

Zeitschrift



Volkswagen wins Dakar Rally 2010.

February 2010

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Plus lots more...



Club VeeDub Sydney.
www.clubvw.org.au

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



Club Veedub Sydney Committee 2009-10.

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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
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Canberra VW Centre Volkommen Art
Classic Veedub Wolfsburg Automotive

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





2nd Annual
TWILIGHT CRUISE

SATURDAY 13th MARCH 2010

Meet at the Crossroads Hotel, Camden Valley Way,
at 3:30pm. Cruise leaves at 4:00pm sharp to:

- | | | |
|-----------------|--------------------------------|---------------------|
| ◆ MUSIC | Hubertus Country Club | ◆ TROPHIES |
| | 205 Adams Rd, Luddenham | ◆ RAFFLES |
| ◆ FOOD | Car Show Entrants \$10 per car | ◆ KIDS STUFF |
| ◆ DRINKS | Public Entry—\$2 per person | |

*Rodstock welcomes all VWs, old and new -
Bugs, Buses, Type 3s, Golfs, Polos, Passats...*

At the club house :-
\$400,000 worth of model boats on display
Raffles - Trophies - Lots of Kids Stuff
A Great Family Evening - A Great Club Run

Trade Stands Welcome:

Enquiries: 0408 462 086, 0407 228 137

VW specific enquiries call Raymond on 0408 20 228

Flat Four Vee Dub Club



Saturday 20th March 2010

Meeting at the
Liverpool
Catholic Club at
1:30pm for a
BBQ lunch
before the
cruise



* 1 and 1/2 -2 Hours of cruising mostly on country roads (please make sure you have your tank full)

*Finishing back at the Liverpool Catholic Club

*Sausage sizzle, drinks, tea & coffee

*Raffle

*Peoples choice judging

*Entry Fee \$10 per car

For more information

Contact Murray:

(W) 9829 2422

(H) 9618 2205



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SUPER SPRINT

SATURDAY MAY 22

WAKEFIELD PARK

BRAIDWOOD ROAD, GOULBURN

SHOW & SHINE

SUNDAY MAY 23

FAIRFIELD CITY SHOWGROUNDS

SMITHFIELD RD, PRAIRIEWOOD

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WWW.CLUBVW.ORG.AU



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WWW.VOLKSWAGEN.COM.AU

Von dem Herrn Präsident.

Last month I told you about the recent death of club member Robert Jurgensons. His funeral was held at the West Chapel of the Rookwood Crematorium, on Wednesday 27th January. Some of our club members were able to go and say their farewells to Bob. Richard Holzl brought along Bob's yellow Beetle that was famous for a number of years. Afterwards there was a wake at the Palace Hotel in Mortlake.



Our major Club run in January was to the NRMA Australia Day display in the Sydney CBD. There were 18 VWs on display, with our own members joining forces with Flat 4 club and the Classic and Historic VW club. The members' cars were lined up and well positioned at the St James Square area, probably the best spot to be. Thanks to Ray Black for organising this with the officials. Being a part of the Sydney festival, the day attracts a very large crowd. Unfortunately I couldn't make it this year, but from all reports there was a large crowd and interested people took over 100 club membership forms on the day. Hopefully they own a Volkswagen, and will make an effort to join our club.

Earlier in the month the Water-cooled boys had a run to Stanwell Park I understand some 60 or so people attended for a great day. Thanks Aaron for organising that one, and there is a report and photos in this issue.

February sees a couple of interstate events, namely the Portland VW drags in Victoria and the Dubs By The Pie in QLD but nothing in Sydney apart from the Richmond Swapmeet. But then things get very busy in March. There's the excellent Thirlmere Steamfest on 7th, where our club is putting on a VW display. Then Raymond's cruise and display at the Rodstock show at the Hubertus Club on 13th. The Flat Four Supercruise on 20th, and then the Moorebank Old Car Show on 21st. Whew, Four VW runs in three weeks. I am glad we have nothing on over Easter – unless you are heading to QLD for the Bug-Inn.

Don't forget the VW Nationals 2010 is only about 13 weeks away, so it's time to start getting ready for the biggest VW show of the year. Are you preparing your streeter or race VW for the Saturday Super Sprit at Wakefield Park, Goulburn? It's not too late to get a CAMS licence or get your VW ready. We also need marshals and helpers on the day. Contact the Motorsport committee if you have any queries. Hopefully this year we will top the 55 Supersprint entries from 2009 .

As for the Show Sunday, we need volunteers to help out with set-up and pull-down, parking, swap meet area and the club stand. Please call me if you can spend some time on Sunday May 23rd as we want to make 2010 the best Nationals yet. If you have any ideas or would like to lend a hand, you will be welcome. Please come along to a meeting, or give me a call.

Check out our Club calendar as there are some great events coming up, Please register if there's a contact name and number as this makes it easier for the organiser running the event.

I've been told the NSW Government is now installing combined red light/speed cameras in one, and the first has already gone in at Haberfield. The new signage refers only to 'Safety Camera Ahead', and there is only one sign on approach. It is planned to convert all existing red light cameras and some school zones. The government intends to install 200 over the next four years.



More information is available on the RTA website at: www.rta.nsw.gov.au/roadsafety/speedandspeedcameras/safetycameras/

and at: www.rta.nsw.gov.au/roadsafety/speedandspeedcameras/safetycameras/safety_camera_faqs.html

So don't speed up to go through the traffic lights. If you avoid the red light camera, you will still be done for speeding. Stay safe, and spread the word.

Précis of Committee and General meetings:- VW Nationals jobs, Raffle prize for Nationals, Public Liability Insurance, Cams affiliation, Supersprint details, other coming events (Steamfest, Rodstock, Supercruise, Moorebank), equipment purchasing.

KeeponKruzin,

David Birchall



Kanberra Kapitelreport.

Hi to all from the Canberra Dubbers. We're jumping in to 2010 and organising our events. We've had a successful Summernats display (man it was hot) and looking forward to the upcoming events.

On Sunday 21 Feb we are off to the Hume Go-Karts centre. Let us know quickly if you want a drive as numbers need to be booked. We're leaving Russell mid-morning and taking in the Karts when we convoy to Hume. A club BBQ will be held afterwards. You don't have to come and drive the karts but chat to us at the BBQ, talk to other dubbers...socialise! We'd love to see you! Details on the website and forum.

Chapter AGM - yes it's that time again. We're holding it right after the BBQ at the Go Kart day (you don't have to

Wanted: CAMS Flag Marshalls

Our Club's VW Nationals weekend is approaching, and we need marshals for the Wakefield Supersprint.

How do you become a race track official ?

To be recognised by CAMS you need to attend 3 meetings, and be signed off for attending by the event organiser.

Club Veedub is currently expanding its list of marshals so that our Supersprints and motorkhanas can have a full team of officials. We want to be a stand-alone team without having to source officials from other clubs.

Our club will need 20 officials to run Wakefield Supersprints so that all posts can be relieved during the day. Already joining the ranks are Danny McFadden and David Carter. Would you like to be involved too?

If so, contact either Norm Robertson (02) 94625707 or Steve Carter (0439 133354), or email info@clubvw.org.au, and an application will be sent to you.

drive the Karts). Feel you'd like to lend a hand on the committee, organise some events, participate in some fashion? Many hands make light work and we'd love to see you along. You know the spiel - fresh ideas, etc etc. If anyone wants more info, give us a yell or talk to us on the day. This is YOUR club, YOUR chapter, have a say in how its run. Love to see you there!

The large car show Shannons Wheels will be held on 21 March. All makes will be on display and they are talking about possibly having 1000 vehicles (including motorbikes and fire trucks). We will be displaying and would love to see you there, bring your dub, or come and chat if you can't get the car there! Don't forget, you have to bring a drip tray.

We're looking at another of our popular Pub Runs for 4th April, destination is being finalised currently and we normally get a good turn-up. Plan the date now and scribble it down in the calendar.

Well that is enough to get your head around. We'd love a big turnout for the Kart Day / AGM. You don't have to drive a Kart, but be early to book with us if you do! We look forward to meeting you all soon so that we can chat 'dubs'.

Bruce



Klub Kalender.

February.

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:- Sydney Super Swap at Hawkesbury Showground, Clarendon. Car parts and collectables, classic cars, hot rods, street machines, bikes, vintage tractors and stationary engines. Free parking. \$20 swappers, \$5 lookers.

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. **Club VW convoy meets at Uncle Leo's at Liverpool Crossroads at 7:30am.** Arrive by 9:30am, street parade 1:00pm. Page 3.

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

Saturday 13th:- 2nd annual Rodstock Twilight Cruise. Meet at the Crossroads Hotel, Liverpool, at 3:30pm. Depart 4pm to the Hubertus Club, Luddenham. Club VW has prime position beside the wharf/jetty. Trophies, raffles, kids' stuff, music, food, drinks. Phone Raymond on (02) 9601-5657 for more info.

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

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.



Club Shop Clearance

Did you know that you can also pay for your membership, sponsorship, advertisements, etc on-line?

Nationals 2009 Merchandise (Members Price)

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

NEW club stickers available \$3.00
(Dual Layered Vinyl with web address included)

\$25 - Set of 4 cork backed colour coasters (\$20)

Official Club VeeDub Metal Name Badge (\$5)
(Minimum orders required before I can place an order at this price)

\$10 merchandise clearance sale - Members pay only \$5

Nationals '07 & earlier Polos and Tees

Lucky dip? Tell me the sizes and I'll send you random shirts.

ALL Club Polos S/M/L/XL Only (at 1/1/10)

(Members ONLY)

4 colour Nationals coasters in sleeve

2005, 2007 and 2008 available at 1/1/10

ALL T-Shirts, Hats, Caps and flashing keyrings

Shirts, Hats & Caps are "Legend".
Keyrings are Nats 09 & Club VeeDub

Email your enquiries and orders to Raymond at sales@clubvw.org.au

All prices quoted do NOT include postage. Please specify if you require express or registered post.

Payments can ONLY be made via secure online facilities (a small fee applies)

Sunday 21st:- Old Car Annual Show and Shine at Flower Power, Moorebank. We invite you to bring your classic VW to display. Gates open 8:00am. \$10 entry, \$2 spectators. Trophies will be presented at 1:30pm. Phone Noel on 0409 601827 for more info. **VWs meet first at McDonalds Revesby**, cnr River Rd and Milperra Rd, at 7:30am.

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.

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

Sunday 16th:- Kombi 60th Birthday Party on the Forecourt at Darling Harbour, organised by Volkswagen Classic and Vintage Club of Australia. This is the same popular venue where we have held several Volkswagen anniversaries. We want to see Kombis of all configurations and years to make the best display but it is essential you phone Greg Clarke on 0407 941355 to apply for a spot as display space is limited to about 50 Kombis. You will understand you can't just turn up as all spots will have been reserved. Please phone Greg now for details.

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.

June.

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

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

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

Sunday 27th: Bettina's A-MAZE-ing Berrima Cruise: Leaving Uncle Leos at 9am, cruise to Harpers Mansion, Berrima with stops along the way including the information centre in Mittagong. A small fee of \$4 will be charged for the guided tour of the Mansion and access to the walking Maze. Call Raymond on 040 820 7228 for more information.

Monday 28th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

Marktplatz.

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

All published ads will also appear on our club website, www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

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

New Ads.

For Sale:- 1966 Beetle, 1200cc, genuine original condition throughout. 86,300 miles, fully serviced, always garaged. Original purchase documents. One owner. Fontana Grey, radial tyres. Registered to April 2010. DNZ-833. \$7500. Car is at Norah Head, NSW. Contact Ken on 0411 349521.

For Sale:- 1972 White VW Superbeetle, red upholstery. One care full lady owner since new. manual, regulary serviced. Good condition registered until March. Willaccept the first realistic offer. Vehicle located in McMahons Point. Please contact Robyn on 9964 9192 or 0447 574 549

For Sale:- 1956 oval window beetle that was rebuilt in 1986. I moved outside of Australia in 1990 and put the car into storage. It's been my dream to come back and take the car out of storage, fix it up back to original condition and drive it. I hate to say it, but I think I need to give the car to a new owner as am still overseas with the Sydney return still many years away and I suspect the car is only going to waste away if I don't do something with it.

The car was in good condition when I left. The body was original.
· The semaphores worked, but were disconnected.
· Porsche wheels.
· Floor pan was replaced with a 73 (I think) so it was 12V, etc. Front disks.
· Engine was 1850cc with Webbers and the engine worked pretty heavily. The car moved fast but I wanted to put it back to an original configuration.

My question to you – would anyone be interested in this? It's been in covered storage. I'm not sure what shape it is in – I am more interested in it getting a good future rather than making money from it. It's in Galston. For enquiries please contact Mark Trueman Mark.trueman@worleyparsons.com

Trades and services directory.



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For Sale:- 1956 VW Beetle parts, 2 doors, boot lid, engine lid, pair front guards, set of window glass, 36 hp engine, transmission and front axle assembly. Realistic offers. Call Eric on 02 9888 1757

For Sale:- 1963 VW Beetle parts, engine (missing generator and fan), Transmission assembly, front end complete, LHS rear guard. Realistic offers. Call Eric on 02 9888 1757

For Sale:- 1956 VW Beetle parts, 2 doors, boot lid, engine lid, pair front guards, set of window glass, 36 hp engine, transmission and front axle assembly. Realistic offers. Call Eric on 02 9888 1757

For Sale:- Assorted VW Beetle parts, bumper over riders, valve radio, roof rack, inlet manifold, 6 hubcaps, 1 pair semaphores, fuel pumps, carbs and carb kits, later bonnet with damaged nose, 12 volt starter, books, manuals, badges etc. Realistic offers. Call Eric on 02 9888 1757

Trades and services directory.

Autohaus Volkswagen

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

Autohaus Volkswagen is offering to all Club Veedub members:

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

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

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

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

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

For new and used car enquiries,
contact the Sales Team:
(02) 9980 6844
sales@carsautohaus.com.au

2nd Month Ads.

For Sale:- I have some **Superbug parts** leftover from a past project. Here is the list if you know someone rebuilding a superbug..

- + Carrera Kit
- + 2 x rear wide and flared guards
- + 2 x front wide and flared guards
- + 1 x whale tale
- +1 x bonnet

They need some work but in pretty reasonable condition. We live in Belmont, Lake Macquarie (Newcastle area) if anyone is interested in making an offer for the parts. Thanks for your help. Contact Ben Elliot, email: elliott52@optusnet.com.au

For Sale:- 1994 Golf Cabriolet. This Golf convertible is a beautiful little car. Regular servicing, good body, new roof in '09. 1994 model, 2 door, 5 speed Manual, 180 000 kms, electric roof & cd player, currently registered. A reliable companion, well looked after. Lots of fun to drive, looking for suitable owner to love & cherish her. \$5000 negotiable. Phone Jessica, 0434 131151 or (02) 4721 6384
jessicle88@hotmail.com

Trades and services directory.

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For Sale:- 1973 Superbug L, very original car. Previous owner had it repainted and re-upholstered, upholstery has been covered and is in great condition. Orange paintwork. CD player with Ipod connectivity. Rego til November 2010.

No body damage. Fantastic vintage car. 1600cc engine, 101,000 km. Car is in central west NSW. \$7500. Phone Carley on (02) 63512822.

For Sale:- 1976 VW Kombi, 2.0-litre engine, 4-speed manual gearbox. SA rego until 10/10, 76,000km. Has recently had full service with receipts. Long rego with dual battery system, temperature gauge installed, 6 stacker CD with rear speakers and skylight. Lots of storage, drawers, fold away bed, bench etc. Handles well in both city and country conditions. Sad to sell but moving. \$4800. Contact Daniela on 0424066166.

For Sale:- VW Polo 'Match', 2007 model. Blue, 6-speed auto, 23,000km. Safety pack, iPod adapt, excellent condition. Rego until 10/10. \$17,990 ONO. Phone 042 1148748.

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Volkswagen wins Dakar 2010.

Volkswagen has won the legendary Dakar Rally for the second year in a row, and for the third time altogether. The Volkswagen drivers and their TDI powered Race Touareg prototypes celebrated a one-two-three podium domination at the finish of the toughest challenge in world motorsport.

In the process, Carlos Sainz / Lucas Cruz (Spain/Spain) triumphed by only 2 minutes 12 seconds ahead of team mates Nasser Al-Attiyah / Timo Gottschalk (Qatar/Germany) in a thrilling finale on the closing 202 kilometre sprint on the 14th and final rally day. Mark Miller / Ralph Pitchford (USA/South Africa) claimed third position. Last year's winners Giniel de Villiers / Dirk von Zitzewitz (South Africa/Germany) finished seventh in the fourth VW Race Touareg.

"I'm incredibly proud of our team. It's stunning what the drivers, co-drivers and the entire team have achieved on every single day of the Dakar Rally. With this one-two-three triumph, Volkswagen Motorsport even surpassed its own lofty goals," said Dr. Francisco Javier Garcia Sanz, Volkswagen AG procurement manager, at the finish of the final stage.

Volkswagen Motorsport Director Kris Nissen explained, "Three weeks ago a highly motivated Volkswagen team came with the goal of successfully defending the Dakar title won last year. Volkswagen has achieved something



historical with this one-two-three. We are not only unbeaten in South America, we are also the only manufacturer to have won the world's hardest rally up to now with diesel technology. The Volkswagen drivers fought amongst themselves for victory all the way to the chequered flag – sometimes by hard but fair means. This is exactly how we imagine motorsport to be. My congratulations therefore go to every Volkswagen duo who would all have been worthy winners."

The Wolfsburg based brand remains the only manufacturer to have won the car category of the Dakar Rally with diesel power. TDI technology was already dominant in 2009 in Argentina and Chile. In addition to the efficiency of the Volkswagen Group's diesel direct injection technology the Race Touareg's reliability was the key to the 2010 Dakar victory. Despite the extreme demands, the powerful 225 kW Race Touareg proved to be not only the most robust, but also the fastest vehicle recording seven of a 14 possible stage victories and eleven days in the lead credited to the four-wheel drive racers from Wolfsburg.



The result of the rally kept observers and fans alike on tenterhooks up to the finish line. Sainz / Cruz, Al-Attiyah / Gottschalk and Miller / Pitchford led in this order since the fifth Dakar Rally stage. However, at no point did any driver duo have an unassailable lead. In a strong final burst Al-Attiyah / Gottschalk edged ever closer, repeatedly taking seconds from their Volkswagen team mates Sainz / Cruz and, in doing so, staged an open and hard duel for the leading position. The Qatari / German duo made up ground specifically in the dune sections – which once again formed one of the Dakar's core elements – while the Spanish pairing of Sainz / Cruz controlled proceedings on the fast, twisty gravel sections.

As varied as the fight in the overall standings was – two stage wins went to Sainz / Cruz, four to Al-Attiyah / Gottschalk, one to Miller / Pitchford – so challenging proved the 32nd running of the Dakar Rally. In addition to the varied stages across soft, powder-like sand and through towering and endless dune fields of the Atacama Desert in northern Chile, there were also gravel sections and tracks through enormous boulder fields on the agenda. The multi-faceted acid test with its terrain changing several times a day, two Andes crossings, passages through the world's driest desert, as well as parts of the legendary Pampa was mastered brilliantly by the



Volkswagen Race Touareg. One Race Touareg was always found in the top-three of each stage at the finish, and 27 of a possible 42 top-three positions on the 14 stages went to the Wolfsburg machines.

For the new Dakar champions, Carlos Sainz and Lucas Cruz, a winning streak continued in front of millions of fans lining the daily stages in Argentina and Chile. As newly formed duo in the Volkswagen Race Touareg the Spanish pair remained unbeaten in their third competition together and secured a new record in Dakar history. Never before have two Spaniards won the legendary desert rally's automobile category. Sainz / Cruz had previously won the Rallye dos Sertões in June and July 2009 as well as the Silk Way Rally in September 2009.

The Volkswagen statistics in cross country rallying make for equally impressive reading – unbeaten since January 2009 and with its second Dakar triumph since 2009 continues the Volkswagen Group's success story with TDI technology. After Audi's Le Mans victories between 2006 and 2008 and winning the World Touring Car Championship with SEAT in 2008 and 2009, Volkswagen has been successful at the Dakar in 2009 and 2010 thanks to TDI Power.

BMW's finished fourth and fifth, with the best Mitsubishi Pajero in sixth, and Robbie Gordon's Hummer in eighth. The best Toyota finished seventeenth, and the best Nissan was way back in thirtieth. Neither Toyota or Nissan have ever won the Dakar Rally.

Apart from 2009 and 2010, Volkswagen's other outright win at the Dakar was way back in 1980, when Freddy Kottulinsky and Gerd Löffelmann won in a VW Iltis.

Dakar support trucks.

When the five Volkswagen Race Touaregs crossed the start of the Dakar Rally on New Year's Day 2010, they were not the only participants competing for the Volkswagen Group.

Two MAN race trucks were also registered in the competition and they acted as a mobile spare parts store and support for the team, in addition to competing. It is extremely difficult for racers from other disciplines to imagine but it is almost impossible to solve problems encountered on the 9,000 km route of the Dakar Rally in any other way.

While the service vehicles from each team must often follow recognised and civilised roads instead of the

treacherous terrain, the Volkswagen team's service vehicles support the Race Touaregs during the competition by competing along the same route. During the Dakar Rally the basic rule applies - when the stop watch is running only participants can help each other. This is why many large teams enter special race trucks in the truck category.

This approach has proven itself at Volkswagen since the first day and the knights in shining armour, nicknamed the 'Blue Angels', have helped more than once by providing parts after small or larger accidents or towed defective race cars to the finish – clearly defined sport penalties included. During the two-day marathon stages, of which there are none in 2010, only these race trucks were allowed to offer help in the past at the evening half-way halt.

This year, two race trucks competed for Volkswagen, driven by François Verbist / Jürgen Damen / Milko Laukamp (B/B/D) and Tom de Leeuw / Dirk van Obbergen / Thorsten Goldberg (B/B/D). The trucks traditionally start with three team members with a specially trained mechanic taking a seat in the cab alongside the driver and navigator.



The two twin-axle trucks, a MAN TGA 18.480 (4x4) and MAN TGA 26.480 (6x6) are smaller, lighter and stronger than the other trucks in the Dakar convoy. Generating more than 380 kW and 2,400 Nm of torque from the 12.5-litre engines, both are equipped with permanent all-wheel drive and have relatively low fully laden weights of only 10 and 12 tonnes respectively ensuring they are agile and all-terrain. Carrying the most necessary spare parts, tools and recovery equipment, these teams compete in the Dakar Rally, in the hope they never be needed.

VW Golf wins Wheels Car of the Year –again.

Six generations and 33 years after its first win, the Volkswagen Golf has again claimed Australia's longest running and most respected motoring award: WHEELS Car Of The Year (COTY).

The VW Golf triumphed after a rigorous evaluation and road testing process that saw the largest ever COTY field of 57 cars, derived from 22 models representing 16 manufacturers.

"The turbo-charged, five-door hatch VW Golf range is outstanding," noted Wheels editor, Ged Bulmer. "The Golf oozes sophistication, refinement and development - in an energetic package that comes with fundamentally good steering and balance." Veteran judge and former editor, Peter



Robinson said, “The level of overall refinement is worthy of two classes higher ... balance and weighting of all controls [are] BMW-like in their consistency and tactility. Ride and handling, best in class.”

Volkswagen last won the Wheels Car of the Year in 1976, for the original Mk1 Golf after its Australian release. Two years earlier Volkswagen had also collected the award for the original Passat.

Volkswagen Group Australia managing director, Anke Koeckler, said: “I am very pleased to have received such a prestigious award for the Golf.

“The Golf’s selection as Wheels Car of the Year is the crowning achievement of an extraordinary year for the new Golf, after already being named ‘Best Mid size car over \$30,000’ by Australia’s Best Car Award, and winning the 2009 Carsguide Car of the Year, and 2009 DRIVE Car of the Year awards.

“Winning the Wheels Car of the Year is proof the new Golf is at the pinnacle of automotive design and engineering, yet is still attainable, a winning combination obviously,” said Ms Koeckler.

Volkswagen launched the Golf in Germany in 1974, and in Australia in March 1976. It was built in Australia until 1977 before being replaced with the fully imported model from Germany when VW’s Melbourne factory was sold. While no Mk1 Golfs were sold here after 1981, the Golf was reintroduced here in 1990 with the Mk2, and was followed by the Mk3 in 1994, Mk4 in 1998 and the Mk5 in 2003. The 100,000th Australian Golf was sold here in July 2009, shortly after the launch of the latest Mk6 version. The Golf continues to hold universal appeal thanks to its original, unique and timeless design. The Golf has now sold more than

26 million units in 120 countries, making it one of the top selling vehicles of all time.

Australia’s original new car award was established in 1963 and recognises only the very best vehicle, meticulously identified from a diverse field of hopefuls. In some years the award has even been withheld so as to maintain its own high standards. No cars were considered worthy of the honour in 1972, 1979 and 1986. It is still considered Australia’s most prestigious automotive award. Wheels Magazine itself contends that its Car of the Year award remains the oldest continuous award of its kind in the world.

The original intention of the award was to promote excellence in the Australian car manufacturing industry. Until the mid-70’s, imported vehicles were not eligible for the award. The big five, Holden, Ford, Chrysler, Datsun, and Toyota, now dominated sales with a wide variety of body and engines. With falling sales, the fuel crisis and the instability of the Australian economy, all European brands, such as, Renault and Volkswagen, ceased local assembly.

With a shrinking manufacturing base, reliability and quality issue, Wheels magazine changed the award rules to allow imported vehicles to be eligible. At first, this was condemned by the local industry, unions and media. But by doing this, Wheels magazine enabled local products to judged on a global platform. This, in turn, created a more competitive product and industry. The first imported car to receive the award was the Honda Accord in 1977. Since then, the award has been given to locally manufactured vehicles on 11 out of 28 occasions.

The judging panel tests a range of variants of the nominated model, and the cars are ultimately measured against an established and telling criteria. This criteria

examines function, technology, efficiency/environment, safety, and value.

Of the eligible models launched during the past year, 22 short-listed finalists took part in the rigorous week-long testing stage. Some big names missed that shortlist, including the BMW Z4, Honda Civic SI, Peugeot 308CC, and the Suzuki Alto. No Australian-built cars were eligible this year, and close to half the finalists (10 out of 22) were Japanese.

A record 57 variants of the 22 shortlisted models (manual, auto versions, petrol/diesel, etc) were put through their paces at Holden's Lang Lang Proving Ground, and finalists were also given a real world workout on the roads of Victoria.

The field was initially trimmed to 8 models, and then honed down to a final four: The VW Golf, Toyota Prius, Skoda Superb, and the Mercedes Benz E Class sedan. Two of the final four cars were Volkswagen Group vehicles.

The VW Golf impressed in all areas, including safety, with no less than 7 airbags as standard, including driver knee protection. When measured against the long-established criteria for WHEELS Car Of The Year, the VW Golf proved itself a clear overall winner against some very noteworthy rivals.

Previous Wheels' Car of the Year winners are:

1963 Renault 8
1964 Morris 1100
1965 Ford Falcon (XP)
1966 Ford Falcon (XR)
1967 Chrysler Valiant (VE)
1968 Holden Monaro (HK)
1969 Holden Torana (LC)
1970 Renault 12
1971 Chrysler Valiant Charger (VH)
1972 *Award withheld*
1973 Leyland P76 V8
1974 **Volkswagen Passat**
1975 Holden Gemini (TX)
1976 **Volkswagen Golf**
1977 Honda Accord
1978 Holden Commodore (VB)
1979 *Award withheld*
1980 Mazda 323
1981 Mercedes-Benz 380SE (W126)
1982 Holden Camira (JB)
1983 Ford Telstar and Mazda 626 (joint award)
1984 Mitsubishi Nimbus
1985 Mitsubishi Magna (TM)
1986 *Award withheld*
1987 Honda Prelude
1988 Holden Commodore (VN)
1989 Mazda MX-5 (NA)
1990 Lexus LS 400
1991 Honda NSX and Nissan Pulsar (N14)
1992 Mazda 626 and Ford Telstar
1993 Holden Commodore (VR)
1994 Subaru Liberty
1995 Honda Odyssey
1996 Mitsubishi Magna/Verada (TE/KE)
1997 Holden Commodore (VT)
1998 Subaru Liberty Wagon
1999 Mercedes-Benz S-Class
2000 Subaru Impreza

2001 Holden Barina (XC)
2002 Ford Falcon (BA)
2003 Mazda RX-8
2004 Ford Territory (SX)
2005 Mazda MX-5 (NC)
2006 Holden Commodore (VE)
2007 Mercedes-Benz C-Class
2008 Honda Accord Euro
2009 **Volkswagen Golf**

VW Transporter wins Carsales Award.

The Volkswagen Transporter has been named as winner in the Light Commercial Van segment at the Carsales Network People's Choice Awards 2009, taking over from the Toyota HiAce.



Volkswagen Group Australia's Director of Commercial Vehicles, Phil Clark, commented: "It is very rewarding to see that the Volkswagen Transporter is on the top of the shopping list for Australian buyers. The versatility of this model, as well as its fuel efficiency and practicality, make it a convincing package that appeals to a wide range of customers."

Managing Director of carsales.com Ltd, Greg Roebuck, congratulated each of the winners. "The Carsales Network People's Choice Awards are a true measure of the popularity of makes and models with the people who really count – new car buyers. Our awards are a measure of what real world car buyers are shopping for."

The Carsales Network People's Choice Awards are Australia's most comprehensive analysis of new car purchasing trends. Based on genuine new car enquiries across the Carsales network of automotive websites, the results are tallied from more than 300,000 entries.

VW Golf wins TopGear Car of the Year 2009.

The Volkswagen Golf has been able to add yet another award to its name by taking out TopGear Australia Car of the Year 2009 with the GTI. The Golf GTI has beaten a long list



of high-profile competitors and has been able to demonstrate its hot-hatch credentials.

Anke Koeckler, Volkswagen Group Australia's Managing Director, commented: "The Golf GTI really has proven that it still is the pinnacle in the performance hatch segment. It makes owning a fun performance vehicle affordable and realistic."

The Editor of TopGear Australia Magazine, Stephen Corby, had this to say: "It's been around forever, hasn't changed much, it's teutonically, terrifically German and, with its perfect driving position and poised handling, it's a proper driver's car that makes you feel at home, and ready to race, from the first time you sit in it."

TopGear's summary of the car says it all: "Ticks every box and leaves you smiling – perfection."

The complete list of results were published in the January 2010 edition of TopGear Australia magazine.

VW Eos wins Carsales Award.

The Volkswagen Eos has taken out the Sports Car category for the third year in a row in the Carsales Network People's Choice Awards 2009.

Volkswagen Group Australia's Managing Director, Anke Koeckler, said, "it is great to see that the Volkswagen Eos still is a favourite with consumers in this highly competitive segment. The sporty looks of the Eos obviously still appeal to car buyers."

Managing Director of carsales.com Ltd, Greg Roebuck, congratulated each of the winners. "In a year when



new car buyers were very careful with their dollars, many of the categories were harder fought than in any of the previous six years we have conducted the awards. Each of the winners has clearly struck a chord with their respective target markets."

The Eos' win makes the second for VW, with the Transporter taking out the Light Commercial Van award.

VW buys 19.9% of Suzuki.

Volkswagen AG and Suzuki Motor Corporation have reached a common understanding to establish a close long-term strategic partnership. A framework agreement was signed by representatives of both companies in January.



In terms of global presence and product diversity, the partnership marks an important step towards the future for both Volkswagen and Suzuki. In terms of product portfolio, global distribution and manufacturing capacities, Volkswagen and Suzuki ideally complement each other. The companies plan a joint approach to the growing worldwide demand for more environmentally friendly vehicles. The management of Volkswagen and Suzuki have concluded that the complementary strengths of each company make for a perfect fit in exploiting their respective advantages as well as rising to the challenge of the global market.

In the automotive industry, where globalization and diversification proceed in parallel, both companies will establish a cooperative relationship while respecting each other's independence as a stand-alone entity. Both parties are focused on achieving synergies in the areas of rapidly growing emerging markets as well as in the development and manufacturing of innovative and environmentally friendly compact cars.

To support a smooth development of this relationship, Volkswagen will purchase 19.9% of Suzuki's issued shares. The closing of the transaction is subject to approval of the relevant authorities and was stamped in January 2010. Suzuki intends to invest up to one half of the amount received from Volkswagen into shares of Volkswagen. Both companies will form a long-term strategic partnership based on this, which will support their successful strategies in these challenging times.

Volkswagen does not intend, at this stage, to take Suzuki over completely and make the Japanese company the twelfth VW Group brand, joining VW, VW Commercials,

Audi, Porsche, SEAT, Skoda, Bentley, Bugatti, Lamborghini, Scania and MAN. Suzuki will remain independent.

As demand continues to rise for smaller cars and for powertrains with higher fuel efficiency and lower CO2 output, Volkswagen and Suzuki will offer a compelling solution for customers in emerging markets buying a car for the first time and also for customers in advanced economies seeking to lower their CO2 footprint while still enjoying the freedom of transport offered by an exciting range of cars.

New VW Compact Coupe concept.

Volkswagen has unveiled the New Compact Coupé, a concept that delivers the seemingly contradictory mix of a petrol-engined, practical, performance-orientated coupé with extraordinary economy and sub-100 g/km CO2 emissions.

The New Compact Coupé, unveiled for the first time at the 2010 North American International Auto Show in Detroit, is capable of delivering economy and performance at the same time thanks to the adoption of a highly efficient 1.4-litre TSI engine developing 112 kW and 240 Nm of torque linked to a seven-speed DSG gearbox and an electric motor powered by a lithium ion battery. The electric motor, which generates 20 kW, can either work independently of the engine to make the New Compact Coupé a Full Hybrid or in tandem to provide a useful boost for overtaking.



Further optimising the efficiency of the vehicle is a 'coast down' system that takes the form of a clutch that disengages the TSI engine from the DSG transmission when not required to reduce friction. In addition, the kinetic energy that would otherwise be wasted is recovered through the electric motor which channels the power back to the lithium ion battery.

The result is the ability to accelerate from rest to 100 km/h in 8.6 seconds before reaching a top speed of 227 km/h mixed with a combined fuel figure of 4.19 L/100 km and carbon dioxide emissions of 98 g/km.

Measuring 4,540 mm in length and featuring a 2,650 mm wheelbase the New Compact Coupé sits between the Golf and Passat models in terms of size.

Styled by a team led by Klaus Bischoff, Head of Volkswagen Design, and overseen by Walter de Silva, Head of Design for the Volkswagen Group, the New Compact



Coupé marks an evolution of the styling direction already seen on the Golf and Polo models.

Clean, uncluttered lines mix with sharp detailing including intricate bi-xenon headlight units, 19-inch 'Lugano' alloy wheels and an aerodynamically efficient grille element to lend the New Compact Coupé an elegant yet imposing stance.

The theme continues inside with four bucket seats finished in 'Berry White' leather and clean, simple surfaces. Despite being a coupé the concept features a large, practical boot measuring 380 litres.

The vehicle remains a concept at present with no immediate plans for production

VW Eos White Night.

Volkswagen Group Australia has released the Eos White Night, built by VW's 'Individual' customising subsidiary. The body is painted in white, with other key elements finished in black to contrast. The black elements include the roof, radiator grille and mirror covers.

This special model will only be produced in a very limited number for the Australian market.

The White Night provides an interesting set of exceptional contrasts, including exterior paintwork in 'Candy White', a roof painted in 'Deep Black' and cherry-red LED tail lights. A number of details in black such as the mirror covers, radiator grille and trim strips further enhance the appeal of this special model. The 18-inch 'Budapest' wheels, painted in an unique silver and black treatment and resting on lowered sports suspension, complete the elegant appearance of the Eos White Night.

The light and dark accents continue in the interior: the black nappa leather seats, door and side trim and black



steering wheel feature light-coloured seams. Trim strips and radio trim in Candy White and sill panel strips lettered with 'White Night' further enhances the contrast of the Eos White Night.

Customers will enjoy the choice of either TSI or TDI engine technology, whilst the White Night is exclusively available with the 6 speed Direct Shift Gearbox (DSG).

With retail prices of \$53,990* for the 103TDI model and \$55,990* for the 147TSI, the Eos White Night is available with a price premium of \$3,500 above the relevant series model.

** Prices are manufacturer list prices only. For the drive away price please contact your local genuine Volkswagen dealer.*

Passat named Used Car of the Decade.

The fifth generation Passat, produced between 1996 and 2005, has been awarded the coveted title of Large Used Car of the Decade by the UK-based used car valuation specialists, CAP.



The 'all-new' Passat, revealed to the public at the 1996 Paris Motor Show, was hailed as a step forward in the upper medium class, setting new benchmarks for quality, refinement, styling and performance. These improvements were recognised at the time with the Passat receiving a string of industry accolades including the prestigious European Car of the Year at the 1997 Auto 1 awards.

Mark Bulmer from CAP Black Book explained: "The Volkswagen Passat is a byword for quality, and the model launched in 1996 was a quantum leap forward in every area most important to the trade and the used car buyer. Volkswagen's attention to detail meant that this Passat offered the sense of a prestige vehicle but at a mainstream purchase price. Legendary reliability means a deserved reputation as a dependable 'workhorse' and robust engineering and build quality means it is a safe bet even with mileage into six figures.

"The new range of diesel engines offered a leap forward in terms of the balance between performance and economy, a combination at the very heart of success in the used car market. This quality set the 1996 – 2005 Passat apart from many other cars in its sector that could often prove prohibitively expensive to live with. By offering prestige quality at a mainstream price, this Passat also influenced other manufacturers to up their game in terms of the quality of their own offerings."

Commenting on the award, John French, National Used Car Manager for Volkswagen UK, said, "The Passat has always performed strongly and is well established on the used market with the strength of the brand image and residual values both ensuring high demand. I think it is a real credit to Volkswagen's consistent focus on build quality and reliability that the previous generation Passat has performed so strongly and has been awarded this accolade."

Now in its sixth generation, the Passat was originally launched back in 1973 and, over this 36 year period, has become one of the most successful models for Volkswagen. To date, more than 16 million Passats have been produced worldwide, with over half a million being delivered to customers in the UK. The first Passat appeared in Australia in 1974 and won Wheels Magazine's Car of the Year award. A total of 28,800 have since been sold here up to the end of 2008.

New UK-spec Scirocco.

The UK-market Volkswagen Scirocco will now be available to order with an efficient new entry-level engine. From January 2010 it is now possible to order the sporty two-door VW coupé with the 1.4-litre TSI 91 kW engine.

The 1.4-litre TSI 91 kW unit develops 200 Nm of torque channelled via a six-speed manual gearbox, through the front wheels. Acceleration from 0 to 100 km/h takes 9.7 seconds before reaching a top speed of 200 km/h.

Thanks in part to the engine's small capacity, the Scirocco returns a healthy combined economy figure of 6.39 L/100 km and CO2 emissions of 146 g/km, making it the cleanest petrol model in the range.

The new entry-level model benefits from a comprehensive list of standard equipment including a six-CD autochanger with iPod preparation, rain and dusk sensors, a multifunction computer, air conditioning and 17-inch 'Donington' alloy wheels as well as a host of safety features including ABS, ESP (Electronic Stabilisation Programme) and six airbags. Adaptive Chassis Control (ACC) is also available on this model as a £765 option.

Volkswagen UK has also announced a new optional styling pack available on Scirocco GT models for the New Year. The new 'Lugano Black' package comprises 10-spoke 19-inch 'Lugano' alloy wheels finished in gloss black with additional Piano Black decorative inserts throughout the cabin, and costs £950.

There is still no indication that the Scirocco will be sold in Australia, but as time goes by it is becoming increasingly unlikely.





VW Summer Run. Sunday 10 January.

The first VW event of the 2010s was the VW 'Watercooled' Summer Run, organised by Aaron and Matt and the gang from the vwwatercooled forum. It was held on 10 th January, just the second Sunday of the year.



It was a clear hot morning and the starting point, Uncle Leo's servo at the Liverpool Crossroads, was already busy with a dozen VWs at the 10am meeting time. There was time for a coffee or a snack and a chat with other VW owners before the cruise got underway.



Matt gave us the route, which was along Heathcote Rd to Engadine, then to Loftus and the Royal National Park, and down to Stanwell Park. It just meant an awkward right turn out of Uncle Leo's and back through the Homemaker Centre to Camden Valley Rd and the Hume Hwy.



Around 30 VWs started off, mostly Golfs of various vintages but a few air-coolers too. The traffic lights broke up the line a little, but the leaders pulled over a few times to let people catch up. It was an uneventful run to Loftus and into the National Park, but after that there was a lot of traffic on the narrow single-lane park roads. A few of the VWs got caught behind slow Corollas and learner drivers out for the day.

The weather was beautiful and it was a pleasant driver through the shady park. Further south there were some spectacular views down the coast. Eventually the VWs arrived at Stanwell Park, where Aaron had already set up a parking section and a BBQ area with a couple of shady marquees.



A big thanks to Greg from Car Care Products Australia for supplying meat for the BBQ, and the shade that was much appreciated. Thanks also to Matt from Camden GTI for the Transporter to lug around all the gear, and for being at the start to inform everyone of what was going on, and lead the convoy.



It was the perfect day for it, there was plenty of food and drinks for everyone. I hope everyone enjoyed the day. It was a damn shame that Aaron wasn't able to do the run himself, but hey, I suppose someone had to setup all the gear. Again thanks to Greg for being there early to get it all up and waiting for when people arrived.

There was some excitement when the Ambulance helicopter arrived and landed in the park. Apparently a hang glider had landed in the bush – the pilot was OK.

Otherwise it was very enjoyable to photo the beautiful modern VWs and classic air-coolers parked on the grass, or enjoy a BBQ sausage and a beer while talking about VWs all afternoon.

Thanks to everyone who came along on the day, and for the Golf fans on the vwwatercooled forum who took the photos.

The Toy Department.

The Welly die-casting factory is one of the leading manufacturers of die-cast toy car and scale model business, operating since 1979.

Factories are located at Guangdong Province in Mainland China with more than 3000 workers, which was newly built a few years ago. In order to enhance the new factories, they continuously invest in many new machines to upgraded quality, capacity and efficiency.

At the beginning of the 1980s, Welly mainly produced the die cast toy cars in length size around 75 mm (approx. 1/60 scale) and then 120 mm die cast toy cars (approx. 1/38 scale). During the early 1990s, Welly started to develop 1/24



scale models. With good reputation and success, Welly took the further step to develop 1/18 in the late 1990s.

With almost 30 years experience of die cast models making, Welly established a wide range of different scales for customers on, namely 1:18, 1:24, 1:32, 1:38, 1:43, 1:60 & 1:87 with licenses including cars, trucks, bicycles, motorbike and other kind of vehicles as well as play sets.



Welly die casting factory limited is a licensee of over 40 different licensed brands. Every year, Welly invested significant amounts of capital for new models in all different kinds of scales and brands

This month we feature some new arrivals to look out for in Beetle, T1 Split-window Kombi, and T2 'bay window' Kombi in cream and red. All these models are in 1/24 Scale with various operational components.



Tony Bezzina
kbezzina@bigpond.com



NRMA Motorfest. Tuesday 26 January.

Australia turned 222 years old this year (but sadly Richie Benaud did not comment on that). As part of the Australia Day celebrations, the NRMA Motorfest took place in the heart of the city. It's Australia's largest gathering of vintage, veteran and classic motor vehicles, so we wanted to be sure of a good VW display.

Bookings had to be made before the closeoff last October (through the NRMA website), so we weren't sure who would be coming or how many VWs we would see. We were told to be at the Domain parking station by 6:15am.

Brian arrived at my place at 5:00am, and I had already packed the Kombi. I carefully loaded a sleeping Lily onto the back seat and we headed off – but she poked her head up before we'd gone 200 metres. I thought the purr and warmth of the Kombi's engine, and the comfy pillows and blankets, might make her drop off again but no, it was too exciting to sleep and we drove into the city without any fuss.



I spotted the Murray's Kombi pickup in the traffic at the bottom of Oxford St, then turned into College St behind a slow Ford Prefect with a non-working stop lamp. After nearly running up his backside a couple of times we pulled into the Domain carpark and were directed to the bottom level. The clearance was only two metres, VERY tight for a Kombi camper, and I was glad to get to the bottom without hitting any of the ceiling lights. We pulled up – the first VW there – but as we got out several others also pulled up.

We enjoyed the free breakfast and coffee and mingled with hundreds of 'other marque' owners. By 7:15am it was time to saddle up and wait for our turn to leave. There was some confusion over the boom gates and who was leaving when, and we had to wait behind a dozen FJ Holdens, but we lead the way out and around the Cahill Expressway to Macquarie St. It was a bit banked up but we took the right exit and around to St James Rd where Ray Black was already set up with his Schwimmwagen.



We were in a prime display position, right opposite all the activities in Hyde Park and St James Square. Soon the other VWs were parked with us – Beetles at the top, and Kombis at the bottom. We had 18 VWs altogether, with our VWs joined by some from Flat Four and Classic VW clubs. Thanks to Ray Black for organizing a great position.

Ray and Shirley set up their marquee, while Steve and Meredith set up the chairs and tables and Brian joined them. Lily set up her little home-made VW cupcake stand, and was soon doing good business as people started coming over. The other VWs were giving their cars a last polish as the crowds began to gather. It turned out to be a very busy, crowded day but it was great fun talking to lots of people.

We took it in turns to have a wander through Hyde Park, as there were many things to see. Lily went on the jumping castles and enjoyed the dinosaur puppet show. She had a snow-cone and watched the vintage double-decker buses. We wandered through the rows of gleaming classic cars and I showed Lily some Model-T Fords, "which used to be the most popular car in the world," I told her. "It still is, 16 million!" said one of the owners. I laughed and said, "21 million, we're from the Volkswagen stand..." "Oh..."



Club Veedub. Aus Liebe zum Automobilklub.



The weather stayed fine and warm all day, so we were careful to slip slop slap. We gave away over a hundred club brochures to prospective members, and I was amazed at the number of older passers-by who told us, "I used to have one of these..." Maybe they should consider trading their boring Camrys in on a new Golf and join our club.

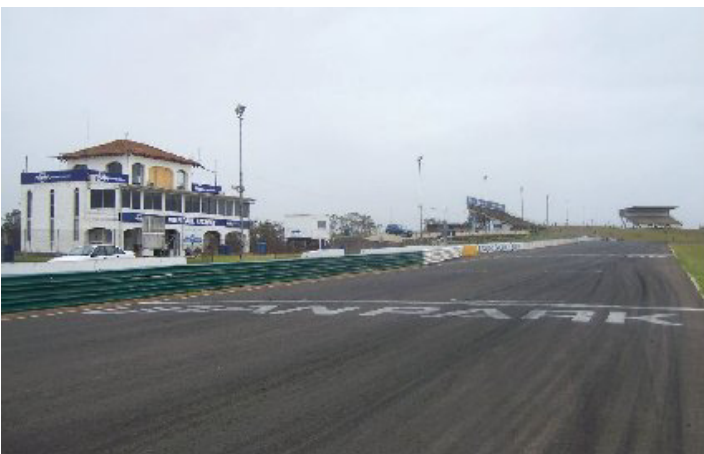
The police were re-opening the streets a little later this year, so it wasn't until around 4:30pm that the marshals told us we could pack up and go soon. We were in a prime position, so we were probably the first cars to be able to leave. We packed up and Lily jumped in the back with Robyn, while Brian and I sat up front and we headed out onto Elizabeth St around 4:45pm.

A fantastic day to show off our classic VWs to a huge audience, promote the VW cause and enjoy Australia Day. It was very pleasing to hear a couple of people say, after wandering through hundreds of Holdens, Morris Minors, GT Falcons, Chevys, Jaguars, Mercs, and Vintage and Veteran thoroughbreds of all kinds, that 'Volkswagens were my favourite.' Me too!

Phil Matthews

Watty's Corner.

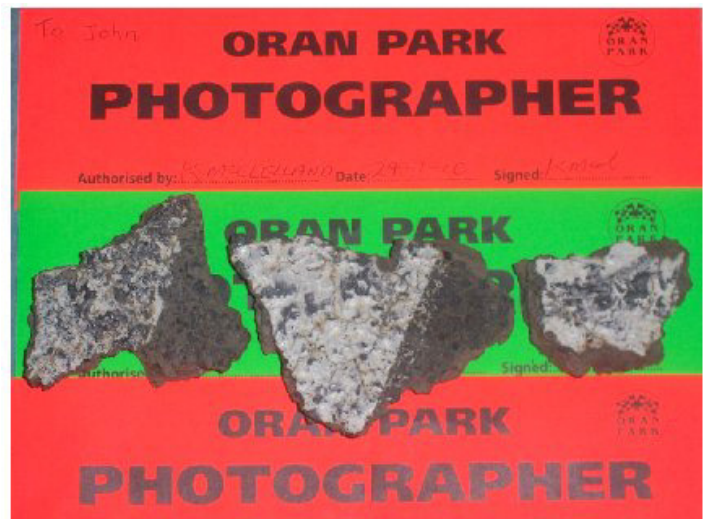
I hope everyone had a great Oztralia Day with the club in the city; that's if you went down of course? I was in Sydney last weekend and ducked out to Oran Park on Sunday the 24th, and I'm glad I did as I had a great day catching up with a few faces I knew, and some commented about my old L Bug that I raced there!



A few cars turned up for practice laps, as it was the final curtain, although Ian Luff had a few turn up on Monday for one last driving tuition fling! Who can forget the famous bridge?



There was one VW Transporter, and a couple of Vees among others. The purple one is Sue Cannon, and yellow one is Gary Hook! I came home with not only some photos but I managed to get something from Oran to remember it by, a 'piece of Oran Park', to put in my motorsport memorabilia collection. Three bits of bitumen; I wonder how many of us that competed there over the years would have driven over ?



But Sunday was great, and like most I have a lot of memories of Oran Park from way back in 1972, so if I come across some old photos I will send them through, as I may do a R.I.P Oran Park in my next Watty's column!

There was one other member from the club who turned up and we had a chat, and he was surprised I was there, and I told him, you never know when I may turn up somewhere, so guess who it was?

I was also at the Amaroo Park finale back in 1998, and I thought attending Oran Park finale is a must, just a shame none of our VW regulars didn't turn up for one last hurrah!

I will send more photos of Oran Park and a few words (to put with photos) about my memories of Oran Park that I have stored in my head from over the years gone by!

Regards
Watty

Motorsport report.

At last month's meeting Dave Birchall asked me, "what is happening in Motor Sport?" I replied, "not much, the year just started." Well to say 'not much' was perhaps a bit light on information. Some well known sporting events have in fact been run and won.

I speak primarily here of the 2010 Dakar Rally in South America, which has been reported on elsewhere in this month's magazine. For Volkswagen the results could not have been more gratifying. 1st, 2nd and 3rd with Carlos Sainz 'El Matador' leading virtually all the way, save for Nasser Al-Attiyah providing a very close finish at the end in the second VW.

Those of you who did watch highlights on SBS at 6pm every night for the event could not help but be impressed by Volkswagens performance, and the unbelievable toughness of the event. Some of the South American landscape is truly unique and some is not too far removed from our own outback features here in Australia.

Of course there were other events as well. Rudi Frank, our own resident Rev Head, was giving his all at Oran Park on Saturday the 17th January, the 1st round of the NSW Supersprint C/Chip. With that new 5 speed Porsche gearbox he was determined to beat his previous best lap times & give the others a run for their money. I believe he did just that. It may not look pretty but by crikey it goes.

It was also good to see Norman, Brian, John, Jeff and especially that Scotsman Danny out there lending a hand as officials for the event, and supporting Rudi. Which leads me to our Club's next sporting event. You know, the one held at Wakefield Park near Goulburn on Saturday 22nd May.

I speak of course about our very own VW Nationals Supersprint, now in its second big year. The first one wasn't too shabby; yes, it needed some more competitors and yes, the weather wasn't great, but those who attended as far as I know didn't go home disappointed. We've had interest from VW drivers in NSW, QLD, VIC, SA and even WA, which is great. It should be a real celebration this time, and your committee will be doing its best to make it run as smoothly and safely as possible.

We are delighted to have Chris Frazer on board again as secretary for the event and even more new club members carrying out officials duties, having completed the required CAMS training.

For those considering having a run this year as opposed to spectating, I will endeavour to take you through the steps needed to be able to compete in the coming months. It's not that difficult or complicated, but using common sense will help you enjoy your car and the day.

Till March, Yours in Sporting,

Herb Gutmann



VW track day at Marulan. 30 January 2010.

A few of us went down to the Marulan Driver Training Centre for a track day. Boris, David Birchall, David Carter and myself ran there late last year (see last month's magazine).



This time we were joined by new club member, Josh in his 1500 Beetle. Josh was actually a driving force to get this day happening, thanks to his posts on the aussieveedubbers website. Also there for a run was seasoned VW racer Greg Mackie in his stealth black early Bug; Paul Fennech in his Porsche 944, Jamie in a WRX-powered L-Bug, Rod Penrose in his Superbug track car, and Richard Figar in his newly eBay-purchased Mk2 Golf GTI. Richard took most of the photos in this article; he's not a club member (yet) but heard about the event through the internet.

A friend of David Carter's, in a 'drift spec' Nissan Sylvia, and some random in a Porsche Boxster, were also there to add some colour.



We all struck rain whilst driving down early Saturday morning, but luckily this cleared up by the time we got on the track. David Birchall and Boris got straight back into it like they were there only yesterday. David Carter got a chance to try the new Federal 595R-S street / race tyres on his 1303 Beetle. These proved to be very effective and are great to

Club Veedub. Aus Liebe zum Automobilklub.



drive on the street as well. These were the same type of tyre that was used on the Motor magazine \$10,000 challenge Superbug.

Josh in his 1500 Beetle had his first drive on a race track and had ball, vowing to do some more modifications to his Bug before the next event.



Rod Penrose was having a ball in his race prepped Superbug racer but unfortunately had an oiling issue with motor and had to leave early.

Greg Mackie showed us all what a fantastic driver he is and why he has been so successful racing Beetles since the 1960s. Paul had a great time in his immaculate Porsche 944. Paul raced Vees in the past and knows his way around a steering wheel. Jamie bought an already converted WRX-powered Superbug last year. He was extremely fast and he didn't have one spin or off during the day, which is a tribute to his skill behind the wheel with car with all that power.



Richard Figar has done drive days on motorbikes before, and after hearing about this track day on the vwwatercooled.org forum he decided to come down for a run. His experience on two wheels really showed as he three-wheeled his Golf around the track.

Later in the day Greg Mackie kindly let Dave Birchall have a drive in his Bug so that he could see how well a nicely setup swing axle Bug could handle.



Club members Kevin Cameron and Paul Zannello came down to spectate and encourage us. It would have been good to see some other club members come down to have drive as well; maybe next time, but the end of the day we were all pretty worn out, but in a good way. And David's friend in the Sylvia learnt that VWs are NOT slow.

As usual the staff the Marulan Driver Training Centre were extremely helpful. We will be organizing another run down there soon; stay tuned.

Steve Carter





Club VeeDub at the Summernats.

The Summernats, short for Summer Nationals, is a car festival held in Canberra. The Summernats is held annually, usually at the start of the year. Summernats is probably the best-known car festival in Australia, and an event which attracts many tourists to Canberra, bringing about \$12-\$15 million to the ACT economy. It has increasingly been promoted as an event for families.



The Summernats is held at Exhibition Park in Canberra (EPIC), on the corner of Flemington Road and Federal Highway, Lyneham. The all-time attendance record was set in 2005 with 119,000 people.

The Summernats features many street machines with airbrushed artwork, as well as restored and modified cars. It is held over a four day period, with many events, with prizes in competitions such as for burnouts, parades of cars around the track, a Miss Summernats competition, and fireworks at night.

In recent years, Summernats has arranged for display space, on the last day of the event, for the local car clubs to display. This is designed to encourage public interaction and hopefully increase club membership. The Canberra Chapter displayed four Volkswagens at the 2010 Summernats - 2 Kombis, one early Beetle, and a Jetta. We handed out a number of club flyers, and talked to interested locals on the benefits of VW club membership. Our display showed that members cars don't have to be immaculate, and spanned many years and conditions.

Also spotted on the day was a VW Squareback and a Buggy; good to see the VW flag flying!

The day itself was a scorcher, with our members deciding to leave after lunch due to the heat, 39°C. Much water was drunk and there was plenty of sunburn to be had!

A note to all dubbers but particularly those driving the older cars - keep a fire extinguisher handy, and know how to use it. One of our club cars caught on fire on the way home from the Summernats event. Luckily the owner had an extinguisher and used it quickly. This is bread and butter - if you don't have one spend \$30 and know how to use it.

Bruce





Xmas Lights Run.

In late December the Canberra Chapter ran its second annual Christmas Lights Cruise, not the easiest activity to plan or run. Dinner was had on the shores of Lake Burley Griffin, as well as a lot of 'dub chatting'.

As night fell the convoy drove off, starting with a quick visit to Old Parliament House, and then on to the Kambah area. We travelled the streets and took in all that was the great displays of lights.



Well done to Mark for arranging this one, and thanks heaps to the attendees, who made it the success it was. We finished as we did last year, visiting 'Donna' the Christmas Beetle and taking a group photo (a few members had left by then).

The members brought a good selection of cars - Kombis, Beetles, a Polo, and even an old Holden wagon.



It has to be mentioned - some owners decorated their cars for the occasion, which added to the atmosphere. We had an assortment including reindeer antlers, 240v lights (plugged into a converter), solar powered lights, a 12v inflatable Santa, tinsel, even one driver in a Santa suit (I bet that was warm....) Well done to all!

Thanks to Jim for a couple of the photos, they came out much better than my night shots!

Bruce



Converting to right-hand drive.

I remember investigating the possibility of converting a Euro Beetle to put its steering wheel on the right (i.e. correct) side many years ago. Though I couldn't afford the bits to do it at the time, it wouldn't have been terribly difficult. All Beetles were made in Germany and, once official RHD production had begun, they possessed most of the necessary orifices to enable pedals, cables etc to be switched from side to side.

Now, however, things are different. The only current source of new Beetles is Mexico — and Kersoe. Where? You may well ask. We're talking about a village in Worcestershire that comprises several houses, a pub, and Autobarn. Who? Well, if you're a devotee of VW meets, you'll probably have seen Autobarn's Peter Stevens and his partner Suzy King with their Beetle demonstrator built from genuine parts, and the new Beetle bodyshells which they produce using genuine panels.

We recently had the misfortune to test-drive a new Mexican Beetle that had not only been converted (badly, but that's another story) into a cabriolet, but had also been changed from left-hand to right-hand drive — equally badly.

So badly, in fact, that we asked the owner to take it away before something dire happened while we were driving it! One of the worst aspects of the conversion was that whenever any one of the three pedals was operated, the other two acted in sympathy, with the brake pedal staying down every time the clutch was depressed. Not only that, but some of the electrics looked distinctly dodgy to us.

We'd seen some other examples of butchery on recent Mexican Beetles, and this led us to think that maybe there were some new problems with converting to RHD.

Pete and Suzy at Autobarn seemed to be the people to consult about the problems of converting the newer Beetles. Not only have they probed the Beetle's most intimate places in the ongoing research they undertake for their production project, but Peter himself runs a Mexican Jubilee, while Suzy brews a pretty mean cup of tea when she's allowed a break from welding.

In the barn after which the firm is named, Peter, who has had an in-depth look around the Puebla production facility, gave me a cook's tour of the major problem areas. Firstly, though, it is necessary to understand why things have changed.

When Beetles were produced on the line for both left- and right-hand drive, Volkswagen, as I said earlier, made them more or less ambidextrous. Each modification, major or minor, was carried out with both types of market in mind.

Since the transfer of the entire current Beetle output to Puebla, though, any thought of renewed RHD production has been thrown out of the window; consequently the factory has been freed from the constraints of having to build in provision for RHD



Original lhd chassis - no floor reinforcement on right-hand side. Note also master cylinder aperture provided in inner skin of bulkhead only; hole must be accurately replicated in outer skin, and spacers inserted to avoid distortion and movement.

cars, and the modifications made have catered solely for LHD Beetles.

A good example of this relates to the frame central tunnel, and explains my problem with the pedals of that test car. According to meticulous measurements taken by Peter Stevens, the tunnel width on older RHD Beetles was 139 mm, while on the latest Mexicans it has grown to 141mm.

Not a lot of difference, you might think, but that extra couple of millimetres added by Puebla means that an attempt by an inexperienced converter to fit the standard RHD pedal cluster/tube assembly can result in the retaining circlip being under tension, and possibly popping off with dire results. The tunnel can be judiciously 'dented' inwards to compensate, says Peter, but it's difficult inside an existing car and much easier without the body!

But that's only the start of pedal problems these days. On the Beetle chassis, there's a reinforcement plate, some 5 mm thick, where the pedal cluster bolts to the floor. On a LHD pan, it's on the left, so a converter needs to strengthen the appropriate area on the right before swapping the pedals. Some put none at all, others merely use washers under the bolts which they've fitted through the relatively thin (0.8 mm) metal of the floorpan.

Neither is satisfactory. On a genuine RHD chassis the heavy-gauge, tapped reinforcement plate is welded over recesses pressed into the pan, into which the bolts pass; this keeps the whole assembly inside the car, instead of having exposed bolts which can corrode, passing through a section of floor that flexes with every push of the pedals and will eventually fatigue. The thought that there are converted Beetles out there on which that is happening at this very moment is not a comforting one...

Still in the pedal area, we come to the brake linkage. As we all know, the Beetle brake pedal operates directly on the master cylinder pushrod, so that when converting to RHD the cylinder has to be fitted on the right.

The small bulkhead around the tunnel where the pushrod passes through is a double-skinned member. On a LHD floorplan, the aperture for a RHD master cylinder is already stamped in the inner skin, but not in



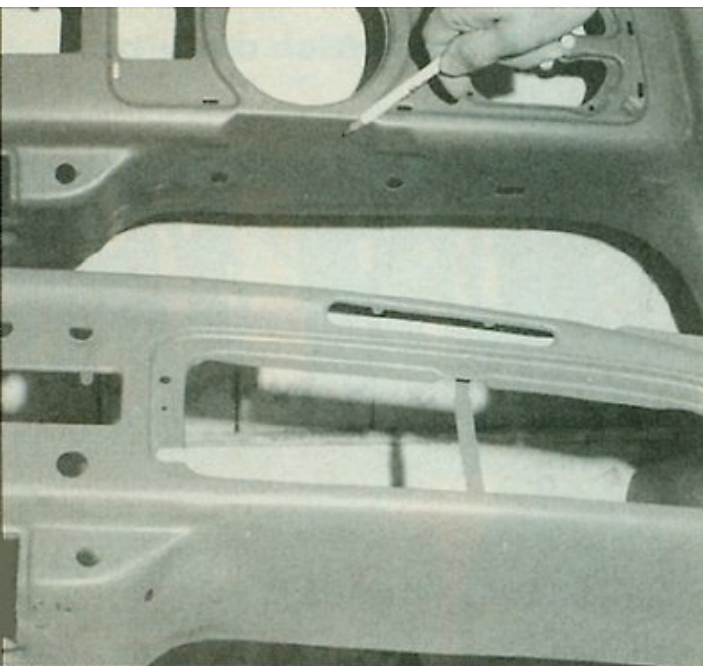
Genuine rhd chassis has pedal reinforcement plate with internal tapped threads.

the outer. This second hole must be very accurately cut, and the appropriate spacers inserted between the double skins, since the cylinder body is designed to provide its own seal; if it doesn't seal tightly, not only will water leak into both doubled-skin panel and footwell, but the master cylinder will probably work loose or move during operation of the foot pedal.

Beginning to get the picture? So let's look at another safety related area: steering. On an original Beetle, the steering column mounts in a recess under the dash. Most people who swap to RHD compensate for the lack of recess by spacing out the mounting bracket with washers and using longer bolts.

In this way the upper column can sit up to an inch lower, and is thus misaligned at the flexible coupling in the middle of the shaft, which is constantly under stress. This misalignment also causes problems when trying to fit the padded dash cover.

All later Beetles have had a collapsible safety lattice section in the steering column, and for this to deform correctly in an accident a tubular guide piece is



Rhd (top) and lhd dash pressings compared. There's no recess to mount the rhd column on a lhd dash.

welded into the column tube. To prevent leaks, a seal must be installed on the inner side of this guide, while the redundant hole on the other side, where the column used to be, must be effectively sealed off.

There's more. Peter Stevens has seen many bodged conversions in his time and can suggest the most likely places to look at which include:

Front axle: It's by no means unknown for second-hand RHD axle beams to be used in converting. Unless you know the axle's full history, this isn't a good idea. Beams can be afflicted by rot, while old tie-rods can be bent following an accident or mishandling.

Brake lines: These must be properly installed and carefully routed, as closely as possible to the OE system. The wiring loom for the brake lights should be new all the way from the luggage compartment — no insulating tape joins dangling in moving parts!

General electrics: The main wiring loom will normally have been extended across behind the dash — a fairly fiddly job which doesn't need too many excuses to do it badly! Again, no tape joins and preferably no Scotchlok connectors, which can cut wires leaving just a few strands to overheat.

Has the new cut-out for the fusebox been neatly done, and bare edges painted? Is the loom tidy, or does it look like Granny's knitting after the cat's finished with it? If so there are sure to be niggling problems later.

Boot release: Has the cable conduit been properly located, preferably in the appropriate manner? If not, it's asking for a broken cable, which is a hassle to sort out.

Front panel: The panel under the spare wheel needs an access hole for steering box servicing. The edges should be flanged for strength, rather than just a hole cut in the metal, and it should be sealed with the proper cover plate.

Everywhere you look on the latest Mexican Beetles, there are pitfalls for RHD converters. Some have been there for a long time, others are being created annually as the factory makes small design changes.

In this brief space, I've tried to open a few eyes to the sort of snags that will be encountered, and provide a few pointers for anyone looking at buying a converted Beetle, because, believe me, there are some badly converted cars around, and even some that are downright dangerous (just think about those pedals...)

An expert like Peter Stevens has found ways of overcoming such problems, but even Peter will no longer carry out a conversion to a customer's LHD Mexican chassis. His advice is, if you want a new Beetle, either live with a Mexican LHD model or talk to Autobarn, who can build you a real RHD one - at a price - or a new RHD bodyshell from under £2,500.

Robin Wager
Safer Motoring magazine, UK, 1991

Note - Production of Mexican Beetles ceased in 2003, so new cars are no longer available.

The history of Speedwell.

The name EMPI (Engineered Motor Products Inc) is synonymous with the early days of VW tuning in the USA. EMPI's links with the British Speedwell organisation have caused Volkswagen enthusiasts the world over to suddenly take an interest in this long lost company. However, few people are aware of how the Speedwell story began and how the company came to be involved with the VW performance industry during the 1960s. And no, there is no connection between this British Speedwell tuning firm, and the former Australian bicycle company of the same name.

The tale begins in the most unlikely of places: an espresso bar in north London. Espresso bars were the centre of the social life of many young people in the late '50s and early '60s - the equivalent of wine bars today. A young motorsport enthusiast called John Sprinzel used to frequent this particular espresso bar, and there he met George Hulbert, a fellow enthusiast who offered to carry out some cylinder head work on Sprinzel's Austin A35. The result was a car so much improved that it won its first outing at Goodwood race circuit in 1957. The ensuing media coverage led to a deluge of letters from other enthusiasts, all wanting to know about these cylinder head conversions.

Following this, Hubert and Sprinzel discussed the idea of forming a company to cater for this potential market. As it happens, another regular at the coffee bar, Len Adams, was also a motorsport fan. He was soon overwhelmed with excitement by the prospect of being involved with a tuning company and joined in the discussions. A fourth person, Reg Venner, was employed as the mechanic, while a budding racing driver-cum-mechanic, by the name of Graham Hill, became workshop foreman. Thus, on 26th June 1957, Speedwell Performance Conversions was born, the name being derived from that of the local telephone exchange at Golders Green.

This enthusiastic team was soon joined by a secretary, Ann Wisdom, who herself was to gain notoriety in later years as a successful navigator to Pat Moss - the sister of Stirling - in international rallying. The company's office was initially located in John Prinzel's flat at 7 Accommodation Road, Golders Green, but later moved to 763d Llanvanor Road when it became obvious that more space was needed. Eventually, as business began to boom, Speedwell acquired the premises next door, and then next door to that, ultimately owning a string of properties, including a shop on the corner of Finchley Road. By now, the team had become well organised, with Reg Venner and Graham Hill carrying out the conversion work, Len Adams looking after the sales, George Hulbert doing the development work and John Sprinzel handling the day-to-day running.



SPEEDWELL

"We offer the best engineered equipment and special accessories"

Graham Hill

A year later, they were joined by Lutz Arnstein, a Swede whose forte was selling. He became responsible for much of Speedwell's export success, and ultimately took over the running of the company when Sprinzel left to go it alone in 1959. By the time the new decade of the 1960s began, the team had been joined by David Jones, who carried out much of the development work, and Peter Latina, who assembled the engines. A move to new premises in Cornwall Avenue, north London, gave Speedwell the room it needed to expand, with a purpose-built engine test room, complete with Heenan and Froude dynamometer, giving the company the opportunity to further develop a line of performance equipment.

At this time, the product range consisted largely of modified cylinder heads and carburettor conversions for a variety of British cars, including the Austin A35, the Mini, MG, Midget, Austin Healey Sprite, Riley 1.5 and the Wolseley 1500. Thanks largely to Lutz Arnstein's input, Speedwell also marketed some parts for the Saab. In 1962, Speedwell added a clever little suspension component to its product line: the camber compensator. Designed by Joe Vittone of EMPI, the compensator had originally been developed for use on the race-winning 'Inch Pincher' VW Beetle driven to circuit racing glory by Dan Gurney.

VOLKSWAGEN & DAUPHINE **SPEEDWELL**
REAR CAMBER COMPENSATOR **SUSPENSION EQUIPMENT**

Here is an entirely new product designed and developed to increase the road holding and cornering of the Volkswagens and Dauphines with their swing axle independent rear suspension. The Speedwell Camber Compensator reduces body roll, prevents wheel lifting and improves steering response. Under extreme cornering conditions transition into a slide is smooth and the tendency to 'hop' and 'tuck' wheels under is reduced. The problem of weight transfer is apparent in all motor cars whether they have rigid or independent rear suspension. This weight takes the form of lifting of the rear wheel with consequent loss of stability. In the case of swing axle rear suspension the resultant sideways lapping causes banking under of the outside wheel, seriously reducing control. This is a notorious characteristic of the Volkswagens & Dauphines.

On straight roads, under normal conditions, the camber compensator plays little part in the suspension of the car. As the car corners, however, body roll results in a weight transfer from the wheel on the inside of the bend to the outside wheel. It is under these conditions that the compensator really begins to control and improve road holding.

In the diagram it will be noted how the compensator keeps the wheel on the road where otherwise it would lift off the ground. The total result is improved R/R, better cornering power, and road holding.

The Camber Compensator consists of a leaf spring attached to the drive shaft castings. The bracket is bolted in the position shown with existing bolts.

Benefits:
 Fully heat treated chrome stainless spring steel E.M. 47.
 Mild Steel bracket. Heavy duty welding 300°C.

Order Reference	Price	Part No.	Packing Data
Volkswagen 51-60 cc 75 class	129500	RC 50	Approx. Size Net Weight Packaging
Volkswagen 81-84 & 1300	RC 50 S	RC 50 S	Green Weight Display Material
Dauphine	RC 51	RC 51	

• 12 Months Guarantee • Speedwell Performance Conversions Ltd., London, England

However, the relationship between EMPI and Speedwell was not formalised until three years later when, in November 1965, a copy of the Speedwell News announced that the two companies were linking services to offer the largest and most comprehensive Volkswagen range of modifications in the world. The agreement was that Speedwell should look after sales of EMPI products in the UK and Europe, while EMPI would take care of America and the rest of the world, thus opening the doors for the Speedwell

range to be sold into the potentially lucrative North American market. This marked the first time that anyone had seriously tried to market any Volkswagen performance parts. In September that year, Speedwell had attended the second National VW Convention held at Stanford Hall where the prize of a new camber compensator created much interest.

On Saturday, 6th February 1966, Speedwell organised its own show at the Excelsior Hotel, close to London's Heathrow airport. On display was an impressive range of cars, including two Volkswagens, and a variety of Speedwell equipment, which included a VW engine fitted with an EMPI extractor exhaust system and carried on an EMPI Motor Porter trolley.

At least one of the cars, and the engine on the trolley, was fitted with the EMPI/Speedwell Sprint carburettor kit, which consisted of a pair of Stromberg CD150 constant vacuum carbs on cast manifolds with a substantial throttle linkage - similar to the version Gene Berg offers to this day. A remote oil cooler was mounted at the rear of the engine, covering the air intake for the cooling fan. This kit was to prove a sales success on both sides of the Atlantic, although it is rarely seen today, and was claimed to boost power output by 10%. The cost? Just £35! EMPI's own Zenith VW single carburettor kit was also offered by Speedwell, this consisting of a 32NDIX carb with a matching manifold, filter and an all-centrifugal distributor. This version was more expensive at £58.

The company developed a range of gauges for use in all cars, the rev counter (£10/15s - that's £10.75p) in particular being a much-praised item. With purpose-made mounting panels to allow them to be fitted in place of the speaker grills on a right or left-hand-drive Beetles (these cost £1/7s/6d, or £1.38p each), the gauges became a popular addition on many cars. A Speedwell steering wheel (at £7/19s/6d or £7.98p) was also marketed and, while not as elegant as the



contemporary EMPI GT wheel, has become sought after today.

Without doubt, the best-known joint venture between EMPI and Speedwell was the BRM wheel. Cast by the Rubery Owen organisation from almost pure magnesium, they were claimed to be some 40% lighter than the original steel wheel, stronger and wider, with a rim width of 5ins. Announced in January 1966, the wheels were first seen by the public at the end of February and became a big seller in the USA where the benefit of light weight was not lost on the drag race fraternity.

Although several examples of the wheel were undoubtedly sold in the UK and Europe, they have proved to be virtually unobtainable in recent times, with most known examples having been imported from the USA at great cost. Originally they sold for just £14/10s (£14.50p) each! Or you could splash out and buy five at the bargain price of £69/10s (£69.50p), thus saving £3.00. Amazingly enough, chromed Porsche 356-style wheels were only £3.00 cheaper than the BRMs.

The Speedwell range was fairly limited as far as dedicated parts for the VW was concerned, consisting largely of the two carburettor kits, camber compensator, valve guides and road wheels. Most other components, such as the gauges, steering wheel and door mirrors were designed to be used on wide range of vehicles: the Mini was by far the most important car as far as Speedwell was concerned, with most of the development work being carried out in that direction.

By the end of the 1960s, Speedwell as we know it had all but disappeared, along with so many other well-established British tuning companies. Changing attitudes, cheap imports, better cars available in the showroom, all conspired to tap the nails into the coffin of the industry. Today, however, Speedwell lives on a spirit and the name is beginning to capture the imagination of a whole new audience which is gradually becoming aware that, once upon a time, the UK had very close ties to the late, great EMPI.

Keith Seume.



VWs not sold here #8: Jetta BlueMotion.

The Bluemotion Volkswagen Jetta model went on sale in the UK in June 2008, and with its practical four-door saloon body and large boot it looks uncommonly like VW's larger Passat saloon. Volkswagen uses the term 'BlueMotion' for its most fuel- and CO2-efficient models, models that are modified to match or beat hybrids at their own game yet which remain conventional for serving and repairs.



Medium-sized saloon-bodied cars of this size tend to be overlooked by UK buyers who, on the whole, buy hatchbacks and compact estates. However, just about everywhere else in the world these cars are hugely popular: for instance, in America, the Jetta has, in its various incarnations, long been the best-selling Volkswagen, easily outselling the Golf and the New Beetle.

UK buyers purchasing a Jetta do so as an alternative to buying, say, an entry-level Audi A4 or BMW 3 Series. Its looks may be on the conservative side but that's no bad thing, making the Jetta a desirable buy for drivers for whom a large limo-like saloon is too ostentatious and who prefer a set of smarter looking wheels than provided by an 'everybody drives one' hatchback from Ford or Vauxhall.

VW expects to sell just 100 Jetta BlueMotion models per year in the UK (about 2 per cent of total Jetta sales). The Jetta BlueMotion is just one of eight BlueMotion models in the European VW line-up — the others being the Polo, Golf Plus, Golf Estate, Passat, Passat Estate, Touran and Sharan.

A word about those 'conservative' looks... from the tip of its executive chrome-grilled nose the Jetta is not only well-proportioned and obviously built to a high standard, but it is deceptively elegant with bling-free styling and some neat design touches — such as the integrated indicators in the door mirror housings and the smart and distinctive LED tail lights.

The well-built theme continues inside the BlueMotion. The fascia is refreshingly 'clean', with just about all of the switchgear housed logically on the centre stack - including the optional touch-screen radio, iPod/MP3-compatible 6-CD auto-changer. Dials - elegantly ringed with slim chrome bezels - are easy to read at a glance and trip information such as range and average mpg is easily viewed on the smaller digital screen between the speedometer and rev-counter.

The Jetta BlueMotion may be an economical car but that doesn't mean that Volkswagen has skimped when it



comes to standard equipment: semi-automatic air conditioning, multi-function computer, one-shot electric windows all round, electrically-heated and adjustable door mirrors, rain-sensing wipers, automatic driving lights, auto-dimming rear-view mirror, an automatic coming/leaving home lighting function and heat-insulating tinted glass are all standard-fit items.

You also get speed-sensitive power-assisted steering, a three-spoke steering wheel, driver's seat height adjustment, 10-spoke alloy wheels with 205/55 low rolling resistance tyres, sports suspension, driver's and front passenger's airbags with front passenger's airbag deactivation switch, curtain airbag system for front and rear passengers, front seat side impact airbags, height-adjustable front seat belts and whiplash-optimised front head restraints.

All Jetta models are, commendably, also fitted with an Electronic Stabilisation Programme supported by Electronic Differential Lock and Traction Control and, of course, ABS with Hydraulic Brake Assist. A useful safety feature is hazard lights that are automatically activated under emergency braking to warn other drivers.

The wide cabin feels airy and is a pleasant place to be. The adequately bolstered seats are upholstered in durable 'Glow' cloth material that's good to sit on and promises to wear well. The driver can easily set an optimised driving position thanks to the height and reach adjustable steering wheel. Space is also in good supply, both front and back, with



plenty of head- and elbow-room - in fact, the surprisingly generous rear legroom makes the Jetta something of a mini-limo.

Rear passengers also sit about 15 cm higher than those in the front and the good views out make journeys all the more interesting, although six-footers sitting in the back may find their hair just brushing the headlining. When not in use the three rear headrests all slide down out of the driver's line of sight. A useful number of cup-holders, storage spaces and stowage boxes (including a sunglasses holder in the roof console and cubby on top of the dashboard) are dotted about the cabin, so there's a place for everything and it's easy to keep everything in its place. There's also a cooled, lit and lockable glovebox.

And don't forget the huge boot — 527 litres. So, not only four/five adults inside but all of their luggage behind them too. If you're a golfing man (or woman) you'll be pleased to hear that you can lay your clubs length-ways and



even get your trolley in. For longer items the split/folding (60:40) rear seats backrests can be dropped forward. And, as seems to be the trend, there's no spare wheel at all; not even a space-saver. Instead you'll find a motorised tyre repair kit in the well.

To maximise its fuel consumption, the BlueMotion comes with a 1.9-litre TDI engine fitted with a Diesel Particulate Filter. Aided by the low rolling resistance tyres and lower sports suspension (by 15mm to reduce aerodynamic drag), the 1.9's 77 kW returns an undeniably impressive - remember, this is a proper family car, not some cramped 'city' car - 4.59 litres per 100 km (61.4mpg) on the combined cycle!

Even the Jetta's urban figure - 5.89 L/100 km - is pretty remarkable; the extra-urban figure of just 3.89 L/100 km makes you ask why anyone would want an electric-powered car that needs recharging ten times more often than a mobile phone. The Jetta's CO₂ emissions are also good — a low 122g/km. Drive a BlueMotion Jetta and you may almost forget what a fuel pump looks like - in theory you could cover 1,196 km on just one 55-litre tank of fuel. When we topped up the car, the trip computer displayed an accurate 1,030 km range.

For the record, a week's driving around in mixed conditions and over a broad selection of roads resulted in an overall test average of 5.25 L/100 km. Most Jetta drivers will, I feel certain, better this figure.



While 77 kW may seem on the low side for a medium-sized saloon, the TDI's 250 Nm of torque provides ample 'kick' on the move and there are no second thoughts when you want to overtake. Our usual test route takes in a pretty steep hill and the BlueMotion Jetta zipped up to 105 km/h, coming up there without hesitation. Top speed is 188 km/h and 0-100 acceleration takes 11.9 seconds. While the BlueMotion's five-speed manual 'box has longer 3rd, 4th and 5th ratios for improved economy, they don't hamper the driving. And neither does the gear-change, whose action is smooth and precise.

With the diesel unit red-lined at 4,500rpm, the legal limit calls for a relaxed 1,900rpm in top (5th) gear, emphasising the Jetta BlueMotion's unruffled cruising gait.

With front-wheel drive the Jetta drives predictably. If that sounds like a put down, it's not meant to be because it feels responsive, the steering is fine and the brakes - discs front and rear - good. It also rides smoothly and quietly, coping well with camber changes, bumps and the UK's second-rate road surfaces. The Jetta also corners well and handles predictably; well enough to make it 'fit for purpose'.



Many motorists would buy one of these BlueMotion Jettas for no other reason than its indisputable ability to deliver impressive real-world fuel economy. However, if you've read this far you don't need me to tell you that there are many other good reasons to choose a Jetta over its rivals.

The Jetta Bluemotion 1.9 TDI retails for £16,143 in the UK.

Alistair Cruickshank

From this..



To this.



Beer-can Buggy.

Hi, I'm Sandy Sanderson and I live in Hamilton, in New Zealand.

We all have drinks from cans and invariably throw them away. Some may not care; others may care but not know what to do with them; others care enough to recycle them through local recycling schemes.

I have always religiously recycled but often spent time looking at the graphics on the can and looking at the shape of the bottom thinking "That could make a really cool wheel". After having an accident that left me with some time to use, I decided to put pencil to paper and try and make a racing car using the bottoms of cans as its wheels, and the graphics as the decoration for the body.

During the design stage, but more importantly during the construction, great care must be taken to ensure that the graphics on the can match up from one panel to the next. For what may appear to be just one can moving across a bonnet and down around a mudguard there could actually be five or six cans used to create that effect. Some of the cars have required over 30 cans for their construction.



Due to the cans being as thin as a piece of paper, a wooden inner structure had to be made to support the flimsy shell before carefully cutting and creasing the panels to shape. Other materials used include superglue, galvanised wire, electrical cable, tiny nuts and bolts, and washers, aluminium tubing and a few pins from a sewing kit.

The tool kit can be very basic: single edged razor blades for cutting both the balsa and the cans, a pair of sharp scissors for cutting the cans, a sheet of 180 grit sandpaper for the wooden parts and sheet of 400 grit wet and dry for the metal, pair of compasses for circles and curves, a rule for measuring and straight lines, a pair of pliers for cutting and bending wire, a pair of tweezers for assembling fiddly bits, some metal polish and a can of clear lacquer to finish it off. On some of the cars the galvanised wire has needed joining to itself and the strongest way of doing that is with soft solder.



The small details that can be included really do add enormously to the effect. These can include tyre valves, wheel nuts, suspension components, brake hoses, lights, instrument dials and switches, hand brake and gear lever, foot pedals, carburettors with fuel lines and linkages, distributor and plug leads, oil filler, and exhaust system. The limit is your imagination. They are worth the trouble of adding.

My first model was the Coruba Climax. I saw the Coruba mixers in cans and the Coruba and Cooper sort of got together in my head. Thus the Coruba Climax. During the design stage I started working out how to make working suspension and steering and realised that this was becoming far too serious. The pendulum then swung completely the other way and I ended up making this a very simple model. On reflection I think it is too simple and if I were to make it again would add more of the detail and construction



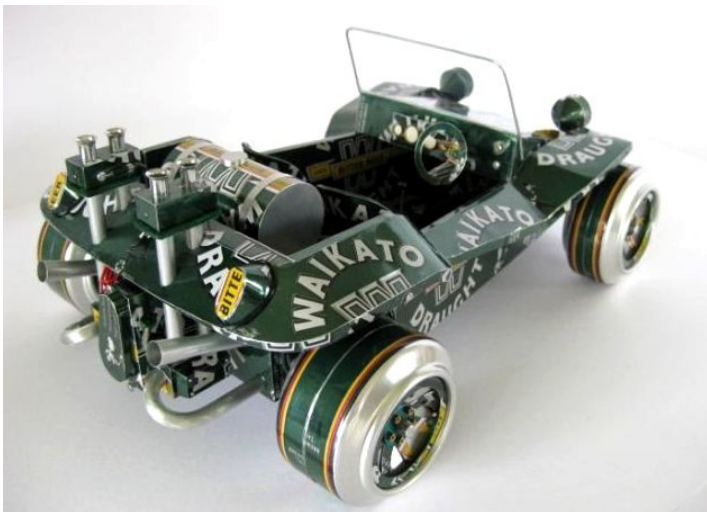
Club Veedub. Aus Liebe zum Automobilklub.

techniques that evolved with the subsequent cars. It took 8 Coruba and Rum cans to make.

For my next model, the Coke Hot Rod, I used balsa wood instead of card for the substrate, with cyanoacrylate (superglue) as the adhesive. This worked much better than the card and impact adhesive, and has become my standard method of construction. This is a much more complex model than the Coruba Climax. A great deal of detail is included and this greatly enhances the visual impact of the model. Notice how the graphics from the cans flows from one part to its neighbour. It took 20 Coca Cola cans to make.



Using the experience gained with the Hot Rod I set about creating another motoring icon, the Beach Buggy. This is the one that appeals to VW enthusiasts and I took a lot of care with the details. The ironic part about this one is that I ended up making a fuel tank to look like the drinks can. It used 30 Waikato beer cans, and was finished in October 2006.



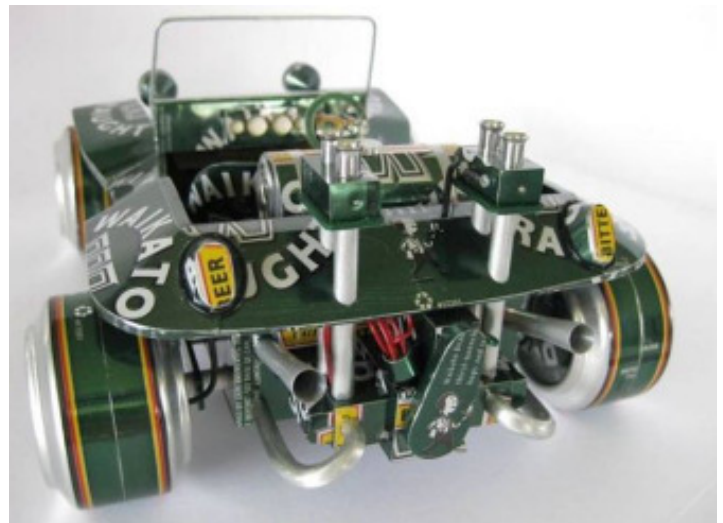
Since then I have made a number of other car models, including the Guinness Hot Rod, Rheineck Roadster, Heinekin Sprint Car, a Jeep, Mini Moke and several others.

Have a look at my creations at:

<http://cancars.webs.com/>

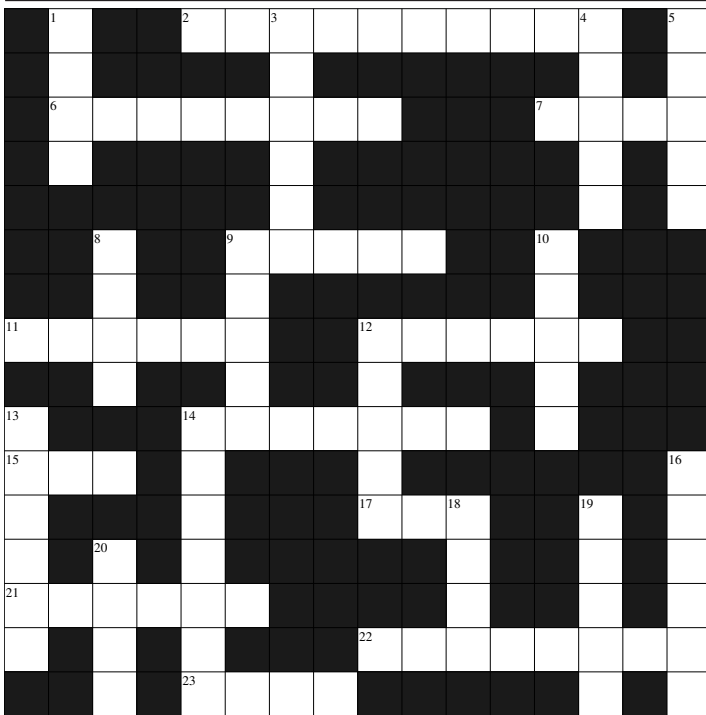
Although these are not models of real cars, the size of them would put them at about 1:10 scale. They do not have any working features, just nice to look at, and surprisingly nice to touch! These pictures do not do the cars justice.

I can also offer to sell completed car models, similar to these, and I can also sell you my completed plans and detailed instructions if you want to build your own.



I can be contacted via email:
sandysanderson@clear.net.nz

Sandy Sanderson



Club Veedub Crossword.

Across:

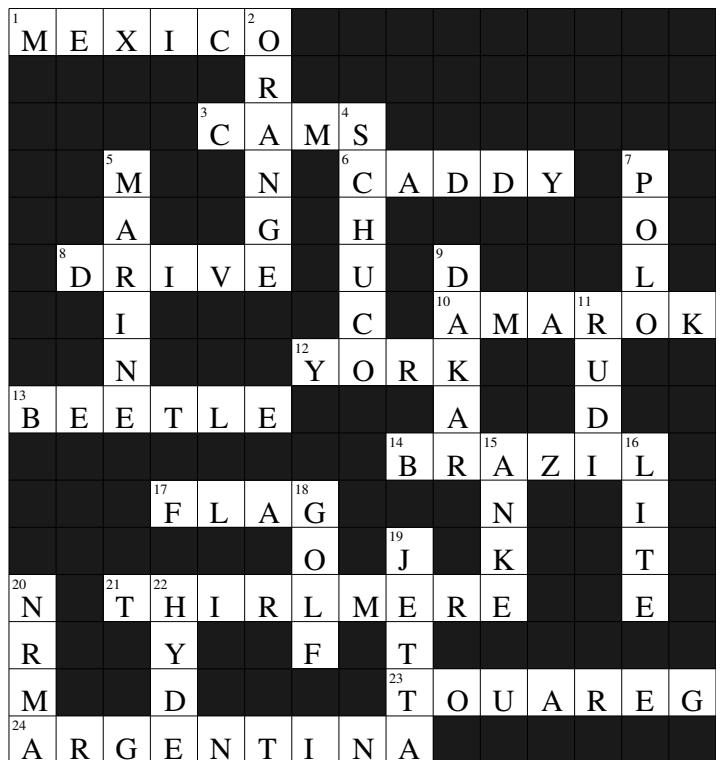
2. An ACT car show that features yobbos and a burnout competition
6. The sporty coupe VW model that probably won't be sold in Australia
7. British F1 Champion, Indianapolis and Le Mans winner who sold VW hot-up parts was Graham ...?
9. The successful VW that is a Golf with a boot
11. The Secretary for the VW Nationals Supersprint is Chris ...?
12. The Japanese car company that VW has just bought a large slice of
14. The famous BBC Motoring TV programme coming to Channel Nine this year
15. The hard-top coupe cabriolet Volkswagen that won another award this year
17. The German company that made the Support Trucks for the VW Dakar Rally team
21. The latest road safety tool is a combined red-light/speed ...?
22. The first VW Club event of 2010 ended with a BBQ and picnic at ... Park?
23. The most awarded car in Australian motoring history

Down:

1. It was his idea to hold a Marulan VW Track Day in January
3. Race driver of VWs in the '60s and '70s, and still going strong, is Greg ...?
4. The driver of the winning VW at the Dakar Rally was Carlos...?
5. A Chinese car model-making company that has just released some new VW models

8. The Sydney racing track that has now closed is ... Park?
9. Our late Club member and friend, famous for his yellow Beetle
10. The world's toughest rally, won by a VW
12. You get to see lots of this at Thirlmere
13. The last country in the world to make VW Beetles
14. The winning VW at the Dakar Rally was the Race ...?
16. The Golf recently won this major Car of the Year Award for the second time
18. The motoring organisation that puts on the Motorfest in Sydney on Australia Day
19. Lily managed to sell about two dozen of these at the Motorfest
20. The most famous VW hot-up parts company in the world in the early 1970s

Last month's crossword.



Faster than the Bug. More powerful than the Bug. It's Superbug!!

Please don't get any wild notions.
No, the Superbug still won't burn off the racy types at the lights.

And it still won't crack a ton.

Nevertheless, it's the fastest, most powerful bug we ever built.

Reason is, there's a big new 1600cc engine in the back (where every good engine should be).

More important it's a Volkswagen 1600cc engine.

Which means it just goes on and on and on.

And you go on saving, saving, saving. But our new donk is only the half of it. The Superbug has a whole new suspen-

sion system front and back, wider tracks, surer handling.

The boot space is 85% bigger. There's a flow through ventilation system and a smaller turning circle, and more safety features than ever.

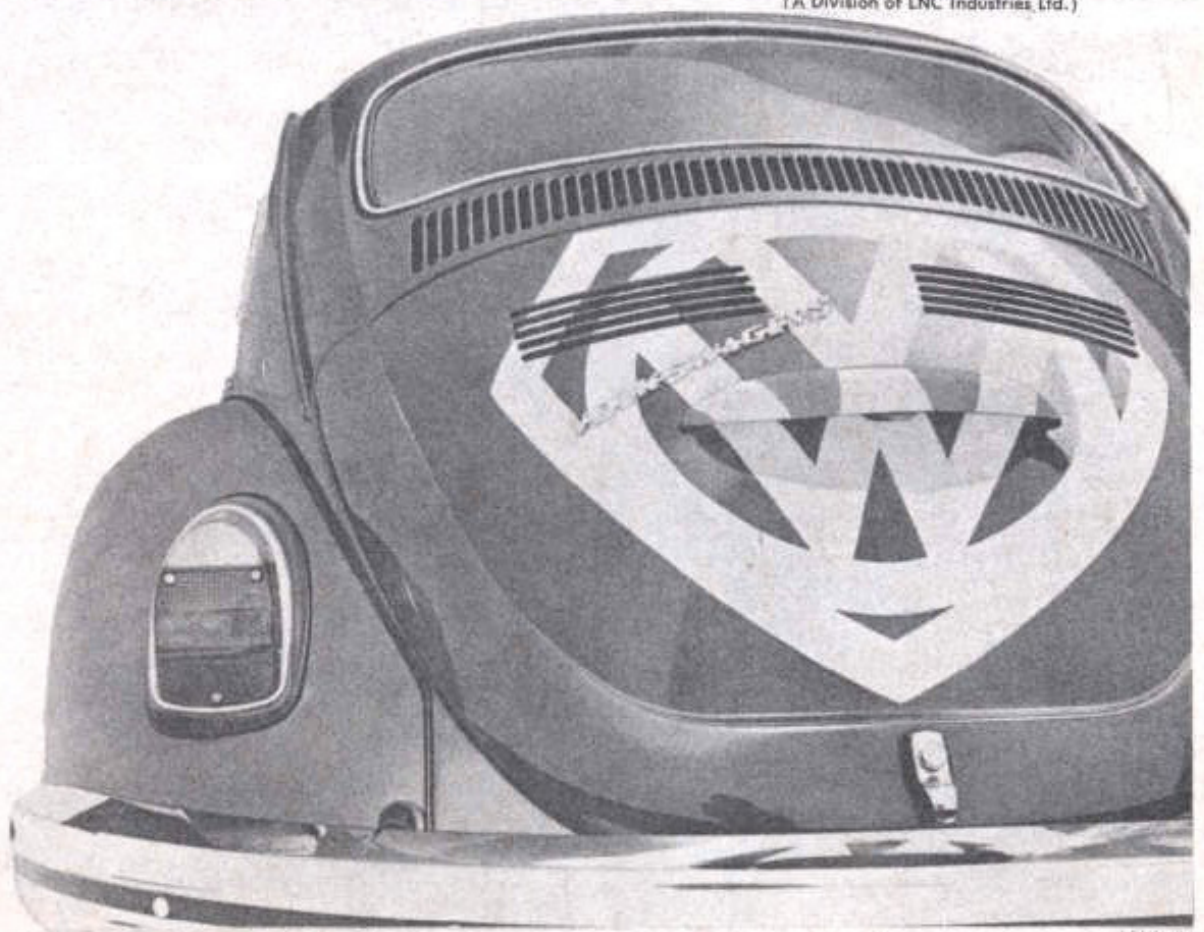
Another thing, while we made the Superbug more powerful we didn't make it any less a Volkswagen.

So while you won't break any 0-60 or top speed records you will get incredible petrol economy and tyre life.

They're the best sort of records to hold.



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VW Classic Sutherland	(02) 9521 5333
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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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