

Zeitschrift

December 2006



Fröhlich Weihnachts und glückliches Neujahr!

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PUBLISHED BY CLUB VEEDUB SYDNEY

www.clubvw.org.au

Proudly a member of the Council of Motor Clubs



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John Weston	Ken Davis
Belinda Godfrey	Shirley Pleydon
Ray Pleydon	Brian Van Derley
Mike Said	Danny McFaddyn
Henry	Russell

Canberra Committee:

Chairman:	Steve Crispin	0419 429 453
Secretary:	Bruce Walker	0400 119 220
Committee Members:		
Mark Palmer	0416 033 581	
Dimitris Tsifakis	0421 725 805	

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

We wish to thank our continuous VW Nationals sponsors:

19 years

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Vintage VeeDub Supplies
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Australian VW Performance Centre
Bookworks
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Dr Mosha the VW King
Indian Automotive
Korsche Performance Centre
Mick Motors
North Rocky & Import Parts

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Alpha Dot Net	Reliable Automotive Service
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Ben Durie Automotive	Stokers Siding Garage
Cupid Wedding Cars	TCCA Motorsport
Harding European	Unicap Pty Ltd
Imported Car Wreckers	Volkshaven
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Monthly Club VeeDub meetings are held at Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the third Thursday of each month from 7:30 pm. All members and visitors are most welcome.

All mail to Club Veedub Sydney should be addressed via the Secretary, c/- 14 Willoughby Cct Grassmere NSW 2570, or emailed to info@clubvw.org.au.

Zeitschrift is published monthly by Club VeeDub Sydney. We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month. Views expressed in Zeitschrift are those of the writers and do not necessarily represent those of Club VeeDub Sydney. Articles may be reproduced with an acknowledgment to Zeitschrift. Club VeeDub Sydney, its members and contributors to Zeitschrift cannot be held liable for consequences arising from information printed in the magazine. Back issues are available from the Secretary, or in PDF format on the Club Veedub website.

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

THIRLMERE FESTIVAL OF STEAM 2007

Correspondence: NSW Rail Transport Museum,
Barbour Rd, Thirlmere NSW 2572

Chairman: Peter Berriman

Phone: 0412 610 024

E-mail: petabear@ozemail.com.au

Phone: 4681 8001

Fax: 4681 8410

Secretary: Jenny Smith

Phone: 4681 8001

E-mail: rtmth@bigpond.net.au

Club VeeDub Sydney Inc – Thirlmere Festival of Steam 2007

It is with great pride that we extend an official invitation to Club VeeDub Sydney to join with us in participating in the Thirlmere Festival of Steam 2007 at Thirlmere NSW, on **Sunday 4th March 2006**. The Festival will be held between 10:30am and 3:00pm on the above date, and an area has been set aside for the public to view your club's vehicles. We would also like to extend an invitation to join in the gala parade with a limited number of vehicles representing your club. The parade takes place between 1:00pm and 2:00pm around the main streets of Thirlmere. Marshalling for the parade is to start at 12:30pm.

This year the parade route has been altered to overcome previous problems that we had encountered. This year's parade will contain a mixture of car clubs, sporting groups, school groups, local businesses, bands, dancers, motor cycle clubs and your involvement would be very much appreciated in creating a fantastic atmosphere of colour and history.

It is important for the organising of this event that we have an idea of vehicle numbers, no later than February 20th 2007 (2 weeks prior to the festival). It would be greatly appreciated if you could acknowledge the receipt of this letter and your interest in participating as soon as possible. The Thirlmere Festival of Steam has a great following with over 10,000 people visiting the precinct in 2005, and having Club VeeDub Sydney on display and in the parade, would generate a great amount of interest, both for your club and for the festival.

Please don't hesitate to contact me by phone (02) 46772462, mobile phone 0409 952 874 or email kmodels@gmail.com, if you would like more information. Our aim is to provide a fantastic, entertaining day with plenty to see and do, including bands, dancers, food & market stalls, fun rides, train rides, model railways and plenty of car groups including Club VeeDub Sydney.

Yours sincerely,

Keiran Ryan
Parade Manager

On behalf of the Organising Committee



VW NATIONALS 20TH ANNIVERSARY YEAR 2007



EASTER SUNDAY 8TH APRIL 2007 FAIRFIELD CITY SHOWGROUNDS
SMITHFIELD RD, PRAIRIEWOOD NSW
ENQUIRIES: PLEASE CONTACT DAVID BIRCHALL
PHONE (02) 9534 4825 | EMAIL: DAVID@CLUBVW.ORG.AU
FOR MORE INFO VISIT OUR WEBSITE WWW.CLUBVW.ORG.AU

MUDGEE AERO CLUB PRESENTS...

Wings Wheels & Wine 2007



- Aerobatic displays
- Military hardware
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- Cars and bikes
- Classic machines
- The very best Food and Wine from the district!

**Saturday 21 April 2007
Mudgee Airport**

Be part of the show in 2007 and join in the fun. Calling all wineries, foodies, sporting and community groups, special interest clubs, associations, aircraft and Volkswagen clubs!

See unbelievable aerobatic displays by champions of the sport. Experimental, recreational sports and workhorse aircraft. High-speed ground and air challenges! Cars and bikes from around the world. Exotic, classic and extraordinary machines.

Displays, demonstrations, prizes and more. The best in food and wine from around the region, taste, enjoy and buy.

A great family day out!



Club Veedub Sydney has booked a display parking area. Come along and enjoy the show!



FOR MORE INFORMATION:

Mudgee Aero Club
Wings, Wheels and Wine 2007
PO Box 272
Mudgee NSW 2850

Phone: 0417 683 069

www.mudgee.aero.club.hwy.co.nsw.au

Sawtell Winter Break

17th - 19th August 2007
Sawtell Beach Caravan Park
Lyons Road, Sawtell
(02) 6653 1379 1800 729 835



Plenty of cabins & camping spaces. You must make your booking directly with the caravan park on the above numbers.

The caravan park is within walking distance of the town centre.

Catch up with your VW friends in a relaxed atmosphere.

Participate in the activities - or just veg out.

Location: 554km north of Sydney
427km south of Brisbane

7 hours drive
5 hours drive

All VW clubs are invited to attend.

Booking Code: ClubVeeDub

Toll-free telephone number for the park: 1800 729835

Internet address of the park: www.sawtellbeachcaravanpark.com.au

Organised by local members of Club Veedub Sydney.

More info soon!

Der Bericht von Präsidenten

On Saturday 25 November, a few of us drove down to Melbourne for the Volkswagen Club of Victoria's annual show "The Day of the VW." The venue was about 60km south of downtown Melbourne, being held at the Cranbourne race course, similar to our own VW Nationals venue at Fairfield, except with more open grassed areas. Once again it was good to see different cars, and new VW traders selling unusual products. The swap meet was down in size with only about 10 or so vendors. We arrived around 7am only to be told that the swap meet was out of bounds until 9.00am. I think this was a curved ball in order for others to get in there before we did. From counting all the familiar faces I think there was about 30 or so people from Sydney who had travelled down for the weekend. Once again a great show put on by the Victorian Club.

Our latest event was Boris's Picnic Day on Sunday 3 December. I dressed accordingly ready for a great summer's day, only to get to the river and watch as ice bergs floated along. It was bloody cold to say the least. We had around 20 swappers on the day, so overall it was a success, regardless of the weather.

Don't forget our Club Xmas party meeting on Thursday 21 st December at the Greyhound Club. If you would like to bring along a prize for the raffle, please wrap it or disguise it using Xmas wrapping paper. The club will provide supper, so please come along for a casual evening.

WANTED:- COVER CAR FOR THIS MAGAZINE. Do you own a photograph of your car? Well why not email it to the club, and also write down a few notes about the car, like how long you have owned it; where you bought it from, and so on. Our editor would really appreciate this.

If anyone has an outing they would like to plan, please tell us and we will find a free day well in advance. Next year we intend to have Boris's Picnic Day in September, and not freezing bloody cold December.

Précis of Committee and General meetings:- NRMA Motorfest, VW Nationals 2007, Sawtell Weekend, Vintage Registration Renewals, Xmas raffle.

On behalf of the Committee I would like to wish everyone a Merry Christmas and a safe New Year, and may Santa bring you that rarest of the rare spare for your VW this year. If you intend to drink please don't drive. Thanks to all for making 2006 a big year.

KeeponKruzin,

David Birchall



Canberra Kapitelreport

G'day from the capital, we're on the usual downward slide to Christmas but have still found time to get the VWs out into the public eye. On 19 November we took a handful of cars to Marques In The Park, a large carshow held in Belconnen. A cruise was run from Civic to Belconnen and we set up our display after this. Space was at a premium (our allocated position was gone by the time we got there) but in true dubbish fashion we slotted in and made ourselves comfy. A few interested members of the public grabbed some flyers off us so hopefully we can get their interest in joining. A great day was had (did anyone NOT get sunburnt?), I hope they are looking at a bigger venue for next year?

On Sunday 03 December we tried our hand at running a 'Breakfast Run', a mid-morning cruise to a country café for brunch and chats. The usual fun was had with getting a convoy through traffic lights, etc, and some pictures are appearing on the forums.

A big 'thanks' to the main committee in Sydney for your support in 2006, your help this year was awesome.

On behalf of the Canberra Chapter committee, I'd like to wish all the readers a very merry Christmas and a safe New Year. We look forward to catching up with you all again in 2007.

Bruce



Klub Kalender

December:

Thursday 21st:- CLUB VW CHRISTMAS 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. Free food and drink. Lots of fun, all welcome. 8:00pm start.

Tues 26th:- Boxing Day Top Fuel Drags at WSID, Eastern Creek. Australia v USA in 8000 hp top fuel dragsters. www.wsid.com.au

January:

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

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

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

Friday 26th:- Australia Day NRMA Motorfest in Macquarie St and Hyde Park, Sydney. Book your spot ASAP! Phone (02) 9416 7055 for more information.

Friday 26th: Australia Day Classic Car Display at Parramatta Park. Family entertainment, hot-air balloon display, circus, interactive workshop, food and drink stands. 7:30am-1pm. Phone Loretta on 9806 5212 to book and for more info.

February:

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

Sunday 4th:- CMC Bathurst Swap Meet at Bathurst Showgrounds.

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

Sunday 11th:- Newcastle Euro Day Motorfest at Lambton Park, Newcastle, from 9:00am. All European cars welcome. \$5 per vehicle. Food and Drink available. Contact Noel (MGCC) on (02) 4943 5051 for more info.

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.

March:

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

Sunday 4th:- Thirlmere Festival of Steam 2007 at Thirlmere. Club vehicle display and street parade. Market stalls, music, model railways, train rides. Contact Keiren Ryam on 0409 952874 for more info. See Page 3.

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.

Thursday 22th:- Cut-off date for April Zeitschrift (VW Nationals special issue)

April:

Saturday 7th & Sunday 8th:- VW NATIONALS 2007 at Fairfield Showgrounds.

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

Saturday 21st:- Wings, Wheels and Wine at Mudgee Airport. Aircraft displays, food and wine, historic cars. See page 5.

Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140

Trades and services directory



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Fax: 9651 3746

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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.

August 2007:

Saturday 18th & Sunday 19th:- Sawtell Winter Break at Sawtell, NSW. Details to be advised.

September 2007:

Sunday 30th:- Old Bar Beach Festival and Kombi Gathering at Old Bar, NSW. Contact kombi@oldbarbeachfestival.com.au for more information, or phone Cozette on (02) 6553 7328

Marktplatz

info@clubvw.org.au is the address to email ads.

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

In addition to appearing here, all ads will also appear on our club website www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. All classifieds will appear in Zeitschrift first in order that our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

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

New Ads:

Wanted:- A copy of the **AutoPress Workshop Manual for the 1954-67 VW Transporter**. This is the manual that was borrowed from the club library in January 2003, and not returned (see page 35). I have so far been unable to find a copy to replace it. If you have a copy you no longer require, please let me know and we will buy it for the club library. Simon Matthews, club librarian - (02) 9898 3665 (ah)

Wanted:- Perspex sunvisors for 1960s Beetle. Would prefer charcoal or green. Phone John Vellis on 041 3501895.

For Sale:- VW Beetle 1964. Restored 1.6-litre engine, steel alloy wheels. Red/white. Lismore area. \$7500 ONO. Tel. 0408 495201.

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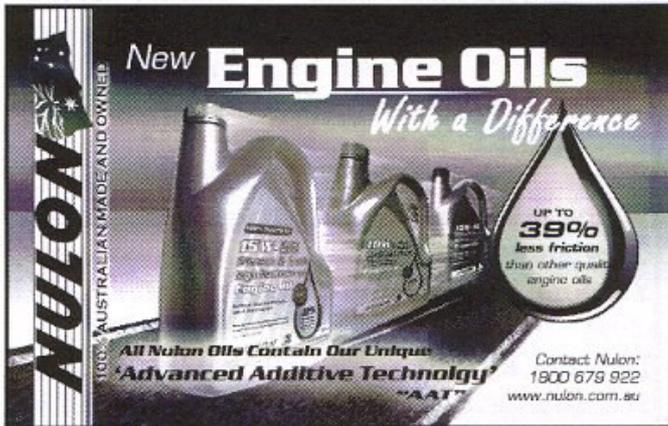


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Trades and services directory



For Sale:- 1970 VW Beetle. Was one owner for thirty years. 90,000 genuine log book miles. Actually was owned by a little old lady no kids! Complete restoration had begun (Engine overhauled to standard specs by Stan Pobjoy (1600cc) Gearbox overhauled by German Autos Brisbane) as this car could easily be concourse with little effort but now must sell. This is the best VW model, swing axle rear but disc brake front end. Needs paint in due course for concourse but no rust etc. Looks OK, paint still shiny. This is a very genuine straight unmolested car. Original registration Very rare like this. \$4,750 ono fwpike@yahoo.com, (02) 4990 3717, Mob (043) 2071371



For Sale:- Blue VW Beach Buggy. Full length Chassis Number 118 997 385 sought after disc brake front end was NSW registered as a buggy was running with all lights etc working good 1600 cc twin port engine quite strong gearbox seats now disassembled for overhaul (car driveable) has rollover bar but some fettling and seatbelts required before ready for reg has no back seat but can be fitted \$3,950 fwpike@yahoo.com (02)49903717 or 043 2071371 (mobile usually out of range).



For Sale:- 1600cc twin port with full tin ware generator, heaters, exhaust pipes etc fully overhauled \$1195 ono 0249903717 or 043 2071371 fwpike@yahoo.com

For Sale:- 1976 Kombi Camper. Good condition. Reconditioned 2-litre engine. 4 spd manual with new shocks and tyres. Tinted windows and new Kenwood stereo system. Original interior with complete camper set-up (stove, fridge, sink, storage, sleeps 4). Great traveller - Reluctant sale. \$5,900. Contact Fiona on 0411 167 497.



For Sale:- 1600cc Twin Port Beetle engine. Was fully overhauled by VW specialist and has not been started since. Complete with generator and carb and all tinware. Looks good. \$1200 ono Complete exhaust system also available fwpike@yahoo.com 0249903717 or 0432071371.

For Sale:- VW Type3 Variant (Wagon) 1973 model, good condition but paint fading, log books, workshop manual 99,500 miles, registered

**Trades and services
directory**

THE VW KING

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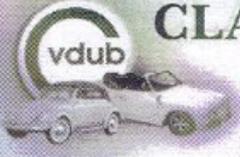
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 George: 0412 434 762

to June '07. GJZ178 Asking \$3000.00 ONO
 Please contact Gordon on 0428 381 879

For Sale:- 1968 Beetle, registered to March '07,
 1600 cc engine, no rust, to be sold with many
 spares, asking \$1800, phone Karl on 02 9436 2803

For Sale: 1974 Kombi. Unfinished project,
 complete but disassembled. 1800 engine; good
 gearbox, brakes. Homebrew sunroof w/vinyl
 ragtop, or fit poptop. All bodywork done. \$1000
 or swap. Contact Chris in Mt Victoria on (02)
 4787 1213.

2nd Month Ads:

For Sale:- 1970 Beetle, registered until July 07,
 TFV500, 1600 twin port engine fitted, no rust,
 great body, faded paint, also **1973 1303 L-Bug**
 with 1600 twin port , twin Kadrons, slide back
 ragtop sunroof, wide wheels, glass guards, body
 reasonable or suit parts car, asking \$1800.00 for
 both cars Phone Alan Lowe on 0401 107 504 or
 02 4936 4881.

For Sale:- VW VR6 Golf, Pearl Silver Paint.
 ROLA Roof Racks. Colour Matched Bumpers,
 Side Moulds and Flares, ABT Sports Grill and
 Headlight Eyelids. Golf 4-Look Headlights -
 HELLA (Yes German \$\$\$) Fog Lights and Clear
 Front Blinkers. Single Wiper. 16" Wheels with
 Excellent tyres. Crystal Side Blinkers. KONI
 Height and Rebound Adjustable Full Suspension.
 K & N Pod Filter. Polished Intake Manifold and
 Tappet Cover. Sports Steering Wheel. Retrimmed
 Front and Rear Seats. Silver Matched Dash
 Panels. B & M Short Throw Gearshifter. Pioneer
 In -Dash DVD Player , Clarion 12" Sub , AMP ,
 etc. Tinted Windows. Rego till May 07. \$14900
 ono. Contact Peter at peterklaack@hotmail.com

Wanted:- Club Members looking for a JP. I am
 a JP for the Australian Veterans' Children
 Assistance Trust, but as a Club Veedub member
 I'm happy to help other club members who need
 the services of a JP. If you do, please phone me -
 Norm Robertson, on 02 4625 7057 or mobile 0409
 771822.

For Sale:- Number plates VW-064 Black on
 White small front large rear currently in storage
 central coast RTA asking \$2500.00 please contact

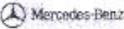
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For Sale:- Other Kombi Bits, Suit 68 to 79.... Overhead Aircon unit plumbing covers, under chassis fans etc \$850. Factory camper front roof rack galvanised \$100. Set of Audi 15-inch mags and tyres (50%) of Bay window \$275. Pair Front flipper windows...one small rust hole bottom inner frame on one \$250. Good auto gearbox was running in an rust 1800 \$75. Pair quality danish inner and outer footwell replacement sections \$150. Email for pics vanderkly@aapt.net.au Parts located in coffs harbour...will be at Boris' Picnic day 3rd December or phone (02) 66584422.

For Sale:- 1641cc Type 1 engine. New bearings. Good single port heads/dual relief case. Header/long block only (needs tinware and externals). \$300. Contact Chris in Mt Vic on (02) 4787 1213.

For Sale:- Original 40mm Kadron set: carburetors rekitted and w/new floats; dual port manifolds; complete linkage & air cleaners. Nice, throaty sound. \$600. Contact Chris in Mt Vic on (02) 4787 1213.

For Sale:- 1966 Karmann Ghia hard top 1500 Genuine Australian delivered RHD, Factory ball joint front end, unfinished project 90% completed, fully painted 2 tone manila (cream) and chocolate (roof), body was taken off the pan to repaint and restore, restored original style only the generator has been changed to 12v, seats fully reupholstered original, This car is 99.9% complete with parts, new German wiring loom, all new brakes and brake lines, new tyres, lots of NOS parts used, like NOS wheel trims, German rubbers, some west coast , headliner is installed, new laminated windscreen fitted with NOS German rubbers, all other glassware like rear screen and pop outs are back in, doors and bonnets fitted and aligned, window winders and front glass is installed, perfect unsplit original dash refitted, good tested and running engine and gear box, excel cond bumpers, Needs steering fitted, carpet kit and front door trims made and fitted, rear trims are already installed. Well over \$20k spent, the hard work is already done it just needs the final finishing off and assembly, lots of additional spare parts included like a spare headlight , int door handles etc etc , THIS IS A BARGAIN! \$18,000, the first to see will buy! Phone Anthony, Dural NSW 0412 25 3333

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www.nobugs-sydney.com.au

Michael on 0410 608 331 or email mkvale@optusnet.com.au

For Sale:- 1975 Dual Cab Kombi, wrecking or restore???(has been blasted does have normal rust issues), most parts, including vg set of gates blasted and 2pac primed \$900, Pair vg front doors blasted & primed \$190, vg bumpers, seat rear seat base, seat bases, cab divider top trim etc.etc. Phone Ray Vanderkly on (02) 6658 4422.

Record Volkswagen Sales in September

Wolfsburg – Volkswagen is the clear leader in most market segments in Germany, where approximately every fifth vehicle sold is a Volkswagen. With a market share of 19.7 percent and 58,795 new vehicle registrations, the Volkswagen brand maintained its position as the undisputed leader on the German market. These figures correspond to a 4.2 percent rise compared with the same month in 2005. 496,000 new VW models were registered during the first nine months of 2006, 8 percent up on the comparable prior-year period. Volkswagen models sold best in most of the market segments covered by Germany's Federal Bureau of Motor Vehicles and Drivers.



The Volkswagen brand also held the lead in Western Europe (including Germany) in September 2006, despite a slight 1.1 percent decline in sales compared with the previous month, and delivered 141,000 vehicles to customers. Deliveries during the first nine months of 2006 totaled 1,141,500 units, representing a 6.6 percent increase on the comparable prior-year period.

303,000 VW passenger cars were delivered worldwide in September, 4 percent up on the same month in 2005 and the highest ever figure for September. Total vehicle deliveries of 2,517,000 for the period January to September 2006 represent an 11.5 percent rise compared with the previous year and also correspond to a new record for this period.

The Golf confirmed its special position as the most popular car in Germany. Together with the Jetta, new registrations in Germany in September 2006 totaled 21,675, corresponding to a segment share of 28.4 percent, by far the highest

figure both in the compact class and in a comparison of all models.



The Eos has demonstrated a remarkable development. Since its market launch in May, the Volkswagen convertible coupe has topped the German convertible market for four months in succession with a 13.1 percent share of this segment. A further 1,292 Eos, the world's first series vehicle with a five-section steel convertible, sliding and coupe roof, were registered in September.

In the mini segment, the Volkswagen Fox was again clearly in the lead, with 3,081 new registrations and a market share of 20.5 percent. In the small car segment, the Polo defended its pole position with 6,836 new registrations and a market share of 13.1 percent. There were 8,260 new Touran registrations and the vehicle again confirmed its position as a bestseller in the van segment, accounting for a share of 18.8 percent. Advance sales of the new Touran have already started, with the market launch scheduled for mid-November in Germany. The Touran will be released for sale to the rest of Europe in 2007.



Updated Touareg Launched

The Australian media launch for the updated VW Touareg was held at Lake Crackenback, NSW, in October 2006.



All new versions have an impressive list of standard features. Touareg V6 FSI, R5 TDI and V6 TDI have sporty 17-inch "Canyon" alloy wheels with wide profile tyres (255/60), dual headlamps with flasher lamps integrated under one clear glass cover, and side view mirrors painted in vehicle color, parking distance sensors, rain sensing windscreen wipers, automatically dimming interior mirror, and cruise control. The dual sun shades for driver and front passenger, and the standard dual zone climate control system can make travel in the heat of the summer relaxing.

The convenience features are rounded out by the premium audio system with integrated CD player and ten loudspeakers, rear mounted 6 disc CD changer, electrically foldable adjustable and heated side-view mirrors, power windows in front and rear, hinged rear window, telescoping steering column with height adjustment, multifunctional display and central locking with remote control.

The V6 FSI and V6 TDI are offered with an alarm system, walnut wood and brushed aluminium inserts in dashboard and doors, cricket leather, electrically adjustable front seats with 12-way adjustment, as well as individually heated front seats.

The V10 TDI has distinctive myrtle wood and aluminium inserts respectively in dashboard and doors. As outlined above, other features of the 5.0 Litre turbo diesel model include CDC air

suspension with automatic load levelling, height adjustment and electronic damping control, "Keyless Access" locking and starting system, electrically height-adjustable and telescoping steering column, and 19-inch alloy wheels with 275/45 low profile tyres, Bi-Xenon headlamps, 4 zone climate control air conditioning and electrically adjustable front seats with 12-way adjustment and 3 position memory function.

The new Touareg has a complex safety system. It includes dual-stage airbags for the driver and front passenger, as well as side airbags and a head curtain airbag system for front and rear passengers. Automatic three-point seat belts are provided at all five seating positions, and in front they are also combined with belt tensioners.

The unibody structure gives the vehicle reliable deformation properties through the use of high-strength steels and special laser welds. The safety philosophy of the Touareg includes protection of others. This is why Volkswagen intentionally avoided an offensive off-road design. Special deformation zones in the frontal area reduces the risk of injury to pedestrians and bicyclists. Front and rear parking sensors are offered on all models as standard.



Much effort went into designing the chassis for accident avoidance, with its double wishbone suspension for front and rear wheels. Passengers will also benefit from the acoustically-isolated secondary frame that creates the same low-noise conditions of luxury sedans. Besides the ESP including ABS, other systems contributing to ideal driving safety are ASR traction control and EDL (Electronic Differential Lock).

Its 4,754 mm length, 1,928 mm width, 1,703 to 1,726 mm height and 2,855 mm wheelbase all characterise the Touareg's presence, as does its fully galvanised body. Touareg has a lower overall height than other luxury class SUVs. The resulting

dimensional interrelationships lend an especially dynamic and elegant appearance to the vehicle.

The basic design principle for the Touareg was that power and robustness should only be expressed where functionally justified. All other body design elements radiate contemporary elegance and self-assured dynamics.



The interior of Touareg is a study of functionality. It combines the luxury and sense of well being of a luxury class sedan with the robust nature of a genuine off-roader. The comfortable seats and spacious interior offer ample space for adults, even on long drives. And there is no need to be concerned about luggage. When the standard individually split rear seat is folded down and the independent hinged rear window is opened the Touareg offers very practical and easy access to the luggage area with a cargo volume of up to 1,570 litres. In the 5-seat configuration cargo capacity is still up to a respectable 555 litres.

The Touareg is extremely versatile. It is as much at home on freeways as it is on rocky dirt roads. Its impressive off-road capabilities are reflected, for example, in its mastery of steep frontal slopes (45 degrees) and side slopes of up to 35 degrees. The ramp angle for driving over a hilltop is 22.1 degrees (with air suspension: 27.2 degrees), the overhang angle is 28.1 degrees (air suspension: 33.2 degrees). The fundamental measure of off-road capability, i.e. maximum ground clearance, is 237 mm (300 mm with air suspension) which satisfies demanding off-road requirements.

4XMOTION all-wheel drive provides optimal power transmission with use of the electronic control switch, selection of the off-road gear reduction and standard central differential lock. The chassis electronics automatically control its multidisc clutches.

Normally, the propulsive power is distributed 50:50. However, depending on the driving situation up to 100 percent of engine torque may be applied to just one drive axle. A rotary switch in the cockpit permits manual activation of the lock (100 percent). An Electronic Differential Lock (EDL) adds fine-tuning to the distribution of propulsive power.

Door seals designed to prevent the water intrusion, watertight headlamps and electrical connectors, as well as special intake air channels allow the Touareg to drive through water at depths of up to 500 mm (580 mm with air suspension). There is another feature that is practical on formidable hills - Hill Holding Assistance. It counters the tendency of the vehicle to roll backwards when driving up a slope. On hills with greater than 20 percent grade its counterpart, the Hill Descent Assistance feature, uses braking intervention to keep vehicle speed constant and limit it to 20 km/h.



PETROL:

3.6 V6 FSI with 206kW / 360Nm: This powerful 6-cyl engine with advanced FSI direct-injection petrol technology develops a maximum torque of 360Nm at 2800 rpm. In combination with the standard Tiptronic 6-speed automatic transmission, the Touareg V6 is capable of a top speed of 215km/h. It accelerates from 0 to 100 km/h in just 8.7 seconds and the average fuel consumption of 13.8 litres per 100 km.

DIESEL:

2.5 R5 TDI with 128kW / 400Nm: This entry-level diesel engine delivers agile driving performance. The R5 TDI cruises from 0 to 100 km/h in 12.9 seconds. On the freeway it can reach a speed of 179 km/h. The in-line 5-cyl engine

develops its maximum torque of 400 Nm at 2,000 rpm. Fuel consumption is just 10.6 litres per 100 kms. A diesel particulate filter is fitted as standard.

3.0 V6 TDI with 165kW / 500Nm: This four-valve 6-cyl engine is characterised by third generation common rail diesel direct injection technology and comes with a diesel particulate filter. Its maximum injection pressure can reach 1,600 bar thanks to piezo injectors. Its maximum torque of 500Nm is reached at a low 1,500 - 1,800 rpm. The Touareg V6 TDI engine paired with a 6-speed automatic transmission, accelerates from 0 to 100 km/h in just 9.9 seconds. It achieves a top speed of 205 km/h. Average fuel consumption: 10.9 litres per 100 kms.

5.0 V10 TDI with 230kW / 750Nm: With its impressive torque of 750 Nm, which is available at a low 2,000 rpm, this 10-cyl TDI delivers outstanding driving performance. Top speed is 225 km/h and it can accelerate in GTI-like fashion from 0 to 100 km/h in 7.8 seconds. This pump-nozzle direct injection engine with diesel particulate filter is paired with a Tiptronic 6-speed automatic transmission and air suspension as standard equipment. Average fuel consumption: 12.8 litres per 100 kms.

Pricing of the Touareg range is as follows:

Touareg 2.5 R5 TDI 128 kW: \$64,990

Touareg 3.6 V6 FSI 206 kW: \$74,990

Touareg 3.0 V6 TDI 165 kW: \$74,990

Touareg 5.0 V10 TDI 230 kW: \$121,990

The V6 TDI Engine In Detail

Following on from the unique V10 TDI and the particularly economical R5 TDI comes the new 3.0 V6 TDI as the third direct-injection turbo diesel for the Touareg. The 6-cyl engine develops 165 kW at 4,000 rpm and therefore fills the gap between the larger 10-cyl and the smaller 5-cyl TDI engines. The average fuel consumption is 10.9 litres per 100 km. Equipped with a diesel particulate filter, the Touareg V6 TDI complies with the Euro-4 emissions standard.

Direct injection with piezoelectric

technology represents the technical highlight of this engine. This TDI engine develops a maximum torque of 500 Nm at 1,500 - 1,800 rpm. It is equipped with a fast glow system featuring ceramic glow plugs to enable the car to be started in winter just as quickly as a petrol-engine version.



The new V6 TDI engine is 440 mm long, meaning that it is extremely compact. The cylinder crankcase features an angle of 90 degrees and is made from high-strength yet light vermicular or compacted graphite cast iron (CGI). This offers greater strength although it weighs 15 percent less than grey cast iron. The engine weighs only 220 kilograms; its cylinder gap is 90 mm and the compression ratio is 17.5:1.

The 24 valves of the 6-cyl engine are actuated using low-friction roller finger followers with hydraulic valve clearance compensation; this technology, together with the piezoelectric function, makes a decisive contribution to reducing fuel consumption and exhaust emissions. Together with the new common rail system and the high strength construction of the cylinder crankcase, using roller finger followers makes a positive contribution to the engine acoustics. Specifically, in conjunction with the chain drive and camshaft timing gears with backlash compensation, this makes it possible to reduce the mechanical noise of the valve train – a fundamental prerequisite for the excellent smooth running of the V6 TDI that is every bit as refined as a 6-cyl petrol engine.

Mixture preparation is handled by a common rail system of the latest design: the Bosch EDC 16 CP. It consists of a high-pressure pump (up to 1600 bar injection pressure), one common rail per cylinder bank, the low-pressure system with primary pump and filter, piezoelectric injectors and an electronic control unit together

with sensors. The injection pressure is very high for a common rail engine, meaning that the fuel is atomised more finely; this allows the mixture preparation to be optimised further and permits more efficient combustion. Power and torque are significantly increased while fuel consumption and exhaust emissions are lowered.



Until now, the injection moment and the injector duration have been controlled by electronically regulated solenoid valves for each cylinder in the injectors. As a world first, the job is now undertaken by piezoelectric inline injectors. These switch much faster than solenoid valves. In these new injectors, the injection valves are controlled by a component referred to as a piezoelectric actuator. It comprises piezoelectric crystals that change their structure when an electric voltage is passed through them, causing them to expand. This results in a minimum geometrical change that – assisted by a hydraulic element – mechanically triggers the opening of the injection nozzle needle.

In practice, the new piezoelectric technology offers many benefits: The electronically actuated piezoelectric actuator switches four times faster than a conventional solenoid valve. It is directly integrated in the injector, which means the movement is transferred directly onto the nozzle needle without a mechanical element and the moved mass on the nozzle needle can be reduced by up to 75 percent. In addition, piezoelectric technology doubles the nozzle needle speed compared to solenoid valves. Injection itself is performed using a 7-hole nozzle; it promotes homogenous fuel distribution throughout the combustion chamber and thereby makes a contribution to reduced emissions thanks to the associated greater combustion efficiency.

Thanks to these technical provisions, it is

possible to vary the number of injection procedures to ideally match the particular operating conditions. In the case of the new V6 TDI, Volkswagen uses up to four injections per combustion cycle in total: In addition to the main injection, there is a double pre-injection in the low rpm range and a single pre-injection in the medium rpm range. In addition, there is a single post-injection up to approx. 2500 rpm. On the one hand, this injection sequence ensures optimum emissions behaviour while on the other hand combustion is smoother and therefore engine noise is reduced.

The turbocharger is located centrally in the V-angle of the engine so as to achieve optimum economy of space. To enable the turbo to operate with the best possible efficiency, the temperature of the induction air is effectively reduced by two intercoolers connected in parallel with minimum pressure loss. The variable turbine geometry of the turbocharger is controlled by an electrical actuator. It means the guide blades are adjusted more quickly and more exactly. As a result, the charge air pressure is built up significantly faster, particularly at low revs, resulting in improved response characteristics. The optimised blade shape of the compressor and turbine wheel effectively promotes this direct conversion. Additionally, infinitely variable swirl flaps are integrated in the induction tract. They adapt the air movement to a given engine speed and load.

A high level of swirl at low engine load also helps to optimise combustion as does, conversely, low swirl at high engine load. In practice, this means a closed duct at low load increases swirl whereas an open duct at high load makes it possible to achieve a high level of cylinder charging.

The new V6 TDI is characterised by particularly low pollution emissions; pollutants are reduced to a large extent as part of the



combustion process. The remainder of the exhaust gases is rendered inoffensive in subsequent processes. Controlled exhaust gas recirculation promotes this: The exhaust manifold has double walls (with air gap insulation) so the exhaust gases can be sent for exhaust gas post-treatment without noticeable heat losses. The exhaust gas recirculation itself, in contrast, requires effective cooling so as to make real inroads into NOx and particulate emissions, for example. To achieve this, the exhaust gas passes through an exhaust gas recirculation cooler with water through-flow that is controlled according to temperature and load. This cooler is also located within the inner angle of the engine's V, thereby further optimising the economy of space in the engine. During the cold-start phase, the exhaust gases are passed through a bypass duct to build up pressure ahead of the cooler. This enables the catalytic converters to reach their ideal operating temperature more rapidly. Once the engine and the catalytic converters are up to temperature, the exhaust gas flow enters the EGR cooling zone directly.

The exhaust gases are cleaned using a primary catalytic converter located close to the engine (near the turbocharger) and the main catalytic converter in the underbody. Furthermore, soot particles are separated out by a diesel particulate filter that is installed as standard. In general, diesel particulate filters are used for capturing and eliminating the diesel soot before it is emitted into the atmosphere with the exhaust gases. In the Touareg V6 TDI, the system used is an advanced, state-of-the-art design. The catalysed soot filter (CSF) employs a filter coating containing precious metal that operates in two ways. During passive regeneration, the soot stored in the catalytic converter is slowly and carefully converted into CO₂. This process takes place in a temperature range from 350 to 500 °C and continues without requiring any special intervention, particularly when the vehicle is predominantly used for motorway driving. Only during longer periods under low load (primarily in urban traffic), the exhaust temperature is actively increased to approximately 600 °C every 1000 to 1200 kms for additional filter regeneration. The particles stored in the filter are burned off at this temperature.



2007 Dakar Rally

The American Mark Miller and the South African Ralph Pitchford in the Volkswagen Race Touareg are forming a new driver/co-driver combination for the 2007 Dakar Rally. The signing of Miller/Pitchford means that the third pairing of the Volkswagen factory team – alongside two-time World Rally Champion Carlos Sainz (Spain) and Michel Périn (France) as well as the South African Giniel de Villiers, the runner-up in this year's "Dakar" in the Race Touareg, and the German Dirk von Zitzewitz – has been confirmed. While 43-year-old Mark Miller, after claiming fifth place in January, will be contesting the upcoming 29th edition of the desert classic (06 to 21 January) for the Wolfsburg-based automotive manufacturer for the second time, his co-driver Ralph Pitchford (44) is a newcomer to the team.



“Mark Miller is an exceptionally fast and committed driver and, on top of that, a real team player,” says Volkswagen Motorsport Director Kris Nissen. “That’s why we’re happy to be able to continue working with Mark during the 2007 Dakar Rally. In the 2006 edition he truly added

value and his co-driver Ralph Pitchford in his first competition for us will probably be doing the same. We've come to know Ralph's professional style of working during test drives in Tunisia and think that he, like all our drivers and co-drivers, embodies the determination of Volkswagen Motorsport."

For Mark Miller, who in the legendary hillclimb race at Pikes Peak (USA) in a production-derived Volkswagen Touareg clinched his first class victory in early July, this will be the second "Dakar" with Volkswagen Motorsport, and his fourth altogether. "Compared to last season, the team has improved yet again," says Miller, who calls Phoenix, Arizona (USA) home and has won the popular U.S. Rally Baja 1000 on several occasions. "Even more so than before we're all working towards the common goal of winning the most famous and most difficult desert rally for Volkswagen. Kris Nissen has put together a genuine team in which everyone is working to help everyone else. I'm happy to be part of this team and will try and contribute my part to the team's success through good performances.



During seven-day test drives in Tunisia – simulating the competitive conditions of the Dakar Rally - the Miller/Pitchford duo was able to get adjusted to one another. "Ralph and I not only speak the same language when it comes to words," says Mark Miller. "This facilitates communications. In upcoming tests we'll get even more used to each other and form a striking team," Ralph Pitchford, whose racing career started in motocross, finished in 15th place overall in the 2006 Dakar Rally as the co-driver of his compatriot Alfie Cox.

VW Crafter Atacama

The Volkswagen Crafter can do more, as the concept vehicle Atacama proves. The Design Center in Wolfsburg have developed a striking off-road vehicle based on the standard Transporter and named it after the Atacama desert in South America.



"The Atacama concept is a fresh and modern interpretation of a four-wheel drive Crafter, it combines function and individuality", says the team head and exterior designer Ralf Dekena when describing the vehicle study. The design study gains its striking presence through its proportions. The front end, with slight modifications and the aluminium components such as the radiator, headlights or air vents, has a top quality appearance and also seems more powerful and masculine with the metallic design. The side air inlets in the wings emphasise this and lend the Atacama a sporty finish.

For protection in off-road use, the vehicle has been equipped with robust panelling and powerfully modelled wheel arches. Aluminium inserts emphasise this robustness and give the Atacama a more exclusive appearance. Offsets and stamps are repeated thematically on the wheel arches and add a certain lightness to the panelling.

The unique side window design demonstrates the integration of exterior and interior. The side window design both relaxes and extends the lines on the side of the Atacama and makes interesting applications for the interior possible. The wedge in the panes can be used as an assembly and securing point for a functional interior, for stowage purposes for example, or as securing points for an upper sleeping level. The designer responsible, Romain Chareyre, explains:

"The design study shows further potential for the Crafter in the leisure and fun segment".

The roof railing formed in a U-shape with integrated box is a modern interpretation of a carrier system. To match this element, the team designed the rear ladder which frames the brand logo in its shape and also has the door handle integrated in it.

The concept vehicle was fitted with VW's intercooled turbo 2.4-litre 5-cylinder TDI engine, producing 120kW, together with a standard 6-speed gearbox.

The member of the Volkswagen Commercial Vehicles board of management with responsibility for Sales, Harald Schomburg, is very enthusiastic: "The absolute highlight of the Crafter presentation is the concept vehicle Atacama with four-wheel drive application by Achleitner. It emphasises the strikingly masculine features of the vehicle and is our idea of a Crafter off-road vehicle. I'm very curious about the customer reaction – if it is positive we will build a series of up to 100 vehicles." In this context, he praises the Design Center Wolfsburg, and its head Klaus Bischof, project manager Lars Menge and the designers Ralf Dekena, Romain Chareyre and Susanne Gerken for the successful concept.

VW Phaeton Facelift

Volkswagen is planning to introduce a slight facelift for the Phaeton limousine next year and therefore give a much needed boost to sales until the new model arrives in 2009.



Main modifications will be the redesigned front grille – reminiscent of the Passat, Polo and Golf GTI – a modified front bumper and a more

sculpted bonnet in compliance with enhanced pedestrian protection. Also new will be curved-light headlight system and a DVD navigation system replacing the outdated CD technology. When the all-new model arrives in 2009, it is believed to be more coupe-like than today's Phaeton and is said to be repositioned half a class below the Audi A8 but still well ahead of the Passat.

Sales of the large Phaeton have been poor in Europe and the USA. The model will not be coming to Australia.

VW Chameleon Concept

Volkswagen of America, Inc. is introducing an exciting new concept vehicle from its Electronics Research Laboratory (ERL), located in Palo Alto, California. The ERL has taken a 1964 Deluxe Microbus and retrofitted it with a collection of cutting edge technologies. Dubbed the "Chameleon", this renovated bus contains projects developed by ERL engineers and external partners that explore novel design concepts for tomorrow's cars.



With the goal of preserving the classic look of the Microbus, the theme of the concept vehicle is "Hidden Technologies." This goal is appropriately parallel to Volkswagen's continuous mission to develop technologies that enhance the driving experience while limiting driver distraction. The large size and unique layout of the Microbus provides a tremendous platform to creatively integrate many different technologies. A multitude of projects are showcased in the Chameleon, representing the latest advancements in the topics of audio, speech, sensors, displays, navigation, lighting, batteries, solar cells and

much more.

The pre-'68 VW Deluxe Microbus carries a uniquely Californian flavour. With its 21 windows and soft-top canvas roof, the vehicle was a favourite of surfers and adventurers on the West Coast, and is considered a prized collector's item today by enthusiasts.

Acknowledging California's traditionally environmentally friendly attitude, the ERL collaborated with Hybrid Technologies (www.hybridtechnologies.com) to replace the original VW engine with an all electric drive engine powered by lithium polymer batteries. Surfboards mounted on the roof are also lined with flexible solar panels that provide an additional source of energy to this 100% electric vehicle.



The interior of the bus is full of surprises, with an interactive digital instrument cluster, imbedded capacitive touch-pads, digitally enhanced sound quality, exciting rear seat entertainment options, and speech activated controls available throughout the cabin. The exterior houses several exciting new approaches for keyless entry, LED lighting, wide-angle parking cameras, switchable glass and much more.

The Volkswagen Electronics Research Laboratory intends to use the Microbus as a public relations tool to showcase the potential future of automotive electronics set in the nostalgic package of this favorite old-timer. The Chameleon has already been showcased in Germany to Volkswagen executives and engineers. It made its North American public debut at the AltWheels event in Boston, MA on Friday, September 22, 2006. A promotional tour to various centres around the USA has been scheduled for 2006 and 2007.

VW Phaeton for Pope Benedict XVI

Pope Benedict XVI has been presented with a specially equipped Phaeton by Volkswagen AG Chairman Dr. Bernd Pischetsrieder. "It is a particular honor for us to have the privilege of providing Pope Benedict XVI with a fitting limousine", said Pischetsrieder during the presentation in the Vatican City on Wednesday.



The extended wheelbase version of the Volkswagen Phaeton is finished in black and is powered by a 335kW 6.0-litre W12 engine. The limousine has been specially equipped to meet the comfort, privacy and security requirements of the Holy Father.

New VW CrossGolf

Volkswagen has premiered a new version of the Golf - the CrossGolf. It merges the can-do qualities of a compact SUV with the versatility of a small MPV into a new crossover model.

SUV means "Sports Utility Vehicle", meaning a significantly more "civilian" stage on the path to the "tough" off-road vehicle. In terms of body the CrossGolf shares the same can-do spirit. Approx. 480,000 compact SUVs were sold in Europe in 2005. MPV means "Multi Purpose Vehicle", referring to a van. With its versatile and spacious interior the CrossGolf also bridges this segment. Just under 1.4 million compact MPVs were sold in Europe in 2005. SUV and MPV - the new CrossGolf is precisely positioned between these poles. It has no direct competitor.

The front-wheel drive (not 4WD) CrossGolf is based on the Golf Plus Sportline. And that's



why the CrossGolf features practical details such as a foldable back seat that can be moved lengthwise, folding tables on the backs of the front seats and pigeonholes below, an elevated seating position and the basic four doors and large hatchback. Characterizing the CrossGolf are special side coverings, independent bumpers and 20 mm higher ground clearance, including 17" wheels and much more. For the European market launch the Volkswagen will be available with two petrol engines and two turbodiesel engines with outputs ranging from 75kW to 103kW. Like all Golfs, the new model will have the ESP stabilization system including counter-steering feature and trailer stabilization, ABS along with brake assistant and six airbags as standard equipment. The "Climatic" air-conditioning system is standard.

The protective covering goes from the wheel arches into the sides of the bumpers and over to the side sills. These have a strong effect, because the lower door frames are also covered and visually form a single unit with the arches. Along with the side trim that is also reinforced, this provides effective protection against the denting that can occur on mean city streets when the doors of parallel parked cars are opened carelessly.

The interior trim was specially developed for the new model. This includes the materials and coloring of the seat and door coverings and the dashboard appointments.

The backs of the front seats are outfitted with folding tables and storage pockets. A practical storage compartment is located under each of the standard equipment sports seats. The door coverings match the seats in appearance. The upholstered interior is kept in the same shade of color as the inner sections of the seats.

The CrossGolf is also distinguished by the

dashboard appointments in silver metallic. Standard equipment is a three spoke leather steering wheel, leather covered shift lever, a specially designed shift lever knob (not with DSG), many storage compartments, inside door trim with CrossGolf logo, pedal caps in top-quality aluminium finish and floor mats framed in a contrasting shade of green.

In front, the combination of comparatively high dashboard and raised seating position 75mm higher than the "classic" Golf (85mm in the back) creates a feeling of spaciousness similar to that offered by a compact SUV. This impression reinforces the interior height of 1007mm (976mm in back). In addition, the CrossGolf offers lots of leg space both front and back. Depending on position of the back seat that can be split, moved lengthwise or folded down, the volume of the cargo area can vary between 395 and 505 litres. If the back seat rests are folded down completely up to 1,450 litres of cargo volume is available. The cargo area floor is also adjustable: Additional cargo space is created if it is placed in the higher of two possible positions.



Volkswagen will offer the CrossGolf with two petrol and two diesel engines. The entry-level version of the petrol engines achieves 75kW and the basic TDI engine generates 77kW. The top of the line engines (1.4 TSI and 2.0 TDI) both produce 103kW. The Twincharger 1.4 TSI deserves special attention. Thanks to twin charging via compressor and turbocharger, it features an extremely high-torque and agile characteristics. Nevertheless, the engine is exceptionally thrifty. Like the two TDIs equipped with a particle filter, the TDI can also be equipped with a DSG direct shift gearbox.

The Toy Department

Well the end of the year is upon us and I hope that you receive many a VW related gift this coming festive season.

We finish off the year with some more images of the expanding Jada Dub City range.



Firstly this set of cool 1/24 beetles. You will notice with particular attention the detail in these models, like the venetian blinds in the rear windows and drivers side window air scoop.

Also these kombis with surf boards or luggage racks, there are 4 of each variation and a



total of 6 colour schemes. Expect to pay between \$35- \$45.

These 1/66 scale buses also make great stocking fillers as is this also Jada chrome variation in 1/66 scale a must.

Finally this great looking bay pick up by Kovap in John Deere livery including the John Deere ride-on makes a great combo.



Anyway as the images speak for themselves I leave you and until next year, Merry Christmas and a Happy New Year!

Tony Bezzina

Where Cars Come From

With the spread of global manufacturing nowadays, the real place your new car might have been made might not be what you think...

Alfa Romeo - all from Italy.

Aston Martin - all from England.

Audi - all from Germany.

BMW - 3 Series from South Africa, X5 and Z4 from the USA, X3 from Austria, all other models from Germany.

Bentley - all from England.

Chrysler - Voyager and 300C from Austria, PT Cruiser from Mexico and Crossfire from Germany.

Citroen - all from France.

Ferrari - all from Italy.

Fiat - all from Italy

Ford - Falcon, Fairlane, LTD and Territory from Australia, Focus from South Africa, XR5 and Fiesta from Germany, Courier from Thailand and South Africa, Escape from Taiwan, F-Series from Brazil, Transit from England and Turkey.

Holden - Commodore, Statesman and Caprice from Australia, Rodeo from Thailand, Tigra from France, Astra from Belgium, Barina Combo from Portugal, Cruze from Japan, Barina and Viva from South Korea.

Honda - MDX from Canada, CRV and Accord Euro from Japan, Jazz, Accord Luxury and Civic from Thailand.

Hyundai - all from South Korea.

Jaguar - all from England.

Jeep - Grand Cherokee from Austria, Cherokee and Wrangler from USA.

Kia - all from South Korea.

Lamborghini - all from Italy.

Land Rover - all from England.

Lexus - all from Japan.

Maserati - all from Italy.

Mazda - all from Japan except B-Series from Thailand and South Africa

Mercedes Benz - M-Class and R-Class from the USA, C-Class from South Africa, Sprinter from Argentina and Germany, all the rest from Germany.

Mini - all from England.

Mitsubishi - Triton from Thailand, 380 from Australia, all the rest from Japan.

Nissan - Pathfinder and Navara from Spain, all the rest from Japan.

Peugeot - 206 from England and France, all the rest from France.

Porsche - Boxter from Finland, all the rest from Germany.

Proton - All from Malaysia.

Renault - Trafic from England, Megane from Turkey and Spain, all the rest from France.

Rolls Royce - All from England.

Saab - all from Sweden.

Smart - all from France.

Ssangyong - all from South Korea.

Subaru - all from Japan.

Suzuki - all from Japan.

Toyota - Hilux from Thailand, Camry from Australia, all the rest from Japan.

Volkswagen - Passat, Transporter and LT from Germany, Golf from Germany and South Africa, Polo from South Africa and Spain, previous Polo Classic from China, New Beetle and Jetta from Mexico, Touareg from Slovakia, Caddy from Poland.

Volvo - S40 and V50 from Belgium, all the rest from Sweden.

Phil's VW A-Z Explained

In the June 2006 issue I published my own Volkswagen A-Z list, where every letter of the alphabet has something to do with Volkswagen. In case you missed it, here it is again:

A is for **ADOLF**, our old Nazi friend.
B is for **BEETLE**, on which we depend.
C is for **CABRIO** Karmann, seats four,
D is for **DAK DAK**, Deutsche Afrika Korps.
E is for **EBERSPÄCHER**, warm as can be,
F is for **FASTBACK**, the stylish Type 3.
G is for **GOLF**, transverse front wheel drive,
H is for **HERBIE**, who thinks he's alive.
I is for **ILTIS**, a beaut four by four,
J is for **JETTA**, booted Golf with much more.
K is for **KOMBI**, with a big Type 4 sound,
L is for **LANOCKS**, no longer around.
M is for **MELBOURNE** where VWs were once made,
N is **NEW BEETLE**, a trend that will fade.
O is for **OSNABRÜCK**, Karmann's factory is here,
P is for **PASSAT**, Wheels' Car Of The Year.
Q is for **QUANTUM**, an American name,
R is for **REDEX**, the trial that brought fame.
S is **SCIROCCO**, not sold here, we lose,
T is for **TOUAREG**, at home in Vaucluse.
U is for **UITENHAGE**, South African port,
V is for **VOLKSIE**, Volkswagen for short.
W is for **WOLFSBURG**, Volkswagen's home town,
X is for **XAVIER** Reimspeiss, I found.
Y is for **YELLOW**, or 'Wattle' will do,
Z is for **ZÜNDFOLGE**, 1 - 4 - 3 - 2 !

Now since then a few people have said to me, "Huh?! I don't get some of them!" I guess not everybody has a head full of VW trivia, so if you missed the meaning of some of these then I'll explain them. Here we go...

A. Adolf Hitler and his Nazi party were responsible for the original 'people's car' project in the early 1930s. He commissioned Ferdinand Porsche to design a car for the German people, and even contributed a few engineering ideas. Hitler also founded the town of Wolfsburg (then called KdF-Stadt) and laid the VW factory foundation stone in 1938. You can't write a VW history without mentioning Hitler.

B. Beetle - I don't need to explain this one!

C. The topless version of the VW Beetle was called the Cabriolet, and was built by the coachbuilding firm Karmann using VW mechanical components. As the 'cabrio' was based on a Beetle, it held 4 people. This was quite an achievement at the time - think of how cramped MGs, for example, were.

D. Everyone knows the Beetle's somewhat derogatory nickname is the 'dak dak.' Does this name come from the distinctive engine noise? We say no! The story goes that Rommel's German forces in North Africa in WW2 were called the Deutsche Afrika Korps. The initials - D.A.K. - were painted on the sides of the VW-based Kübelwagen scout cars they used.

E. Winters in Europe get very cold and the stock VW heaters couldn't cope. An aftermarket company called Eberspächer made auxiliary heaters that could be fitted as VW accessories. They were electronically-controlled, burned a small amount of petrol to make heat and fan-boostered it into the car. They were very warm! The VW Type 4 had them fitted as standard.

F. The Type 3 came in three varieties - the sedan (or 'Notchback'), the two-door station wagon ('Squareback') and the sporty-looking Fastback. In Australia the early Fastbacks were fully-imported and had high-compression twin-carb motors. The 1600TS Fastback remains the fastest air-cooled VW ever sold here.

G. The Golf was the second 'new generation' water-cooled, front-drive VW to be sold here,

following the Passat. The Passat's engine was mounted longitudinally - north-south - in the conventional manner. The Golf had the same basic engine, but it was mounted transversely, or east-west. This was far more space-efficient, and also made manufacturing easier.

H. There have been five Herbie the Love Bug movies, all made by the Disney studios. The original Love Bug (1968), Herbie Rides Again (1974), Herbie Goes To Monte Carlo (1977), Herbie Goes Bananas (1980), and most recently Herbie Fully Loaded (2005). As you know, Herbie is a '63 VW with a mind of his own.

I. The Iltis was a small 4WD vehicle that was made for the German Army to replace the VW Type 181 and the DKW Munga. It was designed and built by Audi, but was badged a VW. It appeared in 1978 with a 1.7-litre engine used in the Audi 80 and VW Passat. Over 2,000 were built up to 1988. It was also made in Canada. Its 4WD system was the basis for the original Audi quattro, which appeared in 1980.

J. All five generations of Golf have had a sedan version with a boot, rather than a hatchback. This booted Golf was called the Jetta originally (not sold here). The Mk 3 Jetta was called the Vento, and the Mk 4 Jetta was called the Bora. The current Mk 5 version has gone back to the Jetta name. The Jetta is slightly higher-spec than the Golf and slightly more upmarket.

K. The twin-carb or fuel injection Kombis sold from 1973-79 have engines derived from the VW Type 4 sedans (VW 411 and 412). They are 1.7, 1.8 or 2.0-litre in size and are low-compression, detuned versions of the Type 4 engine. The same engine, in a higher state of tune, was also used in the Porsche 914.

L. Lanock Motors was once the distributor and major VW dealer in NSW. At their peak they had eight branches in Sydney, and also in Wollongong and Adelaide. Their major dealerships were at Camperdown and St Leonards. Lanocks were sold to City Ford, and were dissolved, in 1991.

M. VW Australia began assembling Beetles and Kombis from German CKD kits in 1954. They set up a factory in the Melbourne suburb of Clayton. It grew enormously over the years and Beetles reached 95% Australian content by 1965.

However VW was losing money and they returned to assembly of kits in 1968. In 1976 the factory was sold to Nissan. Today the Clayton plant is the home of Holden Special Vehicles.

N. The retro New Beetle is made in Mexico and is based on a Golf platform. Many people like them, but I don't. They were first sold here in 2000, but sales have dropped every year up to 2004. There was a slight recovery in 2005, but I still think the novelty has worn off. I might be wrong.

O. The Karmann factory is in the German town of Osnabrück. The Karmann Ghia, Beetle and Golf Cabrios, Scirocco, Corrado, Audi cabrio and the Porsche 914 were all made there. Karmann also does work for many other auto companies. Today they make the roof modules for the New Beetle and the Audi A4 cabrios.

P. The Passat was something of a revolution for VW when it appeared in Europe in 1973. Water-cooled instead of air, front drive instead of rear and a spacious, modern body. Suddenly the Beetle was obsolete. Wheels magazine voted the Passat Car of the Year in Australia in 1974.

Q. In the USA the first generation Passat was called the Dasher. When the second generation Passat appeared in 1982, it was called the Quantum. In 1988 when the third generation appeared, VW finally used the name Passat for the first time on the US market.

R. The Redex oil additive company organised three Around Australia Reliability Trials. The first in 1953 was won by Ken Tubman in a Peugeot, the second in 1954 by Jack Murray in a 1948 Ford V8. In 1955 Laurie Whitehead's Volkswagen was first, and Eddie Perkins' VW was second. This win really set the VW in the Australian market. VWs also went on to win the 1957 Ampol Trial, and the '56, '57 and '58 Mobilgas Trials.

S. The Scirocco was a sporty hatchback based on the original Golf platform and was designed to replace the Karmann Ghia. The first generation was made from 1974 to 1981, and the second from 1982 to 1992 when it was replaced by the Corrado. They were very attractive, particularly in GTI spec. Sadly, no Sciroccos were sold in Australia although a handful have been privately imported.

T. VW finally entered the 'SUV' or luxury 4WD market in 2003 when the Touareg (pronounced 'TWAH-reg') was introduced. It was co-developed with Porsche, whose Cayenne shares the basic platform and bodyshell. It has been available with a choice of 5, 6, 8, 10 and 12-cylinder engines, the biggest variety of any car ever built. It is actually quite capable off-road, having almost won the Paris-Dakar several times. However, expensive luxury SUVs always seem to gravitate to the eastern suburbs.

U. Volkswagen has a long history of manufacturing cars in other countries. The first VWs to be assembled in South Africa were made in 1951, at a former Studebaker factory in Uitenhage, near Port Elizabeth (pronounced 'YOOnen-eye-g') The factory grew over the years as Beetle and Kombi sales boomed, and today it is the largest car factory in Africa. Many modern VWs are made there. Some Australian-spec Golf 4 and 5s have been made in Uitenhage.

V. Volksie is a nice nickname for your VW. I think I'll give the Volksie a wash on Sunday!

W. Self explanatory. VW's headquarters, and their oldest and largest factory, is in Wolfsburg, in Lower Saxony in northern Germany (it is NOT in the Black Forest!). Apart from the VW factory - still the largest car factory in the world - Wolfsburg has the Autostrada, the planetarium, their own football stadium and the Phaeno, the largest hands-on science museum in Germany.

X. I had to cheat a bit with this one. Franz Xavier Reimspiess was an Austrian engineer who worked with Ferdinand Porsche in the 1930s. He designed the first air-cooled VW engine prototypes; the pre-war Auto Union grand prix car's rear drive; the Tiger tank, and he worked at Porsche until his retirement in 1966. He is most famous for being the designer of the Volkswagen logo - the V over a W in a circle. He did that in 1937 on his own initiative and was paid 100 marks for his efforts.

Y. Some of the colours available for Volkswagens on the Australian market in the early 1970s included Martini Olive, Citrus Red, Flipper Blue, Kalahari Tan, Crystal White...and Wattle. It's a sort of brownish-yellow, VW code CLR-719, Dulux 13971. Ken Davis' Superbug is Wattle.

Z. If you work on your Beetle engine you'll know this one. Zundfolge means 'firing order', which for air-cooled VW engines is 1-4-3-2. In case you're wondering where you've seen it before, it's cast into the bottom of the generator stand, where it bolts onto the crankcase.

Phil Matthews

VW Motorsport Competition 2006

Another competition year is over, and after the disastrous year we had in 2005 Rudi and I were hoping for a major improvement for the 2006 season.



The problems that we faced were finally traced to a faulty computer. Everything would be fine on the dyno, but after a lap on the track the engine tune would go haywire. It got to the point where carburettors were starting to look attractive again, but we persevered and a change to a Haltech computer soon had us on track again.

Once there was some consistency in the tune, we were able to concentrate on increasing the power, which then led to some reliability



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problems with a spate of broken rocker shafts and head studs. Despite all this, most events finished with either a first or second place. The most recent was at Eastern Creek Raceway with a first in class, which is quite an achievement with a Beetle. With that long straight, a Beetle soon runs out of legs. Despite all the issues that arose the season all came together and Rudi Franks won his first State Supersprint championship.



So, a big congratulation to him, and a big thank you to Vintage Veedub Supplies for their entry sponsorship. Thanks to John Mollineux for the assistance at the track, Jeff Dunne for the same plus fibreglass repairs, and Keith Hausler for loaning us parts from his stockpile so we could try new things in the quest for power.



As well as Rudi's success in the Supersprint series, Volkswagen power has also been dominant in the State Hillclimb. Craig Torrens won the Improved Production in both the State and National Championship (again).



Stan Pobjoy and Peter Gumley won their respective open-wheeler classes in the State Championship. Unfortunately, fuel injection woes finished Stan's day at the National Championship, and Peter ended up fourth outright.

Cheers for 2007,
John Ladomatos



The Audi 'Unintended Acceleration' Story

No car maker likes to see this year's sales numbers fail to improve on last year's. It's gotta be a hard thing to swallow when, after 17 years of consistent growth, one's sales suddenly plummet by more than 75 percent!

That's exactly what happened to Audi in the USA in the aftermath of the spectacularly stupid 'Sudden Unintended Acceleration' (SUA) scandal of 1986. If you drive a modern automatic today, you may not know that the shift interlock – requiring your foot to be on the brake pedal to disengage Park – was devised by Audi as an engineering fix to this highly political problem.



On 23 November 1986, the American CBS network's *60 Minutes* current affairs program aired an epic, 17-minute segment called "Out Of Control." It centred on an interview with Kristi Bradosky, the owner of a C3-series Audi 5000 (sold as the Audi 100CD in Australia). She had suffered the tragedy of running over her own son in the driveway of their home.

Bradosky had let her son out of the Audi to open the garage door. As she told *60 Minutes*, "I put my foot on the brake to put it in Drive, and the car surged forward, and I saw that I was going to hit him. So, I put my foot on the brake, but it didn't stop the car." 6-year-old Joshua was killed.

The *60 Minutes* story interviewed six other victims whose Audi 5000s had spontaneously accelerated while experiencing complete brake failure. The cars had afterwards shown no signs of brake or fuel system malfunction, but one of the victims was a policeman, and there exists no wiser authority on anything to do with cars.

The story went on to show footage of an Audi 5000's throttle pedal moving unaided, and

the car accelerating. Quoting an automotive expert, William Rosenbluth, "unusually high transmission pressure" was the likely cause of the phenomenon.

Audi had entered the US market in 1969, selling 7,691 cars in its first year, and climbing to a peak of 74,061 cars in 1985. In the wake of the *60 Minutes* bombshell- which was aired again the following September – it struggled to shift 17,000 cars in 1987, despite having introduced (and retro-fitted) the brake/shift interlock mechanism in January 1987, and then renaming the car as the 100 in 1988. The slide continued for six more years, reaching a low of 12,528 in 1993.

In the meantime, valet parking stations refused to accept Audis with automatic transmissions. More than 1,000 Audi owners complained of having experienced symptoms of SUA. Plenty more who *hadn't*, sued Audi anyway. By 1989 Audi was fighting more than \$US5 billion in damage claims, including one class action suit representing 300,000 owners.

Accepted engineering knowledge has it that no modern vehicle (in this case, an 82kW family sedan) can over-ride its brakes. In tests, Audi repeatedly halted a 5000 from 80km/h with the throttle to the floor.

Common sense suggested that, in an affordable European car attracting owners of Japanese and American marques, differences in pedal placement and heavier control feel had led owners to mistake the throttle for the brake.

Several key points had been overlooked in the flurry of litigation. One example was the star of the *60 Minutes* story, Kristi Bradosky. Perhaps distracted by her \$US48 million damages suit, Bradosky (and *60 Minutes*) overlooked the initial statement she had given to Ohio police officer Steven Zerby, in which she said her "foot slipped off the brake pedal onto the gas pedal, accelerating the auto."

In court, *60 Minutes* was forced to reveal that Rosenbluth – actually, an expert witness – had completely rigged the self-accelerating throttle demonstration, but that the deception was never explained on air.

Eventually, the US National Highway Safety Administration concluded that in most instances of 'sudden unintended acceleration', including those on the *60 Minutes* segment, had been the result of driver error. Audi didn't lose a single SUA lawsuit, including Bradosky's.

What They are Saying on Internet Auto Forums

The typical post goes something like this...

Mercedes forum

- My wife and her arsehole lawyer are trying to ruin me in divorce court. How do I get them both killed and not get in trouble with my medical board?

Bentley forum

- I used the ash tray today. How do I replace it?

HQ Holden Ute forum

- My girl slept with my brother and my wife. How can I kill 'em? BTW, I have a record and I ain't going back.

V8 Commodore forum

-Some punk kid in a WRX tried to race me.

Toyota Supra forum

-Hey bro, why do I keep getting pulled over, it ain't stolen, yo.

Subaru WRX forum

-Some old fart in a Commodore tried to race me.

VW Kombi forum

- The Save the Earth concert was a success (pics)

Triumph Stag Forum

- When's the last time yours ran?

Lamborghini forum

- Wind noise around 340km/h, any ideas?

Toyota Landcruiser forum

- Are fuel prices going down any time soon?

BMW 7-series forum

- Where to get service on my Rolex?

Toyota Avalon forum

- Hello, I'm having problems parallel parking at the RSL when I go to bingo.

Mitsubishi Magna forum

- Is Medicare or HCF right for me?

Delorean forum

- Just got back from the future and blew a head gasket. Please help. I'm from 1985.

Falcon XR-8 forum

- How come people don't ever pass me on the highway?

VW Race Bug Forum

- Mine does 9's. Are 94s better than 92s?

Honda Accord forum

- Mum is giving me her car. Looking for some cheap, used 21-inch rims.

Toyota Prius forum

- Do our cars use AAA or AA's?

Ferrari forum

- Need suggestions about a business trip to Columbia. Want to get in and out fast.

Porsche forum

- Do those nasal sprays really work?

Jaguar forum

- Is the carbon fiber dash kit group-buy still on?

Mini forum

- Just flipped the Cooper after seeing The Italian Job. Suing the movie company. (pics)

Dodge Viper forum

- I frightened myself on the way home from work yesterday. How to get pee stains out of the leather?

VW Caravelle forum

- Where's the best place to post the soccer schedule so I don't forget where I'm supposed to be?

Hummer forum

- Had a fender bender today. 24 hurt, 10 killed. Do I have to get the black touch-up paint from the dealer? He's 35km away. That's \$70 in fuel.

Fiat forum

-Hello? Am I the only member?

Morris Minor forum

-Hey, I saw this fantastic Beetle for sale 2day!

VW Shootout 2006

The annual Shootout is always very well organised by our friends at the Flat Four VW Club. It was held on 5 November 2006 at the Michael Wendon Centre at Miller.

Many fantastic VWs were on display in the indoor arena. Here a few photos of the day.

If you were unable to go then you missed a fantastic show.



Boris' Picnic Day 2006

It was dark and stormy night. Hang on - no actually it wasn't, it was a grey and cloudy morning. 3 December and we were at Deepwater Motorboat Club at Milperra, where the VWs were gathering for Boris' annual picnic day.



It was a good turnout, plenty of familiar faces and great to catch up with everyone. Some interesting stuff in the swapper's area as always.



The workers did a fantastic job on the sausage sizzle and shop. Thanks to everyone who helped out on the day, as you made it a success. Special thanks to Boris for making it happen.

Here are Steve Carter's photos of the day, which can be seen much larger and in living colour on the club website.



Ask Herr Doktor

Have you had a problem fixing your VW, or finding a decent mechanic who can? Need to find or make that special VW part? Want to know anything about Volkswagen? Got a question? Then ask Herr Doktor, c/- Club VW Sydney, 14 Willoughby Cct., Grassmere NSW 2570, or email info@clubvw.org.au

Dear Doktor,

I have just bought my first VW, an '05 Golf GTI. Can you tell me, what was the first Volkswagen to have an overhead camshaft? I assume it was the Golf Mk1 GTI in the '70s?

N.T., Eastlakes

Well the Golf 1 GTI debuted in Europe in early 1976, and it did have an OHC engine. However, all Golfs have had OHC, not just the GTI. In fact all the new-generation VWs have been OHC. The Polo appeared in June '75, the Golf in May '74, the Scirocco in March '74 and the Passat in June '73, all with OHC FWD engines. To look further is more a matter of defining 'what is a Volkswagen?', rather than a matter of looking up dates. In other words, the Passat is the answer to your question (June 1973), but it was based on the Audi 80 sedan that appeared in July 1972 (which we saw later as the Audi Fox). Even earlier were other Audis with OHC engines, such as the Audi 60, 75, Super 90, Coupe and 100, which appeared from 1968 onwards. Volkswagen had bought Auto Union (Audi) from Daimler Benz in 1965, so whether you count these early Audis as VWs is up to you. Some of these early Audi OHC engines were based on Daimler Benz designs, so the dividing line is hazy at best. And here's another thing - VW bought NSU in 1969 and merged them with Audi. They were about to produce a model called the K70. It debuted in 1969 as an NSU, and in 1970 as the VW K70. It was OHC. Again, whether you consider that a VW or not is up to you.

Dear Doktor,

What ever happened to Seat? I never see them around now, are they still sold? How many Seats were sold in Australia?

G.W., Wolli Creek

SEAT (Sociedad Espanola de Automoviles de Turismo) is a Spanish car company founded in 1950 as a division of FIAT, but was taken over in stages by Volkswagen from 1986 to 1990. Today VW owns them 100%. SEAT is pronounced 'SAY-at'. TKM introduced them to the Australian market in 1994, as a cheaper alternative to the VWs they were also trying to sell.

Only three models were sold here - the Ibiza, which was based on the Polo (derived from the earlier Golf 3 platform); the Cordoba, which was an Ibiza with a boot; and the larger Golf-based Toledo, a Passat-like sedan. TKM sold 20 SEATS in 1994, then 1,859 in 1995 which was the best ever effort. 975 were sold in 1996, then 366 in 1997, and 75 in 1998. There was a slight recovery in 1999, SEAT's last year here, when 266 were sold, after which TKM lost the Australian Volkswagen (and thus SEAT) licence. Total - 3,561 SEATS sold in Australia in 6 years. I doubt VWG Australia would reintroduce them - they should stick to selling Volkswagens.

Dear Doktor,

What is the story with the VW GTI badge? What does GTI stand for? Does the I stand for 'injection', as I have been told? Should the 'I' be a capital or not?

D.C., St Andrews

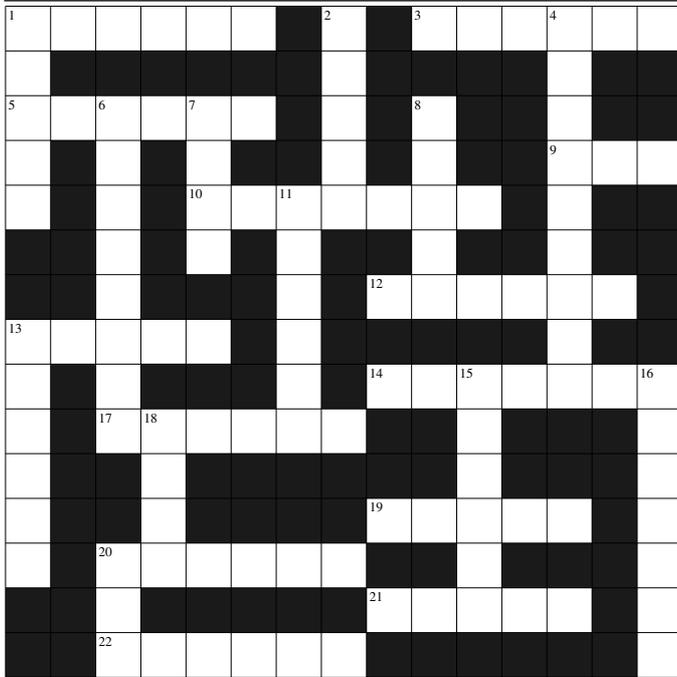
GT has always stood for 'Gran Turismo'. Many car makers over the years have used the badge, on cars ranging from proper sports and touring cars to average or even dull models that need a marketing lift. The 1976 sporty Golf prototype was fitted with Bosch K-Jetronic fuel injection, instead of the usual Solex carbs. VW was aware that the letters had become spoiled, so they added an 'I' for fuel injection. Now, why VW didn't call the Golf the 'GTE', as German for fuel injection is 'Einspritzung'? Well, Audi had already used GTE for an earlier 80 model, so VW decided to use GTI instead to give them separate identity. BMW was already using CSi on their coupes, so VW also decided to use a capital I - and GTI it was. Of course there's always an exception - in South Africa the Golf GTI is the GTi.

Club Veedub Crossword

Across:

1. A Japanese maker of flat-four engines
3. They once made the Eureka VW kit car
5. VW's environmentally-clean diesel engines
9. German makers of turbochargers fitted to VWs and Porsches
10. VW's original designer and sports car maker
12. Kingswood VW Kombi shop, famous for the Kruizinwagon
13. German brand of batteries fitted to VWs
14. He used to own the Speed and Chrome shop in California
17. What Christine has been organising at Club VW meetings for many years

Club VeeDub - The Legend Never Dies



Created with EclipseCrossword - www.eclipsecrossword.com

Prize offer! The first person to show me this puzzle correctly finished at the December meeting will win a packet of Tim Tams!

Answer in next month's magazine.

Overdue Library Books

Would the following members please bring back your overdue videos or DVDs to Simon Matthews at the November meeting:

Mick Moran (Ruby Rd Gynea) - Autopress VW Transporter Manual 1954-67, borrowed January 2003.

Steve Driscoll (Evans St Rozelle) - Air Cooled VW Picture Book borrowed February 2004.

19. German manufacturer of lamps, lights and other electrical parts
20. Matt played baddie Trip Murphy in Herbie Fully Loaded
21. This younger Berg is famous for his VW cylinder head work
22. The name of the wolf mascot of the VfL Wolfsburg soccer team

Down:

1. Keith is a UK VW fan who has written a number of VW books
2. Dean played Jim Douglas in several Herbie movies
4. A VW parts shop in Joyce St. Pendle Hill
6. The most boring member of Auto Union that everyone forgets
7. A tiny VW model, not sold here, named after a wolf
8. Lindsay the druggie girl played Maggie in Herbie Fully Loaded
11. The Desert Fox who used VWs in North Africa during World War 2
13. Richard Holzl's VW shop at Mortlake
15. Makers of the famous Bug Spray carburettor
16. The colour of David Birchall's '65 two-tone sunroof Beetle
18. A VW marque with four rings
20. An Auto Union marque that made motorbikes and was the father of the Trabant

Overdue Videos/DVDs

Would the following members please bring back your overdue videos or DVDs to Joe Buttigieg at the November meeting:

Ron Bijen - Video #26, borrowed 18 August 2005.

Last Month's Crossword:



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VW NATIONALS SPONSORS 2006

We wish to extend a sincere *thank you* to all of our sponsors, who made the VW Nationals 2006 possible. Please support them, as they support us.

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Volkswagen Group Australia