

Zeitschrift



Simon Bender's Type 182.

May 2007

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Skoda in Australia
Thirlmere Steam Festival
The Volkswagen S**

**New VW Eos
New VW Crafter
The Toy Department
Plus all the usual stuff.**



Club VeeDub Sydney.
www.clubvw.org.au

A member of the Council of Motor Clubs.



Club Veedub Sydney Committee 2006-07.

President:	David Birchall	(02) 9534 4825 david@clubvw.org.au
Vice President:	Andrew Rankin	(02) 4733 2848
Secretary & Public Officer:	Bob Hickman	(02) 4655 5566 hicko@iinet.net.au
Treasurer:	Martin Fox	0411 331 121 martin@clubvw.org.au
Editor:	Phil Matthews	(02) 9773 3970 philjmatthews@optusnet.com.au
Webmaster	Steve Carter	0439 133 354 info@clubvw.org.au
Trivia Mistress:	Heather Pascoe	(02) 9836 0464
Book Librarian	Simon Matthews	(02) 9898 3665
Video Librarian:	Joe Buttigieg	(02) 9863 4536
Tool Librarian:	Bob Hickman	(02) 4655 5566
Merchandising:	Raymond Rosch	(02) 9601 5657 sales@clubvw.org.au
Raffle Officer:	Christine Eaton	(02) 9520 4914
Vintage Registrar:	Leigh Harris	(02) 9533 3192 leigh@clubvw.org.au
VW Nationals Coordinators:	David Birchall	(02) 9534 4825
	Bob Hickman	(02) 4655 5566
	Chris Pascoe	(02) 9836 0464

General Committee:

Zoran Milvica	Ron Kirby
John Weston	Ken Davis
Belinda Godfrey	Shirley Pleydon
Ray Pleydon	Brian Van Derley
Mike Said	Danny McFaddyn
Norm Robertson (JP)	

Canberra Committee.

Chairman:	Steve Crispin	0419 429 453
Secretary:	Bruce Walker	0400 119 220

Committee Members:

Mark Palmer	0416 033 581
Dimitris Tsifakis	0421 725 805

Please have respect for the committee members and their families and only phone at reasonable hours.

We wish to thank our continuous VW Nationals sponsors:

20 years.

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

15 years and over.

Australian VW Performance Centre
Cruisin Car Carpets
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Imported Car Wreckers	WHM Mechanical
Karmann Promotions	Wurth Fasteners

Kleingedrucktes.

Monthly Club VeeDub meetings are held at Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the third Thursday of each month from 7:30 pm. All members and visitors are most welcome.

All mail to Club Veedub Sydney should be addressed via the Secretary, c/- 14 Willoughby Cct Grassmere NSW 2570, or emailed to info@clubvw.org.au.

Zeitschrift is published monthly by Club VeeDub Sydney. 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. Articles may be reproduced with an acknowledgment to Zeitschrift. Club VeeDub Sydney, its members and contributors to Zeitschrift cannot be held liable for consequences arising from information printed in the magazine. Back issues are available from the Secretary, or in PDF format on the Club Veedub website.

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

NATIONAL MOTORING HERITAGE DAY

Sunday, May 20th 2007

The aim of the day is to have as many heritage vehicles out and about on the same day throughout Australia. The venues listed below are nominated as destinations – clubs may choose one or all of them as places their members may go to for a picnic lunch etc. The idea is to enjoy the vehicles, the venues are secondary, however they make use of H.C.R.S. registered vehicles allowable – provided clubs nominate the day as an approved run.

DESTINATION 1: SOUTHERN HIGHLANDS

Chevalier College Grounds, approx. 1 mile south of Bowral. Gates open 9.30 (police won't allow early queuing). Parking in order of arrival, no reserved sites unless pre-arranged. Parking together means arriving together. Gold coin donation requested, entry for participating cars only. Picnic event, no major food catering. Arrival from Illawarra Highway and Moss Vale – turn right into Eridge Park Rd after Briars Hotel, then left into Charlotte Street and left at T junction, entry gate is 200m. FURTHER INFO: Martin (02) 4887 7166 or frosh@hinet.net.au

DESTINATION 2: MUNMORAH

Koala Park Recreation Area, located just inside the main entrance to Munmorah Power Station, Scenic Road (runs between Doyalson and Budgewoi). Large undercover area, BBQ's, toilets, parking. FURTHER INFO: Lynelle Titcume (02) 4267 3578 or 0422 513 256 or tickotours@fishinternet.com.au

DESTINATION 3: COOK PARK, DOLLS POINT

Corner of Sandringham Street & Carruthers Drive. Exclusive parking area under our control on Historic Botany Bay. Hard surface parking, shaded picnic spots under trees, safe bay beach for swimming. Take away food and restaurants not far away, picnicking is the best option. Gates have to close at 4pm sharp. FURTHER INFO: Terry Thompson 0409 992 971 or terry@tppm.net.au

DESTINATION 4: FAGAN PARK, GALSTON '

The Humber Club will be your hosts. Arrangements have been made with Hornsby Council for all CMC Members' Classic and Historic Vehicles to enter the park free of charge on the day. Enjoy the drive to and from, and have a great picnic in wonderful surroundings.

FURTHER INFO: Keith and Ronnie De Britt on 9747 1014 or 0409 242 301
David Colton on 9744 2408 or 0409 246 720

DESTINATION 5: BLACKTOWN DRIVE-IN

The Austin A40 Club have organised for the drive-in to open on Sunday night, all clubs are welcome to join in. \$25 per car instead of \$14 per person. BBQ at 6pm, movie starts at 7pm. There are limited speakers, so if you do not have an FM radio – get there early. The movie will most likely be a car or motorbike movie, probably World's Fastest Indian.



PIT STOP CRUISE – TO MORPETH SUNDAY 27TH MAY 2007

**We are having a Sunday cruise up to the
Historical town of Morpeth and
on the way there stopping at my husband's
Mechanical workshop at Caltex East Maitland, with
the workshop open so that any VW enthusiast can
have a look over their car on the hoist and even give
their VW a grease.**

**Free sausage sizzle & soft drinks.
Then cruise over to Morpeth for a coffee.**

**PLEASE REPLY IF YOU ARE INTERESTED IN
COMING ALONG**

CONTACT ROSE MOBILE: 0427 55 02 03

EMAIL: avwnut@bigpond.com

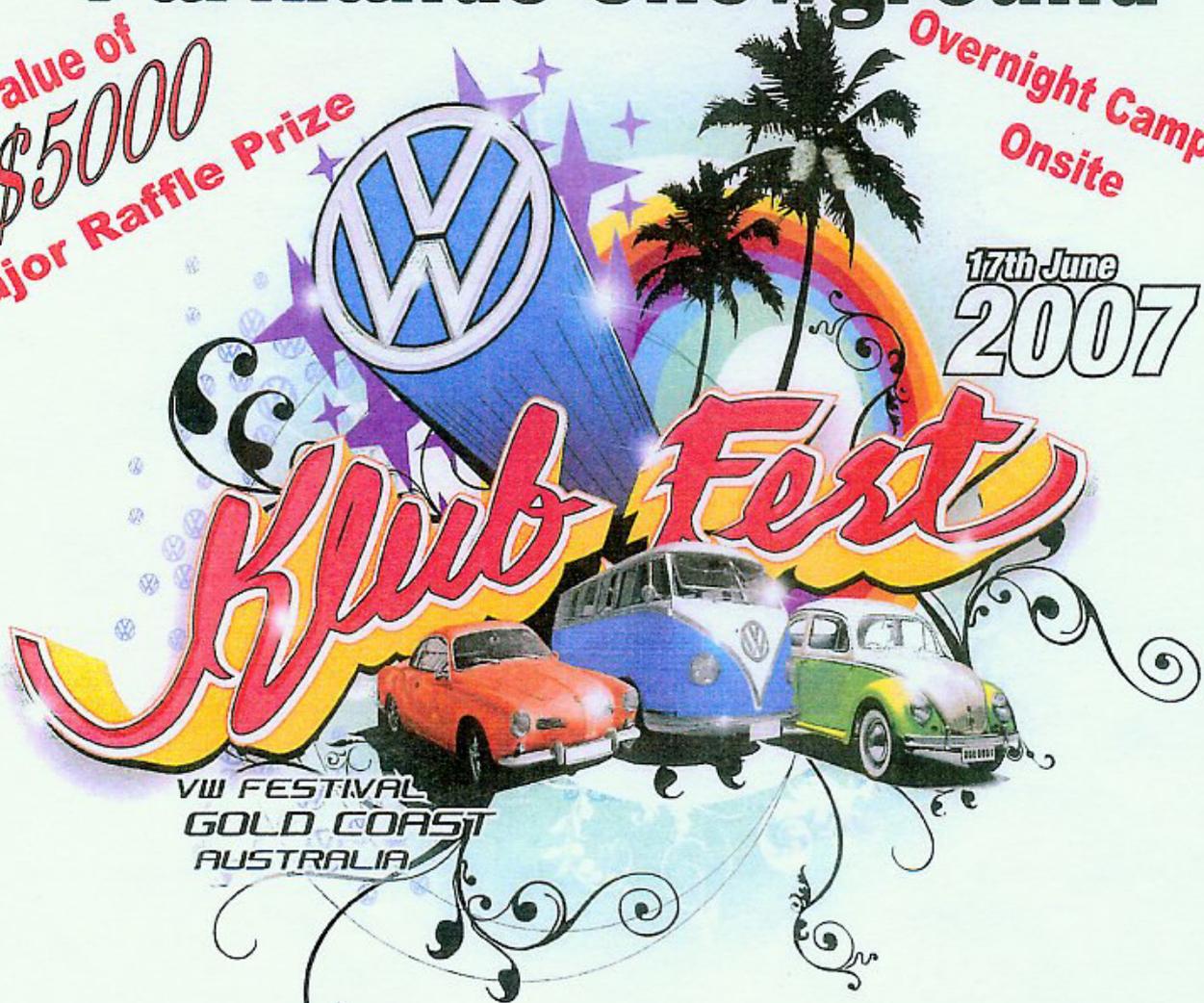


Parklands Showground

Value of
\$5000
Major Raffle Prize

Overnight Camping
Onsite

17th June
2007



**Club Displays - Trade Stands - Swap Meet
Show n Shine, Park & Display
Entertainment & Activities
Great Raffle prizes
Something for the whole family
Come on & Join the party**

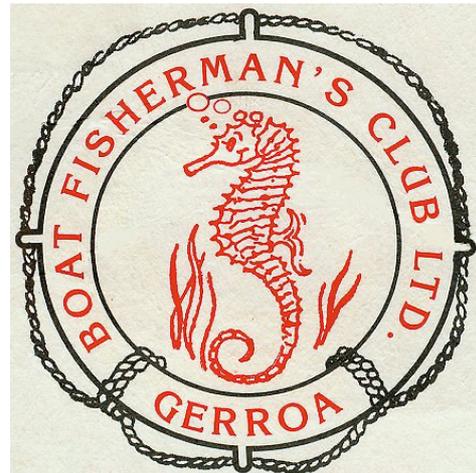
For More Information Call: **0421 765 600**

Or check out the details at **www.kombiclub.com**

Entry Tickets, Event Tee Shirts, stickers & Raffle Tickets, available NOW !!!

FISH & CHIPS Observation Run.

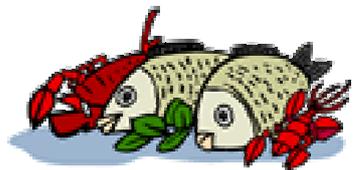
**Sunday
24 June**



- **Sydney** - Meet at Uncle Leo's Roadhouse, Hume Hwy the Crossroads 8:30am to leave 9:30am.
- **Canberra** - Meet at Shell garage, Northbourne Ave at 7:30am to leave 8:00am.
- Clue sheets handed out at both locations.
- Morning tea at Leighton Park in Moss Vale, then regroup.
- Then on to Gerroa Boat Fisherman's Club for lunch.
- Club meals start at \$14 mains (kids serves available), plus blackboard specials.

This event is for all Volkswagens - Air and Water-cooled !

Contact Norm: 02 4625 7057
0409 771822



Christmas in July

Due to popular demand following the great success of last year's Christmas in July at Mudjee; we're doing it again.

Date: 21st July, 2007

*Where: Coachman's Inn Motel,
Cnr Great Western Highway & Oberon Rd, Bathurst
Phone: 1800 808 880 (toll free)*

*Cost: \$205.00 per double for a 3 course Christmas dinner,
accommodation and cooked breakfast*

*Menu: Entrée Prawn Cocktails
Main: Roast Turkey & Roast Pork
Baked Vegetables
Dessert: Christmas Pudding or Trifle
The restaurant is fully licensed no BYO.*

*We have reserved 12 rooms so please ring Judy or Ken at the Coachman's Inn **BEFORE** the end of March with a credit card to hold your spot - limited numbers due to restaurant size.*



Meet at the Westbound Caltex Service Station on the M4 Eastern Creek (same place as last year) at 9.00am for a 9.15am departure. We'll stop along the way for morning tea.

We'll visit the National Motor Racing Museum at Mt Panorama, for those that are game there's a simulator that allows you to have a fast lap of the Mountain without risking a fine. We'll drive around the track, check out Mt Panorama Winery.

We had a lot of fun last year, so get in early to avoid disappointment.

*For further details or if you have any questions contact either:
Russell Sarten on 0401 579 672 or Heather Pascoe on 0409 663 835*

PLEASE ADVISE HEATHER IF YOU ARE ATTENDING!

Sawtell Winter Break

17th - 19th August 2007
Sawtell Beach Caravan Park
Lyons Road, Sawtell
(02) 6653 1379 1800 729 835



Plenty of cabins & camping spaces. You must make your booking directly with the caravan park on the above numbers.

The caravan park is within walking distance of the town centre.

Catch up with your VW friends in a relaxed atmosphere.

Participate in the activities - or just veg out.

Location: 554km north of Sydney 7 hours drive
 427km south of Brisbane 5 hours drive

All VW clubs are invited to attend.

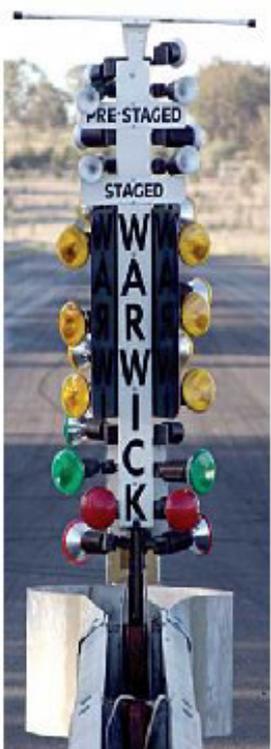
Booking Code: ClubVeeDub

Toll-free telephone number for the park: 1800 729835

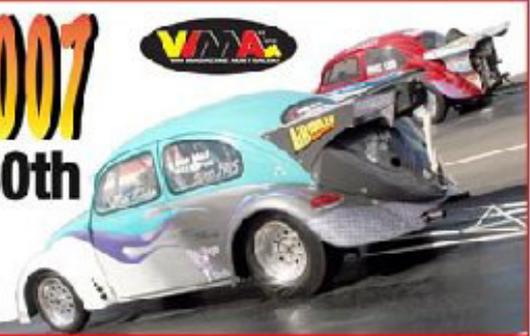
Internet address of the park: www.sawtellbeachcaravanpark.com.au

Organised by local members of Club Veedub Sydney.

More info soon!



VW WARWICK 2007
SEPTEMBER 29-30th
WARWICK DRAGWAY WARWICK QLD
www.vwma.net.au



It's on again, VW Warwick at the Warwick Dragway, Warwick Queensland on the weekend of September 29-30th 2007.

Last year saw a thrilling weekend of racing, with both competitors and spectators enjoying the two days of all Volkswagen action. Seasoned racers and first timers raced the way drag racing should be - unlimited runs and a heap of fun. Everyone would have come back the next month if the event was run again.

This year promises to be even bigger, attracting entrants from all around Australia, including a number of new cars being built especially for the Warwick event. That elusive 1/8th mile record is still within sight of the quick cars, and a few surprise winners are guaranteed with the short track giving away little advantage to anyone.

And racing is not the only thing on offer over the two days. Saturday morning features a street parade through Warwick CBD and is open to all Volkswagens. Sunday hosts a show'n'shine competition, broken into two judging categories, a public vote for your favourite VWs and a points judged shootout. There will also be a burn-out competition, swap meet, and children's activities.

Camping is again offered at the track for competitors and spectators, with hot and cold showers, and catering if required. The camp ground last year was the perfect place to kick back and talk with old friends and make new ones. It was a great atmosphere.

Entries are now open, and pre-entry for competitors is a must. Campers and those wanting catering are also encouraged to book early.

VW WARWICK IS HOSTED AND ORGANISED BY VW MAGAZINE AUSTRALIA FOR AUSTRALIAN VW ENTHUSIASTS.



VW Nationals 2008.

Over the past 20 years, the dedicated members and committee of Club Vee Dub Sydney Inc have been hosting The VW Nationals. Next year we will be celebrating the show's twenty-first birthday.

From next year we have elected to move the show away from the traditional Easter Holiday weekend. This will allow our members to take advantage of this break as an actual holiday, or attend religious functions without any interruptions from the running of the show.

This move will also offer advantages to our organising committee, give more time for sponsors to support the event, and allow a longer lead time in producing the show and organising the necessary support items for the event.

The new date for the **VW Nationals 2008** show and shine will be **Sunday May 25th**, and for the following years will continue to be the fourth Sunday in May. Hopefully moving to this weekend will also allow many interstateers more flexibility to attend.

Several new plans are underway to make the event a full Volkswagen weekend.

Price structures and sponsorship will remain the same where possible, thus creating a value packed weekend and show.

We look forward to seeing you all at the VW Nationals 2008 next May.

Von Dem Herrn Präsident.

Well our twentieth Volkswagen show year went off once again relatively smoothly, over the Easter weekend April 5th and 6th. We attracted many people from interstate and several thousand from Sydney. The continued support from our club members makes the day enjoyable for all those who attend the day. Thanks to all members who helped on the night before and during the show day, its great to see so many helpers. Around 3.00am on the morning of the show it was raining cats and dogs for about 1 hour, we were thinking it would be raining all day. It did rain around 11.00am, which showed what a fantastic all

weather venue we have for our show.

The car show judging reverted back to a drive through entry for this year. This seemed to go well and was much easier for the judges, not having to track all over the show ground arena to look for a particular car they may have missed. The car show standard is always increasing. Special thanks to our car show judges. Their job is thankless, but it's a great way to see every car in the show. We had a drastic increase in the number of Water Cooled VWs this year. Thanks to the Clubs who supplied judging people this year.

It always amazes me when you stand up the top of the show area during the day, and look down between the car rows to see all the people checking things out. Don't forget to support our show sponsors this year, they're all listed on the back page of each months magazine. These people help us out, so if you're looking for something for your car go along and see them. Thanks to all our sponsors on the day, without whom there would be no show. Once again Volkswagen Group Australia supported our show. We had several loan vehicles for the show day display.

Our Saturday mystery cruise was a success, without anyone getting lost, or requiring extra instructions on the day. We had an enjoyable BBQ at Vintage Vee Dub.

The food was excellent this year, with the people from Parramatta Rotary Club, doing a great job of pushing the meals through and keeping the line down to a minimum. The rotary club has been fund raising for the Tsunami relief

Précis of the Committee and General meetings:- VW Nats, Raffle prize for Nats, VW Nats jobs, Berry show day, Xmas in July, Boris Picnic Day, Sawtell.

KeeponKruzin,

David Birchall



Canberra Kapitelreport.

Hi again, a quick few lines from Canberra. We've had a busy time here with an event or two, having shown VW power at the annual Shannons Wheels show in March, having a number of our locals trek up to the Nationals, and also having the

Kombi Club stay in Canberra over Easter. Its been busy!

And we'll just get busier, with the following events coming up in the next few months:

National Motoring Heritage Day - Sunday 20 May 07 - more to come, see the ACT VW forum for more details

Hot Chocolate Run - was to be 24 Jun but we're looking at changing it to 17 Jun, by the time this goes to print it will have been decided upon - check the local forum for updates.

Fish and Chip Observation Run - 24 Jun - see flyer in this magazine.

We have a date set for German Autofest this year, our largest event for the year, being Sunday 14 October 07. As with previous years, we'd love to see visitors from Sydney and surrounds!

One other important point to bring up....until recently we used to publicise a lot of our event data via email to our local brethren. We have had to cease this, meaning that you will need to get your event data either from this magazine, the ACT website, or the ACT Forum. Apologies, however we can't continue emailing the information.

Catch you all out there on the roads, happy dubbing!

Bruce



Klub Kalender.

May.

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 20th:- National Motoring Heritage Day, organised by the CMC. At various venues in and around Sydney. See page 3 for more info.

Sunday 20th:- CMC Rylstone Swapmeet at Rylstone Showgrounds.

Sunday 27th:- Morpeth Pit Stop Cruz. We are having a Sunday cruise up to the historical

town of Morpeth. Please reply if you are interested in coming along. Contact Rose on (0427) 550203, or email avwnut@bigpond.com. See page 4.

June.

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

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

Saturday 16th & Sunday 17th:- Roselands Car Show. Details to be advised.

Sunday 17th:- VW Klubfest 2007 at Parklands Showground, Gold Coast QLD. See Page 5.

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

Sunday 24th:- Norm's Fish and Chips Run to Gerroa. Meet at Uncle Leo's at Crossroads at 8:30am. Morning tea at Moss Vale. See page 6.

Sunday 24th:- EuroCar National at Oran Park Raceway. Track events, Motor show exhibits, inter-club challenges. National TV coverage. More details soon.

July.

Thursday 5th:- Magazine Cut-off Date for articles, letters and For-Sales.

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

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

Saturday 21st:- Christmas in July at the Coachman's Inn Motel, Bathurst. Meet at the M5 Eastern Creek Caltex for the cruise via Mt Panorama. Contact Russell on 0401 579 672 for more info. See page 7.

August.

Thursday 2nd:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 9th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 16th:- 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 18th & Sunday 19th:- Sawtell Winter Break at Sawtell, NSW. Phone the caravan park on 02 6653 1379 to book your spot!

Saturday 25th & Sunday 26th:- Shannons CMC Eastern Creek Classic, Eastern Creek Raceway.

September.

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).

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

Sunday 23rd:- Boris' Picnic Day. NEW VENUE! Cook Park at Kyeemah, right on Botany Bay. Phone Boris on 9789 1777 for more info.

Saturday 29th & Sunday 30th:- VW Warwick Drag Race Weekend at Warwick Dragway, Queensland. Organised by Volkswagen Australia magazine. Go to www.vwma.net.au for more info.

Sunday 30th:- Old Bar Beach Festival and Kombi Gathering at Old Bar, NSW. Contact kombi@oldbarbeachfestival.com.au for more information, or phone Cozette on (02) 6553 7328

Marktplatz.

info@clubvw.org.au is the address to email ads. Classifieds are free to Club VeeDub Sydney members and \$10.00 for non club members. Ads will appear for two months, or longer if requested.

In addition to appearing here, all ads will also appear on our club website www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. All classifieds will appear in Zeitschrift first in order that 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:- 1973 Beetle 1600L, Oct 07 rego, drives well, reliable, minor rust. After 10 years ownership, I must sell due to purchase of a larger car. \$1500. For more info phone (02) 9621 1471 or email salesfam@tpg.com.au

For Sale:- 4 year old Mitsubishi Pajero and we're offering a spotters fee. I know some of you are VW nuts; however, you may know someone who is looking for a 4WD. The details – diesel, automatic, white with the silver trim, done 118,000 km, has a HD tow bar, window tinting. Non-smokers car - asking \$36,750. The vehicle is in excellent condition (well it is Chris' and we know what a nut he is about his cars) – no accidents and hasn't been bush bashing or down on the sand. It's on carsales.com.au for more pictures. Email Heather and Chris Pascoe at

Trades and services directory.



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website: www.mortgagechoice.com.au/andrew.rankin

chrispascoe@bigpond.com or see me at the next club meeting.

For Sale:- VW Golf Cabriolet 1991, dark blue. Power hood. 5-speed manual. 160,000km, regular servicing. Garaged for last 7 years, day and night undercover. Good condition, running well. Rego til 8/1/2008. \$7,000 ONO. Phone (02) 6286 4022 or 0429 129727.

For Sale:- An oval floor pan in excellent condition which I find is now surplus to my requirements. It's rust free, been under cover and is on front and rear wheels. It's ideal for someone for an oval resto. \$100. Phone Ray, 9651 3396.

For Sale:- VW Beetles 1960 asking \$1000.00, and 1967 Beetle 1300 asking \$1500.00 ono. Also wheels, glass, mudguards and transmissions etc. contact Ed on 9644 9028. Cars located at Sefton NSW.

For Sale:- Our lovely 1974 VW Kombi panel van. Good condition, runs very well. 1800 twin-carb engine. Rego til October. Seats 5 (back seat removable), has anchor for baby/child seat. \$3300 ONO. Phone Allan and Helen on (02) 9365 7494.

KLAACK MOTORS

Phone: (02) 9724 5901
Or (02) 9727 2057
Fax: (02) 9723 5250

2A LACKEY STREET FAIRFIELD 2165

For Sale:- 1970 VW Type 3 Wagon, 1600cc, white - great condition for age and running well. Serviced regularly and mechanically sound. Rego to Feb 2008. Interior is in good condition. A couple of small rust spots on body but otherwise okay. paint work average. Must sell due to change in personal circumstances. Asking \$2990 ONO. Please call Sam on (02) 4969 2189 or email sam.east@wilderness.org.au

For Sale:- Type 1 motor everything brand new 1914, Roller rockers, 040 heads with larger valves, ported and polished, Engle cam, fully counterweighted crankshaft, balanced, extended sump, built in the USA cost today \$10,000, asking \$7,500 also new Bosch alternator \$50.00, new 1:1.35 ratio rockers \$300.00, stainless steel door sills \$50.00, IDA EFI throttle body fully polished, centre manifold to suit end manifolds fitted with injector holders would suit the above motor asking \$500.00 the lot. Contact Philip on 02 9452 2451 or 02 9420 5766

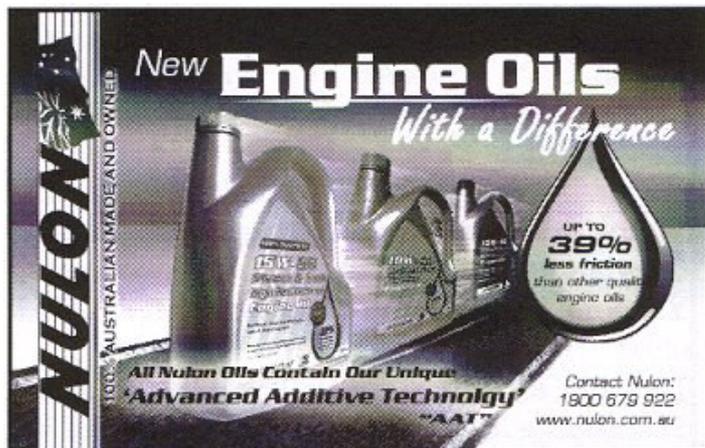


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- Agreed value means agreed value. If the car is a total loss you will receive the full sum insured.
- You have the option to choose your own repairer.
- Lifetime guarantee on repairs.
- In the event of total loss you will have automatic retention of the wreck, depending on the policy.
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- Laid up cover for vehicles being restored or repaired.
- Free windscreen one per year without excess.
- Personal belongings and tools up to the value of \$400 - Subject to excess.

Ring Shannons for a free quote today! Phone 1300 139 006

Trades and services directory.



Wanted:



Your business ad in this space. The cost for 11 months is \$110 - this does not include the VW Nationals issue. Post your business card and a cheque for \$110 to the Secretary, Club Veedub Sydney, 14 Willoughby Cct Grassmere NSW 2570

No Bugs Just Beetles



Alpha dot net Australia Pty Ltd
Classic Internet Service Providers:
9211 7782
Here and now!

Cub VeeDub Merchandise

For club T Shirts, hats,
jackets etc.

Contact Raymond Rosch
(02) 9601-5657 or
sales@clubvw.org.au

Wanted:- Front air intake grill to suit 76-79 VW Kombi, must be chrome, NOS or restoration but must be A1. Phone Tony 0419245913

For Sale:- Black Wolf Oz tent, the clever 30-second tent with fly and side panels. Cost over \$1000. Takes just 30 seconds to put up. Suitable for a Kombi. Brand new. \$550. Phone Laurie on (02) 9671 5810.

For Sale:- 1971 VW Superbug S, semi-auto, red. Belongs to my daughter, has been in my garage for 2 years. She has moved and I can't store it any longer. I have spent over \$12,500 on it for her over 4 years. I would like to sell it for \$3,500 to someone who knows VWs. It is in excellent condition. I am sure one of your members could make a profit on this vehicle or enjoy as a collector. Car is in Melbourne. Phone Claudio on (03) 9770 1137, or 0417 010801.

For Sale:- Parts from '77 Kombi camper. 1 aluminium bullbar \$100; 4 hubcaps \$50 all; 1 roof rack \$100; 2 wheels with v.g. tyres \$40; 1 front grill \$30; 1 sliding door \$80; 2 front doors \$60 ea. 1 tailgate \$100; 1 bootlid \$80; 1 engine comp. cover \$50; 2 taillights \$30 ea; 1 steering column and wheel \$50; 1 wiper motor \$30; 1 complete dashboard with instruments \$100; 2 headlights \$30 ea.; 2 fr. seatbelts \$10 ea.; 1 windscreen \$50 1 fuel cap \$30; 1 fuse box \$5; 1 jack \$30; 1 rear bumper damaged \$20; 2 wipers \$10; 1 camper seat/bed \$30; 2 front blinkers \$20 ea.; all prices neg. thanks. Paul Fenech -02 9527 6145.

For Sale:- 1975 VW Superbug. An ex show car, which has been greatly cared for in the 7 years that I have had it. The engine is a Stan Pobjoy reconstruction, 1.9L, with Haltech Injection, 1.25 ratio rockers, 110 Engle cam, lightened flywheel, Pertronix ignition, Bugpac exhaust, Recaro interior, Clarion sound system, and still maintains the original look. There are many more features, and it truly is an impressive bug. I have recently reconditioned the engine, and it has never run as well before. Over \$40,000 has been spent on this car. The engineering certificate comes with it too. Honda Metallic Blue in colour, and registered until August. Price: \$13,500 (negotiable). Call Johnny (Western Sydney): 0415 344 599

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Previous Ads.

For Sale:- 1970 VW Fastback 1600, good condition, runs well. Semi-restored a couple of years ago. I've started carpentry and keen to sell. \$2900 ONO. Ring or email Toby for more info. 0402 638155 or tobz_5star@hotmail.com

For Sale:- 1970 Type 3 Wagon, 1600cc, white - great condition for age and running well. Serviced regularly and mechanically sound. Long rego out to Feb 2008. Interior in very good condition. Couple of small rust spots but otherwise body very solid. Paint work average. Sony CD player and tow bar extras. Must sell urgently due to change in personal circumstances. Asking \$3,500 but will consider any sensible offer. For more info please phone Sam on 02 4969 2189 or email sam.east@wilderness.org.au

Cover Car - Simon Bender's Type 182.

I first saw a new VW Type 182 in a VW showroom in 1976 in Cape Town, South Africa. It was sold there as a 'VW Trekker', as it had been in the UK also. I have always fancied one since then.

I was on my second Beetle when I started looking at the Thing ads on TheSamba, and there it was - a Type 182, originally from England, nicely restored by Peter Sugden of Canberra (who has another nice one). Only problem was - it was in Belgrade! My wife nearly blew a gasket when I said I was buying a car on the Internet. Fortunately Peter was sending the car home anyway so I was able to get it on approval; the rest is history.

It's a lot of fun getting around in Sydney sunshine with the top down, sometimes even with the screen down for a real open-air buzz. Turns more heads than a Porsche!

In case you're wondering why it isn't a Type 181, they are left-hand-drive. Right-hand-drive models are Type 182.

Simon Bender

If you would like your VW on the cover of Zeitschrift, send a nice JPG photo and a few paragraphs about it to info@clubvw.org.au. Your VW can be a star!

Trades and services directory.



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Club Library Update.

Remember that the library is opened for your browsing and borrowing pleasure at every monthly meeting. Members are welcome to borrow books for one month, or two by arrangement. If you abuse our trust and don't return books, we'll print your name as a reminder in the magazine. If you still don't return books, your membership will be revoked.

Please borrow our books, and please bring them back promptly!

Autopress Manuals:

VW Beetle 1954-67
VW Beetle 1968-70
VW 1600 Fastback and Variant 1965-70
VW 411 & 411E 1968-72
VW Transporter 1968-71

Bentley Manual:

VW Dasher (Passat) 1074-78

Chilton Manuals:

VW Rear Wheel Drive 1949-71
VW Rear Wheel Drive 1070-81
VW Front Wheel Drive 1974-90

Clymer Manuals:

VW Owners' Handbook, pre '65
VW Owners' Handbook, pre '71
VW Beetle 1961-79
VW Squareback, Fastback 1962-73
VW Transporter 1961-79
VW Rabbit and Pickup 1975-84
VW Scirocco 1975-83
VW Dasher (Passat) 1974

InterEurope Manuals:

Beetle 1200 to 1964
Beetle 1300 1965-67
Beetle 1500-1600 1968-72
Type 3 1600
Type 4 411, 411E
Transporter 1600-2000 from 1967
Passat 1973-77

John Muir Manuals:

How to keep your VW Alive
How to keep your Rabbit Alive

Scientific (Gregory's) Manuals:

VW Type 1 1200-1300
VW Type 2 1600 1954-1972
VW Type 2 1700-2000
VW Type 3 1500-1600

Next month I'll tell you about the Haynes VW manuals we have.

Simon Matthews

Volkswagen Eos now on sale.

A replacement for Volkswagen's venerable Golf Cabriolet has officially gone on sale in Australia, three years after the concept vehicle upon which it was based debuted at the 2004 Geneva motor show.



Priced keenly from \$47,990 for the TDI turbo-diesel and \$49,990 for the TFSI turbo-petrol (VW's famed six-speed Direct Shift Gearbox costs an extra \$2300 for both variants), the all-new Eos features a five-piece folding steel roof that comprises a world-first tilting/sliding glass sunroof.

Volkswagen dubs the revolutionary new hard-top system the CSC (for "convertible, sliding coupe") roof – a mechanism that is produced by Webasto and delivered just-in-time to the company's Palmela plant in Portugal, where Eos is manufactured alongside the VW Sharan and Seat Alhambra.

Of course, Eos follows a long line of drop-top Volkswagens, beginning with the first Beetle Cabriolet of 1949 and including the Karmann Ghia (1955), the first Golf Cabriolet (1979), the Golf III Cab (1993), the Golf IV Cab (1998) and the New Beetle Cabriolet, which replaced the topless Golf here from 2003.

However, the CSC roof also VW join the burgeoning coupe-convertible ranks, all of which claim to offer year-round motoring pleasure by doubling as both a four-seater cabriolet for dry days and a coupe for rainy days.

With a sub-\$48,000 starting price for the TDI, the Eos is priced almost \$20,000 lower than Australia's only other turbo-diesel cabriolet – Saab's new 9-3 1.9 TiD Linear Convertible, which offers a soft-top roof.

Borrowed from Golf, the Eos TDI's 2.0-litre oil-burning engine delivers 7kW less power than the Saab with 103kW at 4000rpm, and the same torque: 320Nm from 1750rpm.

According to VW, Eos TDI is more frugal (6.0L/100km combined versus 6.3L/100km for the Saab in six-speed manual guise; and 6.9L/100km in DSG form versus 7.1L/100km in six-speed auto form). Eos TDI is also claimed to be quicker to 100km/h than the roofless 9-3 diesel, completing the dash in 10.3 seconds in both manual and DSG guises (Saab: 10.4 manual/11.8 auto).

The Eos TDI also comes well equipped as standard, offering extras over the 9-3 like 17-inch alloy wheels, rear parking sensors, a six-CD stacker, an auto-dimming interior mirror and tyre pressure monitor.

Other standard Eos features include twin front and twin front side/head airbags, stability and traction control, ABS, dual-zone climate-control, an eight-speaker sound system, rain-sensing wipers, automatic headlights, cruise control, trip computer, a multi-function leather steering wheel, power windows/mirrors, LED tail-lights, black cloth trim and foglights.



At \$49,990, the 147kW/280Nm Eos TFSI manual also offers more power and torque than its three key rivals in Peugeot's 103kW/200Nm 307 CC 2.0 Dynamic (\$47,990), Renault's 98kW/191Nm Megane CC 2.0 Dynamic (\$48,990) and Holden's 110kW/210Nm Astra TwinTop 2.2 (\$45,490) – all of which come with optional four-speed autos.

While Ford's forthcoming Focus CC will also be a direct Eos rival, Volkswagen lists the Saab 9-3 2.0T (\$64,900), Volvo's new C70 2.4 LE coupe-convertible (\$69,950), Mazda's MX-5 Hardtop Coupe, Audi's TT, the Mercedes-Benz CLK Cabrio, Audi's A4 Convertible and BMW's upcoming 3

Series Convertible as secondary Eos competitors.

Eos resides on a new platform, dubbed PQ45, which employs the Golf and Jetta's MacPherson strut suspension up front and the Passat's multi-link IRS with aluminium hub carriers – and which could form the basis for Audi's next-generation A4 model range. A second-generation electro-mechanical steering system is fitted.

Eos measures 1790mm wide, 4410mm long and 1440mm metres high, and has a wheelbase of 2580mm – midway between Jetta and Passat.

It borrows design cues from both the Passat and Golf, with a Passat-like chrome grille and large headlights and Golf-like interior trim. At the rear the Eos has a near-flat bootlid deck, which melds seamlessly with the coupe-like roof profile.



The sophisticated Eos roof incorporates a unique sliding and tilting glass section that offers the practicality of a sunroof with unimpeded year-round visibility – a first for a convertible and one better than the Megane's fixed glass roof. Even in bad weather, the interior is bright thanks to the sliding/tilting glass roof, while a blind protects its occupants.

The roof's hard shell makes life harder for thieves, while the sunroof slides backwards or can also be opened upwards 35mm. When open, a manually operated wind deflector reduces cabin buffeting, while a pricey, optional wind blocker aims to do the same with the roof down – but cannot be used when the rear seats are occupied.

The electric roof itself can be opened and closed in 25 seconds (which isn't as quick as the new 3 Series Convertible's folding roof system) and, unlike some rivals, the windscreen header frame does not impede front seat headroom. It

cannot be operated on the move, however.

The CSC roof comprises 470 different components and its mechanicals weigh just 22kg. With the roof down the boot offers 205 litres of luggage space; when the roof is up space is 380 litres. The boot also closes via a powered latching system as standard and a space-saver spare wheel is fitted.

Load capacity is aided by a lockable load-through facility while a hard shell luggage compartment cover in the boot protects contents as well as the roof from damage. The TFSI brakes are larger than the TDI's and a Boot Lid Assistant warns of possible obstacles in the roof mechanism's path.

Apart from the sophisticated roof mechanism, VW has concentrated on delivering an extremely rigid car via high strength steel, strengthened A-pillars and floor panels as well as special railing inside the doors.

Rounding out the standard safety equipment list is an automatic aluminium rear rollbar system, which deploys in 0.25 seconds behind the rear passengers' heads in the event of a rollover. The side head thorax airbags double as lateral and window airbags, complementing the dual front bags.

Volkswagen Group Australia has 250 Eos variants in Australia but will not reveal sales forecasts. Some 36 per cent of pre-orders are for the TDI.

Six optional metallic paint colours (light and dark blue, beige, silver, grey and black) are available alongside white and red solid colours.



New VW Crafter replaces the LT.

Volkswagen Australia has officially released its new Crafter large van and cab-chassis range, which replaces the long-running LT series.

Launched in Europe last April, the Crafter is being touted as a new chapter in the 32-year history of the LT (for 'Lasten-Transporter', which translates as 'cargo transporter').

Although the three turbo-diesel engines available in the Crafter are Volkswagen's own, the vehicle was developed in conjunction with Mercedes-Benz and is built by M-B alongside the second-generation Sprinter that was also launched in Europe last year and is already on the market in Australia.



VW introduced the original LT in 1975 and, after a midlife upgrade, the second-generation was launched in 1996.

Crafter is regarded as the third-generation LT and completes an overhaul of VW's whole light commercial vehicle range, which also includes the Multivan, T5 Transporter and Caddy delivery van.

The all-new Crafter bears little resemblance to its predecessor and offers a variety of wheelbases, load compartment lengths and roof heights.

The all-new hi-tech 2.5-litre five-cylinder common-rail turbo-diesel engine comes in three specifications, delivering 80kW, 100kW or 120kW of power depending on the application.

It meets Euro4 emission standards and has been designed with long scheduled maintenance periods in mind, with up to 30,000km between oil changes.

The standard six-speed manual gearbox is operated by a joystick-style gear lever mounted on the dashboard. There is also an optional semi-auto six-speed "Shiftmatic" transmission on the 80kW and 100kW models.



Crafter is designed to supplement the T5 Transporter in higher weight categories. With 3.5 and 5.0-tonne gross weight, the basic models (known as the Crafter 35 and Crafter 50) cover a wide range of uses.

It comes in two wheelbases (3665 and 4325 mm) and – a new introduction – also comes as a panel van option with an extended overhang.

There is similar expansion in the range of roof options. As well as the normal roof and high roof, the panel van is comes with a new super-high roof, with a floor-to-ceiling height of 2.14 metres in the load compartment.

The volume of the load compartment now ranges from 9.0 to 17 cubic-metres, outstripping its biggest predecessor by up to 25 per cent.

Volkswagen boasts a car-like seating position and a more comfortable, roomy interior with full trim, comprehensive instrument panel, electric windows, clothes hooks, heaps of storage spaces and remote central locking.



All Crafter models come with standard electronic stability control system (ESP) with new functions such as load recognition.

Also standard throughout the range are ABS, electronic brake-force distribution and electronic differential lock.

The outside mirrors have a large main mirror and separate wide-angle viewer, the side turn signals are integrated into the mirror housings and heated rear windows are standard, though rear wiper/washers are optional.

In terms of safety, all seats have height-adjustable headrests and a three-point safety belt with a pre-tensioner, a driver airbag is standard and there are an optional passenger airbag and head- and side airbags.

There are 55 model variations in the range, priced from \$40,600 for a Crafter 35 medium-wheelbase single cab chassis with 80kW through to \$61,850 for a Crafter 50 long-wheelbase van with overhang and a 120kW engine.

Automatic transmission where available costs an extra \$2300 while the options list runs to a total of 93 items.

Volkswagen to sell Skodas in Australia.

The Czech Republic's Skoda brand will return to Australia in October.

But you can forget those clunky yet sturdy Eastern European Skodas of the Cold War period. Skoda is owned by Volkswagen and with the disciplined German parent comes Teutonic know-how, engineering and quality standards.

In Australia, the new-look brand will be distributed by Volkswagen Group Australia, after its debut at the Sydney Motor Show in October.

Sales will kick off with the mid-size front-wheel-drive Octavia sedan and wagon and a funky-looking five-door wagon-cum-people mover called the Roomster, both built at a modern plant at Mlada Boleslav near Prague. Topping the range will be the high-performance 147kW, 2-litre FSI turbocharged Octavia RS.

The line-up will be fleshed out next year with the VW Polo-sized Fabia, which has just been revealed at the Geneva Motor Show.

By early 2009, the next-generation version of the long-wheelbase Superb sedan should be available.

Skoda's key selling point will be prices, expected to start from about \$16,000 for the Fabia, up to the mid-\$40,000s for the Superb.

Though they use VW engines and components, being built in low-cost Eastern Europe

means Skodas are 5 to 8 per cent cheaper, yet bigger, than their equivalent Volkswagen models. Volkswagen Group Australia executives believe this makes them particularly appealing for cost-conscious Australian buyers who hanker for a European car.



Originally, Skoda chairman and chief executive officer Detlef Wittig had hoped to get the brand into Australia last year, but pricing and local identity issues delayed the plans. Now these hurdles have been cleared, the company is moving ahead quickly.

Volkswagen Group Australia general manager of press and public relations, Matthew Wiesner, has been appointed head of Skoda Australia and it's his job to relaunch the brand.

At first the Octavia and Roomster will be sold through 15 existing VW dealerships.

Wiesner emphasised that Skoda and VW would be distinct, even more so than BMW, which sells its Mini brand through associated dealers.

"You won't see shared Volkswagen-Skoda showrooms. We've got to give them more separation," he says. "Obviously we need to protect what we've done with Volkswagen, but at the same time grow the Skoda branding."

Eventually up to half of VW's 56 dealers nationally could sell Skodas.

"By the end of 2008 we'd like to have about 25 dealers," he says.

"The regional-rural side of the business will be very important, particularly with Skoda's turbo-diesel line-up."

With VW's well-developed network and highly trained technicians, servicing and logistics should not be a problem.

Wiesner is mindful that the company's lack of profile will need to be addressed. Skodas have

not been sold here for almost 30 years.

“We’ve got to be creative about how we sell the Skoda message. We need to reasonably clever in how we go about it,” he says.

“It’s a pretty congested market, so we have to come up with a reasonable answer to the question of why you would consider a Skoda.”

He is also aware of other brands such as Renault, which has struggled to regain ground in our market when re-launching in 2001 after being popular here in the 1970s. The French company has poured millions into Australia over the past six years trying to get traction for its products.

Australia is one of the most congested new car markets in the world, a fact that Wiesner is acutely aware of.

He describes himself as “cautious but optimistic” about Skoda. Today there are 41 different passenger car brands seeking a slice of the sales pie and Skoda must find its place in an ultra-competitive market.

Ultimately, too, if the Czech is a success it could cannibalise VW sales.

“Yes, we have to be mindful of that,” Wiesner says. “That’s why it has taken such a long time to put this together.

“We need to be very careful how we approach both marques, because there’s no point robbing Peter to pay Paul. You get one opportunity to do it properly.”

Wiesner conceded that positioning Skoda and not sacrificing VW sales was one of the hardest aspects of developing the new business.

Ultimately, the spin doctors, through print and television advertising, will be working overtime to tell consumers that each brand is distinct.

“We’re hoping the Skoda buyer will be an aspirational European buyer who might not have been able to stretch themselves before,” Wiesner says.

“They might always have been Japanese buyers who have aspired to Europe and hopefully we’ll give them that opportunity.”

Last year VW Group Australia had a stellar year, selling more than 21,500 vehicles, so the arrival of Skoda presents a real threat to VW’s continuing local growth.

Apart from Skoda, Fiat and Dodge are recent returns and the prospect of China-sourced cars arriving soon courtesy of Ateco Automotive will add further sales congestion.

Nor is the Skoda boss prepared to predict sales forecasts, saying only that the Skodas would be good value.

“Volume is important, of course, but we’re here for the long haul, so that’s something we see as a long-term challenge,” he says.

“We don’t want to place any unwarranted expectations on the brand. But we do have to make sure it is accepted in the market place.”

Melbourne: Audi has unveiled the all new S5 coupe at Melbourne International Motor Show in conjunction with AUDI AG’s World Premiere in Geneva.

Audi S5 Unveiled.

At 6.30pm on Tuesday 6 March, Audi unveiled the new S5 in a simultaneous World Premiere with Geneva Motor Show.



Audi’s Managing Director, Joerg Hofmann, unveiled the new V8-powered S5 in front of Australian ambassadors Ian Thorpe and Catherine Freeman and around 300 other VIP guests.

The new S5 will be launched in Australia in the 4th quarter of 2007.

The unveiling is available as a video podcast, allowing customers all around the world to see the Australian event at the Melbourne show. The podcast is available on www.audi.com.au/mims2007

Audi also streamed footage of its Official Press Presentation on Friday 2 March 2007, featuring the Australian Premiere of the new S3, A6 allroad quattro and TT Roadster. Over 3,500 people watched the official unveiling live on the web on the day.

New Abt supercharger for VW/Audi V8s.

The performance data is very impressive. With the newly developed Abt supercharger for the V8 petrol Audi A6, A8 and S4, as well as the VW V8 Touareg, the engine output has been boosted to 331 kW. Compared with the original eight cylinder engine, this is an increase of up to 103 kW. With a torque of 520 Nm at 5100 rpm (original 410 Nm at 3500 rpm) the engine offers maximum drive in every situation.



The engine also guarantees extremely sporty acceleration. The times from zero to 100 km/h depends on the respective vehicle, but all models have one thing in common: Acceleration is always incredible. The Abt Audi AS4-R only takes 5.2 seconds for the sprint, the AS6-R 5.7 seconds and the larger Abt VW Touareg VS8-R and AS8-R 5.9 seconds. The same goes for the top speed data: The Touareg reaches 260 km/h and the AS-models will stretch out to 280 or 290 km/h.

With Abt Sportsline GmbH, an increase in power and durability are no opposites and do not exclude each other. The modified motor management guarantees performance throughout the car's life. The Bavarian tuning company always carries out extensive tests under real conditions in terms of the capacity of new technical developments. The Abt engineers determine the greatest possible power increase without reducing the life expectancy of the original engine on the engine test bench and on the road.

Besides a new intake manifold, a new injection system was developed for the supercharger. This

ensures best possible combustion. However, the real power booster is the supercharger. The charger flanged to the intake manifold is operated by means of screw-type compressor technology. Two turning rotors with different angular speeds pressurize the air by 0.45 bar. The advantages of this technology are engine smoothness, durability and consistent power development – in other words, just right for the sporty eight-cylinder VW and Audi vehicles by Abt Sportsline.

For the new VW Polo GTI Edition 180 hp the VW & AUDI performance tuning company B&B is able to fall back on over ten years experience in tuning the Polo's 1.8 Turbo engine, an engine found in many VW & AUDI models which B&B have successfully been enhancing.

For more information on Abt-tuned VWs and Audis, visit www.abt-tuning.net

Tuned 225kW Polo by B&B.

At the entry level engine power is increased to 155kW for the price of 998 Euro. This is achieved by a change in the electronics, whereby boost is slightly increased and the electronic injection maps are readjusted. In the following stages engine power is increased to 165, 185 and 200kW, and finally an incredible 225kW and 410 Nm at the last, EVO R stage. To achieve these performance levels the B&B technicians exchange the standard 1.8L motor for a completely modified engine with new B&B special pistons, connecting rods, a special cylinder head and a large turbocharger. Extensive changes to the charge air cooling and the injection system are also undertaken.





The Golf R36 will have its market launch just before the debut of the next generation Golf VI. However, expect to see it debut in semi-concept form at this year's Frankfurt Motor show in September.

To further reduce exhaust gas temperature and back pressure a special exhaust system has been developed for the Race-Polo, with a large downpipe and a high-performance racing catalyst. Oil temperature is always kept at an optimal state through the installation of a thermostat-controlled Slim-Line oil cooler. B&B's extremely powerful Polo GTI blasts from 0-100km/h in 5.8 seconds and speed limitation doesn't set in until 254km/h.

To secure optimal safety at these extreme speed levels B&B has developed height adjustable coilover suspension sets in different variations and high-performance brake systems, which keep the Polo safe and on track. Exclusive wheels in 17" and 18" dimensions as well as an eye-catching, muscular body-styling kit round off and complete the exterior look of this small albeit massively powerful Polo GTI.

For more information, visit the website www.bb-automobiltechnik.de



Secret spy photos - VW Golf R36.

Don't get fooled by the R32 badge on the back, this is the secret new Golf R36. For those who believe the 185kW engine in the R32 isn't enough, Volkswagen is developing a 225kW version of this cannonball. The engine, recently released in the Passat R36, is showing enlarged air intake openings in the front bumper fascia. Compared to the R32, these air intakes in this R36 prototype look huge. As in the R32 this R36 gets the power down with four wheel drive and a DSG-gearbox. Note that the prototype has also a slightly different front grille.



VW Nationals 2007 Trophy Winners.

Cat 1. Beetle Split/Oval Standard

- 1st Neil Denham
- 2nd Jim Craft

Cat 2. Beetle 57-67 Standard

- 1st Darren Heath
- 2nd Scott Richardson
- 3rd Dean Heemskerck

Cat 3. Beetle 68 on Standard

- 1st Greg Fletcher
- 2nd Bob & Judith Rothery
- 3rd Max Kenn

Cat 4. Beetle Oval Modified

- 1st Murray Fleming
- 2nd Paul Matwijiw
- 3rd Alex Alvarez

Cat 5. Beetle 57 - 67 Modified

- 1st Shirley Pleydon
- 2nd David Rollason
- 3rd Luke Fordyce

Cat 6. Beetle 68 on Modified

- 1st Peter Huckstepp
- 2nd Heather Pascoe
- 3rd Alana Hines

Cat 7. Kombi Split Screen Standard

- 1st Matt Raine
- 2nd Greg Maros

Cat 8. Kombi Split Screen Modified

- 1st Greg Porter
- 2nd Guy McLaren

Cat 9. Kombi T2 68-79 Standard

- 1st Leigh Harris
- 2nd Tony Bezzina

Cat 10. Kombi T2 68-79 Modified

- 1st Russell Sarten
- 2nd Craig Hughes

Cat 11. Type 3 and Type 4 Standard

- 1st Ray Rofe
- 2nd Meridith Kay

Cat 12. Type 3 and Type 4 Modified

- 1st Ryan Cole
- 2nd Phillip Svoronos

Cat 13. Karmann Cabriolet Aircooled, Standard & Modified

- 1st Heather Pascoe

Cat 14. Karmann Ghia, Standard

- 1st Haydon Muller
- 2nd Jannie & Simon Brown

Cat 15. Karmann Ghia, Modified

- 1st James Kellas

Cat 16. VW Off Road Vehicles All

- 1st Bill Daws

Cat 17. Best Engine Bay Standard

- 1st Ray Rofe

Cat 18. Best Engine Bay Modified

- 1st P.Huckstepp

Cat 19. Best Paint Standard

- 1st Murray Fleming

Cat 20. Best Paint Modified

- 1st Fabian Corio

Cat 21. Best Interior Standard

- 1st Matt Raine

Cat 22. Best Interior Modified

- 1st Alana Hines

Cat 23. Best Daily Driver, Aircooled, All Years

- 1st Heather Pascoe

Cat 24. Aussie Convertibles & Kit Cars

- 1st Philip Wilson

Cat 25. Vintage Car (Club registered)

- 1st Leigh Harris

Cat 26. Best Engineered Aircooled

- 1st The Chief Kimm Garland

Cat 27. Non Factory Off Road/Beach Buggy/ Baja

- 1st Philip Wilson

Cat 28. Golf 76-83 Standard

- 1st Steven Brennan
- 2nd Alez Figgis

Cat 29. Golf 76-83 Modified

- 1st Marcelo Luzan
- 2nd Peter Shelley

Cat 30. Golf 84-93 Standard

- 1st Matthew Wright

Cat 32. Golf 94-98 Standard

- 1st Brenton Patterson
- 2nd Oliver Vzelac

Cat 33. Golf 94-98 Modified

- 1st Jason Keehn
- 2nd Steven Magoulias

Cat 34. Golf 98 on Standard

- 1st Stan Lam
- 2nd Judith Rothery

Cat 35. Golf 98 on Modified

- 1st Ross Genua
- 2nd George Karvounis

Cat 38. Kombi T3 All Years Standard & Modified

- 1st Rick Toitounji

Cat 39. Kombi T4 & T5 All Years Standard & Modified

- 1st Chris Band
- 2nd Danny McFadden

Cat 40. Passat All years Standard & Modified

- 1st Stephen White
- 2nd Raymond Chan

Cat 41. Audi All years Standard

- 1st Phill Lander

Cat 43. Polo All Years Standard & Modified

- 1st Todd Bridge

Cat 44. SEAT All Years

- 1st Mr Zunaid

Cat 45. Volkswagen Audi Group

- 1st Ross Genua

Cat 47. Watercooled Best Engineered

- 1st Peter Shelley

Cat 48. Volkswagen Car of the Day Sponsor Choice

- 1st Haydn Muller

Cat 49. Peoples Choice

- 1st Greg Maros

Cat 50. Ratclass

- 1st The Chief Kimm Garland

Congratulations to all the trophy winners!

VW Nationals Suggestion Box.

At the VW Nationals this year we set up a suggestion box. We are looking for ideas for next year's show; how can we make the VW Nationals 2008 bigger and better than ever?

These were the suggestions we received. If you have a great idea, please come to a meeting or send us a note and let us know.

- Drag racing in 08!
- Why aren't Klaack Motors supporting the Nationals any longer? (they are - they just didn't set up a dealer stand).
- Next year can we please have the Nulon Boys?
- Nulon Boys!
- More modern female shirts, maybe in a singlet style (fitted shirts)
- More colours in kids' T-shirts
- How about a just Kombi T-shirt
- Please ask entrants to put a sign on their cars to indicate date/year of manufacture
- VW flags, banners
- Coloured picture of car on kids' T-shirts

Let's see what we can do for 2008...

The Club Veedub Hubcap Toss.



Thank You Flat 4 !



Mudgee Wine, Wings and Wheels. Saturday 21 April.

We set out from Penrith on Friday night in my banana yellow New Beetle in anticipation of all things old at the WWW weekend. I was anxious to see life the countryside and looking forward to seeing old beetles following a grand display at the Nationals. Due to some heavy traffic through the Blue mountains, a winding dark lonely road from Lithgow onwards & stopping for a wonderful meal at Blackheath, we did not arrive until the motel was due to close and the owner was endeavouring to contact us.

Saturday morning we woke to initially a cloudy cool day and we headed into town to sample some antiques & the local produce. Farmers markets at the local church, antique shops and good old country hospitality was received. Old





bikes, old cars and old people filled the main street. Then, whilst strolling up the main street a roaring noise in the sky was heard. I looked up and it was the Roulettes, red and white jets zooming by in formation at breathtaking speed at minuscule distance from each other. The show had begun so it was time to move onward and upward to the Mudgee airport where a crowd had already gathered, and the car park in the grape fields was filling up rapidly.

On the tarmac the DC3 was about to take off and strut its stuff, whilst many planes of all shapes and sizes awaited their turn. A tour at ground level revealed many vehicles of historic nature, some with wooden spoke wheels, some with two wheels and more sports cars with racing wheels. Tickets were being sold to win a drive of Lotus sports car or a choice of others to be driven on a hot lap along the tarmac, alas I missed by two numbers, twice !

Morgans, Holdens, Jaguars & many others with historical number plates came from far and near. The old faithful 1965 beetle was on show as well as VW sedans and a kombi bus.

A few hours to sample other "wheels", and



shoot photos of all the old things in one place, the compulsory steak sambo, a bottle of the local vintage chardonnay and we called it a day, a nice day, in the country, a nice country we have this land of ours.

Paul Cheetham

The Sutherland Shire Relay For Life. 28 & 29 April.

Hi everybody! The Relay was a tremendous success. The Friday afternoon setting up was threatened with rain, but it held off till we were finished. So, early to bed in my Kombi Camper.

Saturday morning up at 5.30am to help with the final set-ups. From 7am people were arriving and setting up their tents, there were more tents than I have even seen here before. It looked like it was going to be a bumper event.

The Opening Ceremony started at 9.30am with the M.C. introducing the Chairman, the Mayor, Local Government representatives, etc. The first major event was the 'Survivors and Carers Walk', with lots more survivors joining in this year. Beverley, my wife, was asked to stand-in for the Official Ribbon Cutter who is 102 years old and couldn't attend this year. After the ribbon was cut the Police led the walk-off. We walked around the track once with people standing either side of the track cheering us on. After we completed one lap the rest of the runners and walkers joined in. We then went to the Catering Tent for the Official Morning Tea, where we were entertained by a country and western singer.

After a yummy morning tea supplied and served by the Kingsway Community Church, I met up with David, Sue and Brian who had arrived during the 'Walk'. I gave them the necessary instructions on how it worked and I would catch up with them later. I then attended a Captain's meeting. David, Sue and Brian walked for an hour or so, I have recorded their lap count and planned to meet later. That's how the day started.

The mass of walkers continued around the track, wearing The Cancer Council's long-sleeved shirts. Some walkers dressed-up fancy, including the writer who was dressed as a pirate with full-blousy shirt, scarf, eye patch, earring, parrot and sword.

Club Veedub. Die Legende wird nicht sterben.



All day there was entertainment on the Main Stage with singers, bands, dancers, etc. On the track and side area there were Mascot Races, Kids Events, Stalls, Face Painting, Tattoos, Police Stand complete with patrol car, Cancer Council Stall, Coffee Van, Market Stalls and lots of raffles.

The clouds kept coming over, but no rain. I started doing laps and met and talked with many people. Chris came and went. I did not see her but I was given her lap count. Norman came and walked again. Steve Carter turned up with his Beetle, by this time the parking was at a premium. I was keeping a spot for Martin, so Steve was able to park next to my two campers. I walked many laps with Steve before he left, to return the next morning to do more laps. Got the word that Martin had arrived just before the Candlelit Ceremony.

At the Candlelit Ceremony candles are lit in memory of those who have lost their battle, and



hope for those who are survivors. The Relay Oath is read out by all survivors, a prayer is said and a photo show on a large screen. This is all with the track lights turned off. The candles are in special paper bags which have some sand in the bottom and a tea-candle. These are lit and then carried once around the track with soft music playing in the background. At the end of the lap these are placed around the edge of the track. This is quite a sight. The lights are turned back on and walking resumes. The serious runners had kept running as they were trying to set records over the 24 hours. The kids then were involved in a Red Faces Show. Some brave people had their heads shaved and people donated money, some raised \$200.



The Coffee Van and Catering Tent operated until 10pm, then we played Trivia till midnight. Our local radio station 2SSR FM 99.7 kept broadcasting for the 24 hours and interviewed people on the track with some trying out their singing. All team captains were given a mini radio to keep tuned in. After the Trivia finished a group of us from teams Pink 1 and Pink 2 started walking with good intentions to walk all night. By 1.30am I had had enough as I had to be up by 5am to meet Brian and Steve for a walk, then breakfast at 7am. Sun up and I'm on the track again. By this time I'm losing count of laps, but, luckily Brian was keeping score. After a hardy breakfast I attended

Wheels Carshow. Sunday 11 March.

Shannons Wheels was held on 12 March on the lawns of Old Parliament House. The display included all makes and models of cars, trucks, etc, and numbers in the hundreds of vehicles. Our VW display was down on quantity from last year but we still put on a good show. Thanks to those who attended, it was a great day!



the Captain's meeting. Then the final laps.

At the Closing Ceremony it was announced that we had raised just over \$200,000 and still counting. It was a big thank you to all sponsors and walkers—like you and me who helped it all happen.

Then pack-up time and saying our good-byes till next year. Who will be there? No one knows.

We did not stay to help this year as I needed to be at Luddenham Model Park to race my Tether Car (34cms long) in the NSW Tether Car Championship. I was placed 2nd in my class doing 269.81 km/h. That was a good finish to a great weekend.

A very big thank you to all those who made it happen from Club Vee Dub Sydney. I hope that we can, as a Club, be more involved next year. You won't be disappointed.

John Weston



Thirlmere Steam Festival 4 March 2007.

After a week of rain and electric storms I was doubtful about the Festival being on. I left home in overcast conditions, but the weather forecast was for a sunny day.



I travelled the F6 to Bulli in some light showers, turned right onto Appin Road (death road) where there have been some horrific accidents lately, but I had no problem. Three coal rigs passed me quite safely and one was heading to Bulli. Being early morning there was little traffic around. Some more light showers, Picton was like a ghost town. Through the train underpass, up the hill, and right towards Thirlmere. It's quite a climb up from Picton and it was interrupted by a round-a-bout. By this time the Kombi was really wound up and I had to brake. Now I had to start again (wind it up I mean). Right over the rail crossing into a new settlement, just like Sydney's suburban streets-modern brick homes, manicured lawns and green, to a barricade manned by firemen. I pulled up, said I was with Club Vee Dub and - like magic - the barricade opened and on I drove.

I started to see people, shops and stalls ahead,



so if rain was expected it sure was not going to worry this lot. I parked just past two VWs. At the time I did not realise the Beetle was Ray's and the red Golf was Brian's. So off I went looking for someone official. Before that I spotted Shirley and she told me that their cars were down the street where I had parked. We had booked twelve positions, but there was little room, so I eventually cornered an official who directed me to park outside the school, which I did. So, I walked back to where Ray and Brian were parked, but before they could join me we found another official who said we were to stay here as we could then join in the parade. So, back I drove again. By this time the crowd was building up, it was a slow trip. Like a one van parade.



We had a walk around the stalls, some model car stalls, nothing really interesting. Then some heavy drops of rain began to fall, but no sooner had it started then it stopped. So back to the cars for coffee and sweets. The cloud was burning off and the temperature was climbing. Shirley adjusted our Club Vee Dub ribbon to now have tapes attached, much better. We were the only cars with Club ribbons. Brian came back with a red Volkswagen lanyard. Joe arrived with his yellow Soft-top and had had some problems which made him late. We all walked back to the stalls to check out the lanyards. As the ladies were 'craft looking', we walked ahead to check out the vintage cars. One was a real horseless carriage (1901), but driven by steam and steered with a tiller. At the Army Vehicle display we learnt a lot.

So off to the Train Museum. We looked in through the gate, then as it was nearly time for the parade to assemble, we decided to come back later. Back to our cars, another coffee. Frank had arrived and went off to look around.

Parade time. A nice blue beetle and my Kombi were the only takers. We were No. 29 in the parade.

Club Veedub. Aus Liebe zum Automobil Klub.



Ray and Brian decided to watch and Joe, Ken, Frank and John had to leave for other reasons. So, it's seems we had 9 turned up for the day. There was another Kombi and several Beetles there, but not Club Vee Dub related.

The Air Force Band No. 28 passed us. Then we joined in the parade with me following the blue Beetle. Behind me was a group of boys and girls (High School age) dressed as different characters. Two boys were in one suit just like a two-headed man with two pairs of legs. Another boy was following them and imitating their every move. I think he was their shadow, even though he only had one head and one pair of legs (if you get the idea). Their leader asked me would I pretend to pick them up if they hitch-hiked and he videoed them trying to get into the Kombi during one of our many stops. There also were fire engines in the parade. The NRMA had early model vans and motor bikes as well as their new motor bikes and travelling prime-mover (without its trailer).

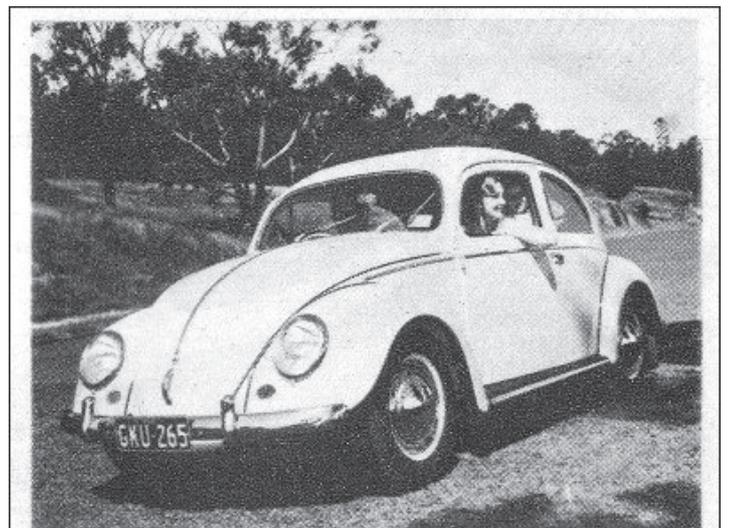


After the parade people started leaving. I made one last walk around and took my own photo of 3801. When I returned to my Kombi all the others had left. I returned home through Picton which was still very quiet, onto Picton Road, left onto Menangle Road-open green paddocks everywhere. There was very little traffic on the

hilly and winding road to Campbelltown, which still has lots of traffic lights and change of direction. There may be a more direct route, but I did not find it. My idea was to get onto Campbelltown Road to Liverpool, but I ended up on the Hume Highway Freeway to Liverpool, then the M5 to Heathcote Road, then home.

No dramas and a very enjoyable day. I am looking forward to the next Festival.

John Weston.



Super service is another reason why Volkswagen is Australia's best car value. Only £971 including sales tax. See your VW Distributor and traffic test today's Volkswagen!

The Toy Department.

While at our VW nationals last month I was approached by one of our air cooled members, and the remark was made that if I had some Golf IV or V models he would buy every one off me. Unfortunately for both of us I was not able to do any business. To make up for this I have dedicated this month's issue of the Toy Department to our Golf enthusiasts, young and middle aged!

In recent months we have featured some Dub City models and the following images speak for themselves. One is a 2002 police Golf GTI and the other a fire red 2002 Golf.

DUB CITY
BIG CAR VEHICLES

1:64



Item #12002-White

2002 VW® GTI™

DUB CITY
BIG CAR VEHICLES

1:64



Item #12002-Red

2002 VW® Golf™

Both these models can still be found if looked for far and wide. Alternatively you could ask the guys at Mobile Model Cars or Speed World Collectables who are both sponsors of the VW Nationals.

Moving onto other variations of the Golf, these highly detailed models made by Minichamps and Maisto are a must if the Golf is your passion. Here I can recommend Model Cars Too in Clarence St Sydney.



Also look out for this black Golf V soon to be available in Australia by Matchbox.



In the same scale some of you may remember or may even be lucky enough to have one of these black beauties made by Hot Wheels in 1995 with "FAHRVERGNUGEN" (driving





pleasure) livery on the side, and some came with distinctive gold wire wheels.

At that time these were selling for about \$1.98, and today their value has increased by 500% to around \$10.00, and on a sliding scale will be worth about \$30.00 over the next 10 – 15 years and by the year 2057 you will be just rolling in it !

Tony Bezzina
kbezzina@bigpond.com



Engineer Jokes.

Good choice.

Two engineering students were walking across the uni campus when one said, "Where did you get such a great bike?"

The second engineer replied, "Well, I was walking along yesterday minding my own business when a beautiful woman rode up on this bike. She threw the bike to the ground, took off all her clothes and said, "Take what you want."

The first engineer nodded approvingly, "Good choice; the clothes probably wouldn't have fit."

Overcapacity.

To the optimist, the glass is half full. To the pessimist, the glass is half empty. To the engineer, the glass is twice as big as it needs to be.

Cool.

An engineer was crossing a road one day when a frog called up to him and said, "If you kiss me, I'll turn into a beautiful princess".

He bent over, picked up the frog and put it in his pocket. The frog spoke up again and said, "If you kiss me and turn me back into a beautiful princess, I will stay with you for one week."

The engineer took the frog out of his pocket, smiled at it and returned it to the pocket. The frog then cried out, "If you kiss me and turn me back into a princess, I'll stay with you and do ANYTHING you want." Again the engineer took the frog out, smiled at it and put it back into his pocket.

Finally, the frog asked, "What is the matter with you? Why won't you kiss me??"

The engineer said, "Look I'm an engineer. I don't have time for a girlfriend, but a talking frog, now that's cool."

Vital Questions.

The science graduate says, "Why does it work?"

The engineering graduate says, "How does it work?"

The economics graduate says, "How much will it cost?"

The arts graduate says, "Would you like fries with that?"

Wife or Mistress?

An architect, an artist and an engineer were discussing whether it was better to spend time with a wife or with a mistress.

The architect said he enjoyed time with his wife, building a solid foundation for an enduring long-term relationship.

The artist said he enjoyed time with his mistress, because of the passion and mystery he found there.

The engineer said, "I prefer having both."
"Both?"

Engineer: "Yeah. If you have a wife and a mistress, they will each assume you are spending time with the other one. Then you can go to the lab and get some work done."

Victorian assembly of German car.

The Sydney Morning Herald, 2 April 1954.

Canberra, Thursday. The German Volkswagen Trust is planning to begin assembly of its RAC 13 h.p. car in Victoria in June, and to reach a production rate of 240 a month by September.

Chassis, engines and other parts for the cars will be imported from Germany and assembled with Australian-built bodies and other components by Australian workmen under the supervision of German engineers.



The Volkswagen, now one of the most popular small-medium cars in the world, since 1947 has raised Germany to the status of fourth-biggest car exporter in the world and played a big part in building up her big favourable trade balances.

The Volkswagen was originally designed by Professor Porsche as Hitler's "People's Car". But tens of thousands of Germans who subscribed for one never received their car.

Since the war, the car has captured many export markets from other producers, including Britain's European market.

About 30 completely assembled Volkswagens recently arrived in Australia. They were sold at £892, which will be the price for the Australian-assembled model.

The managing director of Regent Motors in Melbourne, Mr L.R.V. Spencer – the firm which is acting for the Volkswagen trust – said today that

the entire assembly line of Martin and King body-builders in Melbourne, was being converted for producing Volkswagens.

The assistant production manager of the trust, Herr Otto Hoene, and other engineers will arrive in Australia next month to direct production.

Machinery, dies and jigs for producing parts and bodies in Australia will also arrive soon.

Mr. Spencer said he believed there would be a big demand in Australia for the car, which this week had broken the Perth to Melbourne driving speed record. "We believe it will be ideal for Australian conditions and we will use every opportunity, such as increased production, to reduce its cost," he said.

Complete replacement of engine parts will cost only £22/10/, and an entirely new engine can be fitted in 14 minutes if necessary.

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The Volkswagen 'S'.

Modern Motor, 1964

The Volkswagen 'S' is about to be released in Australia; we have this on good authority and the price, we believe, is £1299 for the sedan.

Only the discreet rear louvring identifies the Variant as rear-engined, although styling is more functional than fashionable.

To state the matter as simply as I can manage - this is the 1.5 litre car Volkswagen should have built in the first place, particularly at the price it enjoyed upon introduction. Whereas in my personal opinion the original single-carb 1500 was not an unalloyed success from the driving standpoint, the twin-carb "S" version sold in Germany for the same price as the original 1.5, which was naturally dropped in cost to match - is exceptional value for the money.

I go into this to make the point that I didn't necessarily collect the Variant 1500S in a mood of wild anticipation. Two weeks and over 2,000km later I was very, very reluctant to return it - and sedans are more to my taste than wagons. The 1500S Variant discussed here was so willing and so able I would even have overlooked my aversion to carting goods around in plain sight to keep it a while longer.

The automobile started right off with a typical Volkswagen trait. The Wolfsburg products just don't get broken in until you lean on the throttle for a lot longer than the 4,000km this one had on

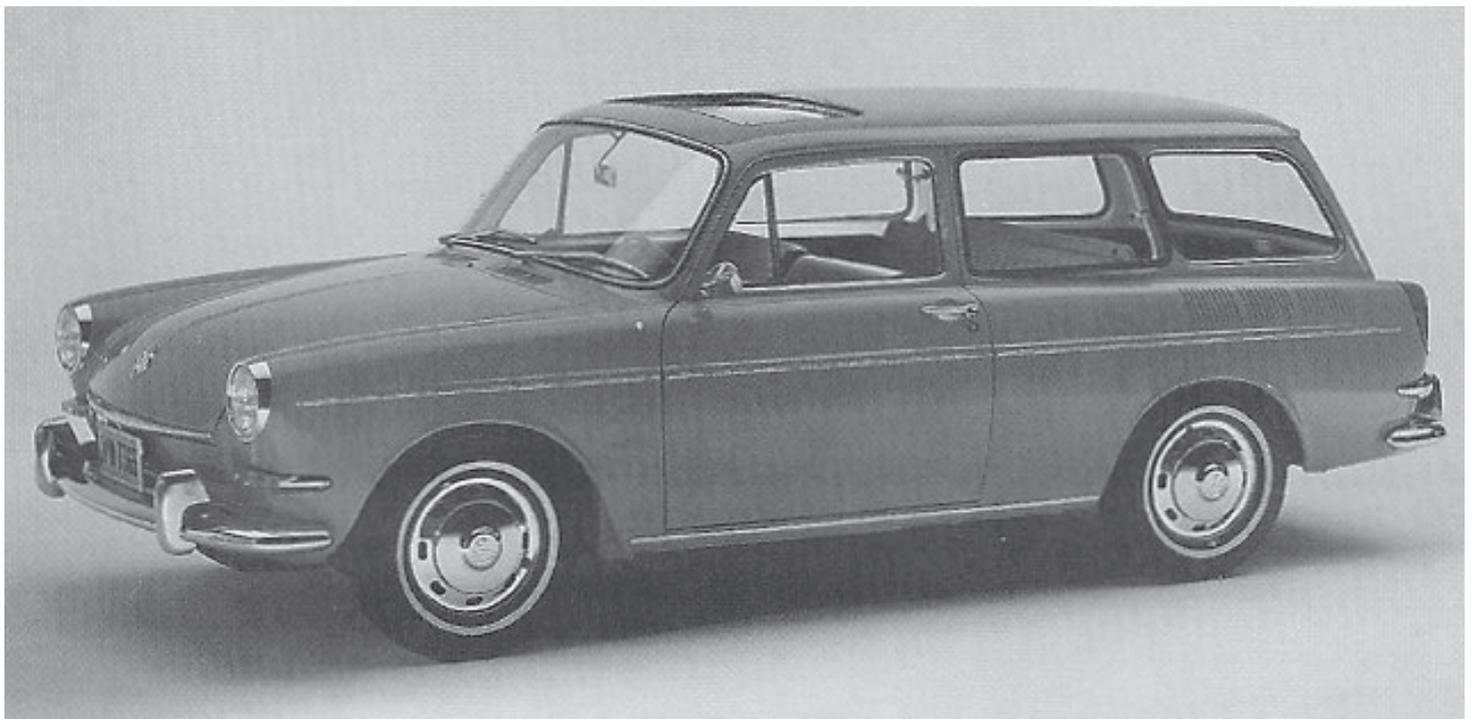
its clock when collected. Well over 1500km later it had gained better than 5km/h in top speed, was yet more flexible and accelerative - and obviously still improving. And it had already seemed amazingly peppy when we collected it. That is my idea of quality.

Our figures were taken at the end of the run, incidentally, and reflect the best this car did in our hands. I would expect still better in another 4,000km. Also the speedometer proved exceptionally accurate - only 1 percent fast at 130km/h - and was calibrated twice from sheer disbelief.

Volkswagen has gained far more than open highway speed by doubling up the carburettors and raising the compression until you need super fuel instead of regular. The extra 9hp has lifted them into entirely fresh realms when it comes to open-road passing and traffic cut-and-thrust. Good as a VW gearbox is, you use it less in the S model. Naturally, direct comparisons must be made from sedan to sedan and between wagons but the Variant is actually a bit quicker in general for streamlining reasons.

It also seemed just that touch quieter - the motor is unusually quiet at full chat for an air-cooled mill.

Even in an empty, resonant wagon conversation was always easy. There is no wind whistle at speed if you keep the quarter panes closed, always possible thanks to good fresh air vents. It is actually easier to get the heat balance right with the windows closed and the vents open,



along with the heater. Naturally your delicate adjustments come to naught as soon as city driving changes to country or vice versa but a major change for the new season makes adjustments far more pleasant.

By eliminating that ridiculous knob of so many turns and using two levers to control volume and direction of heat, VW has joined the rest of the motoring world at last. My complaint on heating was vent placement up front where you get fried ankles and frozen toes - or close the floor outlets and enjoy the smell of singed plastic. Neither solution is wholly satisfactory but we discovered that by directing all the heat to the rear, then balancing it against fresh air, we were entirely comfortable. Of course, a stray banana forgotten on the rear floor was done to a turn, but you can't win them all.

The rear panes pivot as well, giving a nice draught on days you need screen demisting, but they have to be locked in the open position at speed. The heater is fully operative in 4-5 minutes from overnight rest, which is a vast improvement by air-cooled standards.

This virtue went with a complete willingness to fire on any cold morning with a minimum of fuss. For one stretch of a week the car was unused and sat outside in near-freezing weather. It came to life on the third try. Warm starts were not so easy. After a real thrash the engine ran on when the key was removed and was highly reluctant to restart before cooling down. It took a delicate throttle foot in such cases.



This was despite the use of super fuel - which was offset by the excellent 10L/100km consumption with the accelerator virtually glued to the floorboards the whole way. Doing better

would be laughably easy, with first-rate cruising averages unimpaired. The available tank capacity is more than adequate for European standards but could be larger profitably for Australia. The front-mounted filler will take full pump flow without blow-back.



The filler is separated from that front luggage compartment, a welcome bonus of the VW's rear engine design. Whereas most wagons must be emptied every time you get out, since any suitcase left in is an open invitation, the Variant has that nose bin for several small (soft) items or one fairly large case on short runs. Tools or spare fuel cans are another use for the space.

It is easier to show the carrying capacity with photos than describe it. A normal three-step folding ladder fits easily with both seats in use. The floor of this compartment is neatly covered with rubber matting. Oil checks may be carried out without disturbing the load though it means opening both nose and tail at every service station.

Our particular Variant had an unhappy habit of toasting the luggage directly over the engine compartment. When this was pointed out to Volkswagen they decided it was an improperly secured engine lid - our fault, not theirs, in other words. In fairness, two sedans tried earlier didn't do that, but on the other hand the rubber sealing strip around the lid was a poor fit and not glued down properly.

To gain the extra load length you simply fold the rear seat forward and its back down flat - likely pinching your hand badly the first few times until you grow wary. Apart from this inherent meanness the operation is straightforward. The front seats have backs which lock against sudden braking

when their respective doors are closed. Seat range is decent but you sit rather high, or seem to until getting familiar with the car. It does mean excellent visibility in all directions – which in turn compensates for an interior mirror so placed that it is virtually useless. The doors open to a light touch but require the usual VW slam to close, a good trick with the modern locking but hard-to-grip inside handles.

The 1500 S is, theoretically, at least – the deluxe model among the Volkswagen sedans and wagons, and in matters like paint, panel fit, floor mats and upholstery workmanship it certainly qualifies. In simple appearance to the first-time driver - less so. The functional dash is plain, almost to the point of starkness, though neatly laid out and enjoying the best panel lighting in our memory, at any price. The rheostat-controlled green light makes the dials easier to read at night than by day.

Not content with that they even provide infinitely variable speed control for the wipers, and neat horn buttons in the two steering wheel spokes - though many will mourn the passing of the horn ring. The buttons are only nice if you happen to hold the wheel just where the designers did. Curiously for the class, they fitted three ashtrays front and rear but no cigar lighter.

Less excusable, particularly with no rear shelf, is the minimal amount of small storage. Two very thin pockets will take perhaps a map apiece, and then they get in the way of the door handle if they stick out.

The glove box was obviously dimensioned by a man who took the name literally – and that's the lot.

Finally, we must examine the road manners. Although quicker than the normal 1500 sedan we tried some time ago, the Variant proved less sensitive to side winds. You knew it was a gusty day but could hold your lane at least, and that with a minimum of fuss. The chassis' potential was well proven by Scandinavians in the RAC rally, so suffice it to say here that even in stock form the extra 9bhp is a pleasure rather than an embarrassment.

To sum up the package, for those who want Volkswagen prestige with station wagon capacity, excellent consumption figures and first-rate cruising averages for a 1.5-litre vehicle, the VW 1500 S Variant has rich potential – just make sure the 'S' is part of your package.

Note – the twin-carb 1500 S Variant was never introduced to Australia. We saw the 1500 Twin S Sedan in 1965, while the Squareback kept the single-carb 1500. In 1966 we got the 1600TS Fastback; the Sedan and Squareback remained 1500. In 1967 the Variant (Notchback) was finally updated to twin-carbs with the 1600 motor - Ed.



Ask Herr Doktor.

Have you had a problem fixing your VW, or finding a decent mechanic who can? Need to find or make that special VW part? Want to know anything about Volkswagen? Got a question? Then ask Herr Doktor, c/- Club VW Sydney, 14 Willoughby Cct., Grassmere NSW 2570, or email info@clubvw.org.au

Dear Doktor,

I had an idea to get kids making Play-Doh VWs at the next Nationals. It's too expensive to buy lots. How do you make Play-Doh at home? Flour and water doesn't work - it comes out goeey and doesn't smell or look right.

S.B., Chester Hill

Play-Doh is great stuff for kids; bright colours, soft pliable consistency and remarkable smell/taste. It's a patented secret formula, but Herr Doktor knows the recipe. Firstly, Play-Doh is 96% real dough, made from ordinary wheat flour and water. It is the extra ingredients that make the difference. To make a large batch, use equal amounts of flour and water, adjusting until you get the right consistency. Add 2% table salt by weight. Now add the secret ingredient - a 1% admixture of kerosene, which keeps the dough velvety and stops it

sticking. Use deodourised kerosene to get the famous Play-Doh smell. Yes, kids do eat Play-Doh and they are eating kerosene, but it's only a small amount and no harm is done. Now add the last two main ingredients. Add about 0.8% by weight of Alum, which is crystalline aluminium sulphate. This binds the mixture. Don't use an iron alum - they stain fabrics. Now add about 0.5% of Borax (disodium tetraborate) to prevent mould and allowing it to last indefinitely in its container. Finally, add some normal red, yellow, blue or green food dye for colour (the natural dough is white). Adding a final trace of perfume seems to increase the kerosene buzz.

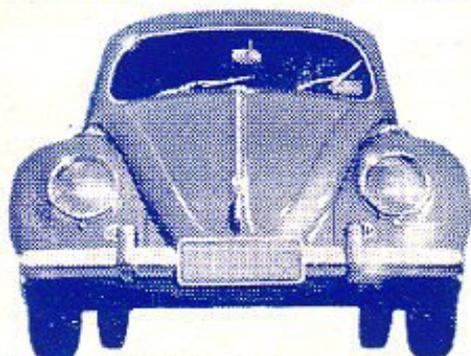
Dear Doktor,

I am looking at buying a new Golf later this year, to have alongside my trusty '74 Superbug. Are there any dealers from the air-cooled era still around? If not, who is the oldest VW dealer?

M.R., Brighton-le-Sands

Sadly no, none still exist. Of the 24 Sydney dealers that existed when you bought your Superbug, none of them are still around today. The last one from the old days to survive was Muller and Muller at Lakemba, who stopped in 1994 (although they are still in business as an independent workshop). The oldest existing Sydney VW dealer is Chatswood Classic Cars, who began in 1989. Since you live at Brighton le Sands, I suggest you pay a visit to Barloworld VW at Mascot.

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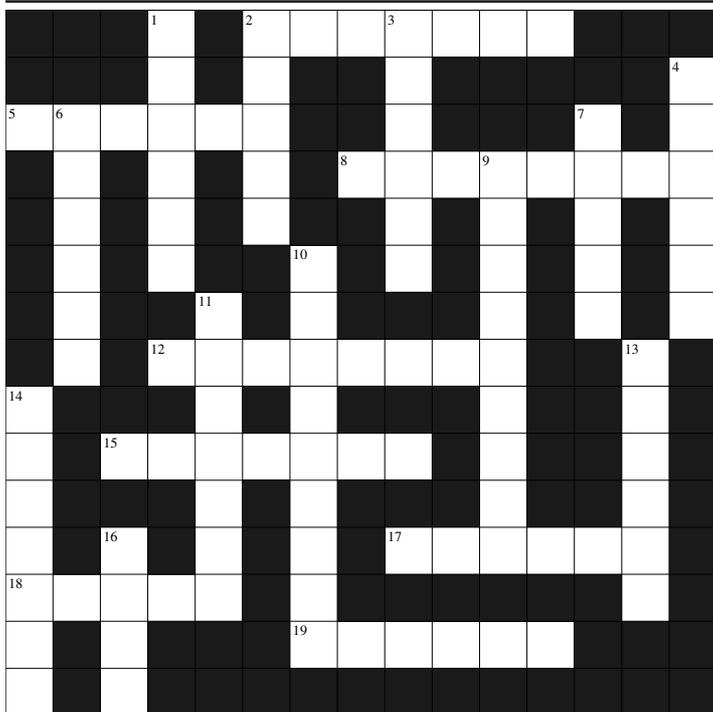


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Club Veedub. Aus Liebe zum Automobil Klub.



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Club Veedub Crossword.

Across:

2. A former East German two-stroke car
5. Maker of billet E-4340 chrome moly connecting rods
8. A VW club where everyone wears yellow shirts
12. The ship that took the VW Antarctica 1 down south in 1963
15. US makers of distributors sometimes fitted to VWs
17. A VW show in the dark, cold, wet UK winter is called the Bug ???
18. More commonly known as the VW Type 181
19. What the British call a station wagon

Down:

1. You would buy your VW rubbers from a company called West Coast ... ?
2. An exhaust-driven engine supercharger
3. A Dave Long crankshaft that is not forged
4. A 1963 sunroof VW with a mind of its own
6. The largest annual VW show in the UK is called VW ... ?
7. Richard is a VW tuner who has nearly finished Dak To The Future
9. Played by David Tomlinson, he always hated Herbie the Love Bug
10. The Australian city that once had a VW factory

11. Jeff once ran this VW performance shop at Miranda in Sydney
13. Found at 999 Canterbury Road
14. Fabulous Audi 4WD system
16. A famous US vintage VW guru is ??? Kimball

Overdue Library Books.

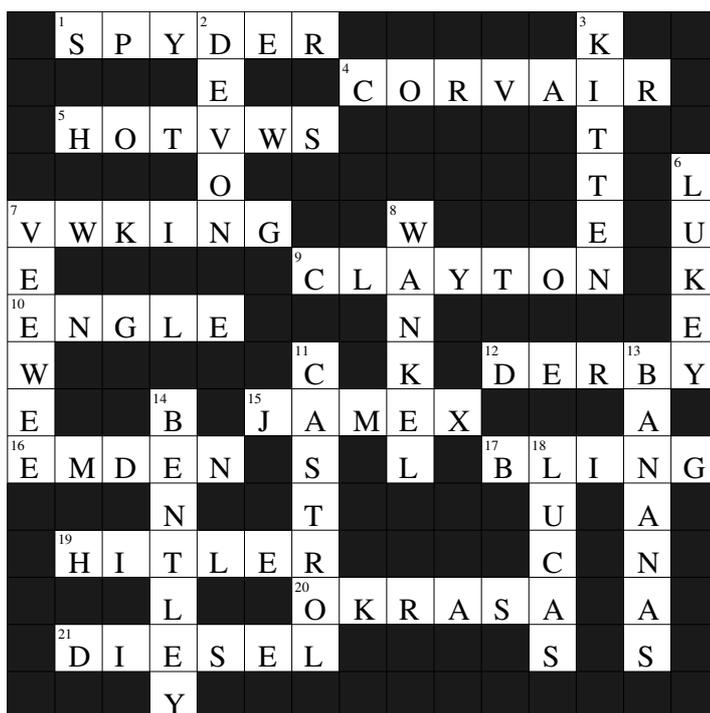
Would the following members please return their **overdue** Club books to the librarian, Simon Matthews, at the May meeting:

Terry Mason – borrowed book 118 (Beetle & Transporter) on 18 January 2007.

Caddie Whitehead - borrowed book 14 (VW Transporter) AND book 117 (VW Transporter) on 18 January 2007.

There are currently no overdue videos or DVDs - thank you to all members who have returned them in good time.

Last Month's Crossword.



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We wish to extend a sincere *thank you* to all of our sponsors, who made the VW Nationals 2007 possible. Please support them, as they support us.

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