

Zeitschrift



The 2007 EDAG Biwak.

September 2009

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Club Veedub Sydney.
www.clubvw.org.au

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



Club Veedub Sydney Committee 2009-10.

| | | |
|---------------------------------------|--|--|
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| Vintage Registr: | Leigh Harris leigh@clubvw.org.au | 0419 685 738 |
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| Motorsport Captain: | Cameron Hart cameronhart@ozemail.com.au | 0407 003 359 |

VW Motorsport Committee:

| | |
|----------------|---------------------|
| Herb Gutmann | Rudy Frank |
| Brian Walker | Norm Robertson (JP) |
| John Ladomatos | |

General Committee:

| | |
|--------------|----------------------|
| Ron Kirby | Laurie & Gwen Murray |
| Ken Davis | Grace Rosch |
| Ray Pleydon | Shirley Pleydon |
| Mike Said | Wayne Murray |
| David Carter | Kay Hart |

Canberra Committee.

| | | |
|--------------------|-----------------|--------------|
| Chairman: | Mark Palmer | 0416 033 581 |
| Vice Chair: | Bruce Walker | 0400 119 220 |
| Secretary: | Megan Wadey | 0415 567 541 |
| Registrar: | Ian Schafferius | 0434 717 093 |

Club Veedub membership.

Membership of Club Veedub Sydney is open to all Volkswagen owners. The cost is \$45 for 12 months.

Monthly meetings.

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

Correspondence.

Club Veedub Sydney or Club Veedub (Secretary)
PO Box 1135 14 Willoughby Cct
Parramatta NSW 2124 Grassmere NSW 2570
info@clubvw.org.au

Our magazine.

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

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

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

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

We thank our VW Nationals sponsors:

22 years.

Volkswagen Group Australia
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Classic Veedub Wolfsburg Automotive



**Canberra's VW Weekend
19-20 September 2009**

largest local VW event for 2009

**Sat - Afternoon VW Cruise
and Family BBQ**

Come and meet other VW owners

**Sun - German Autofest carshow
National Library Lawns**

(Parkes Place, Parkes, ACT)

Entry fee applies to all VW's entering the Park.

**Trophies awarded – food and drink on sale –
kids VW carshow and activities**

Further details closer
to event on
www.canberravw.com

Club VeeDub
Canberra Chapter



www.canberravw.com



**Club VeeDub
Sydney Inc.**

The legend never dies

Oktober-Fest 2009



205 Adams Rd Luddenham
(UBD map ref 224 A15), with the gates
opening at 10:00 am.

\$2 per person admission.



Oktoberfest is on again, at the Hubertus Country Club at Luddenham!

Oom pah pah band, German beer on tap in a glass Oktoberfest
beer stein, German food and market stalls, plus rides for the kids.
So bring along your family, your Volkswagen, your lederhosen and an
appetite for German music, food, and of course... **BEER!**



You'll be welcome there all October long weekend!

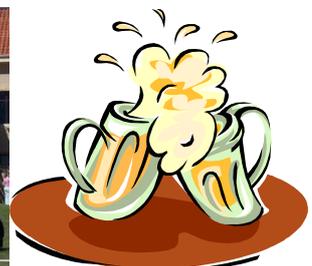
(Camping spots available, contact Hubertus Country Club for information)

Club VeeDub will set up there on Sunday 4th October.

**Look for the 'VW Parking' signs after you go through
the entry gate. Premium parking for VWs only.**

We will be parking in front of the clubhouse.

For general information on the Hubertus Country club or their Oktoberfest,
call (02) 4773 4444. Otherwise email/call Raymond at sales@clubvw.org.au / 0408 207228
We'll see you there! -Prosit!





Southern Highlands Motor Fest

**Chevalier College,
566 Moss Vale Rd, Bowral
9am, Sunday 25 October 2008**

Entrants: \$10 per vehicle. Choose one category per vehicle:

- | | |
|---------------------------|-----------------------------|
| 10A: Pre-1960 Classic | 70U: Pre-1960 Custom |
| 20A: 1960-1980 Classic | 80U: 1960-1980 Custom |
| 30A: 1980-present Classic | 90U: 1980-present Custom |
| 40A: Pre-1960 Commercials | 100U: Post 1960 Commercials |
| 50A: Racing cars | HV: Heavy Vehicles |
| 10C: Classic Motorcycle | 15C: Custom Motorcycle |

Prizes for 1st, 2nd and 3rd in all categories above.

Show & Shine event open to all Classics, Hot Rods, Customs, Vintage & Racing Cars & Bikes Club groups welcome Over 350 vehicles on display Lots of fun for the whole family: fete stalls, trade shows, lots of food and rides for the kids, young & old Gates open 8:00 am for show cars, 9 00am to the public

All enquiries phone Ken, 0438 090263

Club Veedub Convoy:

Meet at Uncle Leo's at the Crossroads, Liverpool
at 7:30am for a 7:45am departure, and
leisurely drive to Bowral

Contact Phil, 0412 786339



It's on again!

Boris' VW Picnic Day & Swap Meet 2009

***** SAME GREAT VENUE THIS YEAR *****

When: From 9:00am Sunday 1st November 2009

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

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

- **Come rain or shine!**
- **Juicy sausage sizzle, cold soft drink, hot coffee and tea available. Club shop open.**
- **Car Display (no judging or trophies)**
- **VW Swap Meet - clean out your garage!**
- **Toilets on site.**
- **\$5 general entry. \$10 for swappers.**
- **All VWs welcome - air and water-cooled, old and new.**
- **Polish your VW for the early summer and have a fantastic day!**



Presented by Club Veedub Sydney

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

Von dem Herrn Präsident.

There have been a couple of events since last month's meeting. The annual CMC Eastern Creek Classic day was held on Sunday 23 August. We had 15 spaces reserved for the day, and 12 VW owners attended and showed off their VWs. Our club had a good position and I am told it was a very enjoyable day. There is a report with photos in this issue.

By the time you read this, our club will have hosted its first ever Motokhana, at HMAS Nirimba at the old Schofields airstrip. Cameron and Herb will have a report for us next month.

Winter is gone, and now that it's spring it's time to detail and shine your VW for all the shows that are coming up.

The Canberra German Autofest weekend, on the 19-20th September, is fast approaching. Make sure you book accommodation if you are intending to stay over on the Saturday night. It will be well worth the drive down from Sydney. Saturday is the VW cruise and BBQ, while Sunday is the show day. Remember that it has moved - this year it will be in front of the National Library, on the south side of the lake. See the full page flyer on page 3, and contact the Canberra Chapter if you have any queries.

The long weekend in October sees two great VW events on. Firstly, the Hubertus Oktoberfest is on again at the Hubertus German Club at Luddenham. Our VW Club has a prime parking and display position, and the German beer and food makes for a great day. There are also market stalls, lots of things to see and do, an oom pah pah band, and rides for the kids. The Hubertus Club will also be giving prizes for the best VWs, so don't miss it. See page 4, or contact Raymond for more info.

On the same weekend, the VW racers will be heading to Warwick in Queensland for the next VW drag day. This is also a great weekend, and we thank Craig and VW Magazine Australia for making it possible.

Our club will again have a VW display at the Southern Highlands Motorfest, to be held in Bowral on Sunday 25th October. Last year was our first time and we had 6 VWs on display, but I'm sure we can do better than that. It's a good day, a bit like a country show with lots of great classic cars. We are meeting at Uncle Leos at Liverpool at 7:30am for the cruise down, so shine up your VW and come along for a good day.

Boris' Picnic Day is on again, on Sunday 1st November, 8:30am until all the snags are gone. The venue is the same, Cooks Park at Ramsgate. This is a great day, relaxing by the water and looking at all the shiny VWs. It's also a great opportunity to buy or sell some VW stuff in the swapmeet, so clean out your garage or under your house, and bring it along. We also need volunteers for the BBQ and gate-keeping during the day, so please come along and lend a hand. We hope the weather will be as gorgeous as it was last year.

It was great to see the movie footage of the Nationals Supersprint, shown on the big screen at the August meeting. This month we have another special movie treat to watch. Aaron has found lots of amazing Volkswagen TV ads from

South Africa, which we will show on the big screen after the meeting. Old ones and new ones, you won't believe your eyes! Make sure you join us at the Greyhound Club on Thursday 17th September.

As I mentioned last month, VW Group Australia's former CEO Jutta Dierks has left, to take up a new position back in VW's head office at Wolfsburg. This month we welcome the new Australian VW Group MD, Anke Koeckler. She has been with VW since 1996, working mostly in various senior Sales positions. She has previously looked after VW's Scandinavian market, and then VW's Spanish area. Since 2005 she has been VW Sales Director for Germany's Northern Region. On behalf of Club Veedub, I welcome Ms Koeckler and her family to Australia.



Don't forget that the committee meeting / magazine pack night is held at the Greyhound Club on the second Thursday of each month, a week before the normal meeting. This is the meeting where the club's business is discussed and actioned, so if you are interested in the nuts and bolts of the club then please come along. Our normal meeting on the third Thursday remains our monthly social get-together, fun rather than business.

If anyone has an outing they would like to plan, please let us know and we will find a free day well in advance. Does anyone have any ideas for VW runs/events/days in December and January, for the school holidays?

Precis of Committee and General Meetings:- CMC Classic, Motorkhana, Canberra Autofest, Hubertus Oktoberfest, Warwick drags, Boris' Picnic Day.

Keep on Kruisin'

David Birchall



Kanberra Kapitelreport.

A big springtime 'G'day' from the Capital. It is nice to see mornings without ice on the VW, and that means Spring is Here. And with spring comes our major ACT event of the year - German Autofest. Are you coming? I hope so, we want to see you!

Saturday 19th September is our VW Cruise. Meet at the Russell carpark (look for the Eagle on top of the huge column) at 2:00pm, and be ready for a round trip of around 60 km. We'll cruise to our destination, have a good chat and a BBQ, and make our way home to prepare for Sunday.

Club Veedub Sydney. Der Autoklub.

Sunday 20th is the main event, held this year at the lawns of the National Library. Bring your VW and be ready for a great day. Entrance fees apply - members \$5, non-members \$10, plus all entrants have to pay \$2 to the Autofest committee. You can now download a registration form from our website (www.canberravw.com) so why not print it out and have it ready? We will be judging our trophies during the day, food will be on sale, etc. Floriade is on nearby as well, in case you (or your wife) wants to check it out.

For our local members, we'd love a hand on the day if you can afford one, so please let us know ahead of time so we can allot a job. Or, turn up early on the day - we'll have plenty of work!

We're looking forward to seeing as many of you as we can!

Bruce Walker



Klub Kalender.

September.

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

Saturday 19th & Sunday 20th:- ACT German Autofest 2009. Saturday is afternoon VW cruise and family BBQ. Sunday is Autofest car show at the National Library lawn, Canberra. Contact Megan (Club VW Canberra Chapter) on 0415 567 541 for more info.

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

October.

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

Sunday 4th:- German Oktoberfest 2008 at the Hubertus Club, 205 Adams Rd Luddenham, from 10:00am. German food, beer, oom pah pah band. Market stalls, kids' rides! Club Veedub has a prime display position. You are also welcome to camp Saturday night, should you wish. Einen wunderbaren Tag! For bookings or more info, contact Raymond on 0408 207228. Prosit!

Saturday 3rd & Sunday 4th:- VW Warwick 2009 Drag Racing at Warwick Dragway, Queensland. Street parade and display on Saturday, drags on Sunday. See www.vwma.net.au for more info.

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

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

Saturday 17th:- NSW Supersprint Round 9 at Oran Park, Sydney. Contact Rudy on (02) 9639 1002 for more info.

Saturday 24th:- Eastern Creek Supersprint, hosted by the BMW Drivers Club. We have been invited to attend this event. Contact BMW Drivers club Motorsport Director: Lloyd Kelly at motorsport@bmwclubnsw.asn.au or phone 0419 430 779.

Sunday 25th:- Southern Highlands Motorfest 2008 at Chevalier College, Bowral. Show & Shine event open to Hot Rods, Customs, Classics, Vintage & Racing Cars & Bikes. Club Veedub display. Lots of fun for the whole family. Fete stalls, trade shows, lots of food and of course rides for the kids, young & old. For more information contact Ken on 0438 090 263. **Club Veedub Convoy** meets at Uncle Leo's, Liverpool Crossroads, at 7:30am.

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

November.

Sunday 1st:- Boris' Picnic Day 2009 at Cook Park, Dolls Point, right beside Botany Bay. VW display, show n shine, VW swapmeet, sausage sizzle. Shine up your VW for summer! All VWs welcome, old and new. \$5 entry, \$10 for swappers. Phone Boris on (02) 9789 1777 for more info.

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

December.

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

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

Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right

Wanted: CAMS Official Trainees

We are looking for Club Veedub members interested in becoming CAMS officials - people to act as flag marshals, timers, scrutineers, entry officials etc. These are a vital roles that make club motorsport possible.

If you are interested, please contact Steve Carter on 0439 133354 or email info@clubvw.org.au.

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 2010.

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

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

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

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

Marktplatz.

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

All published ads will also appear on our club website, www.clubvw.org.au 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.

To all Club Veedub members:- We are now a Volkswagen dealer, but we also have over 30 years experience on all European makes and models. We are **Autohaus Volkswagen**, at 252 Pennant Hills Rd, Thornleigh.

We offer:

- * A 10% discount on all repairs. Our rate per hour is already 30% cheaper than any Volkswagen dealership in Sydney;
- * Free loan cars (only applies if organised in advance);
- * Free rotate and balance with all oil and filter services;
- * Free car wash with all work carried out
- * Genuine Volkswagen parts used in service

We specialise in newer VWs, but we also service and repair classic air-cooled Volkswagens too. If you have any queries, please feel free to contact us. David Kempston, Service Dept, Autohaus Volkswagen Thornleigh. (02) 9980 7980 or email service@carsautohaus.com.au

For Sale:- 1979 DIESEL PASSAT stationwagon. Great condition inside & out, great number plates (MY79VW). One country owner for 29 years, 99% original. Some spare parts too. Super fuel efficient. 2nd place Passat at this years Nationals. Not many old diesel models around now!! Rego til Dec '09. - \$3000.00 .O.N.O. Phone Ray Martz anyday before 2pm on **0403 603 159**.

For Sale:- Oval 1957, unfinished project. Black with cream insert. Reconditioned engine and gearbox. New brake



On the Big Screen at the meeting this month, see some great South African Volkswagen TV ads, most never-before seen in Australia. Don't miss it!

Club Shop Monthly Specials

Did you know that you can pay for your club membership, merchandise and other payments via PayPal or direct deposit?



Nationals Merchandise (Members Price)

\$30 2009 Nationals Polo Shirt (\$25)

\$25 Set of 4 cork backed Coasters (\$20)

\$15 2007 Car Badge (\$10)

\$10 Pre 2009 Polo Shirts (\$10)

Other Merchandise (Members Only Prices)

\$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

\$8 "Legend" cap, hat or Children's T-Shirt

\$5 The last 2 Marl Grey 2005 Sloppy Joes—Size 5XL only

\$5 Official Club VeeDub Metal Name Badge (Back due to popular demand)

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 Club's account.

system, bearings and extra parts. A lot of work has been done, would suit enthusiast to continue restoration and assemble to original condition. \$7,800 ono Wollongong area. Ph: Andrew 0438 284112.

For Sale:- 1966 Polo White Beetle. In very good condition with original service book. A fully reconditioned 1300 original engine with 12 volt conversion makes for a reliable car. Brake wheel cylinders, hoses, master cylinder, handbrake and clutch cables all new. Rego till June 2010. \$3,500 ono. Wollongong area. Ph: Andrew 0438284112.

For Sale:- 1976 Kombi 2 litre Auto, very good condition Unregistered \$2700 ONO Contact Salvadore on 0403536446 or (02) 9920 3519.

For Sale:- VW Spare Parts: 1968 1500 gearbox, doors, wheels, also IRS gearbox available. 1972 Notchback parts, bonnet, 1600 cc engine, front end with disc brakes. Kombi parts such as muffler, towbar, carby set, lights, generator, starter motor, steering wheels, rims and tyres etc Contact Salvadore on 0403536446 or (02) 9920 3519.

For Sale:- 2005 VW BORA V5 2.3L SPORTS \$21,500 . Excellent condition inside & out. Leather heated seats, sunroof, six stacker, 17" alloys. Silver colour, female owner Garaged at home and work 80,000km. Rego til Jan 10. Phone Mark Palmer on 0416033581.

For Sale:- NSU Ro80 - 1967-69 series. 46,000 original miles.

Body and mechanics serviced. Subaru engine fitted. Registered until July 2010. Always garaged. AYM-30V. \$12,000. Phone (02) 9524 2932 or 0417 194880.

For Sale:- VW Golf Sport, 2.0-litre, 2003 model, perfect condition. Silver, 4-speed auto with sunroof, 95,000 km, 12 months rego. \$17,000 ONO. Phone 0412 284 852.

For Sale:- VW Golf GL five-door hatchback, 2001 model. Automatic, Navy blue, 122,000 km. Excellent condition. \$10,000 ONO. Phone 0405 177545.

For Sale:- VW Passat, 1998, Automatic sedan, rego Feb 2010, very good condition, \$6,500 ONO. For more info phone (02) 9740 5383.

For Sale:- VW Campervan, 1998 model (T4), high roof, long rego, bull bar and tow bar, dual air, as new conversion. Reduced \$10k to \$16,900 ONO. Phone (02) 8206-2485.

2nd Month Ads.

For Sale:- We confirm that we have a **1916 Dual Ignition Stan Pobjoy engine** for sale if any your members are interested. Kms is less than 15,000. Sale price: \$4,000.00 If you require any further information please do not hesitate to contact us. Please contact Mark Lee on 0424 271 396 Kind Regards, Melissa Lee.

For Sale:- Old Volkswagen Beetle, not sure what year it is,

Trades and services directory.



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For Sale:- VW New Beetle, 2003. 1.6-litre, sunflower yellow, automatic trans, tinted windows, alloy wheels, alarm, four air bags. Only 46,000 km. Full service history. Excellent condition. Only \$16,900. Phone (02) 9908 3432.

For Sale:- VW Passat Syncro, 2.8-litre V6, 1999 model. Black sunroof, rear spoiler. Only 180,000 km on the clock. Full service history. Leather seats. Rego until 10/09. \$8900 ONO. Phone (02) 4934 2391.

For Sale:- Golf Mk3 CL, 1997, white. 4-speed auto, 1.8-litre engine, very low kms. Fantastic condition! Serviced regularly. Great way to upgrade to a modern VW. \$7500 ONO. Phone 0449 892047

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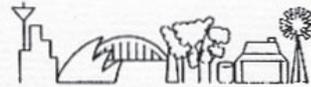
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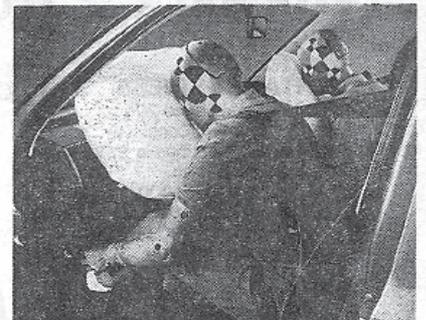
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Porsche boss sacked.

A Volkswagen takeover of Porsche moved closer last month with the termination of two senior executives running the German sports car maker.

Wendelin Wiedeking, 56, chairman, paid the price for botching an attempt to take over VW with an audacious share manoeuvre that angered investors and left Porsche deep in debt.



He leaves with compensation of 50 million Euro (\$A88 million), half of it earmarked for charity, although reports in Germany suggest he could walk away with as much as 250 million Euro. Mr Wiedeking, one of Germany's best-known and best-paid business leaders, was against selling Porsche to larger rival Volkswagen and had instead been trying to buy shares in Volkswagen - which produces as many cars in a week as Porsche does in a whole year - with the idea of gaining majority control of VW.

The 56-year-old's strategy drew criticism for loading Porsche with 10 billion Euro of debt, and also was opposed by the Government of Lower Saxony, where Volkswagen is based. His actions also irked Ferdinand Piëch, Volkswagen's chairman and a member of the family that controls Porsche.

Holger Haerter, the chief financial officer who has also agreed to step down, will get a 12.5 million Euro severance package.

Porsche said that, "in the last weeks Wiedeking and Haerter have come to the conclusion that the further strategic development of Porsche SE and Porsche AG is better off if they are not on the board as acting persons."

Mr Wiedeking, whose contract requires he is paid 0.9% of Porsche's pre-tax profit, will be replaced by Michael Macht, Porsche's head of production.

The departure of the two Porsche executives opens the way for a further consolidation of the German car industry and the arrival of Qatar Investment Authority as a shareholder. Qatar will initially take a 17% stake in Porsche and will remain a minority partner once the VW deal has been finalised.

Porsche ended with a 51% stake in VW after the Wiedeking assault, aimed at gaining access to Volkswagen's substantial reserves, but a combination of the credit crisis and opposition from the Lower Saxony government - a 20pc VW shareholder - left the 911 sports carmaker out in the cold, and more than 10 billion Euro in debt.

Mr Wiedeking, architect of the Porsche revival, attempted to buy time and extra funding and head off a VW



counter attack by inviting the Qatar state to take a stake in the group.

The manoeuvre increased the tension with VW, which has turned the tables and offered to initially buy a 49% stake in Porsche and the rest later.

The Porsche supervisory board have now agreed to push ahead with the Qatar investment and raise another 5 billion Euro to reduce its 10 billion Euro debt burden as a prelude to the VW deal. Porsche said the basis had been laid for the creation of an integrated group.

A statement said that both Wiedeking and Haerter accepted their departure would provide a "significant contribution to the appeasement of the situation."

These dramas are another sign that, in terms of governance, Porsche looks like a small-town family company trying to sort out a major rift between feuding clans. Everyone knows, of course, that the heart of the matter is the 2-year conflict with Volkswagen, the much larger rival in which Porsche gradually built up a majority stake, only to find itself sitting on a 10 billion Euro debt pile - more than twice Porsche's entire market capitalisation.

Wiedeking's ousting seems to indicate that the winner of the family row is Ferdinand Piëch, the 72-year old chairman of Volkswagen's supervisory board. Piëch, who's also the head of one of the Porsche family clans, wants to buy Porsche's car operations and make it one of VW's ten brands.

The plan seems to be that Porsche SE, the listed holding company, would keep the 51% stake in VW. An 5 billion Euro capital increase will help cut down debt - along



with the 4 billion Euro-plus VW could fork out to buy half of Porsche, in a first stage.

The families have said they wanted to keep their 50% ownership of Porsche. That would require providing 2.5 billion Euro of the additional capital. Some of that could come in the form of their fully-controlled car dealership network.

Qatar has been in talks with the families and could be brought in as an investor. A 2.5 billion Euro investment would give them 18% of the reconfigured Porsche – presumably with voting rights attached. The current holders of Porsche's non-voting preferred shares would be left owning less than a third of the company.

This tentative scenario leaves quite a few questions pending – notably the role of the state of Lower Saxony, which holds a mandatory 20% blocking minority stake in Volkswagen (and has done so since 1948). But at least it raises the hope that an outside investor will help avoid a repeat of the last few months' crippling family conflict.

Worldwide, Volkswagen has over 150,000 employees and Porsche just 15,000.

VW Twincharger wins Engine of the Year.

Perfectly complementing the VW Golf recently winning the 2009 International Car of the Year award, Volkswagen's 1.4-litre TSI Twincharger petrol engine has just been named the grand winner at the 2009 International Engine of the Year awards. VW's win has ended BMW's four-year streak.



The VW Twincharger is offered across much of the European VW model range, including the Golf, Jetta, Eos, Scirocco, Tiguan and Touran, and is also used to power the Seat Ibiza Cupra. The turbocharged and supercharged Volkswagen 1.4 TSI also won the 1-litre to 1.4-litre category and was voted Green Engine of the Year, pouncing both Toyota's and Honda's new electric-hybrid power plants.

BMW might have lost the overall award, but it still managed to clinch 3 class awards with its 'M Power' 4-litre V8 topping the 3-litre to 4-litre category, and its 3-litre DI Twin Turbo judged to be the best 2.5-litre to 3-litre engine. Along with the PSA Citroen-Peugeot group, it topped the 1.4-litre to 1.8-litre category with their 1.6-litre Turbo engine.

Mercedes-Benz also took home three category wins. Its 2.1-litre diesel won the 2-litre to 2.5-litre category and its

powerhouse, AMG-developed, 6.2-litre V8 won the above 4-litre category. The same unit won the Performance Engine of the Year award.

Audi was rewarded for its 2-litre, four-cylinder TFSI engine in the 1.8-litre to 2-litre category, an engine also fitted to the Golf GTI and Scirocco. Porsche's 3.8-litre flat-six was voted New Engine of the Year. Toyota won the sub 1-litre category with its 998cc, three-cylinder engine, the only Japanese engine to win an award.

The 11th annual International Engine of the Year Award ceremony took place at Engine Expo 2009 in Stuttgart, Germany, in June. The event saw a total of 12 Awards given to those manufacturers who have been judged to have achieved excellence in their powertrain engineering. The Awards were judged by 65 motoring journalists from 32 countries across four continents. This event is one of the annual highlights of the automotive industry calendar.

VW boss is upbeat.

Martin Winterkorn is on top of the world as he gets ready to lead Europe's largest automotive group into battle.

"This crisis will really be a shake-out," the Volkswagen Group chief executive declares, as he is joined on stage by the artist Pink at a media event in Geneva.

"But the best best days of the automobile are yet to come."



Mr Winterkorn's optimism appears limitless in an interview with the BBC, as he talks about the Volkswagen Group's sales doubling in China - from one million to two in the next decade - an eventual revival in Russia, a belated surge in India, and the first green shoots of recovery - eventually, though not yet - in the US.

Arranging events such as this one is less efficient for smaller firms, observes a senior Volkswagen communications official, pointing to the fact that the Volkswagen Group consists of eight marques. In the words of Mr Winterkorn himself: "From the VW Polo to the Bentley Supersports, all the way to Lamborghini."

Such a line-up of automotive marques offers diversification. Whatever the economic circumstances, at least some of its models should sell. Only this time it is different. Globally, the entire car industry has been hit by a drop-off in spending caused by a lack of available credit, rather than by consumers being offered the wrong cars.

Whenever chief executives are faced with a sudden drop in demand, they cut costs. Volkswagen and its subsidiary companies - which make supercars but rely more heavily on ordinary Seats, Skodas, Volkswagens and Audis - are doing so too, in line with the automotive industry as a whole.

The group's temporary workforce has been axed, while remaining staff are seeing their working week reduced as the group tries to protect profits.

Mr Winterkorn remains unrepentant, responding with a "what-am-I-supposed-to-do" kind of shrug when asked whether it is fair that they should carry the can.

"Should we fire people who have been with the company for 10 or 20 years?" he says. "I think it would be better to keep them, and let the others go."

The thinning-out that is taking place in the industry is not merely an exercise that takes place within car companies. As the Dow Jones index of leading US shares closes at its lowest level for almost 12 years, Mr Winterkorn is fully aware that this recession could be a long one and that as such, the automotive industry is engaged in a last-man-standing style battle.

Failure to cut costs and reduce production to match demand would give rivals a chance to get ahead. Instead, he is eyeing pole position.

"We expect to increase our market share [during the recession]," Mr Winterkorn says. "But we don't expect to increase our volume."

He does expect rivals' volumes to drop faster than Volkswagen's, though. For instance, while Audi expects its sales to fall 10% this year, it also expects its main rivals BMW and Mercedes to suffer even greater falls in sales. So by the end of the year, Audi expects to be the best-selling luxury car producer.

But Volkswagen will not only keep on selling a lot of cars through the recession.

The carmaker, which is thought to have made profits of more than 6 billion Euro last year, is expected to remain profitable, making between 2.3bn and 3.2bn Euro this year, according to analysts' estimates.

Volkswagen's earnings capacity will enable it to continue investing through the recession, so when the dust settles, the group expects to have cemented its position as one of the leading players in the industry.

The verdict from analysts is unanimous. Expect the 'people's car' to be around for a long time yet.

VW Mexico to expand.

In the presence of Mexican President Felipe Calderón, Volkswagen de México confirmed in July 2009 of its plans to invest one billion US dollars in expanding their Puebla plant. The Chairman of the Board of Management of Volkswagen AG, Prof. Dr. Martin Winterkorn, had already announced this in February of last year at the New Beetle anniversary celebrations. The funds will be used to expand production facilities and develop a new model.

The President was received at the Puebla plant by Mario Marin, Governor of Puebla State, and Otto Lindner, CEO of Volkswagen de México. Construction work has already begun on the new production facilities, which will



start assembling a new model built exclusively in Mexico for global markets from mid-2010.

In his speech, Lindner stated: "Our strategic objectives for Volkswagen de México are clear: we are aiming for further growth in Mexico and to extend our market leadership. Our new models are the basis for this growth. In addition, we will continue to increase our purchasing volumes in North America and especially in Mexico." Lindner thanked President Calderón and Governor Marin for their support, particularly during the present difficult situation facing the automotive industry.

The growth of the Puebla plant will allow Volkswagen to increase its daily capacity by 300 units to 2,100 vehicles. The expansion of the plant will cost 410 million US dollars. The remaining investment is earmarked for supplier tooling, and in particular for development of the new model in which Mexican engineers play an instrumental role.

The announcement in Puebla is part of a larger North American strategy. A year ago Volkswagen AG's announced its decision to build a U.S. manufacturing facility in Chattanooga, Tennessee, USA. The US\$1 billion state-of-the-art plant will start production in 2011 and will produce 150,000 vehicles a year, with a car (mid-sized between the Jetta and Passat) specifically designed for the North American market. Both the Puebla and Chattanooga announcements reinforce the company's goal of selling 800,000 Volkswagens in the United States by 2018, four times more than at present.

New Polo released.

The new fifth-generation 'Type 6R' Volkswagen Polo was released on the German market last month. Over 24,000 customers had pre-ordered the latest version of this multi-million selling model from VW.



“The new Polo is the right car at the right time, and it offers attractive solutions for customers in a difficult time for the automotive industry,” said Christian Klingler, Volkswagen AG Sales and Marketing manager.

The distinctive new Volkswagen styling, similar to the treatment already used on the Scirocco and Golf, paired with the cleanest and most fuel efficient engines, sets new standards in the fifth generation Polo. “Clearly, the Polo will redefine the benchmarks in its class, especially when it comes to preserving natural resources,” said Dr. Ulrich Hackenberg, Volkswagen Head of Technical Development.

Top-notch performance on the new Polo is attained by the use of new TDI and TSI engines and the 7-speed dual clutch DSG, resulting in drastically reduced fuel consumption and emissions values across many engine power levels. At market launch in Germany, a total of six engines are offered on the new Polo – three petrol and three diesel – ranging from 44 kW to 77 kW. Just how much potential lies in the newly developed TDI engines is illustrated by the Polo 1.6 TDI with 66 kW. When ordered with the ultra-high efficiency BlueMotion Package (as an option), it delivers world-beating average fuel consumption of just 3.7 litres per 100 kilometres and 96 g/km CO₂, both better than all the Japanese hybrid vehicles.

Market launch of the new Polo across Europe began during July 2009, whilst an Australian release isn't expected until well into 2010. In the meantime, current-model Australian Polos will continue to be imported from Volkswagen's high-tech Uitenhage factory in South Africa.

New Polo SUV coming?

The new VW Polo 3 and 5-door hatchbacks have recently gone on sale, and its planned 3-door coupe version will play the role of a smaller Scirocco in the future. VW also apparently intends to take the new Polo platform a little further.

AutoExpress magazine has learned that Volkswagen will make a move against the existing Opel Meriva and the future Ford B-Max by introducing a compact MPV based on the Polo's platform. This would be an extension of the theme VW has already used on the previous Polo, the CrossPolo 'lifestyle' vehicle.



Details of the new small SUV at this stage are sparse, but the intention is clear. VW would position this product as the smaller counterpart of the Touran, with taller, strengthened suspensions and possibly 4Motion 4WD. The new vehicles would use the service of the company's common rail motors and the TSI petrol engines. A range of different wheels and tyres, trim and 'off-road' CrossPolo-style accessories would be included.

Special French Passats.

French VW buyers can now order two special packs with their new VW Passats,

The VW Embassy Passat has features such as 3-spoke leather multifunction steering wheel, multifunction display with trip computer, automatic “coming home and leaving home” lights, interior mirror with automatic day / night adaptation, and 16 “light weight alloy wheels.



You can also opt for the City Pack which has parking sensors at front and back, tyre pressure monitoring system, electrically controlled wing mirrors, radio/mp3 player capable of playing from your music from a Memory card, and a high resolution touch screen with traffic information.

The Passat R-Line boasts 17 inch alloys, anti-puncture tyres, side skirts painted in body colour, front and rear spoilers, chassis lowered by 15 mm with reinforced bars, anodized rails, sport seats with height adjustment and electrically-powered adjustable lumbar support.

The Passat R-Line also has automatic day / night adjusting mirrors, illuminated vanity mirrors, 3-spoke multifunction steering wheel in leather, a multifunction display with trip computer screen, a 'Climatronic' dual-zone air conditioner, electrically folding exterior mirrors, and aluminium pedals.

These special Passat versions are for the French market, and are not being imported into Australia.

Touareg Mk2 revealed.

The upcoming second-generation VW Touareg will share its platform with the next Audi Q7 and Porsche Cayenne. The new model will be lighter than the current



vehicle, which will result in better engine performance, handling, reduced fuel consumption and fewer emissions. Rumours of the full-size VW SUV weighing around 2300 kg can be trusted; confirmations are expected in the very near future.

The price of the new VW Touareg is expected to be lesser than the current version, which begins at around \$65,000 in Australia. The car will go on sale in Europe in late 2010 or early 2011, around the same time the new Porsche Cayenne is expected.

Touareg BlueMotion launched in UK.

The ultra-high efficiency versions of the Volkswagen's range are called 'BlueMotion' models, designed and built by VW's inhouse 'Individual' division. They all feature state of the art engines and mechanicals to maximise fuel consumption, and minimise CO2 emissions.

The ultra-fuel efficient version of the VW Touareg SUV - the Touareg BlueMotion - has just been released on the UK market. The Volkswagen Touareg BlueMotion is propelled by a 3.0-litre V6 TDI common rail turbo diesel engine developing 168 kW and 550 Nm torque, while offering a 9.2 L/100 km fuel consumption. The Volkswagen Touareg BlueMotion's engine is coupled to a six-speed automatic Tiptronic gearbox.



The VW Touareg BlueMotion has a maximum speed of 203 km/h and can go from 0 to 100 in 8.5 seconds.

Equipment levels on both trim levels, BlueMotion and BlueMotion SE, consists a cruise control, leather multifunction steering wheel, 17-inch 'Makalu' alloy wheels fitted as standard on BlueMotion models. BlueMotion SE with its 2Zone electronic climate control, touchscreen satellite navigation, heated front seats, 'Cricket' leather

upholstery, Walnut wood interior trim and 18-inch 'Valley' alloys is better equipped.

Volkswagen Touareg BlueMotion features revised aerodynamics, an optimized engine featuring a more efficient alternator, low rolling resistance tires and a 25 mm lowered ride height, all performed in the interest of better fuel economy.

The Volkswagen Touareg BlueMotion price for the UK market begins at £34,150 and goes to £37,545 for the top of the range SE version.

No plans to bring the Touareg BlueMotion - or any of the other VW BlueMotion models (Polo, Golf, Jetta, Passat) - to Australia have been announced as yet. The Polo BlueMotion was displayed at the 2008 Sydney Motor Show but has not been released for local sale.

Rabbit becomes Golf again.

Any Americans wanting to bring home a brand new Volkswagen Rabbit had better act quickly. Volkswagen of America has just confirmed that 2009 will be the last year that the American version of the popular VW hatchback will be called the Rabbit. The renamed 2010 Golf (Mk6) has been shown at the New York Auto Show in production form, with an expected sale date in the States later in 2009.



Mark Barnes, boss of Volkswagen of America in Herndon, Virginia, said "The Golf is an iconic nameplate for the Volkswagen brand, and it is known throughout the world. The Golf is Volkswagen's best selling global nameplate with more than 26 million units sold in over 120 countries. Making the change back to Golf is an important step in realigning with our global heritage."

The Mk1 Golf was originally named the 'Rabbit' for the US market when it first went on sale there in 1975, and it was such a success that a US manufacturing plant was set up in 1979 to make the Rabbit locally. However, when the Golf 2 debuted in the US in 1985, the 'Rabbit' name was dropped and they used the world-wide 'Golf' name. Likewise, the Mk3 and Mk4 Golfs were also 'Golfs' in the US, bringing them into line with the rest of the world.

However, Americans were all left scratching their heads in 2006 when Volkswagen of America decided to return to the 'Rabbit' name for the Mk5 Golf, putting them out of step with everyone else. Since then, sales of Mk5 Golfs

(Rabbits) have been disappointing, with Americans much preferring the booted Jetta. Even the New Beetle has been outselling the Mk5 Rabbit in the USA.

Likewise, the original 1974 Mk1 Passat was named the 'Dasher' for the US market. Even stranger, the Mk2 Passat was named the 'Quantum'. Not surprisingly, this policy was dropped in the 1980s and today the Passat is a popular part of the US VW lineup.

Golf R20 spotted.

Spy photographers have managed to snap a few pictures of Volkswagen's upcoming R20 lapping the Nürburgring in Germany, in this case disguised as a mild-mannered 2.0 TDI.



The new hot hatchback will reportedly be available in both three- and five-door styles, and it will take the place of the now discontinued R32. As the name suggests, the R20 will feature a four-cylinder engine displacing just 2.0 litres. Fortunately, that little engine looks to be direct-injected and pressurized by a larger turbocharger, boosting output to more than 200 kW. That power will be channelled to the front tyres only (not through all four wheels, as with the R32) through either a standard six-speed manual or VW's excellent DSG dual-clutch gearbox. Expect 0-100 km/h times of around five seconds.

However, a 4Motion 4WD option may become available later. Besides the influx of power, VW's new R20 is expected to arrive equipped with a set of upsized brakes borrowed from the Audi A3. The Golf R20 is expected to go on sale in Europe in 2010, but export arrangements have not yet been finalised.

The world's worst pothole.

Think the roads are bad in your area? Most of us have always assumed that Sydney's roads are the worst in Australia, if not the world. The lack of planning, design and maintenance on our roads and highways are legendary, with ridges, cracks, bumps, thumps and holes everywhere from Berowra to Bundeena; Coogee to Castlereagh and Palm Beach to Picton.

Apparently, though, Sydney is not really the worst, and in fact it's not even close.

The dubious distinction of the world's worst pothole must go out to our friends over in Ukraine, in what used to be the Soviet Union. Kiev is both the capital, and largest city, in Ukraine. The story is that an underground water pipe under a city street in Kiev burst, which created a sinkhole large enough to swallow an entire Volkswagen Golf whole.



Fortunately, it was reported that the car's occupants were able to escape out through the rear hatch, which was just about the only portion of the Golf that wasn't covered by a few tons of water, dirt and asphalt.

Singapore Golf V50.

Singapore has been singled out to receive a hotted up version of their Mark V VW Golf GTI, to be dubbed the GTI V50. It has the usual VW 2.0-litre FSI engine, but this exclusive version gets upgrades from tuning firm APR, including a Stage 1 ECU tune that adds 27 kW (up to 183 kW) and produces 382 Nm of torque. Underneath are VW R32 brakes and callipers, and a VW Performance exhaust. Together they'll turn your 0-to-100 km/h run into a 5.6-second affair, which takes more than a second off the standard Golf GTI.

Outside, the body is adorned with go-fast add-ons like a VW Performance body kit, white turn signals, blue-tinted glass, along with some Pirelli P-Zero 7.5J x 18 wheels and Pirelli 225/40 rubber to round the whole thing out. The metallic paint job is one we'd describe as 'distinctive'. Inside



you get all the usual VW luxury comforts, like Climatronic A/C, leather seats and steering wheel, multi-function display, and in-dash 6 CD changer and 10 speaker ICE system.

It is still covered by VW Singapore's 3-year/100,000km warranty. The GTI V50 will be a limited run, so Singaporeans can expect a commensurate premium as another added feature.

Clarkson upsets the Poles.

Jeremy Clarkson, the Top Gear presenter, has upset viewers by making a joke about the Germans invading Poland.

More than 100 people complained after seeing a spoof advertisement that he filmed about the new German-made Volkswagen Scirocco TDI for the BBC Two programme, which was seen by 6.7 million viewers on Sunday evening.

The joke tag line for the advertisement read "Berlin to Warsaw in one tank!" – a reference to Hitler's decision to invade the country, which triggered the Second World War. More than 6.7 million viewers watched Clarkson's "ad", in which panicked Warsaw citizens fled the city, rushing to board buses and trains as sirens warned of the approaching Germans.



The reference to Adolf Hitler's invasion of Poland that triggered World War II has sparked a storm of debate in the UK and Europe, with onlookers struggling to decide whether Clarkson's ad was tasteless or just a bit of fun.

The video has attracted most debate on YouTube, where it was posted immediately after the show.

"Simply the funniest thing I've ever seen," one viewer comments. "Cue the complaints ... from the pc brigade calling for Clarkson to be hung."

But Polish viewers didn't find any humour in the fact that some six million of their countrymen and women died during the invasion.

Many were quick to point out the failure of the English to help defend their homeland.

"Brits ... don't realise how the occupation of Poland looked like and what it meant for millions of Poles who didn't survive it and other millions who lost their family's members," one comment read. "Poles were fighting with Germans to protect UK (Polish pilots during battle of

Britain) just half a year after you did nothing to help Poland when the war started, even though we had an alliance."

An Ofcom spokesman said the regulator would investigate the complaints. A Top Gear spokesman declined to comment, according to the *Daily Star* newspaper. Clarkson, 49, has a track record for offending people – Germans in particular.

Four years ago he said on the programme that the BMW Mini should have stick indicators that went up and down like a Nazi salute, and "a satellite navigation system that only goes to Poland".

Such antics were described at the time as "unpleasant and disturbing" and "poisonous rubbish" by critics.

Watch the ad on YouTube by doing a search on 'Poland Scirocco'.

New KdF museum?

Germany's far-right NPD Party is on a collision course with the government over plans to build a museum celebrating the Third Reich's "Strength Through Joy" movement, which organised leisure activities for the masses.

Jürgen Rieger, the vice-president of the party that seeks to ban all immigration and sever all ties with the EU, has submitted plans to authorities in Wolfsburg - home to car giant Volkswagen - for the museum intended to "show the people what this organisation did and what it meant". But critics have accused Mr Rieger of using the museum as a way to spread pro-Nazi propaganda.

Kraft durch Freude (Strength Through Joy), at one time the largest tour operator in the world, was created to promote "a National Socialist people's community and the perfection and refinement of the German people" through its tightly structured recreational programmes.

Battalions of KdF workers built the massive holiday complex of Prora on the Baltic Sea intended to be used by 20,000 holidaying Nazi loyalists at one time. The organisation also controlled a fleet of cruise ships that allowed pre-war Germans to travel to far away destinations at rock bottom prices.

And it also financed the production of the "people's car", which later became the classic VW Beetle of the post-war years. By the time war broke out, it was virtually redundant, but had accomplished its task: binding the people to Hitler and controlling leisure the way every other activity was controlled under the regime.

Mr Rieger's plans to turn an old furniture warehouse into a museum have met with stiff opposition. Ralf Schmidt, a spokesman for the city, said: "We will use every legal means at our disposal to stop this from becoming a reality."

Mr Rieger has already assembled a fleet of Nazi-era cars, propaganda posters, documents, flags and uniforms of the movement ready to go on display.

Local officials fear that the museum will become a shrine to the far-right, who continue to indulge in violent racist attacks while attracting more vulnerable young people during the economic downturn. In June, Mr Rieger founded an association to promote the museum. A barbecue and music evening turned bloody when NPD members with shaved heads attacked journalists who turned up to report on the event with clubs and beer bottles.



choking on a part from one of these toys. Liability took on a whole new meaning and free surprises of this sort stopped.

Kellogg's Corn Flakes was one of those breakfast cereals that in the mid-1960s had invited US customers to send a coupon away, plus 50c, which would secure you

The Toy Department.

Those of you who are Baby Boomers might remember those breakfast cereals that had miniature toy surprises within them.

Those were the days - us kids really got some joy from eating breakfast – until one law suit involving someone

a pair of Lindberg Models or Mini Lindy which were made in the US. This offer, as I understand it, was only available in the US.



Available was a Beetle and split window Kombi. In the first image we see a typical boxed kit and secondly the finished product Those were the days!



Lastly this month in the Matchbox range many of you would be aware of the second release of the bay window low light kombi/camper in green and also more recently the US release in red.



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With these you may have also seen my custom variations to these models such as surf boards and roof racks, Sunraysia wheels, bull bar, roof luggage, side step and even mud flaps!

With these variations as can be seen I have even included a tow bar for a boat , or jet ski - a case of too much time on my hands? Certainly not but good therapy.

Tony Bezzina
kbezzina@pigpond.com

Watty's Corner.

Hello againto everyone from sunny Glen Innes in northern NSW.



When I had my old L-Bug (now owned by Rudi), it did look pretty neat! I was doing a Hillclimb at Wakefield, and so I didn't put the "VINTAGE" airdam on, as it worked better



without it.

If I remember rightly I came 5th O/R and 1st in 1601 to 2000 class!

This is one Bug I wish I had kept!

This is the last photo I took of my New Beetle outside my old home at Tahmoor, before I drove it down to Barloworld VW at Mascot. They brought it off me for \$22,000 which was great! I was paying it off, and Paul Clitheroe advised me to sell it!



At least I still have my Green Rally Beetle, and also I have a 1971 Fastback which I'm working on getting it back in Rego shortly, and I own both !

There are plenty of dirt roads on the outskirts of Glen Innes, and I have driven all of them in my 1970 Rally Beetle, and had no dramas at all as the old swing axle is strong.

And as for the New Beetle, well not the same, very hard to go off road in a New Beetle, I mean New Beetles are a nice car, but easier to damage !



There is at least one touristy attraction in Glen Innes, "The Standing Stones"! Anyone in the club passing through should stop and check them out, as well as stop and have a cuppa with Watty!!

Cheers

Watty



CMC Shannons Classic. Sunday 23 August.

Club Veedub has long been a member of the CMC - the NSW Council of Motor Clubs - which is the representative body for the classic car club movement in NSW. Their biggest show of the year is the Shannons Classic at Eastern Creek Raceway, which was held on Sunday 23rd August. It's the biggest 'classic car' show in NSW. Once again we got a great display position and we had 15 spaces reserved. Dave Birchall gave away the space bookings on a first-come reserve basis; you only had to ask at the last meeting.



It was important to get there early, as with well over 1,500 classic vehicles on display there is always a queue on entry. Our club had space in section C, which needed an entry at the south gate off Ferrers Rd, then through the track tunnel to the centre of the track behind the pits. Our space was on the 'skidpan' area on the inside of Turn 1. Ken Davis was the first to arrive on the Sunday morning, and had the area to himself with his Superbug until I arrived in my Kombi just after 7:30 am.

Brad arrived in his Type 3 Ghia, followed by Brian and Robyn in the red Mk3 Golf, Wayne and Laurie in the Kombi pickup, and Ray and Shirley in their Type 3 Fastback. Raymond and family followed in their new toy, a lovely new

Mk5 Golf TDI. Frank also joined us, and it is great to see him looking well again. We also got a couple of guests and new members, including Peter from Flat Four in his red billet Bug (he took Bill's place when he couldn't make it); a stunning Herbie replica, a blue Campmobile, and a brown Superbug driven by an MG Club member (!)

There were VWs who chose to park elsewhere, including Rick in his battered T3 Kombi, and Andrew Dodd parked his Beetle among the Toranas. There were also some VWs parked on the other side of the grandstand, so we didn't get to see them. However we ended up with 12 VWs in our space for 15, not a bad turnout. I don't know what happened to the 3 other members who took reserved tickets, then didn't turn up. That was a waste of tickets that someone else could have used.



There were minor dramas in the Club Veedub area. I forgot to stop at an ATM on the way in, but thought I'd find one at the event. Wrong - there are no ATMs at Eastern Creek Raceway. Bigger. I had to survive the day on the 55c in my wallet - I even had to borrow \$2 from Brian to go on a bus ride (I owe you a beer Brian). Then Ray put the tent frame up, and discovered he had left the cover at home! He had to make a quick dash out and back to fetch it. We also found that we were scheduled for one of the last track drives of the day - not until 3:30pm, so we had all day to wander, or sit and socialise.

We got set up and comfortable, then took it in turns to go for a walk and look around. There were some fabulous



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cars to see. Vintage and veteran oldies; American '50s and '60s muscle cars; British classic marques; old Holdens, Fords and Chryslers; military vehicles; Porsches, Fiats, Citroens, Audis and BMWs. Vintage speedway cars. Again there was a huge turnout of Minis, and Morris Minors. I don't know why their turnouts at these shows are always so much larger than ours, especially when we have 300+ members and we know VWs are better. But you can't fault their enthusiasm.

The pit area was also used as trader/swap areas, with garages selling auto bric-a-brac like books, magazines, number plates, spare parts, old brochures, accessories, and model cars by the millions. There was also a good selection of Easter Show-style food and drink, which the kids enjoyed.



Each club was allocated a time slot to do a few parade laps of the Eastern Creek track, and as I mentioned we were not until 3:30. However the track saw a continuous parade of nice cars all day as the many different makes took their turn. As well, the Tempe Bus Museum was again on hand with a few marvelous old double-decker buses, including two Sydney Leyland Tigers (one red, one green), and a bright red former London bus, still with the original UK destination rolls and inside ads. Rides around the track in these great old machines was very popular, and both the grownups and kids loved it.

We had a few prospective members take brochures and wander through our club stand, and a few familiar faces also popped in during the day to sample some of Grace's

home-made snacks. As the afternoon progressed, many of the other clubs were departing as their track drive ended, so the show area was thinning out. At 3:15 we were called, so most of the Volkswagens started up and headed for pit lane. Frank and Brian decided to come with me in the Kombi, while Raymond led the way in his new Golf.



After some stop-start lining up, we headed onto the track in single file. Eastern Creek is hillier than you imagine (at least it seems hilly in a Kombi camper with 3 adults on board), and some of the corners are tight. Raymond stormed away in the TDI, and Wayne's Pickup was right behind, going very fast. I had Brad's Type 3 Ghia in my mirrors but he was cruising, as were the three or four Beetles behind him. I had to take some of the corners wide and was a bit slow around the track, but I was happy to get to just over 110 down the main straight. What a lot of fun!

We got two and a bit laps, but by the time we came off the show was almost over and most cars had headed home.

We headed back to our almost deserted club area and pickup up. Fantastic day, and nice to fly the VW flag among all the other great marques there on the day.

If you would like to join us next year in putting your VW on display (the more the merrier), then please come along to a monthly meeting and see Dave for next year's tickets. Thanks Raymond for all the photos.

More details on the CMC day can be found on their website, www.councilofmotorclubs.org.au



Sawtell Winter Break. 14-16 August.

The third bi-annual VW Winter Break was held recently at Sawtell, and after three tries we finally cracked it for some of that famous North Coast weather.

Friday saw most of the attendees arrive, with many new faces and cars being noticed. After a few plates of prawns and beer, it was time to talk about our various trips up, down and across to arrive safely at Sawtell.



It seems Leigh and Belinda had the most trouble on the trip up, with a slipping rotor button in their immaculate 1977 Deluxe Microbus, I felt partly to blame as I sold the offending part to Leigh many years ago. No, it wasn't a VW part - it was the distributor off a Magna that Leigh uses with his fuel injection setup. A piece of paper jammed under the rotor got them there.

Friday night saw a large group of us make the short walk into town for an excellent Indian meal in the main street of Sawtell.

Saturday morning a few of us went to have a go at the Go Karts at Raleigh, the same track where the racing is held during the VW Spectacular at Valla every second year. Last time we tried this it was pouring rain, but this time the track was dry and it didn't take long for some spectacular driving feats to occur on this twisting circuit.

After racing we all had a good laugh about each



other's driving skills and compared bruises.

After the adrenalin rush at the Go Kart track it was off to Bellingen for some retail therapy at the markets and to join up with the rest of the VW crowd. We hung around Bellingen for a while then did a run up to Dorrigo to go to the Rain Forest centre, what a beautiful spot and it was even warm for Dorrigo, then it was back down the mountain to enjoy a few more plates of prawns and few beers.



Sunday we were greeted by another beautiful day, all the VWs assembled on the Village Green at the Caravan Park. In total we had about 50 cars lined up and we had peer judging for the first time. We collected a gold coin donation to enter which was donated to a local charity.

The winners were:

Best Beetle, Ray Pleydon



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Best Kombi, Judy Pattison



Best Type 3, P Newstead



Best water cooled, Gavin Harwood



One of the many high lights of the day was seeing Ray Vanderkly's Fridolin Post Office van which he has been restoring for many years, this was its first outing and you couldn't wipe the smile of his face all day, it was deservedly the centre of attention for much of the day.

I had to leave Sunday afternoon to get my son back in time to begin his HSC trials on Monday, but from all reports



many more plates of prawns and a few drinks were consumed.

I would like to thank all that attended and helped make this a successful weekend away, in particular Ray Vanderkly our local club member who does all of the work to get this event happening and Shirley Pleydon for her help with the car show entries on Sunday.



More photos of the sunny Sawtell weekend can be found on the Club Veedub website, www.clubvw.org

Steve Carter



'Anti-hoon' lowering laws put on hold.

The NSW Labor Government has delayed the introduction of their harsh new vehicle suspension regulations. These proposed rules would have prohibited car owners from raising or lowering their suspension by more than five centimetres.

These proposals first came to light on 16th July 2009, when the *Sydney Morning Herald* reported:

New laws making it an offence to raise or lower a car's suspension without proper approval is about saving lives, New South Wales Roads Minister Michael Daley says.

From August 1, car owners will be limited to raising or lowering their suspension by no more than five centimetres, and all modifications will need approval from Roads and Traffic Authority engineers.

Currently, a car can be raised or lowered by up to five centimetres without approval and by up to 15 centimetres with approval.

Mr Daley says while drivers may think a lowered car looks "cool" it really is dangerous and any adjustment of more than five centimetres doesn't belong on the road.

"I don't want to see young hoons putting their lives or the lives of others at risk, just because they think their car looks better 15 centimetres closer to the ground," Mr Daley said.

"Raising or lowering a vehicle's height can put the driver, passengers and other road users at risk.

"It can affect handling, braking and safety features such as electronic stability control."

Any vehicle that is raised or lowered after August 1 will have to carry a certificate stating that the modifications confirm to safety standard requirements.

In reality, many motorists who change their vehicle's suspension are responsible drivers, not hoons. When this new legislation was proposed to come into effect on the 1st of August 2009 it was rushed through very quickly, without any industry consultation, or a great deal of thought. Not surprisingly, there was a huge uproar from the motor trades, car clubs, motoring journalists and the after-market industry.

Below is part of a letter I sent to Mr Daley, as well as my local member, the leader of the opposition, and a number of other officials and motoring bodies:

I'm a keen car club member, car restorer and modifier, and I'm very concerned about the new RTA rule VSI 50. It will severely impact on two of my vehicles and my hobby.

My son and I have two VW Beetles that I'm restoring for future road use, and to use in motor sport events. One is still registered and will be back on the road in a few weeks; the other will not be ready for registration for about another year.

I have spent tens of thousands of dollars with local suppliers and tradesmen on these vehicles, and I was planning on spending many more thousands of dollars with local businesses.

I have always complied with existing RTA modified vehicle rules and guidelines and don't consider myself a hoon and only drive my cars at speed in a controlled motor sport environment.

Perhaps a better idea would have been to enforce existing RTA regulations to stamp out illegally modified cars.



Besides affecting me this will impact many other individuals and aftermarket businesses.

Many hundreds of other car enthusiasts must have done the same thing. 4WD clubs, motorsport clubs and on-line enthusiast sites all joined in the fight. Only a few weeks after the proposal was known, Andrew Stoner, the National Party leader and Shadow Minister for Roads, released the following press statement:

The new NSW Government suspension regulations are a farce.

In an attempt to hamper modifications made by 'car hoons', on 16 July the NSW Minister for Roads Michael Daley announced changes in regulation that will cause havoc for both the automotive industry and thousands of drivers on NSW roads with minor, currently legal suspension modifications.

The Australian Automotive Aftermarket Association (AAAA) is outraged by this poorly conceived new regulation. The AAAA is the national industry association representing over 1250 manufacturers, distributors, wholesalers, importers and retailers of automotive parts and accessories, tools and equipment.

The Minister announced the new regulation in a media statement headed "Tough new rules for car hoons" and said the regulation will take effect from 1 August 2009. The regulation will mean that virtually all suspension modifications and wheel and tyre upgrades will require certification by authorised engineers.

AAAA Executive Director Stuart Charity said this announcement shocked both the industry and driver groups alike. "The industry has worked closely with governments nationally for many years to develop and promote vehicle modification guidelines designed to meet appropriate road safety requirements," said Stuart Charity. "The industry is alarmed at this unilateral and unreasonable announcement.

"Neither the industry nor key driver advocacy groups have been consulted regarding this new regulation. No consideration has been taken of the impact that this proposed regulation will have on the wide range of road using industries that must make suspension modifications to their vehicles to improve safety and load carrying capability. Among these roads users are the building, construction, mining and rural industries.

"In addition, there are thousands of private vehicle owners that make suspension modifications to tow their animals, boats and caravans, or simply to improve vehicle handling across a range of driving conditions," he said.

Stuart Charity said the Minister, or his advisors, made untrue assumptions about the facts of suspension modification and in the language used to announce this proposal.

"Firstly – and unbelievably – they assumed that if you modify the suspension on your vehicle, you are a 'car hoon'. There is absolutely no evidence to suggest that this is fact. Recent AAAA research actually revealed that about 80% of the end users of modified suspension are aged between 26 and 49 years of age. Owners of 4WD vehicles are one of the largest groups making aftermarket suspension modifications and 66% of them are aged between 36 and 49 years. So, the major users of aftermarket suspension modifications are not the 18 to 25 years old high-risk group. We also know that 'hoon drivers' are only a small portion of the 18 to 25 years old group.

"Secondly, they assumed that if suspension modifications are tougher to access, then there will be less hoon behaviour on NSW roads. The reality is that those who behave illegally on the road are also likely to make illegal suspension alterations.

"A third issue is many of the modifications outlined in the Minister's press release that will require engineering approval, are legal in every other state in Australia, making this 'NSW only' scenario unworkable.

"Finally, the automotive aftermarket industry is totally dismayed at the arrogance exhibited by this announcement. This industry has an annual turnover of \$5 billion, exports of \$600 million and employs 30,000 people. In NSW, the AAAA membership is 400 companies employing 8,000 people. The AAAA enjoys close working relationships with NSW Government organisations, including the Road Transport Authority, which appears to have ignored an independent engineers report on the improved safety performance of suspension lift modifications submitted in June 2009.

"Given that the automotive aftermarket invests significant resources to ensure that road safety is paramount in the design, engineering and performance of aftermarket products, it is impossible to understand how the industry's long term contribution could be ignored on this occasion.

"The real issue is that in trying to target 'car hooners', the NSW Minister has attacked the wrong 'cause'. Hoon driving is a driver behaviour issue. It is not a vehicle suspension issue, or even a vehicle modification issue.

"We call on the Minister to immediately withdraw this ill-conceived, unworkable regulation and to engage in appropriate stakeholder consultation with a view to developing common sense laws that have the support of key industry and driver groups," said Stuart Charity.

In response to the enormous backlash, the Labor Roads Minister Michael Daley quickly announced that the harsh new regulations would be placed 'on hold', in order to consult with the industry. He released this statement:

Wednesday 29 July 2009 - Minister for Roads Michael Daley today met with representatives from the 4WD community and car industry, who asked for the introduction of proposed vehicle modification rules to be delayed and for more time to consult.

Mr Daley said he agreed to put the rule changes on hold and that more consultation was needed following the meeting.

"I've listened to feedback from the industry and the community, and have agreed to set up a working party to look more closely at how we are going to address this road safety issue," he said.

All of those who attended today's meeting agreed that safety is paramount and that unsafe modifications of vehicles do need to be stamped out.

"The working group will include representatives from the NSW Centre for Road Safety, Four Wheel Drive NSW-ACT, Australian Automotive Aftermarket Association, the Australian

4WD Industry Council as well as other agencies and experts," Mr Daley said.

Executive Director of Australian Automotive Aftermarket Association Stuart Charity said this was a terrific outcome.

"We're passionate about road safety and we understand the intent of the regulation is to make the roads safer," he said. "We're looking forward to working towards a practical solution that meets road safety objectives while also taking industry views into account."

Greg Redfern from Four Wheel Drive NSW-ACT also welcomed the outcome and said the working group would have their full support.

"We want to eliminate unsafe practices in the driving community, and we'll work with the government to make sure these new regulations meet those objectives without any adverse consequences for the motoring community at large," he said.

"We all agree that there is no place for extreme and illegal modifications, but the clubs in our association follow a strict code of conduct and ethics, and we want to make sure they're not punished."



In my opinion, these changes should not be put on hold; they should be ruled out altogether.

This fight is far from over and I urge anyone who has a modified vehicle to keep an eye on the media to see if the issue comes to light again. So what can you do?

For a start, register at this petition site <http://www.nothoons.com.au/> and keep yourself aware of the issue in the media. You can also visit www.vwwatercooled.org.au and www.aussieveedubbers.com, as there was a lot of discussion on this topic at the time.

I will bring any developments I hear of to be printed in Zeitschrift, but when this new legislation was due to be implemented it was rushed through very quickly, so I may not be able to get the information to Zeitschrift in time. But stay tuned.

Besides affecting myself personally, the aftermarket modified car industry is huge; it employs many people and is a billion dollar industry.

Steve Carter

Karl Meier: the king of VW accessories.

“We hereby confirm your appointment as interior design engineer on a gross monthly salary of 430 Reichsmark under the conditions negotiated and for a trial period of three months from March 1st, 1939.”

The recipient of this letter from the Volkswagen works on February 13th, 1939 was Karl Meier. Born in the Saarland, he trained as a motor mechanic and afterwards specialized in car body construction. But it was not long before his attention switched to folding roofs and interior design. His journeyman years took him to Switzerland, where he worked with the car tuners Gigax, and to the famous car body manufacturers Spohn in Ravensburg. In 1936 he joined Opel as a member of the design team that banished wood from the interior of the first Kadett.

Meier, now a fully fledged design engineer, belonged to the elite circle of the association created with Ferdinand Porsche's support to design Germany's first 'people's car'. In 1939 he then left Opel to take up his appointment with the Volkswagen project in today's Wolfsburg. Starting here as VW Employee No.12, he participated in the development of the legendary amphibious Type 166 'Schwimmwagen.' In Wolfsburg he was the author of countless suggestions for improvement. These were rewarded in cash up to February 1945, and with a packet of cigarettes after that.

Dissatisfied with his career prospects in the Volkswagen works under the Allied military government, and brimming as always with new ideas, Meier left and joined forces with Heinrich Schwen. Schwen had been head of training at Volkswagen for a number of years, and had assembled utility vehicles (and even a coupé) on a VW chassis, out of any parts he could lay his hands on, old or new. Karl worked with him, enthusiastically constructing and designing.

The coupé, of which only two were built, was given what Meier called, "bodyform seats"; in principle the prototype for today's car seats. They also constructed a racing car on a VW chassis, called the 'Tatzelwurm,' a predecessor of the later Formula Vee, and 100% handmade.

When Schwen came to grief in the 1948 currency reform, and Volkswagen was no longer prepared to tolerate him on their doorstep, Karl Meier rescued what he could from the remains of the Schwen venture and set up his own business in a wooden shed.

In this 'workshop,' equipped with a sewing machine, some VW seats, miscellaneous bits and pieces and a good supply of junk, Karl set to work with a starting capital of 50 Reichsmark. Combining every function from managing director to upholsterer, he soon added a burnt-out warehouse to the enterprise. His sons Klaus and Uwe were

integrated at an early age. Klaus was put to painting seat frames after school. These were then upholstered in a fabric known as 'Pepper & Salt'. Nothing was wasted: school clothes for the boys were made from the rest of the same material.



The stylish seats were so popular that Meier decided to make removable covers. It was not long before 30 seamstresses were turning out custom seat covers for 15 Volkswagens per day.

Meier's idea soon found industrial imitators who could produce in larger quantities and at a lower price. The family put away the sewing machines and Karl concentrated on other interior design products for Volkswagens. These were so successful that some – for example, the accelerator pedal that replaced the roller – were adopted in the Beetle series, while others have become an integral part of present-day car production.

1952 saw the official birth of KAMEI (KARL MEIER), manufacturers

of practical - primarily only interior - VW accessories. From his beginnings with seat covers, Meier brought off one Beetle sensation after another with his side pockets, shelves, trunk liners, hat holders, supports for every part of the human anatomy, adjustable seats (Meier took out the original patent for these), and even a vase complete with holder.



His famous "Schlummerrolle" (slumber roll) provoked criticism that it would promote driver fatigue. Meier's answer was typically brief and to the point: "To concentrate properly on the traffic a driver must be comfortable and relaxed. The roll also supports the back of the neck in an accident." He lost no time following up this safety aspect and was the first manufacturer to supply safety headrests – today obligatory in cars all over the world.

Kamei had long since grown out of the original wooden shed and moved to a former window-frame factory. Up until 1978 these premises, christened the 'Car Idea Powerhouse' by Karl's younger son Uwe, saw the birth of a

series of amazing products that have in many cases determined the course of tuning history.

In the last days of the war, when the Volkswagen factory manufactured aircraft wings for Junkers, Karl Meier had also gained some experience in aircraft construction. This aerodynamic knowledge was to play an important role in the KAMEI success story. Irritated in the early fifties by the tail weight of the VW Beetle and its unstable handling, particularly at speeds around 100 km/h – which was really pushing it in those days – Meier came up with a remedy. He constructed a ‘horizontal stabilizer’. Today this aerodynamic aid is known as a spoiler.



To test the market for his ‘stabilizer’, and at the same time bring his Interior Extras into the limelight, Meier set out for the Geneva Auto Show in 1953. Barred from exhibiting inside the famous gates for want of the necessary funds for entry, he simply declared a few square metres of roadside in front of the Salon as his outdoor exhibition site.

He was nevertheless unable to convince his contemporaries of the advantages of his strange gadget, and so the original spoiler was packed away until its time was ripe. 25 years later it was hard to imagine cars without spoilers, and at high speeds they were imperative. Not surprisingly, KAMEI was one of the leading manufacturers right from the start.

As early as the fifties the KAMEI programme included mats and liners for all parts of the vehicle and special supports for the clutch foot. In 1955 the first reclining seats for the Beetle came onto the market – made by KAMEI. For those without the benefit of a garage – and this was the vast majority – Meier recommended a protective hood for roof and windows against bad weather. A firm believer in practical solutions, he expelled bulky and excess luggage onto the roof, not forgetting to construct an appropriate, flutterfree protective cover complete with roof rack – the predecessor of today’s roofbox.

To test the response to his products amongst insider clientele, Karl Meier sent his sons around the VW employee parking lots to distribute KAMEI pamphlets. These windscreen dispatches did not miss their mark. Where demand existed, production could begin.

Good ideas for driving comfort often occurred to Karl Meier as he sat behind the wheel. The steering wheels of the fifties and sixties left a lot to be desired. They transmitted a lot of vibration, felt cold and bare in winter and tired the hand muscles. KAMEI’s first remedy was a steering wheel

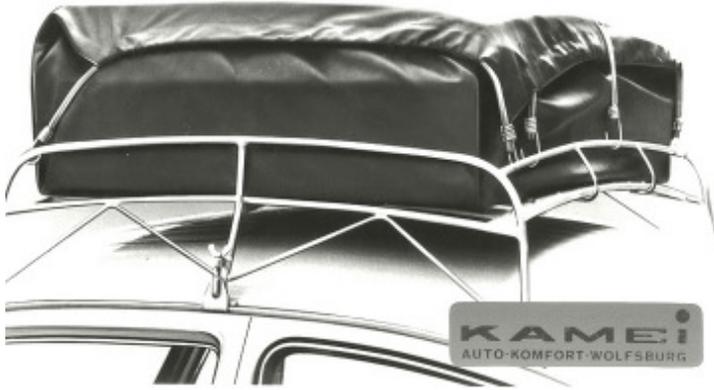
cover of porotherm, a leather imitation out of cellular foam with a comfortable grip. Available in six colours, these first covers paved the way for the ‘Avus’ and ‘Avus Super’ models. Complete with plastic cording and lacing tag, they set out to conquer the world. Whether racing driver or rock’n roll singer, filmstar or chauffeur – everybody in every corner of the globe fell in love with the new, porous steering comfort and its 972 air exchange perforations.

Made in Germany and manufactured under licence in the USA, Great Britain and the Philippines, this product has notched up more than 100 million sales, making it by far the most successful steering wheel cover in the world. It is still part of the KAMEI product range, together with the black, leather-coated steering wheel cover ‘Route 66’. Worth getting a good grip on, especially for long trips!



In 1966 KAMEI opened a shop in Berlin’s best location on Kurfürstendamm for their own driver-comfort products and other car accessories. This state-of-the-art Tuning Shop was a great attraction in those days. To keep up with the high demand for the Avus steering wheel cover an auxiliary factory was established in Wittlich on the River Mosel in 1971. KAMEI now had 130 employees in Wolfsburg and a further 50 in Wittlich. In addition to steering wheel covers, the Wittlich plant was also set up to produce headrests and bucket seats. KAMEI, pioneers in driving comfort, had done it again.

The new headrest, successor of the first generation product SK2000, was longer in its rear section and adjustable by means of strong straps. In November 1973 it was subjected to extensive dynamic tests at the Delft TNO



(Instituut voor Wegtransportmiddelen) in Holland. Safety first for KAMEI's customers.

Meier's sons Klaus and Uwe were meanwhile firmly integrated in the company management, Klaus looking after production while Uwe saw to sales. Business was booming – the Avus was being produced under licence in the USA and even featured on record covers (Donna Summer's 'Bad Girls'). By 1980 Avus sales had soared to 20 million. Good news for KAMEI.

Nearly 20 years after Karl Meier's presentation of his Beetle spoiler in Geneva the success of aerodynamic features in the motor racing world began to spill over into the road vehicle market. Demand rose first amongst racing enthusiasts, and before long a plastic model went into production. In 1972 KAMEI made a scoop with a successful front spoiler for the VW Beetle. Further models followed soon after, for the Opel Ascona A, the VW Passat and of course for the VW Golf. Diversification into other brands was necessary but VW always had priority in the KAMEI range. KAMEI had made the transition from interior to exterior with such overwhelming success that they were bursting at the seams.

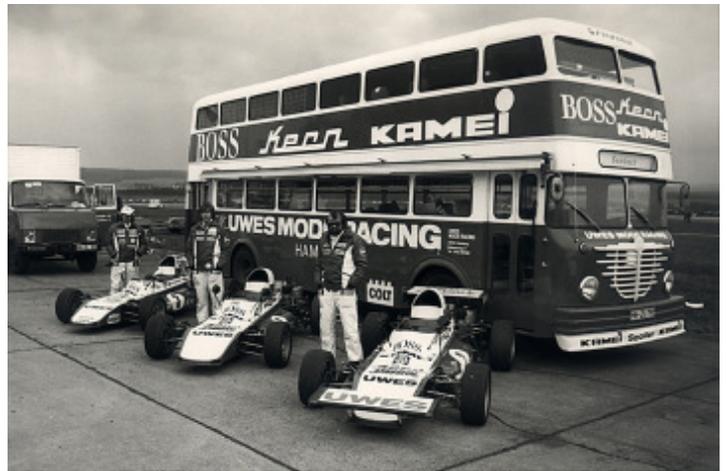


Heads turned in 1975 when a double decker bus appeared inside the pit areas. It was the mobile HQ of the Formula Vee 1600 team backed by Uwes Moden, Kern and KAMEI. Their drivers included 'Poldi' von Bayern, who stayed four years with KAMEI, and a certain Keke Rosberg. In 1982, with the KAMEI logo emblazoned triumphantly on helmet and overalls, the 'Flying Finn' drove the competition into the ground to win the ONS championship and then went on to bag the Castrol GTX trophy as well.

1982 was the best KAMEI season altogether. They sponsored a total of 127 drivers and cars, including high-flier Stefan Bellof, Hans Stuck's and Poldi's Schnitzer-BMW M1 and several tourers in German and European championships as well as various Eastern European competitions and some demanding rally circuits.

The KAMEI wing also flew across the overall of the American TV and film star Kent McCord, since all the cars of the US Bilstein-Bosch-Rabbit Cup were fitted with KAMEI spoilers, as were those of the Swiss Golf Cup.

The late '70s saw the era of the distinctive KAMEI Racing Golf, as unmistakable as the Eichberg Capris sponsored by KAMEI and Gilden Kölsch in 1983. Alongside their regular drivers Helmut Döring and Dieter Gartmann, rally champions such as Ari Vatanen, Klaus Ludwig, Klaus Niedzwiedz and Harald Grohs also wore the KAMEI colours, together with the unforgettable 24-hour-racing driver Manfred Winkelhock and Norbert Haug, now in charge of Mercedes motorsport activities.



Why engage so actively in racing? As a medium for advertising racing is hard to beat in the sporting world. On top of that it carries direct associations with power, technology, sportsmanship, youth, precision and reliability, all a perfect fit for KAMEI as one of the world's leading spoiler producers. The fact that KAMEI is still involved in racing today – even though to a lesser extent – is no surprise.

The decision to move the headquarters of their expanding business to Wiesbaden was prompted by the town's central location and in particular its proximity to Frankfurt airport, gateway to the world market. The fact that KAMEI now exported products to 40 countries could no longer be ignored. But production also had to keep up with the order books, with the result that a new KAMEI factory was erected in the Wolfsburg-Vorsfelde industrial zone in 1977. In its 'green fields' setting it contained the latest in largely computer-controlled production technology.

To cater for the 'Spoileritis' epidemic also raging in America, a KAMEI production plant was developed in North Haven, Connecticut. But ten years later US production was discontinued. Many of the KAMEI retrofit products for driving comfort ultimately flowed into serial production as standard features. Every car today has anatomically-formed seats and headrests, with the result that the Wittlich factory – too small to operate as OEM supplier - was also no longer needed.



In the late 1970s KAMEI had expanded its front and rear spoiler programme to numerous makes. With the accent on performance and low fuel consumption every KAMEI spoiler underwent intensive tests in the wind tunnel at VW and in some cases at Daimler Benz as well. Till now KAMEI's presence on the racing circuit had been limited to advertising. This changed in 1981 when they started optimizing racing tourers. With KAMEI's help the wind resistance factor for the Audi Coupés was reduced by 7% and the lift on the front axle brought down by 38%. The following years of intensive involvement in motor racing paid off. The experience KAMEI gained here was invaluable and flowed directly into their road spoiler tuning operations.

From an early date KAMEI was an established presence at the International Motor Show (IAA) in Frankfurt. Then in 1982 they took the plunge and exhibited at the exalted Geneva Salon. Their new X1 Programme, based on Scirocco, Golf and Polo and presented in pearlescent white on a white carpet, caused a great stir in international circles.



In the following years the X1 kits for the Audi Coupé, BMW 3-series, Ford Escort and Opel Kadett were also very well received. In those days the standard models left a lot of room for such intensive optical and aerodynamic tuning. The X1 programme brought rewarding results on the first and second generations of Golf and thrilled car enthusiasts and motor specialists alike. Karl Meier, who celebrated his 75th birthday in the first X1 year, was delighted. His joy in cars and sharing it with others was the mainspring of his life.

In the late eighties KAMEI presented a multi-use car on an Opel Kadett E Caravan chassis. It was a hardtop estate, van, pickup and convertible all in one. Today's SUVs are boring in comparison. Rational, practical and affordable for everyday driving plus work, leisure and sport, this concept was intended to reach a whole new class of buyer. But production of these components at KAMEI for the Rüsselheim works never started. Opel's marketing pundits withheld their OK.

Between then and 1992 KAMEI offered its Multicar concept in several versions to a variety of car manufacturers. There was always strong initial interest but it was ultimately defeated every time by high development and production costs or the unshakable reservations of the respective marketing strategists.

In 1989 KAMEI presented the German-Japanese joint project VW-Taro in a special version that was exhibited on the VW stand at the Hannover Fair, the IAA and the Caravan Salon before its official launching. The response among dealers and public was tremendous. It was nevertheless considered inadvisable to invest further in a vehicle not selling well in its basic version. The fact is that over the next ten years or more, details of the Multicar concept found their way bit by bit into serial production, in particular into the newest SUVs.



Preparations at KAMEI were in full swing for the Geneva Salon 1988, where their Passat X1 was to be presented with the Multicar. At the same time they were in the process of tying up the KAMEI France packet. In the middle of all this, on January 28, 1988 Karl Meier, the firm's founder, died at the age of eighty. For KAMEI the continuation of his successful work constituted not only a responsibility but also a challenge.

KAMEI France was inaugurated in style with the Corrado X1 at the Auto-Salon in Paris. Following intensive consultations with Chrysler KAMEI presented an executive concept for the US firm's minivan. In the motorsport marketing sector Kurt König made headlines with the KAMEI-Crew-BMW as best privateer driver in the German Touring Car Championship ahead of no less than four of the previous five years' winners.

A special order from Karmann for a roadster on a Golf Cabrio chassis in less than 90 days was successfully concluded on schedule. A VW bus executive concept aroused interest at Volkswagen. KAMEI presented their exclusive interior for the new Caravelle at the 1990 Trans

Die neue Definition des Reisens.



KAMEI
CLUB-VAN

2000 in Hannover. KAMEI was appointed VW's official outfitter, acquiring Dr Carl Hahn, chairman of the VW board of management, as 'best test driver'. A special series of Audi 80 meanwhile boasted KAMEI design components. Further 1988 highlights included the musical 'Cats' on the KAMEI stand at Automechanika along with a host of new products. The new Sportbox in their successful roofbox programme was rated 'highly recommendable' for its good value-for-money and aerodynamically successful design in a comparison test by a widely-read car magazine. KAMEI needed no more encouragement to launch new box models.

1989 saw a change in consumer taste in visual tuning. Aerodynamic weaknesses had by now been ironed out in standard makes. Spoilers and X1 aftermarket styling kits made way for other trends. In the new Zeitgeist the accent was on individualism tempered by environmental considerations and practical aspects – ideal conditions for the KAMEI roofbox programme, which in spite of the Jetbag-Thule merger in 1991 is still thriving today.

The Avus steering wheel covers celebrated a comeback in the USA. A 'Go Hollywood' relaunch in 1990 successfully reactivated this KAMEI staple in six new colours. At the same time Willy Bogner's action film 'Fire, Ice & Dynamite' thrilled thousands of spectators. The styling



package for his KAMEI Dynamite-Golf was subsequently available on order in a small series of 82 kits.

In 1992 production was concentrated in the Wolfsburg location. Additional brand products were included in the programme and the Space Box, brought onto the market shortly before Christmas, was given the thumbs up as an 'exemplary' product by Auto Bild.

With their retrodesign car-styling on the New Beetle under the heading of 'Tradition with a Future' at the Automechanika in 1998 KAMEI hinted at more to come. Their Beetster was subsequently the centre of public and media attraction at IAA 1999 and the Essen Motorshow.

This sporty prototype of the fun car, complete with roll bars, DUROKAM-coloured upgrades, leather bucket seats and reflecting BBS alloy wheels, did not stop there. Beetster II, presented in Essen in 2001, demonstrated yet again KAMEI's no-limits approach to driving enjoyment. The two-seater roadster has a novel side bar construction tested by Dekra that doubles as a rail for the tarpaulin. According to the female spectators, this bright red Spielmobil was simply adorable.



Sport grilles and headlight guards from KAMEI were a hit in the 1999 programme and by 2003 the KAMEI range had expanded from 29 to 36 types of sport grilles and from 71 to 92 guards. Rear window covers and exhaust tips are just as popular, while rear wings with integrated brake lights for notchbacks – KAMEI has these on offer for 30 makes – are making a comeback. Only the big front spoilers have had to make way for the discreeter styling of small front and rear flaps.

Door grips, decor trims and mirror covers are as much in demand as individually-styled gear shift knobs. All auto extras, whether wind guards for softtops, seat cushions, centre consoles or door panels, are KAMEI's business by tradition. In addition the firm also distributes the extensive interior range from Fischer. In memory of Karl Meier's original Beetle, the icon car vase is also part of the KAMEI range, now in unbreakable plexiglass and complete with rose.

The roofbox programme with roof rack systems and bike carriers also includes custom-fit luggage sets, ski holder inserts and wall brackets for garage storage. KAMEI

Club Veedub. Aus Liebe zum Automobilklub.

Automotive stands for their smaller lines and special orders, such as storage boxes in utility vehicles, fittings for transport, production and storage, carriers for special products, and extra fittings for ambulances and police vehicles. These are thoroughly thought through down to the finest details of gun holsters, gas bottle brackets or roof attachments for flashing lights, while beyond the auto world KAMEI's sturdy hydrant cap inserts are in great demand from municipalities and waterworks.



The importance of the Wolfsburg operations is underlined by the fact that as of 2004 the central headquarters (based in Wiesbaden from 1976 until 2003) is also located in the "Auto-Stadt". After Germany's reunification, Wolfsburg has transformed from a remote industrial city close to the Cold War's border to Germany's "Motown" right in the centre of the country. And with a variety of upcoming attractions, the home town of Europe's largest car manufacturer and KAMEI is still getting more attractive every year. Thus for KAMEI it was no question to



merge their activities in Wolfsburg again. In the Marketing sector there has been a generation change in 2003: Managing Partner Uwe Meier-Andrae has handed over this area of responsibility to his elder son Marian.

For the company's third generation management, Thomas Meier and Marian Meier-Andrae, heritage is equal to innovation. In general, however, they are both strongly future-oriented. The strategy for the coming years is to continue the successful car styling and comfort range with particular emphasis on innovative and stylish transport solutions for car owners.

So KAMEI and Volkswagen share a long and successful history together. Once again they are also sharing the same home, the mighty factory by the canal at Wolfsburg. We can also now look forward to many more years of KAMEI and Volkswagen, thanks to the enterprise of Karl Meier.

www.kamei.de





Towing with the VW Touareg V10.

Is this VW 4WD just another 4x4, or is it a 4WD disguised as a wolf in sheep's clothing? In a word, 'yes', it's the Wolfsburg wolf. Because it is indeed disguised in sheep's clothing, designed to pull the wool over the eyes of other 4x4 drivers. That's the way I saw the outstanding Volkswagen Touareg V10 diesel.

How does it tow though? With so much torque available, this 4x4 is bound to demonstrate to us, and others, just how the modern day top-line tow cars differ from those of the past.

Remember the '70s? Dad would hitch his Viscount or Millard caravan to the back of the Kingswood, buy a large block of ice for the chest fridge, fill the water tank and head off up the coast. The Trimatic 202 would have trouble keeping up with the traffic, and lines of irate motorists would bank up behind on the climb to Gosford. The drums were also a worry on the hilly bits. Would things be different today?

Volkswagen Group Australia provided our team with a Touareg V10 TDI 'prepared for towing'. We chose to tow a 5.5-metre (18-ft) pop-top/shower caravan. Included in the tow kit was a Tekonsho electric brake controller and a round 7-pin plug for the lighting and electrical system. This is where the only problem occurred. The supplied tow package included an adaptor that only fits the European plug, so a quick trip to a local auto parts outlet procured the appropriate Australian connection. And so our towing adventure commenced.

The caravan was a dual axle model fitted with 2 x 60 litre water tanks, which when filled took the loaded weight of the caravan to a little over 2,000 kg. This is well within the Touareg's towing capacity of 3,500 kg for the 5-litre V10 diesel model. The tow ball down load is limited to 350 kg. Our loaded pop-top was certainly less.

After collecting the VW Touareg in Sydney and heading north along the F3 freeway to our base in Newcastle, I knew that this was going to be a great working holiday. But I was pondering whether the 2 weeks allocated for our travels was going to be enough to savour the already apparent delights of the powerful diesel engine!

We set off from Newcastle along the New England Highway heading in a northerly direction towards our

destination of Moree in north western NSW. The problem mentioned earlier became evident when a morning tea stop was called by a fellow travelling companion in our 2-van convoy. The 3-way refrigerator in our caravan was not cooling. Also, when our brakes were applied the van's indicator lights came on as well as the brake lights. Checking for short circuits in the van to no avail, I then checked the wiring of the vehicle power socket. It was here that I found the plug had been wired with a thin cable of about 2 mm, when a 6 mm cable should have been used to carry enough power from the vehicle to operate the minimum requirement for refrigeration and van lights. Apart from this almost minor hiccup no other faults were encountered. The travelling companions stayed behind to act as a buffer for clear indications of our intentions.

After morning tea in Murrurundi it was on to Gunnedah for lunch. Over the top of the Liverpool Ranges the Touareg V10 TDI put on a display of the attributes that make this a most desirable tow vehicle. It was over hill, over dale without any hesitation whatsoever with the bi-turbo pumping out power that would make Superman feel totally inadequate. Keeping the speedo needle on the advisory speed limit, and the statute limit in the slow lane over the ranges, not a vehicle overtook this fire-snorting monster.

It was a different story on the plains however, with the rubber neckers going by open mouthed, doing in excess of 140 km/h, just to clear the rig. Foreign readers should note that the average Australian driver will do what ever it takes to overtake a caravan. The V10 VW has a staggering 750 Nm of torque at 2,000 rpm and power is rated at 230 kW at 4,000 rpm. Taking a quick look at the competitors, you promptly determine there is not another diesel 4x4 on the Australian market, at present, which comes close to the torque rating of the Touareg V10 TDI.

There is no doubt in my mind that the V10 would tow a van up to 3,500 kgs with excessive ease. One might expect high fuel consumption whilst towing a caravan, with a vehicle this powerful. But this was not to be. Although a fuel usage test was not conducted, our rough calculations suggest about 13 litres per 100 km was achieved. Impressive, oh yes, as my old Japanese 4.2 litre oil burner used 18 litres per 100 kms when towing the same caravan. Heaven knows what the old petrol 202 Kingswood would have done, flat out with a heavy van on the back.

Towing the 5.5-metre van was not a problem as it tracked behind the 5.0 litre V10 well, not getting away from the tow vehicle at any time. A 4 bar stabiliser system was used, as this was considered more than adequate given the tow capabilities of the Touareg V10.

The team left Moree after a few days and headed eastward to Inverell, where it was planned to stay for some sapphire fossicking expeditions. Around Inverell, most trips to the fossicking areas were on gravel roads that the VW Touareg handled well, although we did not have the van following us. No doubt in my mind, though, that the loose surface would not cause any sort of problem with towing.

So how did the team rate this tow test? Well, 10 out of 10 was the only figure that came to mind. This car deserves to be out there - out there towing the grey nomads into the sunset of this great country!

Ken Walker

The EDAG Biwak.

At the 2006 Geneva Motor Show, EDAG Engineering + Design AG exhibited an interesting vehicle concept, which reinforced the company's reputation as an innovative and creative partner to the international motor vehicle industry. As a world premiere, the globally active company presented the 'EDAG Biwak', a sensational derivative concept based on the New Beetle.

From styling through to testing various manufacturing scenarios, it took the EDAG stylists and engineers just three months to complete implementation of the concept car, and prepare it as a business case. EDAG – global engineering partner to the automotive industry – is exhibiting yet another practicable concept.

For this new EDAG concept car, the classic, half-rounded New Beetle shape has been converted into an estate/ station wagon silhouette, creating extra room for various new professional and leisure applications.

As well as offering the advantages of a marked increase in storage space and greater headroom for the back seat passengers, the small SUV design also provides more ground clearance, to enable the driver to take the vehicle off the road or race track. Practical and stylish: the rear door provides easy access to the luggage section.

The new body design drawn up by the EDAG stylists and developed by the EDAG engineers has the potential for use in vehicles for volume production. The EDAG Biwak would be the ideal second car for a family, though it could just as easily prove popular as a stylish leisure vehicle for surfers or divers, or even do service as a delivery truck for crafts or tradesmen. The concept combines a multitude of requirements, making it attractive to a broad spectrum of customers.

To demonstrate the industrial feasibility of the concept, EDAG's development and production specialists have also worked out different manufacturing concepts for various quantities. To increase its appeal to the intended



target groups, the EDAG design team have created a sophisticated concept for individual equipment and features. Johannes Barckmann explains:

“By utilising clearly worked out colour and trim concepts, we can adapt the look of the EDAG Biwak to appeal to the various target groups – high gloss finish and chrome elements for the bank clerk; crinkle finish, steel rims and denim for the young rebel. By offering numerous alternative versions of the extras, we can satisfy the customers' constant calls for individualisation.”

With the version for the Geneva Show, EDAG deliberately set out to produce a provocative exterior – the EDAG Biwak look was inspired by the spirit of the grunge movement of the early 1990s, and takes up a successful trend in the fashion branch.

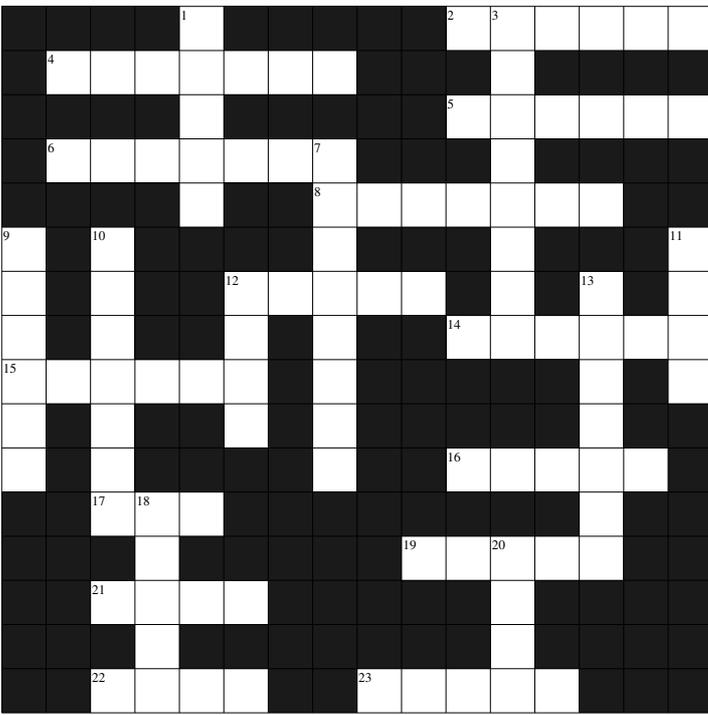


A matt crinkle finish on the outside, combined with natural leather and denim on the inside, create a direct counterpoint to the usual high-gloss look of other new cars.

The crinkle finish lends the EDAG Biwak a used look, which brings the direct utility value of the vehicle very much to the fore. “We are giving the customer the freedom to make full use of the vehicle, dispelling his or her worries about that first, inevitable scratch in the paintwork,” is how Johannes accounts for the provocative trim colour concept.

In this case, the motto “patina instead of high gloss” is directed at a target group intent upon breaking with convention. Just one example of how colour and trim can be employed as marketing instruments.

More details on the EDAG Biwak can be found on the EDAG website, at www.edag.de



10. The town in Queensland that will host the October drags
11. Boris' Picnic Day will be held at ...? Park at Dolls Point
12. The successful VW small car that has just been upgraded to a new generation
13. The Canberra Autofest will be held on the lawns of the National ...?
18. Australia's No.1 Volkswagen dealer, at least back in 1995, was ...? at Parramatta
20. Recently voted Engine of the Year was the Volkswagen ...? Charger engine

Club Veedub Crossword.

Across:

2. At the September meeting we will be showing VW TV ads from South ...?
4. VW's large SUV that will soon be redesigned with a Mk2 version
5. Clarkson knows that WW2 began when Germany invaded ...?
6. The raceway near Sawtell where the go-kart racing was held during the Winter Break
8. The country with the world's worst pothole
12. Porsche family member, former Audi boss and current VW board member, is the powerful Ferdinand ...?
14. The North American country where VW New Beetles are made
15. The Southern Highlands town that will be hosting the Motorfest
16. A strange New Beetle conversion from EDAG
17. The pre-war German leisure organisation that funded the Volkswagen project
19. He reports that all is well in Glen Innes
21. Volkswagen Group Australia's new MD is ...? Koeckler
22. A VW model that has been released in Singapore in a special 'R50' version
23. The recently delayed lowering legislation was designed to stop ...?

Down:

1. Founded by Karl Meier, this is the world's biggest Volkswagen accessory company
3. It's on in Canberra on the same day as the German Autofest, and the wives are glad
7. The German club at Luddenham that will host the Oktoberfest
9. The former American name for the VW Golf



Last month's crossword.

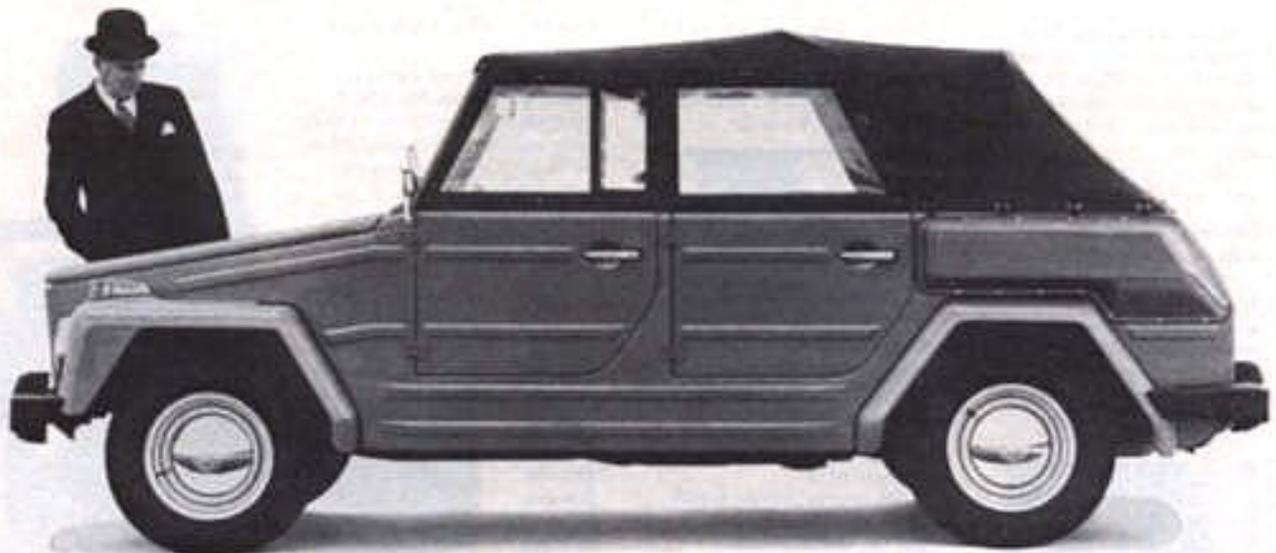


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