

Zeitschrift



The 25 Millionth VW Golf.

June 2007

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The Toy Department
Golf Variant for Australia
...Plus all the usual stuff...**



Club Veedub Sydney.
www.clubvw.org.au

A member of the Council of Motor Clubs.



Club Veedub Sydney Committee 2006-07.

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General Committee:

Zoran Milvica	Ron Kirby
John Weston	Ken Davis
Belinda Godfrey	Shirley Pleydon
Ray Pleydon	Brian Van Derley
Mike Said	Danny McFaddyn
Norm Robertson (JP)	

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:

20 years.

Volkswagen Group Australia
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Kleingedrucktes.

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.

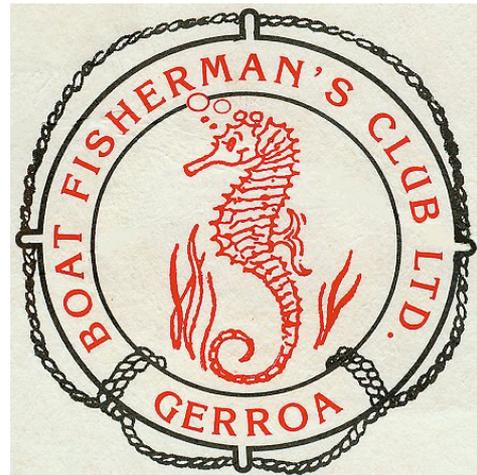
All mail to Club Veedub Sydney should be addressed via the Secretary, c/- 14 Willoughby Cct Grassmere NSW 2570, or emailed to info@clubvw.org.au.

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.

FISH & CHIPS Observation Run.

**Sunday
24 June**



- **Sydney** - Meet at Uncle Leo's Roadhouse, Hume Hwy the Crossroads 8:30am to leave 9:30am.
- **Canberra** - Meet at Shell garage, Northbourne Ave at 7:30am to leave 8:00am.
- Clue sheets handed out at both locations.
- Morning tea at Leighton Park in Moss Vale, then regroup.
- Then on to Gerroa Boat Fisherman's Club for lunch.
- Club meals start at \$14 mains (kids serves available), plus blackboard specials.

This event is for all Volkswagens - Air and Water-cooled !

Contact Norm: 02 4625 7057
0409 771822



Christmas in July

Due to popular demand following the great success of last year's Christmas in July at Mudgee; we're doing it again.

Date: 21st July, 2007

*Where: Coachman's Inn Motel,
Cnr Great Western Highway & Oberon Rd, Bathurst
Phone: 1800 808 880 (toll free)*

*Cost: \$205.00 per double for a 3 course Christmas dinner,
accommodation and cooked breakfast*

*Menu: Entrée Prawn Cocktails
Main: Roast Turkey & Roast Pork
Baked Vegetables
Dessert: Christmas Pudding or Trifle
The restaurant is fully licensed no BYO.*

*We have reserved 12 rooms so please ring Judy or Ken at the Coachman's Inn **BEFORE** the end of March with a credit card to hold your spot - limited numbers due to restaurant size.*



Meet at the Westbound Caltex Service Station on the M4 Eastern Creek (same place as last year) at 9.00am for a 9.15am departure. We'll stop along the way for morning tea.

We'll visit the National Motor Racing Museum at Mt Panorama, for those that are game there's a simulator that allows you to have a fast lap of the Mountain without risking a fine. We'll drive around the track, check out Mt Panorama Winery.

We had a lot of fun last year, so get in early to avoid disappointment.

*For further details or if you have any questions contact either:
Russell Sarten on 0401 579 672 or Heather Pascoe on 0409 663 835*

PLEASE ADVISE HEATHER IF YOU ARE ATTENDING!

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 7 hours drive
 427km south of Brisbane 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!

It's on again!

Boris' VW Picnic Day & Swap Meet 2007

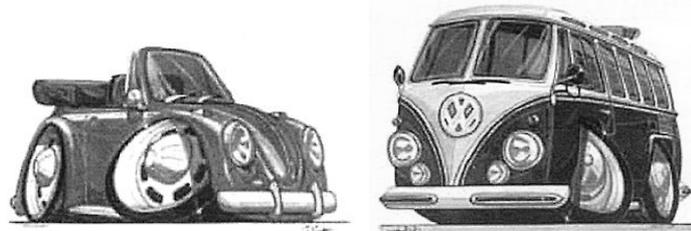
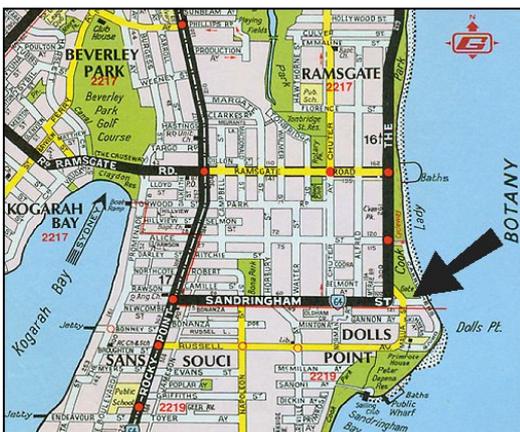
*** **NEW VENUE THIS YEAR** ***

When: From 9:00am Sunday 23rd September 2007

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

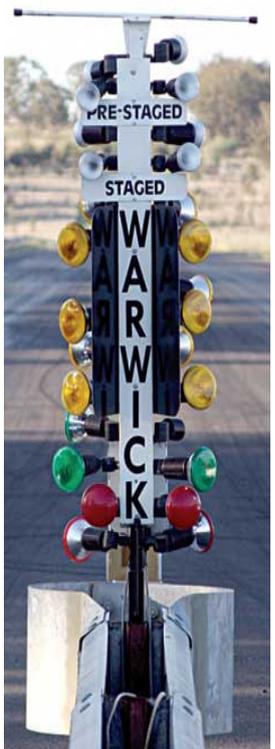
Enter via Malua St and the end of Sandringham Street at the south end of the park. Stop right beside the sea shore.

- **Come rain or shine!**
- **Juicy sausage sizzle, cold soft drink, hot coffee and tea available**
- **Car Display (no judging or trophies)**
- **Swap Meet - clean out your garage!**
- **Toilets on site.**
- **\$5 general entry. \$10 for swappers.**
- **Polish your VW for the start of spring and have a fantastic day!**



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It's on again, VW Warwick at the Warwick Dragway, Warwick Queensland on the weekend of September 29-30th 2007.

Last year saw a thrilling weekend of racing, with both competitors and spectators enjoying the two days of all Volkswagen action. Seasoned racers and first timers raced the way drag racing should be - unlimited runs and a heap of fun. Everyone would have come back the next month if the event was run again.

This year promises to be even bigger, attracting entrants from all around Australia, including a number of new cars being built especially for the Warwick event. That elusive 1/8th mile record is still within sight of the quick cars, and a few surprise winners are guaranteed with the short track giving away little advantage to anyone.

And racing is not the only thing on offer over the two days. Saturday morning features a street parade through Warwick CBD and is open to all Volkswagens. Sunday hosts a show'n'shine competition, broken into two judging categories, a public vote for your favourite VWs and a points judged shootout. There will also be a burn-out competition, swap meet, and children's activities.

Camping is again offered at the track for competitors and spectators, with hot and cold showers, and catering if required. The camp ground last year was the perfect place to kick back and talk with old friends and make new ones. It was a great atmosphere.

Entries are now open, and pre-entry for competitors is a must. Campers and those wanting catering are also encouraged to book early.

VW WARWICK IS HOSTED AND ORGANISED BY VW MAGAZINE AUSTRALIA FOR AUSTRALIAN VW ENTHUSIASTS.



VW Nationals 2008.

Over the past 20 years, the dedicated members and committee of Club Vee Dub Sydney Inc have been hosting The VW Nationals. Next year we will be celebrating the show's twenty-first birthday.

From next year we have elected to move the show away from the traditional Easter Holiday weekend. This will allow our members to take advantage of this break as an actual holiday, or attend religious functions without any interruptions from the running of the show.

This move will also offer advantages to our organising committee, give more time for sponsors to support the event, and allow a longer lead time in producing the show and organising the necessary support items for the event.

The new date for the **VW Nationals 2008** show and shine will be **Sunday May 25th**, and for the following years will continue to be the fourth Sunday in May. Hopefully moving to this weekend will also allow many interstateers more flexibility to attend.

Several new plans are underway to make the event a full Volkswagen weekend.

Price structures and sponsorship will remain the same where possible, thus creating a value packed weekend and show.

We look forward to seeing you all at the VW Nationals 2008 next May.

Von Dem Herrn Präsident.

Well the winter months are upon us. I have been finding it hard to get out into the garage at nights, trying to do some work. It's better to sit in front of the computer, much more comfortable and enjoyable.

This months outing will be on Sunday June 24th, with a run to Gerroa Fisherman's club for lunch. See the advert on page 3 in this issue. Please bring friends along, as you don't have to be a Club member to attend.

Don't forget the Xmas in July weekend away to Bathurst. A booking is required so look up the advert on page 4 of this issue.

This year's Boris Picnic day will be on Sunday 23rd September, at Dolls Point, so if you want to get rid of any old VW stuff you have lying around, please bring it along for the swap meet.

YOUR CLUB NEEDS YOU. This July meeting brings us to our 23rd AGM, where all committee positions will become vacant. Hopefully we might get some new faces on the front page. Please don't be shy, come along and stand for a position.

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:- Fish and Chips Run, Christmas in July, Winter Break Sawtell, Boris Picnic Day, German Auto Fest Canberra, Flat Four Shootout.

KeeponKruzin,

David Birchall



Canberra Kapitelreport.

A chilly 'Hi' from Canberra, where the mercury is dipping below zero and our morning drives start with icepicks and much shivering.

Not a lot to report this month. Autofest planning is coming along well (14 Oct - have you set that weekend aside yet?), and we're working on getting the word out more to the locals. We recently found that we had quite a number of local members on the Club books, so where are you all hiding? Come out, show your cars, and discuss dubbish things with us. We'd love to get a larger following here in town!

Sunday 20 May was our event for National Motoring Heritage Day, which consisted of a cruise to Braidwood for a picnic lunch. A great day was had by all who attended. There was some concern about the blistering (?) pace we set, however I can tell you that there was certainly no chance of any speeding tickets that day. Besides, we enjoy the drive, not just the destination...don't we?

Coming up this month is the Fish and Chip Run on 24 June, see the flyer in the magazine for this one. Should be a great trip for those Dubbers looking for a scenic trip and some fun!

Our emails to interested local dubbbers has

re-commenced and I hope we have no further setbacks. The local VW forum also suffered some issues but is now back online, albeit missing around 2 months of data. Computers are like that sometimes.

Next month, we'll have a flyer for Autofest, keep your eyes open for it.

Till then..... Happy Dubbing!

Bruce



Klub Kalender.

June.

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

Sunday 24th:- Norm's Fish and Chips Run to Gerroa. Meet at Uncle Leo's at Crossroads at 8:30am. Morning tea at Moss Vale. See page 3.

July.

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

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

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

Saturday 21st:- Christmas in July at the Coachman's Inn Motel, Bathurst. Meet at the M5 Eastern Creek Caltex for the cruise via Mt Panorama. Contact Russell on 0401 579 672 for more info. See page 4..

August.

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

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

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

Saturday 18th & Sunday 19th:- Sawtell Winter Break at Sawtell, NSW. Phone the caravan park on 02 6653 1379 to book your spot! See page 5.

Saturday 25th & Sunday 26th:- Shannons CMC Eastern Creek Classic, Eastern Creek Raceway.

September.

Thursday 6th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 13th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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

Sunday 23rd:- Boris' Picnic Day. NEW VENUE! Cook Park at Dolls Point, right on Botany Bay. Phone Boris on 9789 1777 for more info, or check out page 6.

Saturday 29th & Sunday 30th:- VW Warwick Drag Race Weekend at Warwick Dragway, Queensland. Organised by Volkswagen Australia magazine. Go to www.vwma.net.au for more info or see page 7.

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

October.

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).

Sunday 14th:- German AutoFest in Canberra. Contact the Club Veedub Canberra Chapter for more information.

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.

Sunday 21st:- Warragamba/Silverdale Car and Bike Show. From 10am-4pm at the Neighbourhood Centre, cnr Weir Rd and Fourteenth St. Warragamba. Let's make it rain in the catchment area! Phone Leanne on 4774 1273 for more information.

2008

May.

Sunday 25th: VW NATIONALS 2008 at Fairfield Showgrounds.

Marktplatz.

info@clubvw.org.au is the address to email ads. Classifieds are free to Club VeeDub Sydney members and \$10.00 for non club members. Ads will appear for two months, or longer if requested.

In addition to appearing here, all ads will also appear on our club website www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. All classifieds

will appear in Zeitschrift first in order that our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

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

New Ads.

For Sale:- 1974 Kombi, urgent sale. Unfinished project. Complete but disassembled. All bodywork done. Gearbox, brakes in good condition. Home-made sunroof with vinyl ragtop or fit poptop. Will sell complete preferably, or as parts if necessary. Located in Castle Hill. Contact Brendan on 0414 662830. All reasonable offers considered.

Wanted:- I am looking for a 60s Beetle 1300 Deluxe model, preferably in original condition. Phone: 0405 385 063 or email: shivaratnam1@gmail.com

Free to Good Home:- 1969 chop-top Beetle, restoration project in pieces, has mags, rear spoiler, sports steering wheel, clean chassis, red seats, body has rust, new floor pan section. Will only give away complete as is. Phone Corrie on 0408 664646 (Winston Hills)

For Sale:- 1993 VW Golf Cabriolet, original Karmann-built. Dark green with beige electric roof. 1.8-litre with 3-speed auto. Kenwood stereo with 10-stacker CD. 135,000km, no accidents, always garaged. 10 months rego, new tyres. All log books, car always garaged and professionally serviced. \$8,000 ONO. Phone Mike on 0418 410988.

For Sale:- My set of 4 wheels. The bloke who bought my convertible didn't want them as he was happy with the Empi sportwheels. The rims are in very good condition, Michelin XZX tyres 165SR15 – the groove depth is 1/4 inch, plenty of tread, cost me \$130 ea Sell \$290 the whole lot with 4 near new hubcaps as well. Mobile no. 0424493092 - Thanks. Joe Buttigieg

For Sale:- 1985 VW Golf Karmann Cabrio. We are the second owner of this very tidy and original Golf Series 1 Cabrio 5 speed manual, made in the Karmann factory in Osnabruck in July 1985.

Trades and services directory.



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Full service history going back to the 1980s; regularly serviced by Canberra VW specialists, The Beetle Exchange, for many years, including most recently in May 2007. The original 1.6 litre motor was reconditioned by The Beetle Exchange in 2006 and performs very well. The exterior of the soft top was replaced with a professionally-installed USA made 'Robbins' top in high grade Dove Grey vinyl in early 2007, also at considerable expense. All bodywork, paint, glass, exterior and interior trim is in very good original condition. There is a good quality CD/AM/FM system fitted. This car has always been garaged and well cared for. Mileage is 225,000kms but, as mentioned above, at around 210,000kms the motor received a \$2,000 recondition. All other mechanicals, electricals, window winders, controls, heater etc work properly. Tyres are quite new. Please note this car does not have power steering or air conditioning. The top operates manually, as per all Series 1 Cabrios. Registered until Sept 2007, a classic, reliable, fuel efficient and fun car to drive with the top up and particularly enjoyable with the top down. Priced for quick sale, company car is on the way. \$5,900. Contact Ian at stehall@ozemail.com.au for more details / more pics 0413 644 243. Please note the car is advertised elsewhere as well at the present time.

KLAACK MOTORS ★
★
★
★
Phone: (02) 9724 5901
Or (02) 9727 2057
Fax: (02) 9723 5250
2A LACKEY STREET FAIRFIELD 2165

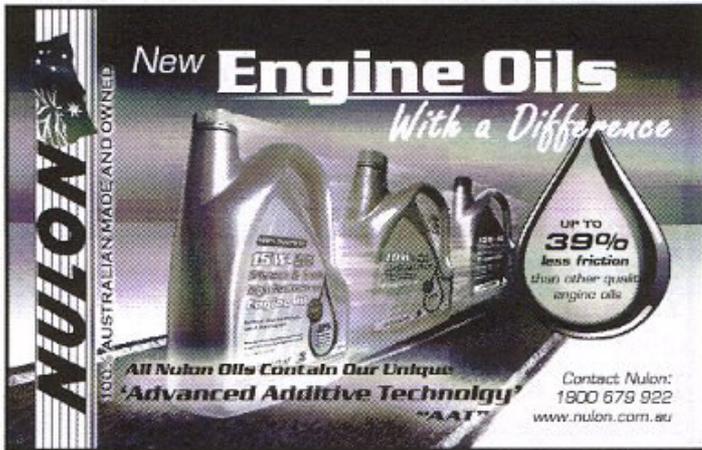
Wanted: Photocopies of Australian VW Dealership booklets. You know those little booklets that used to come with your Owners' Manual in the glovebox? They listed the names, addresses and phone numbers for all the VW Dealers of the year your VW was made. I'm looking for photocopies of old ones. I'm specifically looking for the following years: 1954-63, 1965-68, 1970-72, 1974-75, 1977-81, 1983-89, 1992, 1999-2001, 2004-05, 2007. Some of these years may not exist! If you have any from these years, please let me know. Phil, 0412 786339.

Cub VeeDub Merchandise
For club T Shirts, hats,
jackets etc.
Contact Raymond Rosch
(02) 9601-5657 or
sales@clubvw.org.au

2nd Month Ads.

For Sale:- 1973 Beetle 1600L, Oct 07 rego, drives well, reliable, minor rust. After 10 years ownership, I must sell due to purchase of a larger car. \$1500. For more info phone (02) 9621 1471 or email salesfam@tpg.com.au

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Unit 16 37- 47 Borec Rd Penrith

For Sale:- 4 year old Mitsubishi Pajero and we're offering a spotters fee. I know some of you are VW nuts; however, you may know someone who is looking for a 4WD. The details – diesel, automatic, white with the silver trim, done 118,000 km, has a HD tow bar, window tinting. Non-smokers car - asking \$36,750. The vehicle is in excellent condition (well it is Chris' and we know what a nut he is about his cars) – no accidents and hasn't been bush bashing or down on the sand. It's on carsales.com.au for more pictures. Email Heather and Chris Pascoe at chrispascoe@bigpond.com or see me at the next club meeting.

For Sale:- VW Golf Cabriolet 1991, dark blue. Power hood. 5-speed manual. 160,000km, regular servicing. Garaged for last 7 years, day and night undercover. Good condition, running well. Rego til 8/1/2008. \$7,000 ONO. Phone (02) 6286 4022 or 0429 129727.

For Sale:- An oval floor pan in excellent condition which I find is now surplus to my requirements. It's rust free, been under cover and is on front and rear wheels. It's ideal for someone for an oval resto. \$100. Phone Ray, 9651 3396.

For Sale:- VW Beetles 1960 asking \$1000.00, and 1967 Beetle 1300 asking \$1500.00 ono. Also wheels, glass, mudguards and transmissions etc. contact Ed on 9644 9028. Cars located at Sefton NSW.

For Sale:- Our lovely 1974 VW Kombi panel van. Good condition, runs very well. 1800 twin-carb engine. Rego til October. Seats 5 (back seat removable), has anchor for baby/child seat. \$3300 ONO. Phone Allan and Helen on (02) 9365 7494.

For Sale:- 1970 VW Type 3 Wagon, 1600cc, white - great condition for age and running well. Serviced regularly and mechanically sound. Rego to Feb 2008. Interior is in good condition. A couple of small rust spots on body but otherwise okay. paint work average. Must sell due to change in personal circumstances. Asking \$2990 ONO. Please call Sam on (02) 4969 2189 or email sam.east@wilderness.org.au

For Sale:- Type 1 motor everything brand new

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1914, Roller rockers, 040 heads with larger valves, ported and polished, Engle cam, fully counterweighted crankshaft, balanced, extended sump, built in the USA cost today \$10,000, asking \$7,500 also new Bosch alternator \$50.00, new 1:1.35 ratio rockers \$300.00, stainless steel door sills \$50.00, IDA EFI throttle body fully polished, centre manifold to suit end manifolds fitted with injector holders would suit the above motor asking \$500.00 the lot. Contact Philip on 02 9452 2451 or 02 9420 5766

Wanted:- Front air intake grill to suit 76-79 VW Kombi, must be chrome, NOS or restoration but must be A1. Phone Tony 0419245913

For Sale:- Black Wolf Oz tent, the clever 30-second tent with fly and side panels. Cost over \$1000. Takes just 30 seconds to put up. Suitable for a Kombi. Brand new. \$550. Phone Laurie on (02) 9671 5810.

For Sale:- 1971 VW Superbug S, semi-auto, red. Belongs to my daughter, has been in my garage for 2 years. She has moved and I can't store it any longer. I have spent over \$12,500 on it for her over 4 years. I would like to sell it for \$3,500 to someone who knows VWs. It is in excellent condition. I am sure one of your members could make a profit on this vehicle or enjoy as a collector. Car is in Melbourne. Phone Claudio on (03) 9770 1137, or 0417 010801.

For Sale:- Parts from '77 Kombi camper. 1 aluminium bullbar \$100; 4 hubcaps \$50 all; 1 roof rack \$100; 2 wheels with v.g. tyres \$40; 1 front grill \$30; 1 sliding door \$80; 2 front doors \$60 ea. 1 tailgate \$100; 1 bootlid \$80; 1 engine comp. cover \$50; 2 taillights \$30 ea; 1 steering column and wheel \$50; 1 wiper motor \$30; 1 complete dashboard with instruments \$100; 2 headlights \$30 ea.; 2 fr. seatbelts \$10 ea.; 1 windscreen \$50 1 fuelcap \$30; 1 fuse box \$5; 1 jack \$30; 1 rear bumper damaged \$20; 2 wipers \$10; 1 camper seat/bed \$30; 2 front blinkers \$20 ea.; all prices neg. thanks. Paul Fenech -02 9527 6145.

For Sale:- 1975 VW Superbug. An ex show car, which has been greatly cared for in the 7 years that I have had it. The engine is a Stan Pobjoy reconstruction, 1.9L, with Haltech Injection, 1.25 ratio rockers, 110 Engle cam, lightened flywheel,

Trades and services directory.

Wanted:



Your business ad in this space. The cost for 11 months is \$110 - this does not include the VW Nationals issue. Post your business card and a cheque for \$110 to the Secretary, Club Veedub Sydney, 14 Willoughby Cct Grassmere NSW 2570

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STRATHFIELD
Australian Motor Manual — January 1, 1962

Pertronix ignition, Bugpac exhaust, Recaro interior, Clarion sound system, and still maintains the original look. There are many more features, and it truly is an impressive bug. I have recently reconditioned the engine, and it has never run as well before. Over \$40,000 has been spent on this car. The engineering certificate comes with it too. Honda Metallic Blue in colour, and registered until August. Price: \$13,500 (negotiable). Call Johnny (Western Sydney): 0415 344 599

Cover Cars Wanted.

If you would like your VW on the cover of Zeitschrift, please send a nice JPG photo and a few paragraphs about it to info@clubvw.org.au. Your VW can be a star!

Club Library Update.

Remember that the library is opened for your browsing and borrowing pleasure at every monthly meeting. Members are welcome to borrow books for one month, or two by arrangement. If you abuse our trust and don't return books, we'll print your name as a reminder in the magazine. If you still don't return books, your membership will be revoked.

Please borrow our books, and please bring them back promptly!

Haynes Manuals:

- VW Beetle 1200 '54-on
- VW Beetle 1300 1500 1965-75
- VW Super Beetle (1302) 1970-72
- VW Super Beetle (1303) 1973-75
- VW Golf & Jetta 1100 1300 1974-84
- VW Golf & Jetta 1471 1588 1781 1974-84
- VW Golf & Jetta Diesel 1978-84
- VW Golf 2 & Jetta 1984-92
- VW Golf 3 & Vento 1992-96
- VW Passat 1 1973-81
- VW Passat 2 & Santana 1981-84
- VW Passat 3 1988-91
- VW Polo 1 1976-82
- VW Polo 2 1982-88
- VW Scirocco 1982-1990
- VW Transporter 1600 1968-79
- VW Transporter 1700 1800 2000 1972-79
- VW Transporter T3 1979-82
- VW Transporter T3 1982-1990
- VW Type 3 1500-1600
- Weber Carburettor Workshop Manual

Next month I'll tell you about some of the VW factory-produced owners guides and workshop manuals we have in the Club library.

Simon Matthews

New Golf GTI W12.

Volkswagen has unveiled a unique design study which is set to feature at the largest GTI festival in Europe this week.



The GTI W12-650 mates a Golf GTI three-door bodyshell to a mid-mounted bi-turbo W12 485kW engine channelling drive to the rear wheels. Not only is it the most powerful Golf ever produced by Volkswagen, but it's also the fastest. The sprint from standstill to 100 km/h takes 3.7 seconds. A potential maximum speed of 325 km/h is made possible through a 70 mm lower ride height and the extensive use of under floor aerodynamic aids including a diffuser negating the need for a large rear wing to keep the vehicle pinned to the ground at very high speeds.

At the vehicle's heart is a mid-mounted W12 engine linked to a pair of turbochargers. In order to make the installation possible Volkswagen engineers created a unique aluminium subframe onto which the engine could be mounted. The engine's cooling systems are fed by a pair of side-mounted cooling vents placed in the airflow just ahead of the rear wheels.

The 5,998 cc W12 engine is an evolution of the 335kW version fitted to the Phaeton. The engine is made from aluminium to reduce weight further and features four valves per cylinder and



two overhead camshafts per cylinder head. Extremely compact in design, measuring only 513mm in length, 715mm in height and 710mm in breadth, it's effectively made up of a pair of narrow-angle V6 engines laid alongside each other. The engine is linked to a six-speed Tiptronic automatic transmission. With the fitment of a pair of turbochargers power rises to 485kW (650-hp) at 6,000 rpm while peak torque is capped at 750Nm delivered at 4,500 rpm making it over three times more powerful than the conventional Golf GTI.

A 160 mm gain in width over the standard GTI is designed to accommodate the mid-mounted engine, custom drivetrain and the side-mounted cooling systems. The roof is constructed out of carbon fibre and features an integrated cooling scoop to channel air into the rear-mounted radiators. The redesigned floating C-pillars further aid the cooling systems to feed air into the engine.



The purposeful new stance is further emphasised by a set of 19-inch wheels styled to mimic the standard wheels fitted to the Golf GTI but, in the case of the GTI W12-650 wrapped in 295-profile tyres to aid traction.

The GTI W12-650 is a design study built by Volkswagen to mark the annual GTI festival in Worthersee, Austria. The event, the biggest of its kind in Europe, sees fans congregate to pay homage to the GTI, now in its fifth generation and celebrating its 30 th anniversary in the UK.

Golf Variant coming to Australia?

A new European wagon could soon be seen in Australian Volkswagen showrooms. The station wagon version of the Golf is called the Golf Variant. While Volkswagen station wagons have been named 'variant' for many years in Europe, that name is unlikely to be used in Australia (we suggest 'Golf EuroWagon'). Nonetheless, VW Group Australia is considering adding the model to their local range, which continues to grow.

"We wanted to test the water with the Passat wagon. It looks quite nice at the moment," Volkswagen Group Australia managing director Jutta Dierks says. "We are seriously considering whether to bring it in."



She says compact wagons are booming in Europe, but Australia will be different, with the concentration on 4WD family wagons. And that means the deal will be crucial. "We will only do it if the price is right. If something is not right, we will not go ahead," Dierks says.

The Golf Variant uses the same front end as the regular Golf hatchback and Jetta sedan, but with a good-looking luggage space crafted at the rear. The latest model has just been previewed in Germany and is expected to be another Volkswagen hit.

The Golf wagon has been available in the European VW lineup since 1993, with a production total so far of 1.2 million.

The tail-end of the new Variant has a one-piece door with a low loading lip. Styling changes at the rear include unique rear lamps, roof rails and a small spoiler.

It has 1,550 litres of carrying space with load



hooks, a 12-volt power socket and extra storage space below the boot floor. "It should come this year in Europe. With right-hand drive it takes a little while longer," Dierks says.

There is a plan for the Variant in Australia, and a timetable, but the go-ahead is still some way in the future. "We would always have at least two different models, and one would be diesel and one with petrol," she says.

While the Variant is still being assessed, Volkswagen is aiming for another booming sales year in order to hold its position in Australia's top ten brands. VW's 2007 sales were the best since 1965 and the sixth-best of all time.

"If nothing dramatic happens in the total market we would like to see more volume. We want to sell more than last year," Dierks says.

The 25 millionth Golf.

The 25 millionth Golf rolled off the Volkswagen production line in Wolfsburg on 23 March 2007.

The very first example of the production Golf was assembled in 1974, and within three years volume totalled a million vehicles. Over 33 years and four generations later a Golf 1.4 TSI, fitted with DSG transmission and finished in tornado red, became the 25 millionth example.

Speaking as the vehicle came off the line Plant Manager Dietmar Korzekwa said, "A total of 25 million vehicles in 33 years – that is an outstanding achievement of which we can all be proud. Over 15 million Golf models have been built in Wolfsburg alone. My thanks go to all employees for their commitment – day in, day out – over many years. Together, we will continue the Golf success story."

The Wolfsburg plant is the largest vehicle factory in the world under one roof. The factory grounds cover an area of 6.057 square kilometres – large enough to contain the Principality of Monaco. It has its own hospitals, a train station and its own road network totalling 75 kilometres. The two power stations at the plant also supply energy and heat to the town of Wolfsburg.



As the Golf left the assembly line Bernd Osterloh, Chairman of the Group and General Works Councils, commented, "This is a symbol of the extraordinary performance of our colleagues. Their high-quality work – as an engineer or a production line worker – has made our Golf a long-lasting success that has brought employment and a future to many regions of the world."

Last year over 716,000 examples of the Golf were sold worldwide.

Porsche buys more of Volkswagen.

Porsche's creeping takeover of Volkswagen continued yesterday with the sports car maker taking its stake beyond 30% in a move designed to protect Europe's largest motor manufacturer from the influence of private equity firms and hedge funds.

The move consolidates manufacturing and distribution links between the two German carmakers and gives Volkswagen's legendary chairman Ferdinand Piech, whose family owns Porsche, further control over a company where his grandfather played a key role in the 1930s.

Porsche exercised an option to buy 3.7% of Volkswagen at 100.92 euro a share, taking its stake to 30.9% and triggering a mandatory takeover

offer for all the shares.

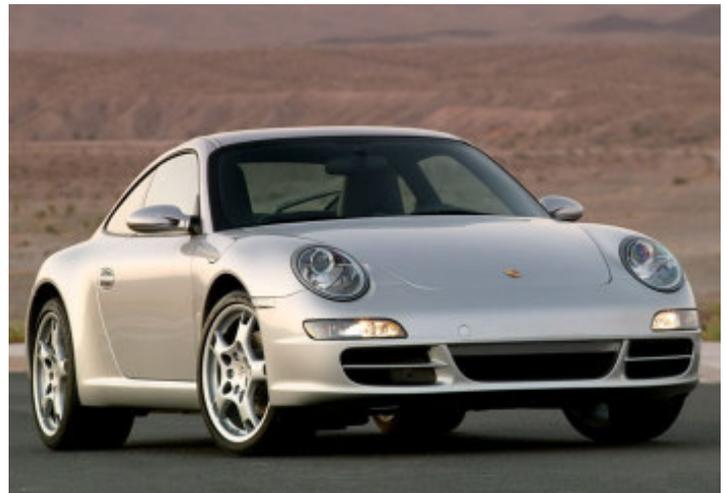
However, Porsche offered only the legal minimum, again 100.92 euro a share, 14% below Volkswagen's closing price on Friday, and said a full takeover was not its intention.

Porsche is gambling that Volkswagen shareholders are unlikely to take up the offer for their company, worth about 43 billion euro (\$A71 billion)

"Once again, a cunning move from Mr Piech," said Juergen Meyer, of SEB Asset Management, in Frankfurt. Mr Piech, 69, has steadily increased his control of Volkswagen since 2005, buying tranches of shares and installing Porsche executives on the board.

There has been much speculation in Germany about hedge funds and private equity firms preparing to target Volkswagen, something that could be a disaster for Mr Piech and the family dynasty.

The "VW Law", something that has protected Volkswagen from takeover for 47 years, may be scrapped this year. The law gives shareholders voting rights of 20% regardless of size of stake.



In February, the European Union's advocate general, an adviser to the European Court of Justice, ruled that the law was anti-competitive. The Court tends to uphold the judgments of the advocate general.

The break-up value of Volkswagen could be huge. As well as the VW brand, Volkswagen also owns Audi, Lamborghini, Bugatti, Bentley, Skoda and Seat. Volkswagen also has large stakes in truckmakers MAN and Scania and is trying to broker their merger. Last year, private equity firms approached Germany's Continental, the world's fourth-largest tyre maker, and are now circling Chrysler, the US arm of DaimlerChrysler.

Although the private equity phenomenon (asset-stripping “locusts”, according to Labour Minister Franz Muentefering) has yet to take off in Germany, there is now a real fear that it is only a matter of time.

To see his empire dismantled would be a massive personal blow to Mr Piech. Porsche and Volkswagen have business links that are estimated to save the luxury car maker about \$A1.1 billion annually. VW produces the Porsche Cayenne, for instance. And Porsche has a lucrative deal to distribute VWs in eastern Europe.

It is in Mr Piech's interests to cement those links, hence many observers think Porsche will continue to buy VW shares, as only majority control can guarantee the security of both companies and protect the Porsche family's wealth.

Having tendered its low offer for all the shares, Porsche is now free to raise its holding incrementally as and when it wants.

The state of Lower Saxony, where VW is based, owns 20% of the company and has used its stake to protect employment. With the VW Law removed, Porsche and Lower Saxony will have voting rights of 51%.

The state's premier, Christian Wulff, has said Lower Saxony will not sell its stake. However, Mr Wulff has criticised Mr Piech's influence over Volkswagen and Mr Piech may feel that he cannot always rely on the Premier's support. Also, free market-minded politicians are in the ascendancy in Lower Saxony and may give Porsche a tougher time if elected.

Clearly, Mr Piech felt he had to act.

“Thanks to the pivotal role played by Mr Piech, the sports car manufacturer is moving slowly but surely to gain effective control of the VW group,” concludes Thomas Ryland, analyst at Global Insight.

“It may look like a subtle takeover move from Porsche, but it clearly signals Ferdinand Piech's ambition to preside over a powerful automotive group.

VWs voted Company Cars of the Year.

With six first places, the Volkswagen Group was the most successful company in “Company Cars of the Year 2007”, an event organized by the

specialist journal “Firmenauto” and DEKRA, the German motor vehicle inspection association. The best fleet models in a total of nine categories were honored in an overall ranking and an importers ranking. The Volkswagen Group with its Volkswagen, Audi, Seat, Skoda and Volkswagen Commercial Vehicles brands not only won six gold awards, but was also ranked second four times and took four third places.

In the compact class, the testers voted the new Golf Variant the winner, while the Touran Eco Fuel took first place in the alternative powertrain category. The Audi Q7 and A8 models convinced the jury in the SUV and top class categories respectively. Skoda won the testers' vote in the small car category and the van category with the Fabia and the Roomster. The Skoda Fabia even took first place in both the overall ranking and the importers ranking.

Polo is top seller in South Africa.

Volkswagen of South Africa claimed the title of passenger market leader for 2006 and smashed several records in the process. The manufacturer broke the 100,000 unit retail barrier for the first time with sales of 106,113 passenger cars, improving its year-on-year performance by 17% (90,998 units were sold in 2005).

Volkswagen of South Africa Sales and Marketing Director Mike Glendinning said the Volkswagen Brand had achieved its best ever performance with sales of 92,424 passenger units, 13,428 more cars than in 2005 and an improvement of 17%.

The Polo/Classic platform achieved best ever sales of 41,153 units, a significant 25% up on 2005.



The Polo hatch was the country's top seller with 29,231 units, a growth of 35.9% over 2005 (21,508 unit sold).

The highly successful Polo range achieved these results because of its defining luxury and functionality in its class. Confidence is written all over the Polo and as with any other Volkswagen product, Polo does not compromise on quality, comfort or safety.

The latest addition to the Polo range, new Polo GTI, with branded honeycombed grille and red detail lines, offers the enthusiast a real performance package in true GTI tradition.

Pope's Golf fails at auction.

A VW Golf said to have been owned by the Pope has remained unsold at auction after failing to match its sale price of two years ago.



The eBay auction of the 1999 metallic gray Volkswagen Golf closed on Saturday without it reaching a reserve in excess of a bid of \$204,000 (£102,000). It was not known what reserve the owner - a US online casino - had set. Golden Palace casino paid about \$244,000 to the previous owner, a German who got it for just \$13,500.

VWSA achieves 300,000 exports.

Volkswagen of South Africa has marked the export of 300,000 vehicles from its Uitenhage factory.

The Company currently exports new Golfs and Polo hatch units to the Asia Pacific region. Last



year, 35,575 Golfs and Polos were exported, generating more than R6 billion in foreign exchange earnings for the Company.

Volkswagen of South Africa's first foray into the export market came in the early 90s with the clinching of an export deal for 12,500 left-hand drive Jettas, destined for China. The Company then proceeded to win orders for third generation Golf GTIs to the United Kingdom, a significant order for fourth generation Golfs to Europe, and in 2004 started exporting Polos and new Golfs to the Asia Pacific region, including Australia.

Over the past three years, a total of 50,000 second generation Polos hatches and 80,000 fifth generation Golfs will have been exported by Volkswagen of South Africa.

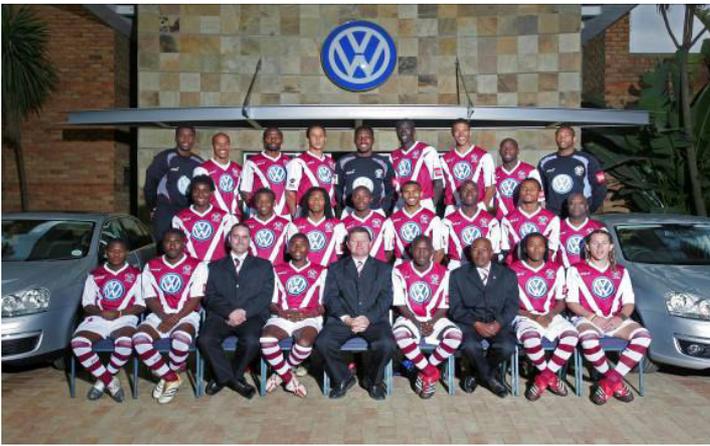
Volkswagen Soccer Challenge Trophy 2007.

The Moroka Swallows, together with their title sponsor, Volkswagen of South Africa, are delighted to announce that the Club's Premier Soccer League squad will be visiting Germany from 16 to 22 July 2007. During this time, the team is to participate in the first International Volkswagen Challenge Trophy against Volkswagen's owned and sponsored Bundesliga team, VFL Wolfsburg.

Moroka Swallows are the current holders of the Volkswagen Challenge Trophy after beating Volkswagen's Mvela League team, Bay United, 3-0 in the inaugural challenge held in Port Elizabeth in July 2006. Although the Challenge Trophy has only been in existence for one year, it is a great achievement that the competition has now been expanded internationally with VFL Wolfsburg taking up 'The Challenge'.

Moroka Swallows will have the privilege of staying at the World Cup 2006 host hotel of the

Club Veedub. Die Legende wird nicht sterben.



Polish National Team, which boasts world-class training facilities -perfect for the Club's pre-season preparation. The players will also have the fantastic opportunity of visiting Wolfsburg - the home of Volkswagen - where they will be treated to a tour of the famous Autostadt, which documents the history of the People's Car.

Moroka Swallow's CEO, Leon Prins, is thrilled about the upcoming trip. "This is an amazing opportunity for the Club and its players to visit Europe to participate in an International match against a top flight Bundesliga team like VFL Wolfsburg. We will be taking this opportunity to ensure that we are properly prepared for the 2007 / 2008 season, and you can expect to see some exciting youngsters from our development teams coming along for the experience. I would like to thank Volkswagen SA for this exciting first and we look forward to making our sponsor and South Africa proud."



"Volkswagen SA are delighted with the achievements of Moroka Swallows in the highly competitive PSL since we became "The Beautiful Birds" major sponsors two seasons ago. The opportunity for Swallows to come up against the Volkswagen AG sponsored VFL Wolfsburg side in Germany, is a further extension of this great partnership. We wish Swallows everything of the

best and are confident that "The Beautiful Birds" will bring home the Trophy," said Bill Stephens, General Manager Communications, Volkswagen SA.

Plans are already in progress to host VFL Wolfsburg in South Africa in 2008 to showcase South Africa's 2010 preparations.

The pleasures of travel.

There are certain things that you expect to see and experience when you travel, but it's the surprises that have the potential to impress themselves most on you. That's how it turned out on a recent extended trip to Tassie. You expect to see lots of Kombis and later model Golfs – the former being used by that army of wanderers constantly on the move, the latter because of strong sales volumes.



So, to the surprises: a greater-than-expected number of Golf I's on the road, a fact not lost on those currently looking to acquire one of these. Second surprise: seeing a Kombi mounted on a shop awning slap bang in the middle of Hobart being used for advertising (see picture). The *pièce de résistance*, however, was to be a gem located in the Tasmanian Transport Museum in Glenorchy, a suburb of Hobart.

You see, there is an annexe in it housing part of the Tasmania Fire Museum Collection and, guess what, a VW utility – but no ordinary one this! As the picture shows, it's an ex-Cadbury factory 1966 Volkswagen Pumper/Hose Carriage. According to the information provided by the Museum, it was a one-off, purpose built, industrial fire appliance used by the Cadbury Auxiliary Fire Brigade at Claremont. It started life as a standard VW utility



modified to Cadbury's specifications at VW's Clayton facility: mounted midships is a Godiva FWP twin delivery centrifugal pump powered by VW, of course! Also, there's other firefighting equipment such as an extension ladder, portable fire extinguishers and various other gear needed to fight fires of the type that might occur in a chocolate factory. They had electric motors catch fire, fires in flues, hoppers, silos, labs., the cocoa shell plant, bagged sugar store and the incinerator.

The outstanding condition of this piece of VW history is due greatly to the heated fire station in which it was housed at the factory from 1966-1984 when it was retired and the fact that it had only done 816 miles. It was acquired by the museum at 10.30 on 1 December, 1987 and when I fired (sorry about the pun!) it up in March 2007 the odometer was showing 1888 miles. It is, naturally, extremely original, right down to the Dunlop 6.70-15 cross-ply tyres – remember them?

One of the volunteers at the museum, Phil, was only too happy to show off this piece of motoring history and many thanks to him for providing the technical and historical information

contained in this article. So, if ever you're in Hobart go to the museum, you won't regret it.

Graeme Horsnell



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VW's wurst sideline.

WOLFSBURG, Germany — At its massive headquarters plant here, Volkswagen AG made 1,215,000 cars last year. But cars aren't the factory's highest-volume product. "We make 1.5 million currywursts a year," boasts Klaus Labersweiler, head of the car company's meat department, while giving a tour of his white-tiled facility. "That's more wursts than cars."



Klaus Labersweiler

In fact, Europe's largest auto maker is expanding its sausage production and extending the line. Its butcher shop, located in a corner of its assembly plant here, supplies about two dozen company plants and offices in Germany and hopes to reach VW cafeterias across Europe.

In Wolfsburg, employee canteens have added soup made from the company's best wurst. Soon there will be VW currywurst spread, for smearing on bread at breakfast. Still in development: VW currywurst ragout and a microwavable two-wurst package suitable for vending machines.

How Volkswagen built one of the auto industry's strangest sidelines is an unusual tale of industrial history. It dates back to the Wolfsburg plant's origin as a Nazi government project before World War II. When construction was started in 1938, Wolfsburg was little more than a castle and a few hundred people. For the thousands of workers who built the first "people's car," the plant had to provide housing and food. During the war, the plant employed slave laborers. Afterward, the British army restarted production, and again the plant had to provide many basics for its employees.

For a time, the plant kept its own cattle and vegetable gardens, but that ended long ago.

Remaining from that era are the VW greenhouses that provide fresh flowers for executive suites and special events. The greenhouses turn out memorial wreaths whenever a current or former Wolfsburg plant employee dies.

The butcher shop might have passed away, too. In the 1950s, it produced meats that have been German staples for ages — bockwurst, liverwurst, beef sausage and suelze, a meat-and-gelatin loaf that is sliced and served cold. Currywurst was concocted right after the war, and by the early 1960s it had become a favorite of the legions of laborers rebuilding Germany, especially in northern cities. The tangy new sausage also sparked a feud between Berlin and Hamburg, with each claiming to have invented the dish.

In 1962 or 1963, VW butchers, amused by the Berlin-Hamburg dispute, decided to try making this newfangled wurst. After about six weeks of experimenting with different combinations of curry, spices, pork and beef, they had a sausage that workers loved.



One of the men working in the VW butcher shop at the time was an uncle of Mr. Labersweiler's. The man encouraged his nephew to take up the meat trade, noting it would be a good way to get a job with the car maker. After an apprenticeship with a local butcher, Mr. Labersweiler joined Volkswagen in 1967, at the age of 17. In 1976, he became a master butcher. In 2000, amid the mad-cow disease scare, he helped reformulate the recipe to use only pork.

Today the public can enjoy a grilled VW currywurst for the equivalent of \$2.88 at soccer games at Wolfsburg's VW Arena, or a plate of two wursts, smothered in spicy VW ketchup, at the restaurant at Autostadt, the plant's theme park for car enthusiasts and customers. Another option is Autostadt's Ritz-Carlton hotel, which features VW currywurst on its room-service menu.

Next year, the butcher shop will install additional equipment needed to obtain a European Union license to export currywurst to VW plants in Spain, Portugal, Belgium, the Czech Republic and other countries.

VW regularly hears from stores and grocery chains interested in carrying its currywurst, but the company puts the brakes on those ideas. VW's corporate chef, Nils Potthast, says VW probably could do a good business selling its wurst in stores. But, he adds frankly, "From a corporate image standpoint, I'm not sure it makes sense to have the VW name on a meat product."

Mr. Potthast was hired two years ago to add tastier and healthier food to cafeteria menus. Currywurst is such a favorite among employees that he started to experiment with new variations, like the soup. He's nearly done with the currywurst spread but is still tinkering to get the color just right. "It's not red enough," he says.

Top management supports the effort and sees no reason to outsource sausage production. Indeed, VW currywurst is often served at board meetings. At one gathering last year, the brass sampled the new currywurst soup, which was served in espresso cups. Currywurst, says Chief Financial Officer Hans-Dieter Poetsch, "is part of VW culture."

The currywurst recipe is actually one of the company's most closely guarded trade secrets, known only to Mr. Labersweiler and three or four others. Even Mr. Potthast, the chef, is out of the loop, although a local company that provides VW's mix of spices is in on the secret. "They've signed a nondisclosure agreement," Mr. Labersweiler says. "The main ingredients are curry and pork. I can't say any more than that."

Mr. Labersweiler is willing to say one of the secrets is keeping the sausage relatively lean. "The fat content is only 25% to 30%," he says, shouting over the roar of a stainless-steel meat grinder. "Your average wurst is 50% fat or more." Another key is fresh ingredients. Four days a week, VW receives a shipment of two tonnes of pork, which is almost immediately fed into the grinders. "We use the just-in-time method," Mr. Labersweiler explains. "No preservatives or filler. Everything we get, we turn into wurst that day."

One part of VW isn't clamoring for more currywurst: Audi AG, the premium car division, in Bavaria. Audi has a butcher shop of its own that makes its weisswurst, a mild Bavarian specialty made of pork, veal and milk.

Asked which is better, Mr. Potthast says you can't compare them. He prefers weisswurst before noon with sweet mustard and a beer. Currywurst

is good any time of the day, with lots of ketchup of course, he says.

"They're totally different products," Mr. Labersweiler adds. "It's not like comparing a McDonald's hamburger and a Burger King hamburger."

The Wall Street Journal



German Car Show, Sunday 29 April.

Glancing through the classic car ads in the SMH, I noticed an ad for the "German Classic Car Display" at the Concordia German Club at Tempe.



So off I went. Not expecting too much, but what a surprise. About 30 cars turned up, ranging from a magnificent Grosser Mercedes 600 to the humble Goggomobil (yes the Dart). A very nice racing Porsche replica drew lots of attention as did a couple of NSU Ro80s.



Volkswagens were represented by two Karmann Ghias (Types 1 and 3), Joe's convertible Beetle and my Superbeetle. A rear engined Mazda



360 2 seater turned up with the NSUs and Messerschmitts of the Micro Car Club. It was stripped ready for painting and carried no identifying badges. The owner passed it off as a Heinkel. A very rare car indeed.

The cars were displayed in the car park and attracted a steady flow of people all day.



The highlight of the day for me was the free lunch provided to those displaying cars, in my case a huge pork knuckle.

Chatting to the president of the Club, he hopes to make it a regular event, so watch out for next year.

Ken Davis



Berri Show Day, Sunday 6 May.

The exhibitors and visitors to the "Blast from the Past 2007" at Berry NSW on Sunday 6th May were greeted by blue skies and warm weather.



The venue was the Great Southern Hotel car-park which is a perfect location, plenty of room for the cars and close to all main street amenities.



A wide range of vehicles were on display including a number of really good older Kombis, well presented early Beetles as well as a number of Type 3s and other Volkswagen models.



There was a lot of discussion on the merits of various vehicles as well as a lot of friendly advice on various technical topics.

The monthly Berry markets were also being held on the day so there was an opportunity to pick up a bargain.



Congratulations to the Shoalhaven Volkswagen Club for an event that enjoyed by all and supported a good cause, the Shoalhaven Patient Transport Service.

Robert Tozer



Morpeth Pit Stop Cruz, Sunday 27 May.

It was Sunday the 27th May and a glorious day for the 2nd annual Pit stop VW Cruz in the Hunter Valley.

VW enthusiasts Ian & Rose, a husband and wife team who are the proprietors of the mechanical shop at East Maitland, put together a great show of cars.

The cruise commenced in Newcastle at 9.30 am and met up with other Sydney, Nelson Bay and Central coast drivers at the end of the F3 at Beresfield. I arrived in my bus just after 10am, with 6 VW owners already getting to know each other.



The aim of the day was to keep VW enthusiasts and their interest in the Hunter Valley going.

We left the F3 shortly after 10.30am with Rose in her red oval bug leading the way, followed by about 15 VWs. Ian followed the pack and was videoing the journey as he passed us along the New England Hwy at Ashtonfield (hands free of course!)



15 minutes later we arrived at Ian & Rose's workshop which is situated at the Caltex Service station at East Maitland.

There we were met by other VW owners, all in total there was about 30 VW's in attendance. This display included a variety of cars, including three two Type 3s (Notch, Fastback & Wagon), one T4 Transporter, 4 Kombis (2 Microbuses, Bay Ute, & Bay Camper) and also a variety of Beetles from oval to a '75 model.



After some more getting to know each other my Bus was put onto the hoist for a front end grease with the aid of my son Timothy, including an inspection by all present (I will need a new master cylinder soon!)



I met up with Bob Wells, a Club VW Sydney member who owns the best looking '63 model Beetle I ever seen. Bob has offered to write a future article for the club on VW Memorabilia, and we look forward to this.

Not long after the barbeque was cranked up and snags were looking and smelling good.

Shortly after 1pm most continued the convoy to Morpeth for coffee, and some shopping in the village which is well known for its ginger beer, fudge, honey tasting and sour dough bread shop, which also I understand have Kombi delivery van. and not to mention all the “nick knack” shops.

A big thanks to Ian and Rose for the day. They wish also to thank all the attendees including Greg and Glen for helping with the barbecue, the suppliers of their gift bags- Wynn’s products, Auto Pro Maitland, Classic Vee Dub & Vintage VW in Sydney.

<http://youtube.com/watch?v=SBz1AZ-9tAy>

See you all next year!
Tony Bezzina

The Toy Department.



The kombi Ute has to be a real classic variation to the VW Kombi range.

Depending on where you are in the world its title varies. For example in Australia we commonly call them Utes; in the UK they are called Pick ups,



but the US anything that carries a load is usually called a truck.

I recall how frequently Bay Window Utes and Dual-cabs frequently turned up for service at Lanock Motors at Camperdown. If only we knew how rare they would be today, and where have they all gone?

In this edition of the Toy Department I have featured some real classic Kombi Utes from various parts of the world and the image speaks for itself.



Lastly for the VW model collector who has everything, there is this 1/63 scale Swarovski Crystal 22 caret gold plated Samba bus.

It is delicately made (if I can use that description) and is very light in weight. It has a total of 6 crystals the size of 5-cent pieces. No, you won't find this at K Mart, but you may have some success finding it through online selling. Expect to pay about \$40 - \$50 AU.

Tony Bezzina
Kbezzina@bigpond.com.

Volkswagen family sales in Australia.

Do you remember the history of VW's subsidiary car companies? In 1965 Volkswagen bought Auto Union from Mercedes and renamed them 'Audi'. In 1969 VW bought NSU, and merged them with Audi to form a division called 'Audi-NSU-Auto Union'. In 1985 this was simply renamed to Audi AG. They remain fully owned by Volkswagen.

The old Auto Union had been an amalgam of four old German car companies. Wanderer had been formed in 1885, Horch in 1899, DKW in 1904 and Audi in 1910. They existed separately until 1932. Wanderer made sensible 4 and 6-cylinder family cars; Horch made expensive, luxury 8 and 12-cylinder limousines and sports cars; DKW made inexpensive two-stroke cars and millions of motorcycles, while Audi made similar cars to Wanderer that were a little bit sportier.

Financial troubles across all four makers led to negotiations, and in 1932 they merged under the Auto Union name. Each division continued to make their own cars in the same way as before. Only the famous Grand Prix cars carried the name 'Auto Union'. After making motorbikes, cars and trucks during the war, the Zwickau-based Auto Union was kaput when Germany surrendered. Everything in eastern Germany was lost to the Russians (the later Trabant was based on an early DKW design).

DKW was restarted in West Germany in 1949, but the Horch, Wanderer and Audi nameplates were not. DKW made motorbikes, small cars and vans in the 1950s and were bought by Daimler Benz in 1958. Volkswagen bought them in turn in 1965. VW kept making the small DKW sedans until 1966, when a new, modern range of water-cooled, four-stroke front-drive cars was introduced. VW then retired the DKW badge and renamed the division 'Audi', reviving the badge not used since WW2.

NSU started even earlier, way back in 1873, when they made bicycles, motorbikes and later small cars. They were the world's largest motorcycle maker during the 1950s but had switched over completely to cars by 1963. NSU built the world's first wankel rotary car, the Sport Prinz in 1959, and the revolutionary Ro80 in 1967. This caused big financial troubles, and VW took

them over in 1969. VW took NSU's conventional model and sold it as the VW K70 in Europe.

So how many of these early VW family members have been sold in Australia? It is impossible to say for sure. Certainly DKW cars and motorbikes were sold in Australia during the 1920s and 1930s, as were NSU motorbikes. Baron Klaus von Oertzen, who later helped set up Volkswagen in Australia and South Africa in the 1950s, was the Australian DKW agent in the 1930s. There are surviving Audis, Wanderers and Horches in museums, notably in Adelaide and Fremantle, bought by wealthier buyers of the time.

However, Australian sales figures from the 1920s and 1930s are not available. The Federal Chamber of Automotive Industries has kept records of Australian automobile sales only since 1939, and semi-detailed sales histories only since 1948. The FCAI's yearbooks begin in 1959, with the Black and White Data Book starting only in 1990 and VFACTS in 1997.

This is still a good period of time, and by examining all these old publications we can look at exactly how many VWs, Audis, NSUs and so on have been sold in Australia. I will be giving you all this info in a series of articles over the next few issues – and it's quite interesting.

To start us off, let's see how many VW subsidiaries (now dead) have been sold here, at least since 1948.

Australian DKW sales:

1948	1
1949	0
1950	1
1951	0
1952	0
1953	0
1954	1
1955	0
1956	1
1957	1
1958	1
1959	4
1960	2
1961	0
1962	0
1963	0
1964	4

Total: 18

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DKWs were distributed in Australia by Eric Moore Pty Ltd of 80-82 Wentworth Ave. Sydney, a motorcycle dealer who also sold bikes by DKW, Ariel, Royal and Enfield. This site is now a derelict office building, but still recognisable as former motorbike sales shop. The early DKW cars would have been two-cylinder two-stroke F89 sedans, rather than the larger three-cylinder two-stroke Type F91 and F93 models. The F89 shown was a development of the pre-war DKW F7.



In 1959 the DKW Junior appeared (above). It would be nice to know exactly what model DKWs were sold here, but the FCAI's data is not that specific. DKW also sold some Munga 4WD off-road vehicles here, but they were classed as commercial or armed forces vehicles and do not appear in the FCAI's data. The DKW name was not used after 1966.

Australian NSU sales:

1959	8
1960	77
1961	151
1962	238
1963	127
1964	107
1965	52
1966	29
1967	0
1968	0

1969	49
1970	70
1971	34
1972	12
1973	25
1974	1

Total: 980



In the pre-VW days, Hazel and Moore Industries Pty Ltd. of 36-38 Campbell St. Sydney distributed NSUs in Australia. They were another motorcycle company, also selling Triumph, Norton, Panther and Indian bikes. This dealership is long gone, and now the site of the gaming room of the Chamberlain Hotel. The access laneway next door is still there. The NSUs in the early 1960s would have been the little Prinz, Prinz 4 and Prinz 1000 models, in the years before VW owned them.



After 1969, the VW importers LNC Industries imported the Ro80, so all NSUs sold here from 1969 (120 of them) were Ro80s. The model ended in 1977 in Europe (as did the NSU name), but LNC did not import the Ro80 into Australia after 1973.

Australian Skoda Sales:

1949	18
1950	1,029
1951	992
1952	83
1953	111

Club Veedub. Die Legende wird nicht sterben.

1954	142
1955	202
1956	104
1957	176
1958	340
1959	292
1960	366
1961	280
1962	282
1963	293
1964	220
1965	181
1966	136
1967	111
1968	67
1969	34
1970	54
1971	14
1972	2
1973	0
1974	9
1975	83

Total: 5,459

Skoda is a car maker from the Czech republic (formerly Czechoslovakia, and before that the Austro-Hungarian Empire) that began as a bicycle works in 1895 before moving on to motorbikes in 1899 and cars in 1905. They made trucks for the German forces in both World Wars, and when the communists took over the company was nationalised. They made tough, reliable cars of 1950s/60s design right up until 1987, when a new range of Bertone-designed cars with modern engines was introduced. The fall of communism in 1990 prompted the government to privatise its industries, and they chose to sell off Skoda. Volkswagen bought the concern in 1991 and Skoda



became another VW division, like Audi and SEAT. Modern Skodas are based on VW designs – the Octavia has a Passat platform and the Fabia is based on the Polo.

The above listing is probably of academic interest, as VW did not own Skoda when they were sold here. In those days the distributor was Halifax Motors of 102 William Street in Sydney. The models sold then were the Skoda 1200/1201, the Skoda Octavia and the Skoda MB1000. The FCAI's figures don't list Skoda separately after 1975, but tiny numbers of additional Skodas may have been sold here up to 1987. If so, the FCAI would have included them under 'Others'.

In March 2007 VW Group Australia announced that Skoda would be reintroduced to Australia, with the Octavia and Roomster to be displayed at the Sydney Motor Show in October. The models will go on sale in 2008 through a range of 15 new Skoda-only showrooms attached to existing Volkswagen dealerships. VW is hopeful that a successful Skoda will not impact on VW sales. We shall see.

Australian SEAT Sales:

	Ibiza	Cordoba	Toledo	TOTAL
1994	15	5	0	20
1995	778	948	133	1,859
1996	239	583	153	975
1997	4	358	4	366
1998	14	55	6	75
1999	56	168	42	266

Total 1,106 2,117 338 3,561

SEAT is Spanish car company that was founded in 1950 as a subsidiary of Fiat, but with a substantial ownership share by Spanish dictator General Francisco Franco. SEAT stands for *Sociedad Española de Automóviles de Turismo* (Spanish Corporation of Touring Cars), and should be pronounced "SEH-aht."

SEAT made Spanish copies of Fiat 600s and Pandas under licence until 1981, when Fiat decided to withdraw from the arrangement. A new SEAT Ronda in 1982 was based on the Fiat Ritmo without Fiat's consent, which sparked legal action. The Spanish government looked for another partner and Volkswagen signed on in 1982. Volkswagen became a majority shareholder in 1986, then finally 100% owner of SEAT in 1990.

Like Skoda, modern SEATs are based on VW platforms. The Ibiza hatch is based on the Polo, as is the booted Cordoba, and the larger semi-booted hatch-tail Toledo is based on the Golf. The small SEAT Altea people-mover is based on the Golf Plus/Touran platform, and the larger SEAT Alhambra is based on the VW Sharan. The previous VW Caddy small panel van was actually a badge-engineered SEAT Inca.



The then-VW distributors TKM Automotive attempted to introduce SEATs in Australia in 1994 as a sort of cheaper VW, but they did not have the resources or the commitment to maintain the brand on our market. After the initial enthusiasm wore off, sales declined. When Volkswagen Group Australia was formed in 2000, SEAT sales were discontinued. VWGA has stated a number of times, most recently in March 2007, that there are no plans to reintroduce them. Attempts to introduce SEATs to the US and Canadian markets have also failed, but they are popular in Europe and the Middle East.

Next month – all Audi sales in Australia, from 1967 to the present day.

Phil Matthews

A blonde's year in review.

January:

I took my new scarf back to the store because it was too tight.

February:

I got fired from my job at the chemist shop because I didn't print the labels on medicine bottles. Helloooo! The bottles won't fit in the printer.

March:

I lost the breaststroke swimming championship because the other swimmers cheated. I found out they used their arms.

April:

I was out shopping and got trapped for 3 hours on the escalator when the power went out.

May:

I tried to make some Aeroplane Jelly and the instructions are wrong. 8 cups of hot water won't fit into that little packet.

June:

I wanted to go water skiing on the Georges River, but there was no chairlift and the river didn't have enough downhill slope.

July:

I got really excited when I finished my jigsaw puzzle in only six months. The box said 'From 2 to 4 years'.

August:

Bad day. I got locked out of my Golf Cabriolet when I left the keys inside. Then it rained and because the top was down, the inside filled with water.

September:

I played trivia at the pub, but I think some of the answers are wrong. I thought the capital of Pakistan was 'P'.

October:

At work I had to sit in a tree with my briefcase for the whole day. I hate it when I have to fill in as a branch manager.

November:

I went to Queensland to visit Movie World but had to turn around and drive home. The sign said 'MOVIE WORLD – LEFT'.

December:

My Christmas turkey was ruined by the dumb cooking instructions. It said to cook for 1 hour per kilogram, and I weigh 45.

Thanks to Ray Pleydon



The Wolfsburg VW factory. How big is it?

Volkswagen's home town is Wolfsburg, in northern Germany. The famous Volkswagen factory dominates the town. It is the largest automobile factory in the world.

The Wolfsburg VW plant covers an area of some 7.8 million square metres. How big is that? 780 hectares; 1,928 acres. A square with each side being 2,795 metres.

The factory frontage along the Mittelland Canal measures 1,500 metres between the multi-storey administration building and the four-stack power station. More than 65,000 people and 3,000 robots work there, producing more than 4,000 finished Golfs, Jettas and Polos every day, as well as an additional 1,000 CKD vehicle packs for assembly in Belgium or the former Yugoslavia.

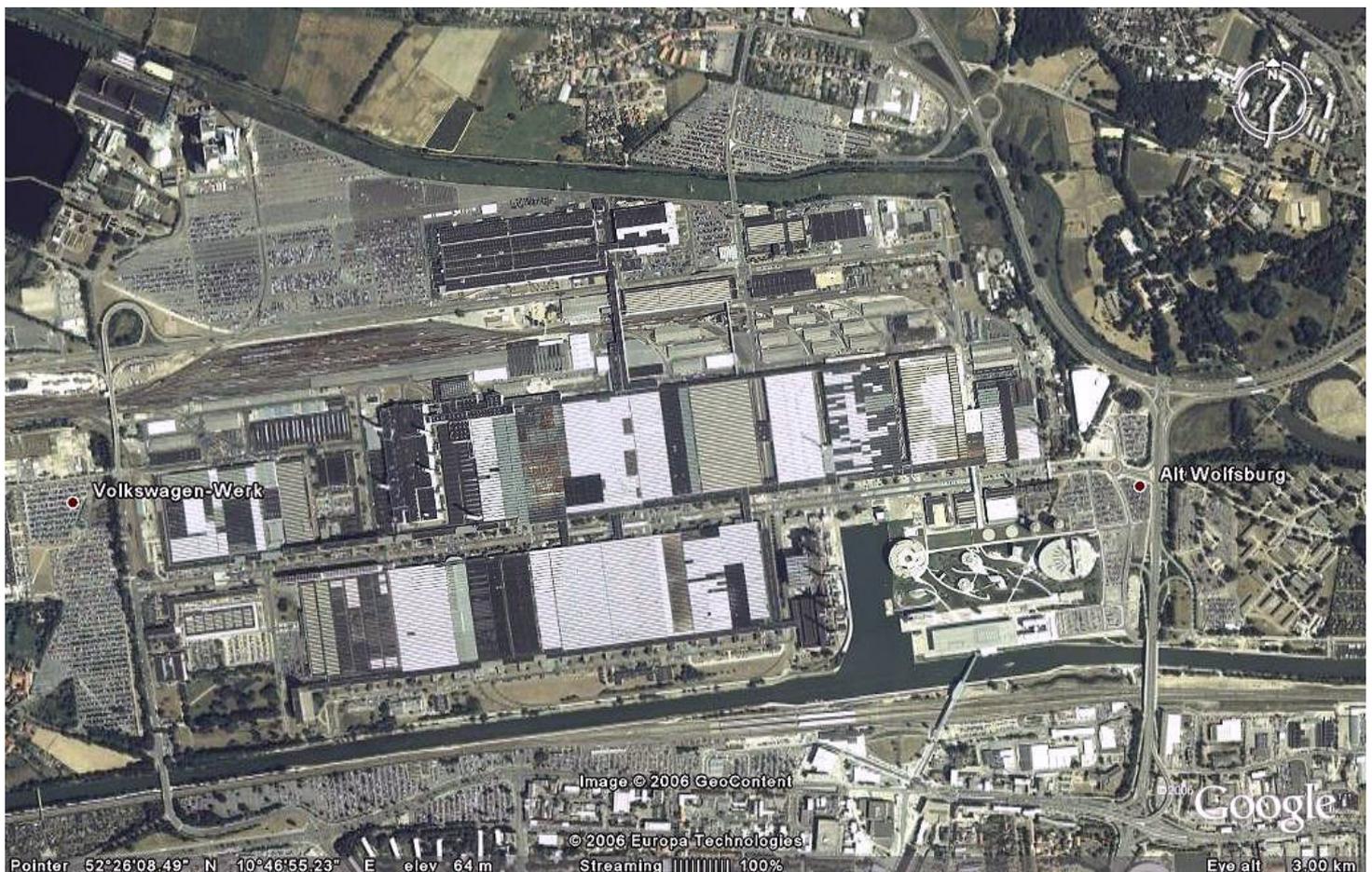
The raw materials for these cars arrives every day on some 250 railway wagons and 300 long-distance semi-trailer trucks. Fuel oil and coal is shipped via the Mittellandkanal, and natural gas is piped in. The factory power stations generate 665MW, all the electrical power for both the plant and the nearby town of Wolfsburg.

The press shop occupies 290,000 square metres, where 300 large presses process 2,000 tonnes of sheet steel every day. Some presses are as tall as a four-storey and exert a force of 2,000 tonnes of pressure. A complete Golf side panel can be manufactured in 6 seconds.

VW's highly automated, computer-controlled assembly process is done without human intervention. A traditional assembly line no longer exists; the individual assemblies are put together in separate stations by robots, to an accuracy of 0.05mm. A power unit is assembled from separate engine, gearbox, suspension, steering and sub-assembly stations. Robots install the entire assembly into the body shell in 15 seconds.

Each work sequence is computer controlled and subject to a 100% check.

The factory has a local traffic system to cope with the enormous output. There is a 70km road network, 36km of which is roofed over, serviced by 150 trucks and 450 fork lifts. Under the hall roofs is a conveyor chain system 230km in length for transporting assemblies. 85% of the finished cars are transported by rail, 15 trains each day, each one loaded with up to 250 vehicles. An additional 12 trains leave Wolfsburg each day carrying supplies, materials and assemblies for



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other VW plants in Europe. The whole factory has 1,200 wagons coming and going every day.

The latest edition to the Wolfsburg plant is the Autostadt. This is VW's new visitor centre, which can be seen in the photo beside the canal harbour. The Autostadt features VW museum, and special pavilions for each manufacturer in the Volkswagen Group - VW, Audi, SEAT, Skoda, Lamborghini and Bentley. There is a customer centre where German customers can pick up new cars and take a tour through the enormous factory. There is a guide to the evolution of roads and cinema in a large sphere. It is also home to the biggest glass doors in the world and the longest printed walking line. The line starts from outside Wolfsburg and travels through Autostadt to a point on a farm. It is about 6.5km long.

The Autostadt has a 4WD demonstration track, a children's electric car track with little VW Beetles, and two large cinemas. There are many multi-media and hands-on display units for the visitor. There are two 60m-tall glass silos for VW storage before being picked up by their new owners - after a complementary meal, tour and show. Autostadt was opened in 2000 and is visited by 1.2 million people every year.

So that's VW's factory at Wolfsburg. But how can we imagine its size if we've never been?

Here is where the wonders of Google Earth come in. Bottom left is a shot of the Wolfsburg factory. It has been taken at a standard reference height of 3km, which is high enough to fit the whole thing in. The Mittellandkanal is at bottom, with the factory in three wide rows above, and the smaller Allerkanal at the top.

You can see the huge factory buildings, the long canal frontage, the extensive railway sidings and the hundreds of VWs parked in the storage areas, particularly at the top.

The administration building is at the bottom left of the factory, and the power station is at the bottom right. The four chimneys are 125m tall - you can just see the shadows. The canal harbour is next door and the new Autostadt is opposite.

Now, below is a shot of Sydney taken at the same height of 3km. It shows an area we should all know - north Bankstown and Yagoona. At the centre-top you can see the oval-shaped greyhound track, with our club meeting place, the Greyhound Club, just below. Rookwood Road runs straight down the middle to where it curves as it crosses the Hume Highway at the old water tower. The large covered shape is the Sydney Water Potts Hill Reservoir No2.

These photos are the same scale!



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 recently watched a video on U-tube that showed a 'race' between a Mitsubishi Evo and an old Audi quattro. Anyway, the Evo won, beating the Audi. Is this real? I thought the Audi quattro was the best rally car.

R.C., Ashcroft

The clip you are referring to comes from the UK TV show Fifth Gear, from several seasons ago. The male and female presenters race one another over three laps of the Ty Croes circuit on the isle of Anglesey. Vicki drives a Mitsubishi Lancer Evo VI GSR, while Tiff Needell drives the awesome short-wheelbase Sport quattro that had been developed for Group B rally homologation in 1984. The Audi beats the Evo off the line and blasts away to lead for half a lap, but somehow the Evo then reels it in and passes. Both presenters resort to cheating to attempt to stay ahead, but they make out that the Evo is faster. It's not a serious race but merely a demonstration. The 1999 Evo VI had a 1997cc DOHC 4-cylinder turbo engine with waterspray intercooler, producing 206kW and 373Nm in road trim. It weighed 1280kg and did 0-100km/h in 5.1 seconds. The 1984 Audi Sport quattro had a 2133cc DOHC 20v 5-cylinder turbo engine, producing 228kW and 350Nm. It weighed 1298kg and did 0-100km/h in 4.5 seconds. Group A racing Evos produce 240kW, but full-on Group B Sport quattros made 450kW! With equal drivers, the Audi would be the faster of the two. See the 3:10 clip at www.youtube.com/watch?v=6eFqRvYPIpl

Club Veedub Crossword.

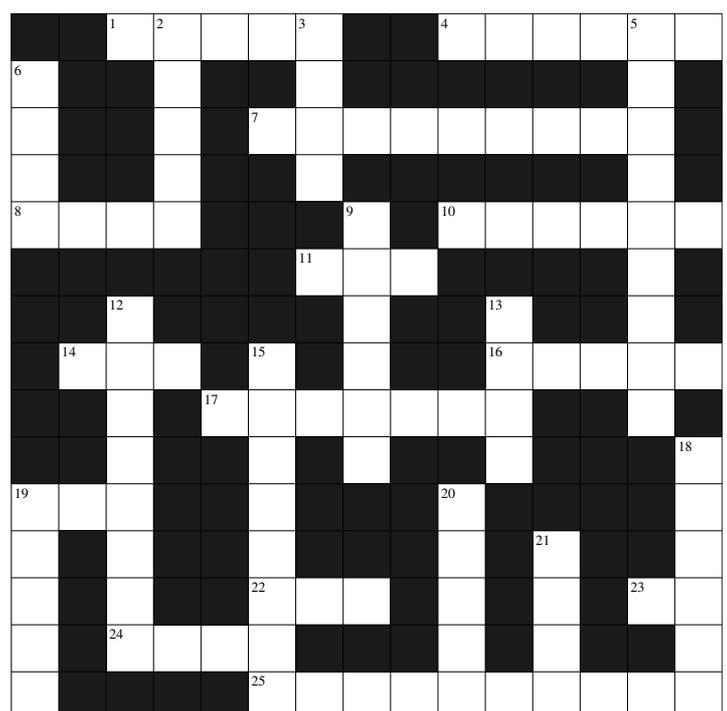
Across:

1. Porsche's grandson, Ferdinand led Audi and was VW's Chairman from 1993-2002
4. What the Americans call a spanner
7. VW Type 2 pickup with two rows of seats
8. The slightly larger MPV version of the Golf 5 is called the Golf ...?

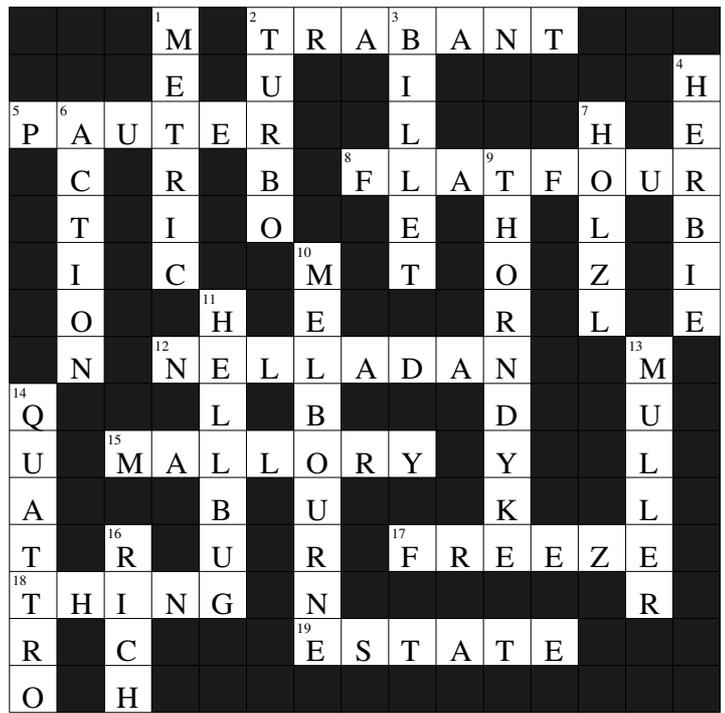
10. The American name for the VW Golf
11. Early 1950s VWs had a steering box design that was worm and ...?
14. The importer of the first two VWs to the USA in 1949 was a Dutchman named Ben ...?
16. The VW factory in Northern Germany that makes VWs for export
17. Name used in China for the locally-made Shanghai VW B6 Passat
19. Brazilian-made entry-level VW, named after the Brazilian word for 'goal'
22. A former Audi model name, now used for the very smallest VW available in Europe
23. The larger, front-engined VW commercial vehicle series that first appeared in 1975
24. The type of automatic transmission fitted to some VW Beetles
25. A former German NSU factory that is now owned by Audi

Down:

2. An Audi-designed VW 4x4 from 1979
3. Australian cars would have a bonnet, but an American car would have a ... ?
5. Factory VW with a convertible top
6. The Americans call it a oil pan, but we would call it a ...?
9. Famous US-made supercharger kit for early Beetles
12. VWs won this trial in 1956, '57 and '58
13. In England it would be a quarterlight, but here it is a kind of window



15. We call it kerosene, but the English call it ...?
18. The later Austerity-model Beetle
19. The name used in Argentina for the booted version of the VW Gol small car
20. The name used for the Brazilian VW Brasilia when it was made from kits in Nigeria
21. A giant German tank of WW2, designed by Professor Porsche



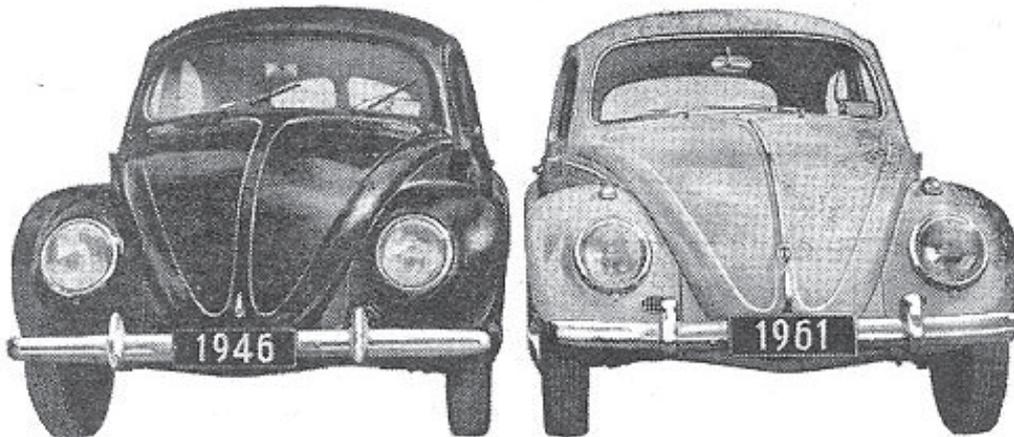
Created with EclipseCrossword - www.eclipsecrossword.com

Overdue Library Books.

Would the following members please return their **overdue** Club books to the librarian, Simon Matthews, at the June meeting:

Terry Mason – borrowed book 118 (Beetle & Transporter) on 18 January 2007.

Australia's oldest Volkswagen—and the newest...



can you tell the difference?

A couple of months ago a search was made for the oldest Volkswagen in Australia. It was found in a town in Northern Victoria—a 1946 model, still running as reliably as ever after more than 105,000 miles.

When you see it side by side with Australia's newest Volkswagen (just off the line) you can spot certain differences if you know what to look for. The rear window on the new one is larger. The bumpers are heftier.

The turn indicators and door handles are different. Windscreen washers and blinker lights have been added.

But that's about all you'll see.

The important changes are the ones you can't see. Actually, every part has changed since 1946, but most of the new parts fit any older model.

New ways are continually being found to make the Volkswagen work better and last longer. But not one change has made a VW obsolete—which is why Volkswagen's age is its own secret—and yours.

Buying a Volkswagen is a good long-term investment. Just how long, nobody knows, because the first VW's made have not worn out yet.



*A product of Volkswagen
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See your nearby authorized VW agent—arrange a free test-drive today!

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Vollkommen Art	Vic (03) 9543 7804
VWA Driver Australia	1300 559 045
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