

Zeitschrift



Double Double-Cabs in Canberra.

July 2007

IN THIS ISSUE:

New Golf GT

Golf VI - first pictures

Lots of event reports

Audi wins Le Mans!

The Toy Department

Kids at the VW Nationals

Australian Audi Sales Pt 1

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.

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VW Nationals Coordinators:	David Birchall	(02) 9534 4825
	Bob Hickman	(02) 4655 5566
	Chris Pascoe	(02) 9836 0464

General Committee:

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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
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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.

Christmas in July Run Information

There are still a couple of vacancies

21st July 2007

*Coachman's Inn Motel, Bathurst
Cnr Great Western Highway & Oberon Rd, Bathurst*

Phone: 1800 808 880 (toll free)

Saturday

9.00am

Meet at the Westbound Caltex Service Station on the M4 Eastern Creek (same place as last year) at 9.00 am to leave at 9.15 am.

Morning Tea

Cockatoo Cabin, Mt Victoria

Cockatoo Cabin is situated on the western side of Mt Victoria after you've travelled up and over the mountain. We hope to be there around 11.00am.

Lunch

venue to be confirmed

2 pm

National Motor Racing Museum, Mt Panorama.

Entry fee is \$6.00 per person which includes a ride in the simulator - this 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 at around 3.30pm.

7.00pm

Christmas Dinner

*For further details or if you have any questions contact either:
Russell Sarten on 0401 79 672 or Heather Pascoe on 0409 663 83*



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 number below.

Friday 17th: Book in and get together at the community hall in the caravan park.

Saturday 18th: Cruise to Bellingen, park cars in the oval, visit the markets, jazz and blues festival. Then back to the park hall for prawns and pizza, and entertainment from an old local bush poet/storyteller.

Sunday 19th: Car display on the village green, and swap meet.

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.

See you there!



SHARE THE PASSION

THE CMC's 43rd DISPLAY DAY

SHANNONS EASTERN CREEK CLASSIC



EASTERN CREEK INTERNATIONAL RACEWAY
SATURDAY 25TH & SUNDAY 26TH AUGUST, 2007

THE LARGEST GATHERING OF CLASSIC VEHICLES IN N.S.W.

SATURDAY:	FREE ENTRY & PARKING. TRADE DISPLAYS & SALES IN PIT GARAGES ALL DAY CSCA SUPERSPRINT CIRCUIT EVENT FROM 10:00AM
SUNDAY:	1700 MEMBERS VEHICLES ON DISPLAY AND ON PARADE VINTAGE DOUBLE DECKER BUS RIDES AROUND THE TRACK NSW MOST PRESTIGIOUS CONCOURS JUDGING EVENT MILITARY VEHICLES & COMMERCIAL DISPLAYS HISTORIC RACING CAR DISPLAY & DEMONSTRATION RUNS TRADE DISPLAYS IN PIT GARAGES ALL DAY BOOKS AND MODELS ON SALE - IDEAL FOR FATHERS DAY

**IF YOU LIKE CARS, MOTOR BIKES, TRUCKS, BUSES OR MILITARY VEHICLES,
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WELL WORTH THE TRIP !!



FOR MORE INFORMATION, CONTACT TERRY THOMPSON ON (02) 9599 3726

It's on again!

Boris' VW Picnic Day & Swap Meet 2007

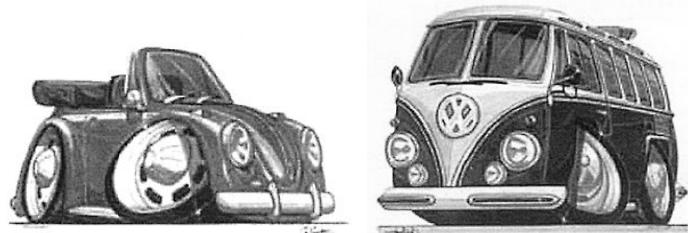
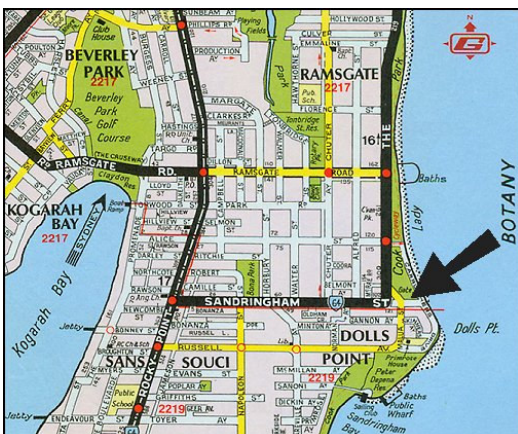
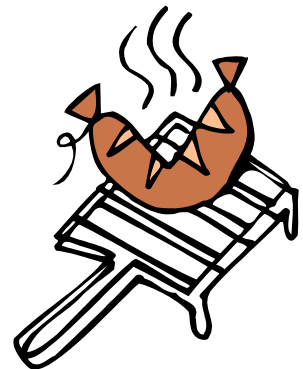
***** NEW VENUE THIS YEAR *****

When: From 9:00am Sunday 23rd September 2007

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

Enter via Malua St and the end of Sandringham Street at the south end of the park. Stop right beside the sea shore.

- **Come rain or shine!**
- **Juicy sausage sizzle, cold soft drink, hot coffee and tea available**
- **Car Display (no judging or trophies)**
- **Swap Meet - clean out your garage!**
- **Toilets on site.**
- **\$5 general entry. \$10 for swappers.**
- **Polish your VW for the start of spring and have a fantastic day!**



Presented by Club Veedub Sydney

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



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.



Oktober-Fest 2007



205 Adams Rd Luddenham (UBD Map Reference 224 A15) with the gates opening at 10am. FREE parking and admission.



It's on again, the Hubertus Country Club's Oktober-Fest!

Oom Pah Pah band, strong-arm competitions, local and German beer on tap in a glass Oktober-Fest Bier Stein, German food and market stalls, plus lots of rides for the kids. Club Veedub display. So bring along your family, lederhosen and an appetite for German music, food and of course ... BEER!

Trophies sponsored by the Hubertus Country Club



Whilst you'll be welcome there all long weekend, Club Veedub will be set up there on Sunday 30 September. Watch for the Yellow Arrow after you go through the gate.

For general information on the Hubertus Country Club or their Oktober-Fest, call (02) 4773-4444. Otherwise, email/call Raymond at sales@clubvw.org.au - 0408 207228

We'll see you there! Prosit!





Canberra VW Weekend

13 - 14 October 2007

Visit the capital and bring your VeeDub !

**Saturday
13 October**

- Afternoon VW cruise through Canberra
- BBQ (follows cruise)

**Sunday
14 October**

- 'German Autofest' Show and Shine
- Rond Terraces, C'wealth Park, Canberra
- Trophies to be awarded

- Details to be placed on Canberra website closer to the event -

More information available at:
www.classicvw.net/german_autofest

**Club VeeDub
Sydney Inc.**

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Canberra Chapter



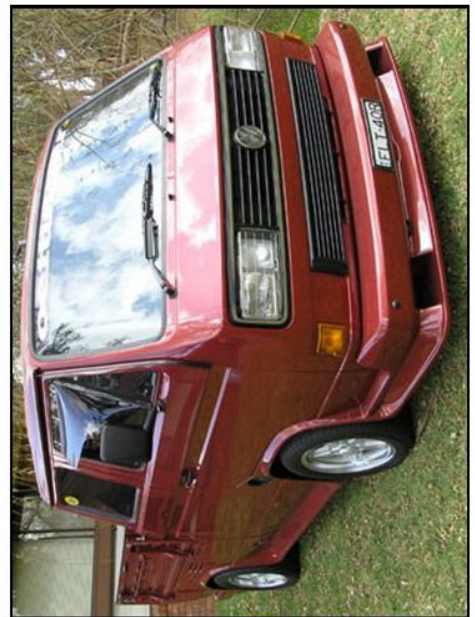


Flat Four Vee-Dub Club of Sydney proudly presents
The Premier VW Indoor Event

THE ALL VW SHOOTOUT

4th November 2007

The Michael Wendon Centre, 62 Cabramatta Avenue, Miller



Entrants, sponsors and dealers
can contact:
Murray 02-9618-2205 (ah)
or e-mail: info@flatfour.org

Further info and pre-entry forms
will be posted on:
www.flatfour.org
and

<http://forums.aussieeedubbers.com>

Von Dem Herrn Präsident.

At this month's meeting, we will be holding our Annual General Meeting for 2007. All committee positions will become vacant. Please don't be shy, come along and stand for a position! We are always looking for people to help out. I would like to stand down as President this year, but will still be doing all the other bits n pieces, so who will be the first person to stand forward please?

We had a good run and observation run down the Gerroa the other week. Unfortunately the Boat Fisherman's Club was packed out, so we couldn't all sit together at the end. See Norm's report in this issue.

There are still some cabins left for our run to Sawtell at the end of August. Ring the park direct to make a booking for this casual weekend.

Also we have tickets available for the CMC day, which is in August. You need to have a ticket to attend this event, so come along to the meeting or give me a call. The club has booked 10 VW display parking spaces.

I believe there are still some vacancies for the Xmas in July at Bathurst so give Heather Pascoe a call if you would like to attend.

Please don't forget our upcoming events listed in the calendar and advertised in the magazine. These are for all members to attend, but remember to make a booking with the organising person so they know numbers of people intending to attend.

Précis of Committee and General meetings:-
VW Nationals, German Auto Fest Canberra,
Warwick Drag Day, Winter
Break Sawtell, Boris Picnic
Day, Flat Four Shootout.

KeeponKruzin,

David Birchall



Canberra Kapitelreport.

Another month has passed? By the time you read this, July will be in full swing. We're heavily into planning for German Autofest, you'll find the flyer in this magazine. Are you coming? We'd love

to see you!

June has been fairly quiet on the scene here as Canberrans start to hibernate for winter. The Fish and Chip Run (organised by Norm in Sydney), and a run to the Riverina VW Club, both occurred during June - with minimal attendance.

We'll be looking for assistance from the Canberra members as we ramp up for Autofest - there's lots of jobs and the time is creeping up on us. Let us know if you can lend a hand to the committee.

Happy Dubbing!

Bruce



Klub Kalender. July.

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.

Monday 30th:- CMC General Meeting at 8pm, Wests AFL Club, Croydon Park.

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! See page 3.

Saturday 25th & Sunday 26th:- Shannons CMC Eastern Creek Classic, Eastern Creek Raceway. See page 4.

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 Dolls Point, right on Botany Bay. Phone Boris on 9789 1777 for more info, or check out page 5.

Monday 24th:- CMC General Meeting at 8pm, Wests AFL Club, Croydon Park.

Sunday 30th:- Oktoberfest 2007 at the Hubertus Country Club, Adams Rd Luddenham, from 10am. Club Veedub display. German food and drink. Fun for all the family! See page 7.

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 or see page 6.

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

October.

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

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

Saturday 13th & Sunday 14th:- German AutoFest in Canberra. See page 8.

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.

November.

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

Sunday 4th:- VW Shootout 2007 at the Michael Wendon Centre, Miller. Proudly presented by Flat Four VW Club. Contact Murray on 9618 2205 for more information.

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:- CMC General Meeting at 8pm, Wests AFL Club, Croydon Park.

2008

May.

Sunday 25th: VW NATIONALS 2008 at Fairfield Showgrounds.

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 White L model Superbug, new motor, mag wheels, aero style fibreglass guards, CD player, new carpets throughout, registered to October 2007, good all-round condition and goes well. Asking \$3800.00 ONO please call Tony on 0421 095 455

Wanted: Photocopies of Australian VW Dealership booklets. You know those little booklets that used to come with your Owners' Manual in the glovebox? They listed the names, addresses and phone numbers for all the VW Dealers of the year your VW was made. I'm looking for photocopies of old ones. I'm specifically looking for the following years: 1954-61, 1963, 1965, 1967-68, 1970-72, 1974-75, 1978-81, 1983-89, 1992, 1999-2001. If you have any from these years, please let me know. Phone Phil, 0412 786339.
PS - thanks to everyone who has helped so far.

For Sale:- 1973 topless VW Super Beetle convertible. Not registered. Good condition. Great for collector or restorer. Huge amounts of spares to numerous to mention (phone for details) including engine stand. \$3500.00 ONO. Please call Jason on 0431 881 493 during the day or 02 9729 4203 after 6pm weekdays or anytime weekends. The car is situated in Wakeley NSW 2176

For Sale:- 1967 VW Deluxe in burgundy, great

interior, body needs some attention, has been in storage for the past 12 months but motor is solid, new front tyres, partial new electrics asking \$1750.00 ONO, please contact Joanna on 02 9997 1289

For Sale:- 1956 VW Oval Window Beetle, beautifully restored and cared for. Documented history of restoration. Body-off restoration completed by previous owner. Restoration documentation includes full set of restoration photos and receipts. Original owners manual. 1200cc engine replaced with chromed 1600cc engine. Front brakes converted to disc and seat belts fitted. All work covered by NSW Engineering certificate issued on purchase in September 2003. Copy of full NRMA inspection report from 2000. Only 10,000 miles in last 4 years. Engine number AD 323671. Converted to 12 volt. Fully restored very original interior with parcel shelf and perspex visors. Original flip out trafficators in working order. Box of odd spare parts. 4 speed manual, rear drive, 4 cylinder petrol carburettor 1600cc. Registration Number YCU43B\$13,950 Contact Sarah on 0402 469 695 or 02 6296 1980.

Wanted:- A fast, accurate typist to help me retype many old Zeitschrift articles for our club webpage. I'm OK at typing but I'm not as quick as I'd like. Please give me a ring! Phil, 0412 786339

For Sale:- 1976 Kombi 2 litre Auto, not registered, very good condition, asking \$2300.00 ONO please call Salavadore on 0403 536 446.

For Sale:- Parts for 1972 Type 3 squareback, mudguards, gearbox, fuel tank, front beam complete disc brakes included call Salavadore on 0403 536 446 or 9831 4051

For Sale:- 1971 Suberbug sell only as a complete car asking \$250.00 ONO call Salavadore on 0403 536 446 or 9831 4051

For Sale:- Tow bar and bull bar for 2 litre Kombi, twin carb setup, contact Salvador for details on 0403 536 446 or 9831 4051

2nd Month Ads.

For Sale:- 1974 Kombi, urgent sale. Unfinished project. Complete but disassembled. All bodywork

Trades and services directory.



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done. Gearbox, brakes in good condition. Home-made sunroof with vinyl ragtop or fit poptop. Will sell complete preferably, or as parts if necessary. Located in Castle Hill. Contact Brendan on 0414 662830. All reasonable offers considered.

Wanted:- I am looking for a 60s Beetle 1300 Deluxe model, preferably in original condition. Phone: 0405 385 063 or email: shivaratnam1@gmail.com

Free to Good Home:- 1969 chop-top Beetle, restoration project in pieces, has mags, rear spoiler, sports steering wheel, clean chassis, red seats, body has rust, new floor pan section. Will only give away complete as is. Phone Corrie on 0408 664646 (Winston Hills)

For Sale:- 1993 VW Golf Cabriolet, original Karmann-built. Dark green with beige electric roof. 1.8-litre with 3-speed auto. Kenwood stereo with 10-stacker CD. 135,000km, no accidents, always garaged. 10 months rego, new tyres. All log books, car always garaged and professionally serviced. \$8,000 ONO. Phone Mike on 0418 410988.

For Sale:- My set of 4 wheels. The bloke who bought my convertible didn't want them as he was happy with the Empi sportwheels. The rims are in very good condition, Michelin XZX tyres 165SR15 – the groove depth is 1/4 inch, plenty of tread, cost me \$130 ea Sell \$290 the whole lot with 4 near new hubcaps as well. Mobile no. 0424493092 - Thanks. Joe Buttigieg

For Sale:- 1985 VW Golf Karmann Cabrio. We are the second owner of this very tidy and original Golf Series 1 Cabrio 5 speed manual, made in the Karmann factory in Osnabruck in July 1985. Full service history going back to the 1980s; regularly serviced by Canberra VW specialists, The Beetle Exchange, for many years, including most recently in May 2007. The original 1.6 litre motor was reconditioned by The Beetle Exchange in 2006 and performs very well. The exterior of the soft top was replaced with a professionally-installed USA made 'Robbins' top in high grade Dove Grey vinyl in early 2007, also at considerable expense. All bodywork, paint, glass, exterior and interior trim is in very good original condition. There is a good quality CD/AM/FM system fitted. This car has always been garaged and well cared for.



Andrew Rankin
Principal



This franchise is independently owned and operated by: Kylard Pty Ltd ABN: 96 101 353 833.

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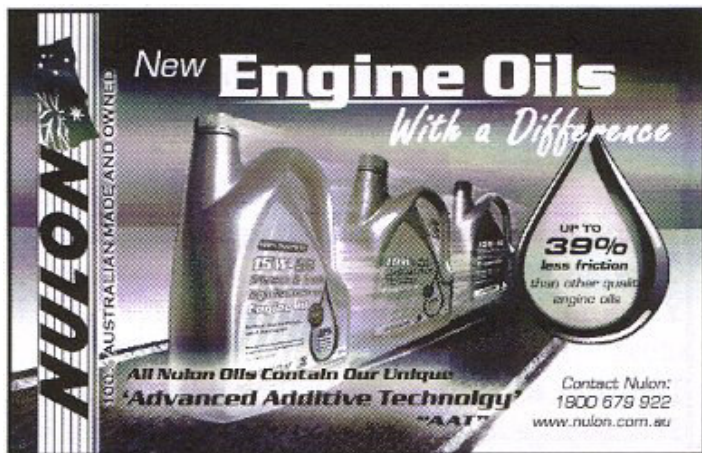
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Mileage is 225,000kms but, as mentioned above, at around 210,000kms the motor received a \$2,000 recondition. All other mechanicals, electricals, window winders, controls, heater etc work properly. Tyres are quite new. Please note this car does not have power steering or air conditioning. The top operates manually, as per all Series 1 Cabrios. Registered until Sept 2007, a classic, reliable, fuel efficient and fun car to drive with the top up and particularly enjoyable with the top down. Priced for quick sale, company car is on the way. \$5,900. Contact Ian at stehall@ozemail.com.au for more details / more pics 0413 644 243. Please note the car is advertised elsewhere as well at the present time.

VW's sales improve.

Volkswagen's six-monthly Australian sales figures for Jan-June point to the possible chance of a record year in 2007, if all goes well.

Volkswagen's best-ever year in Australia was 1964, when **31,419** VW vehicles were sold - 25,764 VW Cars and 5,655 VW Commercials. The next-best top years in Australia have been 1960 (**28,597**), 1963 (**27,068**), 1965 (**25,557**), and 1962 (**24,604**).

Last year, VW sold **21,751** vehicles - 17,796 Cars, 3,284 Commercials and 491 SUVs. 2006 was VW's sixth-best year of all-time, beating 1959 (**21,002**), 1971 (**19,128**) and 1966 (**18,213**).

In the first six months of this year, VW has already sold 13,766 vehicles, a stunning increase of 42.1% over the same period last year. If this improvement remains consistent for the rest of 2007, VW would be on target to sell 30,900 vehicles this year. The all-time record is within reach; in fact, VW would only need a total 44.5% improvement on last year's total to break the record; only an additional 2.4% over now.

VW's 13,766 vehicles for Jan-Jun 2007 keeps them in 10th position on the Australian market, behind Toyota (116,523), Holden (76,119), Ford (54,301), Mazda (39,112), Mitsubishi (33,643), Nissan (32,176), Honda (31,041), Hyundai (22,898) and Subaru (19,556).

Volkswagen remains the top European brand in Australia. VW had by far the biggest YTD increase of the top ten, with the next-best being Mazda with +20.3%. Ford actually dropped by 9.9%, and Hyundai dropped 8.1%.

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Audi is a similar success story. Audi had a record year in 2006 - 5,206 vehicles. In the first six months of this year, Audi has already sold 3,819 vehicles, an increase of 43.0% on the same period last year. Audi is on target to sell 7,500 vehicles in 2007. Audi is also catching her German rivals; BMW (8,112) only grew by 6.6% over last year, while Mercedes-Benz (8,969) dropped 2.9%.

Canberra Double-Cabs.

Mark bought his 74 Crew Cab in 2002, and it currently sports a 1916 engine, detailed engine bay, custom interior and is nicely finished with Jarrah gates. Future plans for the Kombi include a new paintjob. His wife calls it the money pit.

Bruce bought his 72 model earlier this year when it was hauled out of a VW graveyard. It has had extensive rust and mechanical work to bring it to roadworthy condition. Powered by a 1600tp, it still has some way to go as far as body and interior, but these things take time

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

Wolves finish 15th.

Our German football (soccer) team, Wolfsburg VfL, have finished in fifteenth position on the Bundesliga table for the 2006/07 season, which finished in May.

The German premier league competition is made up of 18 teams, who play each other twice over the season. In 2006/07, Wolfsburg VfL played 34 matches, won 8, drew 13 and lost 13. They scored 37 goals for, and 45 against. The Wolves finished on 34 points in 15th place, ahead of only FSV Mainz 05, TSV Alemannia Aachen, and Borussia Mönchengladbach. The premierships winners were VfB Stuttgart.

The Wolves' first win did not come until Round 6, when they beat Bayern Munich 1-0 at home. They then beat Bochum 1-0 away in Round 9, Hamburg 1-0 at home in Round 10 and Mainz 2-1 away in Round 11, but that was all for the first half of the competition. In the second phase, they beat both Frankfurt 2-1 and Leverkusen 3-2 at

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home in Rounds 19-20, then Bayern Munich again 2-1 (away!) in Round 23. Their last win was against Mainz at home in Round 28, when they won 3-2.

VfL Wolfsburg was formed in 1945. They played in the second and third-tier competitions until 1997, when they were promoted to the Bundesliga premier competition. VfL Wolfsburg are 90% owned by Volkswagen AG. Their home ground is the super-modern 30,000-seat Volkswagen Arena near the VW factory.



The Wolves' best performance in the Bundesliga so far was in 2004, when they finished in 7th. The last two seasons have not been as successful. Wolfsburg finished 15th in 2005/06, and again this year. Fortunately, the Wolves finished 3 points above the relegation zone. Minutes after the final match of the year ended (a 0-2 loss to Bremen), the club announced that they were dismissing head coach Klaus Augenthaler, who was only able to win 10 of his 51 games in charge.

The 2007/08 Bundesliga kicks off in Germany in August. Go the Wolves!

Now you can renew your membership online ! Email sales@club.vw.org.au for details, or download the form from the club's web site www.clubvw.org.au

New VW Golf GT.

VW's little engine with the big attitude is poised to become an integral part of the Australian small-car landscape. The 1.4-litre TSI twin charger, boosted by a supercharger and a turbo, has been launched into Australia in a Golf shell but there are bigger plans afoot.



"If the TSI gains the sort of acceptance we are hoping for then there are a wider range of opportunities," Volkswagen Group Australia general manager Peter Dierks says.

"There are a couple of models either on sale here or coming soon that are available with a TSI engine and would fit very well in our market."

VGA managing director Jutta Dierks confirms the medium-sized Jetta will be a short-term target for the engine.

"What a good marriage that would be," Dierks says. "It is definitely something we are very interested in... and I understand the Tiguan (VW's new compact SUV) could also be available with a TSI engine. That is a very interesting idea, an SUV with such a small and efficient engine." The 1.4-litre TSI uses the supercharger/turbo marriage to produce its maximum torque of 240Nm across a wide band from just a tick above idle.

The engine also produces 2.0-litre levels of power with 125kW while emissions comply with the strict Euro V requirements and fuel economy is a handy 7.7 litres per 100km.

In essence, the system works by the electrically driven supercharger supplying boost for low rev torque and also pressure to spin up the air-driven turbo, which first runs in tandem then takes over at 3500rpm to supply top end power and torque.

Project manager for the TSI, Niels Moeller, says the benefits of power, fuel efficiency and responsible emission control are starting to win acceptance in some unlikely markets.

"Two years ago when we were developing the engine some people from VW North America came over to drive the cars," Moeller says.

"After a good time on the test track they said the car was very good but called us crazy Germans and told us to go away and play because a 1.4-litre engine would never sell in the US.

"Now as fuel prices are rising they are coming back to us and asking about the TSI again. I find that very interesting."

The renewed interest by the giant North American market could be bad news for Australia as the availability of the TSI engine is already being constrained by production capacity.

"We have launched limited numbers of the Golf GT (420) because of limited supply," Dierks says.

"There is strong demand for it in other markets but we have made plans should it become necessary for us to gain extra supply in a hurry."

It is expected that while the GT TSI, which is priced from \$34,990, will become a full import model as soon as supply can be guaranteed.

Dierks says that could be before the end of this year.

Driving the Golf GT.

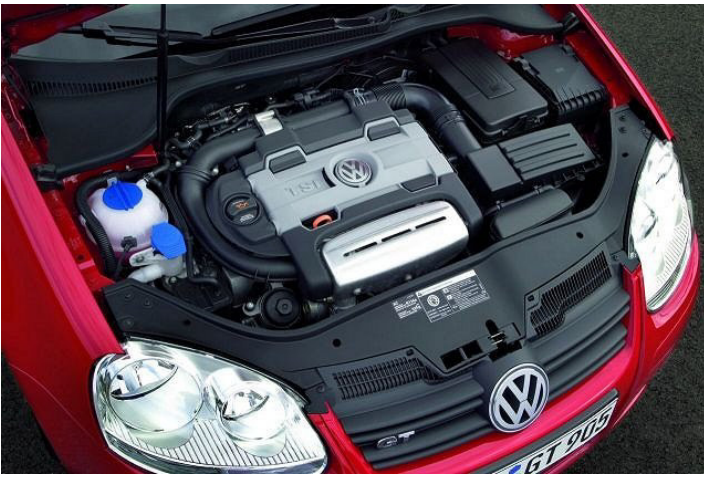
Volkswagen has revitalised the petrol engine with its twin-charged Golf GT.

Another variant of the Golf. So how many is that now? Just what the world needs, right? Actually, it's pretty much precisely what it needs. This otherwise standard version of the world's favourite premium hatch is host to a wholly remarkable engine.

The Golf GT comes with a petrol unit of only 1.4 litres, but pay no heed to its capacity. Ingeniously augmented with twin chargers, this device is a marriage of innovation and performance to thrill the technophile and the petrolhead.

More important, it will also provide unchallenging and bother-free everyday driving to those who buy Golfs simply because they're shopping trolleys with just a bit more cachet than a Corolla.

The new model will do all that it does faster, cleaner and more frugally than cars packing petrol



engines of more than a litre greater capacity. In some respects, it's closer to VW's own diesels.

The GT is a whole lot more than a vowel-less version of its near-namesake sibling.

Last week the Volkswagen Group's two-litre, direct-injection turbo four (2.0 TFSI) won a world Engine of the Year award. It's a marvellous thing that powers, among many others, the Golf GTI.

The unit that drives the GT is designated 1.4 TSI. It is, in its way, equally splendid, having also won an international donk gong in its ostensibly lesser category.

Although it's a term almost as traduced as "sport", GT is still generally taken to mean Grand Touring. In this Golf's case, however, it could be seen to have three other, equally applicable, meanings.

With car-makers cursing the European Union's ever more draconian emission and fuel regulations, the engine that will become the VW Group's standard petrol four needed to run leaner and greener.

With a six-speed manual gearbox, the TSI uses a claimed 7.7 litres per 100km in combined conditions and emits 183 grams of CO₂ per kilometre — marginally less of both in the manual-automatic Direct Shift Gearbox.

VW's naturally aspirated 2.0 FSI drinks eight litres per 100km and puts out 192 grams.

Anyone can reduce consumption by reducing capacity, but this car needs to be moved at a rate that won't disgrace its initials.

Having given the 1.4 four-cylinder an enhanced form of fuel injection, VW revived an ancient Lancia idea of combining supercharging and turbocharging.

Under hard throttle, a belt-driven supercharger ramps power and torque up from just above idle to over 3000rpm. Its clutch then

disconnects in favour of the exhaust-driven turbo, which takes proceedings to the 7000rpm redline. At that point, the DSG automatically goes up a gear, whereas the manual will hold on towards the 7500rpm cut-out.

[Aside from getting it to within a second of the GTI in a straight sprint, the twincharger has the performance to overwhelm atmo engines of up to 2.5 litres. It delivers its full 125kW at 6000rpm, with the full 240Nm present from 1750rpm to 4500rpm.

That equates to a 0-100km/h sprint time of about 7.7 seconds in the DSG and just under eight in the six-speed manual version.

That ever-diminishing object in your rear-view mirror would be an Australian-made six-cylinder sedan.

In daily driving, all that needs be said about this unique and highly effective combination is that you simply won't know it's there — except that you'll be re-filling with 98 RON almost as infrequently as a Golf TDI owner makes for the diesel bowser.



If the twincharger is mechanically unorthodox, an equal part of the car's appeal lies in its thoroughly conventional appearance. No fancy face à la the GTI's honeycomb grille or the R32's quasi-chrome.

Indeed, unlike the other two, it has a Golf badge aside from its unique, but discreet, GT badge fore and aft.

Aside from these, you need to look hard for design distinctions. The grille is slightly V-shaped with air-inlet openings integrated in the front bumper.

Twin tailpipes and 17-inch, 12-spoke alloys subtly allude to something of a different nature.



Within; again, aside from the GT-badged, leather-rimmed steering wheel and the boost pressure gauge on the dashboard, you're in Golf territory.

Sports-style front seats provide ample support when pressing on and comfort aplently when the going is milder.

The manually adjusted cloth thrones can be lowered slightly further than the cowhide, but lack the latter's electric lumbar adjustment.

The inside story is pretty much per VW standard, with decent fit and finish emphasised by doors that close with what we're pleased to think of as a Germanic thunk.

The quality of materials in the Mark V series may have declined since the previous generation, but there's been some minor tarting up with silver faux-aluminium facing and buttons around the stereo's info screen.

The cabin is a pleasant place to spend time, with rear accommodation ample for those of us built along taller and wider lines than average. Rear-seaters are also amply aerated via their own adjustable vents.

With an already more than useful 350 litres luggage space — which can be tripled with the rear seats folded down — the Golf is massively more commodious than it appears from the outside.

Confirmation of the car's identity comes at night when the automatic headlights illuminate, in turn casting the trademark Golf blue glow over the instruments.

The Mark V is the safest car for anything like the money, having achieved a record 12-star rating in the Euro NCAP crash tests (five for crash rating, four for child protection and three for pedestrian impact). Six airbags as standard put the Golf at the top of its segment.

At 1340 to 1375kg (DSG), it ain't a featherweight. But its planted stance, supported by an excellent active safety measure package — including ABS, anti-slip regulator, electronic stability and winter driving programs — provide degrees of protection that belies its compact dimensions.

At first only 420 cars will be brought into Australia, priced from \$34,990 for the manual and \$37,290 for the DSG, plus a not unreasonable list of options.

This means the GT is priced around the level of the 2.0 TDI. Given that the new model deserves to be seen as a distinct (and, indeed, rather special) variant, it seems a reasonable premium.



We left on our 500km run from Surry Hills in morning peak hour, passing through Springwood, Richmond, the Bell Rd to Mt Victoria, Oberon, O'Connell and Kelso. The return leg was a more sedate chug via Lithgow and the Still-Hopelessly-Inadequate Western Highway.

So the route included peak hour drudgery, freeway running and some of the State's better B-roads. Reservations about the GT's weedy capacity last less than the time it takes to leave the first set of traffic lights. Power delivery is immediate and, to employ an over-used but entirely apt term, seamless.

You might expect some sort of laggardly behaviour when the supercharger hands over to the turbo. There's none.

Instead, there's the simple enjoyment of maximum torque being delivered from 1750rpm. In more constrained surrounds, 200Nm can be had from 1250rpm all the way to 6000rpm.

There'd be little or no need to shuffle through the standard six-speed manual gearbox, though it would remain our choice of transmission. In the

absence of a “true” auto, the great majority will opt for the DSG of our test car and leave it in Drive mode.

With slightly more elasticity in the rev range, there are fewer occasions for complaint about this manual-matic’s penchant for changing up or blocking your downshifts than in other VWs. Left-foot braking, though, is out — touching the stopper pedal cuts power to the electronic throttle.

There’s no complaining about the GT’s fuel consumption. At 110km/h on the freeway, this brand new car (572km on the clock when we picked it up) was pulling only 2500rpm in sixth gear, using barely more than five litres per 100km.

After the more frenetic, high-boost legs, the average rose no higher than 9.81 litres. The return after 501.6km in combined conditions was 8.4 litres.

Since the Golf Mark V line’s launch in 2004, each successive version has exhibited more sporting characteristics.

If the FSI Sportline wasn’t a bad start, the lowered and stiffened GTI showed how to do a rapid front-drive hatch. The V6-packing R32, of course, has all-wheel-drive capability via a Haldex coupling.

Dropped by 15mm, the twincharger’s suspension sits between the FSI and GTI, sharing the latter’s 225/45 R17 Continental SportContacts. Still, the GT is dynamically akin to the softer model, which makes for a little more pitch and roll than is ideal when going hard, but suits it better to everyday use. That holds true of the steering, which while unafflicted by all that torque, is best suited to the ‘burbs.

That’s as it should be, given that the GT is intended as a more mainstream model than the GTI. It is forgiving and predictable in the front-driving, bum-dragging mode — though under hard braking it’s also a bit of a bum-waver.

As with the 2.0 FSI model it will supersede, the GT succeeds superbly as an all-rounder, albeit a quicker and cleaner one.

Indeed, VW tacitly suggest that the twincharger’s performance has been constrained in order to keep it in its place within the Golf range. There seems little doubt that as the engine is fitted to other models throughout the group, its capability will be enhanced.

For its part, the Golf GT goes a long way towards being what’s needed here and now.

FAST FACTS

Volkswagen Golf GT

On sale: Now

Price: \$34,990 (manual); \$37,290 (DSG)

Body: Five-door hatch

Engine: 1.4-litre, direct-injection petrol with supercharger and turbocharger; 125kW @ 6000rpm, 240Nm @ 1750-4500rpm

Fuel: 7.7 litres per 100km combined

Safety: Six airbags, ABS, EBD, Brake Assist



New VW factory in Russia.

The Volkswagen AG Board of Management has decided to build a new production plant in the city of Kaluga, south west of Moscow.

The new facility will have an annual production capacity of 115,000 vehicles. Dr. Bernd Pischetsrieder, Chairman of the Board of Management of Volkswagen AG, said, “This decision is of major strategic significance for the Group. It ensures we will be able to substantially increase our share of the rapidly-growing Russian automotive market over the coming years.” The contracts with the Russian government and the Kaluga Oblast were signed in Moscow on May 29.

Pischetsrieder said that, taking everything into consideration, the Kaluga site offered the best framework for the investment. In total, Volkswagen had examined some 70 sites between St. Petersburg, the Urals and the Black Sea as potential locations for the new plant. The city of Kaluga is situated at the center of the European part of Russia some 160 kilometres to the south

west of Moscow. The city has a population of approximately 330,000. Kaluga is well known for research and industry and is the seat of the regional administration.

In a first step, semi knocked-down Volkswagen and Skoda brand models will be assembled in Kaluga from the second half of 2007. The Skoda Octavia will be the first model to leave the assembly line. Initially, some 20,000 units will thus be produced annually. At the same time, full production facilities comprising body shop, paint shop and assembly lines will be installed.

VW Golf VI revealed.

German car magazines *AutoBild* and *Auto Motor und Sport* have released first rendered images of the upcoming VW Golf VI.



AutoBild and *Auto Motor und Sport* talk about the Golf V production being too costly. Volkswagen's management laments many ills: the electronic connections are too complicated and require too highly qualified personnel, the doors and the multi-link rear suspensions are too complicated to assemble.

This leads to production times almost double those of rivals which leads to high production costs. The result is a car which in 2004 only generated 900 million • less than expected. That's the reason why it'll be replaced in 2008, much earlier than originally planned.

The technical underpinnings of the Golf VI will remain practically identical to the Golf V, but VW's management is looking at a 10% yearly reduction in production costs.

According to *AutoBild*, the petrol engine range of the Golf VI will include a new 1.4-litre



engine, both naturally aspirated (60kW) and turbocharged (TFSI, 90kW), the 1.6 litre engine (76kW), the 2.0-litre engines, both naturally aspirated (112kW) and turbocharged (150kW) and the 1.4 dual-charger TSI engine (112kW).

Diesel engines will include the 1.9 TDI Pumpe-Duse (78kW) and two new common-rail engines: a 1.6-litre TDI (67kW) and a 2.0-litre TDI in two power steps (as today, 105 and 127kW).

Other news on the Golf family is that the Golf Variant has gone on sale in Europe; the Touran will be redesigned in 2009; the Golf Plus will go on until 2010, with a substantial facelift in 2007, while the Scirocco coupè is expected in 2008, using the same platform as the Golf VI.

New Transporter Sportline.

Volkswagen Commercial Vehicles UK has revealed a new addition to its Transporter line-up: the range-topping Sportline.

With distinctive styling, and yet retaining all the practical qualities for which the award-winning Transporter is renowned, the Sportline demonstrates that vans needn't be all work and no play.

Costing from £21,090 (excl VAT and on-road costs), the Sportline is available with short and long wheelbase options, and with power provided by the most powerful diesel engine in the Volkswagen Commercial Vehicles range. This advanced 2.5-litre 5-cylinder TDI produces 130kW and 400 Nm of torque from just 2,000 rpm.

On the outside, the Transporter distinguishes itself from lesser vans with a number of distinctive styling cues. At the front, you can't

help but notice the colour coded front bumper and lower spoiler combined with chrome grilles. The polished theme continues with chrome side rails and body-coloured mirrors and door handles. At the rear is a roof level spoiler, colour-coded bumper and unique Sportline badging. Just three colour options are available: black, red and silver.

A sporting stance is achieved with a combination of Eibach suspension springs, which lower the Sportline by 30 mm compared with the standard Transporter. Imposing 18" 'Borbet' five-spoke alloy wheels and low profile tyres complete the look.

Inside, the Sportline is generously equipped with a height and reach adjustable steering wheel; comfort driver's seat with armrest; electrically adjustable and heated door mirrors; electric windows; ABS; air conditioning; remote central locking; stereo with CD player; and special Sportline gearshift cap fitted as standard. Among the list of options and accessories are many items you would expect to see in a car, including a Golf GTI style leather interior. An iPod adaptor will follow.



Available from early May, Sportline will appeal to user-chooser van operators, allowing them to select a more dynamic form of transport. The model is also expected to appeal to bikers, surfers, snow boarders and skiers who want to move their equipment in something a bit different from the usual run-of-the-mill van.

RHD VW Fox on sale.

Customers who have been ordering the Fox since January this year will now be able to drive their new cars away from Volkswagen Dealerships across the UK.

The Fox is designed to give customers exceptional space in a high-value, high-quality package. At 3.83 metres, the Fox is longer than



the Lupo it replaces, but shorter than a Polo. Within a height of 1.54 metres it can accommodate four large adults, or two occupants plus one cubic metre of luggage with the rear seats folded.

It is offered with three doors, a choice of two petrol engines (a 1.2-litre 41kW and a 1.4-litre 56kW) and two trim levels. The entry level Fox benefits from power steering, a CD player, ABS, twin airbags and, with the 1.2-litre engine, the lowest possible insurance rating. The higher-spec Urban Fox gains extra equipment and trim.

The Fox harnesses traditional Volkswagen values of low cost of ownership and durability, with a galvanised steel body and extensive use of laser welding. A sliding rear bench seat is standard in the Urban Fox and optional on the Fox – it can be moved through 15 cms lengthways and is split 50:50. Surprisingly, the new Volkswagen Fox is larger and lower priced than the Lupo model it replaces. Prices start at £6,590 (OTR RRP) for the 1.2-litre and £7,395 for the 1.4-litre. In Urban trim, prices are £7,190 for the 1.2-litre and £7,995 for the 1.4-litre.

No plans to release the Fox on the Australian market have been announced as yet.

Beetle Art.

Just in case buyers thought the styling of the New Beetle and New Beetle Cabriolet wasn't quite distinctive enough... Volkswagen is pleased to announce the introduction of a range of decals allowing them to customise their vehicles further.

Called Beetle Art, the new portfolio comprises four designs created by artists and illustrators, and is aimed at those looking for something a little more distinctive and individual.

Jamie Cullen's 'Mud Splats' features an intricate montage of birds, lions and flowers within



the shape of muddy sprays on the side of the car, and was inspired by the theory that dirt on a car can look beautiful.

Wallpaper specialist Mibo has had her products in high-end department stores such as Liberty and Habitat, and has designed a bold bird and flower pattern for the New Beetle, called 'Taking Flight'. For something a little more colourful, customers could opt for Steve Wilson's 'Chasing Rainbows' which is a compilation of rainbows, butterflies and flowers in psychedelic pinks, greens and yellows.

Finally, the Dutch surrealist artist, Parra, has developed a unique 'It's All Mine' design to reinforce the 'love affair' owners have with their New Beetles, comprising hearts and the word 'Mine' along the side panels.



Each of the four designs can be purchased from a Volkswagen UK retailer as a whole or for individual body panels to create a subtle or bolder look. Prices start from £45 (inc VAT and fitting) for an individual front or rear panel, and rise to £220 (inc VAT and fitting) for a full set.

A new microsite has been launched at www.beetleart.co.uk where prospective customers can configure their desired car in a colour, bodystyle and with a design of their choice.

The decals themselves are made of durable long-lasting vinyl and are guaranteed for three years. Once fitted they can be treated as normal paintwork, though jet washing is not advised. At resale or when the customer wishes to change the

look of the car they can be removed without the paintwork being affected.

VW sponsors Poms.

While the England cricket team were preparing to take on Sri Lanka in the first Test at Lord's last year, they were enjoying driving between matches and training in Volkswagen Touareg luxury SUVs.

As the Official Car Supplier to the England Cricket Team, Volkswagen has provided players with Touareg 3.0-litre V6 TDI Altitude models, complete with leather upholstery, satellite navigation and CD autochangers.



This latest agreement further extends Volkswagen's involvement with 2005 Ashes hero, Andrew Flintoff – known affectionately as 'Freddie' – who was also named BBC Sports Personality of the Year in December last year. He is already a brand ambassador for the VW Touareg, while team mate Kevin Pietersen drives a VW Phaeton.

Volkswagen is also supporting the Andrew Flintoff Benefit Year as a headline sponsor, and is providing the charity with auction items including cars signed by the winning Ashes Team, and raffle prizes such as Touareg off-road driving experiences and lunch with Sir Stirling Moss. Guests attending the various benefit functions will also have the ability to make use of the VIP luxury chauffeur service which is being provided at seven events around the UK.

Adam Chamberlain, Head of Luxury Cars for Volkswagen UK said, "Volkswagen is pleased to consolidate its cricket sponsorship, which is currently benefiting from high levels of interest and support as a result of a resurgent England Team.

“By supplying the team with a smooth, comfortable drive to and from matches and training, we are confident that it will help the players to continue to perform at their highest level on the pitch,” he added. Volkswagen has already delivered cars to all the centrally contracted England players and has struck up a relationship with the Professional Cricketers Association. Marcus Trescothick, England Vice Captain, commented, “Freddie (Flintoff) has been telling us all about his Volkswagen Touareg and the unbelievable driving experience that it provides, so we are all looking forward to driving our own Touaregs as travelling between matches, and to and from training, can be extremely stressful and tiring.

“On behalf of the England Team, I would like to thank Volkswagen for its generous support which I am sure will be of great benefit to both the players and coaches.”

Stop Press – Driving VWs did not help England. The three Test series at home was tied one Test each, with one drawn. Sri Lanka then defeated England in a 20/20 match, and went on to further defeat England in five straight one-day matches. England was described as going ‘from bad to hopeless’. In the tests against Pakistan immediately following, England won two with one drawn. The Fourth Test was awarded to England when Pakistan refused to play.

In the World Cup that followed, England lost to New Zealand, and beat Canada and Kenya in the first rounds. In the Super Eights, England beat Ireland, Bangladesh and West Indies but lost to Sri Lanka, Australia and South Africa, and were eliminated. Australia went through the tournament undefeated.

LPG Sharan released.

In cooperation with the company PrinceGas, Volkswagen is offering another attractive engine version for the Sharan. The Sharan LPG (Liquid Petroleum Gas) is equipped with the 85kW petrol engine. This extends VW’s gas vehicle fleet, which already includes the Touran EcoFuel and Caddy EcoFuel. The Trendline version of the Sharan LPG costs •30,175.

Volkswagen has reacted to continually increasing fuel prices by providing this offer. LPG is the most widely spread alternative fuel across

the world and is already being used in approximately 8 million vehicles. Fuel duty on LPG is comparatively low in most European countries. Consequently at current fuel prices the additional cost is recouped after approx. 35,000 km.

Alongside this clear economical advantage, the Sharan LPG is also environmentally friendly. Compared with the same engine running on petrol, the gas powered Sharan emits 15 percent less CO₂.



Technically the Sharan LPG is a vehicle with a bi-fuel drive system. The approx. 60 litre capacity liquid gas tank has been built into the spare wheel well, so as not to compromise the size of the car’s interior. As a result, the Sharan receives an additional range of up to 450 km, because it retains its normal 70 litre petrol capacity, enough to cover 730 km at an average fuel consumption of 9.6 litres per 100km.

Since the market launch of the Sharan eleven years ago the high-comfort MPV by Volkswagen has been able to present an astonishing record of success. During the whole production period it has been the highest-selling car of its class in Germany and one of the top three large MPVs in Europe. In the new gas version the Sharan LPG is every bit the versatile touring vehicle for a large family. With two tanks a total journey of almost 1,200 km can be achieved.

The highly spacious, comfortable and variable Sharan is the classic luxury family car. These characteristics are also reflected in the buyer profile of the Sharan: 93 percent of the owners are either married or live with their partner. 73 percent of them have children under the age of 18. 73 percent are between 30 and 49 years old. As usual in this class, many Sharan drivers use their car for private and business journeys.

No plans to introduce the VW Sharan MPV, or its smaller sister the VW Touran, to Australia have been announced as yet.

Blast from the Past, Sunday 6th May.

This display was hosted by the Shoalhaven V.W. Club and held at the Great Southern Hotel Car Park, which was taken over by VWs.

I understand good weather was ordered for the day and it could not have been better, sunny all day and, to top it off, all funds raised were donated to the Shoalhaven Community Transport Bus, which is affiliated with The NSW Cancer Council.

After driving down the night before to Gerringong, to stay the night with my son, I understand there were others who also arrived the night before and stayed in the surrounding districts. After a sound night's sleep and a full breakfast it was only a 20 minute drive, very pleasant. I was told the Sydney group had a dream run down too, albeit they had to rise a wee bit earlier.

Before 9.30am, the next morning, cars and Kombis arrived in groups and were in position making for a good display.

The large number of Kombis could have equalled the number of Beetles. There were some 'Show Only' Kombis. As this event was a 'display only show' (not a competition) there were no prizes awarded except for 'The People's Choice'. Guess what, a Split Screen Kombi was the winner of this award, and a deserving winner too.

The cars were not identifiable by Club name, by way of stickers or ribbons, so we cannot say how many other clubs were represented on the day. Altogether there were almost 50 vehicles in this display. Our club (Club Vee Dub) was well represented.

As everyone knows Berry has shops catering for many interests and crafts, and of course lots of coffee shops. The great Berry Markets were in full swing at the Showground, just five minutes walk away.

Well, I think everyone who attended including the public visitors would have enjoyed themselves.

Hoping we can enjoy it again next year. Thank you to the Shoalhaven VW Club for hosting this display.

John Weston

Photos in last month's magazine.

Braidwood Run, Sunday 20 May.

For National Motoring Heritage Day, the Canberra Chapter organised a run to Braidwood, which is listed as around 80 km from Canberra. A chilly start was had, as well as a mechanical breakdown by one of our families. Not wanting to risk further problems, they nursed the car home and caught up in another car. Unfortunately, the progress on the trip was not at 'lightning' speed, due to hilly terrain and a slow dub leading the pack. Actually, you couldn't even call it 'average' speed. Maybe 'unhurried' is the verb I need. I can say this, as my car was the cause of the slow progress!



Well, whatever it was, we received no speeding tickets, however some of the crowd who overtook us seemed unimpressed when stopped by the boys in blue!

Lunch was consumed in a park in Braidwood with good conversation, and the VWs were lined up for a picture afterwards. Unfortunately, the failure of 2 digital cameras (what are the odds of that?), led to less photos than we wanted, but we still got some to mark the occasion.



The trip back had us stopping in Bungendore to check out the markets and local stores, with everyone making their own way home from there. Thanks to all who came along, it was a great day.

Bruce Walker

Rylstone Swapmeet, Sunday 20 May.

I am always attracted to an event that gives the car a good run. I lived at Rylstone for 8 years and the idea of meeting up with old friends was added appeal. So after lunch on Saturday I packed the bag, booked the motel and off I went.

It was a glorious drive up the Great Western to Lithgow in the autumn afternoon sun. I stopped at Lithgow Macca's for a coffee, as usual. After leaving Lithgow I was troubled by the very low sun all the way to the Rylstone turn off. Should have left home an hour earlier.

I stayed at the Fairways Motel at Kandos. Kandos, a cement manufacturing town, is a twin town to Rylstone. Barry Trouncen and his wife Marie have run the motel for 30 years. Barry was a councillor on the Shire when I worked there and we chatted for well over an hour before I retired to my room.

I rose at dawn and after a quick shower I motored down to Rylstone Showground. I was allowed free entry, provided I displayed my Beetle in the centre of the grounds with the other classic cars. I parked the car and commenced my tour.

Rylstone Showground is very picturesque, with high ground on one side and the river on the other. Calling the event a Swap Meet is a misnomer these days. It is now more a market with purveyors of plants, clothes and food outnumbering car parts swappers. No bad thing though, as the event attracted plenty of punters seeking a bargain. There were even some VW parts on offer. Apparently Frank had done the rounds very early but had departed the scene before I arrived.

There were about 30 old cars on display. One of the swappers turned up with an old oval beetle, towing his trailer. The car was finished in dull grey



and showed all the patina of a 50 year old car in continuous use.

I managed to pick up a sturdy pair of bent tip long nose pliers. Just the ticket for adjusting the tension pulley on the NewBeetle overhead cam, drive belt.

Being the only VW on display I was engaged by many visitors wanting to tell of their VW experiences or seeking info re my car or seeking advice on VW restoration in general. Even had a few membership enquiries.



After my second steak sandwich at the Rescue Squad BBQ I decided it was time to head for home. I detoured via Lake Windemere and was saddened to see that it was almost empty.

Rylstone is a very pretty place. Next year perhaps the club could make this a weekend event.

Ken Davis



The Toy Department.

In past editions of the Toy Department we have made mention of plastic VW models mainly made in Hong Kong. This month we feature some more versions, most of which being made from various parts of Europe.



This first image starting from the left depicts a two tone orange Kombi bus. A little crude looking and a little out of proportion, this model measures about 55mm. The only inscription on base reads 'No 348 made in Hong Kong'.

The next in line is the Jacobs Koffee "Wunderbar" Kombi measuring 46 mm which has no inscription but was known to have been made in Germany. This I picked up at a market stall for \$5.00 but was recently seen on Ebay selling for about \$80US.



Next are the three Kombis including two utes that are made in West Germany all measuring about 47 mm. Their exact background is unknown to me, but they remind me of those capsule surprise toys that you could get from those gum ball machine dispensers. Who knows, I could be on the right track. In the background are two plastic bay window buses that measure 81mm and are made in Italy by CG.



This green Beetle is also made of plastic, no details but one suggestion is it was part of a breakfast cereal give away.

What's news this month – Look out for a new 5 deep Jada set which includes an orange slammed kombi with "painting company" livery. I haven't seen these in the flesh just yet, but you're best to source them on line.



Also Burago have released 1/40 scale 23 window bus in two tone white/ green and a black/ red version. These are similar to the Masito 1/25



scale models and they should retail for about \$18.00.

Lastly this month we feature this Matchbox Lesney Camper. What is interesting about this you might say? 'I have abundance of these, and they are not particularly rare' but If you look closely you will see that ...this model has a petrol flap, as soon as I heard of this I checked out my stash of about 15 variations I found I did not have one!

So I am not sure of the background here but if anyone can help please drop us a line.

Tony Bezzina
kbezzina@bigpond.com

Fish and Chips Run, Sunday 24 June.

Uncle Leo's roadhouse is a chilly place at 8am on any winter Sunday morning with the temperature hovering at 6 degrees. Welcome to the revival Fish and Chips run, with an observation trial thrown in to make the trip interesting.



At drivers' briefing 22 cars were present, with a good mix of water and air-cooled models (well



done, boys and girls). Two extra drivers have dropped in to see the cars away.

Team Carter/Carter is anxious and is first away in the white Superbug; last away is the Bus of Leigh and Belinda. Keith and family in the Caravelle join at the Picton on-ramp with new bub on board.

Unfortunately the last possible car from Canberra could not make the run, due to a sick bub. We all hope that next trip they can join such a competitive group of Vee Dubbers.

After a brief stop at Moss Vale to regroup, the charge is on to Gerroa via Kangaroo Valley, with Brian and Brian joining (no I don't stutter; it's Brian Snr and Brian Jr from Moss Vale, who have inherited a Bug from a family member).



Wait! Some answers can't be seen due to the fog; better get some appropriate lights for that problem Dave.

Gerroa Boat Fishing Club is a very popular club and was fully booked out on the day, with long queues at the bistro for fish and chips. Oh well, we are going to have to settle for scattered tables. Les and his wife from Wollongong have joined us also, so the numbers have grown. The booking problem

would not spoil what has been a good day out with like-minded company and friends.

The observation trial aspect of the run appears to have popular, with half of the Q and A sheets being returned for marking, which added to the spirit of the day.

Whoops, sorry about that missing last turn not being included in the directions, but you knew where to go, didn't you?

The results were as follows:

1st	Les and Fiona	50 points
2nd	Phil and Simon	49 points
3rd	Brian Walker	47 points
4th	Ash and Zoran	44 points
	Sue and Dave	44 points
6th	Lassin family	42 points
7th	Leigh and Belinda	41 points
8th	Mike Said	40 points
	Carter/Carter	40 points
10th	Keith and family	24 points

After travelling the routes twice to compile the questions for both Sydney and Canberra ends equalled 1,780km. The route from Sydney to Gerroa was 166km.

To all members who came to participate, thank you and we hope that we can have some of the 'Bugs' ironed out to make a good day even better.

Norm and Sandra Robertson

Norm's answers.

Club Veedub meets at the Greyhound Club at number?

140

Mark Evans Bridge supports which road?

Glen Lee

In which war did Frank Partridge win his Victoria Cross?

WWII

What number is on the speedo check sign after Frank Partridge rest stop?

4

This sign indicates Camden is a?

Historic Town

You would not jump here without one?

Parachute

Bookings can me made by ringing what number?

9791 9155



For tourist information, tune into which radio station?

87.6FM

If I am big and on the move I might be photographed here?

Avon Dam Road Bridge Safety Cam

You are leaving and entering which shires?

Wollondilly & Wingecarribee

Not New York, but the Big Apple is a landmark for who?

Tennessee Orchard

Name the three advertised attractions via Bowral?

Berrima, Bradman Museum and Wombeyan Caves

Today's windsock colour is?

Yellow

Howards Lane Vineyard entry signage is what colour?

Black

They might be seen for the next 12km?

Wombats

How many tourist services are available in Berrima?

4



Cherry Hill Stud has Cranbrook what?

Murray Greys

Eling Forest Winery has how many grapes in a bunch on the sign?

13

When was Moss Vale established?

1863

Henry Leighton Jones had 2 community activities – what were they?

Mayor and Dentist

What is the bus route number for Moss Vale to Berrima?

812



The Pony Club meets when?

First and third Sunday

Tudor House Preparatory School is boys years?

K to 6

Kangaroo Valley 23km, Fitzroy Falls ?

5km

Something, Something Billy?

I Love

Rowan Farm grow these?

Berries

You are now entering which National Park?

Morton

Whose shed?

Grandpa's

What is the Hampden Bridge weight limit?

42.5 tonnes

Sold here are the claimed World's Best Pies. When established?

1880

What type of bridge is the Hampton Bridge?

Suspension

Injured wildlife need your call – phone 0418 427...?

214

You need one of these to light up?

Fire Permit

Next hairpin bend posted speed is?

15km/h

You cannot see Cambewarra Lookout. How far would you drive to the top?

8km

Ben something Road?

Dooley

You are now on Tourist Drive number?

5

You get hot something at this caravan?

Doughnuts

This chair is what colour?

Yellow or Primrose

You are now entering the municipality of?

Kiama

The speed camera is set for?

90km/h

The Police operation in this area is called?

Southroads

The railway bridge clearance is?

4.5 metres

You are on Tourist Route?

6

Complete the wording from the freeway traffic sign: Police, NRMA, ...? Emergency Vehicles only Excepted

RTA

Name the Royal Australian Navy ship which sank after a collision with HMAS Melbourne?

HMAS Voyager

Name the sister ship(s) of the Titanic, built of the same design?

Britannic, Olympic

Place the following fatality figures with the relevant corresponding vessels?

a) 1725 b) 1198 c) 1523

Titanic - C Sultana - A Lusitania - B



Audi Sales In Australia.

In 1965 the Auto Union company was making a range of DKW 2-stroke cars and commercials, including the DKW F11, F12, F102, F800 and AU1000 coupe. They were owned by Mercedes-Benz, who had built Auto Union a new factory at Ingolstadt in 1959 in exchange for DKW's old Düsseldorf factory. By 1965 the Ingolstadt factory was running only at part capacity as sales of 2-stroke cars dropped.

Volkswagen purchased Auto Union from Mercedes Benz in 1965, not because they wanted to make 2-stroke DKWs but simply because they wanted extra production capacity for the Beetle. VW's other plants were running flat-out but they couldn't meet demand for the Beetle. VW installed a production line for the VW1200 in the Ingolstadt DKW factory and had made 61,830 Beetles there by the end of 1965.

Volkswagen killed off the DKW range entirely in 1966, but they kept Auto Union's engineering staff including Chief Design Engineer Ludwig Kraus. He secured a licence from Mercedes Benz to produce their new range of four-stroke engines, and he created a hybrid prototype of a DKW F102 body with the new mechanicals. VW gave the go-ahead for production to start, and a new range of modern vehicles appeared in 1967. Volkswagen released them under the 'Audi' nameplate, one of the four former Auto Union badges that had not been used since the War.

VW Chairman Kurt Lotz stressed that Audi would not just be VW's sixth German factory, but rather a self-administrating organisation within the VW Group as a whole. VW Beetle production at Ingolstadt was phased out to increase the output of the new Audi range, which in 1968 consisted of the Audi 60, 75, Super 90, 100 and Coupe.

1967-68 was also a revolutionary time for VW in Australia. Volkswagen Australasia had lost \$20 million trying to manufacture the Beetle, Type 3 and Kombi at their Melbourne factory. They had spent many times this in plant, tooling and other facilities, and then found they simply couldn't keep up with the European improvements every year in such a small market. VW had to sell 50,000 vehicles a year to break even, but after selling just over 30,000 in 1964 they were down to just 14,100 in 1967. It couldn't last.

The investment was written off. Volkswagen Australasia Ltd was restructured to become Motor

Producers Ltd, a VW-owned freelance car manufacturing concern that contracted work for other carmakers. Soon Datsuns, Volvos and Mercedes trucks were being made alongside VWs in the Melbourne factory. The VWs were assembled from German CKD kits, and were no longer fully manufactured. Meanwhile, the national rights for distribution, sales and parts supply for VWs was awarded to Sydney's LNC Industries, owners of Lanock Motors. VW's Australian headquarters moved from Melbourne to Sydney.

LNC pledged to maintain VW's presence in the Australian market, especially to secure the future of the wide network of VW dealers across the country (220 in Australia and 28 in Sydney alone in 1967), by bringing in more VW models. They looked at importing the VW 411 range, but decided that wasn't cost-effective.

On 7 July 1967 the Sydney Morning Herald reported:

New Cars On Sale From Monday.

Volkswagen will release a new range of German cars on the Australian market on Monday.

The new cars, the Auto Union Audi 80 and Audi Super 90, are four-door, five-passenger sports saloons with the engine driving through the front wheels.

The Audis are the result of cooperation among four major German manufacturers - Auto Union, Volkswagen, Mercedes-Benz who developed the engine, and Porsche, who were associated with the design of the gearbox.

Both cars are fitted with the Mercedes four-cylinder 1779cc engines, tuned to produce 91 bhp (SAE) in the Audi 80 and 102 bhp in the Super 90. Volkswagen claims that the Super 90 will top 100 mph and is capable of an average petrol consumption of 31 mpg. A top speed of 94 mph is claimed for the Audi 80.

Both cars have disc front brakes, mounted inboard of the wheels and the passenger cabins are designed to stay intact in a smash while the front and rear ends crumple progressively.

The Super 90 is also equipped with a dual hydraulic braking system.

Transmission is through a four-speed, all-synchromesh gearbox with manual column shift.

The Audi 80 is priced at \$3,350 and the Super 90 will sell for \$3,740.



The Audis were indeed introduced in 1967, and were sold through VW's existing dealerships. The headquarters of VW Australia was at Lanock Motors in William St from 1968 to 1970, when they moved to a new national administration and warehouse complex at 27 Waterloo Rd, North Ryde. The LNC parent company moved their headquarters to the BMA Tower, 815 Pacific Hwy Chatswood, in 1972.

You might also recall from last month that Volkswagen bought another struggling German car company, NSU, in 1969 and merged them with Audi. Some NSUs were sold here from 1959 to 1966, after which NSU went into limbo here. LNC Industries began importing the NSU Ro80 model in 1969, once they were VW-owned. NSU sales from 1969 to their end in 1974 are counted as Audi sales.

So, Audis were introduced to Australia in 1967. According to the Federal Chamber of Automotive Industries, the Australian sales history of Audi goes like this:



1967
Audi sold 173 80/90 models.

1968
Audi sold 142 80/90 models.

1969
Audi sold 53 80/90 models and 49 NSU Ro80s.
Total = 102 Audis.

1970
Audi sold 1 80/90 model, 122 100 models and 70 NSU Ro80s. Total = 193 Audis.

1971
Audi sold 73 100 models and 34 NSU Ro80s. Total = 107 Audis.



1972
Audi sold 70 100 models and 12 NSU Ro80s. Total = 82 Audis.

1973
Audi sold 17 100 models and 25 NSU Ro80s. Total = 42 Audis.

1974
Audi sold 242 80/90/Fox models, 362 100 models and 1 last Ro80. Total = 605 Audis.

1975
Audi sold 1,199 80/90/Fox models and 369 100 models. Total = 1,568 Audis.



1976
Audi sold 447 80/90/Fox models and 117 100 models. Total = 564 Audis.



1977

Audi sold 438 80/90/Fox models.

1978

Audi sold 513 80/90/Fox models and 384 100/5E models. Total = 897 Audis.

1979

Audi sold 33 80/90/Fox models and 478 100/5E models. Total = 511 Audis.

1980

Audi sold 174 80/90/Fox models and 101 100/5E models. Total = 275 Audis.

1981

Audi sold 255 5+5 models.

1982

Audi sold 44 80/90/Fox models, 364 5+5s and 69 100/5E/200 models. Total = 477 Audis.

1983

Audi sold 178 5+5 models and 37 100/5E/200 models. Total = 215 Audis.

1984

Audi sold 3 5+5 models and 204 100/200 models. Total = 207 Audis.

1985

Audi sold 218 100/200 models.



1986

Audi sold 43 80/90 models and 95 100/200 models. Total = 138 Audis.

In June 1987 LNC Industries relinquished both the Volkswagen and Audi franchises, ending a 33-year association that began with the first Australian VW sales in 1954. Their VW and Audi lines had been priced off the market in an attempt to chase ever-higher profits.



Neville Crichton's Ateco Holdings Limited picked up the VW/Audi rights. Audi was relaunched on the Australian market in 1988 and a new network of boutique-style prestige dealerships was established to keep the Audi image separate from Volkswagen. Ateco's head office was in the Kings Park Industrial Estate, 4 Harvey Rd, Marayong.

1987

Audi sold 77 80/90 models and 123 100/200 models. Total = 200 Audis.

1988

Audi sold 170 80/90 models and 139 100/200 models. Total = 309 Audis.

1989

Audi sold 210 80/90 models and 195 100/200 models. Total = 405 Audis.

1990

Audi sold 275 80/90 models and 547 100/200 models. Total = 822 Audis.

In 1990 the British corporation Tozer Kemsley Millbourn (TKM) bought the VW/Audi franchise from Ateco. They paid \$25.5 million, including \$3.5 million for 'goodwill', and the sale included the Ateco Marayong property. TKM moved the VW/Audi head office into their Subaru premises at 250 Victoria Rd Wetherill Park, and the Marayong property was sold.



1991

Audi sold 134 80/90 models and 581 100/200 models. Total = 715 Audis.

1992

Audi sold 750 80/90 models and 122 100/200 models. Total = 872 Audis.

1993

Audi sold 919 80/90 models and 66 100/200 models. Total = 985 Audis.

1994

Audi sold 1,535 80/90 models, 113 100/200 models, 54 Convertibles and 20 A6 models. Total = 1,722 Audis.

1995

Audi sold 822 80/90 models, 23 100/200 models, 47 Convertibles, 580 A4s, 170 A6s and 29 A8s. Total = 1,671 Audis.

1996

Audi sold 32 80/90s, 1 100/200, 6 Convertibles, 1,979 A4s, 127 A6s and 28 A8s. Total = 2,173 Audis.

In February 1997 TKM sold the Australian Audi franchise to Astre German Automotive Pty Ltd, the Australian importers of Hyundai and Chrysler-Jeep. Since TKM kept the VW franchise, this formally separated the Volkswagen and Audi companies in Australia for the first time. Later the same year NSW Premier Bob Carr opened Astre's new head office complex at the Harbourside Business Park, Unit 3, 8 Baywater Drive in Homebush Bay. In 1998 the Singapore-based corporation Cycle and Carriage Ltd (CCD) took a majority shareholding in Astre Automotive.

1997

Audi sold 405 A3s, 24 Convertibles, 1,848 A4s, 214 A6s and 28 A8s. Total = 2,519 Audis.

1998

Audi sold 540 A3s, 27 Convertibles, 1,457 A4s, 294 A6s and 28 A8s. Total = 2,346 Audis.

1999

Audi sold 564 A3s, 4 S3s, 17 Convertibles, 1,566 A4s, 12 S4s, 302 A6s, 26 A8s and 399 TTs. Total = 2,890 Audis.

2000

Audi sold 626 A3s, 101 S3s, 5 Convertibles, 1,457 A4s, 99 S4s, 281 A6s, 12 A8s and 435 TTs. Total = 3,016 Audis.

Next month- Audi in Australia from 2001 to the present, plus sales milestones.

Phil Matthews



The VW Nationals - A kid's point of view.

It rained a lot but we tried to stay remaining having fun and not let the rain make that day a horrible one. But of course it was a complete success.

There was the club VeeDub's merchandise stall, a face-painting lady (who was fantastic!), a tattoo lady who gave you as many as you like, pony rides, a jumping castle and the chair ride. At first I went up to the chair ride man and he said that it was \$3.00. So I went back to my mum and told her. My dad said that every ride was supposed to be free.



I had four tattoos done. The Volkswagen sign, a beetle, a fairy and a row of dolphins. They were on my arms and back.

As I stated before the face-painting lady was fantastic. My sister got her face painted as a fairy and I got mine as a Mouse Queen as I love animals such as Mice. Because I love to fantasise I pretended I was a Queen the same a Mouse



which ladies mostly don't like.

In the raffle Brian Walker won two things. The Hickman's luck was responding wildly as I think they won more than 3 prizes throughout the family during the raffle, probably because they bought lots of tickets.

The Nationals was a truly wonderful day and I loved it.

By Bettina Rosch

Audi R10 diesel wins Le Mans 2007.

The Audi R10 TDI diesel race car, driven by Frank Biela, Marco Werner and Emanuele Pirro, has won the 75th running of the Le Mans 24-Hour race, held in France on 16-17 June 2007.

The Audi team's No 1 R10 inherited the lead with only seven hours to go, after the No 2 Audi of Rinaldo Capello, Allan McNish and Tom Kristensen crashed out. They had led the famous endurance event since the first corner, but Capello lost a wheel and hit a tyre barrier.



Second place went to the Peugeot 908 driven by Sebastien Bourdais, Stephane Sarrazin and Pedro Lamy, 8 laps behind the winning Audi. The Peugeots were tipped to give Audi a real fight this year and they did.

With just 77 minutes left, the second Peugeot, with F1 champion Jacques Villeneuve among its drivers, pulled out with engine problems. It had been in second with a little more than two hours left when it dropped to fourth following a lengthy pit stop. Soon afterwards, it stopped for good.

Canadian Villeneuve was bidding to join the late Graham Hill as the only other man to have achieved a motorsport 'triple crown' of the F1 title, Indianapolis 500 and Le Mans winner.



It was a second straight win both for the victorious trio of Biela, Pirro and Werner - who took the chequered flag - and Audi R10 diesel power. Werner won for the third time, while fellow German Biela and Italian Pirro each have five victories to their name. Audi have now won seven of the last eight Le Mans 24-Hour races.

Audi's winning car was the only one of their three to complete the race, which ended in a torrential downpour on Sunday 17 June.

The second Audi, piloted by Capello, Scot McNish and seven-time winner Kristensen, led for over 16 hours, with McNish setting a new lap record of 3 minutes, 27.204 seconds on the 13.604km circuit along the way. But Italian Capello had a 43rd birthday to forget when his left rear wheel came off at 260km/h, sending him into a tyre wall.

The third R10 lasted just 90 minutes on Saturday before Mike Rockenfeller went off in wet conditions and backwards into a barrier.

Audi set a number of memorable milestones.



* 7th victory for Audi at the 24 Hours of Le Mans (2000, 2001, 2002, 2004, 2005, 2006, 2007)

* Six victories for Audi while wearing Number 1

* Audi now ties with Jaguar for number of overall victories

* 2nd victory for the Audi R10, and for a diesel engine

* 30 cars entered for Audi in their Le Mans history, and 23 finished (76% finishing percentage)

* This is the 25th time a German manufacturer has won Le Mans.

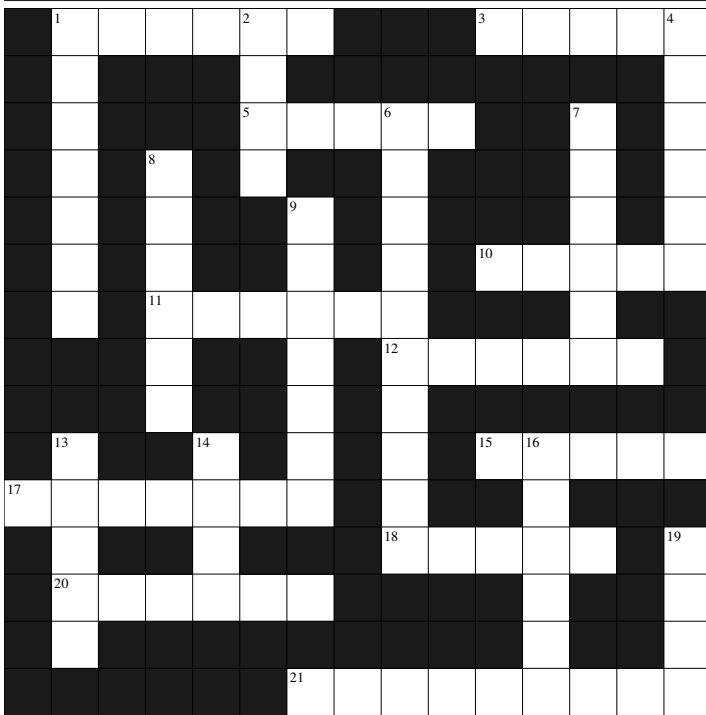
In the GT1 category, Aston Martin returned to the winner's podium, courtesy of David Brabham (son of Sir Jack), Darren Turner, and Swede Rickard Rydell. The trio were fifth overall.

While Ferrari dominated the GT2 category for most of the race, the Porsche No.76 of IMSA Performance, and drivers Long, Narac and Lietz, were the class victors. They returned the title to the Stuttgart manufacturer after the win by Panoz last year.

A total of 54 cars started the 75th edition of Le Mans, but 25 failed to finish.



Club Veedub. Die Legende wird nicht sterben.



Created with EclipseCrossword - www.eclipsecrossword.com

Club Veedub Crossword.

Across:

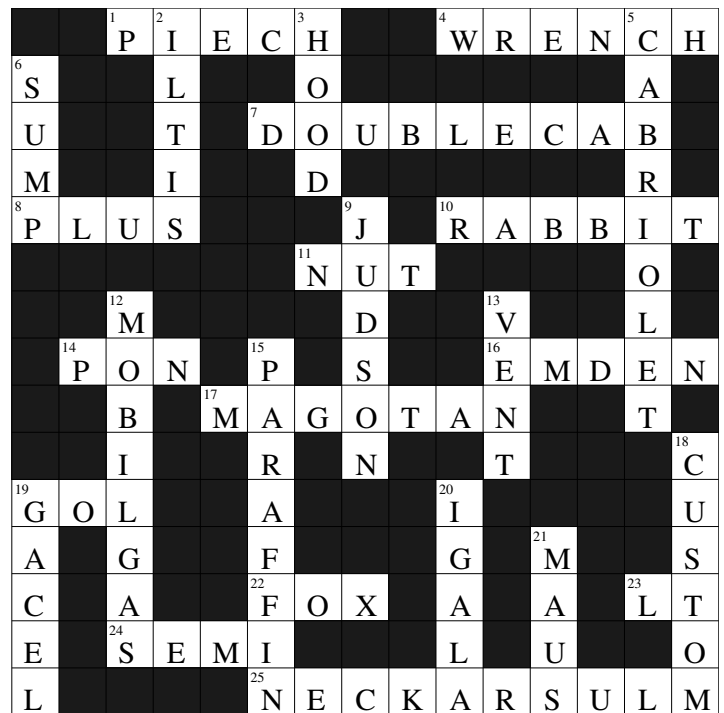
1. US car polish with a hard reptile-shell shine
3. US maker of turbocharger kits for VW Beetles in the 1970s
5. An Iberian country that makes VW-designed SEATs as well as some Volkswagens
10. 1600 Beetle cylinder heads have twin ones, 1200 Beetle heads have single ones
11. The Americans call it gasoline, but we would call it ...?
12. The German province or state where the Wolfsburg factory is located
15. What the Dutch call the VW Beetle
17. The 'B' in CB Performance VW parts
18. A Czech former maker of air-cooled, rear-engined cars
20. Name used in China for the locally-made previous model (B5) Passat
21. The Bavarian home town of Porsche

Down:

1. Beetles, Kombis and Type 3s use suspension bars of this kind
2. We would call it free-play, but the Americans would call it ...?
4. The old VW dealer at Collaroy on Sydney's northern beaches
6. This German city is Audi's home town

7. The current Golf-based mid-size VW MPV people mover, available in Europe
8. In Australia you would buy a shock absorber, but in England you would buy a ...?
9. Eddie and Larry were father and son racing drivers who both drove VWs
13. German nickname for the VW Type 2
14. Here it is called a mudguard, but in England it would be called a ...?
16. German maker of VW engine rebuild gasket kits
19. The series of Solex carburetors used on VW Beetles

Last Month's Crossword.

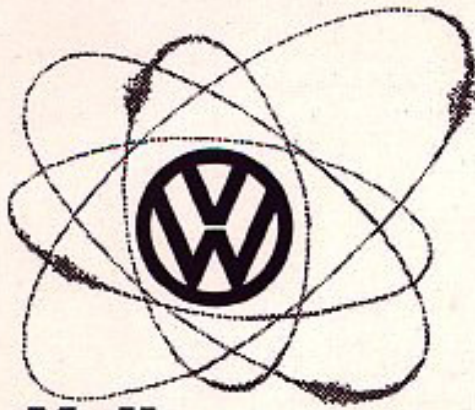


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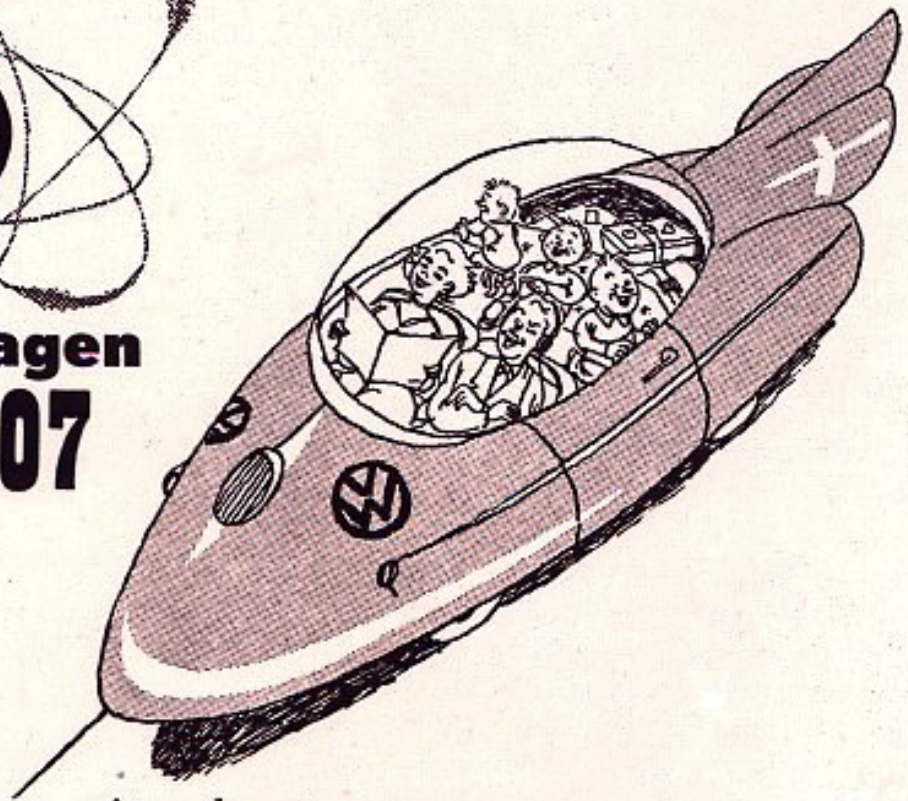
Volkswagen in 2007.

The Royal Norwegian Automobile Club celebrated its 50th anniversary in 1957. That year it published a jubilee edition of the club magazine. The cover picture of King Haakan VII was contrasted by a few modern publicity displays showing what the next 50 years might bring – perhaps. Harold A. Möller, the distributor for the Volkswagen Works in Norway, saw through the intermediary of his designer's pencil a 2007 Volkswagen family vehicle, without steering wheel, gear shift control or gas pedal. The atomic transmission was human brain frequency controlled. A telephone head set is fitted, and thoughts do the rest. In the year 2007 the Volkswagen is to be a collision-proof, fully thought-controlled car.

From VW Information, 1-1957



**Volkswagen
år 2007**



**Atomdrevet
tankestyrt
kollisjonsikker!**

Bilen for hele familien —
Bilen for Dem!

V.W. 2007 igangsettes og dirigeres ved hjernefrekvenstelefon som festes til øret. Bilen lyster Deres minste ønske. Ratt — gearstang — gasspedal etc. er overflødiggjort.

V.W. 2007 er kollisjonsikker, da atomaggregatet frembringer ultrakorte lydbølger, som holder vognen i 15 cm's konstant avstand fra andre kjøretøyer.

Alle fire hjul er dreibare 360°.

Parkeringsproblemet løses også ved ultralyd, som kan holde bilen i 2½ meters høyde over gatelegemet i ubegrenset tid.

Fri fantasi

..... kan være.

Den tekniske utviklingen blir imidlertid stadig mer intens. V.W. fabrikkene følger godt med — og ligger gjerne litt foran.

Herald A. Möller

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