it peels off easily, and no more scraping.
40. Spray WD-40 under the distributor cap to displace the moisture and allow your car to start.

If you are interested in the official 2,000+ uses of WD-40, you can see them at <http://www.wd40.com/uses-tips>

Douglas Martin
The New York Times

Pensioners.

Working people frequently ask retired people what they do to make their days interesting. It really depends on your attitude.



Well, for example, the other day my wife and I went into town and went into a shop.

We were only in there for about 5 minutes. When we came out, there was a copper writing out a parking ticket.

We went up to him and said, "Come on, how about giving a pensioner a break?"

He ignored us and continued writing the ticket. I said, "Don't be a heartless bastard!" He said nothing as he put the ticket under the old VW's wiper.

I called him a Nazi turd. He glared at me, and then started writing another ticket for the VW having worn tyres. So my wife called him a shit-head. He finished the second ticket, and put it on the windscreen together with the first. Then he started writing a third ticket.

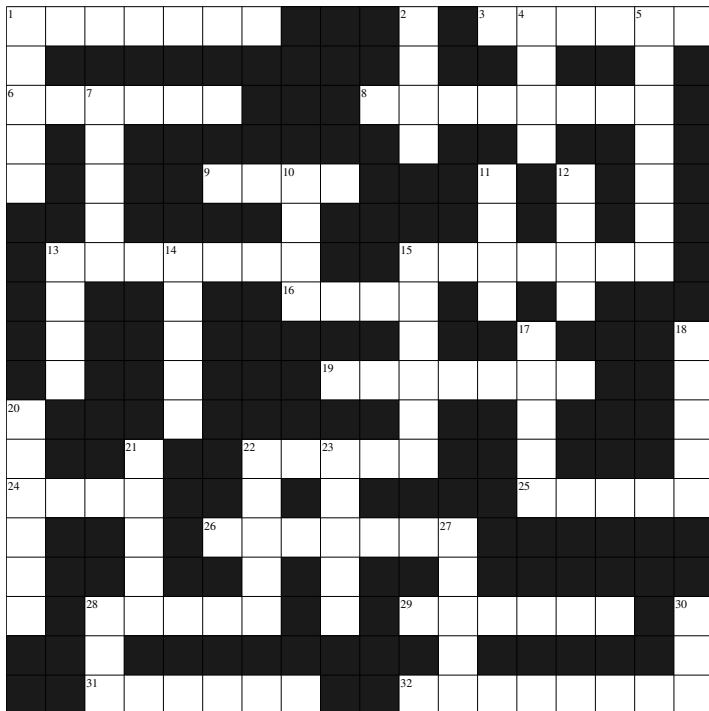
This went on for about 20 minutes. The more we abused him, the more tickets he wrote. Soon there was five or six of them stuffed under the old VW's wiper.

Personally, we didn't care. We came into town by bus.

We try to have a little fun each day now that we're retired. It's important at our age.

Club VW Christmas Calculator Crossword.

You will need your calculator to finish this month's special Christmas crossword. Look at the clues, and do the maths puzzle on the calculator. To see the answer, turn the calculator upside down! For example, $103 \times 6 = 618$. Spin the calculator, and 618 becomes BIG. Merry Christmas to all our members and VW enthusiasts!



Across

1. Working in a hot garage on a hot day is ... ($47 \times 3697 \times 13 \times 2$)
3. Lily's cousin, who lives in Narrabri (569×617)
6. Phil's daughter's favourite flowers ($(91 \times 5843) + 4$)
8. A Nazi who used to drive in KdF-Wagens ($142 \times 277 \times 1459$)
9. VW's example is one of the most famous in the world ($1821 / 3000$)
13. Birchall after 6 hours in the pub ($433 \times 29 \times 49 \times 9$)
15. You might need these if you drive a VW Cabriolet ($(869 \times 6187) + 103$)
16. Used in serious racing gear-changes ($2 \times 19 \times 193$)
19. Playing with VWs is one of the best ($(24 \times 221537) + 1916$)
22. Phil likes looking at these at the Oktoberfest (7251×8)
24. The best sound system you can buy (877×4)
25. What oil does when your engine leaks ($19 \times 7 \times 400$)
26. You don't see these on hot VWs any more ($7 \times 3517 \times 8 \times 27$)
28. It's a pretty boring paint colour ($6 \times 19 \times 317$)
29. The best way to find out anything about your VW (11059×34)
31. A South American country that bought lots of VWs ($(4 \times 331 \times 243) + 6$)
32. What you can put into your VW every 5000 km ($(10753 \times 1322) + 3$) $\times 5$

Down:

1. 36-bhp Beetles don't like these much ($2 \times 9619 \times 3$)
2. If your VW is messy then you are a ... (85×95)
4. An important part of your VW's camshaft ($1835 + 1972$)
5. VW people who actually drive non-VWs are ... ($13457 \times 5 \times 79$)
7. If you don't tighten your wheel bolts, they come .. (21×1667)
10. What you say when you see a Golf GTI go by (751×6)
11. Compared with a normal VW, a Baja Bug is ... (6×769)
12. The Parramatta supporters love them (63×91)
13. You can buy model VWs made of this ($4479 / 7000$)
14. He takes care of the Historic Plate holders ($13 \times 13 \times 13 \times 21$)
15. You can have 6-volt or 12-volt ones in VWs ($28 \times 11 \times 1747$)
17. The first word when ringing for VW parts (1.289×0.6)
18. New VWs have pads but old VWs have ... (515×103)
20. Joe likes to read them on Christmas Day ($(44 \times 17 \times 719) + 6$)
21. If you don't look after your VW engine it will ... (5×6427)
22. Brian will drink a bit of this at Xmas ($(6401 \times 5) + 3$)
23. Lily's cousin who lives in Bargo ($353 \times 5 \times 18$)
27. What fuel does in your tank ($25 \times 3 \times 601$)
28. He does a great job as our Club secretary ($(40 + 61) \times 8$)
30. When you see a crashed VW you feel... ($\sqrt{594441}$)

Last month's crossword.





VW4513

For Christmas '64, '65, '66, '67, '68, '69, '70, etc.

The only thing that beats a new Volkswagen for drama on, say, July 18th, is a new one arriving on December 25th. (5.20 a.m. Beep, beep, beep, beep, beep.)

Pretty soon you've found out about the air-cooled engine (starts every time, and it won't boil for Christmas).

And why the four-speed synchromesh gearbox is often called the best in any car.

And how independent torsion bar suspension on all four wheels smooths out the bumps.

And about reliability no-one can match.

But even if you don't get a Volkswagen for Christmas, keep it in mind.

Because the day you do, everyone acts like it's Christmas, anyway.



VW1200 £819. VW1200 Deluxe £919. VW1200 Deluxe Sunroof £966 (State Capital City Prices, incl. sales tax).

VW NATIONALS Sponsors 2009.

We wish to extend a sincere *thank you* to all of our sponsors below, who made the VW Nationals 2009 possible. Please support them, because they support us.

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| Car Care Products | 1300 006 007 |
| Classic Vee Dub | (02) 9638 4200 |
| Cupid Wedding Cars | (02) 9837 0231 |
| Custom T-Shirts & Trophies | 0407 946 939 |
| Custom VeeDub | Qld (07) 3356 4356 |
| Defender Safety | (02) 9838 8986 |
| Elders Vehicle Insurance | (02) 4283 3470 |
| Euro Revolution | 0430 435 489 |
| Expert Signs | 0423 113 654 |
| Gold Coast Veedub | Qld (07) 5537 6200 |
| Harding Performance | Qld (07) 3392 2980 |
| H & M Ferman | (02) 9533 2722 |
| Ice Distribution | (02) 4647 0219 |
| Indian Automotive | (02) 4731 6444 |
| Klaack Motors | (02) 9724 5901 |
| Kombi Rescue | 0400 356 057 |
| Kombi Shop | 0425 250 840 |
| Korsche VW Performance | (02) 4325 7911 |

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| Les Barlin Automotive | (02) 6552 3190 |
| Macarthur Grange Automotive | (02) 4626 5255 |
| Mick Motors | Qld (07) 3266 8133 |
| Mobile Model Cars & Toys | (02) 9543 5364 |
| Monster Garage | (02) 4733 2447 |
| New Line Automotive | (02) 9651 1411 |
| NRMA Vintage Classic Insurance | 1800 646 605 |
| North Rocky Mechanical | Qld (07) 4922 0111 |
| Nulon Products Australia | 1800 679 922 |
| Production Automotive | (02) 4731 6660 |
| Red Van Tyre Colouring | 0408 254 574 |
| Reliable Automotive Services | (02) 9438 3830 |
| Revitalise Repair Services | (02) 9625 3538 |
| Rod Penrose Racing | (02) 4272 9920 |
| Shannons Classic Car Insurance | 13 46 46 |
| SKH Motors | (02) 4655 3461 |
| Speedworld Collectables | (02) 4732 4674 |
| Stan Pobjoy's Racing Eng. | (02) 6654 3694 |
| Stokers Siding Garage | (02) 6677 9246 |
| The Bat and the Cat | 0431 170 778 |
| The VW King @ Dr Mosha | (02) 9534 1077 |
| Turner Driveshafts & Steering | (02) 9905 0574 |
| Unicap Pty Ltd | (02) 4777 4006 |
| Vintage Vee Dub Supplies | (02) 9789 1777 |
| Volksbahn Autos | (02) 9688 2933 |
| Volkscare | Vic (03) 9729 9281 |
| VolksMakin | Vic 0424 313 285 |
| Volkspower | Vic (03) 9808 6777 |
| Vollkommen Art | Vic (03) 9543 7804 |
| VW Classic Sutherland | (02) 9521 5333 |
| VW Magazine Australia | Qld (07) 3806 1240 |
| WPVW Trim Shop | (02) 4272 5644 |
| Westside Mufflers | (02) 9773 7244 |
| Whiz Bang Wear | Qld 0407 550 650 |
| Wolfsburg Automotive | Vic 1300 370 310 |
| Wolfsburg Motors | (02) 9519 4524 |



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