

# Zeitschrift



New VW Amarok passes the Dakar test.

## March 2010

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The LEGO VW

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Plus lots more...



**Club VeeDub Sydney.**  
[www.clubvw.org.au](http://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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<b>Motorsport Captain:</b>	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.

<b>Chairman:</b>	Mark Palmer	0416 033 581
<b>Vice Chair:</b>	Bruce Walker	0400 119 220
<b>Secretary:</b>	Megan Wadey	0415 567 541
<b>Registrar:</b>	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](mailto:info@clubvw.org.au)

## Our magazine.

*Zeitschrift* is published monthly by Club Veedub Sydney Inc. We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month.

Views expressed in *Zeitschrift* are those of the writers, and do not necessarily represent those of Club Veedub Sydney. Club Veedub Sydney, and its members and contributors, cannot be held liable for any consequences arising from information printed in the magazine. Back issues are available from the Secretary, or in PDF format from the Editor at the monthly meeting - please bring your own USB stick.

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

Please note that all events listed in the *Zeitschrift* Club Calendar, and on the Club Veedub Sydney web page, are sanctioned by the Club and its Committee.

## We thank our VW Nationals sponsors:

### 22 years.

Volkswagen Group Australia  
Andrew Dodd Automotive  
Blacktown Mechanical Repairs  
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H&M Ferman  
Klaack Motors  
Stan Pobjoy's Racing Engineering  
Vintage VeeDub Supplies  
Volksbahn Autos Pty Ltd

### 20 years and over.

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Dr Moshia the VW King Shannons Car Insurance  
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### 10 years and over.

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Mobile Model Cars

### 5 years and over.

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

# Flat Four Vee Dub Club



Saturday 20<sup>th</sup> 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



09-5707-50

# Old Car Social Club

## 7th Annual Show & Shine

### Sunday 21st March 2010

## At Flower Power, Moorebank

*In conjunction with*

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

Gates open 7.30am

Cars in position by 9.00am

Trophies will be presented at 2.00pm

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



**Flower Power**  
Newbridge Road,  
Moorebank

Food and Drinks  
Available

Supported by  
**MOTHERS**<sup>®</sup>  
Polishes • Waxes • Cleaners

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

Entry form available at [www.oldercarsocialclub.com.au](http://www.oldercarsocialclub.com.au)

For further enquiries contact: 0405 385 235

Printed by Ad Graphix - 0402 888 513

# Robertson Classic Car Day

Sunday  
11th April 2010

From 9:30am

The event will feature **people's choice** trophies for best European, American, and Australian classic cars 30 years and over; commercial/pickups, most original unrestored car, and ladies choice. Entry is free, but there will be a small entry fee for those wishing to enter the trophy competition. **Club Veedub will have a Volkswagen display - all members are invited to show off their VWs.**

**Location:** Robertson Railway Common. Take the motorway to Mittagong, Bowral and Moss Vale. Follow the Illawarra Highway to Robertson. Turn at Yarranga Street (Motel on corner) or Meryla Street (Pub on corner) and follow signs.

**Venue:** Robertson Railway Station is a National Trust-listed heritage structure. We regularly host visits by the famous 3642, 380I and 3830 steam trains from the Thirlmere Rail Transport Museum. The ride down from Sydney and up the escarpment is reckoned to be one of the prettiest in the country. The station complex consists of well preserved railway buildings, the 'Fettlers Shed' Art Gallery and the Railway Village Common picnic area and park. It is an attractive location with gardens, trees, picnic shelters and a renowned Flugelman sculpture celebrating the building of the railway. Vintage Machinery Display. There will be an interesting display of restored and functioning farm machinery and tractors.

**Attractions:** Known as the Green Heart of the Highlands, Robertson has rolling green hills, rainforests, magnificent waterfalls, stone fences and lush countryside. Stunning views of the ocean can be found two kilometres to the east. Beautiful Bowral, heart of Bradman country, is only 20 minutes away. Autumn colours are a feature of this region and Easter is a particularly lovely time to drive through the highlands. The Illawarra Fly Treetop Walk, with its stunning views over the ocean, is only 15 minutes away and can be enjoyed on your way to or from our fun day.

**Village:** Has a wonderful old pub, one of only two wooden pubs in NSW, with a sunny deck and bistro, bowling club, cafes, gift and antique shops, and a fantastic **Country Market open on the day.** All are within an easy walk of the Railway Common.

**Gallery/ Station Museum & Kiosk:** RHRSI will be running a kiosk selling famous hot pies, meals, cold drinks, coffee etc. The Gallery will be hosting a history display as part of National Trust Week's transport theme. Entry is free but a gold coin donation would be welcome. The station also has an interesting history display showing the history of the railway and the engineering feat of building this busy rail freight line.

**Contact:** Steve Carey, (02) 4885 2393

## Club Veedub convoy:

Meet at Uncle Leo's fuel roadhouse at the Crossroads, Liverpool, at 7:45am for coffee and an 8:15am cruise departure to Robertson.





**SUPER SPRINT**

**SATURDAY MAY 22**

**WAKEFIELD PARK**

**BRAIDWOOD ROAD, GOULBURN**

**SHOW & SHINE**

**SUNDAY MAY 23**

**FAIRFIELD CITY SHOWGROUNDS**

**SMITHFIELD RD, PRAIRIEWOOD**

CONTACT DAVID BIRCHALL (02) 9534 4825 OR [DAVID@CLUBVW.ORG.AU](mailto:DAVID@CLUBVW.ORG.AU)

[WWW.CLUBVW.ORG.AU](http://WWW.CLUBVW.ORG.AU)



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## Von dem Herrn Präsident.

It's great to see so many VW enthusiasts turn up at our monthly meetings. We think that most of you don't want to sit through too much VW club business – meetings are supposed to be fun. So we are looking for some trades or businesses to give a talk or a presentation that our members might find interesting. Do you know any car-oriented businesses that might want to give us an interesting talk? If so, please let me know. We could also do a trivia quiz, or show some VW films – please let us know what you'd like to see at our meetings.

March will be a very busy month. Already the Thirlmere Steamfest will have been run by the time you read this; our club was putting on a VW display so I hope you were able to go. There's a report in this month's magazine. Also the new run from the Liverpool crossroads to the Rodstock car show at the Hubertus Club will have been run. The flyer, by Raymond, was in last month's magazine so I hope you were able to go to that too.

This weekend sees the Flat Four VW Club's Supercruise. Last year's run was a good day so I hope you'll be able to bring your VW out for a BBQ and a nice drive. Please try to support this event, as Flat Four do support our VW Nationals. The other Sydney event for March is the Moorebank Flower Power classic car show. Last year Wayne Murray won a trophy for his Kombi pickup, so hopefully we will have a good VW turn-up and a few more trophies. It's a good day to fly the VW flag.

The VW Nationals for 2010 are getting close. Once again Volkswagen Group Australia has agreed to support our VW Nationals 2010 event, the level of which is more than generous. They have shown their dedication to the marque with corporate membership as usual. Minor sponsorship is also starting to build, with many of our regulars attending the day. Hopefully we can get a good support from the VW water-cooled enthusiasts this year, as we did last year.

We are still looking for people to help out, both at the Supersprint and at the Show, so please let me know if you can give a hand. The VW Nationals 2010 is only 10 weeks away, so start shining your VWs up for our display day. Please call me if you can spend some time on Sunday May 23rd.

Don't forget we will be having the Super Sprint at Wakefield Park, on Saturday 22nd May near Goulburn. We need entries and helpers on the day, so come along and get involved, you will have fun. Entries are slow at the moment, so pre entering is the best for our officials.

From talking with Craig Hughes ( editor VWMA ) last month's Portland Drag race proved to be a successful event. Although entries started out slow, entrants enjoyed a weekend of fun racing.

Précis of Committee and General meetings:- Past events at Thirlmere and Rodstock; VW Nationals Supersprint and Show Day, VW Nationals jobs, VW Nationals raffle, Flat Four Supercruise, Moorebank Show, Robertson Car Show.

KeeponKruzin

David Birchall



## Motorsport Report.

At the time of writing this report we have approx. 11 weeks to go before 'Kick off' at Wakefield Park for Club Veedub's second running of our 'Supersprint' on Saturday May 22nd.

The C.A.M.S. supplementary regulations for this event have been lodged, approved and entries have started to trickle in already.

My contact in S.A. Barry Lord informs me that at least 3 cars are making the trip over to compete with more possible. We welcome them all, and trust they have a safe trip to & from Goulburn.

If enough interest is shown by Sydney competitors, Vintage V.W. Supplies has agreed to make available their workshop for pre-event scrutineering, which will save time on the day (more news on this later)

Advertising of this event is also well under way, via something called the 'Internet'. I understand it works quite well if you know what you looking for. I myself, prefer the 'word of mouth, advertising method. If the word is good people will come & have a look regardless of how many 'hits' our website has.

This year we will be having a special raffle just for the officials, and the prizes on offer will make it worth your while to give up a few hours to help out with this important role. i.e. Small pain for possible large Gain. If you are at all interested please refer to ad in magazine and put your name down sooner rather the later.

For our interstate guests we will also be trying some help with travel expenses as well. ( More on this on the day) In coming months I will provide information on what you & your car need to do to compete at a supersprint i.e. Clothing, Licenses, Car preparation etc.

Till then do some homework of your own, attend or compete at other supersprints, see what can & can't be done as far as modifications to your car & what safety items are required, and remember:

The really nice thing about not planning is that failure comes as a complete surprise, and is not proceeded by long periods of worry & depression.

Just a thought, till next month yours in sporting

Herb Gutmann



## Klub Kalender.

### March.

**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 1:30pm. BBQ lunch, then a relaxing cruise, and**



# 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](mailto: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)

finish at same destination. Contact Murray on (02) 9618 2205 for more info.

**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).

**Sunday 11th:- Classic Car Show Day** at Robertson Railway Station, in the Southern Highlands. Club VW display area. Free entry from 9:30am. Country market stalls, vintage

### Message from Raymond:

**If you have ordered a metal Club name badge, these have now been posted out to you.**

machinery, nice woodsen pubs. Phone Steve on (02) 48852393. **VWs meet first at Uncle Leo's**, Liverpool Crossroads, at 7:45am for 8:15 departure.

**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.



## **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](mailto:info@clubvw.org.au), and an application will be sent to you.

**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.

## July.

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

**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.

## Marktplatz.

All ads should be emailed to: [info@clubvw.org.au](mailto: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](http://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:- Golf VR6** 5 Doors, red, six speed manual, ABS Brakes, power steering, electric windows, sound system, 17" rims and Zender Body Asking \$4950 ONO please contact Rohan on 0412996777

**For Sale:-** I have some **VW parts** I need to sell:

### 1950s/1960s Sedan parts:

- 1 x early 1960s body. Has been stored for about 20 years. Suitable for restoration. No engine. I have front mudguards that are suitable.
- 2 x early 1960s bodies. Suitable for parts only. Have front and rear axles, gearboxes, all glass, steering, instruments. Both cars are rusty and have rear panel damage.
- 2 x straight LH doors. No glass. Suit early 1960s car.
- 4 x wheels
- 1 x front bonnet
- 1 x gearbox/transaxle from 1950s sedan
- 1 x generator with round top cooling cover
- 1 x later 1200 cooling cover
- 1 x 1200 crankcase with shafts and connecting rods
- Various small parts, tail ends, etc etc

### Early Kombi Parts:

## Trades and services directory.

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1 x pair good straight front doors plus another door with slight accident damage. No glass or glass frames with these doors.

1 x parcel tray to go under dashboard

1 x front end (torsion bars in tubes)

1 x gearbox

1 x petrol tank with filler tube and cap

3 x brake drums

5 wheels

1 x panel to go behind engine

2 x crankcases (empty); both 1500 I think

These cars and parts are on a farm at Nowra. I would like to sell all these parts in one lot if possible, because I can no longer store them. Please contact me if you are interested.

Phone Alf Wilford on (02) 42377419, or mobile (042) 3527288.

**For Sale:- 1970s VW Kombi motor** we have had for the past six or seven years. I have finally convinced my husband to part with it. We were going to put it on Ebay but thought you guys might be a good stopping point first. It's a 1972-4 1800 flat four motor), in Port Macquarie. If you are interested, please contact Monica Porte on (02) 6589 9500 (BH) or email [monica.porte@lucas.com.au](mailto:monica.porte@lucas.com.au)

**For Sale:- 1966 Beetle.** The best little v dub 66 beetle in NSW—original in all respects ,an enthusiasts dream car. One family all its life, professionally serviced all docs available. First to see will buy, all reasonable offers considered ring Ken 43965134 or 0411349521

**For Sale: 1999 Volkswagen Bora** 1J V5 4 Door Sedan. Immaculately looked after Bora. Genuine reason for regrettable sale. Full VW service logbook history. First to see will buy, price negotiable. Fantastic car to own & drive! Reliability, economy, luxury, refinement, power, handling, safety & stylish looks - the complete driving package. This is a regrettable sale. I'm keeping with Volkswagen, so I'm upsizing to a Caravelle for extra space we need for a growing family. The car has always been garaged & serviced by VW (a recent scheduled service completed). Window tinting was

## Trades and services directory.



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added less than a year ago. Also for sale (included in price) is a set of factory VW roof racks & near new roof pod - fantastic for doubling your luggage capacity. This car has very low kilometres for its age, reasonable offers welcome. Price: \$15,999. Contact John Mikulandra on mobile: 0421 220 700 Garaged at: Currans Hill NSW 2567.

**For Sale:- Volkswagen Eos** convertible, 2007 model. Only 14,500 km, plenty of rego, full service history. Beautiful car. Roadworthy certificate. \$23,980. Email Stacey at williams.stacey34@ymail.com or phone (02) 9627 0133.

**For Sale:- VW Kombi**, 1975, Rego BC92RA expires 09/10, auto, reconditioned motor. \$10,000. Phone 0413 262932.

**For Sale:- VW Beetle**, 1966 model, 4-speed manual. Blue paintwork. 72,170 miles. Good condition. Rego to 04/10. \$2800 ONO. Phone (02) 6214 1300.

**For Sale: Two Volkswagens**, part of Sydney's most eclectic collection of classic cars, at Alex Holland Classic Cars, 16-32 McLachlan Ave, Rushcutters Bay. A **1976 Volkswagen Superbug L**, and a **1976 VW Kubelwagen**, Type 181. Phone 0406 050605 to inspect.

## 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](mailto:service@autohausvolkswagen.com.au)  
Web [www.autohausvolkswagen.com.au](http://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**
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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](mailto:Mark.trueman@worleyparsons.com)  
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**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

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## VW Amarok passes Dakar test.

A fleet of 35 new Volkswagen Amarok pick-ups successfully fulfilled their role as support vehicles to the winning Volkswagen motorsport team and the official organisers, ASO, in the gruelling long-distance Dakar Rally enduring extreme temperatures, altitudes and terrains with no problems at all.



Volkswagen successfully defended the Dakar title with a 1-2-3 finish at this year's Rally, known as one of the world's toughest endurance tests. Alongside the successful Race Touaregs, the back-up teams travelling in the Volkswagen Amarok pick-ups completed all 14 legs of the race and reached the end of the rally in Argentina's capital, Buenos Aires, while only around half the competitors actually made it to the finishing line.

"The event allowed the Amarok to give a clear demonstration of its abilities and robustness," said Dr Wolfgang Schreiber, member of the Volkswagen Commercial Vehicles Board of Management in charge of development. "It's simple," he continued, "the Amarok is the Volkswagen of Pick-ups."

The Volkswagen Amarok had no problem mastering the demanding challenges it was subjected to during the 9,000 km trip from Buenos Aires across the continent to Chile's Pacific coast and back. The Amarok motored on undeterred by the 50°C heat of Argentina's Fiambala, by the San Francisco Pass across the Andes in Chile at an altitude of more than 4,700 metres or by the taxing terrain of the Atacama, the driest desert on the planet.

The new Volkswagen Amarok arrives in Australia this October, when it will take on the market leading Toyota HiLux. Volkswagen Group Australia will try to match their pricing as close as possible.

Toyota's HiLux has been the benchmark used when Volkswagen designed the Amarok, but was thought the pricing of the VW would be higher. Toyota manufactures the Hilux in Thailand, which has a free trade agreement with Australia. However Volkswagen's decision to buy 22% of Suzuki could be a bonus for Amarok production. VW has been looking at plants in the South East Asia where the Amarok could be made if the Argentinean factory can't keep up with demand.

The Amarok will be available in 4x2, 4x4 and 4Motion when it goes on sale in the second half of 2010. The final specifications haven't been confirmed yet, but it is

expected to be offered in a base-level workhorse version, and a more lifestyle-focused model.

Pricing for the base model is most likely going to be in the mid \$30,000 range and make its way up to the low \$50,000 for the better-equipped 4x4 model.

The Amarok with 4Motion gives Volkswagen a unique Ute, giving buyers the option of an all wheel drive without the low-range system in the more capable 4x4 version.

It will be available in single and bi-turbo diesel engines at launch. The 118 kW petrol engine arrives early 2011 and will most likely be offered in the single cab range. What's yet to be confirmed is what transmissions will be available. A seven-speed dual clutch (DSG) is available in the Transporter and would be suitable for the Amarok.

## Golf is Safest Car of 2009.

For the first time ever, the EuroNCAP Institute in Brussels compiled all of its crash test results for the year 2009 and named the safest car of the year: The Golf won out against the competition, with a total of 103 points.



The Golf had already attained a five-star EuroNCAP rating in the year 2008. Initially, this testing programme only assessed frontal crashes, side crashes and pedestrian protection. After stricter criteria were introduced at the beginning of 2009, the Golf was re-tested, and it performed impressively in all four categories: Occupant protection of adults, protection of children, pedestrian protection and supporting safety and driver assistance systems. The Golf again attained the coveted five star rating with the top score of 103 points, earning it the title of 'Safest Car of 2009'. In total, 33 cars were tested last year under the new, stricter and more extensive EuroNCAP crash testing procedure.

Electronic safety and assistance systems that help prevent accidents and serious injuries are now incorporated in the rating of the new, stricter assessment method. The Golf offers maximum safety with standard safety features that include ESP with counter-steer assist, ABS with braking assistance, anti-slip regulation (ASR), electronic differential lock (EDS), engine drag torque control (MSR), trailer stabilisation, Isofix mounting brackets for two child seats on the rear bench as well as airbags for driver and front passenger with passenger-side deactivation, including knee airbag for the driver and a head airbag system for front and rear passengers with side airbags.

## VW Bio-CNG Scirocco racing series.

Following the successful debut of the compressed natural gas-powered Scirocco GT24-CNG at the 2009 Nürburgring 24-hour race, Volkswagen is launching a one-make Bio-CNG-powered race series in 2010. With a CO<sub>2</sub> reduction of 80 per cent, in combination with Bio-CNG, the Scirocco Cup will demonstrate that major innovative strides are still being made in motorsport and make it the most eco-friendly one-make championship in the world.



The Cup version of the Scirocco is designed to enable eco-friendly motorsport. Based on the TSI unit fitted in the Scirocco, the Bio-CNG-racing version of the 2.0-litre four-cylinder engine develops 275 Nm of torque and up to 166 kW. A push-to-pass system provides a short burst of increased power of 22 kW to create additional overtaking opportunities and action throughout the race. Steering wheel-mounted paddle shifts operate a six-speed DSG gearbox and, as with the road-going Scirocco R, power is channeled through the front wheels.

Fitted with a fuel tank with a capacity of 22-litres, the Volkswagen Scirocco Cup uses so-called Bio-CNG that is produced from renewable resources such as grass or a special type of maize, as well as from refined biological waste. The fuel tank itself is made from a composite material and is located behind the driver's seat, protected from damage by the vehicle's roll cage.

The stainless steel pipes and special valves required for CNG operation within the Scirocco Cup use tried and tested components from Volkswagen production models with CNG engines, and the system pressures of 200 Bar are identical to those of the production vehicles.

Commenting on the new Scirocco Cup, Volkswagen Motorsport Director Kris Nissen explained: "By clinching class victory at the Nürburgring we proved that CNG-powered vehicles not only deliver high fuel economy but also allow very sporty driving. That's why we're particularly proud about launching the world's first one-make cup with CNG-powered vehicles."

This year, promotion of young talent will again be a top priority and the aspiring racers youngsters will be able to compete with five motorsport legends at each of the races. These legends will come from Formula 1, DTM, rally racing and Le Mans as well as TV and show business.

Volkswagen first raced the Scirocco back in 1976 in the VW Junior Cup and the first winner, Manfred Winkelhock, went on to achieve major exploits in motorsport with Volkswagen. Since then, drivers including Niki Lauda, Nelson Piquet, Keke Rosberg, Bernd Schneider, Tom Kristensen and Michael Schumacher have all won the title, 'powered by Volkswagen'.

The Scirocco Cup will replace the successful Polo Cup after six years, and will become the DTM partner series in 2010.

## Tiguan Track & Avenue.

Volkswagen has introduced the newest addition to its Tiguan range, the Track & Avenue – a Europe-only, off-road-inspired, top-of-the-range version of its mid-size SUV.

The 38,225 Euro (AUD\$62,000) machine bridges the gap between the existing Tiguan range and the entry-level Audi Q5, appealing to those who prefer a dressed-up cheapster over a base model premium car.



The Tiguan Track & Avenue scores new 19in alloys, fog-lights, bi-xenon headlights, wheel flares, an off-road front end and a silver-coloured diffuser.

The interior is furnished with sports seats and leather upholstery, a leather-wrapped steering wheel and upgrades to the audio and climate-control systems.

The Tiguan Track & Avenue comes with four engine-transmission combinations, all with six-speed gearboxes. The 147 kW 2.0-litre TSI engine can be combined with either manual or automatic transmission. The 103 kW TDI is paired with the automatic, and the more powerful 125 kW diesel comes with the manual.

The VW Tiguan Track & Avenue is on sale now in selected European markets. It will not be exported and won't be coming to Australia.

## Golf Cabrio to return.

Reports from Europe hint that VW could reveal a new Golf Cabriolet based on the current Mark VI range by late 2010 as it takes ownership of the former Karmann factory in Germany. According to news reports, this is what it will probably look like.





Assuming it gets the green light, Golf Cabrio will compete with such models as the Ford Focus CC and Peugeot 308CC as well as VW's own Eos, but unlike these folding metal hard-top 'coupe' cabrios, the new Golf Cabrio will instead offer a more traditional fabric top – a technology shared with its Audi A3, A4 and TT Cabrio cousins, as well as all previous Golf and Beetle Cabrios.

Should the roof technology be the same as that of Audi's, the Golf Cabrio will utilise a multi-layer construction for impressive refinement at high speeds. The mechanism will also be fully automated and will be able to be raised or lowered at speeds of up to 30km/h – a process that should take less than 10 seconds. Once down, the roof will sit flush with the bodywork behind the rear seats.

The new Karmann-built Golf Cabriolet will not replace the Eos. Rather, the VW-built, Passat-based Eos will remain and will be positioned above the Golf Cabrio in the VW lineup. The next model Eos is likely to be larger, probably the same size as the Passat, to differentiate it from the Golf.

It has not yet been determined which engines will be used in the Mk6 Golf Cabriolet, but a choice of TDI diesel and TSI twin-charge petrol engines, as on the sedan, is almost certain.

## **VW to spend \$32 billion.**

Volkswagen Group is planning to spend 19.9 billion Euros (AUD\$32.3 billion) in brand expansion and development over the next three years. Around half of that money will be invested in Germany on projects like the takeover of the Karmann factory announced in November.

VW will begin production of a new vehicle – probably the Golf Mk6 Cabriolet – in 2011, creating more than 1000 jobs by 2014 at the old convertible specialist plant that filed for bankruptcy in April 2009.

In total \$21.6 billion will be invested in updating and expanding the product range through property, plant and equipment investment, while a further \$7.2 billion will be invested in China. VW said it expects an average expenditure-to-sales ratio of 6 per cent from 2010 to 2012.

The remaining \$20.3 billion will be spent on research and development and cross-product technology.

“Because of the high quality and cost targets, the new products require modifications to press and paint shops as well as assembly facilities. Outside manufacturing, investments are planned mainly in the areas of development, quality assurance, genuine parts supply and IT,” a VW spokesman said.

The purchase of the Karmann plant is a historical one for VW. Lying within Lower Saxony – VW's home state – Karmann was responsible for producing the Beetle Cabriolet, the Karmann Ghia, the Golf Cabriolet, and the Scirocco and Corrado. Karmann made 443,482 Type 1 and 42,505 Type 3 Ghias in the Osnabrück plant, as well as 331,847 Beetle Cabriolets between 1949 and 1980. The VW Scirocco proved to be Karmann's biggest selling model, with 793,650 made up to 1992. The Golf Cabriolet is the biggest selling completely open-top car of all time, with 600,585 made over three versions up to 2001.



Until recently the Karmann factory was responsible for the production of outsourced convertibles like the Audi A4/S4 Cabriolets, Renault Megane CC and Mercedes CLK Convertible, but since the last CLK rolled off the line last June it has been without work. Volkswagen's recent coupes and cabriolets have been made in-house – both the current Mk3 Scirocco and the Eos hardtop cabrio are made in VW's Palmela plant in Portugal.

But VW is hopeful that some of the old Karmann employees will back in business when production of the new model commences in less than two years time.

“Employees and former employees of Karmann have extensive experience in the production of small series models, and this experience will be accessed in line with requirements.”

## **No new VW brands – yet.**

After a fast-paced, big-spending month, Volkswagen AG CEO, Martin Winterkorn, says his company is unlikely to become heavily involved in more deals with other manufacturers in the short term.

After taking a 19.9 percent stake in Suzuki, a 49.9 percent share of Porsche's sports car division, and securing 70% of Scania Trucks and 24% of MAN, Winterkorn said



there was interest from other companies but little from his own.

“There are some who knock on our door. Some really want to come under our roof as they see we’re on a good path strategically. But we are satisfied with the current line-up. I don’t see any need [to expand further],” he said.

He also insisted that “time will tell” whether VW’s share in Suzuki will rise in the long-term future.

In December it was announced that VW had been granted permission by the EU to acquire Mahag Group, which controls a series of car dealerships throughout Germany. The Commission decided that the merger would not obstruct competition in the European market.

“The horizontal overlaps between the activities of VW and Mahag are limited. For all products concerned, the merged entity will continue to face effective competition,” it said in a statement.

Also revealed was the acquisition by Qatar Holding of a further 10.2 percent in Volkswagen AG, taking its total stake to 17 percent.

“As a long-term strategic investor, we continue to believe that the investment in VW and the envisaged combination of Porsche SE and VW represents a unique investment asset for Qatar Holding,” Qatar Holding CEO, Ahmad Al-Sayed, said.

Qatar’s Sheikh Jassim Bin Abdulaziz Bin Jassim Al-Thani is also believed to be in line for a seat on Porsche’s supervisory board, with its annual general meeting to be held in early 2010.

## New VW engine at Skoda.

Skoda has commenced production of a new four-cylinder engine that will be shared between itself, Volkswagen, Audi and Seat.

The all-new 1.2-litre design is a supercharged, direct fuel injection unit capable of producing 77 kW and will carry the TSI (Turbo Stratified Injection) VW family name.

Skoda BOD chairman, Reinhard Jung, said the engine was designed specifically to minimise CO2 emissions and fuel consumption.

“This brand new TSI engine provides a unique opportunity of combining environmental friendliness with a well-balanced driving performance.

“With substantially lower CO2 figures, this new engine needs to be seen as a contribution to a significant reduction of average emission volumes in our cars,” he said.

The new engine has forced the expansion of Skoda’s manufacturing plant in Mladá Boleslav, Czech Republic, which celebrated 110 years of constant engine production in November.

Skoda’s head of engine manufacturing, Milan Stanek, was delighted with the decision to produce the new VW TSI at Mladá Boleslav, a site that made more than 270,000 engines and half a million transmissions last year.



“This new unit is going to be one of the most important engines for the company, and we are indeed pleased that it is our plant that is going to manufacture it.”

18th November marked the 110th anniversary of the first official ride on a Laurin & Klement motorbike produced at Mladá Boleslav in 1899. Skoda Works acquired the engine plant in 1925 which later went on to become the Skoda Auto we know today. Volkswagen AG gained 100% ownership of Skoda in 1991.

## VW-Suzuki for India.

With Volkswagen’s purchase of 19.9% of Suzuki shares, both companies are now planning to develop a new small car aimed at the Indian market that would cost between \$4,300 and \$5,400.

India’s top passenger car maker is Maruti Suzuki, owned by Suzuki, and they are looking for a replacement car for the top selling Alto.



Expected to cost twice as much as Tata Motor's Nano which is the world's cheapest car, the new car is expected to cost \$4,000-\$5,000 which is below the price of VW's Up which is the cheapest car in the VW showroom costing \$8,800 in the European market.

Volkswagen has bought one quarter of Suzuki for \$2.5 billion, giving them access to Japan's small car expertise and Suzuki's dominance in India, helping VW in its aim to be the world's number one manufacturer.

"Volkswagen will be greatly interested in a car below the price segment of the Up - and that is something we will need to check in our future together with Suzuki," Fabian Mannecke, a Volkswagen spokesman said.

## More Chinese VW engines.

Volkswagen will produce more engines and transmissions in China as part of its global expansion strategy to meet rising demand for fuel efficient vehicles.

The company - China's largest foreign car manufacturer - will manufacture its TSI engines and DSG gearboxes in an attempt to reduce the fuel consumption of its locally made cars by 20 per cent by 2011.

Volkswagen China President and CEO, Winfried Vahland, is confident that the combination of its turbocharged direct-injection petrol engines and double-clutch automatic gearboxes will deliver on those goals.



"If you want to become number one in the market, you have to be number one in technology. We are confident we will achieve the target by next year," he said, adding that VW had already reduced its fuel consumption by 17 per cent in the past two years.

VW China will also build a \$1 billion plant in Dalian in the country's northeast to produce 300,000 DSG gearboxes in 2010. It will be the sister factory to the engine plant already in Dalian, which will soon increase capacity to make 30,000 1.4, 1.6 and 2.0-litre engines.

The announcement comes less than two weeks after it was revealed that VW will build a plant in the south of China, in addition to current plans in Shanghai and in the northeastern city Changchun.

VW is not yet well established in Southern China, an area that accounts for 35 per cent of China's new car sales, of which VW has just a 5 per cent share.

Throughout the rest of China however, VW is booming, with sales up 35 per cent through the first nine months of 2009, breaking the one million vehicles milestone in September. China is now Volkswagen's biggest market, selling more cars there each year than in VW's native Germany.

Last year VW announced its ambitions to sell two million vehicles annually in China by 2018, and the latest developments will go a long way to achieving that goal.

## UK has largest Audi dealership.

For just seven weeks, Sydney's new \$50 million 'Lighthouse complex' Audi Centre dealership on South Dowling Street at Zetland was the largest Audi dealership in the world.

But now, in the same way as Australia lost the Ashes to England, West London Audi has toppled Sydney. The £45 million (A\$81.2 million) 17,650 sq m building has seven stories, three showroom floors capable of holding 116 cars and a 32-bay workshop in the two-tiered basement.

Six years in the making, it is staffed by a team of 100 and Audi UK director, Jeremy Hicks, expects around 30,000 customers to walk through its glistening glass doors within 12 months.

"In its scope, size and complexity, West London Audi is like nothing we've built before. It is 100 times more complicated than a normal retail centre," he said. "The sheer scale of this project is very emblematic of the increasing significance of Audi not only in the UK but globally.

"With both our existing model ranges and a host of new models for new segments, we aim to grow to a total of 44 ranges by 2015. By creating retail premises of this magnitude with this level of sophistication, we are ensuring that our extensive and contemporary line-up of cars gets the showcase it deserves," he said.



So it's bigger, more practical and arguably better looking and more inviting than our silver box for silver cars on South Dowling Street. And they got Sirs Bobby Charlton and Jackie Stewart, Gordon Ramsay, Ronan Keating and Bryan Ferry all to attend the grand opening, when all the Sydney dealership got was Sandra Sully.



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## Thirlmere Festival of Steam 2010. Sunday 7 March.

March will be a busy month for our club, with four Sydney VW events on in three weeks. The first of these was the annual Festival of Steam at Thirlmere, which is always a really fun day out.

We met at Uncle Leo's Caltex servo just past the Liverpool Crossroads, at around 7:30am. Only five VWs turned up – Ray and Shirley's Fastback (Daisy), Hans' purple Oval (nice to see it out again!), the two Kombis of Wayne and Laurie Murray, and my Kombi. Disappointing, as we had seven VWs come along last year.

The weather was grey but no sign of rain. Hans led the little VW convoy smartly down the highway to the Picton turnoff, then after a moment of madness near the Picton railway station, led us across the rickety Prince St bridge and into Thirlmere. We were directed to our parking spots, quite close to the centre of the action.

The crowds increased through the morning, and the streets of Thirlmere were well and truly overcrowded by mid-morning. It was a real buzz, with lots of people coming by for a look at our VWs. Once Ray and Shirley set up their table and chairs, we could go for a walk through the festival. There were plenty of market stalls, selling everything from jams and chutney, fudge, cakes and fruit to books, jewellery, toys and soaps. There were working model trains in some of the halls, and plenty of kids' amusement rides and arcade stalls.

The rail museum was still open (\$10 entry) but there are lots of site works going on and it was a bit disrupted. There were four working steam locos running regular short



trips to Buxton and back on the loop line. A few old steam traction engines too.

The parade was at 1 o'clock, but marshalling started an hour earlier. Only two vehicles from each club could take part – Wayne and I volunteered for the VWs. We followed the Thirlmere Public School kids on the march, with a marching band behind. Great reception from the crowd, and good fun!



The end of the parade was a good sign the festival was winding down, so time to pack up and head home. We gave away 60 club membership brochures, but what a pity the VW turnup was so weak. A few other members dropped by during the day, but really we needed a dozen or more VWs to compete with the Toranas and Morris Minors.

The wind picked up on the drive home but still no rain. A really enjoyable day, and we are already looking forward to next year.





## The LEGO VW.

BILLUND, Denmark — Suddenly, in the summer of 2007, there they were in Billund, home of the world LEGO headquarters. Two experts from Volkswagen AG, the car manufacturer – seated at a conference table in Idea House.

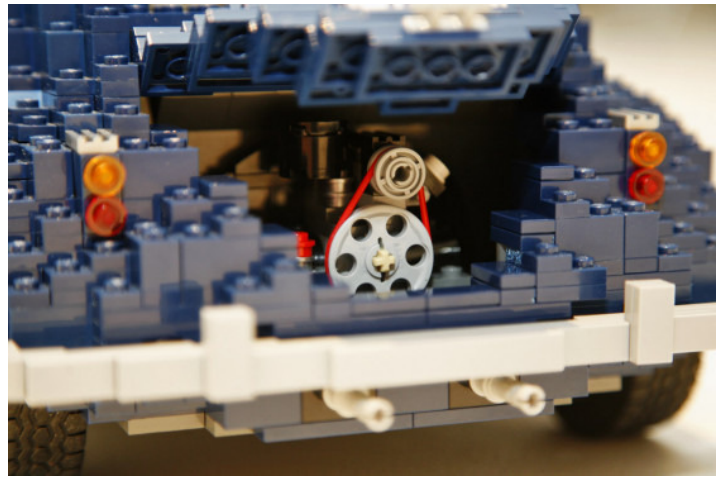
In their hands they held a Beetle. Their own “Volkswagen Type 1” – known all over the world under a host of local names: Beetle, Käfer, Boble, Coccinelle and many more. And now it was being carefully studied – in LEGO bricks.

Sitting by them – watching intently – was a LEGO designer. For Steen Sig Andersen, this was the culmination of months of development work.

Today, a completed sample of the finally approved Beetle stands on Steen Sig Andersen’s desk. It was finally approved to hit retailers’ shelves in Europe in the second half of 2008, and since then has been a big hit around the world. It is available everywhere, from LEGO retailers to purchasing online.

Steen Sig Andersen: “Early in the design phase I visited Volkswagen head office in Wolfsburg to weigh expectations and show them the first sketches. So when they wanted modifications during their Billund visit, I made them on the spot.”

Now that Steen Sig Andersen and the Volkswagen company contingent have solved the design problems, and Mette Merete Andersen of the Legal Department has ironed out the legal niceties, the LEGO Group is ready to test consumer reactions. Martin Lassen, Marketing Manager, is confident on that score. Because the people who’ll be buying the car are the same as those who helped develop it.



Martin Lassen: “It was actually the fans who decided we should do this particular car. Three fans visited us here in Billund and built various car suggestions with our designers. And we took the suggestions to a LEGO event in Cologne where members of the public voted on them. At the same time, via our network of AFOLs (adult fans) and LEGO ambassadors, we asked which type of vehicle people would like to see in LEGO form. So we’re pretty sure we’ve chosen the right product from the point of view of our adult fans. We know the Volkswagen Beetle was an all-time favourite in the USA. That bodes well for the product – plus the fact that the blue colour is attractive to consumers.”



It took Steen Sig Andersen about three weeks to build the LEGO Beetle. The biggest challenge was the engine – and, of course, the rounded lines of the real VW Beetle were not easy to replicate.

Steen Sig Andersen: “When you scale things down, it’s more difficult to achieve that rounded look when you’re working with squares and cubes. So a few square edges are inevitable.”

The edges were one of the things the Volkswagen factory wasn’t too happy about. The Wolfsburg engineers thought the LEGO model was too far from the car’s original appearance.

Martin Lassen: “Volkswagen representatives weren’t shown a 100% true copy, a model cast in a single piece. It took them a while to get used to the idea that the LEGO look had an appeal of its own.”

But Volkswagen head office no longer has any doubt. In the words of Klaus-Jürgen Glaser of the Wolfsburg HQ: “I think both companies can profit from this project. It’s a good way of making contact with children. And it’s a splendid model.”



# VW NATIONALS 2010

## AIR-COOLED CAR SHOW

### ENTRY FORM



Name:  (affix entrant Number here)

Address:

Postcode:

Mobile Number on the day:

E-mail address:

Rego No:  Model:  Year:

Vehicle Description:

Categories entered:  and  **\$15.00 per category (Maximum of 2)**

**PLEASE DOUBLE-CHECK THE CATEGORY(S) YOU HAVE ENTERED!**

All Car Show entrants are automatically entered into People's Choice, Highest Point Score, and Volkswagen Group Australia Car of the Day.

Pre-entries are welcome but must be received by the Secretary, Club Veedub Sydney, c/- 14 Willoughby Cct, Grassmere, NSW 2570, with payment, before **Friday 7th May 2010**. Online pre-entries are also available at the club's website, [www.clubvw.org.au](http://www.clubvw.org.au)

Day entries to all categories close at **11:00am** sharp. All vehicles **must not be locked** at the time of judging.

### THE JUDGES' DECISIONS ARE FINAL.

CATEGORY	TYPE	CATEGORY	TYPE
1. Beetle, up to 1957	Standard	16. Factory Off-Road, air-cooled	All
2. Beetle, 1958 to 1967	Standard	17. VW-powered Trike	All
3. Beetle, 1968 onwards	Standard	18. Daily-driven (all years)	All
4. Beetle, up to 1957	Modified	19. Aussie Convertibles & Component Cars	All
5. Beetle, 1958 to 1967	Modified	20. Vintage VW on Historic Plates	All
6. Beetle, 1968 onwards	Modified	21. Best Engineered or Race car, air-cooled	All
7. Kombi, T1 up to 1967	Standard	22. Non-factory Off-road and Buggies	All
8. Kombi, T1 up to 1967	Modified	23. Rat Class, air-cooled	All
9. Kombi, T2 1968 to 1979	Standard	36. Kombi, T3 1981 to 1992	All
10. Kombi, T2 1968 to 1979	Modified		
11. Type 3 and Type 4 (all years)	Standard	Peoples' Choice	Automatic Entry
12. Type 3 and Type 4 (all years)	Modified	Highest Point-scoring Vehicle (air)	Automatic Entry
13. Karmann Cabriolet (all years)	All	Volkswagen Group Car of the Day	Automatic Entry
14. Karmann Ghia (all years)	Standard		
15. Karmann Ghia (all years)	Modified		





# VW NATIONALS 2010

## WATER-COOLED CAR SHOW

### ENTRY FORM



Name:  (affix entrant Number here)

Address:   
 Postcode:

Mobile Number on the day:

E-mail address:

Rego No:  Model:  Year:

Vehicle Description:

Categories entered:  and  **\$15.00 per category (Maximum of 2)**

**PLEASE DOUBLE-CHECK THE CATEGORY(S) YOU HAVE ENTERED!**

All Car Show entrants are automatically entered into People's Choice, Highest Point Score, and Volkswagen Group Australia Car of the Day.

Pre-entries are welcome but must be received by the Secretary, Club Veedub Sydney, c/- 14 Willoughby Cct, Grassmere, NSW 2570, with payment, before **Friday 7th May 2010**. Online pre-entries are also available at the club's website, [www.clubvw.org.au](http://www.clubvw.org.au)

Day entries to all categories close at **11:00am** sharp. All vehicles **must not be locked** at the time of judging.

### THE JUDGES' DECISIONS ARE FINAL.

CATEGORY	TYPE		
18. Daily Driven (all years)	All	37. Kombi, T4 & T5, 1993 onwards	All
24. Golf, Mk1 1976 to 1983	Standard	38. Passat (all years)	All
25. Golf, Mk1 1976 to 1983	Modified	39. Audi (all years)	Standard
26. Golf, Mk2 1984 to 1993	Standard	40. Audi (all years)	Modified
27. Golf, Mk2 1984 to 1993	Modified	41. Polo (all years)	All
28. Golf, Mk3 1994 to 1998	Standard	42. SEAT	Standard
29. Golf, Mk3 1994 to 1998	Modified	43. SEAT	Modified
30. Golf, Mk4 1998 to 2003	Standard	44. Other VW Group vehicles (all years)	All
31. Golf, Mk4 1998 to 2003	Modified	45. Best Engineered or Race, Water-cooled	All
32. Golf, Mk5 2004 to 2008	Standard	46. VW Factory Off-Road (SUV)	All
33. Golf, Mk5 2004 to 2008	Modified	Peoples' Choice	Automatic Entry
48. Golf, Mk6, 2009 onwards	All	Highest Point-scoring Vehicle (air)	Automatic Entry
34. Golf Cabriolet (all years)	All	Volkswagen Group Car of the Day	Automatic Entry
35. New Beetle (all years)	All		
36. Kombi, T3 1981 to 1992	All		





## Watty's Corner.

Remember last month, I told about how I managed to get something from Oran Park to remember it by. That was a couple of photographers' stickers, and three bits of bitumen, which many of us that competed there over the years would have driven over. Here's a picture of my old racing L-Bug (now owned by Rudi) with the precious pieces of Oran Park bitumen.

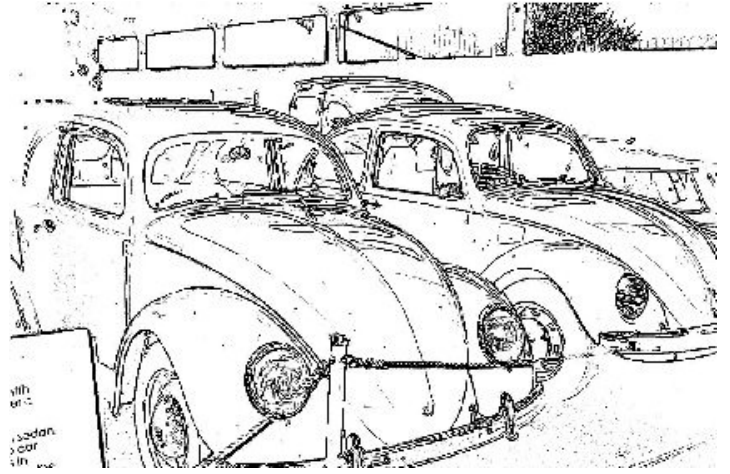


As you can see I have been playing around with some computer software that makes up images and lets you cut and paste pictures. That shot is one of my experiments, I hope you like it!

On the way home back to Glen Innes, just before passing through Moonbi (near Tamworth), there is a paddock full of cars and one being a Beetle. It looks like it's possibly a 1964, so if anyone passes through there, they will notice it?



At the top of the page, here's one for kids to colour in, and as you know which is what you have been talking about in last month's magazine. The Haenel's 1946 Beetle, and a 1978 Beetle at George Green's Motorcade in Leppington, photo taken by 'yours truly' in 1979. Again I used some computer software to change a normal photo into an 'outline'. Maybe Lily can colour it in?



Glen Innes has had two different Volkswagen dealers over the years. The first one was the Glen Innes Rural Co-Op Society. In the 1950s and 1960s Rural Co-ops would be like the engineering centre of town, selling farm machinery, lawnmowers, cars and utilities, and servicing all sorts of mechanical equipment for local farmers. The Glen Innes Rural Co-Op was at 116-118 Wentworth Street, just across from the cricket oval. They were the Glen Innes Volkswagen dealer from 1960 to 1964.

Then there was change of ownership, and the Co-op became Greenaway Motors. Still at the same address, 116-118 Wentworth St in Glen Innes. They were the local Volkswagen dealer until 1970. This is what it looks like today, Severn Holdings Seed and Farming Supplies, but I reckon the front building is original – you can see where the petrol pumps once were.



I will have to look in the local library to see if they are any photos of what it used to look like when it was a Volkswagen dealer! Maybe in microfiche of my local newspaper, the Glen Innes Examiner, who knows?

regards

Watty

# The Salzburg Beetles.

*Wheels magazine, August 1972*

Volkswagen of Austria has this thing about winning - so far as the Salzburg-based import and tuning organisation is concerned, first is the only way to go.

Now most people wouldn't consider the VW Superbug a potential rally champ, largely because Wolfsburg has traditionally declined to play when it came to homologating those bits that make all the difference. Nobody runs 'stock' cars in big-time rallying, nowhere and nohow.

This really makes the Austrian operation, owned and family-run by Frau Louise Piech, daughter of old Prof. Ferdinand Porsche, a winner.



For one thing, it sells a full fifth of the cars in Austria, a better slice than VW gets of its home market. Secondly - the two points are not unconnected - it has convinced Wolfsburg to rally-register items dreamed up by tuner Schwarz. Things like dry-sump lubrication, Salzburg-developed and made in one hundred lots to suit the rally rules. Any excess units can then be sold.

Finally, with a deep bow to the two first points, its team of black and silver '1302S' Superbugs has captured the Austrian rally championship, even won international events outright against the best full-bore works cars and/or drivers going.

The weapon for this attack on pukka rally citadels looks and, in fact, is amazingly standard, though it does produce something more than a stock 50 bhp. Would you believe a 240% increase from a rally engine that still pulls like a tractor from 2500 rpm? Nor did I until I tried one

	<b>VW Rally Beetle</b>	<b>Stock Superbug</b>
Bore:	86 mm	85.5 mm
Capacity:	1598 cc	1584 cc
Power:	89 kW @ 6000	37 kW @ 4000
Torque:	133 Nm @ 5500	106 Nm @ 2000
0-100 km/h	9.8 sec	19.5 sec

All this for a mere cost per car of something in the \$A6200 range. Obviously, victory in a VW doesn't come cheap.

In fact, the winning team spent more than it did in winning Le Mans with the Porsche 917, partly because the

race cars were more heavily sponsored. The rally effort receives some low-profile aid from Bosch, Shell and Pirelli - including a wide tyre choice.

At the moment Pirelli winter treads with racing rubber compounds are the 'in' wear for a top rally team.

Gerhard Strasser, ex big-bore bike racer and now Salzburg's infinitely painstaking team manager, reckons his operation needs 11 Beetles at the above price for a season, plus service crews. Occasionally 'used' team cars are sold at the end of the year.

The return for such outlays comes when the Beetle finishes in front of a 911S or - even more satisfying - in front of works-backed BMW rally sedans.

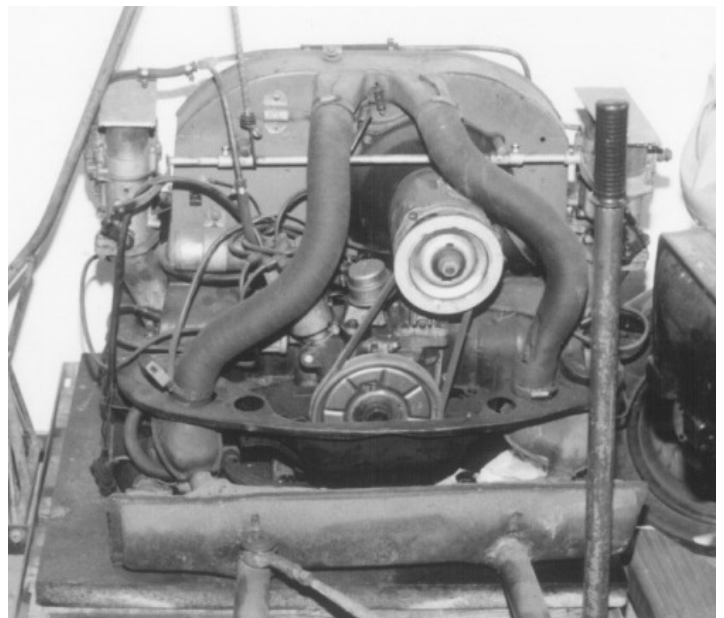
This it has done. And that not only astounds the peasants, it sells more Volkswagens. Naturally VW choose events run on gravel or snow and ice, avoiding high-speed rallies, since, as Strasser comments, "we could use another 50 bhp".

To get to the end of the forest rallies first, the prime need was that dry-sump system developed in Salzburg and acknowledged by Wolfsburg. (Incidentally, VW-Austria is more than an importer: it reconditions parts, even produces new units en masse and, in fact, did the magnesium machine work for Zuffenhausen when Porsche raced works cars.)

Getting back to the oil system, and in keeping with a passion for using VW parts as much as possible, then Porsche units and as a last resort, parts of its own which follow VW lines; the original oil pump remains, drawing from a tank in the left wheel arch. Slapped on top of this is a three-cog pump (fitted rather like that for a VW automatic) to serve the dry-sump purpose.

By eliminating surge, the most basic problem in any tuned VW, it can use stock bearing shells. An oil cooler (ex-908 Porsche) in the nose cuts into the system when oil temperature goes above 90°C. This - typically - is hidden behind the very slitted skirt used on US Beetles and those with air conditioning.

For the rest of this engine's strong bottom end, Salzburg polishes and balances the stock rods and uses a carefully balanced stock crankshaft with normal-weight flywheel. The winning 1971 car even carried stock pistons, but these have now gone to slightly oversize forged slugs to get a full 1.6 litres.



These have a mild dome. This complements the semi-hemi combustion chamber milling which, in turn, takes away some of the wild compression gain you would otherwise obtain by milling nearly a mm off the heads. It all ends up at 9.1:1, reasonable, if well above the 7.3 norm.

Mixture is fed by a pair of dual Weber 46 carbs mounted on (an oddity, this) German Sauer manifolds. There is no room for air cleaners. After a proper gravel-road summer rally, the oil scraper rings are worn smooth by the ingested grit.

To get that flood into the head, special 40 mm inlet valves replace the normal 35.5 mm size, but exhaust valves are merely carefully treated without being enlarged. Exhaust gas is led through an outwardly stock muffler, which has been partially gutted.

The cam is a secret, though one gathers lift is increased some 1.8 mm and overlap must lie around 320°. Yet VW sticks to standard pushrods and cam-followers, only fitting valve springs from the older 356 Porsche engine.

Buyers who might be drooling by now should know that Salzburg will or has sold the dry sump system, the rally cam and valves and the close-ratio four-speed gear set. Most sales are inside Austria, though it would ship anywhere to someone willing to pay – and providing the limited supply was not exhausted.

The dry-sump arrangement is generally available and probably the key to a live VW of this potential.

Last year all these engine improvements were mated to a standard VW box containing four special gears, with first in particular extended for real rally use. This too can be yours for some \$A260 or so, ex-Salzburg.

These days the team cars use the Porsche 914 five-speed, chiefly to obtain an extra-long top cog, which saves the engines on transit routes between the rallies.

Recently the five-speed finished fourth overall in an international rally, only barely ahead of the four-speed, so the difference is only small. But there are more available gear sets for the Porsche box.

Basically, the gearing works out like this:

	Final Drive	1st km/h	2nd km/h	3rd km/h	4th km/h	5th km/h
Four - Speed	4.375	2.72 71	1.84 105	1.36 135	1.13 163	-
Five - Speed	4.428	3.09 58	2.19 82	1.68 106	1.32 137	1.04 174

Those speeds were taken at the absolute 6500 red line, but a standard Beetle, using its 4000 rpm limit in top gear with the close-ratio four-speed box would just about exceed 100 km/h.

Tyres are a reasonable 165 HR-14 size, mounted on steel wheels made at a cost of less than twenty bucks each by spacing them out to 5½ inches. Apart from the money saved over alloy, Strasser likes the idea of a wheel bending against some unseen boulder, this being easier to change than suspension bits.

A sturdy, but not overly wide sump guard is normal wear – the car isn't lowered in any case – and a nice detail touch is the use of protection under the jacking points. Front

camber is only half a degree negative – what stock tolerances allow – and the rear isn't splayed either. The cars even run stock brakes with larger rear cylinders.

Bilstein shocks were always fitted to the rear, and for 1972 there are new Bilstein spring legs up front as well. The special rear torsion bars are not for sale.

Even the dash seems fairly normal, with clocks and Twinmaster for the co-driver, regular speedo and a tach mounted atop the dash, though a little off-centre for quick viewing. Strasser noted dryly, “the drivers never look at it anyway.” In Porsche fashion, there is a 6500-rpm cut-out.

Most notable are three small dials for oil level (911S touch), temperature and pressure, all grouped around the speedo.

Getting one of the team cars onto really lousy forest roads, I found it unexpectedly taut the day after a rally, with good pothole damping and less harshness or chamois-like leaping about than most of its peers. Sitting rather more upright and closer to the wheel than you might expect in such machinery, you can get the shoulders behind the leather-rim wheel very nicely.

Throttle response had a very small lag, though this got no worse when you asked it to pull from 2500 in top, hardly normal going for such a tweaked power plant. Clutch pedal travel is long and progressive - stock clutch and flywheel of course - while the gutted exhaust makes less racket than most I expected. It's forgiving for a winner and not likely to be tiring the second or third night out.

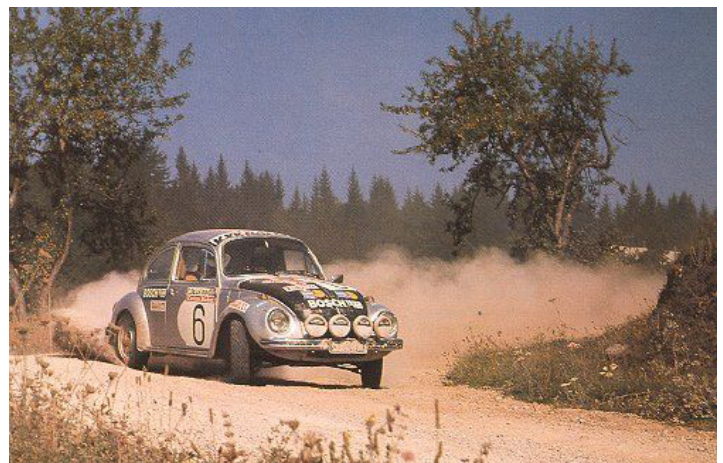
With all that said, we must add the sad news that VW won't prepare a car for non-team use, although some get loaned or sold and certain VW importers in other lands can draw on Salzburg experience. The quoted parts made for homologation are made available too, of course.

Salzburg markets only what it calls a GT kit; a 50 kW engine (30% gain) which goes into the stock 1302S chassis for roughly \$A425 plus shipping and customs.

Using twin carbs, higher compression, reworked heads but no big rev boost, it can offer a full VW guarantee on the parts, in Austria only. This does indicate faith in the product - which has been rally-proven, after all.

This 15 bhp boost takes the Beetle to 145 km/h plus, while carving eight seconds off your 0-100 time. Most indicative of the gains: torque is higher than the normal car all the way from 1800 rpm to 4000.

Hotter road car or full rally Beetle - the cars tuned by Volkswagen of Austria are the closest things we'll most likely ever see from Wolfsburg in competition. It helps to be a member of the family.





## Volkswagen Touareg hybrid: a first drive.

The front runner for Volkswagen Group's hybrid program will be the Touareg SUV, chosen because it could result in the biggest fuel cut. But a brief test drive of the prototypes showed it hasn't cut performance or ability to achieve economy.

The petrol-electric hybrid version of the Touareg had plenty of go, especially when you floored the pedal at about 100 km/h — producing the 'boost' effect from both engines working together, and it climbed to 160 km/h easily.

It can drive off at start on the electric motor alone quite capably, although it was a little disconcerting to suddenly be hearing all the peripheral noises that are usually masked by combustion engine sound. Instrument graphics show the battery's level of charge and the driving state: petrol, electric or combination.

The hybrid Touareg is due to hit the European saleroom floors later in 2010, with price yet to be decided, but there is no confirmation of it arriving in Australia and at this stage there is no right-hand drive development under way. However as Volkswagen spreads their Bluetmotion program throughout the range and around its global markets, it's likely



we will see the vehicle or something similar in the SUV's future.

In Europe the Touareg Hybrid arrives with a 245 kW/440 Nm 3.0-litre V6 engine (used in the Audi S4) married to a 38 kW electric motor, developed in tandem with Porsche who will use it in the Cayenne hybrid. The latter can power the Touareg by itself up to about 60km/h, and can hold it at 35km/h for about 1.5km.

Shifting the gearbox to Sports mode, or giving the pedal a kickdown hint, puts the drivetrain into temporary 'boost' and pushes the outputs to 275kW and 550Nm with the two engines working in tandem, but only if the battery is holding more than 40-50 per cent charge.

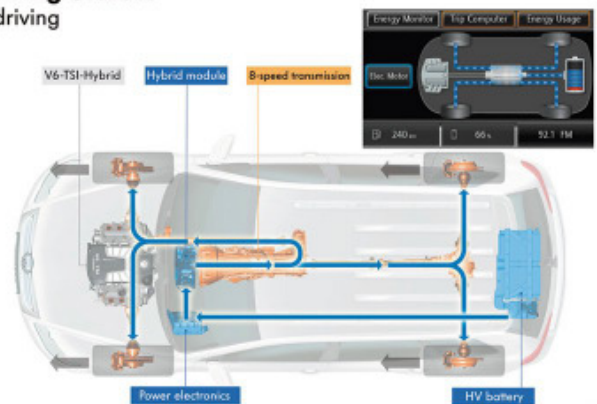
Regenerative braking capture charges the 288-volt nickel-metal battery, with its 67 kg weight carried at the rear and contained in a metal case for protection. A DC/DC system converts the output to 12-volt to power air conditioning and other

peripherals.

The e-motor replaces the starter motor, and in normal driving the torque converter opens for initial acceleration then closes when the SUV is running along. In stop-start driving the clutch restarts the action.

A new eight-speed automatic transmission from Aisin has been developed to cope with the torque and give a more definite response than would be possible with a continuously variable box.

### Driving States: E-driving



The 4Motion all-wheel drive system in the current Touareg — with its two-stage transfer case and lockable diff — has been replaced by the lighter Torsen permanent all-wheel drive from the Audi Q7, which is biased 60 per cent towards the rear, but will be able to send 100 per cent of drive there when needed. "For 90 per cent of customers, the Torsen will be enough," says VW's head of powertrain development, Dr Bernd Stiebels.

Under boost, the hybrid drivetrain can get the Touareg to 100km/h in 6.8 seconds — no mean feat for a vehicle that will weigh well over two tonnes. The prototype test cars we drove at Volkswagen's test facility in Wolfsburg, Germany, were even heavier, as they were developed using the current Touareg body.

Considerable work has been done to lighten the new one, and this — along with extras like stop-start, regenerative braking capture and low-friction tyres — will help the hybrid



Touareg. But there's been a compromise that won't please a lot of Aussie drivers — there's no spare wheel. Not even a space saver. Instead, you get a tyre sealant kit. And not even an optional wheel cover to bolt to the rear door, because 'the marketing department said it doesn't look nice ... so we don't have one'.

The marketing department have probably not spent much time on Australian rural roads, let alone going offroad. And VW admits the omission is 'possibly not good for the Australian market'. Why that engine?

Despite having teased previous motor shows with a hydrogen Touareg concept — and rumours that the SUV could go hybrid diesel — the motivation for targeting the Touareg for the hybrid project is that greater fuel savings could be made, says head of powertrain development, Dr Bernd Stiebels.

"Smaller petrol cars and diesel engines are already very economical in any case, so the savings are not so great," he says. "And the extra cost of adding a hybrid to a diesel engine is also a consideration at the moment. More is to be gained right now by developing hybrid for petrol engines. And we recognise that in this class of vehicle, there will always be people who will want a petrol engine."

Logically, they are working on some projects for small cars, but are reluctant to give details. But there's a good chance we will see the powertrain spread to Volkswagen's Sharan MPV — and possibly into their light commercial range of Transporter, Multivan and Caravelle — if the reaction to the Touareg is good. "It depends on the market," Stiebels says. "If everyone wants a hybrid, we will react."

SUV to a fuel figure Volkswagen says will be 'significantly lower than 9.1 L/100 km'.

It's also going to be about 25 per cent lower than the comparative petrol engine in the Touareg range in city driving, and 17 per cent lower in the combined city/highway cycle. A priority for development was to have identical capability to the standard Touareg, and the hybrid promises the same 3.5 tonnes towing capacity and the same ability to climb slopes under full load.

The hybrid will have specific technology that caters for the system, with the ESP cutting off regenerative braking when needed. But apart from special badging, there will be nothing much to visually set the hybrid apart from the normal



The new Touareg



# The Kombi equation.

*People Mover* magazine, 1982

Volkswagen was arguably the first to produce a passenger carrying version of a commercial van. Like so many with a little technical training I had resisted the temptation to sample the rumoured delights of bullet-proof reliability of a Kombi — or any Volkswagen for that matter. There was a certain Lutheran (or at least Protestant) mechanical attitude to them, which left me cold. Before any mechanical work could be carried out on the entire rear-engined, air-cooled Volkswagen range, a kneeling position of religious humility had to be adopted.

VW production started under the control of the Allied forces occupying Germany in the immediate post-war years. In less than a year exports started to neighbouring countries. A car was fine, but what was needed, urgently, was a lightweight commercial vehicle that could carry goods. Military people tend to over-engineer and the trucks which survived the European mess were basically too large for the sole-traders of the lowlands.

A light covered truck was needed. The British army had created a Beetle-based flat tray truck, called the Plattenwagen, for use in the factory but it was unsuitable for production and sale. In 1947 Dutch VW importer Ben Pon made a sketch in his notebook. He talked to all the right people and less than three years later, in March 1950, production began.

By the end of 1950 the basic blind van was joined by a Microbus and a Kombi, the bus being a soft-core version of the Kombi (short for 'Combination' in German). To be expected, demand soared way ahead of supply, and by the end of 1950 production had reached 60 units per day. During the following year VW made 12,003 commercials. By 9 October, 1954 they had made 100,000 commercials. With relentless logarithmic logic production spiralled.

By 2 October 1962, the figure was 1,000,000. Heads began to swim. The numbers became meaningless. Entire communities of American post-war babies clamoured for new freedom in a strangely efficient, underpowered ex-enemy commercial vehicle.

When it was introduced the VW commercial was fitted with the same 1.1-litre engine from the Beetle, which developed less than 20 kW. Like the car, the power spiral started soon after, with a 1.2, and even a dizzy 1.5 and 1.6-

litre engine following. All synchromesh gearboxes followed the more rudimentary units fitted in the beginning.

The first models to come to Australia were sold in 1954, and were locally assembled in Melbourne (from German CKD kits) from 1955. The first model was, by later standards, not terribly space efficient. The engine compartment intruded far enough upwards to contain the spare wheel. Side doors were hinged and the front seat was a bench, albeit padded.

Respected Australian motoring journalist Pedr Davis tested the VW Kombi in *Wheels* magazine. He raved. Its weight distribution (empty) was 50:50 with an all-up mass of 21 cwt, 2 qtrs (an ancient imperial system of measurement that has been lost in time but was equal to 2408 lb, or 1095 kg). The engine for the first Australian model was 1192 cc and developed a shin-grazing 36 bhp (SAE), or 22 kW, at 3400 rpm. Top speed and performance surprised Pedr, with a 0-400 m time of 25.9 seconds and a top speed of 90 km/h. At one stage, on a downhill run, the speedo nudged its way lethargically over the 100 km/h mark. Pedr was ecstatic. Sixty two miles an hour!

But it was the handling that really astonished him. Phrases which would eventually become clichés poured from Pedr's prolific pen. Polemical prose for a commercial vehicle test!

At one stage in Pedr's test he commented that the flat-out speed was also the cruising speed. While this may have been a design feature of all VWs for Europe where people needed three passes and a vaccination to travel for more than an hour at 80 km/h (crossing three ethnic divisions and six country borders in the process) the principle didn't apply to Australia.

According to my notes, the first model achieved sales of 1.85 million by 1967. By the summer of 1967 a new model appeared. The news of a new Kombi was received by mid-hippy boom devotees with the same awe and conjecture as a second coming on the fourth day of Golgotha. Hailed by some, condemned by others. Some said it was just in time, others said it was completely unnecessary. Perhaps the Volkswagenwerk could see the Katakana on the wall, a warning message from their Japanese Allies in the '39-'45 conflict. It was necessary to mutate before the rush — the rush of cheap, rudimentary but Oh-so-practical Japanese vehicles waiting in the wings for their world domination move of the 1970s and 80s.

The new Commercial had a 1.6-litre engine and a host of improvements which were almost impossible to prove because the vehicle looked, generically, so much like its predecessor.

It appeared in Australia as part of the VW '68 Revolution', when the ancient Australian-made Beetle was killed off and replaced by the modern 12-volt 1500 German Beetle. The Melbourne factory became 'Motor Producers Ltd' and went back to making CKD-assembled VWs — alongside Volvos and Datsuns. The Japanese were coming.

In 1970 the VW Kombi cost \$2699 and the Toyota HiAce \$2698. Between 1970 and 1978 the Toyota HiAce changed the grille twice and reverted from dual to single headlights. The Volkswagen fitted front disc brakes, enlarged the rear lights, moved the front blinkers up to the top of the front panel, redesigned the front deformation element and, later, added a sliding rear side window. VW, over this period,





offered a 1.7 litre engine, a 1.8 litre engine and finally a 2.0-litre engine, and the option of a fully-automatic transmission. All of them had fully-independent rear suspension with expensive Porsche-style four-joint CV rear axles. The Toyota had a solid rear axle and leaf springs.

The Toyota's price rose from \$2698 to \$6872. The Volkswagen's price rose from \$2699 to \$9625. It was game set and match to Toyota and its ilk. The all-new T3 Kombi of 1979 didn't need to exist. The game was over. The Kombi had gone. Its return to Australia will be, perhaps, permanent. But its sales will be limited to people who are probably a little eccentric and quite capable of the type of indulgence that follows an evening of listening to "A Blast from the Past" on commercial radio or who have seen the re-runs of Aunty Jack on ABC at 6 pm weeknights.

That's where I come in. As a motoring journalist, a car is an unnecessary encumbrance. But there are times when cars don't come my way and something is necessary to drive about. That's why motoring journalists generally have impractical toys for cars that they claim are "theirs" in articles similar to this. I had a Renault R4 with front constant velocity joints which reduced me to tears at least once a week. It had to go.

At the same time as the R4 was going my wife mentioned the fact that many road test cars were unsuitable for our little colony. Time and circumstances had crept up on me and it took an unobtrusive reminder for me to realise that we were now man and wife, three children of varying ages, two dogs, five cats and 30 parrots. Saturdays were filled with cubs, brownies, ballet, supermarket, vets, sailing, relatives, Aunty Enid, Uncle Hector, 40 percent of the population of Sydney's west and six junior soccer teams. Not to mention the camping equipment.

There were times when a Honda Civic test car wasn't sufficient. So we decided on a Kombi. The reason we chose the Kombi was simple and twofold. The year before I had looked for a sensible commercial vehicle to test for a week. The week just happened to coincide with the International Veteran and Vintage Rally which ran from Sydney to Brisbane and had nothing to do with the fact that I couldn't afford accommodation to cover the rally and so needed something that would carry me up and back while also affording me somewhere to sleep.

I fell in love with the Kombi test vehicle lent to me by LNC Industries (owners of Volkswagen Australia), at North Ryde.

The second reason was that I was visiting a mate at Sydney's Capitol Motors just as a semi-load of ex-army Kombis were being unloaded. The book price was \$3300. These were \$2250. I picked the best. Paid for it on the spot. It had only one drawback. It was totally impossible to hide the fact that it was once an army vehicle.

In less than a week it became a member of the family as quickly as a new baby or a kitten in a breakfast cereal box left on the front doorstep. It covered thousands of kilometres on its seemingly unburstable 1600 engine. Service was occasional (there is only one receipt in my file — a bill for \$113 for a major service two years after I bought it). It was used as a base for camping trips and the seats were removed and refitted almost as often as Max Gillies changes wigs.

On softly rainy days during school holidays our children would open the sliding door and play in the garden, moving into the Kombi when rain started again. It was a cubby house for deprived city kids.

The only modification I ever made was to remove the military-fitted front bench seat and replace it with a pair of conventional Kombi front seats. This was so my wife could take advantage of the one major advantage of the Kombi as a children carrier. At traffic lights a passenger parent can leave their front seat and walk back to stoush kids in the mush if they're truculent. You can't do that in a Japanese van.

Around town it managed a very poor 16 L/ 100 km (17 mpg). On its many trips it always returned 11 L/100 km (25 mpg). It was driven to within an inch of its life, and when it was sold, the depreciation was minimal in terms of the distance covered and the good service it had given. Its only mechanical failure was the generator, which packed up within days of it arriving in the family. The rebuild cost \$35 because I removed and replaced the component myself. It was easy.

We had the Kombi for more than three years. We missed it when it went but it was replaced by a company car that was cheaper to own and run (free), so the bank manager at least was happy.

The Kombi in its various forms gave Australia delivery vans and utilities and Campmobiles that changed the face of urban living. It would be pretentious to say that the image of the Kombi and the dreams it inspired in non-Kombi owning families changed the face of Australia's family vehicles. Could the people who, today, drive Taragos and Urvans and L300s and their kith be dreaming that they're driving Kombis?

And what of the people who, today, drive the new generation expensive and luxurious T3 Caravelle, could they be recently rich, or deprived people who missed out first time? Could they be people who once owned a split screen protestor's express and have now climbed the social and financial ladder far enough to afford the "latest" model?

Of all of these questions, none deserves an answer. When my voice has a gentle tremor and all children are fitted with an RS232 interface on their cortex so they can be controlled by the state and interface with data-banks directly, I shall be able to stuff my pipe with an approved tobacco substitute, stare into the middle distance and say to a circle of awe struck, face uplifted grandchildren, "Once, I had a Kombi."

Brian Woodward



drug rehabilitation centres in this desolate area that sparked his imagination.

He decided to write a movie about an affluent couple and their 18-year-old son who undertake a road trip to such a centre and whose lives unravel in the process.

“I’m married with sons in their twenties and could draw on my own experiences as a Dad,” Latter says. “Although I have never gone through anything like Ron and Jackie, some of my friends have. Drug addiction is a big issue for parents of teenagers and young adults. However, End of the Road is not a serious story about the dangers of drugs. It takes a look at family and the way we communicate with each other. The journey through the Karoo becomes a metaphor for the characters’ inner journeys. Without the trappings of their daily lives, they are able to deal

## Shooting the Karoo.

End of the Road is a made-for-television movie that offers a fresh angle on South African storytelling.

Leaving upmarket Camps Bay behind them, Ron and Jackie Mason and their wayward son, Adam head into the Little Karoo. They are on a mission. Just hours before, drug dealers kidnapped Adam and demanded the R5 000 he owed them, or else.

After paying the money to retrieve their son, Ron and Jackie are taking Adam to a drug rehabilitation centre in the Karoo. Adding tension and speed to the trip, Ron has to be back in Cape Town early in the morning to clinch a make-or-break deal with Belgian businessmen. This is a road trip that would change each of their lives forever.

End of the Road is a made-for-television movie commissioned by M-Net as part of an initiative to promote local movie-making talent. The film, which aired on this channel in South Africa last year, has been likened to a South African version of Little Miss Sunshine, the ‘slice of life’ film that won numerous awards including two Oscars in 2007. Like the latter movie, End of the Road not only takes a bitter-sweet look at family relations, but Volkswagen also stars in the film.

As the Hoover family’s adventure takes place in a charming Volkswagen Kombi, the Masons travel in a luxurious Touareg and encounter the smooth-talking driver of an Eos along the way (this colourful character alone makes the movie great entertainment).

Scriptwriter of Jock of the Bushveld, Mr Bones, Forgiveness and the award-winning, Good Bye Bafana, Greg Latter always knew that the Little Karoo, with its bleached out plains and vast horizon, would form the perfect backdrop to a road-trip movie. However, it was the often-publicised

with things that have been left unspoken for far too long – often in a humorous way,” he says.

Greg finished the script and shared it with the FilmAfrika team. So when M-Net approached this film production company for South African movie scripts focused on family, FilmAfrika suggested End of the Road. It was accepted and Greg edited the original script of 90 minutes down to the requested length of about 50 minutes. The movie-making ball was set in motion.

“End of the Road isn’t your typical South African movie, and this excited me. A lot of local films have been politically driven and End of the Road was fresh and new. It is about a modern day family here in South Africa,” says Gareth Hughes, one of the film’s producers.

A top team was assembled to bring the script to life. Greg, who also made his directorial debut with the film, joined creative forces with experienced director of photography, Giulio Biccari, and a dedicated FilmAfrika crew of 12 people. The well-known Jennifer Steyn and Patrick Lyster, and newcomer Ricky Botsis, made the





characters come to life while the Touareg and Eos provided solid performances in their supporting roles.

Jennifer Steyn (Jackie Mason, the mum), says: "End of the Road tells a very pertinent story, but you'll also chuckle along the way. We had to do all the stunts ourselves. The brakes' screeching and me hanging out the window – that's all real. I felt absolutely safe though and the Touareg was so comfortable during the long periods of driving. Between shots I even rested in the Touareg and it offers excellent back support, something which is important to an actor. Having only ever owned Volkswagen Beetles, I have an affinity for the brand and was happy to be starring alongside this Volkswagen."

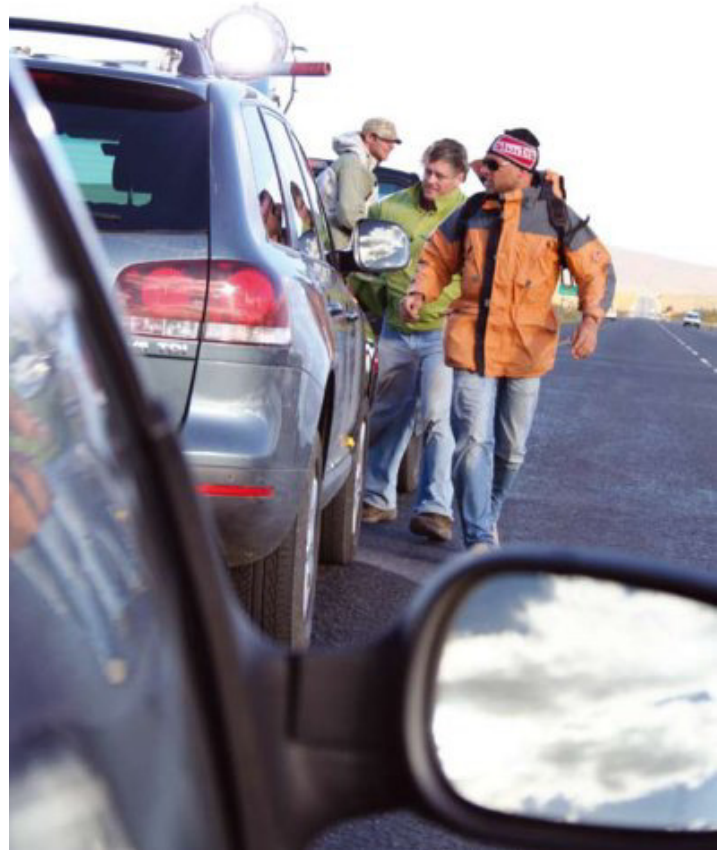
Patrick Lyster (Ron Mason, the dad), says: "The Touareg delivered an exceptional performance. It has excellent handling capabilities. Although I don't drive the Eos in the movie, I did get a chance to take it for a test drive. It has a powerful engine and is an absolute pleasure to drive. End of the Road is an everyday story of people in South Africa and that's why I think it will resonate with viewers. Everybody will be able to identify with the story in some way."

The movie was planned to the last detail to ensure that it could be shot within only 12 days. Filming took place on the R60 between Robertson and Worcester with the assistance of the traffic police in that area.

"We loved that Volkswagen Touareg television commercial where the father and son go on a road trip. The commercial is about a family car bringing people together. So we knew we just had to use a Touareg in this movie. When you watch End of the Road you'll see that the Touareg performs exceptionally well – no matter what the surroundings," says Gareth.

Two identical Touaregs were used in the film. One was always attached by an A-frame to a camera-tracking vehicle, and the other was used for exterior drive-by shots and interior close-ups. "Having two Touaregs allowed us to switch effortlessly between the vehicles, depending on what camera angle was required. This saved us a lot of time," explains Greg.

Gareth mentions that the Eos was also perfect for its role. "The crew and cast, everybody, wished that they could take the Eos home. It was comfortable and went like a bomb.



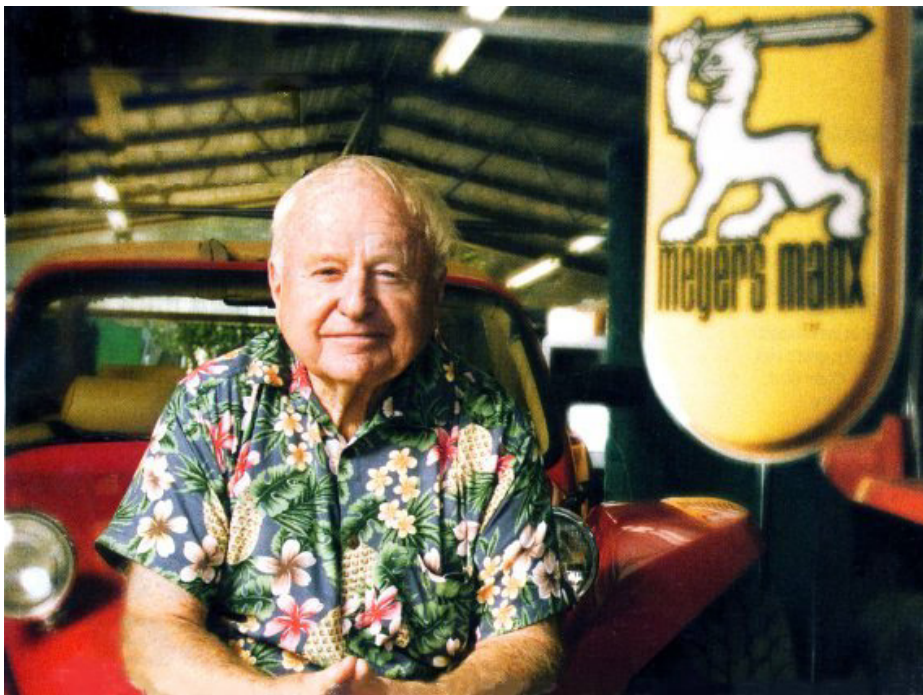
The sound quality in this car was excellent, even with the top down, and this assisted with recording."

According to Greg the cars almost became like characters themselves. "They behaved better than the actors," he jokes. "This is a movie about real people, and that's why 'the people's car' was our brand of choice. We could never have made this movie without Volkswagen's help."

Greg adds: "I hope that people who see the film will find that communication between family members should be open and that deceit leads to destruction. At the same time I hope they are entertained. It is a feel good movie with a lot of heart."

End of the Road has not yet been shown on Australian pay TV, and so far has not yet been released to DVD. Club VW will buy a copy when it becomes available.





## Bruce Meyers.

The Meyers Manx dune buggy should have made Bruce Meyers a very wealthy man. And for a short time, it did. But like the swells of the Pacific Ocean that were such a pivotal part of Meyers's life, riches and success retreated like a wave receding from the shore.

Meyers lives today in Valley Center, California, about 50 km outside San Diego. Although he's 84 this month, you can still see a good deal of the enormous energy and enthusiasm that led him to create a vehicle that embodied the carefree beach culture of the 1960s. His large head is topped with thinning white hair, and his long, barrel-chested torso is framed by a pair of thick arms. His hands and forearms look strong enough to fold a brake rotor. Those are talented mitts, capable of drawing picture-quality head shots with a pencil and sculpting fiberglass into art.

Meyers was born in Los Angeles on March 12, 1926, the youngest of five children. His father helped Henry Ford set up automobile dealerships in California. During Meyers's boyhood, the family lived in idyllic Newport Beach, long before it was super-expensive and overcrowded. In his teens, he led the dreamy beach life that would eventually draw the masses to Southern California.

Meyers was drafted into the US Navy in 1944. While stationed on the aircraft carrier USS Bunker Hill, he survived a kamikaze attack in May 1945 off the coast of Okinawa that killed 389 men and almost sunk the ship.

After the war, Meyers drifted about for a few years. He crewed on merchant ships and spent what must have been two fantastic years in Tahiti, running a trading post and chasing island girls. He later went to art schools in San Francisco and Los Angeles, developing a talent for drawing that would eventually land him a short teaching stint.

By the late '50s, Meyers was living in the Newport Beach area, shaping surfboards, working on boats, trekking across the border into Baja, Mexico, and running a '32 Ford at the Bonneville Salt Flats. Although fiberglass was not new at the time, its use in boat construction was, and Meyers worked

for a time at Jensen Marine, pioneering the techniques of fiberglass construction that would later serve him well.

By the early '60s, though, his experiences and talents were about to result in something bigger than Meyers ever dreamed of.

The first Meyers Manx emerged from a cramped shed in Newport Beach in 1964. The goal had been simply to build something that didn't look like a used Jeep and could "take you wherever you wanted to go."

Driving over the sand in remote areas like Pismo Beach and the Baja was another activity of the SoCal lifestyle. It was a way to hang out, have bonfires, look around, be seen, and, of course, have fun. It was quickly discovered that heavy four-wheel-drive vehicles like Jeeps were not as effective running on sand as was the lightweight VW Beetle. To make the Beetle

even better, beach riders fitted wide tires and cut away the body to make it lighter. On weekends, the dunes were teeming with home-built contraptions.

In the late '50s, the famous L.A.-based VW dealership and speed shop called EMPI offered the first dune-buggy kit, the Sportster. It sold for about \$500. The angular sheetmetal gave it the look of a hard-edged German military vehicle. It was designed to bolt onto a shortened Beetle floorpan, which for a kit-car maker is a dream come true because that pan carries the VW's powertrain and suspension. Building a dune buggy? Just locate a junkyard Beetle, remove the body, and replace it with a custom body.



In the early '60s, Meyers was poking around the dunes in a modified VW Microbus. He didn't think the Sportster had much style to it, so he decided to build and sell his own buggy. Since the material Meyers was using to make boat moulds and surfboards was fiberglass, he naturally turned to it for his dune-buggy body, quitting his job to work full time on the buggy in the small garage of his beach apartment. His wife, Shirley, worked in the advertising department at Road & Track, and she encouraged his project.

Meyers spent 18 months on the first Manx, endlessly tinkering with the shape, looking for some flair he felt the



buggy needed. One reason it took so much time may have been because that first Manx, unlike the EMPI Sportster, didn't use the simple Beetle floorpan. The first Manx had a fiberglass monocoque with a Beetle engine and suspension bolted to it. Meyers hoped to sell maybe 20 or 30 Manxes, which he says would have been enough to cover the cost of the project. Word of the Manx spread quickly, and in about a month, Meyers had orders for 12 kits that he priced at \$995. Doesn't sound lucrative? In the mid-'60s, a high-school teacher earned about \$5000 a year. Although the kit didn't include an engine or transmission, it did come with components such as pedals, seats, windshield, and lights.

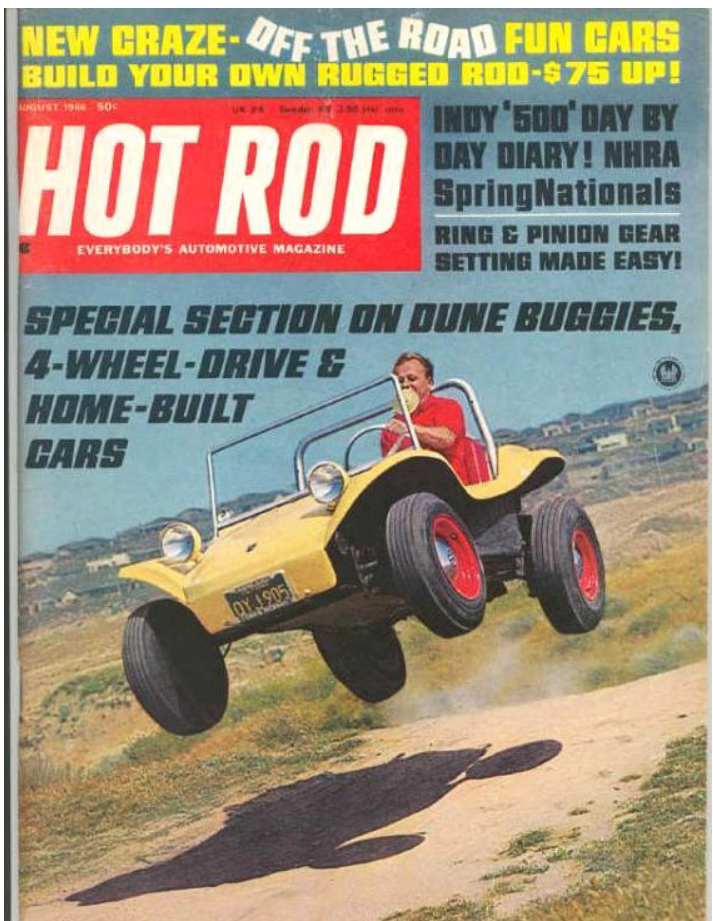
But Meyers had the same problem novice entrepreneurs often discover the hard way: The cost to produce a kit was more than the price he could sell them for. He waves this off today with the explanation "I am not a businessman." But a lot of people who saw the Manx loved it, and Meyers knew that since a 1964 Chevy Impala cost about \$2700, he couldn't just increase his kit's price. So he redesigned the Manx to make it cheaper to build. The revised Manx didn't get a new name, but it was very different from the original because it was no longer a monocoque and was now designed to bolt onto a shortened Beetle floorpan.

Meyers could now produce the 11 pieces of his Manx kit in about 10 hours. It was so much simpler to build that he could lower the price to \$495. Even though that combination of price and style would soon make the Manx a popular fad, Meyers didn't see his creation as more than a small-time regional player. "I had no vision in those days," he says.



Then, in 1965 after Meyers had moved his company, B.F. Meyers, from Newport Beach to nearby Fountain Valley, Joe Vittone came calling. Vittone owned EMPI, and he wanted to partner with Meyers on the Manx. "It would have been the perfect arrangement," says Meyers. "Vittone already had a well-established dealer network, and he could have run the business side, leaving me free to do what I do — the design. But I said no, figured I'd get 10 orders a year, which would be all I'd need. I was the stupidest guy in the world as Joe would have delivered 10 orders a day!"

So Meyers went it alone, and his wife handled the promotion. In 1966, the Manx was featured on the cover of Hot Rod magazine, but it was in April a year later that the Manx exploded onto the scene. First, Meyers and surfing buddy Ted Mangels had completed a run on the unpaved 1,340 km route of Mexico's Baja peninsula from La Paz north to Ensenada in a record 34 hours and 45 minutes. Press releases of the feat were sent to 100 magazine editors. The Manx was featured on the April 1967 cover of Car and Driver. "Once that article hit, we had 350 orders almost overnight."



Meyers struggled to meet the demand. Orders rolled in, a backlog grew rapidly. Since the Manx was basically a 3 metre-long piece of fiberglass that took up a lot of space in a shipping container, customers soon found out the shipping costs were a significant charge. But the Manx bodies could be efficiently stacked on top of one another like paper cups, and soon Meyers was working to sign up dealers to handle sales.

While the company struggled with its growth, Meyers still managed to have fun. Also in his magic year of '67, a Manx won the Mexican 1000, pre-runner to the Baja 1000. The following year, Meyers entered the race with a new



produced a fibreglass buggy-like body, the Rascal). There were probably more than 100,000 Manx-type buggies produced. It's impossible to know the exact number since no one kept any records. Meyers, however, made only about 5000 of them. The Tow'd and the SR didn't exactly set the market afire, either. He sold about 850 Tow'ds and roughly 500 SRs. His company had grown to 70 employees by 1970, and the cheaper, often lower-quality imitations were stealing customers.

Then, in 1970, Meyers got slapped with what he says was an unfair California tax. His company was overextended after fighting the legal case and developing new

vehicle designed solely for off-road, the Tow'd. Somewhere south of Ensenada he drove into a dust cloud and subsequently flew off an embankment and slammed the nose into the opposite side. The Tow'd folded around his feet and almost ripped off his left foot. Horrifyingly, his broken bones projected out of both legs, and he was forced to lie in the desert until an ABC camera helicopter picked him up and dropped him at a checkpoint. In all, he had to suffer 22 hours of pain until reaching a San Diego hospital.

Recovery took almost a year and may have contributed to what happened next. Meyers simply could not meet the growing demand for his Manx. Its look, which suddenly seemed to encapsulate the Southern California lifestyle of beaches, babes, and sun, really began to take off in 1968.

For Meyers, there was also the problem of just how easy his design was to copy. The essential part of Meyers's kit was the fibreglass body. All a copycat had to do was make a mould of it and he was in business. With demand so high, countless small fibreglass shops did just that. By 1969, there were, according to Meyers, at least 70 companies knocking off his Manx.

Meyers had obtained a patent for the Manx in 1965, and in 1969 he sued a company called Lincoln Industries for copyright infringement. For weeks he travelled to a federal court in Sacramento. The 78-year-old judge, who Meyers said didn't know a dune buggy from a shopping cart, ruled that the Manx had been in "public use" for a year before Meyers was granted his patent (remember that the first Manx was built in 1964), and therefore Meyers's patent was invalid. Meyers's lawyer thought they could appeal the decision and fight the definition of the term "public use," but Meyers said he had already spent \$30,000 on the case and much of the damage was already done.

Instead, he expanded his product line. He began selling the Tow'd model and eventually produced a street-only car called the SR. He made a fibreglass hot tub — "That was long before the Jacuzzi," he points out — and a child's bed that looked like a Can-Am car.

The company was beginning to implode. By the time Meyers expanded to meet demand for the Manx, there were too many competitors to count (even Sears

products. He borrowed \$20,000 from his in-laws. For a guy who once said, "I'm an artist — not a businessman. It used to be a lot of fun, and now I've got business managers," the hassles became too much. In 1970, a bewildered and frustrated Meyers walked away from everything — his company, his wife, and the Manx. B.F. Meyers & Company shut down the following year.

"It took 10 years before I could hear the words 'dune buggy' and not get furious," says Meyers angrily. A moment later, he turns back to his easygoing surfer personality and adds, "Sometimes, though, you have to say, 'Shit happens.'"

After leaving his business, Meyers knocked around Orange County, doing odd fabrication jobs and living in a 7-metre motorhome. He built a house on a remote bay in Mexico. From 1975 to 1980, he worked for a company that made custom convertibles. In 1980, he decided to go into the automobile-restoration business and accepted a job to restore and customize a 1964 Rolls-Royce. That project left him deeply in the red, as he vastly underbid each phase. Proving once again that indeed he wasn't a businessman, he nonetheless stuck it out until the Rolls, with a unique retracting roof, was finished in 1986.

Financially and emotionally drained, Meyers — remarried for the sixth time at this point in the story ("It took me six times to get it right," he jokes) — and his wife, Winnie, moved in with his new in-laws on a 2-hectare compound in the hills northeast of San Diego.



It was there that Meyers more or less retired and decided to indulge his artistic side. For several years he worked on a project that was hard for him to explain - the gist of it was that he was trying to sculpt a breaking wave that provided the look and feel of the real thing.

By the early '90s, however, the words "dune buggy" had lost their sting, and in 1994, Meyers accepted an invitation to a dune-buggy festival in Le Mans, France. There he was greeted like Carroll Shelby at a Mustang rally. The enthusiasm, he says, was overwhelming and got him thinking about the Manx again.

So Meyers went home and, with Winnie, started a dune-buggy club as a way to gauge interest in producing yet another Manx. Through the club, Meyers organized dune-buggy meets, and although the club is open to all makes of buggies, he also authenticates real Meyers Manxes. He says that at a gathering of 150 dune buggies, only 10 percent are the genuine article.

Bruce Meyers visited Australia in 1997 as a guest of Godfrey Reade, Bruce's Australian distributor for Meyers Industries. Godfrey was the founder of the Meyers Manx club in Australia, and was also the man who built the VW-based fibreglass Big Red Car for the Wiggles Movie. Bruce Meyers visited the 1997 VW Nationals at Valentine Sports Park, and thoroughly enjoyed the lineup of VW buggies on display that year. Hopefully his Australian visit helped further in rekindling his enthusiasm for VW buggies.

It seems that those who didn't have a real Manx wanted one, so in 2000, Meyers decided to do a one-time limited-edition production run of new Manx kits for \$2000 each. "I wondered if I'd sell 20," he recalls, but he set the number at 100 and crossed his fingers.

He got 100 orders in a single month.

If there was a problem, it was that Meyers couldn't produce more than 100 and still honour his limited-edition promise. And he had set the price so low that he barely made any money.

From his club, Meyers knew Manx owners wanted a Manx that could comfortably seat four, not two like the original. They also wanted a boot, and he figured potential Manx customers would feel the same. In any case, the interest in a modern Manx was definitely there.

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26



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Available at all authorized MEYERS MANX dealers. Send \$1 for illustrated Meyers Manx, Tow'd and Lynx catalog. B. F. MEYERS & CO., Box 8266-C Fountain Valley, Calif. 92708

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In 2001, an all-new Manx emerged from yet another small garage not unlike the birthplace of the original. Its price had moved up to \$5395, but it could seat four. It looks like a modernized Manx, and it uses the same VW Beetle floorpan and mechanicals. He calls it the Manxter 2+2 and so far has built and sold 60.

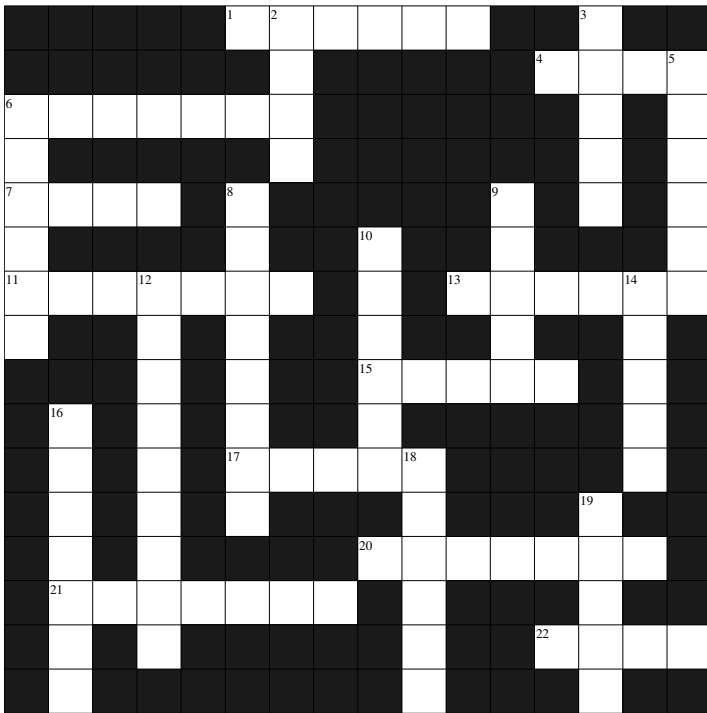
The Manxter is only the beginning of his dune-buggy plans. Meyers is reproducing the original Manx catalog and will sell replacement parts. He'll also produce another version of the Manx that will be closer to the original than the Manxter.

"We have a lot to do," Meyers says. Asked if he thinks the Manxter will start another dune-buggy craze, Meyers replies, "I don't know, but I'm having a lot of fun." That, of course, was always the point.

# Club Veedub Crossword.

**Across:**

1. The Moorebank Show n Shine is held at ...? Power
4. The controlling body for Motor Sport in Australia
6. The first Volkswagen model to be available with a production Hybrid option
7. The world's safest car in 2009
11. The only country that made 'works' Rally Beetles
13. A town neat Tamworth that has a wrecked VW in a paddock
15. The world's toughest off-road event, won again by a VW
17. VW sells more vehicles in this country than it does in Germany
20. The city in Germany where Kombis are made
21. Makers of the Golf Cabriolet
22. The original, and best, VW beach buggy



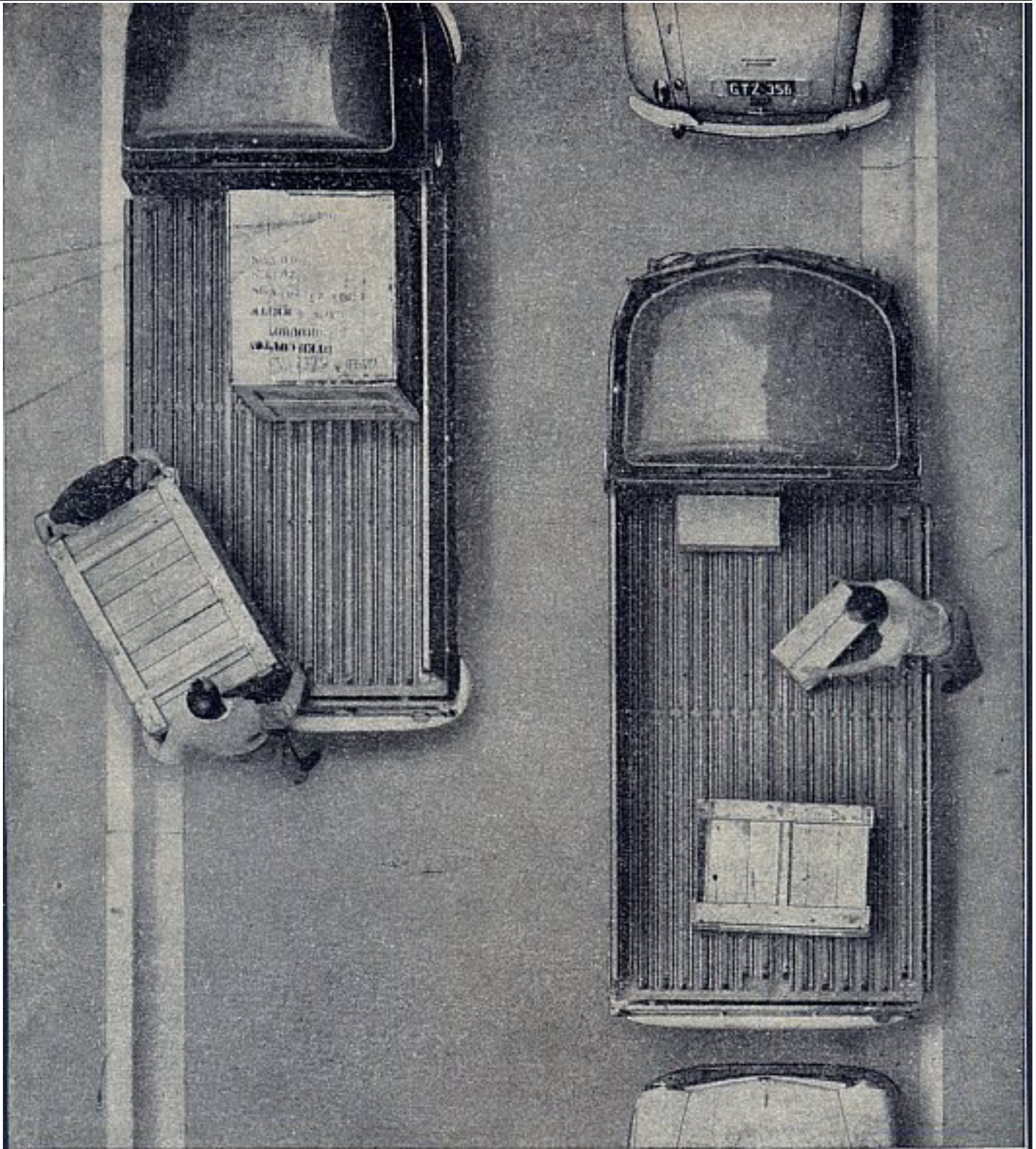
**Down:**

2. The Danish building blocks from which you can make a VW
3. The district of South Africa that was recently featured in a short film
5. The only Japanese car maker that Volkswagen owns a piece of
6. VW's smaller, Golf-based SUV
8. The sporty model that VW races at Nurburgring
9. The Czech-based care maker owned by VW
10. The city that has the world's largest Audi dealer
12. A southern highlands town where the Rail Transport Museum is located
14. The designer of the Meyers Tow'd and the original beach buggy was ...? Meyers

16. The only Beetle driver at the Festival of Steam was Hans ...?
18. The new VW double-cab ute, coming soon
19. What Raymond's Club Veedub name badges are made from

## Last month's crossword.





VW8721

## *One-way traffic, 3-way tray.*

Most utilities you load or unload from the rear only.

Not a Volkswagen Pick-up.

If a close-parked vehicle stops you loading to the rear you load to the side.

Either side. Even when you park on the right-hand side of a one-way street, you'll still load or unload from the foot-path.

Also with a VW Pick-up you never have

to unload goods at the rear to get at the ones in front.

Even though you carry twice the load of a car-type utility.

And longer loads.

And wider loads.

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Double Cab Pick-up, £1266.10.0 tax paid.

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