

Zeitschrift



Bill Daws' VW Type 182.

September 2007

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Golf GTI vs the rest
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Club Veedub Sydney.

www.clubvw.org.au

A member of the Council of Motor Clubs.



Club Veedub Sydney Committee 2007-08.

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General Committee:

Zoran Milvica	Ron Kirby
Ken Davis	Grace Rosch
Belinda Godfrey	Shirley Pleydon
Ray Pleydon	Brian Van Der Killey
Mike Said	Danny McFaddyn

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.

It's on again!

Boris' VW Picnic Day & Swap Meet 2007

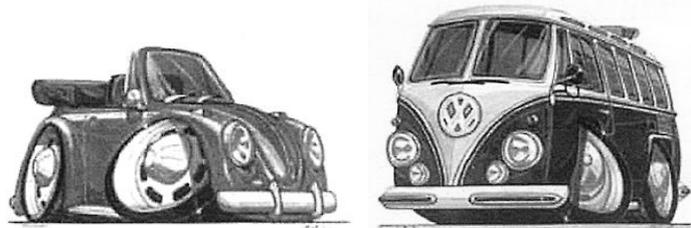
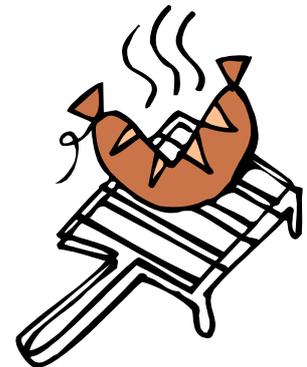
***** NEW VENUE THIS YEAR *****

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

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

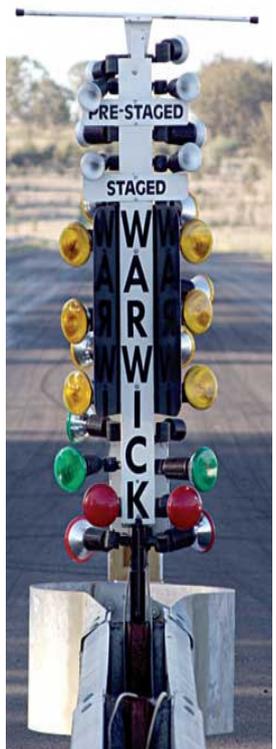
Enter via Malua St and the end of Sandringham Street at the south end of the park. Stop right beside the sea shore.

- 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!



Presented by Club Veedub Sydney

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



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.



Oktober-Fest 2007



205 Adams Rd Luddenham (UBD Map Reference 224 A15) with the gates opening at 10am. FREE parking and admission.



It's on again, the Hubertus Country Club's Oktober-Fest!

Oom Pah Pah band, strong-arm competitions, local and German beer on tap in a glass Oktober-Fest Bier Stein, German food and market stalls, plus lots of rides for the kids. Club Veedub display. So bring along your family, lederhosen and an appetite for German music, food and of course ... BEER!

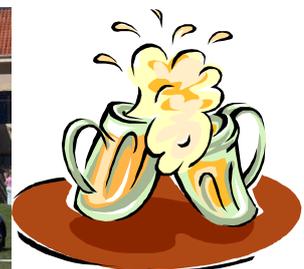
Trophies sponsored by the Hubertus Country Club



Whilst you'll be welcome there all long weekend, Club Veedub will be set up there on Sunday 30 September. Watch for the Yellow Arrow after you go through the gate.

For general information on the Hubertus Country Club or their Oktober-Fest, call (02) 4773-4444. Otherwise, email/call Raymond at sales@clubvw.org.au - 0408 207228

We'll see you there! Prosit!





Canberra VW Weekend

13 - 14 October 2007

Visit the capital and bring your VeeDub !

**Saturday
13 October**

- Afternoon VW cruise through Canberra
- BBQ (follows cruise)

**Sunday
14 October**

- 'German Autofest' Show and Shine
- Rond Terraces, C'wealth Park, Canberra
- Trophies to be awarded

- Details to be placed on Canberra website closer to the event -

More information available at:
www.classicvw.net/german_autofest

**Club VeeDub
Sydney Inc.**



The legend never dies

Canberra Chapter

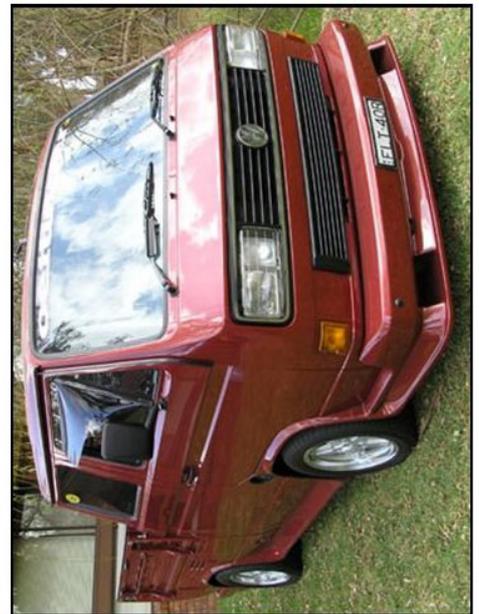


Flat Four Vee-Dub Club of Sydney proudly presents
The Premier VW Indoor Event

THE ALL VW SHOOTOUT

4th November 2007

The Michael Wendon Centre, 62 Cabramatta Avenue, Miller



Entrants, sponsors and dealers
can contact:
Murray 02-9618-2205 (ah)
or e-mail: info@flatfour.org

Further info and pre-entry forms
will be posted on:
www.flatfour.org
and
<http://forums.aussieeedubbers.com>

Von dem Herrn Präsident.

Gooday there everyone. I hope you've had an enjoyable winter, but now that spring is here you can start working again in the garage on your favourite project. Xmas is fast approaching, so if you want Santa to bring you something special, then make sure you order it now to avoid the Xmas rush. I hate Xmas shopping, so get along to your local Volkswagen shop and ask for a credit voucher, what a great gift idea.

Our last event, the CMC day at Eastern Creek Raceway, was well attended. We normally ask for ten tickets, which sometimes go very fast. I had a few enquiries from members about attending the show and entering their car. You need a ticket for this; however you may attend as a spectator, and pay the \$ 5.00 entry fee. Looks like next year we will have to up the number of entry tickets to 15 or so.

I believe I missed a great weekend up at Sawtell, with around 150 or so cars attending the 2nd Bi Annual event. Maybe next time; too many VW activities and project cars for me at the moment.

This month's event will be Boris' Picnic Day, held on Sunday 23rd September, from 8.30 am till all the snags are gone. So if you want to get rid of any old VW stuff you have lying around, please bring it along for the swap meet. We need volunteers for the BBQ and gate keeping for 1 hour stints during the day, so please come along and lend a hand. Please NOTE the new venue, Cook Park, Ramsgate/ Dolls Point, right on Botany Bay.

Other events on this month include our own Club October Fest at the Hubertus Club, Warwick Drag Weekend Qld and the Old Bar Kombi Weekend.

The Canberra VW and German Auto fest weekend, October 13th and 14th, is also fast approaching, so make sure you book accommodation if you intend staying there on the Saturday night.

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

Don't forget the committee and magazine pack meetings are held on the 2nd Thursday of each month at the Greyhound Club, everyone is welcome to attend; don't be shy. It's a fun night.

Précis of Committee and General meetings:- Boris Picnic Day, Flat Four VW Shootout, Canberra German weekend, Warwick Drag Weekend, October Fest, Old Bar Kombi Weekend

Keepon Kruzin,

David Birchall



Kanberra Kapitelreport.

Hi all! Spring has sprung in the capital, and that only means one thing - our German Autofest is around the corner! Are you coming? The ad is in the magazine and we'd love to see you. Don't forget that this is also the last day of Floriade - the annual Canberra display of flowers and Spring, and it is held right next to the Autofest site. Bring the family along, check out the cars, then stroll through Floriade.

During the month we had a Hot Chocolate Run (12 August), apart from some logistical encounters the day went well. But we were down on numbers, where are the local members? Thanks to those who came along, we hope you had an enjoyable day. The drive to Yass was good and the hot chocolate went down very well on what turned out to be a windy afternoon. We had a quantity of water-cooled Dubs, a number of Beetles and 2 Kombis. Out of these cars, which ones were pulled up by the local constabulary in Yass? Our 'Herbie' lookalike, and the Kombi; not the fastest cars in the fleet.

We are now up and running with Concessional Registration in ACT ('historic rego') and as I type this we are working on our first submittal. This means that members who use older VWs purely for club events can register their cars with cheaper registration. There are a number of rules and requirements that go with this, our chapter registrar can let you know more. Contact Ian via email: ian.schaffierius@defence.gov.au. You can also learn more about the scheme at www.rego.act.gov.au/registrations/regovvhmotors.htm.

We also want to get more email contacts for the local members, so that we can keep in better contact about upcoming events and such. If you want your email address added, contact me at phantoms1@dodo.com.au.

Our committee held local position elections at our AGM last week, and all current office-bearers were voted back in. Anyone from the Dubbing community is able to come to our meetings, they are held on the last Monday of each month, 7.30pm at the Wig and Pen (pub) in Civic. We're searching for a better location but as yet haven't found anything that suits our needs, so at the Wig and Pen we stay.

Upcoming Canberra events: The German Autofest: Cruise and BBQ 13 Oct, Autofest 14 Oct. Marques In The Park - 25 Nov. Happy Dubbing to you all, start planning now for Autofest! Bruce



Klub Kalender.

September.

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 4.

Monday 24th:- CMC General Meeting at 8pm, Wests AFL Club, Croydon Park.

Monday 24th:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

Sunday 30th:- Oktoberfest 2007 at the Hubertus Country Club, Adams Rd Luddenham, from 10am. Club Veedub display. German food and drink. Fun for all the family! See 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 5.

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).

Saturday 13th & Sunday 14th:- German AutoFest in Canberra. See page 7.

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 28th:- Convoy to Highlands Motor Fest at Chevalier College, Bowral. Combined Club Veedub/ Flat Four cruise and show. Lots of show cars, country fair and rides for the kids. \$10 show entry. Contact Bill for more info.

Monday 29th:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

November.

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

Sunday 4th:- VW Shootout 2007 at the Michael Wendon Centre, Miller. Proudly presented by Flat Four VW Club. Contact Murray on 9618 2205 for more information, or see page 8.

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.

Monday 26th:- CMC General Meeting at 8pm, Wests AFL Club, Croydon Park.

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

December.

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 CHRISTMAS PARTY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Join us for the last get-together of the year! We will provide the Xmas food and drinks. We ask everyone to bring a wrapped \$5 present for the lucky Xmas raffle. Lots of fun, all welcome. 8:00pm start.

Monday 24th:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

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.

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: 1954-61, 1963, 1965, 1967-68, 1970-72, 1974, 1978-81, 1983-89, 1992, 1999-2001. If you have one from any of these years, please let me know, or bring a copy to a club meeting . Phone Phil, 0412 786339.
PS - thanks to everyone who has helped so far.

For Sale:- 1968 Type 3 Notchback, 1600 twin-port, twin-carb motor, 12-volt electrics. Front discs, rear drums. CD player. February rego. Good daily driver or project car! Some spares with vehicle. Contact Anthony on (02) 4390 9715 or 0412 751 146.

For Sale:- 1982 Audi 80 diesel, manual, 40 mpg, alloys, power steering, metallic red, front and rear spoilers, low milage since engine rebuild, 6 months' registration and RWC cert. Registration Vic SKT-245 Contact Phil on 03 9435 3081.

For Sale:- 1969 Type 3 Notchback, detailed rear trunk and engine, lowered, tinted windows, Kenwood

CD player, new paint & interior, Porsche 914 wheels, reconditioned gearbox, new battery fitted. First place at recent VW Nationals, excellent mechanical condition, asking \$9750.00 ONO please contact 0402270949 or 02 49 58 6625

For Sale:- 1961 VW Beetle, reconditioned 1600 engine, 6 volt, manual transmission. Always garaged, registration to March 08, many spare parts supplied, ideal for restoration. asking \$2000.00 ONO, please contact Andrew on 9520 5257

Car, trailer and driver for hire. Based in Orange will collect & deliver any VOLKSWAGENS to & from the the Central West of NSW to you. Salvage your dream, or rescue your Dub. Vehicles fully insured and awaiting your call. Contact Peter:
Mob: 0419-016-392 Macdub@activ8.net.au

For Sale:- 1958 Volkswagen Beetle, a great car, perfect for the enthusiast. Brand new 70 mm whitewall rags, new West Coast Metric rubbers, trims & carpet. She is still 6-Volt with all the original electrics working. Original Wolfsburg badges, weather shield, hoodlining, seats & door trims. She runs & drives beautifully for a car that is turning 50 next year. Loves an outing or two & still gets plenty of notice wherever she goes. All reasonable offers considered. Reg HEY-988, exp Oct 2007. Location is Singleton, NSW. Phone Damien, Mobile Phone 0428262444, Home Phone 02 65732189

For Sale:- 1973 Beetle, \$11,000 ONO. Reg till December 07. FO5335. original 46,000 km. This 1973 Beetle is in concours condition. 1300 motor has been converted to 1600 by the previous owner, a VW mechanic in Hobart. Disk brakes on front. Goes like a dream. All original upholstery like new. We added new carpet for our own comfort and new roof lining, has other enhancements. Faultless. No Rust. Needs to go to someone who appreciates its collectable quality. We are the third owners, having bought the car from our mechanic who knew the previous owners. All original paper work. Third Owner. . Come to beautiful Tassie for this dream Beetle - you won't be disappointed. It will be a star at the VW Nationals! Call Joy (Vehicle near HOBART) Ph 03 6229 2419 or 0405 266156.

For Sale:- 1958 Beetle project unfinished, painted in BMW Boston Green, undriven brand new Stan Pobjoy 1916 cc engine, with twin kadrons fitted and detailed engine bay, adjustable front end, new floor pan halves fitted, IRS rear end , disc brake front end, autometer gauges, fully polished Fuchs wheels 8" rear and 6 inch fronts, respectively, sound system fitted,

needs upholstery and windscreens fitted. Spent \$24K so far, asking \$14K all up. Receipts available, contact Darrel on 02 9627 5342 or 0414 275 404

For Sale:- 1966 Split Screen Kombi. Body has some rust but is better than average, original condition - never been modified in any way. Has 1200 engine fitted, all original glass and fittings complete. Good restorer. Car located in Coffs Harbour area. \$6,500 ono Ph. 0266492135

For Sale:- 1970 Volkswagen Beetle, low mileage, always garaged, in the family since new, not driven for a period of ten years, this car is in excellent original condition and never involved in a major accident, white in colour, interior in excellent condition. 12 months registration, new tyres. Will accept the first realistic offer. Contact Beverley on 9545 4638

For Sale:- Trekker/Thing (VW 182 - Factory RHD) 1976. Featured in August's copy of Zeitschrift. Body off restoration completed and is in excellent original condition. Stainless exhaust, new upholstery, new carpets, new paint (Toga White). The Trekker is fitted with an approved accessory (VW-A) removable hard-top (same colour as the body) which is extremely rare, rebuilt 1600 tp motor, Becker "Bavaria" radio/tape installed, original spare fuel can (fits inside the spare wheel), fitted flashing light pole (no light) as well as an original radio antenna (Telefunken). The car can be viewed at the German Car Fest in Canberra in October. Price \$25K (firm) Phone Peter on 043 9491564 (mob.) or 02 62824673 (H).

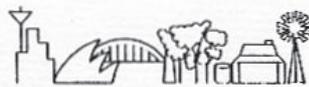
For Sale:- 1974 Volkswagen L model Super Beetle, 1600L much loved, Immaculate interior, beautifully restored car no rust or panel damage, ivory, white in colour, registered till September 2008 Phone Naomi on 02 49 34 5730 asking \$7950.00

2nd Month Ads.

For Sale:- 1977 VW Kombi, green in colour. 7-seater, but roof-lining and interior panels only in front. Windows all around. Body very straight, little bit of nose rust. 2-litre twin-carb motor. 2 months' rego. \$3800 ONO. Phone David and Linda (02) 9817 3119.

For Sale:- 1976 Golf Mk I, 4 speed, white- brown interior, almost like a new car, very well cared for, original papers, books & receipts. A really nice original car with some minor upgrades such as GT grille console, wheel arches, rear spoiler, V.W. polo rims with near new tyres. This would make a great practical Club Car. Many spares go with car including set of rims & body panels. Only 62,000 genuine kilometres.

Trades and services directory.



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Selling because I want to buy an early model Golf convertible OR would consider a swap for the right vehicle, have you got one? Asking \$7,500 (Oberon, NSW) Please phone Ed Cook 0418692518 or (02) 63361468.

For Sale:- 1967 Type 3 Notchback, semi restored, 12V front disc brake conversion, Feb 2008 rego QSZ-877, 1600 cc twin carb engine, mechanically sound. No rust or panel damage, just needs a tidy up, some spares included asking \$2750.00 ono, Contact Anthony on 0412 751 146 or 02 43 90 9715

For Sale:- 1969 Kombi, almost free to a good home, not registered, hence this price, currently set up as a windowed panel van, but is a true kombi, has some rust in edges of subframe, great engine gearbox brakes etc Going overseas asking \$1700.00 ono contact Robert on 0427 643 480 or 02 44 64 3480

For Sale:- 1956 Oval Window VW Beetle. Beautifully restored and cared for 1956 VW Oval Window Beetle. Documented history of restoration. Body-off restoration completed by previous owner. Restoration documentation includes full set of restoration photos and receipts. Original owners manual. 1200cc engine replaced with chromed 1600cc engine. Front brakes converted to disc and seat belts fitted. All work covered by NSW Engineering certificate issued on purchase in September 2003. Copy of full NRMA inspection report from 2000. Only 10,000 miles in last 4 years. Engine number AD 323671. Converted to 12 volt. Fully restored very original interior with parcel shelf and perspex visors. Original flip out trafficators in working order. Box of odd spare parts. 4 speed manual, rear drive, 4 cylinder petrol carburettor 1600cc Registration Number YCU43B \$13,950 Contact Details: Sarah Mobile: 0402 469 695, Home: 02 6296 1980

1964 Karmann Ghia Type 34. Rego expires April 2008. Good condition, new headliner. carbs recently refurbished, runs very well. Located in Sydney. \$10,000. Call Rory on mob 0409757953 or email rorybrooks@hotmail.com.

Wanted to buy. Car trailer in good condition everything must work. Twin axle preferred, not too heavy. Call Ray, 0419 200 517.

For Sale:- 1975 VW Superbug, excellent condition inside and out. Registration till March 2008. 1776 cc engine, runs on unleaded, custom Aero Guards, early headlight conversion, fully restored with new handbrake cables, fuel lines and breather hoses, KYB front struts, Cofap rear shocks, This vehicle is in

excellent condition with no rust, fully serviced by VW specialist all receipts available, sports alloy wheels and custom red and white interior, no expense spared restoration, asking \$8900.00 ONO contact Penelope on 0422 284 330

Cover Car: Bill Daws' Type 182.

We have had a couple of VW Type 182s on the cover recently, so I thought it was time to add mine!

The car is a 1971 VW thing, restored in Queensland by Russell Ebeling and Lance Barlow over a three year period starting around 1988.

The car featured in the June/July 1992 issue of VW Power. I have a copy of the article, all records of the restoration, the original manuals, sales brochures, receipts and basically any piece of literature that was around at the time, its a great record of the heritage of the vehicle.

The Thing is completely standard and was restored to original specifications. No expense has been spared in the restoration. The only non-standard features on the car is that it currently has BRMs fitted but I have the original Thing wheels in storage and it has high backed seats in the front and the upholstery has cloth inserts for comfort. It has a number of interesting features on the car such as an Eberpascher BN4 petrol powered heater and an era aftermarket accessory - a 12 volt arc welder that runs off an alternator in the engine bay, something everyone needs.

I am the third owner of the car since its restoration and have only needed to do minor maintenance work to keep it in its current pristine condition. Since the car was restored it has done little more than 10,000 km and has always been garaged. It's a fun car to drive, particularly in summer when you can cruise with the top down. A four door convertible is a great feature, especially when you have two growing boys.

Whilst a VW thing may not be everyone's 'cup of tea', it is a very versatile vehicle and stands out in the crowd. At this year's NRMA Motorfest I had an old German gent come up to me and say that it was a great Kubelwagen and that he had driven one when he was in the Afrika Corps. He complained that the Aussies and Poms kept stealing them because they were so reliable. I tried to set him straight, that it wasn't a Kubelwagen and was made in 1971 but he would not hear of it.

Whilst some may think it looks like a garden shed on wheels, it certainly is a cut above the country buggy, and with so few examples in Australia I am very pleased to have such a car at my disposal and

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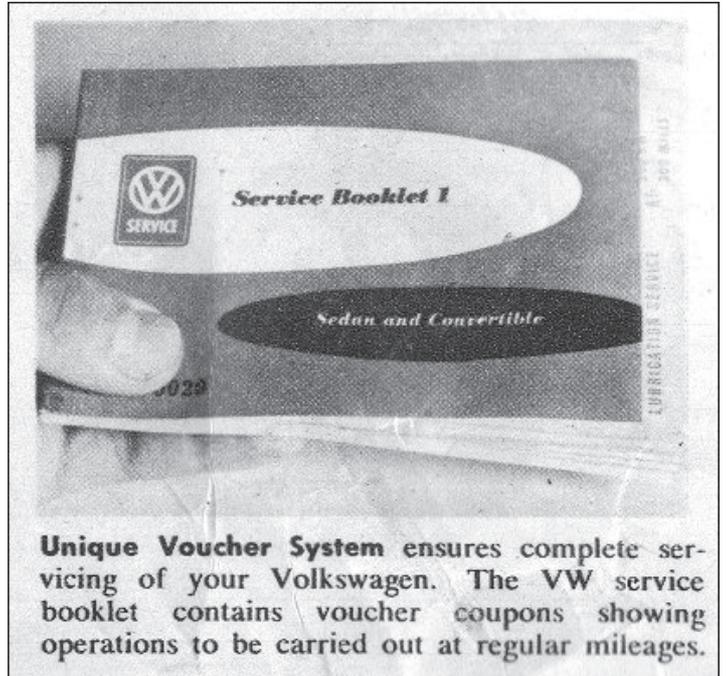
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wish to thank Bob Hickman for both getting me interested in VW Things and in helping me to find such a great example.

*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.
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Updated VW Touareg.

Such a shame most Volkswagen Touaregs will never be challenged by anything tougher than a car-park speed hump, because they're certainly happy to handle a bit of rough stuff if asked.

Taking the just-revised SUV along the rocky ridges and potholed dirt of Tugalong Station, in the rugged Southern Highlands, reminded us of the Touareg's ability.



With the full-time four-wheel-drive system switched over to low range, it made easy work of an outcrop-littered track, with hill descent and hill-holding systems cutting in automatically to prevent nerve-racking run-ons going down the steep slopes.

Even in the higher ranges it had little trouble with most surfaces.

A new addition to the big SUV's battery of technology is ABSplus, which VW says can shorten braking distances considerably. Their graphs showed at 100km/h you can reduce the 114 m stopping distance on sand to 94 m. On gravel, 92 m is cut to 77 m and on dry grass, 73 m shrinks to 64 m.

We didn't get the tape measure out but a couple of hard anchors on dirt piled up a noticeable 'wedge' in front of the tyres in pretty short time.

The other big news under the skin is a new rollover sensor system that deploys the side and head airbags to give occupants a cushioned landing. This system, which has helped the SUV to a five-star crash rating in Europe, is a handy bit of reassurance.

Because, despite the Touareg's capable grip, its hefty weight - 2 to 2.5 tonnes depending on variant - and high centre of gravity can be felt should you attempt to flick it around too vigorously.

But over rutted dirt the solid suspension is barely unsettled, beginning to bounce only when we encountered badly potholed sections, while its firmness offered surprisingly good cornering.

The two new pieces of technology soak up quite a few of the 2300 new parts VW says it has put into the revised Touareg, and most of the others are

also under the skin, with the few visual clues being a vastly more stylish front end, some handsome additions to the alloy footwear, and a number of interior style changes.

There are four power trains, three of them turbo-diesels: a 2.5-litre 128 kW/400 Nm five-cylinder, a 3.0-litre 165 kW/500 Nm V6 and 5.0-litre 230 kW/750 Nm V10. As the V8 has now been discontinued, the sole petrol option is the 206 kW/360 Nm 3.6-litre V6 that, like the 3.0 TDI, is shared with Audi's more expensive Q7.

A couple of hours of city and highway running was eaten up by the V10, which showed startlingly good fuel economy of just over 10 litres per 100km average at the end, a good 2 litres better than VW's official figure.

This might have been our favourite of the power trains, especially if we wanted to tow something - the QE2, perhaps - although you notice the weight penalty of almost 500 kg over the petrol version.

On the highway, there was a large amount of tyre roar in places but, otherwise, the Touareg cabin was hushed, and even at extremely high speeds there wasn't much in the way of wind rush. But there are some disappointing quality niggles if you look closely at things, like the uneven fitting of wood grain inserts. This is an oddity when you consider that the Touareg comes from the same factory in Slovakia (and shares the same platform and drive trains) as the substantially more expensive Porsche Cayenne and Audi Q7.

The Touareg, however, has a five-star rating in NCAP testing as opposed to the Q7's four.

The VW's cabin is comfortable and well laid out, though, with the revised seats offering more side bolstering, although still feeling a bit too flat on the squab. You sit high and with good visibility, but the Touareg is big. It's huge, in fact, and there's little sense of where even its front corners are. Somewhere across the state border most of the time, we suspected.

Standard across the range, the six-speed tiptronic auto with manual mode and sports function is



the sole transmission choice. It's particularly suited to the 3.0 TDI, a power plant that so distinguishes the various Audis that it graces.

Introduced to the Touareg range last year alongside the 3.6 FSIs, this model remains the pick of the range, unless you have sufficient bucks and bombast to get yourself the V10 TDI behemoth.

Buyers would be smart to go for the \$5,480 sat-nav/reversing-camera option, which has guides on a real-time image to ease you into place. Other new options include chrome roof rails, high-end audio and two-colour Nappa leather.

VW has kept the prices unchanged - the diesels are \$64,990, \$74,990 and \$121,990, and the petrol version sits at \$74,990.

If this tactic is margin-impinging, it's also necessary because the one ability the Touareg hasn't showed yet is in grabbing sales.

It sold 953 in 2004, its first year here, but after initial interest was soaked up it dwindled down to around 500 for each of the next two years.

Volkswagen Australia managing director Jutta Dierks says the main problem with the Touareg has been with timing.

"There was nothing wrong with the Touareg," she says. "But if the brand isn't visible, it is difficult... and we had just 0.9 per cent market share three years ago. I'm convinced you have to have the right timing, and we are very visible now with 2.7 per cent market share."



But with Touareg lagging at number 12 in a segment that sold more than 18,000 last year, she believes the timing is right for Volkswagen's big SUV to move up a few spots.

And there are few objective reasons why it shouldn't do so in 2007.

Karla Pincott, *The Daily Telegraph*

New VW CrossTouran.

Volkswagen has released a new member of the 'Cross' family – the CrossTouran. The practical, lifestyle oriented crossover model joins the CrossPolo and CrossGolf versions on the European market.



The CrossTouran meets the demands for driving fun, a high level of product quality and an attractive price-performance ratio. For the European market launch the CrossTouran will be available with three gasoline-powered engines and three TDIs with output ranging from 75 to 125 kW. The 125 kW TSI Twincharger with standard DSG is a highlight.

On the exterior numerous modifications distinguish the CrossTouran from the classical Touran design. The silver anodized roof railing with black mount harmonizes with the 'matte chrome' look of the new front spoiler. All other body features of the all-around protection (bumper lower sections, side running boards, wheel arches, side protective trim) consist of robust, high-quality black-grained carbon-fibre. The CrossTouran has lettering directly above the side trims. The wing mirror casings and the hatchback handle is painted to match the body colour.

17-inch diameter by 6.5-inch alloy wheels on 215/50 tyres in front and 8-inch wide alloy wheels



on 235/45 tires in back underscore the road holding of the CrossTouran and fill out the wheel arches enclosed by the robust extensions. The extensions merge with the side running boards, which extend up into the doors and give the car an extremely solid and powerful character.

In order to gain the extra 12 mm of ground clearance the CrossTouran was equipped with a modified version of the rough-track chassis that is optional for this series.

The name "Cross" represents an independent product brand like "GTI" or "R" with a specific design as well as an equipment range specially developed for the CrossTouran. Features include the "Climatic" air-conditioning system, power windows in the front and back as well as height-adjustable comfort seats with lumbar support in front.

10 Years of Volkswagen Side Airbags.

Airbags save lives. Exactly ten years ago Volkswagen first expanded their safety package, then consisting of driver and passenger airbags, to include side airbags. Integrated into the backrests of the front seats, these new airbags first provided protection from dangerous side impacts in the Passat. Since then, Volkswagen has built more than 12 million cars with side airbags, thus contributing enormously to the triumph of this safety technology.



A side impact, which occurs in 25 – 30% of accidents in Germany, presents an extremely difficult situation for automotive engineers. In contrast to the frontal impact, the vehicle body and restraint systems must process the force of a side impact via a short deformation path – and in a very short time. And that is only possible with innovative technologies.

In order to provide optimum passenger protection, Volkswagen employs a state-of-the-art, multiply redundant sensor system. In the Golf, for example, sensors that react to changes in air pressure are located centrally in the front door boxes. There

are also acceleration sensors in the front fenders and the rear doors (the latter in models with rear side airbags and belt tighteners). Another acceleration sensor is located on the central tunnel below the cockpit; it checks the signals from the external sensors and is coupled to the airbag controller.

The controller decides whether the side airbag needs to be activated. If they do, a complex procedure starts with unparalleled speed. The ignition is triggered in just six milliseconds: a targeted jolt of current sent by the controller begins melting a fuse in the gas generator. The resulting heat activates a detonator. The airbag itself, about the size of two pieces of cake when folded together, is located in the backrest and thus always in the optimum position for the passenger.

The chemical reaction activated by the ignition of the detonator generates a gas composed primarily of nitrogen, water vapour and carbon dioxide. The gas exits the generator at supersonic speed and fills the 12-litre side airbag, whose outer skin is made of special, highly tear-resistant nylon. The airbag shoots through the rip-seam in the upholstery at over 100 km/h and forms a protective pillow in front of the door panelling. The Volkswagen side airbags cover the passenger's entire upper body from pelvis region to head.

All of this happens unbelievably fast. A human blink lasts 100 milliseconds; in a side impact at 50 km/h, everything that counts happens much faster. The side airbag is completely unfolded just twenty milliseconds after the impact starts. And the passenger plunges into the air pillow in just another 20 milliseconds. The passenger's weight forces the gas out through an opening in the fabric in less than a second, giving the passenger a relatively soft landing. The belt tightener, which was also activated upon impact, stabilises the upper body.

The side airbags have undergone constant improvement in the past ten years. In the Passat, for example, the forces that act on the passengers' abdominal region are now 25% lower than in the previous Passat generation – and only a quarter of the maximum allowed in Europe. Safe and sound.

VW reveals cleanest-ever TDI engine.

Volkswagen has unveiled the cleanest-ever TDI engine. First test drives demonstrate the high potential of Volkswagen technology to reduce nitrogen oxide emissions. In the VW Jetta a new 2.0-litre Common Rail diesel engine with nitrogen oxide reservoir catalytic converter was used. This complies with the Californian standard 'Tier 2 / Bin 5'. These



requirements are considered the most stringent worldwide. The first production run of the Clean TDI with nitrogen oxide post-treatment system will be made during 2008 for the USA.

The central theme is the reduction of nitrogen oxide. The engineers in Wolfsburg reached this goal through internal development of the motor and the use of new emission post-treatment technology. The result: up to 90% less nitrogen oxide (NOx) emissions.

This drastic reduction was necessary in order to comply with the 'Tier 2 / Bin 5' norm, which applies to California and four other states in the northeast of America (Massachusetts, New York, Vermont and Maine). This norm limits nitrogen oxide emissions to 70mg per mile. In order to comply with this standard, completely new emission - treatment technology was necessary. Volkswagen has thus developed two systems connected to the oxidation catalytic converter and the particle filter in the exhaust system.

New NOx reservoir catalytic converter technology is currently being tested for models below the Passat class. Nitrogen oxide is absorbed like a sponge, leading to a high level of efficiency. As with the particle filter, the system is regularly cleaned without the driver noticing. To do this, the engine management system changes operation modes for a few seconds.

Larger and heavier models feature the Selective Catalytic Reduction (SCR) catalytic converter. The central element is an aqueous solution such as AdBlue, which is transported in an additional tank made from stainless steel or plastic. 32.5% of this solution is comprised of urea, and is continuously injected into the exhaust system in front of the SCR catalytic converter using a metering valve. The dosage is made according to the gas emission stream.

The urea solution is finely atomised by a grille and is converted in hot exhaust gas into ammonia before it reaches the catalytic converter. The ammonia then reacts with the nitrogen oxide in the catalytic converter and separates it into nitrogen and water. Unlike pure ammonia, AdBlue solution is non-

toxic, odourless and biodegradable. Volkswagen intends to install the additional tank so that the car can be driven without main-tenance between two garage inspections - the garage simply refills the tank at the next scheduled inspection date. According to American regulations, the complete system must be fully functional for at least 150,000 miles.

Volkswagen is definitely the diesel pioneer in the USA – more than 800,000 diesel cars from Volkswagen have already been sold there.

500,000 New Beetles in USA.

Volkswagen of America, Inc. has announced that U.S. sales of the New Beetle have reached the half- million total. It was exactly nine years ago that the New Beetle made its worldwide debut at the North American International Auto Show in Detroit.

Excitement for Volkswagen's original Beetle remained strong in the United States during the 1960s through the end of its U.S. run in 1979. Like a true survivor, it only lay dormant until it returned to the scene as an evolution of the original. When the New Beetle was introduced in 1998, it took America by storm, and today passion for the iconic vehicle remains strong. In contrast, it took nearly thirteen years for the original Beetle to accomplish what the New Beetle did in nine – a half-million units sold.



Originally shown as the Concept 1 at the 1994 North American International Auto Show, the New Beetle's profile and classic elements satisfied America's desire for a design that was fresh and unique. When it entered the market in 1998, sales quickly exceeded the anticipated 50,000 units. It reinvigorated Volkswagen's performance in the U.S. market, and helped rejuvenate sales across Volkswagen's entire range of products.

With New Beetle sales came a resurgence of the Bug in US popular culture: From the return of the "punch buggy" game to the 2005 movie Herbie:

Fully Loaded, the New Beetle is truly a modern cultural phenomenon. New Beetle owners coordinate "Bug Ins" and attend an annual celebration in Roswell, New Mexico, home of the alleged alien sighting.

Volkswagen continues to modify the New Beetle lineup to meet customer demand, offering a turbo version in 1999 and a convertible model in 2003. In 2005, the New Beetle was refreshed with a more dynamic new shape, giving it a stronger, slightly more aggressive and masculine appearance. Volkswagen also gave the US New Beetle an all-new 2.5-litre petrol engine that delivers 112 kW.

For 2007, VwoA is once again offering a Triple White New Beetle convertible. And since the Beetle was always known for its tremendous value, Volkswagen will offer a limited number of New Beetles starting at US\$16,490.

RHD Polo BlueMotion now available.

The BlueMotion tag represents the most efficient and economical vehicle in each of Volkswagen's car ranges. Making its debut on the Polo, the BlueMotion brand has now expanded with the release of the Passat BlueMotion. Applied to the Polo, BlueMotion comprises modifications to an already efficient diesel engine mated to a low kerb weight, improved aerodynamics and longer gearing. The result is an official fuel consumption figure of only 3.9 L/100km, a potential range in excess of 1,125 km and a mere 102 g/km of CO₂.



The Polo BlueMotion throws efficiency into sharp focus. At its heart is an advanced 60 kW 1.4-litre, three-cylinder TDI engine fitted with electronically controlled, high-pressure direct injection. A variable geometry turbocharger is added to provide high levels of torque from just above idling speeds, and to improve response. The modifications

increase the engine's output and overall efficiency to allow greater performance while simultaneously using less fuel.

Continuing the theme are the Polo BlueMotion's external modifications. Evolved through work in the VW wind tunnel, the unique alterations improve aerodynamic efficiency. A unique front bumper sits below a re-designed grille section to reduce drag. At the rear a pronounced spoiler mounted on the trailing edge of the rear window smoothes airflow further. Finally, a set of 14-inch 'Jerez' lightweight alloy wheels sit at each corner fitted with 165/70 tyres that reduce rolling resistance. In total the Polo BlueMotion weighs only 1,084 kg.

The weight-saving measures don't come at the expense of safety or comfort. The Polo BlueMotion is fitted with twin front and side airbags for the driver and front seat passenger, ABS with brake assist and ISOFIX preparation as standard. Fresh, colourful new fabrics and finishes unique to the Polo BlueMotion join the cool blue interior lighting to help distance it further from the standard Polo. A multifunction computer behind a chunky four-spoke steering wheel intersects the simple, concise dials. Speed sensitive power steering and central locking are joined by a radio CD player.

Despite its keen focus on efficiency the Polo BlueMotion remains a usable everyday car. It will accelerate from 0 to 100km/h in 12.8 seconds and reach a maximum of 175 km/h, all while returning an official 102 g/km of CO₂ and a potential combined fuel consumption figure of only 3.9L/100km. By virtue of its 45-litre fuel tank the Polo BlueMotion has a potential range in excess of 1,125km, making a trip from Sydney to Melbourne or Brisbane possible using only a single tank of diesel.

The Polo BlueMotion is set to arrive in the UK this summer with prices due to be announced closer to launch. No plans for Australian launch have been announced as yet.

VW Fahrenheit GTI.

Volkswagen of America, Inc. has announced that the exclusive Fahrenheit GTI has arrived at dealerships. This uniquely styled, high performance hatchback is available to only 1200 lucky customers. The Fahrenheit GTI distinguishes itself from others in the lineup with its electrifying orange exterior colour that is sure to turn heads. Each distinctive vehicle includes "Fahrenheit" badging and a unique vehicle number displayed on a three-spoke perforated leather steering wheel. This special edition also boasts a European sport-tuned suspension; 18-inch alloy wheels; leather top sport heated seats; a sunroof; Fahrenheit orange interior accent trim; Fahrenheit



orange stitching on the floor mats, DSG™ boot, brake handle and steering wheel; and optional Sirius Satellite Radio. This special edition GTI is priced at an affordable US\$27,665 and is only available with the advanced automatic DSG transmission.

Little Miss Sunshine.

It crashes through barriers in a truly heroic manner, and not even a broken clutch can stop it. The reliable Volkswagen Kombi is the seventh member of the quirky yet heart-warming Hoover family of the successful comedy 'Little Miss Sunshine' (Twentieth Century Fox). The independently made road movie has proven to be unstoppable itself. About one year after being presented to the public at the 2006 Sundance Film Festival "Little Miss Sunshine" - which stars Australian Toni Collette - has become stunningly successful at the most recent movie award ceremonies.

Touching emotions and an endearing kind of humour make this comedy about a bunch of losers a real winner: So far 'Little Miss Sunshine' has been the surprise success of this year's Hollywood awards. 'Little Miss Sunshine' had snagged up four Academy Award nominations: Best Picture, Best Original Screenplay, Best Supporting Actress (for ten-year-old Abigail Breslin) and Best Supporting Actor (Alan Arkin). The movie went on to win two Oscars, for Best Supporting Actor and Best Original Screenplay.

Leading up to the most recognized movie award this wonderful comedy has already piled up an amazing number of nominations and awards from all over Hollywood. Two Golden Globe nominations from the Hollywood Foreign Press Association have

been followed by the Best Picture Award of the Producers Guild Of America, and the award for the best original screenplay at the Writers Guild Awards for Michael Arndt. Only recently the Screen Actors Guild awarded the Hoover family with the trophy for the Best Cast. Actor Greg Kinnear later took the opportunity to point out his appreciation of the automotive member of the cast, when he said, "I'd like to thank the engineers at Volkswagen for making a beautiful vehicle back in 1975 that was so comfortable and so safe."

In the movie the six human Hoovers pile up in the 30-year-old Volkswagen bus to take the seven-year-old Olive (Abigail Breslin), who is dreaming of winning the "Little Miss Sunshine" contest, from Albuquerque/New Mexico to Redondo Beach/California. During their two-day road trip full of nutty adventures the six strange individuals grow into one strong and supportive union. The Volkswagen bus has a major role in the family building process, as its ongoing little problems require the family to stand together in order to move on.

In fact, Actor Steve Carrell (Frank) has fallen for the brave family vehicle because of its almost human faults. "I think that the bus is actually a real actor in this movie", said Carrell. Five identical VW Kombis were used during the production of Little Miss Sunshine.

On July 25, 2006 Fox Pictures invited VW bus owners to a screening of Little Miss Sunshine at Vineland Drive-In theatre in City of Industry, California. 65 VW buses were present at the event.

Little Miss Sunshine hasn't been the first movie appearance for the VW Bus. In fact, the loveable T2 has been successful in more than 80 movies to date. Among others the four-wheeled director's favourite has starred in Back to the Future (1985), The Delta Force (1986), Free Willy (1993), Almost Famous (2000), Charlie's Angels (2000), Spy Game (2001), Hulk (2003), and Scary Movie 4 (2006).



Australian VW Sales.

How many VWs have been sold in Australia? How many Beetles were sold in, say, 1971? How many split window Kombis were sold here? Is today's Golf selling as well as the Beetle once did? Which models sold well and which didn't?



Questions like this have been impossible to answer up to now. Some 'snapshot' pieces of info have surfaced from time to time, such as knowing that 1964 was VW's best year in Australia (so far). Often the occasional generalised sales figure pops up in old newspaper articles, or in old VW Australia press releases. I've seen Wheels magazine write "VW sold 260,000 Beetles in Australia" or "70,000 Kombis were sold in Australia". Are they right? Are they accurate? No one has ever made up a comprehensive, year-by-year Australian VW sales chart, simply because it's been too hard to find all the figures from wherever.

VW has had a disjointed corporate history in Australia. Volkswagen Australia Pty Ltd, then Volkswagen Australasia Ltd., ran the Melbourne manufacturing plant in the 1950s and 1960s until manufacturing ended in 1968. A major restructure took place and Sydney's LNC Industries gained the national VW franchise from 1968 to 1987. Ateco Holdings, followed by TKM, then Inchcape, all had the VW franchise from time to time. It wasn't until 2001 that VW Germany took over directly again. However, today's VW Group Australia does not have any old records of Australian sales from the '50s, '60s, '70s or '80s (I asked them). So where do you find the data?

Well, the Australian Bureau of Statistics collects data under their New Motor Vehicle Registrations Collection. They have unadjusted aggregates available from 1960; seasonally adjusted data from 1962 and trend estimated data from 1980. This is vehicle registration data, NOT vehicle sales. From 1960 to 1974 they published on a December year-end basis,

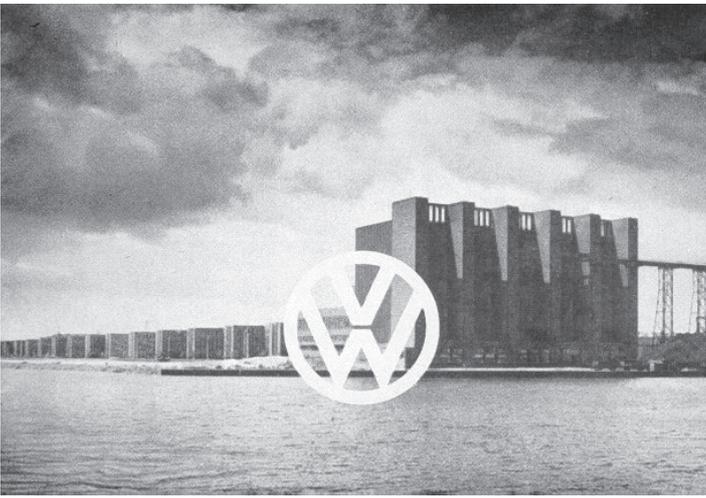
but switched to Financial Year basis in 1974/75. While make data is easily extracted, individual model data is not available after 1974/75. These documents can be browsed in the State Library of NSW.

More usefully, the Federal Chamber of Automotive Industries, assisted by the Australian Bureau of Statistics, have published detailed tables of Australian car and truck sales since the early 1950s. They published 11 editions of the Australian Automotive Yearbook between 1959 and 1970. The Australian Automotive Industry summary then followed, with 8 editions published irregularly between 1971 and 1988. The Black and White Data Book, published by Pedr Davis' Marque Publishing, replaced that in 1990. It's now published by Glass' Guide, and the 2007 issue will be the 18th edition.

Most of these publications can be viewed in the Mitchell Library and the NSW State Library stacks if you have enough patience, but Vol 7 (1981-85) of the AAI summary is not available in the NSW State Library, nor is it in the National Library in Canberra. After some considerable searching I eventually located a copy in the Australian Graduate School of Management library at the University of NSW, but being a corporate library I had to pay a fee to access the book.



Even once you've found the original data, what makes things more difficult is that the FCIA changes their category listings over the years. That causes annoying inconsistencies. For example, for many years Station Wagons were listed separately from Cars, and not included as 'Cars' in the totals. I have no way of knowing if 'VW Station Wagons' include Type 3 wagons, or Passat wagons, or whether they only mean Kombi Microbuses, or maybe both or all. Since the FCAI did NOT list Station Wagons as cars (until 1980/81), they included them in 'Commercial Vehicles'. Similarly, the VW Microbus was originally listed as a Light Truck, together with the panel vans and pickups. In 1993, the FCIA changed and included a 'People Mover' category under 'Cars', which now



includes the VW Caravelle, Multivan and Kombi Beach. There is no separation now for normal car station wagons. Fine, but you can't compare figures between the two eras.

Another example is that the Golf figures from 1990-93 aren't split into Golf and Cabriolet, but after that they are. The Golf VR6 is listed separately, but the Golf Diesel and Golf GTI aren't. Even today, there is no separation of diesel and petrol Golfs; they are just totalled under 'Golf.'

For many years 4x4s were included as Light Trucks, but now they have a separate 'SUV' category. The Touareg is included in that, as you'd expect, but there is no earlier separate listing for VW T3 Syncros or Tristars – they are just included as 'Transporters' in the Light Truck category. Similarly, there is no separate listing for Kombi pickups in the early '90s; they are just included as 'Transporters'. After 1993, there is a separate listing for Cab/Chassis. In the '60s there were separate listings for Kombi Ambulances, Utilities, Panel Vans, Trucks, Omnibuses, and 'Other'. This didn't last, and there is no consistency over time. The only thing we can do is simply total the 'VW Commercials' and leave it at that.

The worst limitation is that the FCAI used the manufacturers' exact model designations. I can easily total the number of VW 1200s sold over the years. I can easily work out how many VW 1300s, VW 1500s and VW 1600s were sold. BUT – VW sold both Beetles and Type 3s as VW 1500s. Same with the VW 1600 – it must include Super Beetles, Beetles and Type 3s, but there is no way to separate them. There is no separate data for the Country Buggy – it would be included with VW1200 or VW1300. Sadly, it is simply impossible to say exactly how many Beetles were sold, or how many Type 3s. When I totalled things up, I found that previously quoted figures such as '260,000 Beetles' actually included Type 3s. That is very unfortunate. Nowadays the FCAI is very specific in model sales, so at least we won't have the same problem knowing about Polos, Jettas, Caddys or

Touaregs. You'll have to keep the limitations of the original data in mind as we look over it.

In 2006, the car categories were Light, Small, Medium, Large, People Movers, Sports, Prestige and Luxury. For Light Trucks the categories are Buses, Vans, Cab/Chassis, 2x4, 4x4 and Trucks to 3.5-tonne. For Heavy Trucks the categories are To 7.5-tonne, To 15-tonne, 15-tonne and over, Buses 3.5-7.5 tonne, and 7.5-tonne and over. For 4WDs there is the SUV categories, which are divided into Compact, Medium, Large and Luxury. In years to come the categories may change again.

To see some of the recent data, go to <http://www.fcai.com.au/sales/>

One other point I must mention – the VW figures I am about to reveal do differ slightly from some previously published detailed figures for the 1960s, such as those in Rod and Lloyd Davies' excellent book *Volkswagen in Australia the Forgotten Story*. The reason is that Rod and Lloyd used copies of VW Australia's own production information that listed manufacturing totals – for example, 34,558 vehicles for 1964. However, VW Australia also produced cars and commercials for export to New Zealand, New Guinea, Malaysia, Fiji and other south Pacific countries, and these would be included in those production figures. The FCAI's figures, which I am using, include only Australian-sold, Australian-registered vehicles. Hence, my figure for 1964 is 31,419. Also, VW Australia's data ran out in 1968, while the FCAI's (mine) goes all the way.

For interest, I've extracted the data for the top ten selling car makers on the Australian market each year. This gives a fantastic historical perspective, and lets us see how our market has grown over the years, who the major players have been, and where Volkswagen has fitted into things. Note – these are CAR SALES only. They don't include commercial vehicles, or station wagons before 1982. I will tell you about VW's Commercial sales separately as we go.

Let's start at the beginning. I found data for 1939, the year the Second World War began, and long before Volkswagens were sold here. Who were the top sellers in Australia in 1939?

1939

The top ten Australian car sellers were Ford (11,399), Chevrolet (7,041), Vauxhall (6,355), Morris (3,620), Austin (3,436), Chrysler/Plymouth/De Soto (3,291), Standard (3,065), Dodge (2,187), Hillman (1,793) and Oldsmobile (1,633).

All American and British cars there.

We move on now to the early 1950s, and a post-war Australian market beginning to earn real money and ready to purchase new cars.

1953

The top ten Australian car sellers were Holden (33,611), Ford (24,035), Austin (9,635), Morris (9,396), Standard (4,638), Hillman (4,258), Vauxhall (3,512), Chevrolet (1,929), Humber (1,535) and Chrysler (1,499). We know that about 30 VWs were imported by Spencer Motors Melbourne and displayed in October 1953, but for the record the FCAI's official registration figures show **Volkswagen (0)** for 1953.

1954

Volkswagen sold 1,746 VW 1200 sedans, and 334 Transporters in its first year. **Total = 2,080 Volkswagen vehicles.**

The top ten Australian car sellers were Holden (39,492), Ford (28,640), Austin (14,914), Standard (12,429), Morris (10,863), Vauxhall (8,161), Hillman (6,133), Chrysler (3,006), Chevrolet (2,295) and Humber (2,232). Then came Dodge (2,207), Wolseley (1,969) and **Volkswagen (1,746)**. In its first year on the Australian car market, VW debuted in 13th position.

1955

VW sold 5,800 VW 1200s, and 1,513 Transporters. **Total = 7,313 Volkswagen vehicles.**

The top ten Australian car sellers were Holden (45,397), Ford (34,553), Morris (17,590), Austin (14,777), Standard (12,888), Vauxhall (8,954), Hillman (6,378), **Volkswagen (5,800)**, Plymouth (2,584) and Dodge (2,566). VW more than tripled its sales in its second year, growing by 232.2%. VW leapfrogged five other makers to move up to 8th place.

1956

VW sold 9,207 VW 1200s, and 3,032 Transporters. **Total = 12,239 Volkswagen vehicles.**

The top ten Australian car sellers were Holden (49,390), Ford (23,912), Morris (12,698), Austin (10,514), **Volkswagen (9,207)**, Standard (8,819), Vauxhall (6,288), Hillman (5,441), Plymouth (1,870) and Dodge (1,862). VW moved up to 5th place, overtaking Standard, Vauxhall and Hillman. All of the top sellers dropped in number except for Holden (up by 8.8%) and VW (up by 58.7%!)

1957

VW sold 10,379 VW 1200s, and 3,077 Transporters. **Total = 13,456 Volkswagen vehicles.**

The top ten Australian car sellers were Holden (62,079), Ford (22,094), Morris (14,442), Austin (10,867), **Volkswagen (10,379)**, Standard (5,579), Vauxhall (4,740), Hillman (4,568), Chrysler (2,341)

and Chevrolet (2,074). The top eight remained in the same order but VW's sales grew by another 12.7% and they were catching up with Austin.

1958

VW sold 13,755 VW 1200s, and 2,899 Transporters. **Total = 16,654 Volkswagen vehicles.**

The top ten were Holden (65,999), Ford (23,301), **Volkswagen (13,755)**, Morris (11,445), Austin (9,311), Vauxhall (6,445), Hillman (4,151), Standard (4,068), Simca (2,032) and Chrysler (1,802). Volkswagen grew by another 32.5% and moved up to 3rd place, passing Morris and Austin.



1959

VW sold 17,734 VW 1200s and 13 Karmann Ghias, making a total of 17,747 VW cars. VW also sold 3,255 Transporters. **Total = 21,002 Volkswagen vehicles.**

The top ten were Holden (62,785), Ford (23,546), **Volkswagen (17,747)**, Morris (11,626), Austin (9,778), Vauxhall (6,556), Hillman (4,945), Standard (4,353), Simca (3,477) and Chrysler (2,391). With the Karmann Ghia debuting, VW established itself in 3rd place, growing another 29.0%.

1960

VW sold 24,388 VW 1200s and 264 Karmann Ghias, making a total of 24,652 VW cars. VW also sold 3,945 Transporters. **Total = 28,597 Volkswagen vehicles.**

The top ten were Holden (66,799), Ford (31,129), **Volkswagen (24,652)**, Morris (12,668), Austin (10,617), Simca (7,746), Triumph (6,930), Hillman (6,679), Vauxhall (6,579) and Fiat (3,249). VW was clearly in 3rd place, after growing another 38.9% but Ford has also moved ahead thanks to the new Falcon. VW's Melbourne plant was now fully manufacturing Beetles, not just assembling them.

1961

VW sold 14,970 VW 1200s and 284 Karmann Ghias, making a total of 15,254 VW cars. VW also sold 2,549 Transporters. **Total = 17,803 Volkswagen vehicles.**

The top ten were Holden (58,710), Ford (24,154), **Volkswagen (15,254)**, Morris (11,583), Vauxhall (4,692), Austin (4,301), Triumph (4,300), Simca (3,456), Hillman (3,272) and Humber (1,428). The Australian economy suffered a major recession in 1961 and all the big car makers dropped. VW's car sales fell by 38.1% but they still hung on to 3rd place in the car market.

1962

VW sold 21,273 VW 1200s and 97 Karmann Ghias, making a total of 21,370 VW cars. VW also sold 3,234 Transporters. **Total = 24,604 Volkswagen vehicles.**

The top ten were Holden (72,801), Ford (35,456), Morris (25,787), **Volkswagen (21,370)**, Chrysler (9,407), Hillman (5,926), Vauxhall (5,611), Austin (5,370), Wolseley (3,169) and Simca (3,088). Even though the economy recovered and VW's car sales leapt by 40.1%, VW was overtaken by Morris and dropped to 4th place.

1963

VW introduced the 1500 Type 3 to the Australian market, and sold 2,444 of them. They sold 20,135 VW 1200s and 81 Karmann Ghias, making a total of 22,660 VW cars. VW also sold 4,408 Transporters. **Total = 27,068 Volkswagen vehicles.**

The top ten were Holden (82,649), Ford (37,369), Morris (30,657), **Volkswagen (22,660)**, Chrysler (15,085), Vauxhall (6,411), Hillman (4,985), Wolseley (3,978), Austin (3,653) and Fiat (3,237). VW consolidated and grew by another 6.0% but still remained in 4th place. Booming sales of the Mini pushed Morris up by 18.8% and they increased their lead over VW.

1964

VW sold 22,293 VW 1200s, 3,443 VW 1500s and 28 Karmann Ghias, for a total of 25,764 VW cars. VW also sold 5,655 Transporters. **Total = 31,419 Volkswagen vehicles.**

The top ten were Holden (79,855), Ford (38,105), Morris (36,039), **Volkswagen (25,764)**, Chrysler (19,815), Vauxhall (8,219), Hillman (7,958), Toyota (4,063), Datsun (3,758) and Fiat (2,884). VW's car sales increased by a further 13.7%. 1964's figure of 25,764 VW cars, and 31,419 vehicles altogether, remain Volkswagen's highest ever totals in Australia.



1965

VW sold 18,077 VW 1200s, 3,158 VW 1500s and 31 Karmann Ghias, for a total of 21,266 VW cars. VW also sold 4,311 VW Transporters. **Total = 25,577 Volkswagen vehicles.**

The top ten were Holden (76,252), Ford (45,102), Morris (35,574), Chrysler (24,932), **Volkswagen (21,266)**, Toyota (8,439), Vauxhall (8,282), Hillman (4,583), Isuzu (3,580) and Datsun (3,566). VW's car sales fell by 17.5% and they were overtaken by Chrysler to fall to 5th place.

1966

VW sold 3,869 VW 1200s, 7,738 VW 1300s, 1,220 VW 1500s, 2,465 VW 1600s and 5 Karmann Ghias, for a total of 15,297 VW cars. VW also sold 2,916 VW Transporters. **Total = 18,213 Volkswagen vehicles.**

The top ten were Holden (74,310), Ford (45,651), Morris (26,670), Chrysler (26,029), **Volkswagen (15,297)**, Toyota (12,263), Austin (10,435), Vauxhall (5,626), Hillman (4,435) and Datsun (3,570). VW's car sales fell by another 28.1%, but they still managed to hold on to 5th place, a long way now behind Chrysler in fourth.

1967

VW sold 10,550 VW 1300s, 1,504 VW 1500s and 2,058 VW 1600s, for a total of 14,112 VW cars. No Karmann Ghias were sold. VW also sold 3,338 Transporters. **Total = 17,450 Volkswagen vehicles.**

The top ten were Holden (77,855), Ford (56,515), Chrysler (29,158), Morris (26,457), Toyota (17,322), **Volkswagen (14,112)**, Austin (10,920), Datsun (8,010), Hillman (7,625) and Mazda (3,635). This was the last year of full Australian manufacture. VW's car sales fell by another 7.8%, and they were overtaken by Toyota to fall to 6th place.

1968

VW sold 4,097 VW 1300s, 4,530 VW 1500s, 2,308 VW 1600s and 2 final Karmann Ghias, for a

total of 10,937 VW cars. VW also sold 4,020 Transporters, most of which were the new 'bay window' design. **Total = 14,957 Volkswagen vehicles.**

The top ten were Holden (97,649), Ford (58,681), Chrysler (30,213), Morris (24,215), Toyota (23,101), Austin (12,668), **Volkswagen (10,937)**, Datsun (10,821), Hillman (9,932) and Mazda (7,752). VW sales fell by another 22.5% as they reorganised from full manufacturing back to local assembly and importing. VW was overtaken by Austin and they fell back to 7th place.



1969

VW sold 72 VW 1300s, 6,417 VW 1500s and 2,414 VW 1600s, for a total of 8,903 VW cars. VW also sold 5,364 Transporters. **Total = 14,267 Volkswagen vehicles.**

The top ten were Holden (108,736), Ford (68,682), Chrysler (34,670), Toyota (23,866), Morris (22,415), Datsun (14,570), Hillman (11,942), Austin (11,424), Mazda (10,100) and **Volkswagen (8,903)**. While the VW 1500's sales grew, VW's total car sales fell by another 18.6%. Datsun, Hillman and Mazda overtook VW and they fell way back to 10th place.

1970

VW sold 590 VW 1300s, 7,309 VW 1500s and 2,938 VW 1600s, for a total of 10,837 VW cars. VW also sold 5,708 Transporters. **Total = 16,545 Volkswagen vehicles.**

The top ten were Holden (113,569), Ford (78,696), Chrysler (32,794), Toyota (24,449), Datsun (19,047), Morris (17,127), Mazda (11,828), Austin (11,311), **Volkswagen (10,837)** and Hillman (10,235). Sales of all VW models improved, and VW's sales recovered and grew by 21.7%. VW re-overtook Hillman to move back up to 9th place.

1971

VW sold 1,063 VW 1300s, 1,088 VW 1500s and 10,090 VW 1600s (this includes Superbugs and Type 3s), for a total of 12,241 VW cars. VW also sold 6,897 Transporters. **Total = 19,138 Volkswagen vehicles.**

The top ten were Holden (114,568), Ford (78,618), Chrysler (43,125), Toyota (25,221), Datsun (24,891), Mazda (16,301), Morris (13,594), **Volkswagen (12,241)**, Austin (6,896) and Renault (4,708). With the introduction of the Superbug, VW's total car sales recovered further and grew another 12.9%. VW overtook Austin to move up to 8th place.

1972

VW sold 908 VW 1300s, 9 VW 1500s and 7,649 VW 1600s, for a total of 8,566 VW cars. VW also sold 6,343 Transporters. **Total = 14,909 Volkswagen vehicles.**

The top ten were Holden (101,396), Ford (94,060), Chrysler (35,095), Datsun (28,019), Toyota (27,175), Leyland (22,356), Mazda (11,606), **Volkswagen (8,566)**, Renault (5,655) and Volvo (2,811). VW's sales suffered a major drop of 30.0%. Even so, due to Austin and Morris merging to form Leyland, VW still managed to hang on to 8th place.

1973

VW sold 924 VW 1300s, 7 VW 1500s and 6,620 VW 1600s, for a total of 7,551 VW cars. VW also sold 8,415 Transporters. **Total = 15,966 Volkswagen vehicles.**

The top ten were Holden (106,150), Ford (87,124), Datsun (40,905), Chrysler (39,955), Toyota (37,381), Leyland (27,792), Mazda (21,719), **Volkswagen (7,551)**, Renault (6,009) and Honda (4,543). VW's car sales slipped down by another 11.8%. VW again held on to 8th place, but Mazda up in 7th spot sold nearly three times more cars. For the first time, VW sold more Transporters than cars.

1974

VW sold 957 VW 1300s, 2,025 VW 1600s and 3,411 Passats, for a total of 6,393 VW cars. VW also sold 7,718 Transporters. **Total = 14,111 Volkswagen vehicles.**

The top ten were Ford (90,870), Holden (88,780), Datsun (45,035), Toyota (44,859), Chrysler (36,207), Mazda (33,150), Leyland (21,966), Honda (10,383), **Volkswagen (6,393)** and Volvo (5,360). VW's sales continued to slip, falling another 15.3% in spite of the new Passat being introduced. VW was overtaken by Honda, and fell back to 9th place.

Continued next month...

Phil Matthews

Sawtell Winter Break 18-19 August 2007.

Pulling into the Sawtell Caravan Park and finding our cabin was very welcoming after having travelled almost 1,500 km since leaving Sydney the weekend before. Taking in the sights of Dubbo, Uralla and McLean, before heading south to Sawtell, we'd caught up with family and friends as well as spending two amazingly peaceful days at Cruickshank's Cottage just south of Uralla. With cows and horses literally at the front door, and the biggest starry night sky imaginable, it is a place truly worth checking out if you want to escape the rat race of Sydney.

On arrival at the caravan park in Sawtell, the usual suspects were already there, having made the early pilgrimage in the wee small hours of Friday morning. Steve and David Carter, Leigh & Belinda and her mum Juliet and Michael, and Bill had accompanied Bob in his new Seat GTI. Steve & Meredith were also there in the Notch as were Brian & Ray and Chris & Heather Pascoe, and a few other faces I'd not seen before. Once everyone had stopped laughing at my choice of clothes, and watched me nearly lose my beanie to the over-protective bird on the green, we all stood around exchanging stories about our trips to Sawtell.

Not long after arrival, a Prime TV crew had appeared and asked for several examples of VWs for a display on the green, so the first 'show' of the weekend was the dozen cars of varying eras parading before the camera. From Andrew Dodd's 1951 Belgium import through to Michael's 2007 Golf GTI, there was a great spread of VWs for the news to capture. On top of which, Andrew Dodd, Rose Merrett, Steve Carter and myself were all interviewed and featured in the news article on Prime later that evening.

The stories continued that afternoon over prawns and beer in the Community Hall before everyone freshened up for the first night out. For a

small town, Sawtell has some great restaurants on offer, from cafés to the Indian, from the Italian to the good old RSL, where a small group of us headed for the bistro.



The next morning we were all up early with VWs assembled in the carpark, to prepare for our convoy to Bellingen and the markets. The wife and I had visited Bellingen on our last Sawtell trip so we knew what a quaint little village it was. What we hadn't bargained for was the throngs of people who had turned out for the markets and what *they* probably hadn't bargained for, was the 65 Volkswagens which rattled into town and proceeded to park in the middle of the village green. With almost 4 hours free to roam the markets and elsewhere, I'm sure none of us objected to being 'locked' into the green until 2.30pm. And from what I observed during the drive into Bellingen, the locals were all supportive of the exhibition being put on for them.

Shortly after returning from Bellingen, a few swap meet stalls were set up in the Community Hall including one which seemed to be doing a good trade on models, mugs and other smaller memorabilia, despite the oncoming rain. Once the swappers had packed up, the hall was given over to a local bush



poet who was very well received with around 25 people listening to his act, which included poetry, jokes and a song or two. With more prawns and beer as an accompaniment the day had been rounded off very well indeed.



For me, Sunday morning will go down as one of the most exhilarating experiences in quite a while. The rain which had threatened on Saturday night was now here to stay. But despite this, the Raleigh Go-Kart track was still open and waiting for any mad racers to give it a go. So whilst Steve and David took young Daniel McFadden with them, I loaded the rest of his clan into my Kombi and off we went, along with Chris from Shellharbour (probably the only person on the weekend who had left his VW at home!!). I think the plan was for the McFaddens to drive up to Raleigh in Sarah's rather distinct grey Beetle, complete with slogans and silhouettes of rockstars long since passed, but now was probably not the most appropriate time to drive with malfunctioning windscreen wipers!!



Once at Raleigh, it was certainly damp on track, but the rain had rather pleasingly stopped. And so the seven of us took to the track however not before

noting the arrival of Chris and Heather Pascoe complete with one expensive looking digital camera.

"Remember to smile guys, whilst negotiating those hairpin bends with your backside 1 inch from the ground on a track which had seen 24 hours of heavy rain!!" To say it was slippery out on track was an understatement. I don't think anyone of us did not complete at least one 180 degree spin and if it wasn't for the karts slowing down during such spins, I think we would easily have done a whole series of 360's down the straight. It was hilarious fun! The sight of everyone thinking they'd negotiated the turns only to then lose it and just drive straight into either long grass or the tyre wall was so hysterical I spent one whole lap just cackling away inside my helmet. My only regret was completing just 11 laps; I could easily have done double that. Next time for sure!



By the time we returned, the rain was still falling and it had put a bit of a dampner on things. The car show on the green kind of wasn't, and I found myself just hanging out in the cabin until after lunch time, at which point we forced ourselves to go out for a walk just for some fresh air.

And so it was that Monday came and another successful Sawtell weekend was over. Those of us that had stayed the extra night, said our farewells and headed south down the highway. We followed Steve and Meredith in the notchback for quite a while and the blue Beetle (sorry, not sure who owned this) which we had caught up with. I enjoyed being in one last convoy albeit just 3 of us through some of the sleepy towns along the Pacific Highway. And as the rain still hammered down we made one last stop at Raymond Terrace for lunch, before pulling back onto the highway for home. Just as we were exiting the carpark, in drove the Carters, Leigh and Belinda and Michael. I hope everyone made it home in that torrential rain? Bring on 2009.

Martin Fox & family

Detailing your car for the Nationals.

I have often been asked what is involved in detailing a car for a car show. Now many informative articles have been written on this subject. I will describe what I did to my Beetle.

The first car show I entered was the 2000 Nationals. I only had the car for a few months and all I did was wash and polish the car. The car looked ok but no trophy.

Prior to the 2001 Nationals I took two weeks leave from work and spent it all on detailing the car, well over 150 hours. The exterior body, interior and luggage boot were in excellent condition and did not need much work. The engine tinware looked weathered but overall the engine bay looked okay. It was the underside of the car that looked shabby and that is where I spent most of the detailing time.

Planning

I listed all tasks required to get the car to concourse condition in detail, estimating the time required and prepared a critical path chart. This ensured that tasks were done in the correct sequence to minimise time.

Preparation

The car was positioned in the garage and jacked up to a height of about 600mm clear of the floor and blocked in this position. I would have liked it high enough to be able to walk around underneath but that was not possible. 600mm allowed me to move around easily enough. I made up a duck board to keep off the wet floor during the wash down phase.

Dismantling

Everything that could be removed was removed, wheels, running boards, bumpers, mud guards, etc. The front struts were dropped out of their towers. You need a large under cover area to undertake this task properly.



Cleaning

All items were thoroughly degreased and cleaned as was the under body, engine, transmission and suspension. Plenty of degreaser, hot soapy water and a variety of brushes (scrubbing brushes, nail brushes, tooth brushes, wire brushes and high pressure garden sprays). This activity takes heaps of time, requires patience and diligence and will have to be repeated a number of times.



Painting

All under body painted surfaces were then lightly rubbed back and primed for painting. All joint sealer was removed. I used automotive acrylic lacquer, body colour under the guards and chassis black for the pan and suspension. All paint was applied by brush, the resultant finish satisfactory for under body areas. The wheels were repainted with wheel silver on the outside and chassis black on the inside. The horn and bumper irons were painted black, the inside of the bumpers wheel silver and the shock absorbers dark red. I removed the rubber from the running boards and attended to the few rust spots underneath.

The bolts and washers holding the guards and running boards to the body, were cleaned, treated for rust, primed and painted with wheel silver. Not as good as cad plating, but I had run out of time. The end result looked just great. They were screwed up snug using a socket with a piece of cloth between the socket and bolt head.

Reassembly

Finally everything was reassembled. This task takes a lot longer than dismantling. The guards were loosely bolted to the body to allow the piping to be inserted. Care must be taken here to position the piping correctly and evenly around the joint line. When satisfied with the position of the piping the bolts were done up snug but not too tight.

Interior

The interior was thoroughly vacuum cleaned and the headlining, seats and door linings were washed, paying particular attention to sun visors. The door linings were removed to get at accumulated grime around the edge of the lining. The pedal rubbers were dressed up. Particular attention was paid to dash knobs, coat hooks, seatbelts and buckles. The rubber mats were dressed up with tyre dressing. The painted metal surfaces of the doors and the dash, were polished. All traces of polish were removed with a tooth brush as described above. When cleaning complicated surfaces like radio fascias and speaker grilles, I drown the surface with Armor All and agitate the surface with a medium paint brush removing excess with a series of dry paint brushes.

Boot

The lining, spare wheel and washer bottle were removed from the boot. The boot was then thoroughly vacuumed and washed. The rubber seal was removed and the accumulated grime around the seal retaining groove was removed with a toothbrush. The underside of the bonnet and all exposed painted surfaces were then polished. Exposed electrical wiring, washer bottle and spare wheel and boot liner were cleaned and polished. It may be worth your while to give your liner a coat of paint, carefully choosing the right colour and lustre. Dress up the spare wheel tyre. After all the components were cleaned and polished they were reassembled into the boot.

Engine Bay

With my car the engine bay is the least impressive area. Nevertheless the engine was thoroughly degreased and cleaned. The tinware around my car's engine really needs to be refinished but up until now I get away with drowning the engine and surrounds with Armor All and wiping it down. Again the rubber seal was removed and dirt cleaned from the retaining groove. A piece of cloth wrapped around electrical wiring and fuel lines, etc and pulled back and forth as you work along, is the way to go with these items. Clean petrol stains from the carby using carby cleaner.

Cleaning the engine bay takes lots of time.

Wash and Polish

The body was then washed and polished. After polishing, all traces of polish were removed from creases and crevices and from around window rubbers and the like. A stiff bristle toothbrush is the ideal tool for this purpose. This is an important task and really makes a difference. A toothbrush cut in half longitudinally is also useful for cleaning under the air intake grille on the bonnet and the engine intake grille below the rear window. A product I have

found very useful in removing stubborn marks, such as contact adhesive, from painted surfaces, is Chux's Magic Eraser blocks.

Next all rubber seals, gaskets and tyres are treated with tyre cleaner (use a toothbrush again).

Thoroughly clean all glass and chrome. Pay particular attention to marks left by rubber seals on glass and chrome vent window frames. Run a bit of cotton waste through screw slots, etc. A useful product to get chromed items really gleaming is plain old vinegar.

Next, marks that did not wash or polish off are dealt with. These were mostly scratches and stone chips. Light scratches can be rubbed out with cutting compound, but be careful. It is so easy to make a minor blemish into a major one. Stone chips can be touched up with touch up paint. The area to be touched up should be cleaned of polish before applying paint and then re-polished later.

Finally, oil all hinges.

Final Inspection

So you finally reach the point where you think you have finished. Well inspect your car one more time. Odds on, you will find spots of dirt or blemishes that you had previously missed. When you get to the show wipe off the dust and grime you picked up travelling and oil that has weeped out of hinges. Apply dressing to the tyres including the tread.

Conclusion

It really is a big effort to get a car up to concours condition but unless your car is driven daily, it is not so difficult to keep it clean and in spick and span condition. I usually spend a whole weekend preparing my car for each show. Is it worth the effort? Well you be the judge. I am glad that I made the effort.

Ken Davis



The Toy Department.

The name Schuco is linked to the name of Heinrich Muller who had grand ideas of making toys at the early age of 17.

He was known to have commenced his dream in 1912 when he founded the Schreyer & Co toy Company. The First World War interrupted operations and therefore did not resume until 1919.

It was from 1921 that the company was then called SCHUCO. It was famous for the ever popular mechanical bird in 1920, so called the Pick Pick, a tin bird.

The SCHUCO legend began to mature with the production of toy cars in the mid 1930's.

In 1946 after the end of the World War II, the first time SCHUCO really hit the market. The factory in Nuremburg was refurbished and employed nearly 800 people.

In the 1960's the market started to change with a flood of toys cars from all over the world and mainly in Hong Kong. SCHUCO did not react to change early enough and became bankrupt eventually in 1976.

Assets were sold to the English company DCM which also became bankrupt in 1980. With many moulds and being distributed around the world.

This may explain why still today there are similar diecast models from varying sources.

In 1993 companies TRIX & GAMA bought the name and gave it another lease of life with its own independent management team, and so the name was reborn. Three years later the company was independent again.

It was not so long ago that we spoke about the lack of scale model bay window Kombis buses available on the market, it is with pleasure that we have these examples of some fine 1/43 scale VW buses, most of which are prime examples of their working capacity in their time.

Tony Bezzina
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Golf GTI vs the rest.

The Sydney Morning Herald

The Golf GTI has been on sale for a little more than two years and almost 4,000 have been sold, making it Australia's top-selling hot hatch. At one point, the waiting list for a GTI stretched to eight months. Today, supply has improved and there's more competition, so if you want one you can generally get one.

In Australia, the GTI accounts for 13.5 per cent of all Golf sales - and almost a quarter of all petrol Golf sales. It sells at more than twice the rate of its nearest competitor.

The five-door model's \$39,990 starting price hasn't changed since it went on sale, nor has the \$42,290 price of the version with the semi-automatic, six-speed gearbox, which accounts for 65 per cent of sales and is the model we've tested here.

To help take some pressure off demand for the five-door, and to counter cheaper competition, VW released the \$38,490 three-door GTI in July last year, but it accounts for just 7 per cent of GTI sales.

The five-door body is among the roomiest in this class and the driving position is by far the most comfortable. There's ample height and reach adjustment in the steering wheel and the driver's seat can be positioned lower than it is able to in other cars, putting the driver closer to the action. The seat itself is also the best in the house.

The sculpted steering wheel fits snugly in your hands and you can really feel the road. The Golf has the best blend of ride comfort and agile handling in this group, and would be the easiest to live with day to day in our opinion.

Deft touches include the blue-lit instruments for night driving and the red callipers on the brakes.

Surprisingly, the front-drive Golf GTI was quicker than its all-wheel-drive Audi S3 cousin - and only 0.1 second slower in our laden uphill 0 to 100 km/h test than the fastest in the group, the Renault (8.1 seconds against the R26's 8.0).

The Golf GTI's biggest advantage is its semi-automatic, six-speed gearbox. The seamless changes keep the turbocharger on the boil and it never loses boost, allowing it to sprint up through the gears in the middle of the engine's peak power range. The discreet "brrrm" noise between gear changes is addictive.

Dislikes? There aren't many As with the Audi S3, the VW GTI commands 98 octane unleaded. The sound system could have more grunt. And Volkswagen quality has dropped slightly since the last generation Golf, although VW Australia has taken several steps to improve the quality of cars coming to Australia from the South African factory that makes this model.



Verdict vs 7 other Hot Hatches:

For most of us, the new Honda Civic Type R was the biggest disappointment because its power is so peaky and the suspension is so firm. That said, Honda should be congratulated for making such a sharply focused car. The company insists this is exactly what Type R buyers want. We, on the other hand, favoured cars that provided more comfort and more accessible performance.

We loved the 188 kW Audi S3, but at \$65,500 it was expensive in this company. To be fair, though, it is not a direct rival with these cars and its quality and levels of luxury are clearly a class above.

The HSV Astra VXR and Mazda3 MPS fall into the wild-child category. Enthusiasts only should apply. We rated the Mazda ahead of the Astra because it had a more comfortable and practical interior and a five-door body and was cheaper.

A matter of some regret, the Subaru WRX doesn't make our final three. It's not a bad car, it's just not a hot hatch. Subaru has deliberately positioned the new WRX more for luxury buyers. In Subaru's words, it has made a conscious decision to make it more mainstream. Yet, other cars in this test deliver comfort and performance.

The Ford Focus XR5 makes the final three because it delivers good performance and driving dynamics and has high levels of comfort and good safety credentials. The price is remarkable.

The Renault Megane Sport R26 is the best hot hatch here. If you want the sharpest instrument without a jarring ride, look no further. But it ranks second in this test because it is among the dearest and is likely to be hit hardest on resale values. And depreciation is the single biggest cost of car ownership.

That leaves the Volkswagen Golf GTI, which won the hot hatch gong in Drive's Car of the Year in 2006. It ticks the most boxes: safety, equipment, performance, dynamics and comfort. It's a sporty car you can live with every day. And it has stood up to a new wave of much stronger recent competition.

Long live the king!

The Bourne Ultimatum stars Volkswagens.

Matt Damon is no mug. He was educated at Harvard. He's an Academy Award-winning screenwriter, one of Hollywood's higher paid actors and his two best-known movies to date (The Bourne Identity and The Bourne Supremacy) have jointly earned more than \$500 million at the box office. His latest, The Bourne Ultimatum, could take that figure beyond \$1billion.



Moody, black-and-white posters are already advertising that the film will be shown for the first time to audiences next week. "Remember Everything, Forgive Nothing" is the atmospheric one-liner that accompanies the espionage thriller of the year.

Damon (aka Jason Bourne) is unquestionably the leading man. But whether he likes it or not, his automotive co-stars deserve equal top billing. As the main vehicle supplier, Volkswagen part-funded the film, while at the same time cleverly demonstrating to millions of moviegoers how tough, rapid, versatile and brutally handsome its big Touareg 4x4 is.

But then 37-year-old Damon goes and spoils it all by straying from the script. First he says he anguishes over the harm the automobile does to the environment. He talks enthusiastically about 'green' cars and boasts that he drives a Toyota Prius. Then he says he also has a Lexus hybrid. Not content with that, he admits that he's got an order in for a sports car, albeit an electric one, that "goes like hell". Did no one tell him that VW leads Toyota and the rest of the world in environmentally sound, mass-produced cars (the Polo BlueMotion, for example)? Apparently not. Anyway it's hard to take Matt Damon seriously since watching Team America – World Police.

The Touareg has proved itself to be the perfect lead vehicle for director Paul Greengrass's stunt drivers. During 140 gruelling days of filming, several identical VWs were used, abused and occasionally discarded. But as Scott Rogers, one of the stunt drivers, told me in Hollywood a few days ago: "Whatever we put them through, these particular automobiles just seem to keep chugging along."



The greatest challenge for the filmmakers was closing down busy city streets, and clearing away the public and their vehicles before filming a Touareg being driven around at colossal speeds while the actor behind the wheel pretends to dodge bullets and leans out of the window to fire a few himself - leaving him in no position to steer.

A stunt driver couldn't be hidden in the car because he would be picked up by the 360-degree camera, which was filming almost every inch of the interior. Remote control of the vehicle was also considered, but was deemed too dangerous.



So there was only one thing for it: place a stunt driver on the roof, give him control of the steering, acceleration and brakes, and leave the actor to play with his toy gun and toy steering wheel. Brilliant.

A hefty tubular steel cage resembling a single-seat racing car cockpit is bolted to the roof and driver

Gil Combs is chosen to be strapped into it. Heaven knows why. Gil is a large, powerfully built man and, with the weight of the cage, this adds 500lb to the weight of the Touareg. Also, Gil confesses: "I have reputation for destroying everything I drive."

For safety reasons, his steering wheel is instantly removable, Formula One-style. It's connected to the Touareg's steering system by an articulated linkage that runs down inside the left-hand windscreen pillar; the other pillar conceals cables from Gil's pedals to the throttle and braking mechanisms. Frankly, it looks ridiculous and scarily top-heavy. But without the bruised, battered and butchered VW, The Bourne Ultimatum wouldn't be anything like as exciting.

So what makes a good stunt driver? We asked some of Hollywood's finest. "You need a mixture of intelligence and big balls," said one. "You can't be shy, you've gotta be aggressive - and athletic, too," said another. But if you want to survive in their world for long (or indeed on the public road, which is actually much more dangerous) a very professional safety awareness is obviously vital too.

A third respected stunt driver told me that the greatest skill for a driver really pushing his luck is to "Know when enough is enough and admit that when the time comes." Gil Combs' advice is to "Adapt and adapt quickly, because you don't get to do a second take in this business."

The Telegraph (UK)

VW Bourne Simulator.

Just in time for the release of the wildly popular movie The Bourne Ultimatum, Volkswagen has created an online stunt stimulator as part of a product tie-in that includes placement of several VW vehicles, including the Touareg and the Golf GTI, in the film.

Aspiring directors and stunt drivers can go to Bourne Stunt Stimulator to test their skills in creating a series of stunts similar to those in the movie. Users can combine any of six VW vehicles with different explosions, speeds, props and sound effects; employ hundreds of different camera angles; or edit various sequences, and then play back the results for friends.

The stunt simulator is part of the automaker's ongoing "See Films Differently" marketing campaign.

In its opening weekend in the US, The Bourne Ultimatum grossed more than \$70 million to displace The Simpsons Movie.

VW America is hoping the film's popularity will rub off on local VW sales, which have been in the doldrums in recent years.

The VW Bourne Stunt Simulator can be found at www.bournestuntsimulator.com

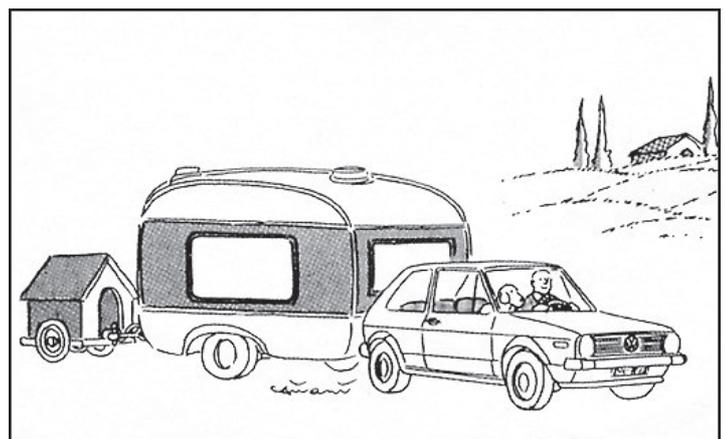
Tragic Accident.

Tragic misfortune on the Gotthard motorway: Two drivers die in the case of falling rocks.

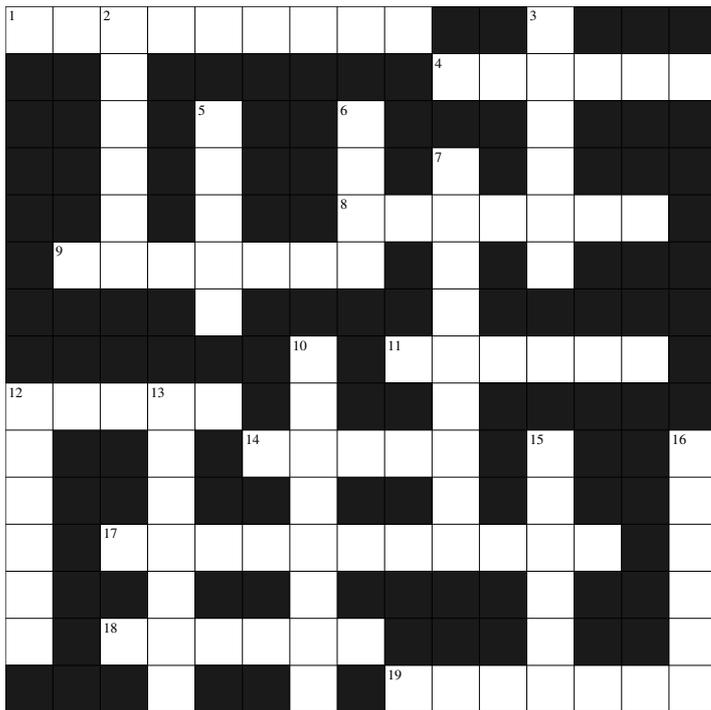


Traffic conditions: The Swiss Gotthard Autobahn A2 is again passable. The important transit distance was closed because of falling rocks between Amsteg and Wassen. Those who want to travel to southern Europe must generally bring along much patience: The strongly driven on routes are additionally loaded by building sites. On the Austrian Tauern Autobahn is stop and go traffic within the range running way – rest station Eisentratten and Gmuend Maltatal, knotty Spittal/Millstaetter Lake programme, the occasional block dispatching before the Tauern and Katschberg Tunnel provides likewise for handicaps. Further problem distances: Burner motorway A13 and the Inn valley motorway A12 with Innsbruck. Turkey travelers, who drive by Croatia, Serbia and Bulgaria, must adjust themselves to the E80 between Nisch and Pirot to back-up. Information: www.adac.de

(Thanks to Anthony Healey in Germany)



Club Veedub Crossword.



Across:

1. Former race circuit in California, now a shopping mall
4. The station-wagon version of the VW Gol, as made in both Brazil and Argentina
8. The World War 2 leader of the Luftwaffe was Hermann ... ?
9. Tony is the man behind the Toy Department
11. A former VW Trials driver and Canberra VW dealer was Greg ...?
12. The former head of VW's Research and Development section was Prof. Ernst ...?
14. German for bucket, this VW was famous in WW2
17. The name of the magazine in your hands
18. The town near Mexico City where Volkswagen built a car factory in the early 1960s
19. A South American lightweight pickup truck, based on the Brazilian VW Gol

Down:

2. The named used in Brazil for the booted version of the VW Gol
3. A large South American country where Volkswagen builds lots of cars and trucks
5. A VW racer now gone over to Subaru power is Jak ...?
6. The abbreviated way of writing Volkswagen Group Australia Pty Ltd
7. An early VW cabriolet where the front and back bonnets are nearly the same
10. The city in Belgium where Volkswagen built a

- car factory
12. A South American lightweight VW panel van, based on the Brazilian VW Gol
13. This was the first and best of the Herbie films
15. Christine has been doing one at every meeting for many years
16. A country just south of the USA where there is a large Volkswagen factory

Last Month's Crossword.



This car ad was spotted recently, offering the sale of one of the world's rarest Volkswagens.



Former Beatles Paul McCartney and Ringo Starr intended a World Concert Tour in 2001, for George Harrison who had passed away from cancer that year. For official transport, EMI commissioned Volkswagen AG to make some special VW New Beetles for the band. Apart from the usual luxury limousine touches, the VWs were fitted with safety anti-terrorist armour plating - they were as safe as a bank vault, and so were known as 'Vaults Wagons'. Only two were made, one for each former Beatle.

The number plate shows this one was driven by Paul McCartney's ex-wife, Heather Mills. She was allowed to drive legless, AND her bra size was 44D.

Höx Fibber

4 The Sydney Morning Herald, Monday, February 26, 1962



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