

Zeitschrift



Santa visits Canberra's old Starlight Drive-In.

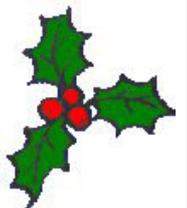
December 2007



IN THIS BUMPER CHRISTMAS ISSUE:

A tribute to Drive-ins
Heaps of VW event reports
Peter Macqueen's tales

All the latest VW news
The Toy Department
Plus lots more...



Club VeeDub Sydney.

www.clubvw.org.au

A member of the Council of Motor Clubs.



Club Veedub Sydney Committee 2007-08.

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General Committee:

Zoran Milvica	Ron Kirby
Ken Davis	Grace Rosch
Belinda Godfrey	Shirley Pleydon
Ray Pleydon	Brian Van Der Killey
Mike Said	Danny McFaddyn

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.*

Club Veedub membership.

Membership of Club Veedub Sydney is open to all Volkswagen owners. The cost is \$40 for 12 months.

Monthly meetings.

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 our members, and visitors, are most welcome.

Correspondence.

Club Veedub Sydney
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Our magazine.

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 a suitable acknowledgment to us. Club VeeDub Sydney, its members and contributors 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.

We thank our VW Nationals sponsors:

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NRMA MOTORFEST™ 2008

Experience the past and present of motoring

WHAT IS NRMA MOTORFEST?

NRMA Motorfest™ celebrates Australia's love for the automobile with nearly 1,000 veteran, vintage and classic cars, commercial and military vehicles and motor cycles on display each year on Australia Day - Saturday 26th January 2008. It's a great chance to showcase our motoring history to the general public.

NRMA Motoring & Services has been helping our Members and the community with their journeys since 1920. The motor car provides an important link to our families and friends and NRMA remains committed to assisting our Members with their motoring and travel needs by providing legendary road service, NRMA Batteries, motoring advice, accommodation and travel. Additionally, NRMA runs a number of advocacy programs on behalf of its Members to achieve safer roads, safer drivers and safer vehicles.

REGISTRATION

- To be eligible to participate in NRMA Motorfest™ 2008, your vehicle needs to be at least 30 years old, (ie. it must have been built before 1978 or be identical to pre-1978 models).
- Once we have received your registration form, you will receive a letter advising if your registration has been accepted. This will include arrival times and setup details. Where appropriate, vehicles will be displayed in marquees, and clubs will be kept together.
- Registration is on a first in basis (depending on the number and variety of vehicles) and will be accepted up until Friday 9th November 2007 or earlier if the total allocation of spaces has been filled.

SET-UP & PACK-UP:

- The assembly of all vehicles will commence at the Domain Car Park from 6.00 am. Breakfast and toilet facilities will be made available.
- Vehicles will then travel in convoys to their designated spots.
- All vehicles must stay in their allocated NRMA Motorfest™ position until 5pm. Due to crowd safety reasons, no vehicles are allowed to exit the site prior to 5pm.

ACTIVITIES DURING NRMA MOTORFEST:

- The Australia Day Council will provide a full program of entertainment throughout the day.
- NRMA Motorfest™ information will be available to visitors from Australia Day information booths located throughout the Motorfest precinct.

WHAT YOU WILL RECEIVE PRIOR TO THE EVENT:

- An information kit once you have been accepted into NRMA Motorfest™.
- A registration sticker designating your location in NRMA Motorfest™.

WHAT YOU WILL RECEIVE ON THE DAY:

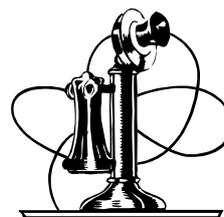
- A free BBQ breakfast at the assembly area.
- An NRMA Motorfest™ map including Australia Day activities.
- An NRMA Motorfest™ 2008 medallion.

WHAT TO BRING:

- Your registration sticker. Without your registration sticker you will not be allowed entry to NRMA Motorfest™.
- Sunscreen, raincoats – NRMA Motorfest™ goes on rain, hail or shine.
- Camera, good walking shoes and a big smile.

NRMA Motorfest™ is a trademark owned by National Roads and Motorists' Association Limited





22nd Annual

BATHURST SWAP MEET

BATHURST SHOWGROUND

Sunday 3rd February 2008

Gates open 6am

ADMISSION: Adults \$3.00, children under 12 free

SITE COSTS: Outdoor sites **free**
Indoor sites \$25.00 – Early booking essential

SITE SETUP: Stall holders may access Showground to set up from 3.00pm on Saturday. **NO PRIOR ACCESS TO SHOWGROUND**
NO SELLING UNTIL SUNDAY MORNING

FOOD: Catering by Holy Family School from 6.00am Sunday

CAMPING: Camping available for Stall holders on Saturday night
\$10.00 unpowered site, \$15.00 powered site.

ENQUIRIES: Mick Hope 0408 415 525 or 02 6337 5694
Norm Rutherford 02 6337 1770 (evenings)
Email: bxhcc@hotmail.com.au Website: bathursthcc.org.au

HOSTED BY BATHURST HISTORIC CAR CLUB



At the February Club Veedub meeting:



Matthew Bowen of Meguiars has kindly agreed to give us a presentation on the range of Meguiars Car Care products at our meeting on 21st February 2008. Matthew will put his presentation on first up at 8.00pm, with a beer break to follow.

Matthew has also kindly offered to put up some quite valuable door prizes, and other giveaways.



What began in 1901 as a simple furniture polish laboratory and plant in the garage of founder Frank Meguiar, Jr., now spans four generations of Meguiar family stewardship. From his first bottle of furniture polish, Frank Meguiar, Jr. was steadfastly determined never to sell a product unless he was convinced it was the very best of its kind on the market. To this day, the family follows that dictate and, as a result, has generated millions of enthusiastic users around the world.

For example, at the 50th anniversary of the prestigious Pebble Beach Concours d' Elegance, the most famous car show in the world, 21 of the 25 Best of Class winners and the Best of Show winner all used Meguiar's products to achieve their flawless perfection.

MotorActive Distribution Pty Ltd was established in 1990 as one of the first distributors of Meguiar's products outside the USA, and has grown rapidly to establish the brand as the car care leader in Australia. They are a 100% Australian-owned company with representatives situated in a number of states across the country. Their extensive knowledge of automotive finish optimisation enables them to offer an unbeatable combination of the best car care products and technical support around. It's therefore no coincidence that the owners of most of Australia's top award winning show cars consult with our experts, and their cars are maintained using Meguiar's products. Come along and see how your Volkswagen can benefit from Meguiar's.

At the Club Veedub Monthly Meeting
Thursday 21 February 2008
The Greyhound Club, Rookwood Rd Yagoona

Members Monthly Special



**Members Polo Shirt
(S/M/XXL) NO pocket \$5**

**Members Polo Shirt (S-5XL)
with or without pocket \$15**



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- Pre-entry A Must



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Von dem Herrn Präsident.

On behalf of the Committee I would like to wish everyone a Merry Christmas and a safe New Year. If you intend to drink, please don't drive. Thanks to all for making 2007 a big year.

Our last month's activity was the Shootout Show Day on Sunday 4th, put on by Flat Four Volkswagen Club Sydney at Liverpool. What a great venue! Several members entered the show classes and took out trophies in these. There were also some new show cars that have not been to previous events. The food was great and well priced. See Shirley's report and some photos in this month's issue.

Some of our members travelled to both Melbourne and Adelaide for the VW shows, and hopefully will share some stories at the December meeting. If you went, please write us a story for next month's magazine.

Don't forget our Club Xmas party meeting on Thursday 20th December at the Greyhound Club. We ask that everyone bring a wrapped present, to the value of \$5, for the huge Xmas raffle. If you forget, there will be a \$5 entrance fee to cover catering for this month only. The club will provide supper, so please come along for a casual evening.

If anyone has an outing they would like to plan (such as in March, when we don't have anything on yet), please tell us and we will find a free day well in advance.

Do you have a nice photograph of your VW? Well why not send it in to the club (we will return it to you), and also write down a few notes about the car, like how long you have owned it; where you bought it from, and so on? We would like your VW on the cover of Zeitschrift.

Précis of Committee and General meetings:-
VW Nationals 2008, Sawtell
Weekend, Vintage
Registration Renewals,
Xmas raffle.

Keepon Kruzin',

David Birchall



Kanberra Kapitelreport.

Ho ho ho! Holiday greetings to all, as I pencil the December report for the magazine. I am sure everyone is looking forward to some form of break in the coming weeks.

November in the capital brought only two noteworthy events - the first was only a minor event (welcome, Mr Rudd), the other was the annual Marques In The Park show. I didn't make it to the show due to moving house (still can't find anything) but I have heard fairly briefly that we had a showing there of 5 Beetles, a Karmann Ghia, a Kombi and a Fridolin (sorry I missed that!). Apparently it was estimated that there was over 500 cars at the show that day, a huge experience. Space will become an issue in future.

First ACT event for 2008 will be Wheels, which will be on 16 March, on the lawns of Old Parliament House. However please check out the calendar in the magazine, there are a lot of great events happening in and around Sydney ('just up the road') and we would love to see some of the Canberra brethren hitting the roads to the other events.

Also, just a reminder of the local ACT VW forum - <http://vw.smonson.com/forum> - lots of great information here, pictures of past events, and data for future events. If you'd like to talk Dubbish with locals, this is the place.

On behalf of the Canberra Chapter committee, may you all have a great festive season. I hope there is something dubbish under your tree, and that you all get some time during your break for a few minutes of tinkering in the shed. Merry Christmas all.

Bruce



Klub Kalender.

December.

Thursday 20th:- CLUB VW CHRISTMAS PARTY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Join us for the last get-together of the year! We will provide the Xmas food and drinks. We ask everyone to bring a wrapped \$5 present for the lucky Xmas raffle. Please also return your library books and videos. Lots of fun, all welcome. 8:00pm start.

Monday 24th:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

January.

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

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

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

Saturday 26th:- Australia Day NRMA Motorfest in Macquarie St., Sydney. See page 3.

Monday 28th:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

February.

Sunday 3rd:- Bathurst Swap Meet at Bathurst Showground. One of the best auto swap meets in NSW. Gates open 6am. See Page 4.

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).

Sunday 17th:- Sydney Super Swap Meet at Hawkesbury Showground, Richmond, from 6:00am.

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.

Saturday 23rd-Sunday 24th:- VW Portland Drags 2008, at Portland, Victoria. Organised by VW Magazine Australia. See page 6.

Monday 25th:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

March.

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.

Saturday 22nd:- Bug-In Motorkhana at Oran Park Raceway.

Sunday 30th:- Autumn 2008 Swapmeet at Cimitiere St Council Car Park, Launceston, Tasmania, from 9:00am. \$10 per site. Contact Ken Watts (0411 404560) for more information.

Monday 31st:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

April.

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

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

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

Monday 28th:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

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:- 1970 1600 VW Kombi, one of the finest examples in Australia. Regretfully, I have my bay window up for sale. This is one of the finest looking early Kombis in Australia and would be hard finding one in as good as condition with the history that goes with it. 1 owner for 35 years family (owned since new), 1 owner (during restoration), Me for 3 months (so has 9 months NSW rego). No rust at all, not one dint, bump or scratch All new door and window seals and genuine volkswagon wherever possible. All paint undersealed protection and body panels fully rust protected. New 2-pac original VW Antartica White paint and photographic restoration history available. All new headlining, all new carpet and vinyl interior. Dash is still all original. Full engine rebuild. All new big end bearings, cam shaft bearings, new rings, new engine seals, strip down and rebuilt by a VW mechanic. New battery and all electrics overhauled new tyres new brake cylinders, new tyre rods, new brake shoes, steers beautiful, steering box excellent condition. One of the best examples in the country and a true piece of Volkswagen history. It also comes with a Full Log book and service history (extremely rare) and Original Manuals are included. Why pay to have someone restore your Kombi, when you can save \$10000+ and the hassle of waiting. This vehicle is absolutely immaculate - any inspections or phone calls welcome. \$25,000. Located on NSW North Coast. Phone Wes on 0411872777. Please email me for more info or photos: wes@theluvdub.com.au

For Sale:- 1967 Burgundy 1300 cc VW Deluxe Beetle. Rebuilt and refurbished in 2002, great interior, but body needs some attention. Vehicle has been in storage for the past 18 months. Photgrahs available. Best offer over \$450.00 can have the car. Phone Chris on 0417041050

For Sale:- 1973 Super Beetle 1303S, 1835 motor, twin Kadrons, mild cam, Mahle pistons, external oil cooler and filter, reconditioned standard transmission, 1900lb Kennedy pressure plate, Berg shifter, front and rear sway bars, kyb gas shocks, lowered 2.5 inches, ROH Monaco mag wheels. Interior has Honda Prelude seats, sports steering wheel, full instrumentation, tinted glass, absolutely immaculate inside and out, 12 months rego. Asking \$13,500 ono. Please contact Jeff on 0242834177 or 0431 466739

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For Sale:- 1962 Karmann Ghia coupe, Whisper green and white. 12 months rego. Mechanically sound, runs well. Fairly straight but needs some TLC. Excellent restoration project. All offers considered. Phone Don on 0431 478 802.

For Sale:- All steel full size car trailer in good condition. Twin axles, disc brakes, ramps. Reg. until Sept. 2008. \$1000. Phone Ray, 0419 200 517.

For Sale:- The Cow is for sale! 1972 Kombi (bus) painted like a cow and often seen at Club VeeDub events. Only 2 owners in 35 years. New 1770cc motor and exhaust fitted 10 months ago. Completely reupholstered interior including front to back headlining, carpet, rear seat and cargo bay. Rear seat will fold down to make bed. New rubber seals on front doors, windscreen and side sliding door only 3 years ago. Well looked after and serviced. No cracks in dash. Cruises along beautifully at 110km/h. Also includes Sunraysia wheels, extra pair of original driving seats and a detachable CD player with speakers fitted under rear seat. Body work as straight as a pin if you decide to change the cow colour! Comes with full-length roof rack and every receipt since it left the show room in 1972. Includes MOO 011 number plate!! Currently has an Australia approved anchor bar installed for child seat or dog harness (easily removed). Pictures available on Club website under "Club Member's Cars - Martin Fox's Kombi" \$5,200 negotiable - contact Martin on 0411 33 11 21

For Sale:- 1970 Beetle Red unregistered, goes well. Also for sale - the following **VW parts** all in good condition. 1600cc twin port engine, 1300 cc engine and gearbox, seats and two sets of wheels. Contact Sal on 0403 536 446 or 9831 4051 for details.

For Sale:- 1976 Beetle 1600. One of the last Beetles sold in Australia as this model was the end of an era! Affectionately known as 'Ringo' - (the last Beetle - you know!)....this VW has travelled approximately 14,000 km during the last 31 years and a recent inspection by Max Bonney of 'Dandy Volks' concluded in high praise of 'Ringo'. The colour of 'Flipper Blue' is matched with a tan interior with black rubber mats and matching seat belts and dash. The dash is unaltered from factory as there is no radio or accessories installed - unusual for the age indeed! As these vehicles were sold in such small numbers, the rarity is quite high. In fact in England a similar vehicle was sold and badged 'GT Beetle' - the only time the word Beetle was officially used on air-cooled Volkswagens. They were faster than the Super Bug 1303 model as they were built some 100kgs lighter.

Drives as one would expect from a vehicle with such low kilometres - Beautifully ! Price : \$ 12750 neg. Contact John Kuljis 03 59792253 or email: ivankuljis@yahoo.com.au

For Sale:- VW Golf Cabriolet 1997, 2.0-litre engine, auto trans. Only 105,000 km. CD player, alloy wheels, alarm, central locking, tinted windows. Very good condition. \$16,500. Phone 0415 586 926.

2nd Month Ads.

For Sale: Various VW parts.

- 1964 notch back \$450.00
- 1972-73 L&R doors \$25.00 each
- 1964 L&R doors \$35.00 each
- 2X 1964 bonnets \$60.00 each
- 1X Late T3 floor pan \$250.00
- 3X Deck lids T3 \$15.00 each
- 1X T3 Motor \$80.00
- 1X T1 Motor \$50.00
- 1X irs gear box \$80.00
- 1X swing axle gear box \$50.00
- 1X 1300 motor case \$50.00

All pick up only. Please phone 02 69738814 After 6pm to 8pm. John Page

For Sale:- Very special vintage VW Beetle, ordered from the factory in Wolfsburg Germany, collected Aug 1967, first of the 1968 Models. Verifying documents available, drives smoothly, re upholstered and re carpeted. 2 new rear tyres, good condition, well looked after and much loved by one owner, registered until March 2008. Please contact Helene after 8 pm, call 02 9817 0076

For Sale:- 1966 Split Screen Kombi. Body has some rust but is better than average, original condition - never been modified in any way. Has 1200 engine fitted, all original glass and fittings complete. Good restorer. Car located in Coffs Harbour area. \$4500. Car must sell as I am losing room in shed! Phone Mick Begley on (02) 6649 2135

For Sale:- 1962 Beetle. This vehicle is in show room condition mechanically with complete history available. It has brand new tyres and 8 months registration. Original condition. Most recently, king n link pins replaced by Vintage Vee Dub Supplies. It also has a new windscreen and has been repainted, with the exception of the doors and roof. Comes with \$1900 worth of essential spares. Total Price \$9100.00 Contact Ron Mackinnon 02-9348-6564 or 0418-117601. Elisabeth Bay, Sydney

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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

Wanted: 1968 Beetle. A friend of mine is after the ultimate 40th birthday present for his missus: a '68 Beetle. Would prefer a NSW location as travelling is limited and car ideally should be registered and in good working order. Please contact Martin on 0411 33 11 21 or BH. (02) 8220 8634

For Sale:- 1969 VW Beetle, semi-auto sedan. Diamond blue in colour. One lady owner, engine rebuilt in 2002. Only 32,000 km. Full history, rego'd until Aug 2008. YH-026. A unique and distinctive German import. \$6900 ONO. Phone (02) 4787 7005.

For Sale:- 1976 Beetle, good condition, 4-speed manual, orange, rego to 04/08 (AC80JS). 99,000km. \$4,000. Phone 0428 260734 or (02) 6236 9869.

Klub Korrespondenz.

Dear Phil (Editor),

I wish to thank you for your informative article in the November 2007 Zeitschrift. I really learnt a lot. What puzzles me is when did the word Kombi become involved with Volkswagen Transporters, and when did they stop calling them Kombis? Like which type? I know Types 21, 22, 23, 24, 25, 26 and maybe 27, but then there is the Split, Bay and so on.

Also I have taken on board all about The World Record Attempt at Old Bar. When it first took off in 2005 it was said we did not break a World Record, but they thought they had an Australian Record. Let's keep trying for The World Record Attempt, even if we never break it.

We sure do have a great weekend with the other Volkswagen Transporters, from the very early to the latest and all in between. Let's not loose all that. So Old Barrers in the meantime keep up the good work.

By John Weston

Volkswagen called the Type 23 window van with seats 'Kombi' (short for 'Kombination') from its debut in May 1950, two months after the Panel Van. It was a model midway between the Panel Van and the Microbus. A similar model was part of the T2 range that appeared in 1968. Australia didn't see the 'Kombi' version of the T3 Transporter - we only got Panel Vans, Pickups, Syncros and Caravelles, but it was available in Germany, as was the 'Kombi' version of the front-engine T4 which we also didn't see. Today, the German versions of the T5 Transporter are the Kastenwagen, Kombi and Pritschenwagen, sold in a mind-boggling choice of models and options. There is also a lifestyle version of the T5 currently available here right now called the 'Kombi Beach'. Have a look at www.volkswagen-nutzfahrzeuge.de or www.volkswagen.com.au for more info - Ed.

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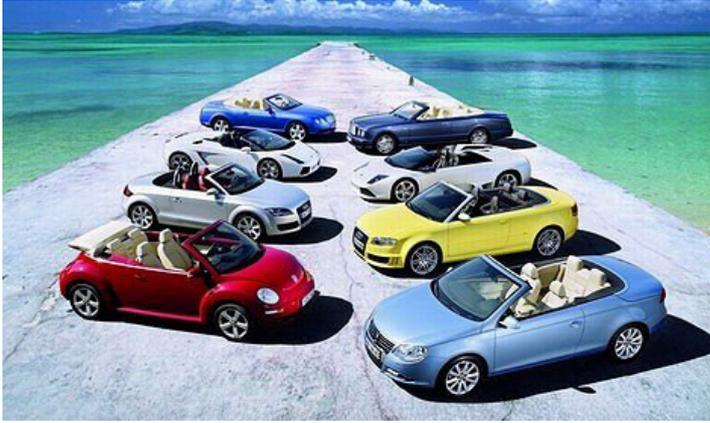
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VW Group Cabriolets.

It is high summer and so it is high season for convertibles. The Volkswagen Group offers the world's biggest lineup of open-air cars. The convertible and roadster products of the brands Volkswagen, Audi, Bentley and Lamborghini span a range of no less than eight models with 39 engine variants.



Based on the motto "as you like", there is the eternally youthful New Beetle convertible from Volkswagen as well as the kingly Bentley Azure; the uncompromising Audi TT Roadster, the Lamborghini Murciélago Roadster conceptualized on the Formula car level, the clever Volkswagen Eos, the breathtaking Bentley Continental GTC, the classic and timeless Audi A4 convertible and the powerful and imposing Lamborghini Gallardo Spyder. Never before has there been such a large variety of open-air cars from one corporation.

Volkswagen New Beetle Cabriolet

Entry into the club of convertible drivers is made easy by the New Beetle Cabriolet from Volkswagen. Its cult design magically attracts glances. Its visual image is reminiscent of its great grandfather, the Beetle convertible. Not just the body elements, but primarily the folding fabric roof, are borrowed from the bestseller of those days; they transport its mythological aura into the new era. Buyers who like to make decisions will be happy with the engines of the smart convertibles: Options include four gasoline engines with powers ranging from 55 kW to 110 kW and a 77 kW TDI.

Volkswagen Eos

The Eos from Volkswagen also assumes a special position. Its brilliantly constructed, five-section CSC roof (coupé, sun and convertible roof) consists of about 480 parts and converts the car from a coupé to a convertible in 25 seconds. A majority of the roof consists of tinted safety glass. The advantage: A friendly interior atmosphere and a "pleasant mood" are guaranteed even on rainy days. The CSC roof also

made it possible to design a very low profile windshield frame. This produces a harmonious design and sky without limits above the driver and front passenger. The overall technical concept and agile engines with power outputs between 102 kW and 184 kW make the Eos one of the most successful German convertibles.

Audi TT Roadster

Pure and straightforward is Audi's design icon, the TT Roadster. In its second generation, this timeless design code of the legendary predecessor has been further honed. When it comes to the convertible top, Audi is remaining true to the roadster philosophy in this new model too and has given the TT a soft top. As standard equipment on the powerful 184 kW TT Roadster 3.2 quattro, and as an option on the 2.0 TFSI with 147 kW there is a fast closing, electrically-driven top that can be operated up to a speed of 50 km/h. The variably configurable electronic "magnetic ride" suspension system and the "s-tronic" transmission generate pure sports car atmosphere on request.

Audi A4 Cabriolet

On this four-seat and very spacious A4 Cabriolet, the convertible's fabric top that is almost aristocratic in elegance deserves a lot of attention. Even in the basic version it is extremely high-end, and what is known as an "acoustic top" is offered as an option. When the top is closed, the acoustic level of the car interior is comparable to that of the sedan. As a standard feature, the electro-hydraulic top can be operated while driving. When it comes to engines, nearly the entire A4 lineup is ready: From the four-cylinder TDI with 103 kW to the powerful 309 kW eight cylinder in the RS4. The Audi A4 convertible has long been a highly innovative classic among four-seat convertibles.

Apart from Audi, Volkswagen also owns Skoda, Bugatti and SEAT; however these marques do not, at present, include convertibles in their lineup. However, VW's two other marques, Lamborghini and Bentley, do.

There are two Lamborghini convertibles, and two Bentley convertibles, produced by the VW Group:

Lamborghini Murciélago LP 640 Roadster

Lamborghini Gallardo Spyder

Bentley Continental GTC

Bentley Azure

Perfect for the Lotto or Powerball winner.

New Golf BlueMotion.

Volkswagen fired off the next salvo of its BlueMotion offensive at the International Motor Show (IAA) in Frankfurt. In total, six new models with technology that is as economical as it is environmentally-friendly, debuted at the world's largest car show. One of the highlights there: The new Golf BlueMotion. At just 4.5 litres of diesel per 100 km (62.8 mpg), its fuel consumption has been reduced by a full 0.6 litres compared to the original model. Similarly, CO₂ emissions have been reduced from 135 g/km to 119 g/km. Actions taken on the BlueMotion make it so efficient that now distances of more than 1,200 km are possible on just one Golf tank of fuel (55 litres). Market introduction of the Golf BlueMotion is scheduled for the end of this year in Germany.



After the Polo, Passat and Passat Estate, the Golf is the fourth Volkswagen to wear the new BlueMotion environmental badge on its radiator grille and rear hatch, identifying it as the most economical model in the range. The Golf BlueMotion is driven by a TDI with 77 kW and a hefty 250 Nm of torque that has already achieved recognition as an efficient engine.

A software intervention in engine management reduces the idling speed of this diesel combined with a particulate filter and simultaneously improves its emission performance. With longer gear ratios in third, fourth and fifth gears, engine speed levels are also lower while driving. These actions alone reduce consumption by about 0.2 litre.

Less apparent but no less necessary for a gain in economy are the thoroughly trimmed and thereby flow-optimized underbody as well as the nearly enclosed radiator grille. To ensure that the TDI engine still gets enough cooling air, the Golf BlueMotion has an effective dual fan. Thanks to aerodynamic design measures, including lowering of the chassis, the Golf's cW value of 0.32, which in itself is a good value, was further improved to 0.30.

In the hunt for every gram of CO₂ Volkswagen is also relying on light-running tyres, size 195/65 R15,

optimized for rolling resistance; they are driven at higher air pressure, elevated by 0.3 bar. When all of the modifications come together in the end product, the top speed of the Golf rises from 187 km/h to an electronically limited 190 km/h.

When it comes to equipment options, the Golf BlueMotion customer can choose between the Trendline and Comfortline. The base price of the Golf BlueMotion Trendline is 20,615 Euro and this makes it just 315 Euro more than the base price of a Golf 1.9 TDI Trendline. When adjustments are made for equipment options, the BlueMotion is even more economical than previous TDI versions with 105 PS and diesel particulate filter. Besides the aerodynamic modifications already mentioned, standard equipment includes the Multifunctional Display Plus (MFA Plus) with gear recommendation arrow and sports suspension. Thanks to its attractive price positioning, the purchase of a Golf BlueMotion already pays off from the first kilometre – and not just for the environment, but also for customers' budgets.

VW partners Warnie.

Volkswagen has announced that former Australian cricketer, Shane Warne, has become an Ambassador for its Touareg luxury 4x4. Warne joins a strong Ambassador programme featuring other cricketing stars including Andrew Flintoff, Kevin Pietersen and Darren Gough. Having helped Australia regain the Ashes in Australia last season, Warne decided to bow out of international cricket and in so doing drew to a close a career that spanned 15 years and included a remarkable 708 test wickets in 145 Test Matches.



Warne, who is currently Captain of Hampshire, commented: "I am delighted that Volkswagen has included me within its Ambassador programme. KP (Kevin Pietersen) has been an Ambassador for Volkswagen for the past two years and absolutely loves his Touareg – it's big, spacious and extremely comfortable – exactly what we need for the huge distances we do on the County circuit."

In the two year deal, Warne will be driving the latest addition to the Volkswagen luxury car range, the Touareg. Relunched on 1 March this year, the Touareg features a host of new and revised technology, including ABSPlus, a sophisticated system which shortens the braking distance by up to 20% on loose driving surfaces. Further enhancements have been made to the car's styling, including a striking new grille and headlights, while a revised interior ensures comfort for driver and passengers.

Adam Chamberlain, Head of Volkswagen Planning and Luxury Cars, said: "We are delighted that Shane, arguably the greatest cricketer of the modern game, has chosen to join the Volkswagen Ambassador programme. The Touareg is ideal for his day to day requirements and we look forward to a long and successful partnership."

Unconfirmed reports indicate that VW turned down Warne's request for a 12-volt baked beans heater. It is not confirmed whether Warne's new Touareg is equipped with a cigarette lighter or a mobile phone.

Eos named Sexiest Car of 2007.

Volkswagen of America, Inc. has announced that ROAD & TRAVEL Magazine has named the Eos convertible one of the top 10 sexiest cars for 2007. In the 11th annual Sexy Car Buyer's Guide, ROAD & TRAVEL Magazine (RTM) cites the Eos, with its coupe-sunroof-convertible and price under \$30,000, as "the best of all worlds. A road runner with simple, elegant lines and just enough trim in the right places." Open top motoring, combined with the powerful 2.0T, 200 horsepower four-cylinder engine or a 3.6 L 250 hp V6 engine mated to the dual-clutch, DSG six-speed transmission makes the Eos an exciting vehicle and fun to drive.



"We're very proud of the Eos and the recent accolades it has received from the automotive industry, including a strong showing in the J.D. Power APEAL study and now from ROAD & TRAVEL Magazine," said Susan Kelke, North American launch and model manager. "It has become a strong halo

vehicle for Volkswagen, representing the best of German engineering and styling and a fun-to-drive quotient for consumers."

"The July 'Romance Issue' provides a full review of the top ten vehicles and what makes each specific automobile sizzle and satisfy," said Courtney Caldwell, editor-in-chief, ROAD & TRAVEL Magazine. "Test driven by RTM editors, these revved-up roadsters are sure to leave drivers (and readers) reeling and writhing for more."

ROAD & TRAVEL Magazine, established in 1989, is a comprehensive online, in-market lifestyle magazine specializing in a wide variety of automotive and travel topics. Primarily geared towards women, RTM was the first publication to specifically address women's automotive needs and concerns, providing a resource from which they could make informed decisions regarding purchases and personal safety.

And also wins Women's Award.

The Eos has won an extraordinary readers' vote: for the first time, women could vote for their favourite car at the web site evecars.com, a British internet page conceived for women. The eight-member jury comprising editors and experts in technology and automotive sports saw the Eos as the clear winner in the final elimination involving 27 models.



Alexandra Jenner-Fust, editor of evecars.com explains, "The girls (and guy) on our judging panel were looking for a car that excelled in its own category, but our winner had to have wider appeal. With the Eos, Volkswagen has created a car that you can buy both because you love it, and because it makes perfect sense. It's a convertible without the potential weakness of a cloth roof, is practical for four and is very attractive. With its sporty chassis, you would like to drive it every day."

The internet site Evecars.com was created in cooperation with the British automotive magazine What Car?. A broad range of topics including driving tests for new-car purchases, tips on buying or selling

used cars as well as insurance matters are explained to women on the extensive web site. You can find further information about the evecars.com Car of the Year Award for 2007 at www.evecars.com.

SportWagen for USA.

Volkswagen of America, Inc. previewed the forthcoming Jetta SportWagen at the American Station Wagon Owners Association's (ASWOA) national convention held July 27-29 in Archbold, Ohio. The SportWagen, scheduled for public introduction in March 2008, was the centerpiece of a display showcasing Volkswagen's long-term commitment to the station wagon body style.



"We're delighted that Volkswagen participated in our national gathering," said Tim Cleary, ASWOA President. "It is nice to see the station wagon receive the continued commitment that Volkswagen has shown throughout the years."

Volkswagen had a display featuring station wagons from throughout the years: a 1973 Type 3 Squareback, 1980 Dasher, 1987 Quantum Syncro and a 1988 Fox. In addition, ASWOA members were also invited to test drive a 2.0 T and 3.6L Passat wagon.

Meanwhile, the RHD European version of the Jetta SportWagen, called the Golf Estate, is now available for sale in the UK. This third generation of the Golf station wagon brings more versatility and load-carrying ability to the Golf range. Loadspace is 505 litres with the seats in place, rising to a maximum of 1,550 litres when the rear seats are folded flat into the boot floor. A wide tailgate and low loading lip boost practicality while a chrome grille section – similar to the 'face' on the Eos – gives the new car an



imposing and stylish appearance.

Three trim levels – S, SE and Sportline – and three engines – a 1.6-litre 77 kW petrol and 1.9-litre 78 kW and 2.0-litre 104 kW TDI units are available. Prices start at £14,347 RRP OTR for the entry-level S 1.6-litre and rise to £20,417 for the 2.0-litre TDI 140 PS with DSG and DPF (diesel particulate filter).

The Golf Estate / Jetta SportWagen was also displayed recently by VW Group Australia at the Sydney International Motor Show. The Mexican-built Golf wagon was not badged as the Golf Estate, but rather as the 'Golf Compact Wagon', the name that will probably be used here. Australia did not see the wagon version of the Golf 3 or 4, but the latest model is scheduled for a release on our local market in 2008.

VW targets USA.

Volkswagen AG plans to build a Toyota Camry-fighter, a midsize car designed for Americans, as part of an effort to stage a comeback in the U.S. market where it was once a strong player.

Volkswagen will also add a small sport utility vehicle to its U.S. lineup, the Tiguan, which it unveiled recently at the Frankfurt motor show. The new vehicles are crucial to the German automaker's plans to triple its U.S. sales over the next decade to reach 1 million vehicles, 800,000 of them VW-brand cars and trucks and 200,000 Audis. The firm also aims to stop losing money in America by 2009, but its primary objective is to re-establish a strong presence, Stefan Jacoby, new head of VW's U.S. operations, said.



"The United States is now our highest priority," he said in an interview on the sidelines of the Frankfurt auto show. "We are strong in Asia, especially in China, we are strong in Europe and we are strong in South America. But one of our weakest areas worldwide is the United States."

Volkswagen still has a strong brand image in the United States, but its U.S. sales have dwindled to around half their 1970 peak of close to 570,000. In recent years, despite introducing the 'retro' New Beetle

to try to recapture market share, the automaker has fallen behind its Asian competitors after allowing its U.S. lineup to grow stale, and failing to respond to changing U.S. market conditions.

Earlier last month, Volkswagen said it would move its American headquarters from Auburn Hills in Michigan to the northern Virginia suburbs near Washington, D.C., to be closer to its customers, who tend to be on the east and west coasts.

Now VW is working on making vehicles that better meet their requirements. In the past, while Japanese carmakers developed cars like the Toyota Camry for the American market, VW offered vehicles designed for Europeans and ended up selling niche models in the United States. They were often priced wrong for their segment. The VW Passat, for instance, is about as large as the Camry but costs around 25 percent more.

“It can't have escaped their attention that the Japanese are selling very large volumes and making very large profits in the United States,” said Britain-based auto analyst Peter Schmidt. “The message is, if you do your homework and sell the right product, you can make a lot of money.”

Jacoby wouldn't give details about the midsize car VW is developing for the U.S. market but said it would probably hit the market in three to four years. VW will launch the Tiguan, which it calls the Touareg's little brother, in America in the second quarter of 2008. It expects to sell 20,000 to 25,000 Tiguans annually. Volkswagen may also bring a version of its tiny Up! city car concept to the U.S. market. The concept was unveiled here this week.

VW executives spoke about plans to produce pickup trucks for emerging markets, but Jacoby said the company was not planning a pickup for the United States. “A pickup in the United States wouldn't fit the VW brand,” he said. “In the United States, we want to focus on sedan segments.”

VW has said it is considering making cars again in the United States, partly to protect itself from the effects of unfavorable currency swings. The company hasn't announced any decision. But when Jacoby was asked if VW could establish a greater, long-term presence without producing vehicles locally, he said no. “It's almost impossible without a US factory.”

VW Anti-Microsleep System.

A small lens forms part of a prototype VW driver assistance system which, in future, will inform a driver at an early state when he is at risk of suffering the feared microsleep. But we are not quite there yet. A precursor of this Volkswagen system was shown in

Dresden, where a special exhibition on the subject of ‘Sleep and Dreaming’ provided some of the latest information on the subject of microsleep.

A study by the Association of German Insurance Industries (GdV) has identified microsleep as the principal cause of 24% of all fatal motorway accidents.

At the beginning of this comprehensive research project, a series of driving simulations were performed. The participants drove along monotonous roads, or along roads with many S-bends, at different times of the day and night, until they fell asleep. While they were at the wheel, driving parameters, head movements, eyelid flutter and changes in mimic parameters were recorded and then analysed to determine whether they could be used to forecast the driver state. The results of these investigations showed that the parameters describing the flutter of the eyelids are the most suitable for recognising the risk of a driver going to sleep.

It became possible to develop a camera-based sensor that measures the characteristic flutter of the eyelids of a driver. To be acceptable for automotive use, all components of such a camera system need to be reduced in size so as to take up as little as possible of the limited space available in the vehicle. It must be able to observe tall and short drivers, both male and female, function equally well under all conditions of illumination, and it must be resistant to vehicle vibration and major temperature changes, just to mention a few of the specific vehicle requirements.

Recognition that a driver is getting tired and lacking in attention must then lead to suitable countermeasures and supportive action. For this reason, several different strategies are being investigated at present to provide the driver with helpful and recognisable feedback without alarming him. This would also be integrated with other components of the car's safety systems.

We are therefore getting closer to the position where a vehicle offers functions that monitor the driver as a co-driver would to ensure he drives under optimum conditions and safety.



VW Multivan.

Faster than a speeding bullet! Able to leap tall buildings in a single bound! Well, not exactly. But the Multivan is something of a superhero when it comes to moving people.

Mum, Dad and five big kids (yes, I'm crazy), plus the dog, going away for the weekend. Bags and bags of 'stuff' five boys just can't do without.

And, we're going fishing. So add wet-weather gear, rods, the mother of all tackle boxes and its matching bucket for the big catch.

Now food ... for teenage boys, remember, so double what you think you might need. And for drinks, don't forget the gigantic Esky.

Two cars are called for ... or are they? Not when Volkswagen comes to the rescue with its Multivan. Ask someone to name the first people-mover van from decades ago and there's a good chance they'll nominate the VW Kombi. And here's a chance to get a new VW people mover with a touch of luxury.



"Oh, my God, it's huge," is the first reaction. Bus proportions, even. But don't let the size put you off. This big beast is like putty in your hands, easy to steer with loads of grunt and, believe it or not, a breeze to park.

As a people mover, Volkswagen has it all figured out in a 2 x 2 x 3 seating setup in the Multivan. This is a real seven-seater. Two people sit up front, two directly behind (facing forward or back) and three more on a bench seat in the rear.

On the road, despite the fact we're loaded to the brim, everyone has plenty of room – and individual lights mean the kids can do what they want: read, snooze, play or send text messages to girlfriends back home. And each seat has its own storage tray underneath.

There are no fights; all are happy in their own 'space'. In fact, they're raving about the comfort and how "cool" and "awesome" it is – especially when I turn our multivan into a little cocktail lounge.

Remove the luggage, push the bench seat all the way back, flip the second row of seats around,



push a button and pull a lever to transform the centre console into a table. Voila!

But wait, there's more. Those in front also sit high and mighty 'cause this is a pretty flash dash we're fronting, with instrumentation and extras to rival most sedans. It's got a six-CD stacker with a sound that matches the size of this beast; dual air controls front and rear; auto-transmission with Tiptronic option plus a sports mode which lets the gears rev out a little longer between each shift; cup holders (seven) and compartments galore; butt warmers (gotta love those after a few hours on the jetty); airbags, ABS and ESP for safety; cruise control; and rain-sensing windscreen wipers. And this is just the entry-level.

In the Highline trim it also comes with electrically operated sliding doors, a multi-function rear table, satellite navigation (about \$4000 extra on lesser models), leather trim, heated front seats, 17-inch alloys, front and rear parking sensors plus front and rear fog lamps.

The VW Multivan is available with a choice of petrol or turbo-diesel engines, and with all-wheel drive that Volkswagen calls 4Motion (they don't use the 'syncro' name any more). The engines are mounted transversely in the front. The petrol unit is the 3.2-litre V6, rated at 173 kW at 6200rpm and 315 Nm torque at 2900rpm. These figures are obtainable when premium (98RON) unleaded petrol is used.

The 2.5-litre diesel is VW's five-cylinder unit with intercooler, giving 128 kW at 3500rpm and 400 Nm at 2000rpm. With 4Motion AWD either engine has to drive through a six-speed manual gearbox. But in front-wheel drive they come with a six-speed tiptronic automatic.

Both engines are amazing when you recall that a 2-litre Kombi had only 51 kW and 137 Nm !

The basic Multivan starts from \$69,690. The Multivan Highline 4Motion is priced at \$76,990 for the V6 petrol and \$73,990 for the 4Motion diesel. The front-wheel-drive diesel automatic is \$72,990 or as a V6 petrol, \$75,990.

Bad Camberg 2007.

Bad Camberg in Germany is the center for vintage and veteran Volkswagens. The gathering is organized by the Lottermann VW agency and is only held every four years. 2007 was the eighth show. Over 250 old VWs and 2,000 spectators visited, and filled the historic German town this year.

Biggi and Michael Lottermann welcomed visitors from 45 countries to the reception in the city hall, and Markus Lottermann followed with a group of Englishmen, Americans and the odd Australian, including Ray Black. A language confusion prevails. German, English, French, Dutch, Spanish, Indonesian - partly everything one talks is in disorder, but one understands oneself.



A man from Hameln has the oldest VW, a 1940 car with an excavator bucket. His wife brings along two other Beetles, which if genuine would be still older. The VW museum at the Autocity in Wolfsburg provided reproductions of two prototypes to the meeting. Many curious visitors are astonished at the body, which reminds so much of the later Beetle.

Splits, Ovals, excavator bucket, army staff car, schwimmer, post office car; even a VW ambulance participates. That Rometsch was once driven by Audrey Hepburn. Lots of Karmann Ghias, and Karmann-made cabrios too, can be seen. Each car



has its own history, and are the more beautiful for it. So many stories to put into words.

A reproduction of one of the very early VW prototypes was built in 2003. The originals were built in 1935-36, but were destroyed later. In 1937 there followed a further 30 Type VW-30s. This car is a reproduction from the second series.

The amphibious vehicle was captured by the US in 1943 and has been completely restored. The car can still drive successfully today – on both land and water. The same Hameln man who owns the 1940 VW excavator bucket brought it along.

A works VW fire brigade model was shown. This was only one of several models, which were to be seen on the gate meadows. Those bright red machines drew many curious of views, especially from modern firefighters who provided their service.



The festival plaza fills ever more, with the merchandising sales nearby. There are many, many old VW car parts for sale, rare treasures that are not available any more from Volkswagen workshops. The Americans spend lots of their dollars. Souvenirs too are popular. In the fixed tent 900 plaques, commemorating this respected Volkswagen veteran meeting, are quickly sold. Biggi and Michael

Lottermann are pervasive, organize and telephone much.

Saturday evening and the guests meet in the fixed tent, with a Timpani band and a group of dancers. The family Lottermann thanks cordially all those whose work made the event possible, which began more than 30 years ago with the commitment of the late Heinz Willi Lottermann. And it gets much support from the locals and foreign visitors – “May there be at least eight more shows!”



Sunday: The Beetles disengage. There is a convoy drive into the Hessen park, and there is coverage on the radio and television. Naturally small interviews are due. Another one at the conclusion again in Bad Camberg. Questions about the owners themselves, their old VWs, the parts they bought and sold, why they come. And it is broadcast out into the world.

The old Beetles turn for home. We will see them all again in four years' time.

*Frankfurter Allgemeine Zeitung (newspaper)
Translated by IBM 6790 computer*



Old Bar Beach Festival 29-30 September.

Hello again! I haven't been about for a while this winter as I caught some sort of bug and it tired me most of the winter. Nearly 100% now. Beverley and I could not miss the Old Bar Beach Festival, so we packed up our sick Kombi and headed north.

First stop at Northbound Caltex on the F3. Kombi went up hills fine, but coming down was a different story-vibrating and jerky. We soldiered on, were not in a hurry as long as we were at the Caravan Office by closing time. At Twelve Mile Creek off the Pacific Highway we stopped at a Reviver Stop. Then, on our way again. We were passed by a yellow Kombi Camper and then saw another Kombi heading towards Raymond Terrace, after that we did not see any more till we arrived in Old Bar on the Friday night.



There was a queue of Kombis at the entrance to the Caravan Park and the office was full of people booking in. We booked a powered site. The office was staying open later than usual because they expected a crowd for the festive weekend, which started the following day (Saturday). Previously, on the Friday nights, we had not seen so many Kombis.

They were in groups and singles, all colours and graphics, different tents and covers. After setting up we wandered around the Caravan Park. It is a very large area with many streets, and you could not look in a street without seeing a Kombi - it looked like being



Club Veedub. Aus Liebe zum Automobil Klub.

a big show. Maybe having the count on the Sunday, this year, has made a difference. Walking through the small town we saw lots more Kombis arriving. We had dinner in our 'home' instead of in the Camp Kitchen, as it was really crowded with families. After a good nights sleep and healthy breakfast we headed off to pay our show fees (\$5) and get a programme.

Saturday was Market Day, Football matches between local teams, Classic Car Show (vehicles from the Lakes Area, Foster and Manning River). There were Holdens, Fords, Austins, MGs, VW Bug, and a Kombi. On the airstrip there were helicopters, gyrocopters, small planes, hang-gliders and the famous Caribou. On the Main Stage there was entertainment all day long. On Saturday evening there was a BBQ provided for Kombi owners and their families and a 'Torch Light Parade' signifying the times in the past when the locals would line up with torches at night to show the planes where the Airstrip was. Back at the Caravan Park some campers were partying well into the night, not for us - so it was off to bed and watch some DVD's on our portable player- isn't modern technology great!

Up early Sunday morning-breakfast-wash up-pack up-and queue up to get onto the oval. There were two queues-one for PAID and the other TO PAY. Each entrant was photographed on arrival and given a goodies bag which contained two cards, LOOK BUT PLEASE DON'T TOUCH and an information card for the owners to fill in and display, among other items. We parked in our designated spot, went walkabout and saw some of last years entrants and lots more we hadn't seen before. Looked like last year's total would be broken.

Saw Tony's Bay Window and the young fella's Bay Window, with his furry friends, from Newcastle. There were lots of Splits there, I wish I had counted the number of Bay Windows and Splits, maybe next time! Amongst the Market Stalls there was a big black bus with a PA System, a stand with 'car events being held around the country' and the owner was regularly giving out tally numbers (of Kombis, of course) throughout the day.

Interested folk gathered in front of the big black bus where the presentation was to happen. Prizes were given for Type 1 (Greg), Type 2 (Tony Bezzina), Type

3, Type 4, Furthest Travelled, People's Choice (Blue and White Samba), Funniest Car (Kim's), etc.

The final count for this year was 198 Kombis. The numbers are getting higher each year with all types in attendance. It was a great day. We will be back there in 2008.



After staying one more night we left on the Monday morning, heading for home via Taree. The traffic was not too heavy for the holiday Monday traffic, just a bit slow through some roadwork-plenty going on. We also passed the FUNNY CAR (Van) parked in a breakdown lane at Raymond Terrace-we came upon it so quick that we could not stop to help. I later heard that it got towed away, I don't know where. Once on the F3 the traffic fastened up. We came up behind a sick Split blowing lots of smoke, but could not pass him as cars were too fast in outside lane for me to speed up enough to enter with safety. So I waited for the three lane section to pass him. After Hawkesbury River the traffic slowed up, it was first and second gear to up and over the climb to the top. Not much was seen what could have caused delays, good after that. We arrived home (Heathcote) around 4pm after refueling at Blakehurst around five and a half hours, including two stops. Well, that's all for another year.

John W Weston

P.S. My Kombi problem was found to be a non-operating idle jet control on L.H. carbi, found by Barry of VW Classic, Sutherland. Thanks Barry.



Southern Highlands Motorfest 2007 at Bowral Sunday 28 October.

This event was held on the oval of Chevalier College, Bowral. A pleasant venue, in a picturesque town, right in the heart of the Southern Highlands.



In order to make the event more than a parked car show, Bill organised a cruise to the event meeting at Uncle Leo's at the Crossroads. It was also an opportunity for Bill to show off his latest acquisition; a very clean Golf cabrio.

The day dawned a little cloudy but was still quite warm and pleasant. After a short cruise down the freeway we duly arrived at the grounds and set up.



The day was spent wandering around the grounds, appreciating the cars and spending a few dollars at the vendor's stalls. Plenty of time was also available to chat away, enjoying good food and a coffee or two. The professional video crew took an interest in Peter Huskstepp's car but generally this was a show for the flash nics of the Holden and Ford variety.



The pleasant weather brought out hundreds of classic cars including 30 or so Volkies. A judged car show took place with awards given out during mid afternoon. Unfortunately no VWs were considered worthy of a trophy.



Bowral is a lovely spot with many old residences set in formal gardens, as well as the famous Bradman Oval and museum. The Southern Highlands is always a pleasant place to visit and for those who like driving and showing their cars, they would not have gone home disappointed.

Ken Davis



Flat 4 VW Shootout Sunday 4 November.

Once again the Flat Four VW Club held their annual Shootout at Michael Weldon Swimming Centre at Miller. And once again it rained the evening before, although it cleared up by morning. Too late for the majority of people who like to get there early, which meant the first hour or so going over the chamoising work that had been already done.



As usual we set up our tables and chairs inside, and it ended up being the Club VW chill-out zone with the usual swapping of magazines and



newspapers. There didnt seem to be as many cars on show as previous years; maybe the rain scared them away, though there were nice cars in the parking area. Among the winners from Club VW were Laurie and Wayne Murray, Mat Raine, David Birchall, Ken Davis, Brain Walker, Russal Sarten, Meridith Kay, and Ray and I. If I missed anyone - my apologies.

Meridith & I showed GIRL POWER by being winners in the top five of the best cars on show. We have to thank both Steve & Ray for their help in preparing both Nudge & Alvin.

Flat Four club members who worked non -stop all day deserve a huge thank you and congratulations on a job well done.

Shirley Pleydon



Water-cooled VW Summer Cruise Sunday 11 November.



The Water-cooled Summer Cruise in Sydney was a huge success. The shiny new VWs met up at the Krispy Kreme donut shop at Liverpool, on Orange Grove Rd, on the sunny Sunday morning.

The VW drivers got their systems going with some major sugar hits while they wandered around between the shiny Golfs, Passats, Jettas, Polos and Audis. Even some exotics like the Scirocco, Caddy and Beetle/Kombi turned up. After a few more coffees and sticky sugary donuts, the cruise was underway.



The VWs headed out through Liverpool and Casula and onto the motorway towards Campbelltown. After a quick stop to let the Mk1 Golfs and the air-cooled VWs catch up, the convoy headed out to Appin and the first major stop for some photos and a quick stretch of the legs.

Then it was a nice drive along the scenic Appin Road, which winds through the Cataract catchment area as it heads toward the coast. In no time the VWs joined the Pacific Hwy at the top of Mount Ousley, headed downhill and then turned off at Clive Bissell



Drive for the second major stop at Mount Kiera. There is an excellent lookout here, with views all over North Wollongong and out to sea, plus a kiosk for drivers needing a coffee top-up.

An excellent twisty downhill run into West Wollongong, a quick blat up the freeway to North Wollongong, then the final stop at Stuart Park, right on the beach. The total for the run was 87 km, and about an hour and three-quarters of very pleasurable travel time, including stops.



Those so inclined could now go for a swim in the surf, but most preferred to line the VWs up, picnic on the grass and enjoy the sunshine. What a fantastic day and so good to see that new VWs and their owners are just as enthusiastic as the older VW fans.



The Toy Department.

Yes this is not a VW model, so you might ask what does the **Matador** van have to do with VW? As you can see from the below images these models are sometimes confused with VW buses. These real life examples were not built by VW but did have VW engine components used in them.

Historically development of these vehicles started just a year before the VW type 2 production started. A small German firm was producing the **Tempo Matador**, a light truck produced from 1949 to 1952.



These vehicles came from the Tempo factory with brand new VW 25-hp motors with front wheel drive and the engine sat directly under the driver (see next image). In the models by Siku displayed you will notice one distinguishing factor – that is the suicide doors.

Also I came across this large tin model of the Matador which was made in Italy it also has suicide doors – but notice the VW badge on the nose? – This is very unusual and may have even been an error in production of this model as the Matador had its own distinct badge.



Whilst researching this story I came across a US article on the Matador featuring this poor quality image of a Matador truck at work somewhere in Australia.

Notice also it has a double axle- I am not aware of where in Australia this may be and I have tried to read the inscription on the truck with a magnifying





glass with out any success. I am sure someone out there knows where this is? The first reader to email mail me with some soundly based information identifying where this work shop is will win a small prize!!



In the mean time Jada have continued to release more variations to their VW Dub model rage. This VW truck is one of two in a set of green and beige. One thing you will notice it also has a double rear axle like the Matador truck! - Its all starting to make sense to me now.

Merry Christmas!

Tony Bezzina
kbezzina@bigpond.com.au



Item #12062-Green

63 VW® Truck w/ Stake Bed

Sydney Motor Show 2007.

October is the month for the Sydney International Motor Show, so it's a good opportunity to cruise down to Darling Harbour to check out all the latest VWs and Audis, not to mention the car polishes, models, car games, accessories and other stuff. And maybe some of the other brands if you can be bothered. I went to have a look.

I started at the IMAX end of Darling Harbour, so the first thing I noticed was that the Shannons Classic Car Auction display was in a separate tent this year, not up in the show itself as before. This year it was called 'Palm Grove'. I wandered in and looked at the GT Falcons, XU-1 Toranas, the '58 Mercedes 190SL, the '53 FX Holden ute, the '73 Escort RS2000 and the 1929 Hudson Super Six that were on display. These, and a dozen others I haven't mentioned, were to be auctioned off at the end of the Motor Show.

What caught my eye in the Shannons tent was a 1959 Ascort. This was a pristine, immaculately rebuilt example of the rare Australian-made VW-based sports coupe of the late 1950s. They were based on a VW floorpan and mechanicals with a fibreglass body. Only nineteen of them were ever made. As an expensive coupe of the time, they were usually fitted with Okrasa VW engines. This Ascort, however, has been lovingly rebuilt with Porsche 356 brakes, gearbox and engine.



A fascinating example of Aussie VW history. Mechanically fantastic and beautifully restored, even if its styling is a matter of taste. It was listed with a reserve of \$25,000, but I learned later it eventually sold for \$34,500. I understand it was bought by a collector in South Australia.

The outside 4WD display track was a bit quiet when I was there, but after waiting for twenty minutes or so and having a chocolate Cornetto in the meantime, I got to see a VW Touareg being driven over the log piles, rocks, sand, see-saw and other obstacles. The see-saw was designed to show the



vehicle's balance; the steep hill tests traction and control, the rocks and moguls show off ground clearance and the U-turn at the end demonstrates turning circle. Professional drivers were taking VIP pass guests for rides around the track. Very interesting, and I hope they didn't damage the \$121,990 V10 TDI SUV in the process.

Since I'm not a potential Touareg buyer, I moved inside and paid \$17 to enter the show proper, which this year took up all five exhibition halls plus the adjoining Pavilion (where Shannons had been last year). I paused briefly at the Holden, Lotus and Hummer stands in Hall 1 before moving to Hall 2 where Audi was located.

Audi's stand was centred around the new A4, to be available in 15 different versions and priced from \$45,000 for the 2.0-litre SE up to \$86,700 for the 3.2-litre FSI quattro. The S4 version was \$132,500, while the very top spec RS4, with a 4.1-litre 309kW V8, was \$164,500. Gorgeous. You could also get the RS4 in Avant (wagon) format, or as a cabrio. The new A4 range will go on sale here in April 2008.

Current Audi models on display were the Golf-sized A3 and its S3 sport version; the A5 coupe and its S5 sport version; the larger A6 and S6 sedans, including a high-spec version called the Le Mans, plus the A6 Avant wagon and the A6 Allroad quattro SUV. The larger Touareg-sized Q7 SUV has been improved and buyers can choose from 5 different engines, including a 4.1-litre 240 kW 760 Nm TDI V8 that gives more power and torque than the Touareg's 5.0 TDI V10 – and it looks meaner too. That one is \$123,900 – the perfect luxury assault vehicle for the jungles of Woollahra, Mosman and Turramurra.

The TT coupe has been extensively restyled and looks lean, mean and aggressive. It now looks like a proper member of the Audi lineup, rather than being some poncey retro hairdresser's car as it was before. The top TT model is the 3.2-litre V6 quattro S-tronic at \$92,900. A topless Roadster version will be on sale in 2008. The top model in the Audi range is the A8 sedan (limousine?), starting at \$159,000 for the 3.2-litre V6 up to a whopping \$326,000 for the long-wheelbase, 6.0-litre W12 quattro version. The sporty

S8 V10 version was a bargain at only \$259,900 – one to remember when the Lotto numbers come up.

My favourite Audi, though was the delicious R8 quattro coupe that was first shown last year. Now a production vehicle, the 4.2-litre FSI V8 Audi coupe makes 309 kW (at 7,800 rpm!) and does 0-100 in 4.6 seconds. Awesome, and only \$259,900 for the manual version – the R-tronic is another \$15,000.



Modern Audis are just magnificent cars, but boy, you need cubic dollars to play. Yet 2007 will be a record Australian sales year for them (7,000+). Audi has certainly come a long way since the days of the Audi Fox and the 5+5.

I moved on, pausing only briefly at the Subaru, Ferrari, Ford and Chrysler stands. Porsche was back this year, and among their range of 911s, Boxsters and Cayennes was the RS Spyder racecar driven by Aussie Ryan Briscoe in the American Le Mans Series in the LMP2 category. It is an open-top carbon fibre body, powered by a 3.4-litre V8 producing 370 kW at 10,300 rpm – and that's detuned for long distance events! It's in the category below the Audi R10 TDI racecars that won Le Mans in 2007, but it may race against them in 2008. Sad to see Porsche moving away from flat racing engines, though.

The adjoining Pavilion was where Shannons was last year. This year it was taken completely over by Volkswagen, together with daughter brands Skoda and Bentley. This was Skoda's first year in Australia





since the early 1980s and the first under VW control. They only had two models on display, the stylish and reliable Octavia sedan and wagon (based on the Golf/Jetta platform), and the ugly but practical Roomster 'lifestyle' vehicle (based on the Skoda Favorit, not on a VW platform). All Skodas use VW engines, gearboxes and other mechanical components. Other Skoda models such as the Polo-based Fabia and the Passat-based Superb may come in due course. I was mildly curious about the Skodas, but did not even look at the Bentleys. Who gives a stuff.

In the old days at the Moore Park showgrounds in the late 1970s, VW's stand was often small, hard to find or, in LNC's last days in the 1980s, non-existent. Since the show moved to Darling Harbour in 1988, VW's stand under Ateco and TKM/Inchcape has usually been there, sometimes next to or joined with Audi, sometimes good, sometimes not. In recent years under VW Group Australia, the VW stand has been getting better every year. And this year – well, in all the years I have been coming to the Motor Show, this was the biggest and best VW stand I have ever seen. It was just great.

Let's go up VW's model range from bottom to top. The beautiful little Polo was shown in both petrol and diesel versions, plus the hot little GTI that had its world debut at this show two years ago. The brilliant Polo TDI is my next new car of choice (\$22,990), with a 1.9-litre turbo diesel that makes 74 kW and



240 Nm yet drinks only 5.0 litres per 100 km. It's spoiled only by the lack of an auto transmission option, should you want one.

The Golf is the foundation and the main player in VW's lineup. The current Mk5 Golf is available in 12 different models, from the 1.6-litre Trendline at \$25,490 through the \$32,490 2.0-litre TDI Comfortline up to the sporty models. The GT Sport is \$37,490 for the TDI, then we go up to \$38,490 for the famous GTI in 5-door layout. A 3-door GTI is also available for some \$1,500 less. The top Golf is the very special R32 model with the 3.2-litre 184 kW V6 and 4Motion 4WD. It's \$54,990 for the 3-door and \$56,490 for the 5-door. Dave Birchall will verify that the R32 has the performance to change the colour of your underpants.

The Jetta is the booted version of the Golf, as you know, and it is available in FSI petrol, TDI diesel and Turbo FSI petrol versions. VW also displayed the station wagon version of the Jetta, which is called the Variant in Europe. In the UK it's called the Estate, while in the USA it's the SportWagon. When it goes on sale here in 2008, though, it won't use any of those names. The model was shown here as the Jetta Compact Wagon. It's a very roomy and great looking machine. The earlier Golf 3 and 4 also had station wagon versions, but they were never sold here.



The New Beetle is a fading force as its novelty has well and truly worn off now. You can still get one in one of three versions – the 1.6 Miami and 1.9 TDI sedans, or the 2.0 Cabriolet. A redesigned Mk2 New Beetle, apparently to be rear-engined, will be revealed next year - stay tuned.

The Eos convertible sports coupe is now the main Cabriolet in the VW range, as the Golf Cabrio isn't made any more. The Eos is built on a shortened Passat platform and is named after the Greek goddess of dawn and wind. It has a high-tech fully powered five-piece sliding and retracting roof, with a built in glass sunroof that you really should see working for yourself – it's brilliant. The Eos FSI petrol version is \$47,990, and the TDI diesel is \$2,000 more.



The Passat is the top model in VW's car range, and the current 'B6' version is the sixth generation. It debuted in 2006, and like the B3/B4 models it is not based on an Audi design; instead, it returns to a transverse engine layout on a VW platform that evolved from the previous model Golf. The Passat is available in 8 different variations, from the 2.0-litre TDI Sedan at \$42,490 up to the 3.2-litre V6 FSI Wagon at \$56,990. The high performance R36 Passat has not been shown in Australia yet.

VW has done some adjusting of the Touareg SUV range since last year, with a little facelifting and some revised engines. The petrol V8 is no longer available. The base model is the 2.5-litre R5 TDI at \$64,990 and a 3.0-litre V6 TDI at \$74,990. The only petrol model sold now is the 3.6 V6 FSI, also at \$74,990, while the top model is the stonking 5.0-litre V10 TDI at \$121,990, the most powerful and expensive Volkswagen ever sold in Australia. Another world first for this Sydney show was the unveiling of the Touareg R50, a souped-up high-spec version of the V10 with an extra 28 kW (to 258 kW) and an extra 100 Nm (to 850 Nm). As is usual for VW's high-performance 'R' vehicles, it was displayed in metallic blue and chrome. It will go on sale in Europe next year, and maybe in Australia after that.

The mighty T5 Transporter was on display in a number of variations. The basic Transporter van is available in long and short wheelbases; Van, Crewvan or Dual Cab body styles; 6-speed auto or 5 or 6-speed manual gearboxes; FWD or 4Motion 4WD, and either 2.0 or 3.2-litre petrol, or 1.9 or 2.5-litre TDI diesel engines. The 2.5 5-cylinder diesel makes 128 kW and 400 Nm; the 3.2 V6 petrol makes 173 kW and 315 Nm. *Remember that a 2-litre Kombi from the 1970s made only 51 kW and 137 Nm!* The most basic SWB 2.0 petrol 5-speed T5 Citivan is \$29,490 right up to \$48,490 for the LWB 2.5 TDI Crewvan 6-spd 4Motion.

The Multivan passenger version is available in four models in petrol and diesel, from \$56,990 up to \$70,990. It seats seven people and comes with cruise

control, parking sensors, ABS and ESP. Options include metallic paint, satellite navigation, 6 CD changer, power sliding doors and tailgate, and sunroof. VW also displayed a new European model for Australian release in 2008 – the return of the luxury Caravelle. Both long and short wheelbases will be available, seating 8 or 9 people. The LWB 9-seater was on show here. The seats are modular, in four rows (2 – 2 – 2 – 3) and can be swapped around as desired. Two versions of the 2.5 TDI are planned. Trim is a little better than the Multivan, but with more seats and no folding table – a pure people mover (and the best one). There was no California T5 campervan on display this year, but it is still available on order through your Volkswagen dealer.



Finally the little Caddy delivery van was on show, together with its Caddy Life passenger version. A choice of petrol and diesel engines are available, with the 1.9 TDI offering the choice of a 6-speed DSG gearbox. From \$27,990 up to \$42,990 for the Camper version, the Caddy Life is Australia's most inexpensive 7-seat vehicle.

What a range! Only the Crafter wasn't on display, as it's just too big (but one was outside). It took me several hours to look over each model, get photos, talk to the sales assistants and grab brochures and pamphlets. Not many girls on the VW stand this year, sadly, and all of the chaps in suits were much younger than me. They were all very friendly and helpful. VW's desk and display layout, décor and signage and selection of promo material was brilliant.

I hope we might see more of VW's unseen European range here next year, even if only for display purposes. The Fox, the Golf Plus, the Caddy Maxi, the Tiguan SUV, the Touran and Sharan MPVs, and the Phaeton limo are possibilities. I'd also like to see the Up! show vehicle or a Dakar Race Touareg !

A very enjoyable Sydney Motor Show, and so pleasing to see VW so prominent after years in the wilderness. Long may it continue! Now I only wish I could afford some of them.

Phil Matthews

Bass Hill Drive-in now closed.

We were greatly saddened to hear that Greater Union has closed down its Drive-in theatre in Bass Hill, so that the land can be turned into a residential development with 104 villa-style homes.



Bankstown Council received a development application from Greater Union Organisation Pty Ltd for the Drive-in but was unable to clarify whether the cinema's parent company, Amalgamated Holdings, was planning to develop the site itself, or whether it planned to gain development approval and then put the site up for sale.

Staff at the Johnston Road Drive-in were told that the cinema would close down from Wednesday, 31 October 2007. Phone calls to the Greater Union were not returned that week.



Bass Hill Skyline Drive-in was one of the first four Drive-ins built in Sydney. This was how the *Bankstown Torch* reported the opening, on 15 November 1956:

Bankstown's second drive-in theatre opened at Bass Hill this week.

Bass Hill Skyline opened on Tuesday, with an invitational preview of the CinemaScope production, 'The Last Wagon', starring Richard Widmark and Felicia Farr. The guest audience included the men who built the Skyline, together with their families.

The public opening took place last night (Wednesday), when two shows commenced at 7:15 and 9:30pm. The CinemaScope feature was 'Hell and High Water', with Richard Widmark and Bella Darvi as stars.

Built at a cost of £200,000 the Bass Hill Drive-in is a replica of the Skylines at Frenchs Forest and Dundas. It is located off the Hume Highway between Yagoona and the Woodville Rd. turnoff to Parramatta.

There is room for approximately 700 cars at each session, plus 450 more in the holding area waiting for the second show.

A western barbecue supplies grills sizzling off the grid; hot meals are available in the huge snack bar; while the mobile service brings appetizing dishes or refreshments to each car as required.

Motorists will see pictures on a screen 110 feet wide by 48 feet high, standing 80 feet in the sky, and weighing 156 tons of pre-stressed concrete. The arena and driveways have been sealed and drained so that even in the worst weather there can be no bogs or mud-holes.



**Skyline
DRIVE-IN**

BASS HILL

(Enter from Johnston Rd., off
Hume Highway)

NOW until Tuesday next.
**TWICE NIGHTLY: 7.20 p.m. and
9.45 p.m.**
(Gates open 6 p.m.)

Tony Curtis — Janet Leigh in
"Houdini"
(G) In Technicolor.

NEWS and CARTOON.

**"JOYLAND" and the "SKYLINE
EXPRESS" for the Children.**

BARBECUE :: SNACK BAR
Special Midnight Show on New
Year's Eve!

Your Theatre under the stars!

Twenty uniformed car attendants, trained to handle up to 1,450 cars a night, will control traffic without congestion whether entering or leaving the Skyline.

The extraordinary reception Sydney picture-goers have given to the new form of open-air entertainment should be repeated at Bass Hill, which is operated by Consolidated Drive-In Theatres Corporation Pty Ltd.

The same organization will shortly open two more Skylines at Caringbah and North Ryde, completing the circuit of five gigantic Skylines in the metropolitan area.

While almost all the Sydney Drive-ins were closed in the 1980s, Bass Hill survived and was remodeled and reconstructed into a twin-screen Drive-in in 1988.

We fondly remember Bass Hill Drive-in as the location for the Herbie Fully Loaded film night in July 2005, when over 100 VWs drove in convoy from Liverpool to the Drive-in to watch the movie.

Bankstown Council revealed the application



proposes construction of 104 lots to be developed as 22 townhouses, 82 detached houses, a public road and a landscaped buffer area facing Johnston Road.

This site was also identified in the 1997 Bankstown housing strategy as a suitable location for future residential development due to its position near to the Hume Highway, and being close to public transport, schools, and the range of services provided at Bass Hill Plaza.

Attempts are being made to protect the Drive-in from demolition with a possible Heritage Listing and petition, but this is unlikely to stop development.

The Blacktown Twin (opened 1964) is now the last remaining Drive-in theatre in Sydney.

Drive-ins - a tribute.

As a small child I remember the Drive-in experience vividly; what an adventure it was for a kid. You would have a bath and put on your pyjamas thinking it was about it for the night, then all of a sudden it was on with the dressing gown and slippers, into the car with Mum and Dad and a selection of your favourite toys, and off to the Drive-in.

Smiling men in white coats collected the money at the gate and waved the Movie News temptingly in the faces of the mostly untemptable drivers. Dad would park the car, front wheels perched on their little asphalt hill as if poised for take-off, and hook the speaker up. Then it was fun time; time to head for the playground down in front of the screen. What a life, being able to play on public swings in your pyjamas, something that under normal circumstances you wouldn't even dream of doing. It was normal at the Drive-in though, and hey, all the kids did it. From the playground it was up to the snack bar to stock up on provisions for the movie, and hope you didn't spill anything sticky on the upholstery because there was no surer way to cop a belting.

If being a small child at the Drive-in stands out as a memorable time, so too does being a young adult armed with a provisional licence with the ink barely

Movies Under the Stars!

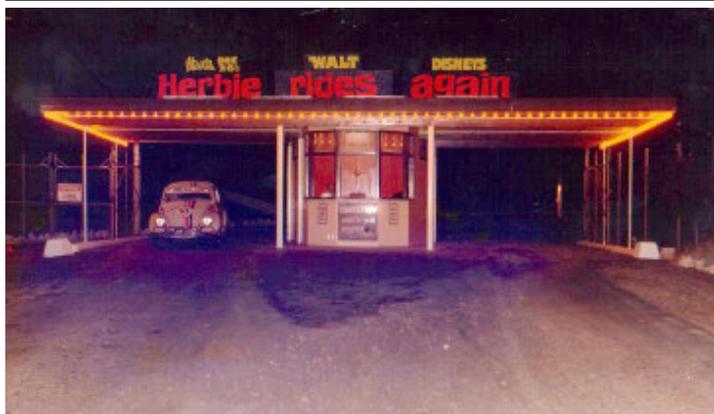
Skyline DRIVE-IN

SNACK BAR
PLAYGROUNDS

Just around the corner from your place!

BASS HILL
SHOWING UNTIL SAT, MAY 28th.
"THE BIG CIRCUS" (G)
Color and C'scope, with Victor Mature and Rhonda Fleming
Support Thurs. and Fri.:
"THE LITTLEST HOBO" (G)
with Buddy Hart
NEXT MON. to FRI., May 30 to JUNE 3rd
at 7.30.
"JOURNEY TO THE CENTER OF THE EARTH" (G)
Color and C'scope, with James Mason, Pat Boone, Arlene Dahl — also
Featurette: "OVERNIGHT HAUL" (A), Richard Conte and Elizabeth Scott

Club Veedub. Die Legende wird nicht sterben.



dry, a box of beer and a car full of mates. They were good times indeed, fostered by the combination of a balmy summer weekday evening (you took a girl to the Drive-in on the weekend), a first-run film, the company of good friends, the snack bar's best beetroot hamburger and some of the finest KB Lager in the dimpled gold cans. Nights that were particularly warm even saw fold-up chairs make an appearance next to, and on, the bonnet of some cars. It was a simple pleasure and we certainly weren't the first bunch of blokes to spend an evening that way. I suppose we were just carrying on a long-established and unwritten suburban tradition.

This tradition is as old as the Drive-in theatre itself, which dates back to New Jersey on the east coast of the USA in the 1930s. Drive-in theatres have been popular in Australia since February 1954, when the first one opened to constant full houses in the east Melbourne suburb of Burwood.

Australia was lucky in that so few countries were exposed to the Drive-in theatre phenomena because of their climate; Britain never got one, and Drive-ins were rare on the Continent. Climate-wise, it was much more pleasant at Drive-ins in Australia than in, say, northern USA or Canada.

After seeing the success in Melbourne, Greater Union and Hoyts formed a company called Consolidated Drive-ins in 1955 to bring this new sensation in entertainment to Sydney under the banner of 'Skyline Drive-ins'. Sydney's first Drive-In at Frenchs Forest opened on 23 October 1956, with a second at Dundas opening the very next night. Australia's first twin drive-in, the giant MGM Metro at Chullora, also opened the same night. Created and run by a competing syndicate, Chullora held 1,320 cars, 660 in each field. It was the largest Drive-in in the Southern Hemisphere until the 1,470-car Clayton Twin opened in Melbourne a few years later.

By the end of 1956 the Skyline Drive-In at Bass Hill had also opened, and within twelve months were joined by additional Skyline Drive-ins at Caringbah and North Ryde. A seventh Sydney Drive-in had opened by the end of 1957, the independently-owned Star Drive-in at Matraville. This one eventually joined

the Hoyts Skyline chain in 1970.

All the Skyline Drive-ins were built to the same basic design and configuration on 10-hectare (25-acre) sites, holding around 700 cars facing a single, massive 36 metre x 24 metre (120 x 80 ft) screen - about the size of an average suburban house block.

The amenities/projection blocks were generally similar, although the layouts of the playgrounds varied from location to location. For instance, Bass Hill and Caringbah both had a scale model train ride in the early days, whereas North Ryde featured pony rides in addition to the mandatory swings, slippery dips and see-saws. Some Drive-ins also featured powered merry-go-rounds. The Chullora Metro Twin had a central amenities block, with the screens at the far north and south ends of the site. The children's playground was not under the screens, like the Skylines, but in the centre, beside the restaurant.



The initial seven Drive-ins were enormously popular with the Sydney movie-going public. The Metro Twin at Chullora took more money than any other Drive-in the world; it was also the only Drive-in that allowed bkie gangs in. On Friday and Saturdays nights there were two policemen controlling the traffic outside the entrance in Waterloo Road. Chullora could get in 6 film sessions on the two screens a night by staggering the start times, and on such a night could have 3,900 cars through the gate. The food sales were enormous; this was the bread and butter of the Drive-in trade. Vast amounts of money changed hands. A weekend would see sales of over 1,630 kg of hot chips.

As Sydney's suburbs grew and further expansion became possible, the single screen Skyline at Blacktown opened in 1964, followed by the

independent Fairfield El Rancho in 1965. Fairfield had been slated for opening in 1957, but the licence changed hands several times, delaying construction. It eventually joined the Hoyts Skyline chain in 1969.

More Skylines were opened at Liverpool and Penrith in 1967, and Warriewood in 1971. A small independent Drive-in opened at Campbelltown (Narellan) in 1973. The final new Sydney Drive-in opened at Parklea in 1977. That made a total of 14 different Drive-ins in the Sydney area.

Television eventually had a major impact on the trade of Drive-in theatres, as did licenced clubs. On TV you could watch a variety of programs at home (in colour after 1975), and at the local club you could get a bumper cheap meal, free entertainment and have a few pre-RBT beers for next to nothing. This led the Drive-ins to what many see as their darkest hour in the mid-1970s, when they ran dusk-to-dawn R-rated programs of either sex or violence, or both, to get the crowds in. It worked for a time, but by running these programs they were alienating the Drive-in's traditional audience - families.

A string of mega blockbuster movies in the late 1970s, such as Star Wars, Grease, Close Encounters and Indiana Jones brought families and crowds back to the Drive-ins, and they enjoyed a brief resurgence. However a new and most serious threat was the introduction of the VCR video cassette player in the early 1980s. Suddenly people could hire and watch the movie of their choice, in the comfort of their own loungerooms, whenever they liked. The Drive-ins were hit hard at a time of ever-increasing demand for houses and land, and spiralling real estate prices.

Sadly, the first to close was the Chullora Metro Twin. It had always remained independent of the Hoyts-Greater Union Skyline chain, so it couldn't benefit from the same economies of scale. It closed in 1979, and the land was redeveloped into a Big W shopping centre and carpark. Likewise, the other independent Drive-in at Campbelltown closed in 1982, and the land was subdivided for housing.

It was inevitable that the Skylines would follow. Frenchs Forest was the first to close in 1984, followed by Fairfield, Liverpool, Matraville, Parklea and Warriewood in 1985. North Ryde and Penrith closed in 1986. Caringbah and Dundas hung on until 1988, after which only Bass Hill and Blacktown were left.

Greater Union dropped the 'Skyline' name and upgraded the two survivors. Blacktown was converted into a twin screen Drive-in in 1984, and Bass Hill was converted in 1988. This gave the public twice the choice of movies on a smaller, closer field for a very small reduction in overall capacity.

Most of the old metal in-car speaker boxes were replaced, firstly by the AM 'Cine-Fi' system that wire-clipped onto the car aerial, then finally by the low-

power FM radio broadcast system that provided quality sound through your car's FM stereo, once tuned to the correct local frequency. The only downer of the upgrades was that the childrens' playground areas and equipment were removed.

Blacktown and Bass Hill survived the 1980s, and 1990s, until real estate and development pressures closed Bass Hill last month. This leaves the Blacktown Twin as Sydney's last surviving Drive-in theatre. Make sure you pay it a visit and keep it alive!

There is one other surviving Drive-in in NSW, the Heddon Greta Skyline on Avery Road between Kurri Kurri and Maitland. It operated between 1966 and 1984, then lay rotting and untouched until it was bought, restored and reopened in 1996 !

It is a similar story in Melbourne, which in its heyday had no less than 20 Drive-ins. Only two exist today; the Coburg Triple, and the Dandenong Lunar. Coburg ran from 1965-84 as a single screen, then lay vacant for three years before re-opening in 1987 as a twin. It had a third screen added in 1995.

Dandenong opened as the Panoramic in May 1956, and closed in 1984. It reopened as the Dandenong Lunar Triple in 2002. Today it is the largest Drive-in in Australia, with three screens and a capacity of 900 cars, compared with 710 at Blacktown. Victoria also has a third working Drive-in at Dromana, on the Mornington Peninsula. There are still two or three Drive-ins each in QLD, SA and WA, but there are none in ACT, NT or TAS.

The USA's former 3,000+ Drive-ins are now down to a couple of hundred, but some old ones are reopening so there's been a bit of a revival recently. The world's largest is the Ford Wyoming Drive-in in Dearborn, Michigan, which has 9 screens and holds 3,000 cars over two adjoining blocks of land. The Thunderbird Drive-in in Fort Lauderdale, Florida, is smaller in area but has 14 screens - 13 of which work. The 14th was damaged by Hurricane Wilma in 2005.

We'd love to hear your Drive-in stories when you took your VW. We love the Drive-in!

Phil Matthews



A day in the life of a dedicated VW enthusiast.

Friday 12th October 2007, 6pm

Wander down to local village pub with eldest son, to wash away the taste of a boring week at work for both of us. Meet up with the usual suspects and catch up with a few blokes.

One huge truckie mate knows that I'm always on the lookout for all things VW, and tells me of a twin cab VW ute he knows of in a small town between Orange and Dubbo (he couldn't tell me if it was a Splitty or a Bay Window) but it had personalized plates on it, and was well known about the town.

Saturday 13th October 2007.

I'd already arranged to deliver a shooting buggy that I'd built for a mate's 12 yr old son to learn how to drive on his property near Wellington NSW.

Job done now I'm on the hunt for this Dual Cab Ute. I lob into this little village, make two

enquiries and locate the fella. Well, what an Aladdin's cave of vintage VWs I have found.

I make a promise to myself not to disclose this bloke's ID, or location, because he's an absolute gentleman, and the collection is the culmination of a lifetime's collecting.

Needless to say I was completely blown away. I'm still shaking my head in amazement just thinking of what I saw.

Coming back to Wellington to hook up with a lady for a late morning tea / early lunch I find my mobile's battery has died, and my car charger is in the other car. So I don't have this woman's surname, no access to the number she had given me, so another woman who has the s...s with me is added to the list.

Stop at a pub for lunch, then off to Parkes to collect a Beetle for a friend in Sydney. From pub to car I start to smell petrol, looked around car and trailer, couldn't see any obvious signs of damage / leakage so continue my journey to Parkes via Yeoval (look it up you'll find it).

Singing my heart out to my favorite tape (old car, no CD) and I notice the petrol gauge is not reading what I think it should be. In fact approaching Yeoval I decide to stop and investigate further, this



time with vehicle running. Ah hah and what do I find but a punctured flexible petrol hose between tank and solid petrol line to engine. Manage to get vehicle and trailer to the only petrol station in town. Jack rear of car up, grab screwdriver and get down and dirty with a leaking petrol line. End up with face full of petrol, cause I forgot even with the engine turned off the line is still pressurized. Lovely lady attendant washes my left eye out with saline solution from their first aid cabinet, rings the local mechanic, who immediately lobs up with two different size diameter petrol hose. Thank Frank profusely, flip him a twenty and tell him to go by a beer or two.

Do my bit for the petrol station and fill up (60 litres @ \$1.48c per L unleaded = \$89) ouch. Then have a beautiful run to Parkes. Locate fella who has the Bug for my friend. Now the fun begins again.

Location of Bug = down beside house. How to access yard = through very narrow metal gateway. So narrow in fact a sidewall of the leading tyre on the trailer is punctured getting through (thank God I'd got the spare fixed last week). Finish loading Bug and bits and pieces, located pub for a quiet one to reflect over what a bugger of a day I'd had.

Pull up outside pub, grab what I need from the car and get out to see a half dozen heads looking through the pubs window at the Bug on the trailer. I enter pub to a lot of smiles and questions, and just about everyone who spoke to me had a humorous story to tell of their experiences with VWs.

I also made a very nice contact in the pub, who may have a lead on a couple of precious bits of Germany's finest on a property out of town. I'll have to wait and see.

Well, now I was on my way home to Orange via Manildra, again happily singing away to the tape only to be surprised about ten minutes later by the sound of a Police siren interrupting my singing (how rude). I pull over and hop out with my license in my hand, and walk toward the nice Policeman shaking my head.

Fortunately this bloke had a sense of humour and I think it must have been close to shift change time, cause he asked me what sort of day I'd had? Needles to say the copper started laughing and shaking his head. His parting comment to me after he put his pen back into his top pocket and jumped back into his unmarked XR6 was a quote from a Kevin "Bloody" Wilson song of about ten years ago: "You've (I've) had an absolute of a day"

The remaining part of my journey was uneventful, got home to unload the trailer in the fading light of day, still smiling upon reflecting on the day's events.

This morning I thought perhaps my many of my Club VeeDub friends may also enjoy a laugh at my expense.

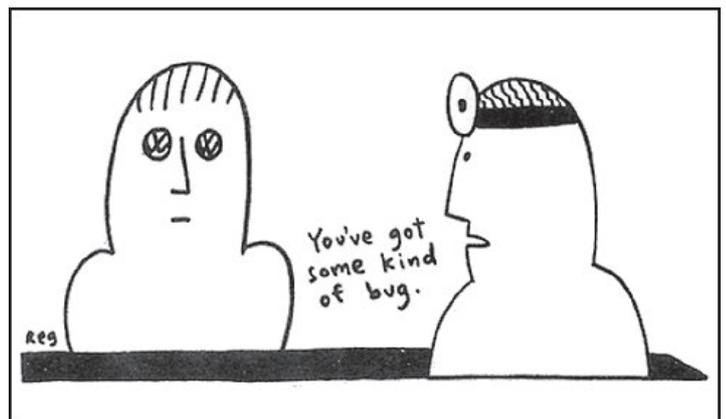
Keep the VW faith.

Peter Macqueen

Odd picture of a VW.

I'm still getting splinters from scratching my head over this one.

Can't explain it...



Xmas Humour 1: Genuine council complaints.

These are cuttings from genuine British council complaint letters:



1. My bush is really overgrown round the front and my back passage has fungus growing in it.
2. He's got this huge tool that vibrates the whole house and I just can't take it anymore.
3. It's the dogs mess that I find hard to swallow.
4. I want some repairs done to my cooker as it has backfired and burnt my knob off.
5. I wish to complain that my father hurt his ankle very badly then he put his foot in the hole in his back passage.
6. And their 18 year old son is continually banging his balls against my fence.
7. I wish to report that tiles are missing from the outside toilet roof. I think it was bad wind the other night that blew them off.
8. My lavatory seat is cracked, where do I stand?
9. I am writing on behalf of my sink, which is coming away from the wall.
10. Will you please send someone to mend the garden path. My wife tripped and fell on it yesterday and now she is pregnant.
11. I request permission to remove my drawers in the kitchen
12. 50% of the walls are damp, 50% have crumbling plaster and 50% are plain filthy.

13. I am still having problems with smoke in my new drawers.
14. The toilet is blocked and we cannot bath the children until it is cleared.
15. Will you please send a man to look at my water, it is a funny colour and not fit to drink.
16. Our lavatory seat is broken in half and is now in three pieces.
17. I want to complain about the farmer across the road; every morning at 6am his cock wakes me up and its now getting too much for me.
18. The man next door has a large erection in the back garden, which is unsightly and dangerous.
19. Our kitchen floor is damp. We have two children and would like a third so please send someone round to do something about it.
20. I am a single woman living in a downstairs flat and would you please do something about the noise made by the man on top of me every night.

21. Please send a man with the right tool to finish the job and satisfy my wife.
22. I have had the clerk of works down on the floor six times but I still have no satisfaction.
23. This is to let you know that our lavatory seat is broke and we can't get BBC2.

Xmas Humour 2: Sporting faux-pas.

Since we are now in the summer sports season, let's take a break from VWs for a moment. Here are some of the finest pieces of commentary that have been aired on radio and TV around the world.

Pat Glenn, weightlifting commentator - "And this is Gregoriava from Bulgaria. I saw her snatch this morning and it was amazing!"

New Zealand Rugby Commentator - "Andrew Mehrtens loves it when Daryl Gibson comes inside him."

Ted Walsh - Horse Racing Commentator - "This is really a lovely horse. I once rode her mother."

Harry Carpenter at the Oxford-Cambridge boat race 1977 - "Ah, isn't that nice. The wife of the Cambridge President is kissing the Cox of the Oxford crew."

US PGA Commentator - "One of the reasons Arnie (Arnold Palmer) is playing so well is that, before each tee shot, his wife takes out his balls and kisses them Oh my god!! What have I just said??"

A female news anchor who, the day after it was supposed to have snowed and didn't, turned to the weatherman and asked, "So Bob, where's that eight inches you promised me last night?" Not only did HE have to leave the set, but half the crew did too, because they were laughing so hard!

Steve Ryder covering the US Masters - "Ballesteros felt much better today after a 69 yesterday."

Clair Frisby talking about a jumbo hot dog on Look North said: "There's nothing like a big hot sausage inside you on a cold night like this."

Mike Hallett discussing missed snooker shots on Sky Sports: "Stephen Hendry jumps on Steve Davis's misses every chance he gets."

Ken Brown commentating on golfer Nick Faldo and his caddie Fanny Sunneson lining-up shots at the Scottish Open: "Some weeks Nick likes to use Fanny, other weeks he prefers to do it by himself."

"He's usually a good puller - but he couldn't get it up that time." - Richie Benaud, Channel 9

"In the back of Hughes' mind must be the thought that he will dance down the piss and mitch one." - Tony Greig, Channel 9

"It was close for Zaheer, Lawson threw his hands in the air and Marsh threw his head in the air." - Jack Potter, 3UZ

"Yorkshire 232 all out, Hutton ill. I'm sorry, that's Hutton 111." - John Snagge, BBC Radio

"The bowler's Holding, the batsman's Willey." - Brian Johnston, BBC

"I was on 99...I got really scared. I pooped my pants, missed the next ball and was bowled." - Brad Hodge, Victorian batsman, on his dismissal in a Melbourne under-12 cricket final.

"Cricket is like sex films. They both relieve frustration and tension." - Linda Lovelace, star of Deep Throat

"Neil Harvey stands at leg slip, crouched, legs apart, waiting for a tickle." Brian Johnson, BBC

Brian Johnston on Dennis Lillee bowling to John Edrich after he'd hit him in the groin: "And it's Lillee now to Edrich, just one ball left."

"The slow motion replay doesn't show how fast that delivery was." Ritchie Benaud, Channel 9

"Ray Illingworth has just relieved himself at the pavilion end." - Brian Johnston, BBC Radio

"If you go in with two fast bowlers and one breaks down, you're left two short." - Bob Massie, ABC Radio

"It's important for Pakistan to take wickets if they are going to make big inroads into this Australian batting line-up." - Max Walker, Channel 9

"On the first day, Logie decided to chance his arm and it came off." - Trevor Bailey, Radio 3

"And Lillee, caught Willey, bowled Dilley...it makes one feel rather silly." - Henry Blofeld, ABC Radio

"It's been a weekend of delight and disappointment for Hughes," said Alan McGilvray to millions of listeners. "His wife presented him with twins yesterday...and a duck today."

"Welcome to Worcester where you've just missed seeing Barry Richards hitting one of Basil D'Oliveira's balls clean out of the ground." - Brian Johnston, BBC Radio

"This game will be over any time from now." - Alan McGilvray, ABC Radio

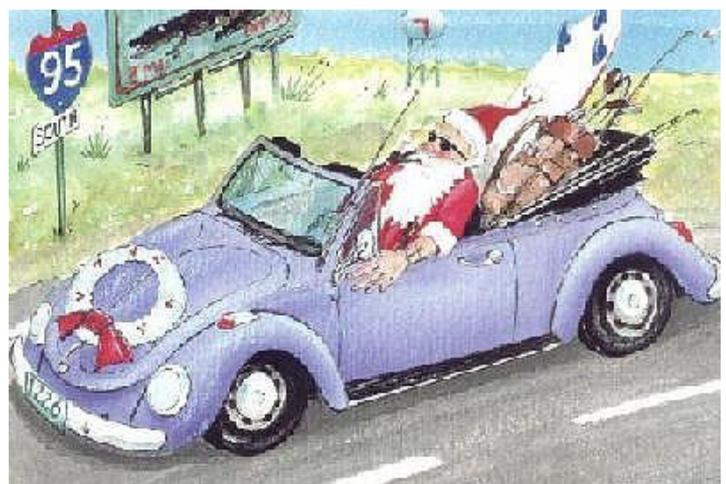
"Glenn McGrath joins Craig McDermott and Paul Reiffel in a three-ponged prance attack." - Tim Gavel, ABC Radio

"Laird has been brought in to stand in the corner of the circle." - Richie Benaud, Channel 9

BBC commentator on a missed chance off Australian batsman Lindsay Crapp: "It was an excellent performance in the field marred only when Harris dropped Crapp in the outfield."

A BBC commentator on New Zealand medium pace bowler Bob Cunis: "Here comes Cunis - his bowling, like his name, neither one thing nor the other."

Simon Specker



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