

Zeitschrift



Santa's sled spotted in Canberra.

December 2008



IN THIS BUMPER XMAS ISSUE:

**VW Motorsport 2008
Melbourne VW Show
The Toy Department
Guide to Car Detailing**

**1955 Redex Trial Pt 4
Old Bar Beach Festival
All the latest VW news
Plus lots more...**



Club Veedub Sydney.
www.clubvw.org.au

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



Club Veedub Sydney Committee 2008-09.

President:	David Birchall david@clubvw.org.au	(02) 9534 4825
Vice President:	Bill Daws bill.daws@bigpond.com	0419 431 531
Secretary and Public Officer:	Bob Hickman hicko@iinet.net.au	(02) 4655 5566
Treasurer:	Martin Fox martin@clubvw.org.au	0411 331 121
Editor:	Phil Matthews philjmatthews@optusnet.com.au	(02) 9773 3970
Webmaster:	Steve Carter clubveedub@alpha.net.au	0439 133 354
Trivia Pro:	John Weston mumweston@bigpond.com	(02) 9520 9343
Book and DVD Librarian:	Joe Buttigieg jpbvw@bigpond.com	0449 291 642
Tool Librarian:	Bob Hickman	(02) 4655 5566
Merchandising:	Raymond Rosch sales@clubvw.org.au	(02) 9601 5657
Raffle Officer:	Christine Eaton	(02) 9520 4914
Vintage Registr:	Leigh Harris leigh@clubvw.org.au	0419 685 738
VW Nationals Committee:	David Birchall Bob Hickman Chris Pascoe Matthew White	(02) 9534 4825 (02) 4655 5566 (02) 9773 1637 0423 051 737
VW Motorsport Committee:	Herb Gutmann Cameron Hart Rudy Frank	(02) 9428 4099 0407 003359 (02) 9639 1002

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Ken Davis	Grace Rosch
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Ray Pleydon	Brian Vanderkly
Mike Said	Danny McFadden
Frank Watkins	Laurie & Wayne Murray

Canberra Committee.

Chairman:	Mark Palmer	0416 033 581
Vice Chair:	Peter Bone	0423 129 744
Secretary:	Bruce Walker	0400 119 220
Registrar:	Ian Schafferius	0434 717 093
Webmaster:	Martin Budden	0432 939 283
Events Members:	Martin Budden, Mandy Conway, Tim Popham	

*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 Sydney 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
PO Box 1135
Parramatta NSW 2124
info@clubvw.org.au

Our magazine.

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

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

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

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

We thank our VW Nationals sponsors:

21 years.

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VW WATERCOOLED SUMMMER RUN!!

**COME & JOIN US FOR THE OFFICIAL
VW WATERCOOLED BBQ BEACH FUN DAY!**

11 JANUARY 2009

MEET AT KRISPY KREME LIVERPOOL 10AM TO START THE CRUISE AT 10.30

WE'LL THEN HEAD OFF TO STANWELL PARK FOR THE DAY

OR YOU CAN JUST MEET US THERE

WE EXPECT TO ARRIVE AT THE PARK BY AROUND 12.30

**THE DRIVE IS BEAUTIFUL, IF YOU HAVEN'T BEEN ON THE SEACLIFF
BRIDGE, IT'S WELL WORTH THE TRIP JUST FOR THE VIEW!**

**THERE ARE BBQS AVAILABLE & ALSO A SMALL SHOP IF YOU'D PREFER
THEIR FISH & CHIPS ARE HIGHLY RECOMMENDED!**

FAMILIES ARE MORE THAN WELCOME TO JOIN US

THERE IS PLAYGROUND EQUIPMENT, THE BEACH & PLENTY OF SPACE TO RUN!

**SO JOIN US FOR OUR ANNUAL SUMMMER
RUN, LET'S MAKE IT OUR BIGGEST YET!!**





BAD
Little
BUG-GERS

V-DUB CLUB QLD INC.

Invites all Volkswagen drivers to



Sunday 15 February 2009

Come one, come ALL to the Bad Little Bug-gers annual event.
All VW's are welcome, big, medium, small – air or water cooled.

If it's a VW – we want to see it!

DETAILS

Cruise Journey: Leaving from Boondall via Gateway,
along the Bruce Highway to the Humble Pie Co.

Cost: \$10 per vehicle, \$15 per Swap Meet with the
first 300 entries receiving a Shannon's Event Bag

Meeting Location: Boondall Entertainment Centre

Meeting Time: 7am **Departing Time:** 8.30am

Cruise Arrival Time: Approximately 10am

**For all enquires, please call Eileen 0411 556 727
or Shaun on 3869 1567**



VW NATIONALS

Sydney, Australia 2009



Saturday 23rd May

Super Sprint

Wakefield Park
Braidwood Road, Goulburn

Sunday 24th May

Show & Shine

Fairfield City Showgrounds
Smithfield Rd, Prairiewood

Contact David Birchall (02) 9534 4825 or david@clubvw.org.au



Proudly sponsored by Volkswagen Australia
www.clubvw.org.au – www.volkswagen.com.au



VW Winter Break

14th - 16th August 2009



Sawtell Beach Caravan Park, Lyons Road, Sawtell NSW

Caravan Park is walking distance from the town centre.
Catch up with your VW friends in a relaxed atmosphere.

Participate in activities or just veg out.

All VW enthusiasts and clubs are invited to attend.

A booking has been made for the entire park accommodation.
This will expire 6 weeks prior to the event, so after that it's
open to non-VW people.

**So call 1-800-729-835 to book a cabin or campsite. You
must tell them that you are with the VW people.**

Campsites have not been booked. You need to book these
ASAP as well.

I have asked that all the VW campers are put together. Please
remind them about this when you book.

**Enquiries contact:
Ray Vanderkly (02) 6658 4422 ah
Steve Carter 0439 133 354**

Von dem Herrn Präsident.

Thanks to our guest speaker at the November meeting, Doreen Butchers from CAMS. Doreen provided all attendees an insight into the workings of CAMS. Hopefully we will be able to have a number of our members gain accreditation so we can run racing events, which we will be holding in the coming years if the support is there.

Don't forget our Club Xmas party meeting on Thursday 18th December at the Greyhound Club. The entrance 'fee' is a wrapped Xmas present, which we will add to the raffle. We want everyone to get a prize, so don't forget to bring a wrapped present for each of your companions too. The club will provide supper, so please come along for a casual evening. If you would like to bring along a child's present could you please indicate its either for a boy or girl and approximate age grouping on the label.

I have started work on the VW Nationals 2009 already and hope to have letters out to sponsors in early January. We have booked the Wakefield Park racing circuit for the Saturday 23rd May for a Super Sprint Day.

If anyone has an outing they would like to plan, please tell us and we will find a free day well in advance.

Wanted - people to write reports on the various VW events they attend. We want to have reports and photos of all the runs and shows, but we're a bit sick of reading Phil's reports all the time. Come on, if you go to a VW event, write us a report and attach some photos. We would like to see your article in the magazine - like Bettina Rosch did last month, and Ken Davis and John Weston did this month. Thanks, people! Phil appreciates your help.

On behalf of the committee I would like to wish you and your families a Merry Christmas and a Happy New Year, and may Santa bring you that rarest of the rare spare for your VW this year. Thanks to all for making 2008 a big year. If you intend to drink please don't drive.

Précis of Committee and General meetings:- NRMA Motorfest, VW run to Stanwell Park, VW Nationals 2009, Sawtell Weekend, Xmas raffle.

Keepon Kruzin,

David Birchall



Kanberra Kapitelreport.

A hearty 'Hi' from the nation's capital, where we are preparing for the holidays and hoping that everyone will be having a good break. We have 2 events left for the year, a BBQ for the opening of the new premises of Canberra VW Centre Belconnen (13 Dec) and we're trialing a Xmas Lights Cruise on Sunday 21 Dec. You can find details of

these events on the website (canberravw.com) or on the local ACT forum (you can get a link from our website).

Our first events for 2009 will be a Cotter cruise (planned for 08 Feb), and our AGM on 23 Feb - come along and have a say in the local chapter! Meeting will be at the Wig and Pen pub in Civic, 7.30pm.

March 09 should see us planning an event coinciding with the Skyfire event on the lake. We also notice that Sydney is having a Drive-In event and there is some interest in possibly cruising to Sydney to join them for this event. 22 March is the Wheels carshow on the lawns of Old Parliament House.

We have also just recently had our revised rules on Concessional Registration passed, all local members who are using this scheme need to ensure they abide by the new rules (they will be put onto our website soon). A huge thanks to our registrar Ian Schafferius for his momentous work in this area.

We'd love to see as many local dubbbers at our events as possible, don't just come along to Autofest each year, support us at the other events! We're here for you all, help us make these events fun.

We would like to wish everyone a great festive season and look forward to catching up with everyone soon.



Mark and Bruce

Wanted: CAMS Official Trainees

Could anybody who is interested in being trained to be a CAMS official please contact Steve Carter, either via email info@clubvw.org.au or by calling me on 0439 133 354 to register your interest.

We may have to move quickly to fit in with available training schedules, so I will need to send out correspondence that would miss the normal magazine mail out.

Klub Kalender.

December.

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

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

January 2009.

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

Thursday 8th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Sunday 11th:- VW BBQ Beach Fun Day at Stanwell Park. Meet at Krispy Kreme Donuts, Liverpool, for a 10:30am cruise. Scenic drive to Stanwell Park via the Seacliff Bridge. BBQ picnic at Stanwell Park or try the local fish n chips. All VWs welcome. See page 3.

Thursday 15th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Monday 26th:- NRMA Motorfest (Australia Day) in Macquarie St, Sydney. Bookings have now closed for displaying your VW, but it is still a great event to visit. Enjoy all the holiday festivities in Hyde Park.

Monday 26th:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

February.

Sunday 1st:- Bathurst Swapmeet at the Bathurst Showground. Gates open 6am, \$3 entry. Contact Mick on 0408 415 525.

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

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

Sunday 15th:- Dubs By The Pie Shop 2008, in Caboolture, QLD. Meet at the Humble Pie Shop, Pumistone Rd, off Bruce Hwy. Phone 041 1556727.

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

Monday 23rd:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

March.

Sunday 1st:- Thirlmere Festival of Steam 2009 at Thirlmere. Bands, dancers, food and drink stalls, fun rides, steam train rides, model railways and plenty of car groups including Club Veedub Sydney. Arrive by 10:00am, street parade at 1:30.

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

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

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

Monday 23rd:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

Sunday 29th:- Old Car Annual Show & Shine at Flower Power, Moorebank. We invite you to bring your classic VW to display. \$10 display entry, \$2 spectators. Gates open 8:00am.

April.

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

Sunday 5th:- Norm's VW Picnic Day at North Head Artillery School. Details to follow.

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

Sunday 12th:- Classic Car Show Day and Easter Sunday market at Robertson Railway Station in the southern highlands. Club VW display area. Free entry from 9:30am. Country Market stalls, vintage machinery, nice wooden pubs. Contact Steve Carey on (02) 4885 2393.

Thursday 16th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Monday 27th:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

May.

Club Shop Monthly Special

Your very own quality metal, custom-made official Club VeeDub Name badge for only \$5



Other Merchandise (Members Price)

\$15 Striped Club Polo Shirt, optional Pocket \$5 Jacquard Club Polo (S/M/XXL) No Pocket
\$15 Set of 4 colour Nats coasters in a sleeve \$10 "Legend" cap or Children's T-Shirt
\$5 The last 2 Marl Grey 2005 Sloppy Joes—Size 5XL only

All club merchandise is available to club members at a discounted price.

Email your enquiries or orders to Raymond at sales@clubvw.org.au and you can pay securely online with your credit card, or direct deposit into the clubs account.

Saturday 23rd:- VW Nationals Supersprint at Wakefield Park racetrack, near Goulburn. More details to follow.

Sunday 24th:- VW NATIONALS 2009 at Fairfield Showgrounds.

August.

Friday 14th to Sunday 16th - VW Winter Break at Sawtell. Participate in activities or just veg out. Bookings for cabins and campsites need to be made ASAP. Phone the caravan park on 1-800-729-835 to make your booking. All VWs welcome.

Marktplatz.

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

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

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

New Ads.

Wanted:- 2nd-hand Beetle roof rack, to fit '74 Beetle. Sydney area. Call Sarah on 0411 375 301

For Sale:- 1979 VW Golf Diesel. In very good condition, metallic bronze paint. New tyres. Rego'd until 5/2009. Manual. 300,000 km. \$5,000. Car is in Rockhampton. Phone Ross on 0407 136271 or email rammak@cqmrt.com.au

For Sale:- 1971 VW Notchback, 1600 cc engine, new brakes, light green original paint, tow bar, registered until Feb 2009, asking \$3200 ONO. Contact Salvador on (02) 9920 3519 or 0403 536446 Blacktown.

For Sale:- VW Kombi and Beetle parts:
Kombi Muffler \$100.00, Tow bar \$80.00, Twin carbies, 1600 cc engine, IRS gearbox, 4 x stud 14" chrome wheels, early Beetle towbar, front seats etc
Contact Salvador on 02 9920 3519 or 0403 536446 Blacktown.

For Sale:- 1954 and 1955 Oval Window Beetles, that's right one of each, original condition, one has a

40HP motor. \$5000 ono each. Call Don on 02 6355 2037

For Sale: - 1967 VW Beetle. Restored 1967 VW Beetle - 12volt and 1600cc. No rust. Rego till July 2009. Runs perfectly - just had a full service worth over \$2500. Roof racks, venetians, cd player, very nice interior, runs like a dream. Only used on weekends. \$7500 ono
Contact Debora Gallo - 04013005980 or debgallo@tpg.com.au

For Sale:- VW Golf VR6. 1997 model, 5-door hatchback. Auto trans. Air conditioning, maroon/black leather seats. Alloy wheels. CD/radio. Full history. Immaculate condition. Only 98,900 km. Please phone me for more information on 043 0442790.

For Sale:- 1974 Karmann Beetle Cabriolet. 'Lily' is looking for new parents. She is very fussy and hoping to find parents who will love and care for her. She was completely rebuilt from the ground up in 2005. She is a fine example and has won many awards in her short show career including VW Nationals and Flat 4 Shootout. Lily also starred in the August/October 2006 edition of VW Magazine Australia. Her features are Empi 8 spoke wheels and numerous other extra touches including a Hans Klaack built 1776 engine. The reason for selling is a lack of time and garage space. If you would like a photo email chrispascoe2@bigpond.com

The car is located in the South Western suburbs of Sydney. Expressions of interest over \$20,000. Please no time wasters.

For more details contact Chris on 0409 659 118.

For Sale:- VW Golf, 2000 model. 5-speed, air conditioning, power steering. 2-litre engine. White with charcoal interior. Log books, well maintained. Rego until

11/2009 (AV-94-RC). \$8,500. Phone 0418 810171.

2nd Month Ads.

For Sale:- 1974 Kombi. Camper conversion: cabinets, fridge, bed, curtains. 2-litre engine, front and rear bull bars. New brake master cylinder/wheel cylinders. Upholstery by AAB Katoomba. Original VW Camping annex. Very solid, no rust; dark blue respray. Rego til Sept 2009. \$6000. Call Chris or Annie in Lithgow on (02) 6351 4161 or 0412 726 901.

For Sale:- 1994 Audi 80. Manual, navy blue. Air con, rego until 10/09 (QIN-345) . Good condition. Would make comfortable daily transport. \$3,500. Phone 0431 292437.

For Sale:- VW Caravelle GL 1990 7 seater, automatic. Rego **04/09/2009**. Only 2 lady owners since new. Metallic blue,, blue/grey interior, original VW alloys, near new tyres, electric mirrors -windows and dual glass sunroof, central locking, alarm, factory tacho, cd player, alloy bull bar with driving lights, tow bar, new window tint, service history. serviced by VW specialist, 48,000km since full engine rebuilt, runs like new, very original Caravalle. Reluctant Sale \$7250 Kellyville. Please call George on 0409 710 684

For Sale:- 1963 Classic Beetle: Engine, gearbox and brakes reconditioned. Converted to 12 volts. New windows and doors rubbers. New Paint and many many more. Must sell due to another project.
Regn No: AA 57 ZG \$6,900.00 Phone Laurie Toscano, Nelson Bay (02) 4981 1779

For Sale:- VW New Beetle Convertible, 6-speed auto, harvestmoon beige leather, all the options. Rego NXE-74M. \$24,900 ONO. Phone 0408 684869.

For Sale:- 1956 VW Beetle, Oval window, Modified needs restoration, 1914cc motor Twin Dellorto carbs. Engineers Certificate. Spare IRS floor pan. Bonus 1600 Twin port, 1300 engine, Original motor & gear box. Also spare parts. Must be sold. \$4,700.00 Phone Trevor 0437 806 040

For Sale: Various VW parts:

1960 floor pan with 1500 front end disk brakes 4 stud +T3 rear brakes - \$450.00
New 4 stud mags with tyres 2x 195/65r15 95h + 2x 215/60r15 94h - \$1600.00
T1 muffler new - \$120.00
Recon swingaxle gearbox - \$1000.00
1956 beetle body with new heater channels with doors and bonnet no deck lid - \$500.00
New car bra for T3 pre 69 - \$150.00
T1 gearbox s/axle - \$60.00
T1 gearbox irs - \$80.00
Rear guards T3 notch & fastback - \$25.00 each
Bonnet Type 3 - \$25 each
Type 3 doors - \$25.00

Continued on page 13



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Club Veedub Sydney Membership / Subscription Form.

New Member: Renewal:

Name:

Address:

State: Postcode:

Email:

Phone: (BH)
 (AH)
 (Mob)

Occupation:

Which of the following activities are you interested in? Please number in order:

- Cruises and observation runs
- Show n Shines, Concours
- Swap meets (VW parts)
- Social days and/or nights out
- Drag or track racing
- Meetings and tech talks
- Other (you tell us!):

Trades and services directory.

Trades and services directory.



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Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

Year	Type	Model	Engine Size	Rego No.	Colour

Please enclose a cheque or money order for \$40.00, payable to Club Veedub Sydney, and post it with this form to:

Club Veedub Sydney,
PO Box 1135
Parramatta NSW 2124

You will receive 12 issues.

Trades and services directory.

Trades and services directory.



V Wing Country
ABN 92 003 268 933

50 Princes Street
Riverstone NSW 2765

Ph: (02) 9627 6209

Peter

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



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For club T-shirts, jackets, hats, sloppy joes, mugs, etc.
Contact Raymond Rosch
(02) 9601-5657 or
sales@clubvw.org.au

Note:- We accept Direct Deposit and Secure Credit Card payments for ads, sponsorship, etc. (There is a small fee for CC payments)

H/backed bucket seats front & rear T1 - \$70.00 all
1300 T1 motor case - \$50.00
T3 front & rear bumpers - \$45.00 each
New sun visors T3 - \$40.00
T1 head lining 1951 to 57 original - \$50.00
Contact John on 02 69738814

Looking for a used Volkswagen? For Inchcape dealer-supported pre-loved Volkswagens, see www.usedvw.com.au

For Sale:- VW Golf Mk3, 1998 model, red, 4-cylinder 2-litre engine, 5-speed manual. 150,000 km. Rego until January 2009. AGN-15L. \$6,000 ONO. Phone 0408 650125.

Donna the Xmas VW.

This year's Christmas display, by Bruce in Canberra, stars 'Donna' the Beetle-sleigh, constructed for this year's Xmas lights. Bruce bought the incomplete Beetle as a parts donor, and decided on a good use early

for the passenger side of the Beetle. It was working lights - headlamps, taillights and blinkers. 'Donna' will be used each year in the family lights display, but he just needs to find somewhere to store it for the other 11 months of the year! The Beetle is now only about 30 cm wide, so it's not as hard to handle as a full car.



GTI Pirelli lauched.

Volkswagen's most powerful Golf GTI – the limited edition Pirelli model – has been released in Australia.

Instead of the current GTI's 147 kW, the new car has been further developed to 169 kW. A top speed of 245 km/h is within the car's capabilities. The turbo-FSI engine propels the GTI Pirelli to 100 km/h in just 6.6 seconds from a standing start.



The Golf GTI Pirelli is proof today of the potential in combining petrol direct injection and turbocharging. Its turbocharged direct-injection petrol engine is currently the most powerful four cylinder engine available from Volkswagen. The front-mounted transverse engine is shifted by a standard six-speed Direct Shift Gearbox (DSG). The 16 valve four cylinder with 1,984 cc displacement outputs its maximum power of 169 kW at 5,500 rpm. Its maximum torque of 300 Nm is available over a large speed window – from 2,200 to 5,200 rpm.

“Power is nothing without control”, says Pirelli. Volkswagen sees it that way too. Chassis, brakes and ESP combine for a well-balanced safety package that can even perform masterfully on the North Loop of the Nurburgring race track.

But things do not really get rounded out until the tyres come into play. That is why Pirelli is contributing a new high-performance tyre to the project: The latest generation of P-Zero tyres. The material mixture and tread pattern of the 225/40 P-Zero were designed to benefit handling, braking, ride comfort and aquaplaning properties.

The tyres are wrapped around Pirelli alloy wheels, coated with a titanium-coloured paint. The alloy wheels measure 7.5x18 inch.

Bumpers and side skirts painted in the body colour visually set the Golf GTI Pirelli apart from the normal 147 kW GTI. A plate with the Pirelli signature on the right side of the tailgate is a reference to this exclusive Golf GTI. In its side profile, the new car has standard tinted rear windows, and another Pirelli signature can be seen on the C-pillar of each side.

The GTI Pirelli also stands out from the rest of the model series with its refined interior. The standard GTI seats developed by Volkswagen Individual were upgraded to perfectly customise them for the GTI Pirelli. The anthracite coloured lateral supports, seatbacks, head restraints and centre armrests are upholstered in leather

(“Vienna” type); yellow decorative seams provide a fine visual contrast. But the real highlight is the centre seat panels. They are not made of the usual GTI “Interlagos” diamond pattern, rather of a breathable and very luxurious anthracite micro fibre with a tyre tread pattern embedded in the micro fibres. There is yet another accent in the front head restraints. Where the “GTI” letters are usually found, in this car the lettering is “Pirelli” throughout.

“Pirelli” equipment features also include heated seats, electrically adjustable lumbar supports in front, and all-leather centre armrest in the rear.

The leather sports steering wheel and parking brake grip have been retooled to match the top sports seats: They also have decorative yellow seams. In addition, the steering wheel with ergonomic hand recesses, a metallic GTI emblem on the vertical spoke and perforated leather supports combine to deliver a sporty driving style.

The Golf GTI Pirelli is available at Australian Volkswagen dealerships now.

Recommended Retail Pricing:

Golf GTI Pirelli (3-door)	\$47,490
Golf GTI Pirelli (5-door)	\$48,990

Passat CC set for 2009 Australian release.

Volkswagen's new Passat CC has enjoyed success since its European launch in May. Its fully independent body design, four sporty individually sculpted seats, impressive powertrain systems and technology worthy of the luxury class, meld together to offer a unique choice in its market segment (medium > \$60,000). The new Volkswagen Coupe embodies the concept of a sporty coupe in a stunning four-door package which does not conform to the mainstream.

The new Volkswagen Coupe reveals itself as being an exceptionally comfortable and elegant vehicle inside. Small details can have tremendous impact such as the new design of the instruments with chrome bezels; instruments markings and numbers are not backlit in the Volkswagen Blue, rather they glow in a white light.

When the ignition is started the instrument pointers all briefly peg to their maximum positions. For



added dynamism, the suspension has been lowered by 15 mm but as its name suggests - Comfort Coupe - there is no compromise in ride quality.

The coupe measures 4,796 mm in length, 1,856 mm wide and is just 1,422 mm high.

The radiator grille makes the front end of the Passat CC more dominant than any other Volkswagen. The rear end of the Passat CC has large format dual taillights to produce an unmistakable visual image, day and night. A rear spoiler that has been very stylishly worked into the modulation of the boot lid reduces air turbulence and generates greater downforce.

Due for a local launch in early 2009, the Passat CC will be available with either an efficient TDI diesel producing 125 kW and 350 Nm of torque or a direct injection 3.6-litre V6 petrol engine which produces 220 kW and 350 Nm of torque. Both engines come paired with six-speed DSG transmissions, which feed the power to either the front wheels in the TDI or via all four wheels in the 4MOTION equipped V6 petrol.

The Passat CC will be well equipped with luxurious features designed to cosset the driver and passengers. Four individual sports seats covered in Napa leather with inbuilt seat heaters for both front and rear occupants, 3 spoke leather multi-function steering wheel with gearshift paddles, climate control, brushed aluminium decorative interior trim and 12-way power adjustable front seats are just some of the extensive list of standard equipment. To ensure optimum safety and control, the Passat CC will also come with Electronic Stabilisation Programme (ESP), eight airbags, front and rear parking distance sensors and Adaptive Chassis Control. In addition to the extensive array of standard features, the Passat CC will also be available with unique optional features like Adaptive Cruise Control (ACC) and Park Assist.

The Passat CC was recently shown for the first time in Australia at the Sydney International Motor Show, where it received rave reviews. Full pricing and specifications of the new Passat CC will be released at the new car's launch next year.

Tiguan in demand.

Success is working against the new Volkswagen Tiguan. Demand for the compact SUV has created the second-biggest model waiting list in Australia in 2008. The wait for the Ferrari California is more than two years, but fans of the Tiguan could still be waiting for close to a year, and even a basic car is a three-month wait.

It's a repeat of the delay that occurred for Volkswagen's new Mk5 Golf GTI in 2005. The car was so popular the waiting list stretched for more than a year. The GTI is still the most popular single model in VW's Australian line-up, although the Tiguan could eventually close the gap.

And the popularity of the SUV is working against Volkswagen Group Australia, which promised there would not be a repeat of the GTI disaster and that it would have enough stocks to prevent any significant backlog.

"We were aware there would be a waiting list and we warned people about that," Volkswagen Group



Australia spokesman Karl Gehling says. "We have extra stock for 2009 and that's greatly reduced the waiting list. We have certainly seen an easing. Things should get easier next year."

But Gehling admits there was a problem with significant delays after the Tiguan arrived in Australia earlier this year.

"It was up to nine months for a while, but that would have depended on the model and specification," he says. "But we have additional stock. The most anyone should be waiting now is four months."

He puts the problem down to the staggered model introduction, as the Tiguan was launched only with a turbo-diesel engine before the two petrol models arrived.

"It was a case of availability, particularly with the diesel in June," Gehling says. "We chose to launch with the diesel and knew there would be a delay with petrol models. We got our additional launch stock and now we're chasing extra vehicles."

Gehling says the global economic slump could work in favour of Tiguan buyers in Australia, as supplies of the SUV could become more plentiful if demand in other countries falls. VWGA is already chasing possible sources for extra cars.

He predicts the end of significant delays for the Tiguan in 2009, even though the Golf GTI delay was more than a year.

"To this day, demand for the GTI is unusually high. Australia has almost double the order rate for GTI as the rest of the world. It's about 25 per cent of our Golf sales in Australia, and globally that figure is about 13 per cent. It's been an incredible success."

VW's old importers.

The worldwide economic downturn is starting to impact local distributors.

Inchcape Plc, the UK-based global car retailer that imports Subaru cars to Australia, is one of the first local distributors forced to slash about 70 jobs across its Australian network. Fortunately, this will not affect Volkswagen's position in Australia.

Inchcape used to be the Australian VW importers, having secured the Australian VW business by taking over Ateco/TKM in 1992. Inchcape imported VWs into

Australia until 2000, when the German Volkswagen AG parent company purchased the entire Australian VW operation, and created today's Volkswagen Group Australia, a much more successful enterprise.

Apart from Subaru Australia, the cuts have affected all Inchcape businesses in Australia, including AutoNexus, Inchcape Automotive Retail and Inchcape Automotive. Inchcape says its action applies to all major markets, with the main impact on the UK where the new-car market fell 18.8 per cent in three months to September 30.

"In light of slowing economic conditions, Inchcape Australia Ltd has confirmed several retrenchments across all business units but will not be publicly releasing specific numbers," its statement says. Although Inchcape shares in the UK have recently taken a battering, company executives remain confident in delivering strong pre-tax profits this year and next.

It is not alone in the global car crunch, with General Motors, Ford and some of the top European carmakers being forced to make cuts to production and jobs.

Many analysts are also predicting heavily leveraged new car dealerships face trouble over the next 12 months. Inchcape, which has extensive UK dealerships, has also been forced to cut jobs at its London HQ.

The news comes after a wholesale collapse of new car sales in the UK, with new car registrations hitting their lowest levels in 17 years. UK chief executive Andre Lacroix said Inchcape's trading conditions had deteriorated significantly.

Inchcape employs 17,000 people in 25 countries. The company has also seen a slowdown in Europe and is also expecting demand to slow in Asian markets such as Hong Kong and Singapore. Inchcape's UK headquarters says trading conditions will remain difficult for the rest of 2008 and next year.

"As a consequence we expect our underlying results for 2008 to be below consensus, and for 2009 to be significantly below our previous expectations," it says.

Inchcape took VW's annual Australian sales from 418 in 1992 to 6,214 in 1999, but this is a long way short of the 27,400 VWs sold in Australia last year. Inchcape no longer controls VW in Australia, and it is for the best that VW's Australian operations are now fully VW-owned.

Golf 6 gains 5 NCAP safety stars.

The independent testers at EuroNCAP put the new Golf through a series of rigorous tests. The result: five stars, the best result available.

The Golf, with over 26 million vehicles sold, is not one of the most successful vehicles in the world without reason: its diversity and quality are legendary and have made it a safe choice for over 30 years. With every detail perfected, the sixth generation is now setting new and higher standards for the whole Golf class. It is the best Golf ever built. It is 'Das Auto', and embodies the worldwide brand Volkswagen like no other vehicle.

This excellent position was certified for the safety



features of the new Golf in the most recent EuroNCAP-test: it achieved a phenomenal 36 of 37 possible points, and was awarded five stars for occupant protection. It received four stars in the category of child safety and thus achieved the highest possible number of points for biomechanical values. With three stars for pedestrian protection, the new Golf is, according to the ADAC, "a car with one of the best levels of pedestrian protection available".

The Golf is fitted with a complete safety package as standard. A further improved safety body structure, seven airbags including a knee airbag for the driver and an innovative head restraint system for the driver and front passenger. Rear side airbags are also available as special equipment. Furthermore, the Golf is the first Volkswagen to have a 'seatbelt fastened' detection system for the rear seats. The standard ESP with brake assist function provides additional driving safety. Additionally, a new sensor concept for crash detection has been introduced with the Golf. The development of this so-called 'crash impact sound sensing' system was awarded the innovation prize in Bavaria in May 2008.

The new Golf has been released in Europe and will be available in Australia in mid-2009. The new VW Golf GTI will be in production by mid-2009 and will be released locally in late 2009.

VW '1-litre' car coming.

In the early 1990s, Volkswagen produced a concept vehicle that derived its name from its stated goal of using just one litre of fuel per one hundred kilometres travelled. The original concept car actually beat its lofty goal rather handily, as it managed to achieve a miserly 0.83 L/100 km in testing. Much of its amazing fuel-saving capability stemmed from its mere 300 kg curb weight. The '1-litre' concept featured a single cylinder engine and a 1+1 seating arrangement down the centre of the car.

Now, a production version may be on the way by 2012. While the one-cylinder petrol engine is likely to be replaced by a twin-cylinder turbo-diesel with hybrid drive, the carbon fibre construction and canopy-style roof are likely headed for production.



As you'd expect, such technology and carbon-heavy construction isn't going to come cheap. To offset part of the cost, Volkswagen will look for some government assistance for purchasers of the limited edition machine, though it could still be sold at a loss. Safety features like airbags, anti-lock brakes and stability control won't be lacking, but convenience items like air conditioning may be optional. In that case, we'd recommend being really comfortable with your passengers in the rather close-knit quarters.

'Dakar' 2009 Race Touareg taking shape.

The 'Dakar' Rally 2009 promises to be the most demanding test yet for the Volkswagen Motorsport team, as it prepares to take on some of the harshest and most challenging terrain on the planet with four examples of the Race Touareg 2.



The four factory-fielded Volkswagen Race Touareg 2 models will be piloted by Spaniard Carlos Sainz and his French navigator Michel Perlin; Giniel de Villiers (South Africa) and Dirk von Zitzewith (Germany); Mark Miller (USA) and Ralph Pitchford (South Africa) and Dieter Depping partnered with fellow German Timo Gottschalk.

The racers, powered by a 2.5-litre TDI diesel engine producing 210 kW, were constructed at Volkswagen Motorsport in Hanover, Germany. From there, working to a tight deadline of 15th November, the support and service trucks, plus parts and equipment needed to compete in the

world's toughest motor sport event, were transported to Le Havre, France, for scrutineering on 26th November. Then the entire team was shipped to South America.

For the first time in the event's history, the 2009 race will take place across the South American continent, rather than in Europe and Africa. In fact, it will not visit Dakar at all. Starting in Buenos Aires, Argentina, on 3 January 2009, and covering more than 9,000 gruelling kilometres over 15 stages, the teams will travel through Argentina and Chile from the Atlantic to the Pacific coasts and back again.

The stages include passage through the Atacama Desert, the driest desert in the world with the highest dune fields, along with two crossings of the Andes encountering altitudes of up to 4,600 metres. In preparation for these extreme conditions, both man and machine have been specially prepared. The drivers have completed altitude training in the European Alps, while the 2.5-litre TDI engines have been subjected to thousands of kilometres of extensive durability testing in an environment chamber, designed to simulate extreme altitudes.

The constantly changing landscapes and varying terrain along the route are not only an extremely demanding test for the vehicles, drivers and co-drivers, but they also provide a new set of challenges for the technicians and engineers in terms of vehicle set-up and maintenance.

The Race Touareg 'Dakar' prototype has scored nine wins over 24 events and 29 podium finishes. With two victories and a second place in three races during 2008, the Race Touareg 2 is one of the most successful cars of the year, and each of the teams are hoping to build on this success in 2009.

Up! to be front-drive.

Volkswagen is working hard to make the Up! concept car a reality, but the technological challenges of a rear engine, rear-wheel-drive car are proving to be more daunting than expected. The VW engineering team is reportedly having trouble producing a low cost rear-engine layout.

"It was not fully thought through as a concept," says VW design engineer Klaus Bischoff, "and it may yet be front-wheel drive because of cost and aerodynamics." It turns out that, being tall and rear-engined, the Up! is



unstable in crosswinds in a way which might have been acceptable to buyers of an original Beetle, but isn't acceptable now. There is also a problem with getting enough cooling air to the engine, trying to accommodate a radiator in the Up!'s nose and transferring coolant through the car.

"We'd have had to make dramatic design changes to make it work, so it's better to use front-wheel drive and get back to the original look," Bischoff says. "It will have an interior that will be unusual – we're deeply into metal-sheet doors.

"By the time the Up! comes, a lot of product will have been renewed and there will be a feeling of functionality. The Up! will fit well." In spite of the problems engineers are having, VW executives say they are confident any difficulties will be overcome. Many fans are hoping that means we can still expect the inexpensive hatch to be driven by the rear wheels, just like the original Beetle. Then again, the Golf and Polo have proved that small cars can be fun *and* driven by the front wheels, and as long as the Up! is cheap, efficient, and adorable, there will be plenty of buyers.

Polo to be sold in USA?

The Rabbit (Golf Mk5) is currently the most fuel-efficient petrol-powered vehicle in Volkswagen's US range, getting around 9.0 L/100 km on the EPA's combined city/highway cycle. But Volkswagen wants something better for the US market. Speaking with Bloomberg, VW CEO, Stefan Jacoby revealed that the automaker is considering bringing a subcompact vehicle, similar to the Polo, to the USA for the first time.



With the Toyota Yaris rated at 7.3 L/100 km and the Honda Fit coming in at 7.6 L/100 km (combined city/highway), Volkswagen is hoping to meet or exceed the competition. While it's unlikely that the current Polo will be seen on U.S. shores any time soon, it's expected that the next generation will be available in the States in 2010 when the new Jetta is released, followed by a new midsize sedan that will replace the Passat.

The additions and revisions to VW's product line is an effort by the automaker to boost annual US sales to 800,000 units by 2018, nearly tripling the 230,571 vehicles it sold in 2007. VW is also looking to build a new engine plant in Mexico.



A better DeLorean.

With the DeLorean from 'Back to the Future' recently voted the most popular film car of all time (see Zeitschrift, August 2008), ahead of Herbie the Love Bug, it is only fair that Volkswagen enthusiasts do something about this injustice. And they have.

A UK VW enthusiast recently constructed a new 'Back to the Future' time machine from a 1989 Mk2 VW Scirocco. It has working 'disco' light tubes along the sides and roof, flashing dome lights and electronic sound effects. The rear hatch has twin 'turbo boosters'. The dash has a working digital year-month-day time machine display. It even has fake California 'OUTATIME' number plates.

The 'better' DeLorean was built to support and promote a primary school play, but the Flux Capacitor and time circuits have not been tested, nor does the Scirocco's engine produce 1.21 gigawatts (but then the DeLorean's didn't either). However stepping into the Scirocco is a trip right back to 1989.

Real-life DeLoreans (1981-82) had a chassis based on the Lotus Esprit, and a French-designed Renault-Peugeot fuel-injected 2.8-litre V6 producing 150 kW for Euro-spec cars, but only 110 kW for catalytic converter US models. The best Mk2 Scirocco was the GTX 1.8 16V, which produced 104 kW. One tenuous real-life connection between the DeLorean and the Mk1 VW Scirocco is that



Giorgetto Guigiaro designed both of them (and the Mk1 Golf too). However, he didn't design the Mk2 Scirocco – that was done in-house by VW.

VW EcoRacer concept.

At the Los Angeles Auto Show earlier this year, Volkswagen displayed its latest mid-engined sports car concept vehicle – the VW EcoRacer, proving that the automaker was still kicking around the idea of a lightweight, affordable roadster for the masses.



This newest concept aims to be a budget alternative to the Lotus Elise, balancing performance and fuel economy in a low-cost package. Sources suggest that the coupe will feature either a 125 kW 1.4-litre TSI petrol engine, or a 95 kW 1.6-litre TDI engine, mounted amidships and sending power to the rear wheels via a seven speed DSG gearbox.

If and when the production version debuts in 2011, the coupe's curb weight is pegged at just over 1,000 kg, allowing it to run to 100 km/h in under seven seconds, while still returning over 4.5 L/100 km.

Abt-modded Passat CC.

The abbreviation "CC" stands for 'Comfort Coupé', an elegant 4-door vehicle. "But who says that a Comfort Coupé mustn't be sporty?" asks Hans-Jürgen Abt. The managing director of German tuning company ABT Sportsline is enthused by the curved lines of the Wolfsburg vehicle, but thinks that "a bit more power would definitely suit" this stylish car. That is why the renowned Kempten-based tuner now offers an extensive program for the Passat CC.



The 1.8-litre TSI goes up from 120 to 150 kW; the 2.0 TSI from 149 to 180 kW; with the diesel versions up more conservatively from 105 to 127 kW and from 127 to 142 kW. Suspension upgrades and a choice of wheels in 18-20 inches are also thrown into the mix, with a visual upgrades package to follow. More details at www.abt-sportsline.de

VW to join the World Rally Championship?

Ever since 2006, when Peugeot, Skoda and Mitsubishi pulled their factory works teams out of the World Rally Championship, the WRC has been desperate to attract another major automaker back to reinvigorate the series. Emerging reports suggest that Volkswagen has been inquiring about joining the championship after the company's motorsport chief Kris Nissen visited the Finnish rally in August to meet with series officials and team leaders.



Despite being one of the largest automakers in the world, the Volkswagen Group's racing division is proportionately very small. Audi's programs in Le Mans-class prototype racing and German touring cars (DTM) stand out as the biggest exceptions, while SEAT campaigns Leons in both the British and World Touring Car Championships, and Skoda in the production-car-based Intercontinental Rally Challenge. Nothing in Formula One, Group A, SCORE, NASCAR or the WRC.

The Volkswagen division itself only dabbles in racing periodically, with the Race Touareg in Dakar, and the Scirocco GT24 at the Nurburgring enduro, in addition to its low-level Formula 3 program. However, the top-tier World Rally Championship would give Volkswagen a chance to claim honours against Ford, Subaru, Citroen and newcomers Suzuki, as well as the privateer teams. Fiat and Renault have also been touted as potential additions to the WRC roster. However, only time will tell which automakers will take the big step up.

The World Rally Championship began in 1973 and has been won by Lancia a record 10 times. Finnish drivers Juha Kankkunen and Tommi Makinen have both won the Drivers' Championship four times, while this year it looks

like French driver Sebastian Loeb will win it for a record fifth time (for Citroen). Audi won the World Rally Championship twice with the legendary Quattro, in 1982 and 1984, while Hannu Mikkola (1983) and Stig Blomqvist (1984) won the Drivers' Championship in Audi Quattros. Audi withdrew from the WRC when Group B supercars were banned in 1986, and the VW Group has not participated since.

VW China to overtake Germany.

Volkswagen Group expects to sell more cars in China than in Germany this year, for the first time ever, making China the No.1 market for the VW company. Despite slowing growth, VW group is on track to sell more than 1.05 million units in China in 2008, slightly more than the number it will likely sell in Germany.



“The 1,000,000 figure is still on,” said Jörg Mull, executive vice president of the finance department for Volkswagen Group China. “The market will hit at least 15 percent growth this year, even though overall Chinese growth has slowed a bit.” Mull was speaking at an event to promote Volkswagen as an Olympic Games sponsor.

VW sold 531,614 cars in China in the first half, up 23.2 percent versus a year ago. VW sold 534,390 units in Germany, an increase of 3.7 percent. VW officials expect China to top Germany by the end of the year.

VW sells VW, Audi and Skoda cars in China, where it is the market leader with a 19.1 percent share. Following recent years of decline, VW has turned its business here into a profit centre, thanks largely to the success of its Project Olympia restructuring. For many years, for example, there have been two Volkswagen companies in China – Shanghai Volkswagen and FAW Volkswagen.

Under Project Olympia, VW worked on its brand positioning, cost, sales and marketing and product line-up. VW will launch 12 to 14 new models in China in the next two years. Between 2005 and 2008, the automaker launched 11 new models.

The automaker doesn't expect the pace of the total market to weaken anytime soon. VW officials forecast a doubling of the market within the next 10 years – from 5.6 million units to 10.3 million by 2018.

Passat CC Gold Coast.

Volkswagen has used the occasion of this year's world-famous Pebble Beach Concours d'Elegance in Monterey, California, to unveil its new Passat CC Gold Coast edition. The most obvious change that sets the CC Gold Coast apart from more plebeian CCs is the tri-coat paint – DuPont's 'Pepe Pepper' to be specific, which reportedly has gold, brown and silver tones all mixed in for your ocular pleasure.



Of course, such a high-end exterior colour must be paired with an equally special interior hue, and in this case it's leather done up Starbucks-style in 'Latte Macchiato Cornsilk' with Bronze Piping on the seats, and matching accents on the dash and door trim. Also on the spec sheet are 19-inch propeller style wheels that fill the wheel arches rather nicely. A unique ground effects package rounds out the visual mods.

Under the bonnet is the familiar 3.6-litre TFSI engine with 210 kW and 360 Nm of torque, mated to VW's stellar DSG double-clutch 6-speed automatic transmission. The regular Passat CC is arriving soon on the US market with a starting price tag around \$US27,000, but no details on the availability or pricing of the Gold Coast edition have been released yet.

Brooke Shields sells the VW Routan.

In what could very possibly be the worst automobile-related TV commercial ever made, Volkswagen of America has somehow convinced actress Brooke Shields to promote its new (at least to US VW showrooms) Routan minivan.

The Routan is sold only in the USA, and came about from a partnership with Chrysler. Rather than selling the European VW Caravelle, Multivan, Sharan, Touran or

Witness the most important story
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Watch the Routan Boom story ▶



Caddy Maxi Life people movers to Americans, VWoA chose instead to sell a badge-engineered Chrysler minivan. The VW Routan is a Dodge Grand Caravan or Chrysler Town and Country minivan, with Chrysler engines and drivetrains, but with a slightly different nose and 'VW' badges. It was designed in the USA and is built in Chrysler's factory in Ontario, alongside the Dodge and Chrysler minivans.

Apparently, what the American people want is a badge-engineered Volkswagen version of the Chrysler minivan platform. In the extended commercial, Shields attempts to explain with a straight face that Americans are getting pregnant just so they can buy a Routan and enjoy its German engineering.

Except that it's not German engineered (unless you count the fact that Daimler was still married to Chrysler when the van was developed). We certainly don't. Sure, the Routan's Chrysler suspension was probably tweaked by Volkswagen, and it's got softer styling up front to differentiate it from its Mopar brothers, but those credentials are not enough to call it 'German engineered'.

It's likely that the Routan is a perfectly fine minivan, maybe even markedly better than the Dodge Caravan and Chrysler Town and Country, but does VW honestly think people won't realize it's true origins? To watch the absurdness unfold, do a YouTube search on 'Routan' and 'Brooke Shields'.

BlueMotion 7-seater.

Volkswagen's BlueMotion range of vehicles has expanded with the addition of the Touran and Sharan people carriers – which are among the most efficient seven-seater vehicles on the market.

BlueMotion represents the most efficient model in each of Volkswagen's passenger car ranges and combines a series of small changes to the vehicle's body, drivetrain, engine and even the tyres in order to reduce strain on the engine and, in turn, reduce emissions and increase economy.

Both vehicles feature subtly redesigned grille elements with the air ducts redirected to allow the usual airdams to be blanked-off and allow for smoother airflow over the front of the vehicle. The ride height is also lowered to reduce drag. Other visual and practical changes include the adoption of hard compound tyres to

decrease rolling resistance and the addition of small BlueMotion badges on the grille and tailgate.

A revised gearbox with lengthened ratios in third, fourth and fifth gears is linked to a highly efficient 1.9-litre, four-cylinder 78 kW engine fitted with a new variable turbocharger to further increase efficiency in the Touran, and a 2.0-litre 104 kW TDI in the Sharan. An oxidation catalyst and Diesel Particulate Filter (DPF) are also added to reduce oxides of nitrogen and carbon particles to almost zero.

The result is a combined fuel economy figure of just 5.4 L/100 km for the Touran BlueMotion and 6.0 L/100 km for the Sharan BlueMotion. Carbon dioxide emissions are reduced to 144 g/km for the Touran and 159 g/km for the Sharan.



As with the conventional Touran or Sharan the BlueMotion vehicles feature seven individual seats, the rearmost of which on the Touran can be folded flat into the boot floor. Despite the keen focus on economy both vehicles retain a comprehensive list of standard equipment, including six airbags, ABS, a CD stereo and air conditioning.

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The Toy Department.

Hot Wheels, you may have noticed, have released some larger variety diecast model cars.

These are emerging in 1/64th scale and are very similar to the Jada range which we have been accustomed to for the past 3 years.

The Hot Wheels range includes some neat slammed Kombi vans, buses and picks ups in a variety of two-tone colours.

These models would normally sell for about \$7.99 at the usual places – but they and like most other VW models are very hard to find. At the most I have found 2 of the 12 within the VW range; the rest I have had to buy at a premium online from the USA.



collection this neat looking orange bay camper came without bumpers and rear wheels – some spare parts I had made up the rest.



Also this neat red bay with elaborate roof rack and surf board is a neat little item.

Anyway - until 2009 Merry Christmas and safe travelling!



Tony Bezzina
kbezzina@bigpond.com.au

Old Bar Beach Festival. 4-5th October 2008.

Early morning, packed and ready to roll. Weather expected to be very warm but dry. I headed for the Cumberland Highway. Topped up fuel at Pennant Hills, traffic fair but moving. Good run along F3. Weather starting to warm up and windy. There was a hold up at the end of F3 roundabout, right to Hexham to enter the Pacific Highway. Roadwork made slow travelling from two lanes to one. Made it to Bulahdelah, cuppa and water stop. Good place for fuel is just out of Bulahdelah on left side. A few more slow traffic lanes before I make a left. Then right over the Highway, the Old Bar Road, right through to the Beach Caravan Park. See no Kombis till I arrived in Old Bar, then I saw they were everywhere parked around.



Booked in for three nights of fun and rest, like the saying 'home is where you park it'. This time I bought my Auto Tent with me which fits to the Kombi. The site was level but not that much grass. Anyway parked the Kombi facing the road, I could hear the surf breaking over the sand not too far away. Set up tent, fitted it to the Kombi, unload table, chairs and cooler from the Kombi to the tent, so I had heaps of floor space in both the Kombi and the tent. After warming up dinner in the microwave I showered and then into the sack to rest up ready for big day tomorrow.

A sunny morning got me up early, breakfast of porridge and toast. Off to meet up with the locals and visitors. Planes were landing at the airport with the helicopters taking people up for joy flights. Classic Car Show was set up. One car took my attention—a tiny sports car with the name of Meteor in really good nick.

The stalls were also in operation with eats, drinks, fruit, cloths, toys, tools, paintings and even star reading. I stretched out on the grass slope to soak up the sun and watch the footy matches and listen to live music. The day ended too soon, it was back to camp to shower and change ready for the driver meeting and the outdoor movie, feature was the 2007 Kombi Festival. But what happened, instead the wind blew from the south with pouring rain, it went on and on, so it was a case of battering down and staying in. Again off to bed with a good book.

Guess what? The morning brought the sun and it



was all go, checked out the Kombi, found overnight the back wheels had sunk into the ground. So some nice fellow campers gathered and gave me a push out, so with muddy tyres I left for the oval, past other camps with Kombis and all types of covers. Some small, round tents to large and new types auto tents. At the oval, I had paid in advance, so I entered through the paid gate and was handed a Kombi bag with some goodies in it. The to pay queue was growing. There were quite a few Kombis already there, I parked then started viewing them. Took some photos for a change. I used black & white as they only use black and white in the magazine Zeitschrift.

It was a slow morning as the field was less than half occupied. It was later broadcast by Pinky that numbers would be low, as the storm we had Saturday night was much worse down south. So late comers turned back as the going was too tough.

It did not stop some very nice Kombis being awarded trophies. They were: Best Presented, 74 Bay (called Wilbur from the Gold Coast), Best T3 (from Newcastle), Furthest Travelled (73 Bay from Western Australia), Most Novel 60's Split Screen, Best Split Screen (a Samba), Best 69 Bay Micro Bus (from Newcastle). Then The People's Choice was announced last, with twelve votes (a mauve and pink 77 Bay).

Well that's the end for this year. It was great being part of the Kombi Festival. The Committee have done a great job again.

Thanks folks, hope to return in 2009.

John Weston



Day of the VW, Melbourne, 2008.

As I have said in previous reports, I really enjoy taking Wallace, my 1972 Super Beetle, on a long cruise. So again this year I decided to head off to Melbourne to attend the Day of the Volkswagen event, run by the Volkswagen Club of Victoria. The event was held on Sunday 16 November at Cranbourne Racecourse.

As I did last year I left Sydney mid morning on Friday and travelled as far as Holbrook. I stayed again at The Town Centre Motel and again enjoyed the best Lamb Shanks in the country.



Next morning after an early breakfast I was on the road again at 7.30am. The day was fine and traffic light. There is an enormous amount of road works going on from just north of Holbrook to Albury. Next year we may enjoy two lanes all the way.

It only took a few hours to cruise across Victoria to the outskirts of Melbourne. Nearing Melbourne I noticed fixed speed camera sites every few kilometres, all without warning signs. No wonder no one exceeds the speed limit in Victoria these days.

This was the first time I was able to try out two new 'toys' that I had recently acquired. The first was an iPod Nano loaded up with my favourite tracks. The noise generated when travelling with windows open overwhelms the standard radio so I thought listening to music from the iPod through headphones would be the go. Wrong! Even with the iPod volume set to maximum the wind noise from the open windows still drowned out the music.

The other 'toy' was a Mio SatNav. Now there is more to these devices than navigation although they are excellent at that. I found the Expected Time of Arrival, absolutely accurate speed readout and speed alert features very useful. At one stage I was running low on fuel and was not sure of the distance to the next town so I called up the fuel station locator. I was relieved to be informed that fuel was available just 3 kilometres ahead.

I arrived in Cranbourne just after lunch and checked into the Fourth Furlong Motel right opposite the Show venue. I spent the afternoon washing and waxing



the car. Under bodies were excluded from the judging this year for some reason so I didn't bother cleaning there.

I retired early but woke with the mother of all headaches. I had until 11.00 am to get the car to the venue so I used the time to dose up on painkillers and coffee before setting off. Finally I arrived and quickly set up. I gave the car one more wipe over and then went for a tour of the other cars on display and the trade stalls. Boris and George had brought their stuff down and had set up good displays. David Birchall, Mat White and other Sydney siders were also in attendance. There were the usual swappers and food outlets and the obligatory coffee van. South Yarra Volkswagen got right behind the event and displayed an example of the entire VW passenger car range, using two car transporters to get them there – well done.

The weather threatened all day but it did not rain. There were lots of nice cars there including plenty of Karmann Ghias and Kombis as well as the usual array of Beetles and Type Threes. There were also quite a few Meyers Manx buggies, no doubt due to the presence of Bruce Meyers at the event. Kombis are gaining in popularity and are now the largest attended category.

Having left my camera back at the motel I used my phone to take pictures. Note the male sculpture made from VW engine parts. The various categories of cars were located in different spots this year; Kombis



occupying pride of place in front of the grandstand overlooking the course.

These major show events are always long days but presentation time came around soon enough. I was pleased to receive two trophies, one for second in category (post 68 standard Beetle) and the other, judge's choice for most original Beetle.



Presentation over it was back to the motel, then a quick meal and into bed. I left Cranbourne at 4.00am on Monday and arrived home at 3.30 pm, not without drama but that's another story.

A great event and a great long weekend

Ken Davis

VW Motorsport 2008.

This year's wrap up of VW motorsport will start in South Australia. At the recent Australian Motorkhana Championship there was a class win by Graham Vander Hock in a VW beetle.

At the State Hillclimb Championship there was a win by Adam Debiassi in a Beetle in the 2-3 litre class. In the 2-3 litre open wheeler class it has taken nearly twenty years to beat a record set by Kym Rhorlach, another old time VW man. The outright winner was Peter Gumley in his supercharged Type 4.



In the NSW hillclimb series there was a hard fought battle between the VW Beetle drivers, with Heath Campbell finally prevailing and winning the state championship in his Ben Durie-sponsored Beetle, and



coming second in the Australian hillclimb championship, narrowly being beaten by an Escort.

Peter Gumley had conceded the state championship earlier on in the year when mechanical woes sidelined his car. He was to come back later in the year with an outright win at the 'Speed on the Tweed' sprint, South Australia hillclimb championship and a third at the Australia hillclimb championship which was held at Bathurst. Stan Pobjoy who recently added a supercharger to his open wheeler also competed at this event but electrical gremlins finished off his day.



With the super sprints Rudi Franks was unable to compete this year. What he was able to do was add a turbocharger to the mighty 1303. I have only just seen the modifications to this car. Rudi has totally re-engineered the car, details will be forth coming in the new year.

John Ladomatos





Beginner's Guide To Car Detailing.

After returning from America at the end of 1982, I worked for the next two years for a new and used car dealer as their car detailer. For someone who's 'car crazy', this seemed a good way to get a break from my normal trade and muck around with cars.

I would hope that this article would benefit those of you who probably only give your VW a good clean once a year, or maybe you've just bought or want to sell a car that needs a good detail.

To do the job most efficiently, I have found this to be the best order to do things in:

1. Motor
2. Inside mudguards
3. Doorjamb, boot and bonnet jamb
4. Wash and chamois the body
5. Vacuum and clean interior
6. Polish body
7. Clean windows
8. Check over the car, finishing off little areas you may have missed earlier.

Now here's a few simple hints and trade secrets that might help along the way.

One of the best tools is a long-handled kitchen scrubbing brush. I use these to clean the motor down, scrub grease and dirt from the door jamb, scrub the vinyl interior and mag wheels.

When you wash down the motor, if you don't have degreaser, kerosene will do. Take care with the electrics – don't get them too wet. Once the motor is clean, spray and wipe Armorall or similar on all the rubber parts. Painted metal can be shined up with a spray-on wipe-off car polish – but Mr Sheen works just as well.

Moving onto the inside of the guards, it is best to remove the wheels to give them a good clean, and to give plenty of access to wash inside the mudguards. Scrub the insides of the wheels, and wipe Armorall on the inside

tyre sidewall. The insides of the mudguards, and the bodywork under the wheelwells, should be scrubbed with soap and water. Start with a scrubbing brush, and finish with a nylon scourer and sponge. Once dry, you can polish the paintwork here like you would everywhere else.

The best way to clean doorjamb is with the scrubbing brush and a mild 'spray and wipe' type of household cleaner. If there are stains or paint discolouration that won't scrub away, try some mild buffing compound or 'paint doctor' cream to gently buff them clean.



When you wash the car, don't do what so many people do and soap up the whole car. It is no good for your paint job to let soapy water dry on the body. So do a small section at a time and hose it off before proceeding to the next section. Remember to only wash, soap and polish your VW in the shade, not in direct sunshine. Start at the top and work down. Chamois the water off the paint before it dries.

Cleaning the interior is pretty straightforward. I like to pull things apart to get into all the nooks and crannies – like the centre consoles, seats and parts of the dash that come off without any trouble. That's a bit hard on Beetles! Remove the rubber mats and/or carpets, and clean and polish the painted steel floor. Fix any rust spots now. Wipe the washed rubber mats with rubber protectant such as Armorall.

I have no secrets for polishing, except that if you don't have a gentle electric buffer, it takes a lot of elbow grease! Use a good quality car polish. Don't use a cutting



Club VeeDub (Canberra Chapter)

Christmas Lights Cruise

Sunday 21 December

.....meet at Russell carpark 6pm for 6.15 departure

.....family picnic first – bring your own goodies along for dinner

.....depart at dusk for Christmas lights cruise

.....all members to have full fuel tanks

.....cruise details won't be known until a few days before the event

.....enquiries to Bruce 0400 119 220



polish unless your paintwork has oxidised. Old-fashioned cream polishes are hard work but give a good, long-lasting shine. Spray-on wipe-off polishes will give a good shine if the paint is in good condition.



To really get the windows clean, use a pad of steel wool and some chrome and glass cleaner (it's a creamy white liquid), and wipe off with a rag. Windex and paper towels (or even newspaper) give good results too, and many people always use methylated spirits too.

Now to finish off the car, Armorall the tyres, running boards and any other rubber parts you see. Brush or spray some flat-black paint onto the exhaust system

and muffler (not the chrome tailpipes). Give the chrome bits the 'once-over' with steel wool and chrome/glass cleaner, and polish with a clean rag. Don't forget the hubcaps! Touch up any stone chips with touch-up paint.

Well that should make your VW stand out at the next VW club outing. If you see a really well-detailed VW at a club show, ask them if they have any more suggestions. If you still reckon there's more tricks to it, then come and watch (help) me next time I'm detailing my VW!



Don't neglect your VW. Show the world it not only still goes like a beauty, but it looks like one too.

Mark Moes

1955 Redex Trial Pt 4.

By the end of the 20-hour rest break at Mt Gambier, the Redex Trial seemed almost over. It was 2:00 pm on Friday, 9 September 1955. Of the 176 starters back in Sydney, 66 cars had managed to survive 15,350 km of the worst Australian conditions over nearly three weeks. Now, there was only three days, and just 1,550 km, still to go to the finish back in Sydney, at noon on Sunday.

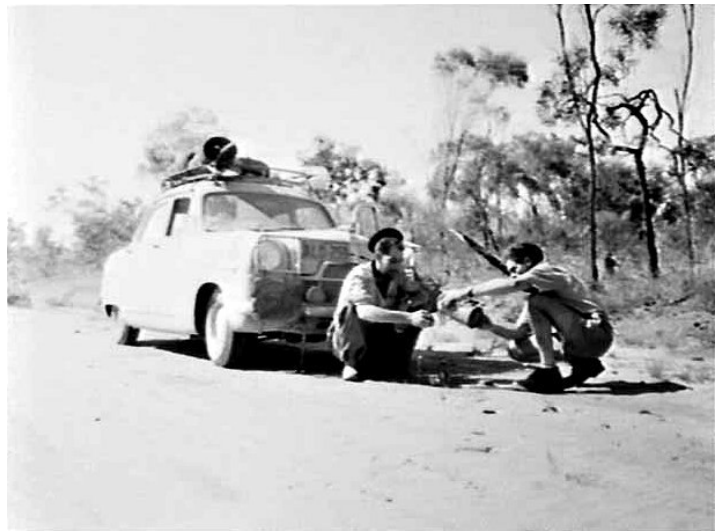
Leading the trial, as he had done since Mt Isa, was Laurie Whitehead in Volkswagen #90, only 16 points lost. Still second was another Volkswagen, #2 driven by Eddie Perkins with only 27 points lost. Two cars were currently sharing third place; Malcolm Brooks' Vanguard, and Sam Hecker's Holden, were both on 45 points. Trial favourite (still) was 'Gelignite' Jack Murray's 1948 Ford V8, 'the Grey Ghost', the 1954 winners, but he had slipped from third to fifth since Adelaide, and was now on 56 points. After that there was a Ford Customline, a Holden, a Peugeot, another Holden, a Morris Oxford and another Volkswagen, Ron Fraser's VW #99 on 259 points lost.

There were still three more Volkswagens among the survivors; VW #48 (John Hall) was on 510 points; VW #54 (Bob Young) was on 715 points, and VW #158 (Mrs Charlotte Hayes) was on 1,125 points. This was by no means a bad score; 27 of the 66 cars had more than 1,000 points by Mt Gambier, including a Ford Customline on 2,523 points, a Vanguard on 2,462 points and a Holden on 2,378 points. Also, Mrs Hayes was 66 years of age and the oldest competitor in the Trial, so she was really doing extremely well; better than some professional drivers half her age. Six of the 16 Volkswagens were still going; the other 10 had all crashed out somewhere back along the dusty tracks. However no Volkswagens had withdrawn since Port Hedland.



Points score did not decide the starting order; the teams were rotated, so the leading car on the road was not necessarily leading the trial, and vice versa. Trial leader Laurie Whitehead created headlines during the Mt Gambier rest break, when he told reporters that, for tactical reasons, he might decide to deliberately lose points at Melbourne.

He was the 10th scheduled car to leave Mt Gambier. Since the field would be rotated at Melbourne, and the first 12 cars would go to the rear of the starting field,



Whitehead said that he would consider letting two cars book in ahead of him at Melbourne. This would mean that he would lead the field over the Corryong and Wee Jasper sections into Sydney, rather than trailing the field as he would do if he kept his place. The road in that section would not be good, and would be cut to pieces by the first cars through.

"My co-driver Bob Foreman and I have discussed the position all the way from Adelaide, and we can't make up our minds," Whitehead said. "On the one hand, a bird in the hand in the form of our points lead is worth having, but we can afford to let two cars book in ahead of us and lose a further four points. We would still be seven points ahead, and we would then lead the field over the Wee Jasper section."

The clerk of the course, Bill Nunn, said later that an additional control may be placed in the Wee Jasper section, which would have the effect of creating a speed section. That could result in the loss of many points. Officials of the Australian Sporting Car Club in Sydney discussed the proposal, but no decisions had been made by the time the cars were ready to depart for Melbourne.

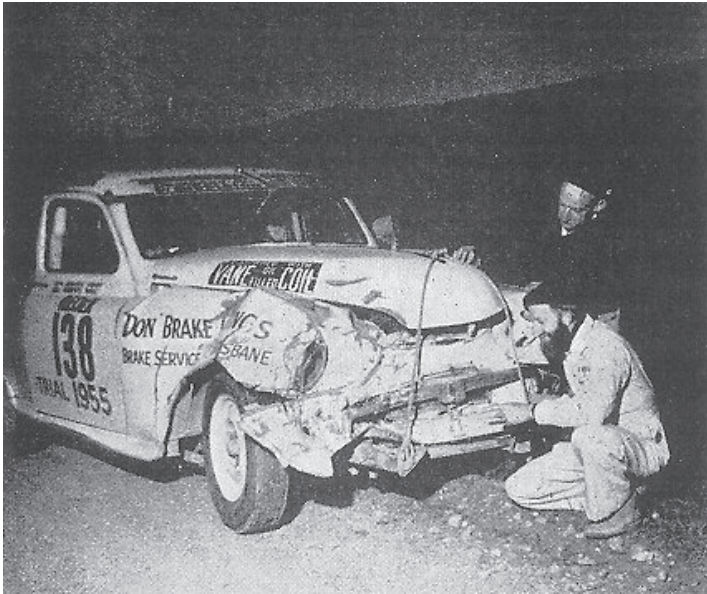
The first car was flagged away from Mt Gambier at 2pm for the easy run to Melbourne, with others following at two-minute intervals as always. The road was good and the trip was fast. The only hazard en route was missing spectators who surged out onto the road at every town, waving, clapping and cheering as the cars passed by.

At Colac the crowd was particularly thick in places, milling on the road and causing the cars to come to a stop. One policeman in a patrol car yelled, "Take it easy through the town!" at passing cars. Laurie Whitehead's Volkswagen #90 passed through Colac without incident, but just outside the town a police car drew alongside and waved them to the kerb. Oops, what had he done? A police sergeant walked over to the waiting VW, leaned through the window, shook Laurie and co-driver Bob Foreman's hands, and said, "I would like to congratulate you blokes, particularly for the way you drove through the town."

'Gelignite' Jack Murray wasn't so fortunate. At Geelong, crowd-favourite Murray was given a huge welcome on car horns as he drove through the town. He acknowledged it by tooting his own car horn in reply. Shortly after, a police constable on a motorcycle pulled alongside him and said sternly, "It is an offence to sound

your horn except in an emergency.”

The only casualty of the fast run to Melbourne was a Plymouth Savoy that blew up its engine near Port Fairy. The team had spent most of the previous day bogged on the Broken Hill-Mt Gambier road.



A crowd of 250,000 people was waiting in Melbourne that evening to welcome the cars, the biggest and noisiest welcome of the whole trial. At the checkpoint on the Geelong Road at Footscray, 10 km before the city, the crowd burst the barriers and went completely out of control. Crowds swarmed over the road and around the cars, cheering, yelling and waving. Boys threw rice, small stones, paper aeroplanes and crackers at the cars. Spectators crowded around the cars, some reaching in through the car windows to slap the drivers on the shoulders and arms.

The whole road from Footscray to the city was jammed with people. Police locked arms to push the crowds back and make room for the cars. A police motorcycle with flashing light and siren went on ahead to clear the path through the throng. At least it was impossible to take the wrong turn; the crowd lined the route all the way to the St Kilda control, and blocked off all roads except the one the trial cars followed.

Eddie Perkins was seen driving slowly towards St Kilda in his Volkswagen, with a string of local Volkswagens following him in a line. Crowds closed in and blocked the road again just before St Kilda control, and a policeman on horseback assisted in clearing a path. A number of the cars were understandably late to check in, but Bill Nunn, clerk of the course, said that all late points due to the crowds would be refunded.

Both Eddie Perkins and Laurie Whitehead pulled their Volkswagens into a garage some 3 km from the St Kilda control, with time to spare. The Victorian Volkswagen distributors, Regent Motors Pty Ltd, had decided to leave nothing to chance, and would ensure that both cars were in the best possible order for the last section of the trial. As each VW pulled up, 14 uniformed VW mechanics from Spencer Motors (a subsidiary of Regent Motors, and the main Melbourne VW dealer), descended on them with their mobile workshop and

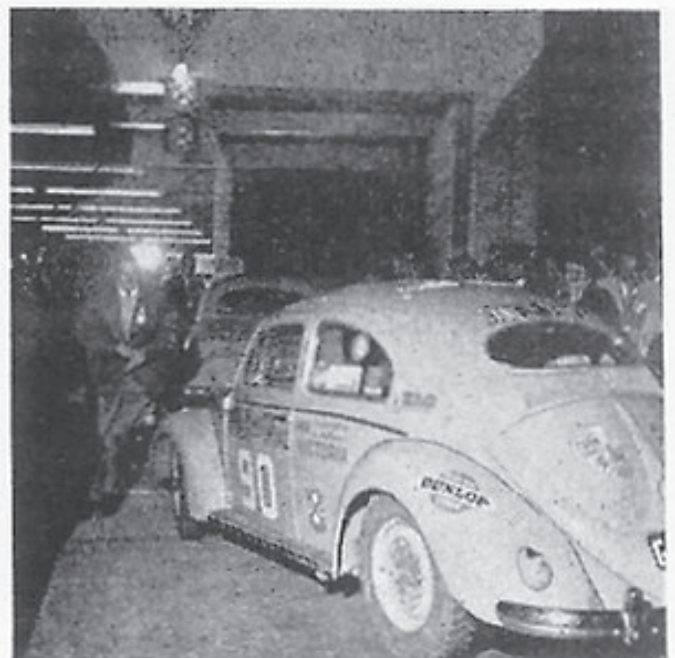
portable floodlights. They raked and hosed the mud from underneath, put new tyres and tubes on all wheels, attended to the engines with an oil change and tune, adjusted the brakes and greased the suspension, then washed and polished the VWs until they gleamed. This was the first time a 'factory' race support team was ever seen in Australia.

Once the 65 remaining teams had checked in at the St Kilda control on Friday evening, the crews had their last rest period, nearly 17 hours in Melbourne. Laurie Whitehead had decided to book his leading Volkswagen #90 into Melbourne control on time, meaning he would not lose any points. He was still on just 16 points lost. Eddie Perkins' Volkswagen #2 was still second, 27 points lost, followed by both the Vanguard of Malcolm Brooks, and the Holden of Sam Hecker, on 45 points. 'Gelignite' Jack Murray was still fifth on 56 points, followed by the same Ford Customline, Holden, Peugeot, Holden and Morris Oxford that held the places in Mt Gambier. None of the top teams had lost any points on the run to Melbourne. Only 45 points separated the first six cars.

Volkswagen #99 (Ron Fraser) was still 11th, on 259 points, and the other three Volkswagens were VW #48 (John Hall) on 510 points; VW #54 (Bob Young) on 715 points, and VW #58 (Mrs Charlotte Hayes) on 1,125 points. None of these VWs had lost any points since Mt Gambier either.

Since Laurie Whitehead booked in without loss of points, this meant he would be fifth-last in the starting order to Sydney. "I'm prepared to take my chances at the tail of the field," he said. "One of the things that influenced me to arrive on time, and not to delay to try to get a better running position tomorrow, was that Ed Perkins (currently second on 27 points), was drawn to go off 14th," he explained. Perkins would still have a chance to win the event for Volkswagen if Whitehead got into difficulties.

Below:—The control at Melbourne was in the R.A.C.V. Headquarters at St. Kilda.





Whitehead would have several disadvantages to overcome now; starting later, he would have less running in daylight; he would have to get past many of the 'stragglers', limping along at the back of the field; and he would have to traverse any sections of bad road after all the other cars had already chopped it up.

The press asked Laurie Whitehead about his chances, given the VW's floor crack that was noted by the scrutineers in Perth. "The car is perfect," he replied. "The only possible way I could lose points at the scrutiny is if they penalise me for the crack in the floor where a rock went through. In my opinion, the scrutineers cannot class this part of the car as part of the chassis. The whole of the floorwell has been bashed in by rocks. It is not a structural failure. The chassis of the car is a tubular spine down the centre. The rest of the car, including the damaged part, is bodywork."

The 65 remaining cars set off on the last leg to Sydney at 1:50pm on Saturday afternoon. 250,000 people choked the streets out of Melbourne, and teams had difficulty maintaining the 60 km/h required for the section due to the crowds. The route avoided the Hume Highway, and headed for the hills instead. The road from Melbourne started as a highway and quickly ended as a narrow road, winding through some of the highest mountains in Victoria. The route ran out around Lake Eildon to Mansfield, Whitfield and Myrtleford, and crossed over into NSW past Corryong.

The drivers ran into heavy rain in the darkness across the roof of Victoria, and a Holden rolled over at one dangerous corner where locals had gathered to watch. The crew weren't hurt and managed to right the car and continue. Another Holden clipped a bridge post and smashed its radiator, only a few hundred metres before a control point. For one 5 km stretch the road across the mountains was treacherous, wet slush, with a sheer drop of 100 m at the edge of the road. Many cars suffered points losses.

Trial leader Laurie Whitehead, in Volkswagen #90, lost 5 points for a late arrival at the Corryong control in the middle of the night, his first loss of points since Mt Isa. He was now on 21 points lost, only 6 in front of the second Volkswagen of Eddie Perkins who got through on time. The other top place-getters were also unchanged as the cars headed through the night to Cabramurra, Tumut, Wee Jasper and the Yass control, where they checked in in

the early hours of Sunday morning.

And this is where the 1955 Redex Trial started to go wrong. After Yass the drivers were sent to another checkpoint near Murrumbateman, where an official directed them to take another road a mile further on. There, a policeman with a torch waved drivers into what appeared to be a paddock. The track initially went through trees, but then disappeared into grassy swampland. About 50 metres further on, the cars began sinking into the boggy field.

The leading cars became bogged on the track, as their wheels sank to the axles in the soft, muddy ground. Cars behind had to swerve around them, and became bogged off the track. Cars coming to a halt became stuck immediately. Drivers watched helplessly in their mirrors as headlights approached, then stopped as following cars became stuck.

Large cars sank to the floorboards as soon as they reached the soft patches. Drivers said the mud was so soft that the ground around, "trembled like a blanc mange" when they stamped their feet. The entire field floundered hopelessly in a sticky quagmire, only a few miles from the sealed Canberra highway. About 30 cars became hopelessly bogged in the trackless, gooey mud bog, some of them, as it turned out, for as long as ten hours. A tractor was sent to tow them out, but it became bogged too. The crews sloshed around knee-deep in grey, slimy mud.



Sydney driver Bill McLachlan showed fine sportsmanship by organising the other stuck drivers into a working crew, and they teamed up to work on the stuck cars, one by one. Jacks were put under the cars, but they disappeared into the mud. Crews then cut down trees to make corduroy roads, but these, too, sank from sight under the weight of the cars.

Some following cars saw the leading cars become stuck in the paddock, and veered around the entire boggy area, which was some 20 km long, by staying on the main road. About 20 competitors entered the paddock but stopped before getting bogged. They got out and used mud to obliterate the Trial Numbers on the sides of their cars, or covered them with towels or blankets. They then turned around and drove back in the opposite direction. Travelling in convoy, at full speed, they drove back



through the Murrumbateman control the wrong way, past the startled official who was too puzzled to identify the offenders. It was a possible 1,000-point penalty for driving through a control point in the wrong direction.

The first car to make it through was a Ford Zephyr, whose driver Don Pollock lived in the area and used his local knowledge to get through without loss of points. The two leading Volkswagens also managed to get through, but only with considerable help. Former #93 Volkswagen driver Greg Cusack had retired from the Trial in Townsville after his VW was damaged, and he had returned home as the Trial continued. He was a Canberra local and was familiar with the area; he also happened to be the Canberra distributor of Volkswagen vehicles, with thriving Volkswagen dealerships at Braddon and Manuka in Canberra.

Cusack and his father knew about the paddock section, and they came out the previous day to have a look. He said he and his father had spent the whole day searching the swamp before finding a way through.

"Dad and I came here yesterday and had a look at this section," Greg Cusack later told reporters. "Then we rang the Sporting Car Club in Sydney and implored them to send the cars straight on, and not through here. But they wouldn't do it. Dad and I brought out our 4WD today, and we showed Eddie Perkins the way through, and now we're looking for Laurie. It would be dreadful if they lost the trial now after all they've been through."

Cusack was able to guide Laurie Whitehead's Volkswagen through the swampy paddock too. He later stayed in the area, walking about with his torch and helping other drivers where possible. Several other drivers were able to get moving and follow Cusack's correct path across the bog.

Most drivers, however, were not so lucky. At 9:00am, after being stuck for five hours, nine crews gave up and hitched back to Yass for breakfast and to hire a team of draught horses to pull their cars free. Only eight cars had checked into the Canberra control by the midday time cut-off; the rest were stuck in the swamp somewhere. When embarrassed officials arrived at the paddock, they counted 34 cars hopelessly bogged. It took the rest of the day to extract the last of the cars from the paddock.

It was a monumental stuff-up by the Redex and SCC organisers. All drivers complained bitterly and attacked the organisers for including such a section, only 350 km from Sydney. The field eventually struggled to the

Canberra checkpoint and then a short rest stop in Goulburn, where reporters spoke to the angry drivers.

Customline driver Bill Hayes said the decision to send cars through a swamp was "disgraceful", and he would be lodging an official protest on the grounds that it was totally unfair to big cars. "It took 30 men and a tractor to pull me clear," he said. "I think it is pretty tough that after 500 miles over bad mountain roads, they should put us into a bog that the locals would not even put their horses into. I had been on only 61 points – the bog cost me 503 points."

Fellow Customline driver Jack O'Hara agreed, saying, "We were four hours getting out. We were kicking the mud out of the doors as fast as it came in." Vanguard driver Malcolm Brooks said, "At the Murrumbateman turn-off a checkpoint official, and later a policeman, directed us through a gate into the mud paddock. As far as we were concerned, there was no alternative to the road we took." Morris Oxford driver Bill Pitt said, "We lost only 16 points because of the bog. We were 43rd out of Melbourne and 4th into Goulburn, so you can see how many people were stuck. And boy, weren't they angry! The air was so blue, it's a wonder the bog didn't dry up." 1953 winner Ken Tubman, driving a Vanguard this time, said, "I thought it was a bit unfair on some competitors." Another Vanguard driver Wal Edmonds agreed, saying, "It was most unfair."

Eddie Perkins, in the second-placed Volkswagen #2, said, "Three times my brother Lance and I lifted our car out of the mud, but each time it was sinking again before we got back in the car."

Trial leader Laurie Whitehead in Volkswagen #90, said the mud section was, "diabolical and scandalous. Suddenly we found ourselves sliding towards a 20ft chasm," he said. "Luckily we backed off. You could have gone around for two or three hours without a clue as to how to get out of the place. The boggy section was 11 miles long. We were lucky to get out so quickly, but we had a Good Samaritan (Greg Cusack) guiding us. It was not a test of reliability at all."

In all, 12 teams placed official protests with Redex officials. As the battered cars and irate drivers left Goulburn and headed off on the final stretch to Sydney via Moss Vale, Macquarie Pass and Wollongong, red-faced officials realised they had made a huge mistake. To fix it, they simply cancelled that entire section. The chairman of



the Stewards Committee, Mr J Crouch, told the press that, "The stewards had decided to eliminate the mud section because the cars had taken the wrong road. There were two other good dirt roads which the cars could have taken. Drivers said a 'policeman' directed them to turn off at this section. Clubs have been checking police stations in the area. They say there was no policeman there."

The irate crews thought that was nonsense, and a typical case of organisers attempting to cover for their stuff-up. In any case, teams would be refunded any points lost over the swamp section, but it did nothing about the effects of the bog on the cars or their crews.

Wollongong was the last control before Sydney. The route home took the Mt Ousley Road to the top of Bulli Pass, then the Princes Hwy into Heathcote, and Heathcote Road to Moorebank. Henry Lawson Drive then took them past the Meccano Set to Woodville Road, and into Parramatta. The trial cars then turned left from Church St onto the Great Western Hwy, right at Parramatta High School then left along the railway line to the Westmead end of Parramatta Park.

The first cars were due to arrive at midday on Sunday 11 September, but the delays before Canberra meant that the crowd of 150,000 people lining the streets and the Park had to wait until late in the afternoon before the first cars began arriving. Among them were Bill Pitt's Morris Oxford, Malcolm Brookes' Vanguard, Jack Murray's Ford V8, and the Volkswagens of Laurie Whitehead and Eddie



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Perkins. They received a heroes' welcome. The crowd swamped the cars as they passed under the finishing banner, and the tired crews posed for photographs, signed autographs and spoke to reporters. The crowd thought that Laurie Whitehead and Bob Foreman were the winners, but because of the utter confusion over points, no one really knew for sure yet, or even where they finished in the points tally.

This was compounded further later on Sunday evening when the leading cars were driven to the last check-in at the J.N. Kirby scrutineering garage at Zetland. Laurie Whitehead had lost 27 points at Parramatta, but the scrutineers penalised his Volkswagen #90 250 points for 'a cracked floor panel in the main structure' of the car, and another 250 points for 'a crack in the body flange between the mounting.' This took him to 527 points. Eddie Perkins' Volkswagen #2 was penalised 500 points for 'cracks in the rear suspension shell.' He was now on 566 points. Both Volkswagens were now out of contention.

The chief trials scrutineer, Mr Dick Hulls, said that a consulting engineer of the Federation of Australian Motor Sports, whom trial officials had asked to examine the Volkswagens, had stated that:

- The damage to the Volkswagens was structural;
- Whitehead's car had a 20 mm-long crack in the supporting flange at the rear of the body;
- Perkins' car had similar cracks on each side of the flange;
- All trial Volkswagens so far examined had cracks in the same position;
- Whitehead's car also had a crack in the floor.

The other four remaining Volkswagens had made it successfully to the finish. Volkswagen #99 (Ron Fraser) finished with 865 points; Volkswagen #58 (Mrs Charlotte Hayes) finished with 1,790 points; Volkswagen #54 (Bob Young) finished with 2,024 points, and Volkswagen #48 (John Hall) finished with 2,362 points in provisional results. There was a news report on Sunday night that 'Volkswagen interests might take legal action to challenge the scrutineers' decision.'

Cars continued to arrive at Parramatta, then the Zetland garage, throughout Sunday afternoon and evening. Crowds stayed up until late at night to cheer the



competitors, waving handkerchiefs and flags from the Park and the roadsides along the way in. By midnight Sunday, 63 of the 65 cars to leave Melbourne had arrived at the finish, and the scorers had made their initial calculations. The officials named Vanguard #60, driven by Malcolm Brooks of Gosford, as the provisional winner of the Trial, with 219 points lost. It was a shock announcement. 14 cars had been penalised for damage. William Pitt's Morris Oxford #72 was provisionally



second, with 253 points, followed by Sam Hecker's Holden #136 on 270 points, Ken Miller's Holden #74 on 285 points, and Jack Murray's Ford V8 #46 on 321 points. All was confusion as the tallying continued, and the protests had already begun. There was more drama to come before the 1955 Redex was complete.

Phil Matthews

Postage by VW.

In the late 1950s, the Sydney districts of St Marys, Mc Graths Hill and Pitt Town were completely undeveloped. Simply just scrubby timberland, rolling pasture and farmland. Those areas were really 'out in the country', not the kilometre after kilometre of 'McMansion' houses they are today.



Being undeveloped in the 1950s, those areas also lacked the usual infrastructure that you would find in a town. No shopping centres, no endless car yards, no McDonalds. Buses ran only once or twice a day, and the train up from Blacktown was a trundly little motor-rail. Today the region has boomed out of all recognition - although the train line beyond Riverstone is still only a single track - it wasn't even electrified until 1991.



Not having a large town-style post office in those days, the 'mail centre' was operated from the postmaster's house and general store at rural St Marys. The only sign of 'officialdom' was the red wooden phone box out the front, with the usual 'Commonwealth Savings Bank' and 'Post Office' signs. And not having the usual city delivery van, the McGraths Hill and Pitt Town region of Sydney once used a Volkswagen as their postal delivery vehicle.



The VW was used to take mail from the St Marys Post Office to all the local farms and hamlets. These period photos, found in the NSW State Library, show the oval VW being loaded with a mail sack, and the postmistress and her helper delivering mails to locals and their letterboxes.

Those were the days!



Thoughts on car repair.

If the job is a simple one - remove fixing screws and replace component - this will require the removal of seven other components, the majority of which have got rusted-shut bolts that require drilling out, and buying new components. Your drill will break and you will cut your knuckles. On reassembly, nothing will work and there will be two washers, an unidentifiable gasket, and a suspicious-looking nut left over.

Components will break when it's 5 degrees outside, rather than 25. Nothing is more fun than kneeling on a frigid driveway trying to turn screws that haven't been turned in 15 years.

A spanner is a device for applying to hex nuts that need to be rounded off.

Any tool dropped while working on a car will roll under the vehicle to its exact geometric centre. The probability that it will hit your foot is directly proportional to the mass of the tool.

Any small nut or similar fastener dropped on the ground will bounce a minimum of three metres in a random direction, and instantly camouflage itself to match its surroundings.

If you have a full set of socket spanners and Allen keys, your new vehicle will be held together with Torx bolts, none of which are in a size matching any of the drivers or spanners you already have.

Any nut that is at all difficult to get at, one you can only reach with a short 50mm micro-spanner and the force of your single hand at a funny angle, will have been tightened with an air wrench so it's impossible to undo.

The purpose of penetrating oil, WD40 or any similar product is to make the head of the fastener extremely slippery. It has, however, no noticeable effect on seized threads.

An adjustable spanner has the useful trait of being an equally poor fit on any fastener you apply it to. It is, however, just the right tool to apply to hex nuts that need to be rounded off.

Phillips-head screws exist so that you can round something off on the inside for a change.

The more inexpensive the replacement part, the more time and disassembly will be required to fit it. A \$6 carb linkage will take about a day and a half to pull apart the engine, replace the part, and put everything back together.

Regardless of where you start, and which pattern you follow, the very last nut or bolt you need to remove will always be the one that you can't loosen.

The moment you think, "Man, I sure hope I don't have to _____." you might as well go ahead get ready to do it, because that's the *only* thing that's going fix the problem.

You might as well get to know the man behind the VW parts store counter, as once your project is started you will be seeing him at least three more times.

Trim that has to be removed in order to access a broken headlight bulb will be held in place with Torx screws. Because, you know, Phillips-head screws would have made it too easy.

The girth of your fingers will increase in inverse proportion to the amount of space available to fit tool, finger, part, torch, rag, etc.

First law of car repair: In order to save .02 cents per vehicle, the carmakers will do things that are simple for them but will make maintenance by the owner difficult or even impossible.

Second law of car repair: The first component of the car that starts rolling down the assembly line is the heater core. Everything else is bolted to and around the heater core in layers, much like an onion. This makes it likely to be the first component to need replacing.

Third law of car repair: Every good do-it-yourself project will require the purchase of one moderately expensive specialized tool that has no other worldly use, other than acting as a paperweight or blunt weapon. Keen shade-tree mechanics collect these oddball tools and display them proudly on their garage wall so the entire neighbourhood can know that they possess a #4 manifold alignment jig and a full set of carburettor torque pawls, including metric.

Fourth law of car repair: Never let your friends find out you're mechanically inclined - they'll show up on your doorstep with sick cars.

Don't keep your bank statements in your glovebox - your car can read them and see how much money you have. This is why you should try to spend extra money that you get. If you have the money, something will break that will need repair. If you have no money, your car will keep working. It helps that you own a VW.

Backyard mechanic extraordinaires and drivers of many horrid old car projects will understand this - having a near-new, low mileage VW such as a Golf is a particularly great form of bliss. It's kind of a strange but wonderful feeling to just drive it, and occasionally check and change the oil and various filters, and check the tyre pressures, without worrying about anything else. Probably the oddest thing is the relative silence that new VWs make. No rattles, chuffings, thumps, squeaks, chirps, crunches, etc. It's especially nice when the weekend rolls around and you find yourself not skinning your knuckles in the driveway while up to your elbows in grease.

You could maybe do a professional job by acting like a professional mechanic. This means sucking on your teeth, shaking your head doubtfully and then saying to yourself, "This is going to be a big job, its going to cost a lot of money." Then you park it on the garage forecourt for several weeks and don't even look at it.

African VW success.

KABINDA, ZAIRE, Tuesday. In a move hailed by Volkswagen executives as a major step in the German auto company's ongoing worldwide transportation revolution, M'wana Ndeti, a member of Zaire's Bantu tribe, used a VW Golf's fuel injection computer yesterday to crush a nut.



Ndeti, who spent 30 minutes trying to open the nut by hand, easily cracked it open by smashing it repeatedly with the powerful computer module.

"I could not crush the nut by myself," said the 47-year-old Ndeti, who added the savoury nut to a thick, bush-pea soup minutes later. "With Volkswagen's help, I was able to break it." Ndeti discovered the nut-breaking Fuel Stratified Injection (FSI) computer module on a 2009 South African 2.0-litre Golf Comfortline yesterday, when VW was shooting a commercial in his south-western Zaire village. During a break in shooting, which shows the VW Golf easily coping with the harsh African environment in a comfortable, affordable and highly efficient manner, Ndeti snuck onto the set, opened the Golf's bonnet and took the FSI engine module, which he believed would serve well as a 'smashing' utensil.

VW executives were not surprised the German automotive giant was able to provide Ndeti with practical solutions to his everyday problems. "Our vehicles offer people all over the world global automotive and transportation solutions to fit their specific needs," said Wilhelm Markuss, VW's African director of marketing. "Whether you are an Eskimo in northern Canada or an Aborigine in Australia's Great Sandy Desert, Volkswagen – for the love of the car – has the ideas to get you where you want to go."

According to Ndeti, the most impressive of the VW Golf FSI computer module's many powerful features was its hard plastic casing, which easily sustained several minutes of vigorous pounding against a large stone. "I put the nut on a rock, and I hit it with the Golf's FSI engine controller," Ndeti said. "The computer did not break. The Golf is a very good car."

Ndeti was so impressed with the Golf's tough engine computer that he and his village purchased a

brand new VW Golf for their own use. They decided on a Shadow Blue (pearl effect) twin-charge 1.4-litre TSI GT Sport, with 6-speed DSG tiptronic sport mode gearbox and RNS510 sat nav system. The tribesmen have already made good use of the brilliant Volkswagen, fashioning a gazelle trap out of its wiring harness, new loin cloths from its carpets, a boat anchor out of the engine block and a crude but effective weapon from the ignition key fob.

"This is a very good car," said Ndeti, carving up a just-captured gazelle with the Golf's flat, sharp hubcap removal tool and wheel brace. "I am using every part of it. I will cook this gazelle on the gearbox, and serve it to my tribesman on window glass." Hours later, Ndeti capped off his delicious gazelle dinner by smoking the Golf's 200-page owner's manual.

Volkswagen executives praised Ndeti's choice of car. "We are very pleased that the Bantu people are turning to VW for their automotive needs," said South African VW company CEO Andries Steenkamp. "From Cape Town to Cairo, from Anchorage to Auckland, Volkswagen is bringing the world closer together. Our cutting-edge technology really shows that Volkswagen is Das Auto."

Höx Fibber

The ultimate blonde joke.

A blonde woman was speeding down the road in her little red Volkswagen New Beetle Cabriolet, enjoying the sun and wind as they cascaded through her flowing hair.

However, without warning she was pulled over by a woman police officer, who was also a blonde. The blonde police officer asked to see the blonde VW driver's licence.

The New Beetle Cabriolet driver dug through her purse, but she couldn't see anything that looked like a driver's licence. She was getting progressively more and more agitated.

"What does it look like?" she finally asked.

The policewoman replied, "It's square and it has your picture on it."

The New Beetle driver finally found a square mirror in her purse, looked at it and handed it to the policewoman. "Here it is," she said.

The blonde officer looked at the mirror, then handed it back saying, "Okay, you can go. I didn't realise you were a cop."

Michael Hooker

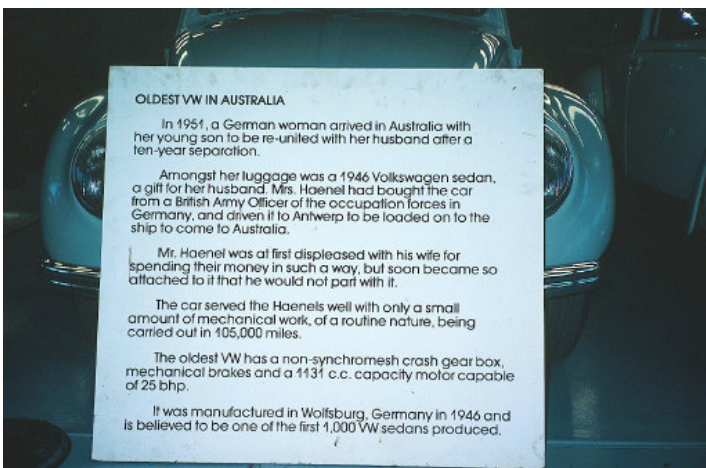
Watty's Corner.

Do you remember George Green's car museum at Leppington? It was called Green's Motorcade, and here is a shot of two Beetles, the Haenel's 1947 VW and the white one is a 1978 model, last off the assembly line if I remember rightly, although I can't recall if that was supposed to be the Australian, or German, assembly line. The car was certainly a collectors' item, brand-new with zero km on the clock.



The old Beetle is the Haenel's 1946 model that they brought to Australia with them when they emigrated here in 1951. VW Australia tracked them down in 1961 when they were celebrating the 100,000th Australian VW. VWA gave the Haenels that 100,000th VW in exchange for their 1946 (which was black in those days). VWA used it for advertising and promotion for a number of years. Somewhere along the line it got painted a light bluish-grey. LNC Industries sold the car in 1984 when the company was bought out, and Greens bought it and put it on display. Unfortunately Greens went out of business not long after, and yes it was at Giltraps in QLD for a few more years. However they also went out of business and sold off their collection.

At one stage Gary Collis in Melbourne claimed to own the Haenel's old '46, but that's not correct. In fact, it went to Western Australia. It was on display at the Fremantle car museum until early this year, when it was moved to the York Motor Museum. This is the home of the Peter Briggs collection. Their website is www.yorkwa.com.au/Motor.Museum/index.htm



OLDEST VW IN AUSTRALIA

In 1951, a German woman arrived in Australia with her young son to be re-united with her husband after a ten-year separation.

Amongst her luggage was a 1946 Volkswagen sedan, a gift for her husband, Mrs. Haenel had bought the car from a British Army Officer of the occupation forces in Germany, and driven it to Antwerp to be loaded on to the ship to come to Australia.

Mr. Haenel was at first displeased with his wife for spending their money in such a way, but soon became so attached to it that he would not part with it.

The car served the Haenels well with only a small amount of mechanical work, of a routine nature, being carried out in 105,000 miles.

The oldest VW has a non-synchromesh crash gear box, mechanical brakes and a 1131 c.c. capacity motor capable of 25 bhp.

It was manufactured in Wolfsburg, Germany in 1946 and is believed to be one of the first 1,000 VW sedans produced.

Apparently some wealthy VW enthusiasts have made huge offers to buy the '46 from the museum in the past, but they have refused to sell. I've spoken with the curator, Peter Harbin - he's a pommy and a nice bloke.

I'm not sure about the '78 Beetle that was at Greens. I had heard it was the last one off the Australian line, but the last batch of '76 Beetles made in July that year were all Martini Olive, including the one in the 'last' photo at the Melbourne plant, the 260,055th.

The other 'last' '76, the old Greg Cusack Martini Olive '76, was sold to Hamiltons in Melbourne in the 1990s but is today in private hands. That's the one that has never been registered and has less than 150 km on the clock.

I did have a 1976 Martini Olive Beetle myself once, you may remember it? I purchased it for \$3,800 in 1980, and had it for 4 years. In that time I competed in motorkhanas, autocrosses, a few lap dashes and one rally, as well as coming 2nd in an annual motorkhana at Young. I traded it in on the Kombi and they gave me \$4,000 as a trade in, not a bad deal, and I got my money's worth!



Here is a photo of my 1976 Beetle at VWC of NSW grounds at Plumpton, which is now a housing estate! I was on my way to winning an Auto Cross, I was the last to have a run at the end of the day as well!

As you can see I was trying and Mal Horsfal who took the photo said I was entertaining to watch! The event was in 1980, so it says on my trophy! The Rego was HZA-945 so look out for it in your travels!

I was just trying to incorporate some VW Club NSW archive photos, so I will try and see if I can dig out action shots from those that competed in motorkhanas, or khanacrosses or old autocross events as they use to be called!

Somewhere I have photos of VW specials, and some taken at Box Hill. The significant thing about Box Hill ground is it was owned by Vince Brown and his mum Granny Brown who use to compete in Redex Trials, and the old Rolls Royce use to sit in the shed. Vince use to come down and watch us compete now and again!

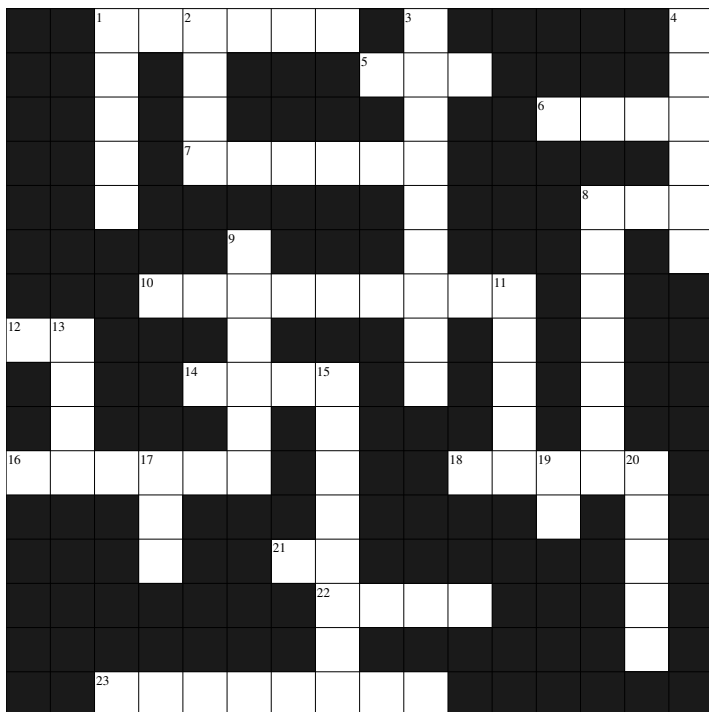
It would give our members an insight into what events VWC NSW members use to do, and since VWC NSW is now part of Club Veedub, its good to give our members some back ground, and an education lesson so to speak!

John Watt

Club Veedub Xmas Crossword.

Across:

1. What Krispy Kreme sell you(before the VW run)
5. The Kombi Beach Festival is held at Old ...?
6. Mark knows a lot about hosing, sudsing and scrubbing
7. The world's most exclusive Concours is at ...? Beach
8. The QLD Dubs by the Pub is now Dubs by the ...? Shop
10. Where the VW Nationals Show n Shine is held
12. VW's new mini-car, possibly rear drive, maybe not
14. Not able to race the 1303 this year was ...? Franks
16. The Chrysler-based VW minivan sold only in the USA
18. The 1970s VW dealer at North Ryde was House of ...?
21. The latest version of the VW Passat
22. The only VW marque to have won a World Rally Championship
23. The VW Summer Beach Run will finish at ...? Park



Down:

1. A trophy winner at the Melbourne show was Ken ...?
2. They have just awarded the Golf VI 5 safety stars
3. The VW Nationals Supersprint is at ...? Park
4. The only VW that shares its name with one of Santa's reindeer
8. The new, faster version of the Golf GTI, just released
9. The VW model that has a 3-6 month waiting list
11. The name of the VW Xmas Sleigh
13. The current small VW that is planned for the USA
15. The former Australian VW importers, now laying off workers
17. Tony Bezzina writes the ...? Department
19. Our favourite brand of motor car
20. The off-road event for the VW Race Touareg

Ask Herr Doktor.

I read the article in the last Zeitschrift titled 'Joe's Fuel Saving Tips', and I have a question for you. My question is in relation to point number 13. 'Ride the Rollercoaster'. I have a manual and have adopted my driving as suggested, but if I go up the hill in 3rd at 1500 RPM (with no labouring of the engine) instead of in 2nd at 2500, do I still use the same amount of fuel at 1500RPM with a heavier load than at 2500 RPM with a lesser load?

M.O., Sydney

The tip in question suggested to try to maintain a constant throttle setting, rather than a constant speed. On the flat these two will match, but in hilly country a constant throttle setting will use less fuel than a constant speed. To maintain a constant speed in hilly country, you have to use more throttle to stay the same speed up the hills, which uses a lot more fuel than you save when you coast down the other side. Plus, every time you accelerate, the carb adds a squirt of extra fuel from the accelerator pump. FI does something similar. Keeping a constant throttle setting means you don't get the extra squirt of fuel, and you allow your VW to slow going up the hill, and speed up down the other side. Not the smoothest way to drive perhaps, but it will save fuel. Now, you have asked about comparing different RPMs in different gears to go up the hill at the same speed - 1500 rpm in top and 2500 rpm in 3rd. You are using much more petrol in 3rd, for two reasons. Your engine is turning 1.67 times faster, so it is breathing in 1.67 times more air and fuel to begin with. But to reach 2500 rpm, the throttle must also be open wider, meaning the engine is breathing even more air and fuel. A heavier load will have one of two effects - it will slow the car more if you keep a constant throttle, or you have to use even more fuel to keep a constant speed. The rule is to stay in as high a gear, and as little throttle, as possible to save fuel. Don't lug the engine though - change back to 3rd in good time when required.

Last month's X-word.





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