

ZETTSCHEIN

October 2005



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A CLUB VEEDUB SYDNEY PUBLICATION
www.clubvw.org.au

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

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

All mail to Club Veedub Sydney should be addressed via the Secretary, c/- 14 Willoughby Cct Grassmere NSW 2570.

Zeitschrift is produced monthly by Club VeeDub Sydney. We welcome all letters and contributions, which will be published if name and address is supplied. Views expressed in Zeitschrift are those of the writers and do not necessarily represent those of Club VeeDub Sydney. Articles may be reproduced with an acknowledgment to Zeitschrift. Club VeeDub Sydney, its members nor its contributors to Zeitschrift can be held liable for consequences arising from information printed in the magazine. Back issues are available from the Secretary.

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

Oktoberfest Hubertus Country Club



Sunday 16th: Oktoberfest at the Hubertus Country Club (Incorporating the Vintage Registration Day).



Yes you read right! Those of you who have HCRS plates are to bring your VW along and get your papers signed. Bring along a big appetite, thirst and of course your Lederhosen! Last year's fest featured an Oompah-pah Band, strong arm competitions, local and German beer on tap (in your own Oktoberfest Glass Beer Stein), German Food and Market Stalls. (Read the report in November 04's Zeitschrift for full details of last years event). For more information for those on HCRS plates, email Leigh at leigh@clubvw.org.au and for Oktoberfest enquiries, email Raymond at sales@clubvw.org.au. We'll see you there!

**Hubertus Country Club
Adams Rd., Luddenham (off Elizabeth Drive)**

A reminder from the Vintage Registrar

Just a short but very important reminder members! If you have a vehicle on HCRS / Historic plates, you must inform me of all your vehicles movements for the following reasons:

- The RTA requires that the Club run a day book registering all "H" plated vehicles movements.
- You have agreed to abide with Club VeeDubs requirements on this subject.
- Should you have an incident involving your "H" plated vehicle and you have not informed the Clubs Vintage Registrar, your insurance could be null and void.
- Should the RTA wish to inspect the clubs day book, and can prove that it is not current, or that certain club members are abusing the privilege of the HCRS system, the club can and will be held in breach of the RTA HCRS regulations, and could if they wished, revoke all "H" plates associated with Club VeeDub.

Note: All events listed within Zeitschrift are sanctioned by the club's committee **BUT you are still required to notify me of the vehicles movements.**

All I ask members, is that you keep me informed of when you are going out to enjoy your Volkswagen. You can do this by contacting me on 02 9533 3192, or e-mail, leigh@clubvw.org.au

So enjoy your Volkswagen, I know I do. Leigh Harris, the new Vintage Registrar



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

THE ALL VW SHOOTOUT

6th November 2005

New Venue: Michael Wendon Centre, 62
Cabramatta Ave, Miller

All VW types, air cooled and water cooled are invited to enter. Trophies will be awarded in a wide range of categories. Pre-entry is highly recommended. Show opens to Public at 9:00 am, all entrants to be in place by 8:15.



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Der Bericht Präsidenten

The weather stayed fine (a little windy at times) for our annual event “ Boris Picnic Day” on Sunday 11th September. We opened the gates at 8:30am (after finding the new entrance) with people arriving early. The BBQ was going by 9.00 and we were set for a great day. Thanks to all the volunteers who helped out on the BBQ, gate attendants and raffle sales, a job well done. I noted many people carrying out goodies for the pride and joys.

The Club Vee Dub Canberra day was successful with around 70 cars attending. Please read the report in this magazine

All members who have Vintage registration, please note our registration day will be on Sunday 16th October, at the Hubertus Country Club, all members are welcome, see advert for details.

This week I have received my entry form for the annual Australia Day Celebrations, NRMA Motorfest in the city, if all members who have received their entry form, please return them ASAP, even if you don't intend coming along, we can pass your entry onto someone else who may want to come.

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

Précis of Committee and General meetings:- Boris Picnic Day, Flat Four VW Shootout, Vintage Registration Day, NRMA Motorfest.

KeeponKruzin



Klub Kalender

October:

Sunday 16th:- Oktoberfest at the Hubertus Country Club. Includes **Vintage Rego Day**. See Page 3 for more details.

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

November:

Thursday 3rd:- Magazine cut-off date for articles, letters and 4-sales.

Sunday 6th:- Flat Four Shootout at Liverpool. See page opposite ←

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

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

Sunday 27th:- Day of the Volkswagen 2005. Yarra Valley Racing Club Armstrong Grove Yarra Glen (Melbourne). Trade and swap meet entry at 8am. Gates open at 9am. Entry for Show & Shine closes at 11am sharp. Ring Richard on 0418527862

December:

Thursday 1st:- Magazine cut-off date for articles, letters and 4-sales.

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

Thursday 15th:- CLUB VW XMAS 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, films, trivia, and plenty of prizes. This month is the special Christmas meeting. Food and

drink will be provided. Come along and join in the festivities! **Lots of fun, all welcome. 8:00pm.**

Marktplatz

Classifieds are free to Club VeeDub Sydney members and \$10.00 for non club members. Ads will appear for two months, or longer if requested.

All ads will also appear on our club website www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. Photos for ads can be posted to or emailed to webmaster@clubvw.org.au

PLEASE NOTE: All classifieds will first appear in our club magazine to give our club members first chance to see them. They will be transferred to the club website on the 3rd Thursday of the month. Non members can post a cheque or money order for \$10.00 to: Club VeeDub Sydney c\ - 14 Willoughby Cct Grassmere NSW 2570.

For Sale:- 1973 Volkswagen Doormobile camper, with side hinged extending roof and all other Doormobile unique fittings all in A1 condition, Vehicle is in excellent condition throughout, motor is 1700cc Porsche and runs beautifully. Has travelled approximately 162000 kilometre's since new comes with original receipts, books and manuals. Registration 27 Sep 05, GNY608, \$6500 .00 or ONO Phone 02-4883-9460 Mittagong or Mob 0415-318-544

For Sale: 1956 Volkswagen Beetle Oval window. This car has been restored form the wheel up. Repainted in Satin Grey. This car originality is second to none, the seats, 36 hp engine & gearbox and 6-volt electrics are stock and original. Semaphores are in the working order, while extra indicators have been installed for safety. Asking price \$8,500. call Haney Saleeb on 0412 080 864

For Sale:- 1970 VW Beetle Body shell - a result of an unfinished project, asking \$200.00 in fair condition. Also the following parts are for sale: 1916 Stan Pobjoy engine to suit beetle, twin Kadrons, 040 heads, deep sump. Not running purchased in 1998 and stored in garage ever since \$2500.00. Many other parts to suit a beetle, 1 piece window kits

\$185.00.running boards \$100.00 , Gene Berg shifter \$400.00, black sports seats \$350.00, complete velour interior including door linings \$320.00, full black carpet kit \$220.00,. Empi 8 spoke wheels rims \$400.00, 4 piece cal look rubber kit \$150.00, Whiteline sway bars front and rear \$300.00, guard beading \$25.00, front end lowering kit \$80.00, chrome bumper bars\$170.00 the pair, too many parts to list, most parts are new and never used. Contact Scott on 0410 622 733

For Sale:- 1972 VW Superbug, white, manual, newly reconditioned engine, 12 months rego, \$3500 neg, EMQ 168. call 9521 1350.

Wanted:- Rear Window Venetian Blind for 1971 Beetle; Operators Handbook for 1971 Beetle; Windscreen Washer Reservoir and Pump assembly to suit 1971 beetle. Contact Jack Ussher Ph 02 66 42 4569 or 0418 254 746 or email jackusser@westnet.com.au

For Sale:- 1972 Type 3 Station wagon reluctant sale. Wally the Wagon has been part of our family for some 29 years and due to a deceased estate we are selling. However we want to do justice for our pride and joy. Wally must go to an equally proud & caring home. Fair condition. 1600 twin port Reg till Nov 05. Only done 1527 since engine overhaul in January, which was done by Dunham Autos, Wollongong. Runs like a dream. Arrangements can be made for viewing in either Wollongong or Sydney's eastern suburbs. \$3,500 ONO Phone 0414 925 943 or Email suejj37@hotmail.com

For Sale:- VW Beetle 1960 1200 sedan, one owner for 43 years. Beautiful original condition, emerald green, period accessories, 95,000 original miles, reconditioned cylinder heads and clutch in April 2005, driven regularly, rego until 2006. Nothing to spend, just drive and enjoy APJ65L Price reduced to \$6500.00 or nearest offer as I am moving to the QLD outback and the bug cant come with me. The car is in Port Stephens, 2.5 hours north of Sydney. I can send a CD of Photos to anyone who is interested. Please contact Ana

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Wrecking:- 1962 VW Beetle Deluxe Chassis # 4616137. Country NSW car, wrecking due to damage caused by school children, i.e.; jumped on roof, broken windows, smashed head & tail lights, door mirrors etc. Now the good bit, I will separate all parts or sell complete vehicle as is, minus engine and gearbox, both too worn out for cost effective repair. Everything listed below is in very good to excellent condition:

All guards & bonnet in excellent condition; Front and rear towel rail bumper bars (straight); Doors (No rust); Front beam; Front & rear drum brakes; All five wheels; Front passenger seat (drivers has a couple of small tears); Back upper and lower bench seat (black in colour); Running boards; Body has NO RUST in the critical (& usual locations) Sub-frame has usual rust hole under battery storage location (I can repair this if required) Contact Peter 0419-016-392, vehicle now in Katoomba, NSW. Make an offer.

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Wrecking:- 1959, 11 window split window Kombi. Rusty and dinged. But complete with original motor. Ring Matt on B.H 9540 7402 A.H 9523 1371

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For Sale:- 1970 Type 3 Convertible. Immaculately restored. Like new. Registered in Vic, located Hunter valley. Very rare and pretty car. Has engineering papers. 0249903717 0409906864 rebel@bravo.net.au"

For Sale:- VW Type 3 motor and gearbox rebuilt by Stan Pobjoy (motor) Gearbox by Vintage VW Supplies. Std 1640 original 12,000 Miles driven by retired school teacher asking \$700.00 Call Tony on 9560 4338

For Sale:- 67 split panel. Very straight. No rust and in 2 pac primer. Ready for you choice

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For Sale: 1956 Volkswagen Beetle "Oval Window". This car has been restored from the wheels up. Repainted in Satin Grey. This car's originality is second to none: The seats, 36hp Engine/Gearbox and 6 Volt Electrics are stock and original. Semaphores are in working order, while extra indicators have been installed for more safety. Asking price: \$7500.00. Hany Saleeb 0412 080 864

Free: 1973 Type 3 Wagon complete unregistered std condition, runs , rust rear roof area, 2 spare motors, both run Phone Tony on 9560 4338

For Sale:- 1968-69 VW Twin Cab Kombi Ute, made in Germany, 1600 twin port engine, 3 month rego Registered in South Australia WBE714 \$3800.00 ono Please contact George on 0417 392 782. Vehicle located in Peterborough South Australia

For Sale:- 1975 1600 L Beetle, All work done since 2002, bare-metal respray, New Beetle Cyber Green, clear tail lights, new exhaust and extractors, new clutch kit, machined flywheel, some chrome accessories, new carpet and headlining, JVC CD Player with 2 x 6 x 9 speakers as well as 2 x 6" speakers, tacho, quick shift, registered until May 2006 with plates ABU-94U reading A bug for U, recently tuned and serviced. In great condition, will be sadly missed asking \$7200.00 ono contact Nicole on 0424 405 402 or email nicole@signaction.com

Free: 1970 Type 3 fastback unregistered std condition much rust on outer panels, runs Photo available contact Tony on 9560 4338

For Sale:- Volkswagen T3 Syncro 4x4, classic and unique rear engine 4WD VW in sound running condition. Original Digifant MV 2.1 litre engine showing 253K's on the clock minus 10%=real K's. Reconditioned gearbox 3

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Wanted

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Contact Steve on (02) 9153 6782

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months ago by Lloyd at Wolkswerkes plus rebuilt starter motor. A/C installed, t/bar, b/bar, CD/radio, 4 speakers, dual battery. Regularly serviced by Volks Affair. Tinted windows. Toyo Open Country tyres 85% remaining. Customised interior with false floor concealing lockable drawers and bins supporting moveable dbl mattress and other multi purpose uses. 8mths rego. Great economical all roads and tracks recreational tourer. Asking price \$7,750. Optional awning, Engel fridge and sundry camping gear for sale at negotiable price. Contact Michael on 03 9505 9014. Mob 0409 241 672. Email:mrphoto@iprimus.com.au

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For Sale:- Oval Beetle - 1954 - \$4500 ono. This car is not registered. It is a classic oval, fully driveable and original. Please contact George on 0414 566 400 any time.

For Sale:- Oval Beetle - 1955 - click clack model, rolling body on standard floor pan - \$1500 ono. Please contact George on 0414 566 400 any time.

For Sale:- Oval Beetle - 1957 - rolling body on 68 floor pan. Front disc brakes and ball joint front-end \$1500 ono. Please contact George on 0414 566 400 any time.

Embassy ontime

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 John Walker Lic No. 100

For Sale:- VW Beetle - 1961 - standard and driveable - \$1000 ono. Please contact George on 0414 566 400 any time.

For Sale:- 1997 Polo, 145,000 kms, full service history available from new, \$8,500 ph 45 878965, g.baldry@bigpond.net.au

For Sale:- 1978 GOLF, white, unregistered, mag powder coated wheels white, car complete little rust in doors registrable, \$450.00 or near offer.

For Sale:- 1956 Oval Beetle shell only, \$1500.00 Phone Caro 0427311047.

1974 Single cab ute, usual rust, not registered \$4000.00 or near offer. Phone Caro 0427311047.

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For Sale:- New Autolinea aluminium Type 1 case. Brand new still in box. \$750. Phone Rudi on 0418 442953.

For Sale:- 2 X Racing Harnesses, ERG brand, SFI approved, 5 point with 3 inch web. Date stamped January 2003. \$50 each. Contact UCH 02 9316 3174 bh

Klub-Bibliothek

As you may know, Club Veedub Sydney has a library of VW workshop manuals, books, catalogues and magazines that we open each meeting. Members are able to borrow the items for a month or two for free. So long as you bring stuff back!

As the new librarian I've just finished a stock-take of all the items in the library, so I know what we have and what we don't. I also know who hasn't returned books yet! You will be hearing from me...

What do we have in there? We keep catalogues from various US, British and Aussie VW parts suppliers. We have some magazines like VW Power, Hot VWs, VW Trends, VW Motoring and Volksworld. Some of these are fairly old (ie 1980s) so we may not keep them. Let us know what you think; fresher donations are welcome!

We also keep a few recent Zeitschriften for new members. We DON'T keep all issues; only two complete Zeitschrift collections from 1985-present are known to exist (mine and Birchall's)

The library's books can be divided into four categories: Genuine VW Publications, VW Workshop Manuals, Other VW Books and General Automotive Books.

Next month I'll tell you in detail what we have in the library already, and what new books we are buying to add to it. Stay tuned!

Phil Matthews

For Sale:- New Brosol 30/31 Pict 12V Carby

25 Years Since Beetle Cabriolet

Unbelievably, it has now been 25 years since production of the VW Beetle Cabriolet was ended.



The career of the open Bug began with the production start on June 3 1949 and finished in January of 1980. They were the last German-made VW Beetles, as the sedan had ended in 1978. For over 30 years the Cabriolet was built at Karmann in Osnabrück, based on mechanicals supplied by Volkswagen in Wolfsburg. In this time 331,847 open VW were built, which was an average of 11,000 per year. Reason enough therefore for a short review on the long model-story of the legendary Frischluft-Bug.

The first version of the Karmann-Cabriolets provided a more luxurious version of the VW sedan, with 25HP produced by the same 4-cylinder boxer motor with 1.1 liters capacity. It was nitrolackiert, brakes were still mechanical and the gearbox was unsynchronised. The price at the time was 7,500DM. For a comparison, a Volkswagen-worker got then a hourly wage rate of 1.50



DM. For him the open Volkswagen was then only available in his dreams.

In subsequent years the Cabriolet followed the step by step improvements made to the sedan. The Cabrio got hydraulic brakes in 1950, telescope shocks in 1951, and a syncromesh gearbox in 1952. In 1953 the motor went up to 30 HP, then in 1960 this became 34 HP (DIN). The 1300cc 40HP (DIN) motor was fitted in 1965, then a 1500cc version with 44HP and disk brakes.

The arrival of the McPherson strut 1302 (Superbug) in 1970 meant a change in the silhouette of the Cabrios. New front sheetmetal and a costly new front undercarriage with additional body strengthening went along with the new front suspension. To match the new body and suspension was a 1.6-litre VW engine, now with 50hp (DIN).



The flat windscreen was done away with in 1972 in favour of the new 1303 (Superbug L) big curved screen. The 1302 and 1303 Superbug versions of the VW Cabrio were the most popular of all the types. 125,411 examples of the 1302 and 1303 Cabrios were built in the last eight years of production.

In the meantime, the Beetle Cabriolet has become rare on German streets (they are not thick on Australian roads either). Increasingly the model has become an object for the well-heeled collector and enthusiast. The value of these models will continue to climb in coming years. Currently, for fair to good specimens, prices from 5,000 up to 15,000 Euros and more are commonplace.

Today the Beetle Cabrio has been replaced in VW's lineup by the even more

popular Golf Cabrio. In addition, an open top version of the New Beetle became available in 2003. It took several styling cues from the original Beetle Cabrio, such as detached fenders and a roof rack storing over the rear. However it is not made in Germany, and has not been as popular as the original version.

Golf Plus: A New Dimension

The Golf family grows. With the release in Germany of the new Golf Plus, a new member of the Wolfsburg compact-class is now on the market. It will be sold as an additional model alongside the existing Golf 5 range.



Although a first glance at the new Golf model reveals nothing too different from the current Golf 5 and previous Golf 4, there is however an essential difference. Not for nothing is the new model called Plus. At 1.58 metres tall the Golf Plus rises 95mm higher than the Golf 5, but is still some 54mm shorter than the Touran people mover. This creates more Golf head room than ever before.

The Golf Plus has new multi-function variable seating with asymmetrical dividers and an additional 160mm in length. When the rear seat is folded flat to make load space, the seat automatically lowers itself further to create an evenly flat load surface.

According to the position and rake of the seats, the boot volume can be varied between 395 litres and a maximum of 505 litres. Should the rear seat be positioned to

maximise load space, this increases to 1,450 litres.



Should no front passenger be required, the front seat can be positioned or moved to provide a table with beverage holders. The table contains additional storage compartments in a stack module, and the control box for the multifunction loudspeakers.

Between the front seats is a cool compartment for either CD or DVD entertainment units. A 230-volt adapter is available at extra charge.

Innovations designed for the Golf Plus, such as method bracketing and navigational subsystems, will be incorporated into the existing Golf production line. The Golf Plus options will add to the existing Trendline, Comfortline and Sportline levels. Bi-Xenon curve night lights were already available.

The lower range will have a choice of two petrol and diesel engines. The 1.4-litre petrol produces 75 HP, and the 1.6-litre FSI motor produces 115 HP. The 1.9-litre TDI is 105 HP, while the 2.0-litre TDI has 140 HP. Further motors will follow. A six-speed transmission with Tiptronic is standard.



Mattig-Tuned Golf 5

The tuning company of Mattig in Hauzenberg have presented a different variation on modifying the Golf 5.



The front part sees a two-part racing front apron with modified honeycomb grille. Mattig also offer an additional cooler grille without the VW emblem.

The styling line from the front to the side follows through the new kick strip mouldings and away leads. Furthermore a sport mirror was installed, in one of three variations available. The rear, with the prominent stern apron and further honeycomb grille, forms a sporting visual conclusion.



The trend this season is Lamborghinistyle wing doors., which show nothing unusual when closed or when the car is in motion. When they are opened, however, the effect is stunning. For drivers concerned about not being spotted in this machine, a Mattig emblem can be fitted to the outside in 50 or 75mm diameter. Further panels such as headlight shields, headlamp grilles and

reversing lamp grilles and different spoilers will be available in late 2005.

A Bilstein adjustable undercarriage brings the Mattig Golf 45mm lower than standard. The Mattig Golf rolls on 19-inch wheels with 235mm tyres. To make a pleasant sound the stainless steel exhaust is 80mm.

For the cockpit there are different sports steering wheels with compatible airbags, and a wide choice of additional engine management gauges such as oil pressure and temperature units and a volt meter. Speedos are available with or without trip meters.



13 Million Passats

32 years ago the first Passat came off the production lines at Volkswagen's Emden factory. Since then the Passat has become one of VW's most successful models, following the Golf and Beetle.



Over 13 million examples of the Passat have been made between 1973 and today, spread over 6 generations. This is an average of around 1,500 Passats per day.

VW Touran Upgrade

The customer who wants a strong petrol engine in combination with an automatic transmission for the VW Touran can now be satisfied. The 2.0-litre FSI motor with 150 HP is now available with a six-speed Tiptronic transmission in VW's market-leading people-mover (not yet available in Australia).



With this new combination there are now four versions of the Touran available with an automatic. Two diesel engines with double-coupling automatics are already available, and two petrol engines with six-speed Tiptronic control. The automatic variations of the Touran currently account for 20% of sales, so this should grow further. Customers can choose from ten different motor/gearbox variations. The newest Trendline variation retails in Germany for 25,750 Euro.

VW Slumps In China

SHANGHAI (AFP) - Hit by corruption allegations at home, German carmaker Volkswagen AG appears to be in big trouble in China too after reporting a sharp drop in sales while those of rivals soar.

Volkswagen's earnings have been under pressure for some time and it reported a loss for the first quarter but now it faces possible job cuts and the shutdown of plants on home turf as it tries to cope with the damage of a bribe-taking scandal involving several company officers.

In China, the company late Tuesday reported half year sales results, saying its two

mainland joint ventures shifted a disappointing 265,000 vehicles in the first half of 2005 after 306,000 for the first half of 2004. Although it downplayed the sharp drop as related to a change in reporting methods, analysts widely said that Europe's largest carmaker faces serious structural problems in China.

"It's been focusing on its production capacity, research and development and sales, while little attention has been paid to cost controls," said Jia Xingguang, chief analyst with China National Automobile Industry Consulting and Developing Corp.

Once unchallenged in China's passenger vehicle market, Volkswagen insisted that this was still the case, saying that 2005 volumes were calculated using wholesale figures that could not be compared to current retail sales data.



Meanwhile General Motors, the world's largest automaker, which itself is struggling with sharply declining sales at home, sold a record 308,722 units, a rise of 18.9 percent, in China in the first six months of 2005.

At Sino-French auto venture Dongfeng PSA Peugeot Citroen Automobile, total first half sales were up 54.9 percent at 72,470. Similarly, Japan's Honda saw first half sales in China rise 41.4 percent to 117,641 vehicles.

After 12 months of sharply declining sales due to oversupply, overall sedan sales in the world's third largest vehicle market recovered nearly 10 percent in the six months to June, the China Association of Automobile Manufacturers (CAAM) said.

Whatever VW may say about the different figures, analysts said it could not explain more fundamental operational deficiencies. Its venture with First Automotive

Works (FAW), China's second largest car company, FAW-Volkswagen Automotive Co., booked a net loss of 300 million yuan (36 million dollars) for the first three months of 2005. This compared with a profit of 1.23 billion yuan a year earlier, a company manager surnamed Li said.

Analysts had been expecting Volkswagen to report disappointing results this year due to eroding margins caused by high material costs, increased competition and a price war that has continued into this year.



Zhang Xin, auto analyst from Guotai Junan Securities, said that marketing strategies of Volkswagen's other venture with Shanghai Automotive International Co (SAIC) was also hurting the company.

"Car models launched by the two joint ventures sometimes target the same consumer so there is too much competition within the two joint ventures," Zhang said.

Despite the gloom, Volkswagen insisted that it still controlled 18 percent of the China passenger car market but that is a far cry from the nearly 50 percent it claimed three years ago.

Volkswagen, which 20 years ago ventured into China as the first Western auto manufacturer, was rewarded for its vision with years of near monopoly on government and taxi sales.

As China's growing passenger car market picked up speed in the late 1990s with the growth of a middle class, Volkswagen found itself the envy of all foreign rivals.

"That made the company forget some

of the multinational's good habits and it instead learned bad habits from China's state-owned enterprises, such as having no desire to make progress and (failing to react to) challenges," said Jia.



"Now if there is no restructuring of its two joint ventures, one will die," Jia warned.

Golf TDI in Guinness Book of Records

In a Fifth Generation Golf 1.9 Turbo Diesel (TDI), Gerhard Plattner drove over 1,160 kilometres through a total of 10 countries gaining a much sought-after record in the Guinness Book of Records. Despite a relatively high average speed throughout the trip, the fuel consumption for the 15-hour journey was 4.4 litres per 100 kilometres and well under the recorded average consumption figure.



The Golf 1.9 TDI started its record journey at Lake Constance and was completed after 15-hours on the road at a Czech Volkswagen dealership. The tour took

the Golf and its driver, from Germany through Austria, Switzerland and Liechtenstein, through Italy, Slovenia, West Croatia, Hungary, Slovakia and the Czech Republic.

At the end of the journey the security sealed fuel tank and bonnet were opened and the Golf was refuelled. The average fuel consumption figure was found to be 4.4 litres over 100 kilometres. The results also showed that the Golf 1.9 TDI could have been driven a further 70 kilometres, making a total of 1,230 kilometres, before finally coming to a halt.

Since the Golf 1.9 TDI was forced to drive at over 120 km/h during the majority of the motorway sections, the level of performance was especially surprising as it was planned that the vehicle would be maintaining 80km/h. Unfavourable weather conditions and many 30 km/h speed restrictions also hindered the record setting drive. Volkswagen Group Australia is currently seeking the absolute confirmation from our colleagues in Germany, who are in contact with Mr Plattner as to when the record will be ratified and we will forward this detail on as soon as available.

Passat Opportunity

As the Prestige Segment of the Australian New Vehicle Market becomes increasingly competitive, Volkswagen has responded with the following pricing initiatives for Passat Sedan and Wagon, V5 and V6 models effective from the 1st of June 2005:



Passat Retail Pricing from 1st June 2005:

Passat V5 Sedan	-	\$39,990
Passat V6 Sedan	-	\$44,990
Passat V6 Wagon	-	\$46,990

Emphasising the great value Passat has to offer, the above new prices include the following features as standard.

- Leather
- Electric Driver and Front Passenger Seat
- ESP / ABS / EBD
- CD Player (6 disk CD Changer in V6)
- 17 inch Alloy Wheels standard on V6
- 16 inch Alloy Wheels standard on V5
- 6 Airbags
- Climate Control Air-conditioning
- Cruise Control

GTI Engine Awarded Engine of the Year

Volkswagen's 2.0 FSI Turbo engine, the power behind the Golf GTI, has been awarded engine of the year in the 1.8 to 2.0 class at the International Engine Of The Year Awards.



This 1984cc engine offers 147kW of power and 280Nm of torque with judges commenting on the excellent balance it displays between advanced technology, performance and economy - this is no wonder given the quality engineering work completed.

The International Engine Of The Year Awards are judged by a panel of motoring journalists with combined experience from over 26 countries including Australia, with the intent to award and acknowledge motoring engine engineering excellence. The awards are organised by UKIP Media and Events, Automotive Magazine Division.

Brett Lee Chooses GTI

The equal fastest bowler in world cricket today, Brett Lee, now drives Volkswagen's hottest and latest offering, the Golf GTI.



Brett, a self confessed 'car nut' loves the GTI, but unlike his bowling not just for how quick it is.

He is also impressed by the German design, sharp handling and level of standard features, including ABS, ESP, 6 speed manual transmission, racing steering wheel, 6 airbags as well as the 2.0 Turbo FSI engine.

Another standard feature he is keen on is the sound system with a 6 stacker CD player allowing him to keep the music from his band 'Six And Out' close by.

Brett was recently in England for the Ashes battle with England. Volkswagen Group Australia wishes him a successful tour and looks forward to him returning with a few more English 'scalps' to his name.

Stop Press: England have won back the Ashes for the first time since 1986-87 by defeating Australia 2 Tests to 1. Brett Lee played in all 5 Tests and took 20 wickets, the best of the Australian fast bowlers.

Brett Lee's 20 wickets cost 822 runs however, which was the most conceded by an Australian bowler, and his average was a disappointing 41.10. This compares poorly with his Test average of 31.66 prior to the Ashes series. His control of line and length was wayward and he lacked the discipline of the English bowlers.

His batting was much better, making 158 runs in 9 innings at an average of 26.33. His highest score on the Ashes tour was 47.

New Volkswagen Cabriolet is Called Eos

The name Eos refers to the Greek goddess of the dawn and evokes associations with an idealised cabriolet driving situation – in the early minutes of a summer day. Phonetically, Eos is a quick, clear name which is easy to say all over the world.

The Eos concept continues to draw on Greek mythology. The goddess Eos rose with her chariot from the depths of the sea to bring the people daylight every morning. Eos is also the mother of the wind and of the evening and morning star. Dawn, wind, stars – this all fits in perfectly with driving this fascinating cabriolet.



The Eos body concept has not been derived from a closed roof model; it was developed as an independent cabriolet-coupé. Fundamental technology such as the engine range (85 kW/115 PS to 184 kW/250 PS) and running gear can all be traced back to the new Passat, to launched in Australia in 2006.

Dr. Wolfgang Bernhard, member of the Board of Management for the Volkswagen brand, will unveil the Eos at the International Motor Show (IAA) in Frankfurt on 12th September 2005.



VW Commercial Sales Up 30 Percent

VW Commercial Vehicles increased deliveries to customers in the first six months of this year by 32.1 percent compared to the same period last year. The brand delivered 196,000 vehicles (2004: 148,200).

“We offer tailored solutions for almost every transport need. That means we are gaining ever more customers.” said Dr Bernd Wiedemann, Head of the Board of Management, commenting on the figures.



“The Caddy has really taken off!” said Dr Michael Kern, VW Board of Management (Sales). “We increased deliveries by 154% to 56,000 vehicles. In the first six months of 2004 the total was 22,000 vehicles.”

The T5 and its individual versions such as the Multivan and California also continued to make gains. Deliveries rose by 26.8 percent up to 83,300 vehicles (2004: 66,000).

In South America, VW Commercial Vehicles' truck and bus division continued its record of success. The company increased truck deliveries in weight classes between 7 and 45 tonnes by 12.3 percent to 15,400 vehicles (2004: 13,700). In Brazil, the region's most important market, Volkswagen was the market leader in the 7 to 45 tonne segment with a market share of 33 percent.

In Australia, sales are up 31% versus 2004 YTD. After just completing another record month in June, Mr Phil Clark, Director of VW Commercial Vehicles in Australia, said “The new Transporter and the Caddy are proving to be outstanding contributors to

the business, which leaves us with an opportunity to focus on our Mega Van activities with the LT product.”

VW Trainees' Concepts

Trainees of Volkswagen Coaching GmbH have turned two series production Golfs into exciting concept cars. The especially enhanced models boast a range of components from within the Group and have sophisticated paintwork finishes (orange and yellow) that are normally the exclusive preserve of Lamborghini.

In addition to these unique colours with the exotic names Giallo Midas and Arancio Borealis, the Golf concept cars are enhanced by a central stainless steel tailpipe, a chrome grille, chrome exterior mirrors, 18-inch rims from the luxury programme and other outstanding details. Interiors have modified sport seats in leather and Alcantara. The decorative seams on the leather and the decorative trims are colour-coded to the exterior paintwork.



The trainees were commissioned with the entire project – from the first idea to the finished product – giving them valuable experience in industrial and commercial work which will benefit them in their careers. Experienced trainers specialised in optimising start-of-production and processes at the Wolfsburg plant coached the trainees.

Following a successful premiere at the Tuningworld Bodensee motor show in Friedrichshafen, the orange speed Golf concept car is now on show in the Volkswagen pavilion at the Autostadt in Wolfsburg.

The Toy Shop

Hello again, the theme for the Toy Department this month is kombi pick-ups. I thought I would show some examples from my collection.

I have uniquely arranged them in true pick-up form, starting from the smallest HO scale all the way up to 1/25. and what better way to display them.



Our first image shows the 1/24 Hasegawa grey pick up, with grey 1/43 scale Cararama, then 1/88 scale Cararama, followed by the HO grey bay window bus.



The others including the 1/43 Corgi pick-up speak for themselves.

In the mean time any one out in the army or into army, here is a nice 1/18 split window army kombi, which is only one of two that I understand came into the country by mistake. If you're interested contact Terry at Past & Present model cars on the central coast fast, he is selling them for \$50 each.

Guess what? Less than less than 12 weeks before Christmas! Don't panic, always give Volkswagen, you can't go wrong.

Cheers

Tony Bezzina



Canberra Chapter Report

Huge! That's the only way I can explain our VW Weekend – huge! The weekend of 24/25 Sep went over extremely well and we have set ourselves a high grading to improve upon for future events.



Saturday afternoon was the VW cruise, and as we watched the cars coming into the carpark we gazed in amazement at the numbers we were getting. I believe we more than doubled the numbers from the last cruise (when the event was run by one person, not a new VW club).



There were some great cars turning up and everyone had a good look over them before we left on the cruise. Unfortunately we had to change the cruise route last minute due to road-works in a few places – we had a great trek mapped out and we'll keep it for next year!

As for some stats – we started the cruise with some 47 cars of all models, and I believe we picked up some on the way! Apparently we had over 2 kilometres of cars in a line as we drove (filled up Anzac Parade here in Canberra as we stopped for photo's). We also interrupted 2 wedding photo shoots as they turned the cameras on us! Unfortunately with these numbers we were bound to have some traffic hassles, and we did – losing some cars on the way. But we got around that and met up again, stopping for a few photo shoots and finishing at Red Hill lookout.



Proceeding on to dinner at the Canberra Yacht Club, a great meal was had by all. Lots of great food and excellent conversation capped the day off well.

Sunday – the German AutoFest event, where all German makes were welcome to display, made up of Mercedes, BMW (cars and bikes), Porsche, Audi...and of course, VW. We had a huge contingent of cars turn up to display with us. Visiting clubs included



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Riverina VW Club, Flat Four Club, Shoalhaven VW Club, as well as members of Club VeeDub Sydney (please excuse me if I missed anyone, I'm still learning!). Of course, we had a lot of 'public' VWs attend as well, and hopefully we'll be able to get many of them to join the club. We started to run out of room rather quickly and had to condense the space a bit...and use some overflow space.....but the array of cars was awesome.



The VWs drew crowds all day and there were some long conversations over the cars. We awarded trophies (after lunch) which were judged by a 'crack team' of enthusiasts from different clubs (wish I had all the names here!). I don't have the names on me of the trophy winners but will try and get them published for next magazine. It would have been a hard choice and congratulations to everyone who showed their car, they were all great.

We learnt some lessons about how to make next years event even better, but for our first effort as a club I think we did pretty well. Couldn't have done it without the support of all the visitors – both clubs and the public. And we certainly could not have done as well as we did without the support of Club VeeDub Sydney.

Thanks also to the local businesses who sponsored us – Canberra VW Centre, and BeetleNutt Restaurant (Bungendore). Also, a big thanks goes to Lennox Motors, for bringing 3 new VWs along to display for the day. Your support was appreciated.

On behalf of Steve, Mark, Dimitris, and myself, thanks to everyone who attended,



or helped in any way. It was a great inaugural event for our new Chapter, and we look forward to future events. There are a lot of photos circulating around at this stage and probably a lot more to come, if we can get some onto websites we'll keep you posted.

Bruce
Canberra Chapter

The Farm

Last issue of the newsletter we told you about a story we would be supplying, concerning a local with quite a stash of VWs.

Meet Nick – a long-time VW mechanic and lover of the marque. Nick lives about 30 mins outside Canberra in a very peaceful setting. He has everything on his farm that he needs – house, family, large workshop....and a paddock full of Volkswagens.



Nick actually reckons he has over 400 VWs...and from walking through the paddock, I think this is probably a good guess. Some of the cars are basically complete

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(minus engines), others are picked-over shells, shadows of their former selves. They have contributed parts over the years so that other VWs can continue running.



To walk around the farm is an eye-opener for anyone who classes themselves as a VW addict. Wandering past the workshop you see an array of Kombis, Bugs and Golfs – some are here for repairs, others might be for sale...and some are here after their final trip in life. A short stroll up the track and you pass not only an old shearing shed, but the beginning of what can only be called a vast collection of cars. As well as many VWs, he has a few other makes – but VWs would make 99 percent. I walk past a Notch body, a couple of split Kombis, and a line of Beetles, as I head for the gate. There's a burnt-out Beetle shell and a large pile of body panels.



By now we're into the main paddock – which row to start in? An offroad buggy to the left, dented Notch in front, or a row of Kombis to the right. Every lane leads on to

another seemingly endless row. Every car has a story – to think that all of these cars have belonged to loving owners at some point makes you want to take them all home. Some of the Kombis still have signwriting showing their previous operator, giving an indication as to what they used to be used for. Split Kombis, Bays, a few T3s here and there. Panels, window vans, campers, single and dual cabs utes, they're all here. From the moss on some of them, they've been here a while.



I pass an oval beetle and move into a large row of Type 1s, mostly standard models but there are a few interesting ones thrown in...like a cut-down Beetle that would have been a buggy...and a couple of Beetle-utes. There are some lovely (?) 80's fibreglass Porsche kits.....and just a lot of Beetles. Row upon row of them.

And then the Type 3s leap out at you...squares, notches, fasties, they're all here. For the watercooled guys, there are some early Golfs here. You'll have to excuse my lack of description, as I'm not that familiar with Golfs...but there are a number of them here, plus a few other water-types.



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Walking up another lane, I'm surrounded by more Kombis, some that would have been great campers in their time. I pass one with a fibreglass add-on roof, another T3, even an old 'glass buggy body.

Eventually I walk beside another shed.....stacked neatly outside are rows of panels, doors, bonnets. Rumoured to be inside this shed are dozens of engines and gearboxes, in various conditions. Of course, there are also vast amounts of mechanical parts laying beside their 'donor vehicles' around the farm.



Nick has compiled this impressive stash of VWs over a number of years. There are always cars awaiting repairs in his front yard.....and he uses a quantity of the paddock parts to keep other cars alive, as well as using new parts where required. He also sells cars (running, or shells), used parts, and has a large stock of new parts on the shelf.



Feel like dabbling with a Beetle project? Your future nifty Notch, cruising

Kombi, gorgeous Golf, or useful Ute could be sitting here right now, waiting for you to take it home. OK, so a lot of the cars may have various areas of damage from their former life...and some will have rust, however the local environment has helped by keeping these steel beasts in the best condition possible.



Time to leave the farm and close the story. While Nick is tinkering on an engine over there, we'll give you his contact details. The business name is Volksparts, and you can contact him on 0412 345 126 or (02) 6238 1686. Give him a call during business hours and he'll help you in any way he can (please remember that he's a one-man business).



This story brought to you by Club VeeDub – Canberra Chapter, as well as the letters V and W.

Hour of Truth

The Fuhrmann engine unit, built at Porsche from 1953 to 1965, was the forerunner of all the wonderful Carrera engines. They are air-cooled, flat-four dry sump masterpieces with twin overhead cams, twin distributors and twin spark plugs. They can still be serviced at Porsche today.

The reputations of some Porsche engines race around the world. The fame extends beyond the engines themselves to the people who carefully tend them. At a bar located a good 10,000 miles from the Porsche factory headquarters, the following conversation was overheard among vintage car fans: "There's a mechanic in Zuffenhausen who can get any Fuhrmann engine to run. He can do it even when other experts are stumped. What's his name again...?" Someone else promptly chimes in with "Dieter Wurster."

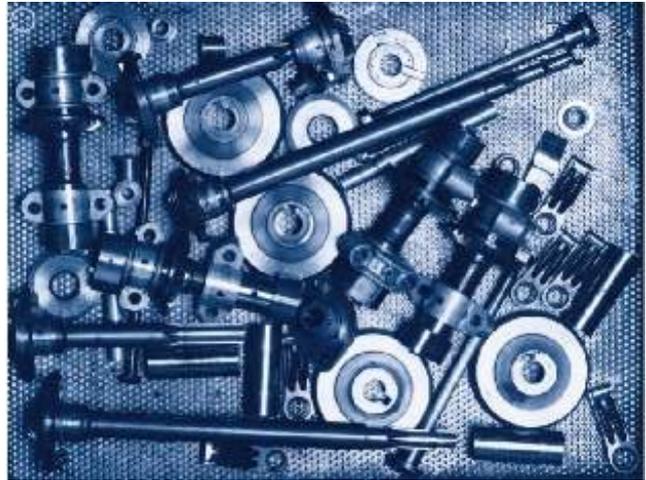


Dieter Wurster? We meet the man himself a few days later at a work station in Zuffenhausen's Hall 1. So, Mr. Wurster, what is the secret of your work? "You just have to know what to do," he replies modestly. Hmm. "I mean, the engine is really complicated."

How long has he been working on these engines? "I've been doing repairs since 1960," replies Wurster, who came to Porsche as an apprentice back in 1956. With a hint of pride, the 57-year-old runs his broad hand over the gleaming black fan blower of one of the last of those Fuhrmann engines built

between 1953 and 1965.

"This one was the best, from the 904," he says, "And the most powerful one of this series had 198 horsepower at 7200 rpm. From only 1966 cubic centimetres." The engine is a delight to behold. Every little screw is highly polished.



"All the screws used to be galvanized as white as these ones," he says, "But this type of screw isn't made anymore. Nowadays they're only chrome-plated yellow." So for the restoration work, each screw is sand-blasted individually and its surface is treated. Many other parts, large and small, receive the same treatment because the engines Dieter Wurster restores have to be original down to the last detail.

Klaus Bischof, the director of the Porsche Museum, attests to the brilliant reputation of this man. "If a Carrera engine has been restored by Dieter Wurster, then its value goes up tens of thousands of marks just like that." In certain circles, the best examples of these four-cylinder engines exchange hands for as much as 150,000 marks.

This engine-transmission unit was noted for the vertical drive of its camshafts, its dual-plug ignition, roller bearings, and double-sided cooling fan. The young engineer Ernst Fuhrmann received his doctorate with this design. But not everybody was supposed to know about the unit while it was under construction. And so some of the parts were made under the work bench, so to speak. When certain guests came by, the parts were quickly hidden away in the drawers. Fuhrmann left Porsche for a while, only to

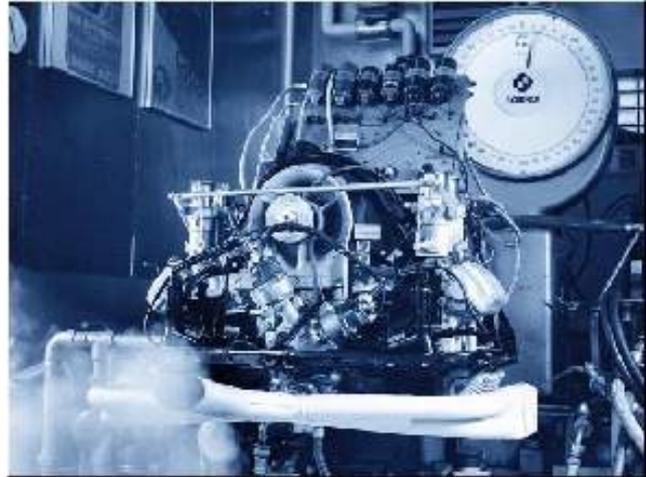
return later, becoming Porsche AG's first chairman of the board in 1976.

With a capacity of 1498 cubic centimetres, the original Fuhrmann engine took its first spin on a Zuffenhausen test station on April 2, 1953. Trimmed for racing, the 547 generated 110 horsepower at 6200 rpm. It was installed in the new Porsche racing car, the 550 Spyder. With this car and engine, Hans Herrmann took third place in the over-all rankings for the 1954 Carrera Panamericana. Since then, the name Carrera has played a prominent part in the history of Porsche models. In 1955, Porsche decided to install this air-cooled racing engine in the standard 356 sports cars series as well. The first Carrera had 110 horsepower. By 1956, the Fuhrmann engine was up to 130 horsepower in the 550A. In one of these cars at the 1956 Targa Florio, Umberto Maglioli celebrated the first overall victory for Porsche in a world championship race. Two years later, the engine was clocked at 164 horsepower. In the Porsche RS60 of 1960, the capacity grew to 1604 cubic centimetres, and by 1961 to two litres. This was done by replacing the unique Hirth roller-bearing crank with a plain bearing version.



If everything goes well, Dieter Wurster is nearly finished with an engine after 150 hours of work. It runs again, just like the engine of a Porsche 904 that was delivered to Jordan's King Hussein thirty years ago. The monarch later purchased a Carrera 6, and the 904 now belongs to the Porsche Museum. But before Dieter Wurster is finished, the engine must successfully undergo a special ordeal, namely a stint at the performance test bank. The noise level at test bank number four in Zuffenhausen is very high. The 904 engine revs up again and again over the course of almost an entire day. A special program

drives it for a good three hours, at which Wurster then pushes the accelerator lever forward in a single swift stroke. "Full load," he yells, and then a few minutes later confides that "no engine unit has to withstand this kind of load on the street." Is he nervous? "Oh no, I haven't felt nervous in ages," he answers quickly and adds, "I know what I'm doing, after all." Later he admits that "before my very first engine was tested, I couldn't sleep a wink the whole night."



Customers occasionally observe the tests. As Wurster notes, "Sometimes the rpm figures just about cause their hair to go grey."

Towards the end of our conversation, the question again comes up as to the secret of his work. Now his tongue is loosened. He talks about castor bearings, valve seats, valve actuation, dial gauges, bearing bushings, and asymmetrical shafts. And when no one else at the table can follow him anymore, he looks a bit embarrassed and concludes, "You just have to know how it all fits together." But isn't that hard for a lot of people? "Absolutely," says Wurster and grins broadly. The design reached its climax in the 904 GTS built in 1964. A 904 GTS with Colin Davis and Antonio Pucci led the field at the Targa Florio. Eugen Böhringer and Rolf Wütherich took second place at the 1965 Monte Carlo Rally with a four-cylinder 904. Six and eight-cylinder engines were already being installed in some 904s, and these gradually nudged the Fuhrmann four-cylinders from the racing tracks. The Fuhrmann engine is still highly regarded at vintage races today. Even Dieter Wurster does not know how many Fuhrmann

engines have survived. But of the ones that have, he is sure they need careful maintenance. "Then they'll give you up to 8000 rpm with no trouble," he reports. When shifting down, however, the driver should be careful because there is no speed limiter to keep the engine from going out.

Klaus Bischof sends the Carrera engines from his museum cars for a thorough check-up every 10,000 kilometres. He also recommends this to customers. "Service" in this case is of an unusually comprehensive nature. The engine-transmission unit is completely dismantled down to the last screw. Steel and aluminium parts, from the crank shaft to the valves, are examined for cracks using special procedures under ultraviolet light. Parts that wear down such as gaskets and bearings are replaced. Things start to get difficult if a major part can no longer be repaired. "Generally speaking, these engines can only be maintained with parts from the same era," explains Klaus Bischof. "Imitations are too expensive."



So Dieter Wurster gets on the phone. He knows people who still have parts for this engine. Sometimes he is lucky, but success is always costly. Recently he was offered virtually complete units, but on driving out to inspect the items found "a bunch of junk." Only the price suggested otherwise. "They wanted 30,000 marks for the stuff."

James Dean—50 years

If Hollywood film star James Dean were still alive, he would be 74 years old. However, he will be 24 years of age forever because he died in a car crash—at the wheel of a Porsche 550 Spyder, fifty years ago last month.



He only ever appeared in three films. They were *East of Eden*, *Rebel Without a Cause* and *Giant*, all made in 1955. All are powerful and emotionally moving films even when viewed on DVD today. His untimely death on that September day would break teenage hearts across the world, shatter the dreams of a generation, and ensure Dean a place forever in the mythology of Hollywood. Inevitably there were many rumours about the accident - Dean wasn't dead at all, just horribly disfigured and undergoing plastic surgery somewhere (a magazine offered a reward of 50,000 dollars to find him); he had faked his own death to escape the pressures of Hollywood; he had committed suicide by crashing deliberately. . .

The strangest rumour of all was that the accident was caused by jinx on Dean's car. Many people still believe this to be so; but can there be any truth to such a thing? What really happened that day?

James Dean was addicted to speed. 'Racing is the only time I feel whole,' he once told a friend, and, as his career blossomed, he was able to acquire a range of ever faster machinery, including a Triumph 500 motorcycle and an MG-TA. In March 1955 he bought a 1500cc Porsche Speedster and

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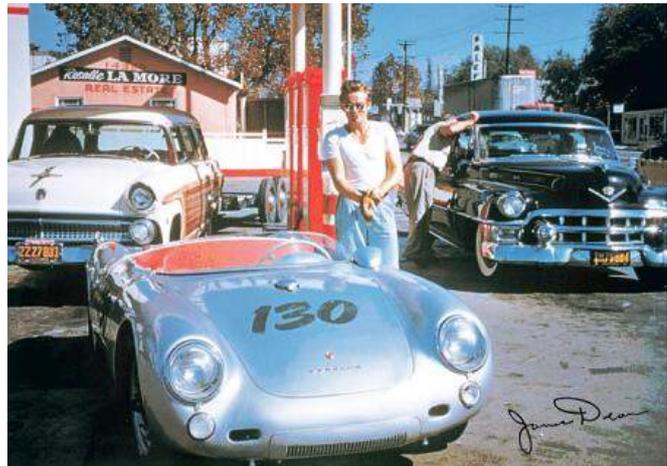
began entering it at race meetings. He fared well in events at Palm Springs, Bakersfield, and Santa Barbara, though some professional drivers considered he was reckless behind the wheel. Others, like his close friend stunt driver Bill Hickman, thought this was due to inexperience and that in time Dean, who was only 24, could achieve as much success on the race track as he had on the screen.

By late September of 1955 Dean had completed filming on the movie *Giant*, in which he had co-starred with Elizabeth Taylor and Rock Hudson. His contract had forbidden him to race during filming, and now he was on the lookout for a new car on which to work out his frustrations. At first he had looked at a Bristol, but then a race track friend named Rolf Weutherich told him about a new Porsche at the garage where he worked. Weutherich was a 28-year-old German who had been sent to America by Porsche after the war and was now their top mechanic in California. The car Weutherich wanted Dean to see was a silver Porsche 550 Spyder with a top speed in excess of 240 km/h. As a racing sports car, it was, at that time, perhaps the ultimate expression of the concept on four wheels. Dean couldn't resist it. They were made for each other, both powerful sex symbols of their own time. He bought the car that same day, paying 7,000 dollars and put his 'old' Speedster in part exchange. As a condition of the sale Dean insisted that Rolf Weutherich go with him to all his race meetings, to ensure the car would always be fit to compete. Weutherich readily agreed.

In truth, the Porsche needed its own full-time mechanic. Its Type 547 Fuhrmann engine, first introduced at the 1953 German Grand Prix, was horrendously complicated. It was said for instance that a skilled mechanic could take all day just to get the ignition timing right. The engine was an air-cooled 1500cc flat-four, with four overhead cams, two dual throat Weber carburetors, a roller bearing Hirth crankshaft, and dry sump lubrication. The whole power plant would produce around 110 bhp at peak performance. The engine block was designed to be 'thermally symmetrical', allowing it to expand and contract across a wide temperature range

without adjustment to the OHC valve gear.

The Porsche's bodywork was mostly aluminium on a light tubular frame. The engine was mounted facing forwards in the rear, giving a stubby appearance to the nose, in which was housed a racing fuel tank. Its cockpit was snug, with room for two occupants peering over a short windscreen that would not have looked out of place on a fighter plane. Aesthetically speaking, the Porsche's shape was not the most pleasing of its day, but then its low-slung aggressive profile was designed for speed, not beauty.



Dean planned to enter his new car in a race at Salinas, northern California, on 1st October 1955. A few days before the race he dropped the car off at a custom shop owned by George Barris to have some special paintwork done. Dean had met Barris while filming *Rebel Without a Cause*, and had used him to customize some of his earlier cars and bikes. Barris was the sort of down-to-earth type one would not normally associate with psychic awareness. Even so, he claims to have felt something sinister about Dean's car from the moment he saw it. In interviews he gave later he said that he had worked on hundreds of cars in his shop, but none had ever filled him with such a sense of dread as had 'Jimmy' Dean's Porsche. Sir Alec Guinness had an amazingly fearsome premonition about the car and urged Dean to get rid of it. Authors Richard Winer and Nancy Osborn also ascribe warnings to Dean's friends Ursula Andress and Nick Adams. According to Winer, when Adams expressed his uneasiness about the car Dean replied, "My death in a

speeding car is destined.” But, then, Dean often said things like that.

On the day he died, James Dean was supposedly given his final warning about the car. That morning he had given his uncle Charles a spin round the block in the Porsche (his father had declined the offer). Just before the younger Dean set off around 1:00pm, Charles Dean put his arm around his nephew and said, “Be careful, Jimmy you're riding in a bomb”. James Dean ignored all of the warnings; it seems that all he felt for his new 'baby', as he called it, was love.

The weather was warm and sunny that afternoon. Dean drove the Porsche northwards out of Los Angeles with Rolf Weutherich beside him in the passenger seat. His original plan had been to transport the racing car by trailer, using his Ford Fairlane station wagon. At the last minute he had decided to drive the Porsche all the way to Salinas to get the feel of the car, and loosen up the engine before the race. Bill Hickman would follow behind with the wagon and trailer, accompanied by Sanford Roth, a photographer for Collier's magazine, assigned to do a feature on Dean at the Salinas races.

As they drove along the Ventura Highway the sun glistened off the Porsche's newly polished surfaces. Dean reached behind to where he had stuffed his red windcheater, and fished out his cigarettes. At his back the engine purred contentedly, Weutherich having managed a last minute tune-up before they left. On the bonnet, engine cover, and both doors of the car, Barris had painted the racing number '130' in black. Also on the engine cover, in script, was the legend 'Little Bastard'. This was Hickman's pet name for Dean, who reciprocated by calling the taller Hickman 'Big Bastard'. There was no malice in this. In fact Dean regarded the older man as a father figure and car racing mentor.

On the outskirts of Los Angeles Dean allowed Hickman to pass so that Sanford Roth could take pictures of the young star at the wheel; the last photographs ever taken of James Dean alive.

The journey was uneventful until around 3.30 pm when Dean was stopped by the police on Highway 99, just north of

Bakersfield. He had been doing ten mph over the speed limit, as had Hickman following close behind, and both men were given traffic tickets on the spot.

At about the same moment, Donald Turnupseed was driving north in his 1950 model Ford Tudor saloon, to which he had added white wall tyres and other accessories in a vain attempt to make it look like the more upmarket Custom model. As it was, the car often drew second glances, for its black and white colour scheme was so reminiscent of a police cruiser. Turnupseed had set out from his college at San Luis Obispo, near the Californian coast, on the first stage of a weekend trip to his home town of Tulare. On reaching the town of Paso Robles he would strike eastwards across country and be home before dark - or so he thought.

The Porsche continued northwards, its young driver only mildly annoyed at the delay caused by the police. At Famosa, 17 miles north of Bakersfield, Dean turned west on Route 466 (known today as Highway 46). The road was arrow straight and led through the townships of Wasco and Lost Hills. On either side the country was flat and uninteresting. Two years later Cary Grant would be chased through these fields by a manic crop-dusting plane in Alfred Hitchcock's *North by North west*, but the stage that day belonged to James Dean. He pushed his car along, passing everything he met on the dusty plain. By now Donald Turnupseed was also driving on Route 466, heading in the opposite direction.

As he approached the hamlet of Blackwell's Corner (little more than a store-cum-service) station, where Route 466 crosses Route 33) Dean braked the Porsche hard and pulled in. He had spotted a parked Mercedes-Benz 300SL, and wanted a closer look. The owner of the grey, gull-winged Merc' was a young man named Lance Reventlow, son of Woolworth heiress Barbara Hutton. He and Dean spent a few minutes together, talking fast cars. Reventlow too, was on his way to compete at Salinas and before they parted, the two enthusiasts agreed to meet up for dinner that evening in Paso Robles. Dean paused to finish off the Coke he had bought, then he was gone.

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Once again the Porsche raced west into the afternoon sun, its tyres rippling on the highway and the growl of its exhaust echoing from the hills as it approached the Antelope Range. Dean was relaxed at the wheel. One elbow rested on the bodywork while a Chesterfield King Size dangled lazily from the corner of his mouth. Yet his concentration on the road was absolute. His eyes darted from the highway to check the oil pressure and tachometer, returning in an instant. All was well. Both James Dean and the Porsche were in their element, functioning together as one organism, one machine. Every twitch of the steering wheel was answered as Dean thought of it, before he thought of it. It was a symbiotic relationship. Dean and the car were locked together in a lovers' pact, a pact of death.

The silver Porsche crested the top of Polonic Pass and began to descend the slopes of Antelope Range.

Ahead of it, Route 466 swept down over a series of undulating hills to where it met Route 41 in the Cholame Valley. Halfway down the slope Dean pulled out too soon to overtake a car and almost hit a Pontiac coming the other way. The driver of the Pontiac was forced to pull his car off the road to avoid a head-on collision.

Donald Turnupseed had now passed through Cholame. In less than a mile he would reach the 'Y' junction where he would turn left onto Route 41, and home. He drifted left, into the middle of the road.



The Porsche floated down off the hills like silver ghost. The sun was low and Dean squinted against the glare. Directly ahead of him was the turn off to Route 41, branching to the right. There he saw the Ford. It was approaching him, but veering towards his lane to make the left turn onto Route 41. The realisation of danger must have been instantly stomach churning. He slowed the Porsche right down to around 40 mph, and tried to swerve out of harm's way.

Turnupseed began to cut the corner. He glanced around as the sun flashed off the Porsche's bodywork. He hesitated. Should he take a chance and accelerate across the junction? Or stay put or pull in to the right? He thought he could make it, and was well into Dean's lane when he realised his mistake. He braked, but it was already too late.

A heartbeat later Dean's car smashed into the hefty front wing of Turnupseed's vehicle. The lightweight Porsche crumpled as if made of tin foil and was flung into the air. Horrified witnesses looked on as it crashed back onto the ground, cartwheeled once, then came to rest in an upright position, still facing west. Only minutes later Bill Hickman and Sanford Roth pulled up in Dean's station wagon. Both men were deeply shocked at what they found, but Roth was a professional photographer; instinctively he began to take shots of the scene. One of these shows the wreck of the Porsche, its steering wheel pushed clean over to the passenger's side of the car.



Donald Turnupseed escaped serious injury and was released from hospital that evening with minor facial cuts. Rolf Weutherich also survived, despite being thrown from the Porsche, though he had

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suffered injuries which would confine him to hospital for a whole year. James Dean was not so lucky. As the evening sun dipped lower in the sky it cast the wreck of the Porsche in stark relief, and with it Dean's body draped across the passenger's door like a discarded rag doll. Blood soaked through his white t-shirt and mingled with the Porsche's oil united, even in death.



A public inquest took place on 11th October in Paso Robles. It was held to determine exactly how James Dean had met his death, and whether Donald Turnupseed should stand trial for vehicular manslaughter. Turnupseed showed up with his lawyer, who assured him that he wouldn't have to testify. No one spoke for James Dean. His father, Winton Dean was not even notified that the inquest was taking place. After less than three hours of testimony (much of it irrelevant and highly prejudicial to Dean) the jury retired to consider their verdict. They were back in a few minutes with their unanimous decision. James Dean died as a result of a broken neck and other injuries received in the crash: Donald Turnupseed had no case to answer.

Although George Barris claimed to have felt a sinister atmosphere surrounding Dean's Porsche, that didn't prevent him buying the wreck from the insurance company for \$2500. The car's body-shell was a write-off but all its major components were intact and worth a great deal as spares. According to Barris, the 'jinx' took effect from the moment the wreck was delivered; it slipped off the truck that brought it, crushing a mechanic's legs. The engine, transmission, and some suspension parts were removed and sold to a Californian surgeon named William Eschrich. He in turn sold a pair of rear swing arms to

fellow surgeon Troy McHenry (both men raced Porsche 550 cars identical to Dean's). In a race at the Los Angeles County fairgrounds on 21st October 1956 McHenry's car was seen to leave the track for no apparent reason and smash into a tree, killing McHenry instantly. This was the first time the surgeon had driven the car with the 'Dean' parts fitted. However, Eschrich had installed the engine from Dean's car into his own vehicle, and had raced with it several times without mishap. Shortly after McHenry's death, Barris says a young man bought the two undamaged rear tyres from the Dean Porsche. He returned a fortnight later complaining that both tyres had blown out simultaneously, throwing his car off the road and nearly killing him. The tyres were examined by Barris who said he could find no reason for their failure.

By December 1956 Barris had stripped everything worth selling out of the wreck. The bodyshell was then welded into some semblance of its original form and displayed at that year's International Motor Sports Show in Hollywood, where Barris charged the public to examine it. Early in 1959 the wreck was loaned out to the Highway Patrol for use in their travelling road safety show.

During its time with the Patrol a whole series of accidents is said to have befallen the wrecked Porsche, and anyone associated with it. In Fresno, the third city on its tour, a fire broke out in a Highway Patrol garage where the Porsche had been housed overnight. All the vehicles inside were burnt out, except for 'Little Bastard' which was hardly scorched. Soon after that in Sacramento the wreck is said to have fallen off its display stand, fracturing a teenager's hip. The car was reportedly on its way to Salinas a few weeks later when the truck carrying it went out of control near its destination. Truck driver George Barhuis was thrown from his cab and crushed to death as the Porsche fell on top of him. Next in Oakland, the wreck broke in two on the back of a moving truck and caused a minor accident when the pieces fell onto the road. In Oregon the hand brake of the display truck is supposed to have slipped one day, sending both truck and Porsche through a store window. Luckily no injuries were

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reported. Finally, in late 1959, the wreck fell into 11 separate pieces while on display in New Orleans. Barris claimed there was no logical reason for this, but considering the rough treatment it had seen in the previous 12 months, this was not overly surprising.

These stories have been repeated several times by several authors. Warren Beath, however, claims that George Barris fostered many such tales of strangeness for his own ends. After five decades of embellishment it's hard, if not impossible, to tell where truth ends and myth begins.

Perhaps the biggest mystery of all is what became of the wreck itself. The Florida Highway Patrol borrowed it from Barris in 1960 to use in their own road safety campaign. When this was over, the wreck was crated up and despatched back to California. At different times Barris has said it was sent back by truck, and by train. In either case, he claims that it never arrived in Los Angeles. So what happened to it? It has been suggested that the car was hijacked by a gang of entrepreneurs with an eye for a good thing. So far, however, no one over the years has ever hinted that they own anything made from the car. The world of Dean memorabilia is a jealous and incestuous one, and the idea that any fan could keep quiet for so long about having a piece of James Dean's 'death car' is unthinkable. Barris says that he hired the famous Pinkerton Detective Agency to hunt for the wreck, but without success. All that can be said for sure is that the car hasn't been seen in public since 1960. Somewhere along the dusty miles between Miami and Los Angeles the 'Little Bastard' slipped into legend to join its famous driver.

Rolf Weutherich returned to Germany in 1958. He became a rally driver for Porsche, achieving second place in the 1965 Monte Carlo. It is said he never fully recovered from the accident mentally or physically. He began to drink heavily and had four unsuccessful marriages. He was killed in a car accident in Germany in July 1981.

Donald Turnupseed lived in Tulare all his life, developing a \$15 million electrical hardware business. He maintained his privacy throughout and always refused interviews,

finding them an annoyance. He died of lung cancer in July 1995, aged 63.

James Dean lies buried in Park Cemetery in the sleepy town of Fairmount, Indiana. He was born near there, and it was there he spent perhaps the most carefree years of his life. Hardly a day goes by that flowers aren't left on his grave. His headstone was stolen for the third time in 1998.

The small service station/store at Blackwell's Corner, where James Dean stopped for his last Coke and chat with fellow car enthusiasts, burned to the ground in 1967. An electrical fault in the attic wiring was blamed. A new modern truck stop service station is on the site today.

Highway 466 (now 46) was realigned in 1957-58 and rebuilt as a new four-lane highway some distance from its original location. The original intersection with Highway 41, the site of the accident, is now on private property in the middle of a field, 200 metres from the current Highway 46. It can be reached by climbing a fence and a short walk, but you need permission from the Jack Ranch at Chalome. Approximately 8 miles of the old highway exists in an overgrown condition. Old cans and bottles can be found as you walk along.

In 1977 a James Dean monument was erected in Chalome township, less than a mile from the accident site. It was donated by a Japanese businessman in 1977 and consists of a stainless steel marker in a rock garden around an oleanthem tree. Fans gather around the monument; some wait for hours on end. They wait, and they remember and they pray that, just once, they might feel the rush of air against their bodies as something tangible, but unseen, races past them in the westbound lane, heading for Salinas.



VfL Wolfsburg

It's league Grand Final day as I type this, with Wests Tigers playing Nth Qld Cowboys tonight. As South Sydney aren't playing I really don't care who wins! Saints, Bulldogs, Eels, Panthers, we all follow our different teams. You might also have cheered for the Swans last week in that other code.

Soccer (or football as they call it now) is a bit different in Australia. Did you follow Marconi or Hakoah? Olympic or Apia Leichhardt? It's always been something of a game for 'New Australians'.

The Poms have their Premier League, which is enormously popular and wealthy. Chelsea has taken over from other powerhouse clubs like Arsenal, Spurs or Man Utd, but at least we've heard of them.

In Germany the top football competition is called the Bundesliga, and has been traditionally dominated by sides like Bayern Munich, Bremen and Hamburg. Which team do you follow? Do you care?

Well now you can! As VW fans we can all follow one team in the Bundesliga, even if we don't like soccer. There is a team based in Wolfsburg.

The team is called VfL Wolfsburg, and was formed on 12th September 1945 in a barracks on Reislinger Strasse in the post-war wreckage of Wolfsburg. They began with just one senior team, and lost their first match to an English Army team 0-8, played on a field next to the VW factory. However the foundation was laid and the following year saw two senior teams, a youth team and a school team. VfL Wolfsburg won their first

local area championship in 1947.

The local trainer at the time was a man called Bernd Elberskirch, who had ten green coloured jerseys at his disposal. Bed sheets donated by the public were sewn together by wives to make the shorts to go with the shirts. The club not only stuck with green and white as their club colours, but the town also adopted the same green and white colours. Wolfsburg is NOT blue and white VW colours, as you might think!

The club's local pub was the "Zum Brandenburger Adler" at the Rothenfelder Markt, near where the town courts stand today in der Nähe des heutigen Amtsgerichts. The sports field was between the town's only grammar school and some fields, which belonged to the German Working Front until the end of the second world war. The first club offices were located in the town hall barrack at the Steimker Berg.

In 1948 VfL Wolfsburg moved to a new dedicated playing field called VfL Fields, which had tiered seating and a running track. The field next to the VW factory, where they used to play, became the park next to VW's high-rise administration building.

VfL Wolfsburg became the Niedersachsen Amateur league champions in 1950, and again in 1951, 1952 and 1954 when they played a match against Heider SV for promotion to the top league in Germany, which was then called the Oberliga North. VfL Wolfsburg won 2-1, watched by over 12,000 people. They were now in Germany's 'premier league'!

Further expansion of VfL fields took place in 1961, when the town of Wolfsburg and Volkswagen contributed 650,000DM for new seating and terracing. VfL Wolfsburg played an exciting friendly match against Brazilian club FC Santos, in front of 10,000 people. The Brazilians brought all their World Cup stars with them, including Pele, and were too strong. They won 6-3.



German football became professional in the 1960s and was reorganised. VfL Wolfsburg remained an amateur club and played in the lower rung Neideraschen league. They were champions here in 1963 and were promoted to the Regionalliga Nord.

In 1969 the club got its first mascot, in the form of a goat named 'Onkel Willi', named after the VfL patron Dr. Willi Wolf. As it turned out, Willi was not a lucky mascot. VfL Wolfsburg were runners up in the Oberliga Nord, and participated in the promotion places to the Bundesliga in 1970, but things went down hill after that.

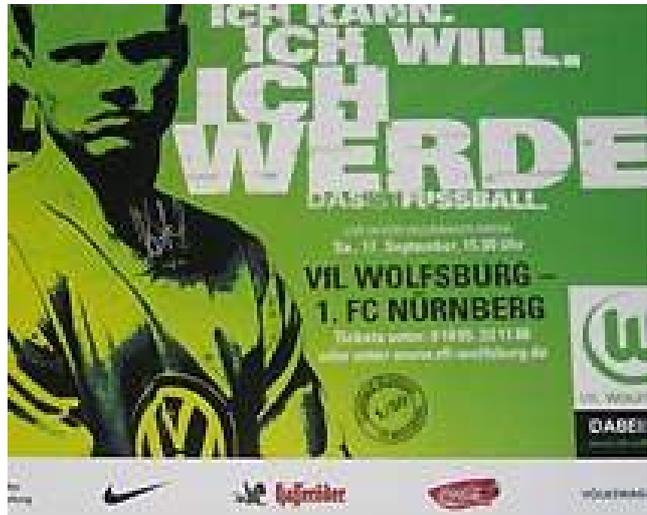
A new German second division was created in 1974 from 5 former regional leagues. VfL Wolfsburg competed but Volkswagen were suffering their own financial troubles in the early 1970s and could not support the club as they once did. VfL Wolfsburg were relegated to third division in 1974, returned to second division in 1975 and went down to third again in 1976. While they attempted to break back into second division in 1977, they were to remain in the third division throughout the 1980s. The only bright spot was a German FA Cup match against premier league side Werder Bremen in 1987. VfL Wolfsburg lost 4-5 in extra time, but had been 1-4 behind at the 88th minute!

VfL Wolfsburg, now known as the Wolves, won the Oberliga Nord third division championship in 1988, 1991 and 1992, when they finally won promotion back to the second division for 1993. In 1994 they finished 5th in second division, and the Wolfsburg town council, together with Volkswagen, give the club a 5 million DM loan for much needed stadium repairs and general expansion.

In 1995 the club finished 4th in second division, and made the German FA Cup final against Borussia Mönchengladbach. The Wolves lost this one by 0-3. However the VfL Fields were much improved with new main stand seating, lights, toilets, sound system and scoreboard.

Coached by Willi Reimann, the Wolves won a nine goal thriller against FSV Mainz 05, and finished second in the division two table behind Kaiserslautern in 1997. After

five seasons in division 2, the Wolves were promoted to the Bundesliga (first division) for the first time in their history. The new North Stand was opened at VfL Fields and the ground capacity grew to 20,400.



VfL Wolfsburg's first year in the Bundesliga went badly when the coach resigned half-way through the season and the club looked set to be relegated back to second division. New coach Wolfgang Wolf inspired three consecutive 1-0 wins at the end of the season and the club finished safely in 14th.

Wolfsburg improved in 1999, finishing sixth in the Bundesliga and qualified for the UEFA Cup for the first time. The Wolves defeated the Hungarian Cup winners VCS Drebrescen in front of 72,000 spectators.

In 2000 Wolves player Zoltan Sebescen made his debut for Germany against Holland, becoming the first ever VfL Wolfsburg player to represent his country.

The club finished seventh in the Bundesliga in 2000, and the board decided on a major restructure. The professional football organisation was separated from the football club, and became a limited company, VfL Wolfsburg-Fussball GmbH. Volkswagen AG owns 90% of the shares, with VfL Wolfsburg football club holding the other 10%.

The new organisation had outgrown the old VfL Fields, so approval was given to build a brand new stadium in the Allerpark.

In December 2002 the grand opening of the new Volkswagen Arena was held, with 20,000 people visiting the shiny new stadium. Sports demonstrations, an appearance by the

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band A-ha and a huge fireworks spectacular seen by fans and celebrities alike brought the Wolves' new 90,000m² home to life.



In the two years since the Volkswagen Arena opened, it has become the third most recognised venue in Germany, following only those of Hamburg and Munich. The total cost of construction was 53 million Euro, and was completed in only 18 months. The VW Arena holds 30,000 people, with 22,000 permanent seats and 8,000 standing positions that can be converted to 4,000 seats for international matches. 12 entry-exit stairways enable the entire Arena to empty in only 10 minutes.



Special seating includes 1,200 Business Seats with direct access to catering; VIP seating with separate catering access, and 32 corporate boxes for 10 people each with outdoor seating, and moveable glass panelling facing the pitch. All 35 boxes are sold out for 2006. There are 80 dedicated wheelchair places with easy access and toilet facilities.

The Arena has 20 kiosks, 13 of them on the promenade and 7 on the top floor. During a typical Bundesliga match, fans

consume 11,000 beers, 8,300 soft drinks, 1000kg of hot chips and 1000kg of bratwurst. VW Arena has more than 600 toilets, the most in the Bundesliga.

The translucent PVC roof has 172 floodlights aimed at the pitch, each weighing 25kg. There are also 84 PA speakers in the roof, each one weighing 250kg. There are two huge video screens, each one 36m².



Let's not forget the club mascot, Wölfi! He was born in Wolfsburg in June 1997. He is 1.97m tall and weighs 85kg. He enjoys playing and dancing with kids, and his favourite foods are liquorice and the WolfsBurger from the Arena's Soccer Café. His favourite song is "Grün-Weiß VfL", and his web page is www.vfl-wolfsburg.de. You can email him at woelfi@vfl-wolfsburg.de



Boris' Picnic Day 2005

A great day was had by all at Deepwater Motorboat club on 11 September. A fine sunny day by the river with just a bit of wind (no, not the Birchall kind).

Here are some pictures of the day. Log on to www.clubvw.org.au to see more.



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