

Zeitschrift



Wayne Murray's 1976 Single-cab Kombi.

October 2008

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Canberra camping trip
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**Golf Plus - a bigger Golf
Canberra Autofest
Red Centre - QLD trial
Plus lots more...**



Club Veedub Sydney.
www.clubvw.org.au

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



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

Club Veedub membership.

Membership of Club Veedub Sydney is open to all Volkswagen owners. The cost is \$40 for 12 months.

Monthly meetings.

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

Correspondence.

Club Veedub Sydney
PO Box 1135
Parramatta NSW 2124
info@clubvw.org.au

Our magazine.

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

Views expressed in Zeitschrift are those of the writers, and do not necessarily represent those of Club Veedub Sydney. Articles may be reproduced with a suitable acknowledgment to us. Club VeeDub Sydney, its members and contributors cannot be held liable for consequences arising from information printed in the magazine. Back issues are available from the Secretary, or in PDF format at the monthly meeting (bring your own USB stick)

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

We thank our VW Nationals sponsors:

21 years.

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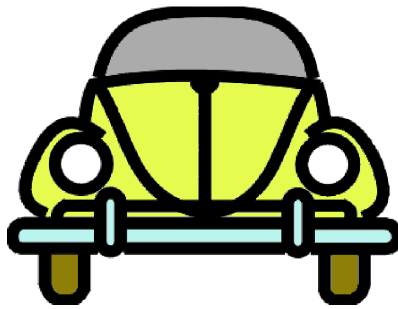
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Canberra VW Centre	TCCA Motorsport
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Mobile Model Cars	



Southern Highlands Motor Fest

**Chevalier College,
566 Moss Vale Rd, Bowral
9am, Sunday 26 October 2008**

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

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

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

Overall Prizes:
People's Choice Best Display Principal's Pick

All enquiries: Ken, 0438 090263

Club Veedub Convoy:

Meet at Uncle Leo's at the Crossroads, Liverpool
at 8:00am for an 8:15am departure, and
leisurely drive to Bowral.

Contact Bill, 0419 431531

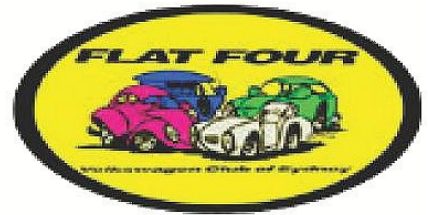


Flat Four Vee-Dub Club Of Sydney



Proudly Presents

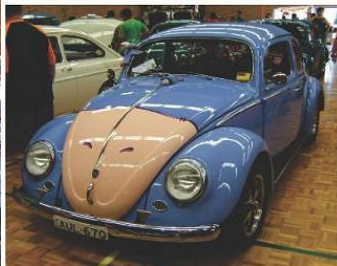
**The Premier
Indoor VW Event**



THE ALL VW SHOOTOUT

2 November 2008

**The Michael Wendon Centre
62 Cabramatta Avenue, Miller**



**Entrants, sponsors, dealers
can contact:**

Murray 02 9618 2205 (ah)

**Or email:
info@flatfour.org**

Kiama Blowhole water-cooled VW run.



- Meet at Liverpool Krispy Kreme Donuts, Orange Grove Rd, at 10:00am to leave by 10:30am.
- Cruise down the Freeway to the Picton Road. Follow that through to Mt Ousley, onto the Southern Freeway to Albion Park.
- At this point it becomes a choose your own adventure.
- For the slower vehicles or less inclined:
Plan A: Continue straight through to Kiama and the blow hole.
- For those up for a single lane fang up and down the mountain:
Plan B: Up Macquarie Pass to The Famous Robertson Pie shop for a kick arse selection of pies, then down Jamberoo Mountain, through Jamberoo itself and onto Kiama.
- It's about 1:45 to Kiama if you drive straight, or about the same to Robertson then 34 minutes to Kiama, plus the stop at the pie shop ☺

Either way we end up at the blow hole for lunch. There are plenty of cafés, ice cream shops, or the fish and chip place for those that wish to partake. Or bring a picnic lunch !

All VWs, new and old, welcome.
Come along and admire both the water-cooled VWs, and their aircooled brothers. Come one come all and bring the family !



Contact Aaron, 0413 003 998

**Sunday
9 November**

Club Veedub Bowling Challenge.



The VW club 10-pin Bowling Challenge is on again!

Club Veedub Sydney v Flat 4

\$10.50 per adult per game (10 frames)

Kids welcome too

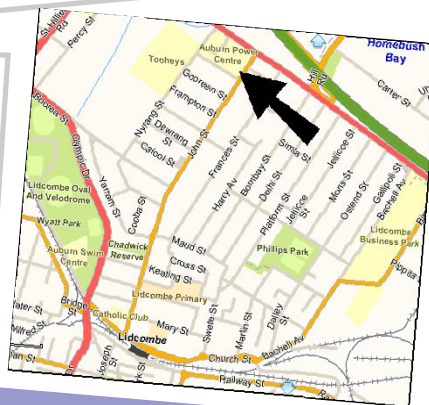
Best six bowlers' total score wins the Club Trophy!

Come along and play for your VW club!

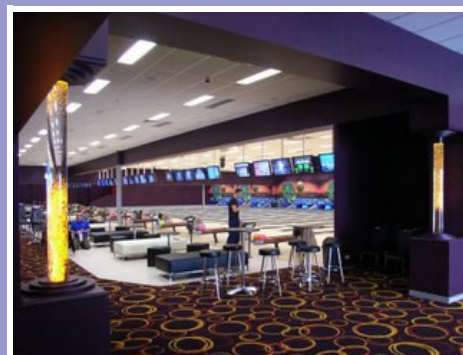


Saturday 13 December
from 6:00 pm
(bowling begins 7:00pm)

Tenpin City Bowling,
top level,
cnr John & Hastings Sts,
LIDCOMBE



- Brand-new 10-pin bowling centre !
- Secure, guarded roof-top parking
- State-of-the-art light and sound
- Giant 4-metre screens
- Computer-aided tracking and scoring
- Pizzeria with traditional pizza oven
- Licenced bar
- 'Strikingly' different!



Von dem Herrn Präsident.

On Sunday 21st September we had Boris' annual Picnic Day. The venue at Dolls Point, beside Botany Bay, was the same as last year and proved to be a hit again with everyone who attended. The weather was perfect, with the sun shining all day long. We opened the gates at 8:15am (after a slight delay), but many swappers had arrived early and were already waiting. The BBQ was going by 9:00am and we were all set for a great day. Thanks to all the volunteers who helped out on the BBQ, the gate, the shop and the raffle sales, a job well done.

I thought the number of swappers was down this year, but the number of VWs visiting was increased over last year. The air-cooled VWs were still the most common, but hopefully we will see more watercooled VWs next year. It was a great day - thanks Boris. Look for photos of the day in this issue.

This weekend I am off to the third annual Warwick VW Drag Race weekend in Queensland, together with Boris and Leigh Harris. I will be able to tell you all about it next month.

Also on this weekend is the popular German Oktoberfest at the Hubertus Club at Luddenham, in Sydney's west. Our club has a prime display position, and we get plenty of support from the Hubertus Club and the many people who attend. Unfortunately I can't make it, but Raymond, Brian and Phil always say the German food and beer is fantastic. Report and photos of the Oktoberfest next month.

Last year was our first outing to the Southern Highlands Motorfest at Bowral, and it was a good day. We are going there again this year - the date is Sunday 26th October. Once again we are meeting for a cruise to the venue - see the flyer on page 3 and come along.

Also take note of Flat Four's VW Shootout, which will be held on Sunday 2nd November at the Michael Wendon Centre at Miller. This is always a great day. I will have show pre-entry forms at our next club meeting.

There's also a VW cruise to the Kiama Blowhole, on Sunday 9th November.

While it's called a 'watercooled' cruise, and lots of newer VWs will be there, classic air-cooled VWs are welcome too.

KeeponKruzin',

David Birchall



Kanberra Kapitelreport.

G'day Dubbers, here we are in October, this year went where? We have successfully navigated through our busiest event for the year - German Autofest 2008 - and you can catch a report in this magazine. We had a great day, awesome weather, and met a lot of new VW

owners. Autofest was made possible by a number of sponsors (listed in the article) with special mention to Club Veedub Sydney, without which we could not do anything.

We also had our first Chapter camping weekend. It went very well and we had a relaxing time (except that period from 1am Sunday morning - you'll have to read the story!). I'll admit we weren't sure how such an event would go, but it went off well and I'm sure it will be on the schedule annually.

We've had a lot of interest in the club from new members and I hope that we can turn this into some membership applications. For any newbies reading, welcome to the club, whatever Dub you have. Whether it's pristine or a daily driver, air or water, old or new, you are most welcome here.

Next events - we're hoping to get some interested dubbbers to drive to the Flat Four Shootout (02 Nov, Sydney) - stick your hand up if you are interested.

Marques In The Park will be occurring in Belconnen on 23 Nov 08, so keep your eyes open for that one.

Enough babbling, enjoy the rest of the magazine.

Mark and Bruce



Klub Kalender.

October.

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

Sunday 26th:- Southern Highlands Motorfest 2008 at Chevalier College, Bowral. Show & Shine event open to Hot Rods, Customs, Classics, Vintage & Racing Cars & Bikes. Club Veedub display. Lots of fun for the whole family. Fete stalls, trade shows, lots of food and of course rides for the kids, young & old. For more information contact Ken on 0438 090 263. See the flyer on page 3.

Monday 27th:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

November.

Sunday 2nd:- Flat Four All VW Shootout at the Michael Wendon Centre, 62 Cabramatta Avenue, Miller. The premier one-day indoor VW event in Sydney. Car show, traders, swappers. There will be trophies and also prize money for some categories. For more information, contact Murray Flemming on (02) 9618 2205. See flyer on page 4.

Sunday 9th: Kiama Blow Hole Cruise. Meet at Krispy Kreme Doughnuts, Orange Grove Rd. Liverpool, at 9:00am. Scenic route cruise through Jamberoo to Kiama Blow Hole. Ice cream shop and cafes aplenty. Contact Matt on 0423 051737 for more info. See flyer on page 5.

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).

Sunday 16th:- Melbourne VW show n shine at Cranbourne Racecourse. Contact Michael Cronin on 0419 684 181 for more info.

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.

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

December.

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: - VW club 10-pin Bowling Challenge at Tenpin City Bowling, Lidcombe. Meet at the venue at 6pm for pizza. Bowling begins at 7:00pm. Club VW vs Flat 4! Bowling Trophy for the winning bowler and club, prizes for kids. See page 6.

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.

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

January 2009.

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

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

Sunday 11th:- VW BBQ Beach Fun Day at Stanwell Park. For more info contact Aaron on 0413 003 998.

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:- NRMA Motorfest (Australia Day) in Macquarie St., Sydney. Pre-booking essential to display your VW. Contact David Birchall for more info.

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

February.

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

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

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

Monday 23rd:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

Club Shop Monthly Special

Your very own quality metal, custom-made official Club VeeDub Name badge for only \$5



Other Merchandise (Members Price)

\$15 Striped Club Polo Shirt, optional Pocket \$5 Jacquard Club Polo (S/M/XXL) No Pocket

\$15 Set of 4 colour Nats coasters in a sleeve \$10 "Legend" cap or Children's T-Shirt

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

All club merchandise is available to club members at a discounted price.

Email your enquiries or orders to Raymond at sales@clubvw.org.au and you can pay securely online with your credit card, or direct deposit into the clubs account.

Marktplatz.

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

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

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

New Ads.

For Sale:- 1974 Kombi. Camper conversion: cabinets, fridge, bed, curtains. 2-litre engine. New brake master cylinder/wheel cylinders. Upholstery by AAB Katoomba. Dark blue respray, front and rear bull bars. Rego til Sept 2009. \$6000. Call Chris or Annie in Lithgow on (02) 6351 4161 or 0412 726 901.

Wanted :- VW Tow bar, to suit 1965 Beetle, any reasonable condition considered. Phone Phil, (02) 9771 1107, Mob 0438 697 324.

For Sale:- 1971 VW Kombi, two front seats plus one rear seat row. White. Carpeted floor. Registered to

December 2008, good order. 1600cc. Car is located in Penrith. Phone (02) 4777 4342.

For Sale- 1959 Alabaster Grey Beetle, Original, (proof of Chassis No. & Engine No. documented by Wolfsburg Factory), Rust repairs in bottom of doors carried out. Car at present on Club Plates. Expressions of Interest. \$5000.00 O.N.O. Also: **Wrecking- 1985 Audi 100,** Auto complete car. For more info contact Caro on (02) 4567 1358

2nd Month Ads.

For Sale:- 1978 VW Diesel Golf, has rust problem, unregistered, variety of spares included, 2 x Radiators, 1 x back window (glass only) 4 x new rims, asking \$480.00 ONO contact Wolf on 0428993964 (Dural Area)

For Sale:- VW Beetle, 1600 cc twin port engine in very good condition also the following list of parts for sale: Kombi Bull bar and towbar, 1 set of chrome 4 stud 14 " rims with tyres, 2 sets of steel wide 14" painted 4 stud wheels. Gearbox to suit a 1971 beetle, 1 set of mudguards to suit 1971 beetle, plus assorted spares including carby etc and front beam. Contact Salvador on 0403 536446 or 9920 3519.

For Sale:- Type 3 notchback parts, bonnet, steering wheel. Contact Salvador on 0403 536446 or 9920 3519

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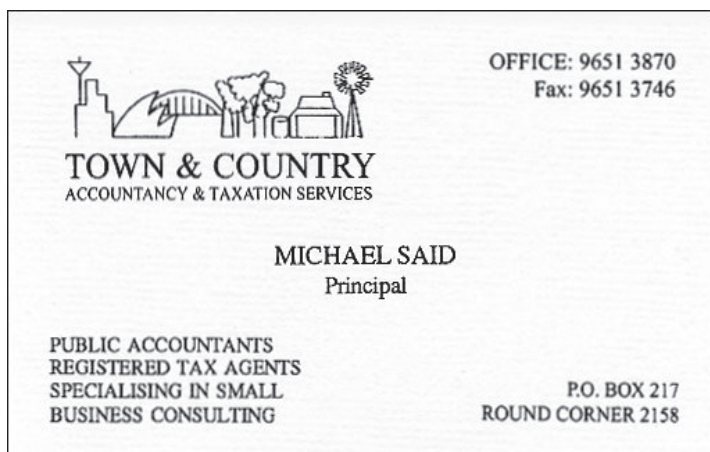
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For Sale:- 2006 Volkswagen Golf V GTI asking \$34,000 ONO, travelled 68,000KM, 5 door 5 seat HATCHBACK, Metallic Blue, Interior Grey, transmission 6 speed Sequential Manual Auto Clutch, 4 cylinder Premium Unleaded Intercooled Turbo 2.0L (1984cc), Magnificent Vehicle, Absolutely Fantastic to Drive! Moving Overseas Must Sell! Contact Toby on 0433185847

For Sale:- 1971 VW Beetle Karmann Cabriolet 1302LS. European tourist delivered. Factory RHD. Very good all round original condition. Excellent roof with tight seals. Enjoy now and restore to higher level in future. \$15,500 ono Call Rick for more details, on 0404 852 258

For Sale:- 1995 VW Transporter Van, 11 months rego. New tyres. 280,500 km. Rego no: TTR 051. Van white in colour and regularly maintained. \$8,200 ono. Phone Luke on 0418 287 051.

For Sale:- 1972 SuperBug S. 1600cc, Unregistered. Car is in Good Condition. Will suit enthusiast. Electronic Ignition, Porsche style extractors. Mag

wheels, Stereo, sun roof. \$1,500 ONO. Phone Alan on 0414 256921.

Wayne Murray's 1976 single-cab Kombi.

My Kombi was purchased in March of 2002. Restoration began in 2005.

The wooden floor was removed and replaced with checked plate floor. Lift-up hatch over engine was added. A set of gates was obtained, as none came with the vehicle.

Two-pack paint was used, in a 1971 Euro Beetle colour called Shantang. Original seats were upholstered in yellow vinyl.

Engine is a 2175 cc. Aluminium case with VW crankshaft that's been welded and offset ground. 2-litre gearbox with 1600 bell housing and main shaft to adapt Type 1 case.

Total time of restoration was 10 months.

Wayne Murray

Trades and services directory.

Trades and services directory.



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Club Veedub Sydney Membership / Subscription Form.

New Member: Renewal:

Name:

Address:

State: Postcode:

Email:

Phone: (BH)
 (AH)
 (Mob)

Occupation:

Which of the following activities are you interested in? Please number in order:

- Cruises and observation runs
- Show n Shines, Concours
- Swap meets (VW parts)
- Social days and/or nights out
- Drag or track racing
- Meetings and tech talks
- Other (you tell us!):

Trades and services directory.

Trades and services directory.



V Wing Country
 ABN 92 003 268 933
 50 Princes Street
 Riverstone NSW 2765
 Peter
 Ph: (02) 9627 6209

Wanted: 

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



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Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

Year	Type	Model	Engine Size	Rego No.	Colour

Please enclose a cheque or money order for \$40.00, payable to Club Veedub Sydney, and post it with this form to:

Club Veedub Sydney,
 PO Box 1135
 Parramatta NSW 2124

You will receive 12 issues.

Mk6 Golf GTI.

In 1976 the Mk1 Golf GTI was launched as a low volume addition to the European/US Golf range (unfortunately it was never sold in Australia). Thirty two years, five generations and 1.7 million sales after that car established the 'breed', the sixth generation of the GTI has been unveiled at the Paris Motor Show.

The core attributes of the original GTI – sharp dynamics, style and practicality – remain in the new GTI concept. Yet the new car uses the latest advances in drivetrain and chassis technology designed to enhance rather than detract from the purity of the driving experience.



The strut-type front and multi-link rear suspension from the conventional Mk6 Golf are adopted in modified form on the GTI. Specially tuned springs, dampers and anti-roll bars are joined, for the first time on the GTI, by the option of Adaptive Chassis Control (ACC) which comprises adjustable pneumatic dampers. With three settings ranging from 'comfort' to 'normal' and 'sport' the ACC system also remaps the steering and throttle response to give a vehicle that can strike a balance between sharp dynamics and body control and comfort while driving in urban areas or on motorways.

For the first time the new GTI features an electronic limited slip differential (XDS) linked to a sophisticated ESP (Electronic Stabilisation Programme) system in order to maximise traction and improve responses.

Powering the GTI concept is a 2.0-litre four cylinder TSI engine developing 155 kW – a gain of 8 kW over the Mk5 GTI. Despite this gain the new engine is more efficient, returning 7.5 L/100 km on the combined cycle, while emitting 178 g/km of CO₂ compared to 192 - 194 g/km for the outgoing car. In the new Golf GTI concept the 2.0-litre TSI engine allows the vehicle to accelerate from 0 to 100 km/h in 7.2 seconds and a top speed of 240 km/h, making it the fastest standard production GTI yet produced.

A team of three designers are responsible for the new GTI concept: Walter de Silva (Director, Group Design), Klaus Bischoff (Director, Brand Design) and Marc Lichte (Director, Exterior Design). The new car bears clear visual links with the original. "We wanted a consistently clear GTI design, a car that has power, but style as well," commented Walter de Silva.



This is apparent in the red grille surround that echoes the original, along with the horizontal grille fins and elegant yet purposeful new headlights featuring individual lamp pods behind a translucent cover. In profile the side skirts of the Mk5 Golf that extended the length of the sill are replaced by subtle wraparound versions that extend only partially along the lower edge of the vehicle. At the rear a set of GTI smoked rear light lenses are joined by a rear diffuser channelling air from beneath the vehicle that's in turn framed by a pair of chrome tail pipes.

The distinctive 18-inch 'telephone dial' wheels from the Mk5 GTI make a reappearance, albeit in subtly evolved form on the Mk6 GTI concept. Finished in milled silver with gloss black inserts, the new wheels are reminiscent of those first fitted to the GTI W12-650 concept.

Continuing the unique modifications to the GTI over the conventional Golf is a new interior. Drawing on the all-new interior of the Mk6 Golf the GTI features a flat-bottomed steering wheel finished in black leather with contrasting red stitching. A set of contoured sports seats finished in grey tartan cloth reminiscent of the Mk1 and Mk5 models are joined by unique instruments and gloss black dashboard and door trim inserts framed by silver highlights.

As with all Golf models the new GTI concept is fitted with a high level of standard equipment including seven airbags, a CD stereo, climate control and ESP.

The GTI concept is intended as a first step towards the Golf GTI which will start production in the northern spring of 2009. Australian sales are expected to start before the end of 2009, with prices and specifications announced closer to this date.



VW Hannover Bus.

Volkswagen Commercial Vehicles has introduced a new addition in the popular large Crafter series. Based on the Crafter 50 platform, the Hannover Bus is a new standard in Australian luxury bus transport.

Featuring 14 seats and a huge cargo area, the Hannover Bus is sure to be a hit with airport shuttle operators, tour and resort operators, taxi and limousine serviced operators, the care industry or anyone that has a need to move 13 people and large luggage in class.



All 13 passenger seats are fitted with 3-point seatbelts and offer excellent legroom for each passenger. Aisle seats are equipped with armrests for enhanced comfort. The high roof, grab handle rail and retractable electronic side step ensure easy walking access. The luggage compartment on the Hannover Bus measures 0.97 metres x 1.77 metres, making it ideal for all occasions. With extensive luxuries such as full interior trim and tinted windows the Hannover Bus is a true winner in the luxury small bus market.

Features such as comfort driver seat with suspension, electric windows and door mirrors are all standard. Other standard features include park distance control for front and rear, a multi-function steering wheel and remote central locking.

With the strong 100 kW / 300 Nm 2.5 litre TDI engine, the Hannover Bus pulls away swiftly and cleanly. This TDI engine uses the latest third-generation Common Rail injection engineering. The engine comes with VTG (variable turbine geometry) turbocharger, and delivers a high power boost and corresponding good tractive power even at low rpm.

Connected to this engine is a Power Take Off compressor, which powers a secondary air-conditioner for the rear passengers. The air-conditioner is controlled by a set of integrated controls on the dash with temperature control and fan speed control. A multi speaker cabin sound system is fitted to the passenger area. The vehicle exterior is distinguished by standard silver metallic paint with a colour matching air conditioning cover on the roof. A rear step and amber side illumination are standard.

Safety forms an important aspect of the Hannover Bus, with ABS (Anti-lock Braking System), ESP (Electronic Stabilisation Programme) and dual front airbags as standard. The passenger area is equipped with emergency hammers for the windows and a fire extinguisher.

The basis of the high active safety in the Hannover Bus is its equally comfortable, generous and supremely solid chassis. It features independent front wheel suspension with lower wishbone control arms, transverse leaf springs and shock-absorber struts. The rear continues to feature a rigid driven axle with parabolic springs installed longitudinally.

On the Hannover Bus, the front axle uses a transverse leaf spring in a composite material. This saves weight when compared to a conventional steel spring, and also gives greater stability to the vehicle.

The chassis can be steered easily and its characteristics like the ESP (Electronic Stabilisation Programme) provide assistance even to less experienced drivers when faced with critical driving situations.

Fitted out at Volkswagen Special Body Workshop (SCS) in Hannover Germany, the Hannover Bus offers a superior factory solution to the small bus market. The Hannover Bus carries Volkswagen Crafter's 3 year/200,000km warranty.

The Hannover Bus represents superb value and a new level of luxury people transport and is available for sale in Australia now.

Recommended Retail Prices:

2.5-litre TDI Hannover Bus \$114,990

Passat R36 launched.

Volkswagen has introduced its newest and fastest model into the potent R Series line-up, joining the powerful Touareg R50 and agile Golf R32 already on sale in Australia.

Available as either a sedan or wagon, the new Passat R36 is the third model to debut under Volkswagen's R Series label.

Under the bonnet lies a naturally-aspirated 3.6-litre six-cylinder petrol engine producing peak power of 220kW and 350Nm. These figures make the R36 the most powerful Passat of all time, eclipsing the 4.0-litre W8 Passat of 2002, which had only 202 kW.



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This is coupled with VW's six speed Direct Shift Gearbox (DSG) transmission and 4MOTION all wheel drive system as standard equipment.

The result is Volkswagen's fastest current production model in the sprint from 0 to 100 km/h, with the sedan reaching the 100km/h mark in just 5.6 seconds. The wagon model is just 0.2 seconds behind, making the R36 the fastest station wagon Volkswagen has ever made. Top speed is electronically limited to 250 km/h for both the sedan and wagon.

The R36 variant is distinguishable from its less fortunate Passat counterparts with a host of R-range specific features including a new front bumper with radiator grille surround in matte chrome finish, a functional spoiler for the sedan and wagon, dual chrome exhaust pipes and a unique rear bumper.

A few more subtle exterior refinements have also been added such as the 18-inch 'Omanyt' alloy wheels, colour coded wheel arch extensions, darkened rear tail light clusters, body side lower sill extensions and bi-xenon headlights with dynamic cornering.

The interior is equally as impressive, featuring a dark brushed aluminium décor, leather steering wheel with gear shift paddles, 12-way adjustable electric sports seats with electro-pneumatic side bolsters and leather combination upholstery, R36 door sill trims, new dashboard with white illumination and an automatic transmission selector lever.



A six disc CD changer with MP3 compatibility and 250W amplifier delivers crystal clear sound through 10 speakers, while rain sensing windscreen wipers, automatic dimming rear-view mirror and parking distance sensors, front and rear respond automatically to environmental changes outside. Despite this impressive range of standard equipment, a premium 600W Dynaudio system, automatic tailgate, electric glass sunroof, sat nav, and rear view camera are also available as optional extras.

In addition to the active safety and agility of the 4MOTION all-wheel drive system, the R36 also boasts ABS with Brake Assist, electronic stability program, Electronic Brake-Pressure Distribution (EBD), Anti-Slip Regulation (ASR) and eight airbags.

The Passat R32, the fastest Volkswagen ever sold in Australia, is now available to buyers.

Recommended Retail Pricing:

Passat R36 Sedan 6 speed DSG	\$64,990
Passat R36 Wagon 6 speed DSG	\$66,990

Road Safety Booklet

With The Wiggles



The Wiggles join VW.

Volkswagen and The Wiggles, two of Australia's most recognisable and well regarded brands, have announced an exciting new partnership. Launched at Luna Park, Sydney, with an appearance by The Wiggles, the first initiative for the partnership will be a road safety booklet based on The Wiggles' Song "Look Both Ways".

It may come as a surprise that these two highly regarded brands have announced a partnership. The relationship presents a unique opportunity for Volkswagen to reach out to the loyal and growing number of Volkswagen drivers in Australia, many of whom have families. Volkswagen's commitment to the highest safety standards in their vehicles has seen an increasing number of Australian families choosing to drive a Volkswagen.

"Volkswagen is delighted to announce an ongoing relationship with The Wiggles," said Jutta Dierks, Managing Director, Volkswagen Group Australia. "Australia is an extremely important and growing market for Volkswagen and our relationship with The Wiggles further enhances our presence here in this market. We see enormous potential for continuing to serve the community; in this case through involvement with Early Childhood initiatives, a subject close to our hearts and, of course, many of our loyal Volkswagen customers. Considering the first Big Red Car was built on a Volkswagen Beetle chassis, the relationship is a natural one."

Since Volkswagen vehicles were first introduced commercially in Australia in the 1950s, the Australian motoring public has forged a love affair with them that has lasted the test of time and continues to this day. The culture of reliability, friendliness, safety and

accessibility that Volkswagen engendered was rewarded by customer loyalty that continues. Today, Volkswagen is one of Australia's fastest growing brands and is a leader in innovative diesel and petrol engine technology.

The Wiggles are celebrating their 17th year as a children's entertainment powerhouse. Like Volkswagen, The Wiggles have kept a close link to the Australian public and have been rewarded with immense popularity, with both parents and children alike. When it comes to live performances, it is nearly impossible to find a live act, for any age group, anywhere in Australia, that comes close to matching their popularity. It has been estimated that half of all Australian toddlers either enjoy The Wiggles on DVD or CD at home or have been to a Wiggles concert. If you add that to the many hundreds of thousands of parents who have listened to and seen The Wiggles, then the figures become staggering. In Australia their annual end of year national tour sells over 150,000 tickets.



"As Volkswagen drivers themselves, Anthony, Jeff, Murray and Sam are all extremely pleased to be a part of this important initiative," said Mike Conway, Managing Director, The Wiggles Pty Ltd. "The road safety education of the children, and adults, of our community are a very high priority. The Wiggles are exceptionally happy to work with Volkswagen in promoting this fundamental message."

The road safety booklet will have wide distribution through all Wiggles concerts and events. Volkswagen will distribute the booklet through their events, motor shows and dealerships. It is hoped that, with the support of Volkswagen and The Wiggles, the message of road safety can be further promoted in the community.

Mattig Golf 4.

The Golf 4 is still a very popular second-hand car in Germany. Mattig has really gone to work on it, making sure the somewhat 'greying' compact vehicle is reborn with a much more sporty look. This has been made possible with the new Mattig body kit, which makes the Golf 4 look fantastic. A number of accessories provide the perfect finishing touch.



A new apron at the front with two large air inlets, right and left, guarantee a more easily remembered 'face'. Mattig prepared the extravagantly styled component for use with an Audi single-frame grille. Mattig is offering a bonnet extension for the front edge of the bonnet to protect it against damage, just in case. Mattig also has an alternative for the headlights. A combination of black and chrome coloured parts gives them a cool look by day and by night. The Mattig headlight covers give it that famous 'dangerous' look.

The Mattig side skirts create a visual 'lower-lying' effect and a considerably more solid appearance. The Mattig sports mirrors are another special detail, with easily visible, integrated indicators. Impressive appearance and safety at the same time! For the rear end Mattig has designed a rear apron extension with conspicuously formed air outlets into which, for example, the ends of the four-pipe exhaust system fit perfectly. A guarantee for hot-blooded optics with a real sporty look! New Mattig taillights with LED technology also provide a particularly successful mixture of first-class safety - LEDs are much easier to see in daylight than conventional lights - and outstanding optics. Quick cornering is no longer a problem with the five-part Mattig roof spoiler as it increases the ground pressure and also looks as if it has come directly from the race track. This radical part attracts immediate attention to every Golf 4.

At the same time, Mattig also supplies other front apron models, a variety of rear extensions and additional lights.

Golf Cabrio to return.

Volkswagen's cabriolet version of its best selling Golf, is due for a comeback in 2010. The open-top experience will sell for around 25,000 Euro for the basic model. The primary difference from the production point of view is that it won't be made by coach builder Karmann like the previous ones, but by VW themselves.

VW has called the shots and it makes one wonder why they have. Karmann has produced roughly 600,000 examples of the Golf Convertible in the past 22 years, and some brand-defining models like the original Beetle Cabriolet, Corrado sports coupe, and

the popular Karmann Ghia sports car. Karmann is right now Germany's largest coachbuilder and over 40 different models for various automakers have been built by the firm.

Nevertheless, VW will try and pitch in the convertible which will go against the likes of the A3 cabrio and will be based on the current Passat and Golf. Dimensions will smaller than the Eos convertible hinting that it'll carry a stubby rear end and a small boot. The model will sit below the Eos in the range.



A variety engines will be employed- 1.4 TSI, 90 kW; 1.4 TSI, 112 kW; 2.0 TSI, 150 kW; 1.6 TDI, 80 kW; 2.0 TDI, 105 kW; 2.0 TDI, 125 kW. All engines will deliver power to the wheels through the state-of-the-art DSG dual-clutch transmission with either six or seven speed.

Volkswagen + Sanyo.

Agreement has been reached on a co-operation which sees Volkswagen joining forces with Sanyo, one of the world's leading developers of rechargeable batteries, to work on new and extremely efficient high-performance storage systems based on lithium-ion technology.

"Our focus in future," says Prof Martin Winterkorn, CEO of the Volkswagen Group, "will be directed more strongly at making electrically powered automobiles alongside ones driven by more efficient combustion engines. Drivetrain electrification is the way forward if we wish to secure mobility in tomorrow's world. This will involve energy recovery. The whole idea will be to no avail, however, as long as we do not have powerful energy storage systems at our



disposal and as long as vehicle operations are not in tune with customer demands. This cooperation is an important step for us," Winterkorn adds.

Emissions-free travel in an all-electric operating modus is already possible today, though only at limited speeds and over short distances. That makes it all the more important to develop new accumulators with the capacity, size, weight and cost attributes which will enable them to be used more efficiently in tomorrow's automobiles. Lithium-ion technology, already very successfully used in communications electronics and portable computers, has the potential to satisfy even the particularly exacting demands placed on electro-traction systems in motor vehicles.

Back in March, at the Geneva Motor Show, Volkswagen showcased its Golf TDI Hybrid design study, which demonstrated just how much potential for energy reduction there is when you combine high-tech-diesel, electric-drive and 7-speed-DSG technology. Conceived as a powerful full-hybrid vehicle, the Golf TDI Hybrid can be operated using combustion-engine power only or using a combination of combustion and electric drive or using E-drive – i.e. the powerful and energy-efficient combination of TDI technology and an electric motor. The Group hopes to be able to employ lithium-ion technology in its first vehicles by 2010.

VW Caddy Eco-Fuel.

Volkswagen exhibited a prototype of its gas-powered Caddy EcoFuel at Green-Car-Guide Live! 2008, a one-day-only Green Motor Show in the UK showcasing the latest energy efficient vehicles.



The Volkswagen Caddy EcoFuel is an alternatively fuelled vehicle that can operate on either compressed natural gas (CNG) or bio-methane. Developed as a result of Volkswagen's environmental research programme, and produced in the same factory as the rest of the Caddy range, it is already on sale in mainland Europe and planned to be introduced to the UK later this year.

The Caddy EcoFuel at the Green-Car-Guide Live! 2008 is the first right-hand-drive (RHD) prototype and is being used for a UK pilot scheme in response to customer enquiries for alternatively fuelled vehicles.

The key benefits of operating a CNG-powered vehicle are lower and cleaner emissions, plus reduced

fuel costs (CNG costs significantly less than petrol or diesel).

The Caddy EcoFuel features a 2.0-litre 81 kW petrol engine which operates primarily on compressed natural gas (CNG) with a small petrol reserve, giving a total range of around 560 km.

A fully integrated design and production process means the conversion of the vehicle is better-resolved. For example, the gas filling point is incorporated behind the existing fuel filling cap, and there is an additional electronic fuel gauge display set into the display on the dashboard.

Similarly, the gas tanks do not impact on the Caddy EcoFuel's loadspace as they are safely secured under the vehicle and have been fully crash tested. The gas tanks hold 26 kg of CNG; the additional weight means there is a small reduction in payload to 665 kg, compared with 720-724 kg for the rest of the Caddy van range.

The Green-Car-Guide Live! 2008 event is a one day Green Motor Show designed to showcase low emission vehicles to businesses and other organisations with vehicle fleets, and took place in the Arena part of the new ACC (Arena and Convention Centre) in Liverpool, next to the south side of the Albert Dock. Admission was only possible by pre-registration at www.Green-Car-Guide.com.

Vanfest 2008 – world's largest VW Type 2 show.

Volkswagen UK and the organisers of the world's largest gathering of VW Transporters, Vanfest, invited VW campervan owners to enter their vehicles into a special 'Five Generations of Camper' competition at this year's show. The winning vehicles were exhibited at a Volkswagen-sponsored display at the show, which took place at the Three Counties Showground, Malvern from 12-14 September. Around 8,000 Volkswagen vans, Kombis and campers attended Vanfest 2008, which is presented annually on behalf of the Volkswagen Type 2 Owners Club of UK.

Volkswagen has an unrivalled and legendary history of campervans, which have been popular for over 50 years. One model of each generation was chosen for the Five Generations of Camper display, including the iconic split-screen models from the 1950s right up to today's California model. The owner of each vehicle chosen also received £100 of approved Volkswagen merchandise.

The full Vanfest programme included a live performance by The Drifters, plus other live bands playing in the Transporter Tavern and entertainment marquee, a Cooking in a Camper contest, Show and Shine competition, and four special displays – Well Travelled Transporters, Alternative Engines, The California and a special 50th anniversary collection of Crew Cabs.



There was also a variety of trade stands, and the latest Volkswagen Commercial Vehicles range was displayed, including the California campervan plus the new Transporter Sportline Kombi and seven-seater Caddy Maxi Life.

Check out www.vanfest.org for more info and lots of photos.

Scirocco now available in UK.

Customers keen to be among the first to drive away a new Scirocco can officially add their names to the waiting list as the car becomes available to order at Volkswagen Retailers across the UK. Prices for the new car have also been announced, and start at £20,940 RRP on the road for the launch model, the Scirocco GT.



The original Scirocco was first seen 34 years ago, and over two generations and 19 years a total of 77,460 Sciroccos were sold in the UK. Now the new model blows in, with equally distinctive coupé styling, a practical hatchback boot, four-cylinder engine and front-wheel drive – yet this is the most technically advanced production coupé that Volkswagen has produced.

All UK models benefit from Adaptive Chassis Control (ACC) which operates via a set of four

electrically adjustable dampers to alter the car's suspension, steering and throttle response set-up, and allows the driver to choose the most appropriate setting for the journey. Normal is the default; Sport adds firmer suspension and sharper responses for twisty roads or track driving; while Comfort offers a smooth ride best suited to motorway trips.

At launch, all Sciroccos will be powered by a 2.0-litre TSI 149 kW engine with either a six-speed manual or automatic DSG gearbox. The 2.0-litre turbocharged engine – already popular in the Golf GTI – produces 281 Nm of torque and allows the Scirocco to achieve a 0 to 100 km/h time of 7.2 seconds, and a top speed of 235 km/h. The combined economy figure is 7.6 L/100 km, with CO2 emissions of 179 g/km.

Early in 2009 a further two engines will join the Scirocco line-up: a 1.4-litre TSI 119 kW petrol, and a 2.0-litre TDI common rail diesel unit with 104 kW and a combined economy of around 5.4 L/100 km. Both will come as standard with a six-speed manual gearbox, while the 1.4-litre TSI will also be offered with Volkswagen's new seven-speed DSG 'box.

Two trim levels will be available – standard Scirocco and Scirocco GT. The launch engine is only available in combination with GT trim, giving customers a high level of standard specification which includes ABS with ESP, six airbags, touchscreen CD autochanger, climate control, 18-inch 'Interlagos' alloy wheels, front foglights and a multifunction steering wheel among a host of other items. Options include a panoramic tilt sunroof, leather trim and touchscreen satellite navigation.

Volkswagen UK predicts sales of 3,350 Sciroccos this year, rising to around 9,000 in 2009 when a full line-up is available. Already over 11,000 people have signed up via www.volkswagen.co.uk to receive email updates on the new Scirocco model.

As we go to print, no news on the Scirocco's Australian launch date has been received as yet.

Caddy Topos Sail.

Among the display of leisure vehicles and campers on the Volkswagen stand at Europe's largest recreational vehicle show in Düsseldorf, Germany, will be an interesting Caddy Topos Sail design concept which takes its nautical theme to the extreme of having



a wooden boat deck on its roof. The Caddy Topos Sail design concept, based on the smallest model in the Volkswagen Commercial Vehicle van range, uses design cues from classic yachts and has its multi-functional roof covered with wooden decking surrounded by aluminium roof rails.

The wooden sun deck on the roof is accessed via four matching wooden and aluminium steps in the Caddy's tailgate and to complete the design theme there are wooden inserts along the side of the vehicle and in the rear bumper.

VW overtakes Ford.

Volkswagen AG moved ahead of Ford Motor Co. to become the world's third-largest automaker by vehicle sales in this year's first half, according to figures the companies released last week.



Volkswagen reported a 7.2% increase to 3.31 million cars and trucks, while Ford said its sales fell 11% to 3.09 million.

Ford is headed for another decline in the annual global sales rankings, after yielding the No. 2 spot to Toyota Motor Corp. in 2003.

Ford's U.S. sales fell 14% as petrol prices rose above \$US4 a gallon (\$A1.17 per litre), crimping demand for large pickups and SUVs. Its figures also exclude Jaguar and Land Rover, sold to India's Tata Motors Ltd. in June. Part of the reason VW has been able to pass Ford is that the German automaker doesn't rely heavily on US sales, while America is Ford's largest market. VW also has a much larger stake in the quickly expanding Chinese market, whereas Ford is still ramping up in the land of the Great Wall.

Both Ford and GM continue to lose sales and money as petrol prices continue to climb, with GM falling further behind Toyota as the world's largest maker. Volkswagen is now third, for the first time ever.

Golf Twin Drive hybrid.

Volkswagen CEO Martin Winterkorn has revealed a new concept called the Golf Twin Drive. The Twin Drive is a plug-in electric hybrid that uses a powerful 60-kW electric motor, and a 2.0-litre turbo-diesel producing 90 kW. The electric motor is fed energy from a pack of lithium-ion batteries that can sustain the car's mobility for about 50 kilometres, after which the diesel engine will take over propulsion duties.



The Twin Drive also features start-stop technology and regenerative brakes. The diesel and electric motors are completely isolated, with one unable to provide the other assistance under heavy loads like in the Prius or a typical parallel hybrid. At the same time, the Twin Drive Golf doesn't sound like a series hybrid in the same vein as the Chevy Volt, as the diesel engine is directly connected to the drive wheels. In other words, the engine onboard is not simply a range-extending generator supplying power to recharge the batteries, like in the Volt. What the Twin Drive appears to be is a plug-in hybrid with a very robust electric drive train that carries around an internal combustion engine in case it gets too far away from home.

Volkswagen is developing the Twin Drive system with eight German partners and is planning a trial fleet of 20 Golfs outfitted with the system in 2010. The German government is along for the ride, and for a good bit of green PR, VW promises that the electricity used to charge the fleet of test vehicles will be generated from renewable sources like wind and solar power.

Next CrossPolo to be 4WD.

There are some vehicles that Volkswagen sells overseas that we wish we could get in Australia. Pseudo-offroaders like the outgoing Volkswagen CrossPolo would be one of them. The previous CrossPolo (sold as the Polo Dune in the UK) has some



body-cladding and special accessories applied to the standard hatchback that makes it look more rugged, but it was still only front-drive. Soon, the new-generation CrossPolo will actually get the machinery to back up its looks. Volkswagen has deemed to outfit the soft-roader with its 4Motion all-wheel-drive system, effectively making this an even smaller brother to the Tiguan crossover, and a worthwhile competitor to the upcoming MINI Crossman and other little baby 4WDs. What remains to be seen is whether the new model will carry the same appearance (and badge) as the model it replaces; upgrading the standard Polo with some body-cladding, or whether Volkswagen will give it an even more SUV-like body, styled after the Tiguan. Engines options will include 1.2-litre inline-3s with 50 kW, a 1.4-litre unit producing 65 kW, and a range-topping 1.2-litre TSI pumping 80 kW through those four little wheels. Diesels will be offered with a similar output range, along with a Bluemotion power train option.

VW 9.150 ECE Armoured Truck.

Volkswagen Brasil's commercial have released the locally designed and built 9.150 ECE armoured truck for their local market. Looking like a giant, wheeled metallic bulldog that could transform into a giant talking robot at any moment, the 9.150 ECE is powered by a 4750cc inline four-cylinder Volkswagen turbo-diesel truck motor, mated to a five-speed



transmission. Power is a modest 112 kW, but peak torque is a stout 550 Nm, delivered between 1,600 and 2,000 rpm.

There are no plans to export the Brazilian VW truck at this stage, which is a pity as it would look great on the streets of Sydney.

VW-Apple iCar?

In August last year, speculation began about a joint collaboration between Apple and Volkswagen to produce the unofficially named iCar. All the rumors were based on a report by a German publication, that claimed Apple CEO Steve Jobs had met with Volkswagen chief Martin Winterkorn. Volkswagen confirmed the meeting, but provided no specific details about what was discussed. Topics could have ranged from Apple assisting the German automaker with the user interface of its new touch-screens, to a full blown collaboratively developed car, aka the iCar.

As is often the case with Apple rumours, the iCar was likely more a product of what people wished for rather than what the facts suggested. A recent edition of the German car magazine *Autobild*, however, features a never-before-seen VW concept, joined on the cover by an iPhone. Is this the iCar? Who knows? Would you rather have an Apple-VW or a Microsoft-VW? (Insert jokes here)



Touareg North Sails.

Volkswagen has revealed a sailing-themed Touareg design concept at the famous Travemünder Woche, which is the second largest annual race week for sailing in Germany. Teaming up with a company called North Sails, which sells boat sails and marine components and accessories, VW has added a new ground effects kit, a yellow rub strip, watery-blue reflectors, and 19-inch wheels. Stepping aboard, occupants will find a cabin decked out with teak flooring, LED lighting accents, white leather seats with aquamarine stitching, and an alcantara headliner.

North Sails branding shows up in the form of logos on the B-pillar and stainless steel sill plates. The instrument panel gets a compass, and there's also a pair of binoculars in the centre console so you can make sure that you've rounded the marker and raised the spinnaker for the long run to the finish line. Once docked, there's even a North Sails bicycle so you can



cruise the marina in style. However Volkswagen have not specified whether canvas slip-on shoes are included.

VW double-cab ute spotted.

Despite several recent conflicting reports, spy photographers have caught Volkswagen's upcoming 'Robust' pickup truck during testing in the United States. It has not been revealed whether the new utility is a Volkswagen-Toyota co-operation, a new VW-only design, or a Toyota made under licence, like the 1989-1994 Taro. The vehicle certainly has a very Toyota-like body, but seems to have a South American VW engine to match the hidden VW badge and the T5 Transporter wheels.

Rumour currently has it that VW won't be selling its Toyota Hilux rival in Europe. However, other sources have stated that it will be available in certain parts of Europe, but it won't be built in Hanover, Germany, as originally planned. Instead, all production will take place in Pacheco, Argentina. Volkswagen is apparently planning on building about 90,000 units annually for South American and developing markets, and probably won't be sold in the USA.

The 'Robust' name is just a working codename which will most likely be changed before the market launch in the end of 2009.





Boris' Picnic Day Sunday 21 September.

Saturday had been a stinking hot day in Sydney; around 31 degrees in most parts, and the hottest it had been since last summer. Too hot to wash and polish the VW! Instead I waited until it cooled off at 4pm, but then I ran out of daylight. The only thing I could do was get up at 6am on Sunday, and wash the Kombi before I headed off to Dolls Point for Boris' excellent annual Picnic Day.

I arrived at the locked gates to Cook Park at 7am to find I was the first car there. There was time to turn around and pop into the shops on Alice St for a coffee and the Sunday paper before I went back to the locked gates. While waiting for others to turn up, I grabbed some spray-on polish and a rag and gave my Kombi a quick shine, top to bottom and front to back. This only took 20 minutes, but by that stage there were half a dozen cars, mostly swappers, waiting with me.

Brian, Boris, Martin, Dave and Leigh turned up, but no one had the key. A quick phone call and shortly afterwards the park ranger turned up to let us in. We were into position by 8:15am, and the VWs began arriving en masse.

The weather was fine and sunny, with temps in the mid 20s, with a bit of haze on the ground early on. As the barbecue and shop was set up, we looked over at



Mascot to try to see the new Qantas A380 Airbus arrive, but unfortunately it landed from the north and we missed it.

The boys soon had the barbecue up and going, and soon the snags and onions were sizzling. Danny and Wayne were busy slicing the sausages and bread rolls, and already the VW drivers were drifting over, attracted by the smell of the BBQ in the early morning sunshine.



It really is a fantastic spot beside the water at Botany Bay. In no time the car parking areas, on both sides of the laneway, were almost full. The polished show cars tended to park on the waterfront side, while the swappers generally stayed up on the grass. VWs



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tended to come and go throughout the morning, so there was no way to come up with definitive 'how many VWs were there?' figure. Brian thought there might have been 80 or 90 VWs parked by the water at one stage. Lots of Beetles and Type 3s; not as many Kombis this year, and the small number of Golfs was disappointing too. Where were all the water-cooled VW drivers this year?

Raymond and Grace and their girls manned the club shop, and a steady stream of people were buying food and drink tickets, shop goodies or raffle tickets. Other VW fans happily wandered up and down the shoreline in the sunshine, admiring the gleaming VWs and trying to avoid being run over by all the lycra-wearing pushbike riders.

The VWs arriving through the gate started to taper off by mid-morning, and Steve took a moment to

repair the fuel line on Martin's Beetle; all in a day's work for an NRMA repairman. By midday no more VWs were arriving – in fact many seemed to be leaving, no doubt with other family things planned that day.

The barbecue and shop became quiet in the early afternoon as the VWs began departing, so the raffle was drawn. Thank you to everyone who kindly donated items to the raffle, and well done to all the winners.



The car park was emptying out; the soft drink (and beer) was getting short; the barbecue was tapering off, and faces were getting sunburnt. It was time to pack up and head off home.

It was an excellent, relaxing day in a fantastic location; thank you Boris, and Dave, for organizing it, and for everyone who helped with the shop and BBQ. We'll see you all there again next year.



Canberra Autofest 27 & 28 September.

The weekend on 27 and 28 September was the annual Canberra VW Weekend, consisting of a VW cruise on the Saturday afternoon, and the Shannons German Autofest on the Sunday (a show of all German marques, held on the banks of Lake Burley Griffin).

On Saturday, the cars arrived one by one, all ready for a 'mystery' cruise, and everyone was happy when the destination was revealed as Googong Dam, which is located just outside Queanbeyan in NSW. Getting a convoy through Canberra's roundabouts and intersections is not an easy thing to do but we drove through unscathed and arrived for a BBQ and dubbish chats. It was a great afternoon and a good chance to show the cars off to the local community.



Sunday....Autofest....the largest event in our calendar. The early start seems earlier each year and we quickly prepared for the onslaught of arrivals....and in they came....Golfs, Beetles, Kombis. We had a few assorted water-cooled cars (old and new Passats, a Jetta, New Beetle, etc) as well as an equal number of 'other' air-cooleds (Karmann Ghia, Thing, Type 3s). The cars looked resplendant in their rows as the public had the chance to check the cars out.

As with previous years, we recruited our judges from visiting clubs and areas, to ensure that all was

fair, and their job was not an easy one. At time of writing, I am still compiling the list of awardees and hope to have this in the next magazine. Trophies were presented and people were smiling.

We also had a Childrens Car Show, as well as a 'Kids Corner', both of which went well and should be present in our future events. The Autofest trophies were presented at 2.30 pm. The Best VW of the Day was voted by the people as a visiting Karmann Ghia. Best 'dealer' display was by our local VW dealer, Lennock Motors in Phillip.

And then it was over, the displays were pulled down and Autofest 2008 was complete. That must mean it is time to start planning for 2009?

We could not hold this event (or any of our events) without the kind support of our sponsors, and I need to thank them for their devotion. Firstly, our biggest sponsor and certainly our largest bundle of help - Club VeeDub itself. While we are still learning and finding our feet, the support from you all in Sydney is just what we need, and we cannot thank you enough. Two thumbs up.

Autofest sponsors this year were Lennock Motors (Phillip, ACT), Volkswagen Group Australia (Sydney), VW Magazine Australia, and Classic VeeDub (Sydney). Local VW establishments that supported us with sponsorship were Beetle Exchange (Fyshwick), Canberra VW Centre (both locations - Belconnen and Tuggeranong), and Volksparts (Fyshwick). Thank you all for your continued support and generosity towards our club.

There were, of course, a heap of helpers to thank, but that would bore you all, so I will just give a general 'thanks' to all of you, you know who you are. It was a long day, but well worth it.

Well I have babbled enough, check out the pictures, and if you haven't been yet, make a mental note to come and visit us around this time next year - we'd love to see you!

Bruce Walker



Club Veedub. Aus Liebe zum Automobilklub.



Best Beetle up to 67 standard -
1st - Darren Heath (67 Beetle)
2nd - Susan Price (55 Beetle)

Best Beetle 68 onwards standard -
1st - Ken Davis (72 Beetle)
2nd - Annette Robson (72 Beetle)

Best Beetle up to 67 modified -
1st - Murray Fleming (56 Beetle)
2nd - David Silvestri (56 Beetle)

Best Beetle 68 onwards modified -
1st - Gareth Wiggan (68 Beetle)
2nd - Philip Lewis (74 Beetle)

Best Split Window Kombi -
1st - Jim Smith (67 Kombi)
2nd - Elton Willis (67 Kombi)



Best Bay Window Kombi -
1st - Mark Palmer (74 Kombi)
2nd - Michael Molnar (70 Kombi)

Best T3, 181, KG -
1st - Dave Becker (64 Karmann Ghia)

2nd - Peter Sugden (76 Thing)

Best Rat -
Marty Adamaitys (67 Kombi)

Best Displayed -
Mandy Conway (63 Beetle)

Best Golf Mk 1-2 -
1st - Steve Crispin (85 Golf)
2nd - Charles Wannops (77 Golf)

Best Golf Mk 3-4 -
1st - Pierre Thorand (02 Golf)
2nd - Grant Osborne (04 Golf)

Best Golf Mk 5 -
1st - C. Murray (06 Golf)
2nd - Sean Agnew (06 Golf)



Best All other H2O -
1st - Vince Nassar (75 Passat)
2nd - Grant Rollinson (88 Kombi)

People's Choice - David Becker





Canberra Chapter Camping Trip.

On the weekend of 13 / 14 September, the Canberra Chapter had a camping trip to the local Cotter area. Arrival was Saturday afternoon, we set-up camp and sat back to appreciate nature at its finest. We had a wide range of camping 'enclosures', from one-person swags, through tents, camper Kombis, and an extendable camping trailer. It was great to see how well everyone came prepared.



Saturday night was initially spent around a campfire, singing along to Ian's guitar and enjoying the company. The group then moved on to an undercover area where we watched VW movies on a video projector. Who said camping was all about roughing it?

The camp was going so well, nothing could dampen our spirits. Well, nothing, except the storm that blew in around 1am, sufficiently testing the water-tightness of our accomodation and certainly



lighting up the night sky with lightning. It rained on and off for a couple of hours and most people reported in the morning that they survived OK. I personally found that my tent seems to have a few holes able to let water in, but that was OK, there were equal amounts of holes to let the water out as well.

Sunday was a slower day, breakfast was consumed and we quickly noticed the onset of stormclouds. Packing up by mid-morning, we all agreed that the camping trip was a huge success, and we need to schedule this into our annual events list. A quick few photos and we hit the road, more rain falling as we left the campsite.

Thanks to everyone involved in the weekend, particularly Ian (for his musical talents) and Russell (for bringing the audio visual gear). When's the next camp?

Bruce Walker

Red Centre to Gold Coast Trial.

I was spending a few days at my parents' place in Inverell Sunday night prior to the start of the Red Centre to Gold Coast Trial. I couldn't afford to put an entry in, but I knew Ben Seehusen and Herb had entered, and in the back of my mind I was wishing them well, and envy that they were heading off into outback QLD. Then at 8:30pm I received a call from a guy called Martin Higgins who lives at Berkleyvale, near Wyong, and he asked if I could be chief service crew and be a part of his V8 Commodore Rally Team??

Martin is a good friend of Ben Seehusen; that's how he got in contact with me! Of course I took up the offer, and next day I was on a Qantas flight from Armidale to Sydney, and a connecting flight to Alice Springs, and I arrived there about 1pm. I could not believe my luck that I was in Alice to be part of the Car Trial as a service crewmember. The only downside was I was helping out with a GMH product not a VW product!

I was driving the Toyota Landcruiser and trailer service vehicle through the outback. At one stage on a transport section the Commodore was in front of me, and Ben would fly past in his Beetle. I would raise my

Club Veedub. Aus Liebe zum Automobilklub.

thumb and blow the horn at Ben with excitement that he was still going well, and plus he overtook Martin's Commodore in his Beetle! I was asked by another crewmember if I was thinking of doing something to slow the Commodore so that the Beetles would do better, since I was a VW man? My reply was, no no, I will make sure there is plenty of oil in the Holden's engine, and I will make sure only fuel goes in the fuel tank, and not sugar! huh,huh,huh!

The Commodore of Martin Higgins and Peter Burrey, the car I worked on, went well but didn't go without its share of dramas. It was a satisfying feeling when the car crossed the line 27th outright out of 51 finishers (75 starters). There were times when the Commodore looked like pulling out of the trial; once at Cairns, and also at Birdsville, and another time in between Tibooburra and Bourke where they damaged both rear spring trailing arms severely. Driving along through the outback, we stumbled upon a Commodore body just sitting there under a tree! It was wrecked, but walking around it here was two trailing arms sitting in the dirt. I just lent down and picked them up with excitement! We all had a laugh about that and still can't believe our luck. I mean everything on this body shell was stuffed; all the glass had been smashed, no seats, no wheels, no steering wheel, no bonnet, but two bloody rear trailing arms just sitting in the dirt! We were thinking we would have to turn the body over with rope just to check if it had suspension arms on it, but they were just sitting waiting in the dirt for me to come along and pick them up. Anyway after doing the repair work, they were back in action, and they were able to finish their stage without being out of late time.



Here's a photo of Rob and Starr Mifsud's Beetle at Alice Springs. They were just about to go off and do the first leg of the Trial on day one, and guess what? They had trouble with the Beetle, and pulled out of the event and went home. I'm not sure what happened, but I was at a Service point on day one, and they drove past me in their Beetle and it didn't sound nice at all!

The blue Beetle is Ben's. There is a photo of Ben's Beetle being towed by Herb's Beetle across the finish line at Victoria Street Plaza at Broadbeach, Gold Coast. Ben wanted to cross the line even if it meant on three wheels. Ben was right on Herb's bumper!



Herb being greeted by Bob Watson at the finish of the Red Centre to Gold Coast Trial!



A film documentary guy by the name of Volker Euler was going to come along with me to film my Beetle in the Trial, but I put him onto Ben and Greg Hart, and he filmed mainly the Beetles in action during the Trial. Volker filmed the whole event and it maybe put on TV some time later. A DVD will be made about the event, and I could bring it to a meeting or better still maybe we could have a club film night BBQ get together later or something?

John Watt

VWs not sold here #6: Golf Plus.

Volkswagen's Golf Plus is a Golf with — as it promises on the 'box' — just a dash more. While not super-sized, it is nevertheless a fully-fledged, multi-function midi-MPV intended to slot neatly between the standard Golf hatchback and VW's compact MPV, the Touran. However, it's closer in size and concept to the traditional Golf, with which it shares a near-identical footprint.



So what exactly do you get when you buy a Golf with a 'Plus' badge stuck to its tailgate? Principally, a more accommodating load area enhanced by split rear seats that not only fold but slide too. Spend a week pottering around in a Golf Plus doing 'practical' chores and you quickly appreciate that it's noticeably more spacious and versatile than the regular model. The 'Plus' designation also means extra inches in the height department (+95 mm) and easier access. Other plusses include an extra 20 mm of headroom and —courtesy of the 75 mm-higher seating positions — improved visibility. Back seat passengers will also appreciate the bonus in the rear — an additional 85 mm of legroom.

And there's more 'plusses' when it comes to load lugging. In the Golf Plus, the standard default boot capacity is 395 litres beneath the rear parcel shelf. Fold away the rear seats and this goes up to a very capacious 1,450. Compare that to the standard Golf's 350 and 1,305 litre capacities. And, as mentioned, in the Plus you can slide the rear seat/s forward for a larger-than-normal boot of 505 litres (at the expense of losing some rear legroom) while still being able to accommodate two or three in the back seats. A front passenger seat provides more versatility by folding flat, and the middle seat can also be folded down to form a drinks table. What more could you ask?

Although most of the exterior body panels are different compared to those clothing the standard Golf hatch, the Plus does share the majority of its components with its 'regular' cousin. Consequently — and as you would have naturally assumed — the Plus is very Golf-like to drive and you know you can take for granted a decent ride, straightforward handling and fitting refinement.

Engine-wise, you get more or less the same engine/transmission choices as are available on the standard Golf. The only one you aren't offered in the Plus is the 2.0-litre turbo from the GTI. Not a problem, because the Plus can be powered either by one of VW's punchy-yet-frugal turbo-diesel units or an equally good petrol-fuelled engine.

It may have a 'one-and-a-half box' silhouette, but the Golf Plus smartly manages to avoid the boxy look of many midi-MPV rivals. Highlights of the new detailing are distinctive headlamp units with three round integrated lighting elements, small quarter windows ahead of the front doors and rather swish trapezoidal tail lamps (with LED technology) in the style of the those on the Phaeton luxury saloon.

A positive by-product of the increased height means larger door apertures, resulting in easy entry and exit. Combined with the 75 mm higher set seats, this means passengers entering can just slide straight onto the seat squab and swing in their legs. Not something you'd perhaps be aware of when taking a test drive — because it feels so natural. But it's one of the features that makes living with the Golf Plus on a day-to-day basis so hassle free.

Once behind the wheel, the driver enjoys a commanding view of the road ahead over the high-mounted dash. A large audio module takes pride of place centre stage on the fascia, flanked by the chrome-ringed air vents. Trim materials are visibly of good quality, all switchgear is of high-quality, instruments are backlit with blue lighting, there are dam-ped grab handles, rubber liners in oddments bins to prevent rattles and there are crisp red needles on the dials plus subtle chrome and polished alloy highlights — overall the interior has a quality ambience that few, if any, of its competitors can match.

Equipment levels are generous, with four auto up/down electric windows, a neat leather-clad, three-spoke steering wheel that adjusts for reach and height, cruise control (there are footrests either side of the driver's footwell so both feet can relax during long motor-way journeys in 'cruise' mode), speed warning buzzer alert (absolutely essential in these days of speed cameras), seat height and lumbar adjustment on both front seats, heated and powered door mirrors with integrated indicators, multi-function computer, auto-dipping rear-view mirror (that can be manually switched off), radio/CD player with 8 speakers, rain-sensing wipers, speed-sensitive power-assisted steering, load-through provision, variable height boot floor, 16-inch alloy wheels, semi-automatic air conditioning, heat insulating tinted glass and front 'comfort' seats.

You need only be seated in the well-finished cabin for seconds to appreciate that a lot of thought has gone into getting it just right. The seats themselves are well shaped and supportive with decent side bolstering and are upholstered in smart velour that's pleasant to touch and sit on. The overriding first impression is one of spaciousness. There is generous room in all directions, including between the driver and front passenger. The extra 20 mm of headroom

means you sit noticeably higher than in an 'ordinary' Golf, and the openness of the cabin is underscored by the fact that there are numerous places to store things.

In fact, there are 43 storage spaces to store your bits and pieces – including a large coolable glovebox, front centre armrest storage bin, decent-sized pockets on each door, handy drawers under both front seats, secondary storage tray (approximately 60 x 100 cm and 9 cm deep) beneath the dual position boot floor as well as four optional overhead compartments in the roof lining.

Where some makers would have tried to squeeze in the currently-trendy seven-seat set-up, VW has stuck with the proven and practical five-seat configuration and combined it with a 'real world' luggage bay. Rear passengers not only enjoy masses of room in every direction but can get even more comfortable thanks to rear seatbacks that recline at four different angles and with their own dedicated air conditioning vents. Used as a bench, the rear seat easily accommodates three sitting abreast. A fold-down drinks table is fitted to the back of each front backrest.

Plus, of course, the sliding 60:40 split/fold rear seats offer 16.5 cm of lateral adjustment. It is also a breeze (simply flick a latch and slide) to maximise the luggage space or passenger legroom in seconds. Go one step further and you'll find that they automatically lower as they fold down to provide a deeper, flat and virtually level bay with 1,450 litres of unobstructed load space. Four sturdy chromed lashing rings are also provided. Even the underside of the rear parcel shelf has an additional use – expanding netting allows even more oddments to be carried there and the boot load netting incorporates a large zipped net bag for extra convenience. The Plus is Practical with a capital 'P'.



Six engines are available, ranging in power outputs from 59 to 103 kW. We tested the 1.9-litre turbo-diesel that, as with the regular Golf, is likely to be the best selling Golf Plus model. Keen drivers will be pleased to learn that Volkswagen's sporty DSG (dual-clutch gearbox) is an option on TDI models.

Our Plus SE 'made do' with the slick standard five-speed manual 'box. Combined with the good, clean shift action, the 78 kW TDI provides adequate oomph to propel the Plus along at a decent rate of knots. With 250 Nm of torque at 1,900rpm, it's beefy enough to



minimise gear changing, while still coping when all five of the Plus's seats are occupied. Mechanically it remains pretty refined – particularly on motorways, where 2,200rpm will see 120 km/h.

Top speed is a solid 184 km/h, with 0-100 acceleration taking 11.9 seconds. Thanks to CO2 emissions of 151 g/km, owners will only receive a bill for £115 for the annual UK road tax. Fuel economy is good, too, with – according to the official figures – 7.1, 5.6 and 4.8 litres/100 km possible respectively for city, combined and touring conditions. Our real world test average (which took in quite a lot of stop/start city driving) was 7.8 L/100 km.

You would no doubt expect the extra height of the Plus to generate more lean during cornering. You needn't worry – the Plus has been fettled to deliver well composed handling that puts its on-road dynamics cleanly ahead of those of most of its rivals. Body control is reassuring, and the Plus's demeanour remains consistently agreeable.

Grip from the optional (with 5-spoke alloys £445) 17-inch 225/45 Dunlop SP Sport tyres is also up to the mark and when it's time to stop the all-round discs (ventilated at the front) ensure it's all done with a complete absence of drama. And – again just like the regular Golf – it loves motorways, cruising contentedly and quietly at fast speeds with rock steady stability.

The electrically assisted rack-and-pinion steering is weighty enough to cope admirably with some spirited progress over bendy roads. Talking of pressing on, the 205/55 rubber grips well and the ride is excellent. The Golf Plus is composed over non-German quality tarmac and copes remarkably well with the often less than perfect blacktop that makes up much of Britain's roads.

So, if you loved your regular Golf but now you're a family guy – or switched on mother – who needs more space and versatility, you'll find the Golf Plus the perfect replacement. And while you gain more space than the average hatchback usually provides, you don't lose out at all when it comes to good handling allied to sound performance. Nor do you lose out in the style stakes. Factor in clean-cut good looks, a smart interior, comfortable ride and enjoyable driving dynamics and you realise that more doesn't have to mean less.

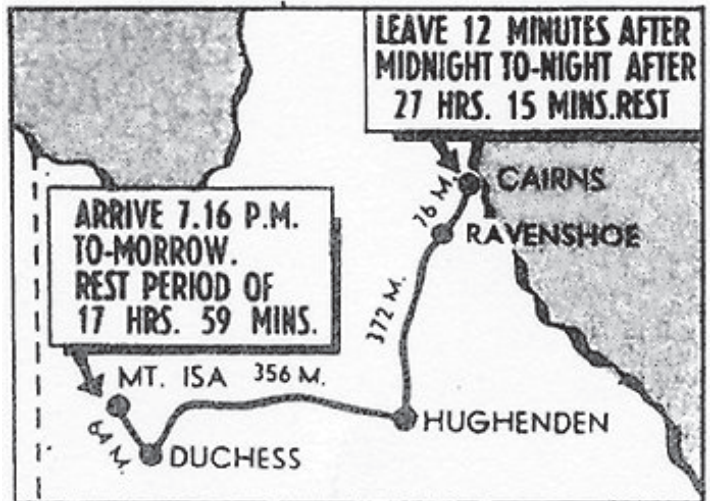
David Miles

1955 Redex Trial, Pt 2.

The teams had a 27-hour rest in Cairns. It was only five days after leaving Sydney, and the cars had already travelled 3,360 km. There was still 13,540 km to go. 46 of the 176 starters in Sydney had since dropped out, so there were only 130 cars ready to depart the Cairns Showground for the next leg to Mt Isa, including 12 of the original 16 Volkswagens. Every car in the Trial had lost points, but there were 32 cars with less than 50 points lost, including six Volkswagens. A Vanguard was leading, but Volkswagens were second and third. All the teams had tried to do what organising they could, and get as much sleep as possible, in the time permitted, but the rules did not allow any repairs during 'rest' time.

Before departure there were heated arguments between drivers and officials over the penalties that had been handed out earlier for damaged components. Many lodged official protests, including VW #110 driver Frank Kleinig who had been penalised 500 points for a missing muffler and missing shock absorber bolt. Kleinig said he was short of time doing maintenance, and could not replace the shock absorber bolt before the car was due into control. He also said that the muffler, which was in the back of the car, was ready for replacement.

"Scrutineering at this stage of the trial should be merely to see that competitors do not run on substituted parts," Kleinig told reporters. "As the trial does not end until Sydney, assessment of points for damage should not be made until then. As maintenance has to be done in running time, a competitor should



have until the time he checks in at Sydney to repair any damaged components, or replace those which have fallen off."

Another Volkswagen driver, Cyril Lyons in #131, also lodged a protest against his 250 penalty points for a damaged muffler. All protests were forwarded by telex to the Trial central control in Sydney for consideration.

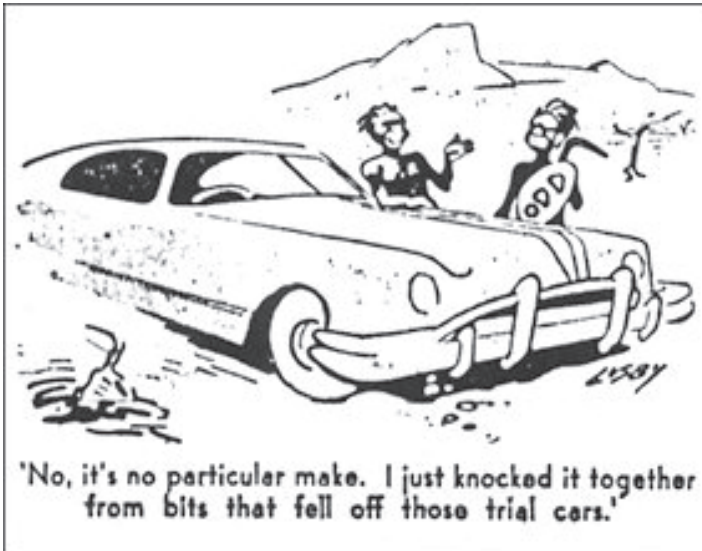
The first of the 130 remaining cars was flagged away from Cairns at 12:15am on Friday 26 August 1955, on a warm, fine night. The remainder followed at two-minute intervals, but were spread over only 4½ hours rather than 6 hours as they were from Sydney.

The run west was hundreds of kilometres along rocky, dusty mining and cattle roads, including the horror stretches used in the two previous trials. The route went inland from Cairns over the range, down to



Hughendon, west to Cloncurry and then a diversion that followed the rail line, rather than the road, into Mt Isa via Duchess. The 1,320 km journey was the toughest yet encountered by the competitors. News reports said the route was strewn with wrecked cars, but in fact many of them managed to make bush repairs and carry on. Most of them had broken springs, shock absorbers, shattered windscreens and severely battered bodywork. Volkswagen #110 driver Frank Kleinig later told reporters, "This was the murder stretch. I was not going too badly, until I hit a rock, which must have driven my steering back about one foot."

A number of cars rolled over on the treacherous outback road. Others collided with kangaroos, sheep or cattle. The route contained some roads where high speed could be achieved, but was interspersed with bad creek crossings and dusty sections. Cars struggled into Cloncurry with smashed front ends, bent steering, and shattered or missing windscreens. Local police reported that no crewmembers of broken-down cars had been injured, but some cars were almost complete wrecks.



Volkswagen #166, driven by Don Elliott and Peter Kemp from Tasmania, overturned on the stretch from Cairns, but they righted the VW with help from other competitors and were able to limp into Hughenden. The VW was too badly damaged to continue, so they were forced to retire. There were now 11 Volkswagens left.

It was on this stretch that the leading car, the Vanguard Spacemaster of Eric Nelson, had its nose badly damaged when it hit a kangaroo. The radiator was smashed, and as it was against the rules to replace such a critical component, he was forced to withdraw from the Trial at Cloncurry.

Every car lost points on the next 'horror' stretch, from Duchess to Mt Isa. Laurie Whitehead's Volkswagen #90 became the trial leader on points, thanks to the Vanguard's retirement. He said later, "We covered the stretch at speeds of up to 70 miles per hour (113 km/h), but still arrived three minutes late. Although this section has been estimated at 62 miles (99.8 km) long, and an average of 41.5 mph (66.8 kmh)



set for it, on our speedo it measured almost 70. This is the best trial and road race ever held in this country. It is a severe test of car and driver."

Drivers had to make 58 creek crossings and dozens of sharp watercourses, drive through blinding dust and avoid scores of kangaroos hopping across the path of the cars. The switchback road was littered with broken exhaust pipes, mufflers and bumper bars. The fastest speed was set by another Vanguard, only two minutes late. Volkswagen #131, driven by Cyril Lyons of Victoria, went missing for a day before other crews found it stuck off the track in the scrub. It had already suffered major damage days earlier near Sarina, but now it was wrecked properly. The crew were sitting in the shade, eating their emergency rations, when rescued.

The first car into Mt Isa was a Peugeot at 7:25pm, running eight minutes late. The survivors steadily followed, but by midnight only 56 cars had arrived, leaving dozens wrecked or broken down somewhere back up the road. The teams got an 18-hour rest break in Mt Isa, which the officials needed to check on the status of all the teams, as stragglers continued to turn up throughout the following morning. Eventually it was established that 15 cars had retired by the Hughendon control, 5 at Duchess and 3 at Mt Isa, leaving only 107 cars to continue the Trial that afternoon.

At Mount Isa the Trial leader was Laurie Whitehead in his Volkswagen #90 (16 points lost), followed by Carl Kennedy's Peugeot (25 points lost), and Eddie Perkins' VW #2 in third (27 points lost). Then came a Holden and a Vanguard on 31 points lost, a Citroen on 32 and a Peugeot on 33. Jack Murray's Ford V8 was on 35 points lost. Amazingly, there were 29 cars with less than 75 points lost, including other Volkswagens driven by Bob Young (43 points, 12th), Harry Weal (60 points, 20th) and Ron Fraser (67 points, 24th).

With the retirement of the two wrecked VWs of Don Elliott and Cyril Lyons, there were now 10 Volkswagens left in the trial.

Ron Ward, Redex trial official and chief of scrutineering, flew into Mt Isa to inspect and check all cars for damage and replacement parts, as was done in

Club Veedub Sydney. Der Autoklub.

Cairns. This time, however, no announcement of any penalties was made. "Any such points will be announced in Darwin," he explained. However, the chief of the Darwin control, Gordon McColl, told reporters that no information had been radioed to him. "Perhaps any points will be added in Sydney," he said. "If so, the points score as kept by the drivers from Mt Isa on will not indicate the true position of the field."

At 4:10pm the rest in Mt Isa was over and the first cars were flagged away for the 1,670 km run to Tennant Creek and Darwin. After long hours of dreadful conditions in parts of Queensland, drivers found it a relief to travel on smooth bitumen all the way to Darwin. The bitumen highway had been laid by the United States Army to supply Darwin during the War, and it was in excellent condition (for the time).

Not all cars headed straight towards Darwin, however. After being flagged away from the Mt Isa control, many of them doubled back into town and headed for various motor garages and workshops for repairs. They had taken a severe pounding at speeds never intended for such conditions or such long periods, and many were in no condition to continue. Some were even considered a hazard to the crew's safety. It was hoped that repairs would not take too long, and time could be made up on the fast bitumen to Darwin.



The highway leading up to Darwin was the longest, straightest and loneliest on the continent. The long, long straight stretches had a hypnotic affect on the tired drivers. Some were seeing things or suffering double vision, or dangerously drifting off to sleep at the wheel.

Frank Kleinig's Volkswagen #110 collided with a large water buffalo just over the Northern Territory border. The VW bounced off the buffalo, slithered over an embankment and into a deep ditch. The tough little VW was only dented, but the buffalo was killed outright and Kleinig and his co-driver Jack Rutherford were both knocked unconscious. Other Redex cars raced past without seeing the crashed Volkswagen.

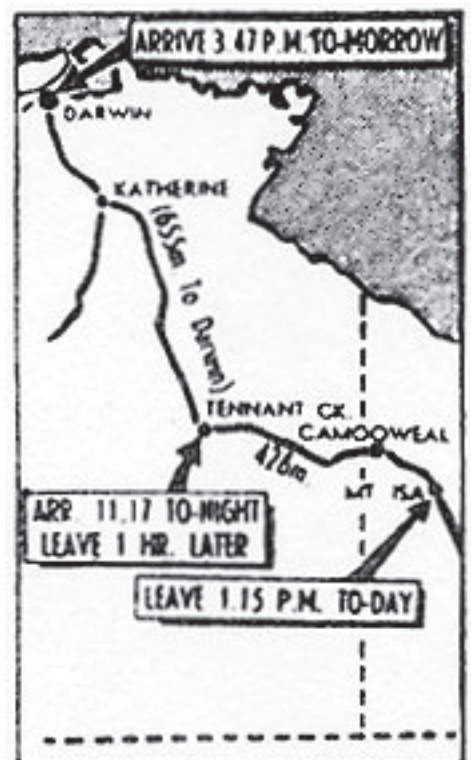
"We were travelling at more than 50 mph (80 km/h) when we hit the cow," Kleinig said later. "I could see the cow in my headlights, walking onto the road,



but I thought I could get round it. We caught it with our front mudguard. Gee we hit it hard! We went straight over the embankment with bits of cow all over the car. Jack hit his head on the glass, and I bumped into the wheel. We were pretty dazed for a long time. It took us three hours to get out and back on the road. We were pretty lucky we didn't hit the cow full on. As it was, we cut the thing to pieces."

The first car to reach Tennant Creek was a Holden arriving at 1:15am, over two hours ahead of time, having covered the 660 km from Mt Isa in less than eight hours. After an hour's rest at Tennant Creek, the fastest cars were soon sitting on a steady 140 km/h on the 'billiard table' Stuart Highway. Most of the cars made good time on the 1,055 km run from Tennant Creek to Darwin, despite it being a long, monotonous and uncomfortable drive. Most of the crews nursed their cars rather than flog their tired engines. Some cars travelled in groups of three or four, stopping every few hours to check cars and have a chat. The sun soon came up and a dawn stop for a breakfast of oranges and tinned meat by the roadside was a popular move. Later in the day the cars were too hot and uncomfortable to eat inside, and the blazing sun burned many drivers on the arms, hands and face.

Finally the field began arriving at Darwin after 3pm, only seven days after leaving Sydney. The press noticed that the cars were more battered than those that made it to Darwin in last year's trial, but the crews



were fitter. This was because of the longer rest periods this time. A 27-hour rest period was scheduled for the tired crews.

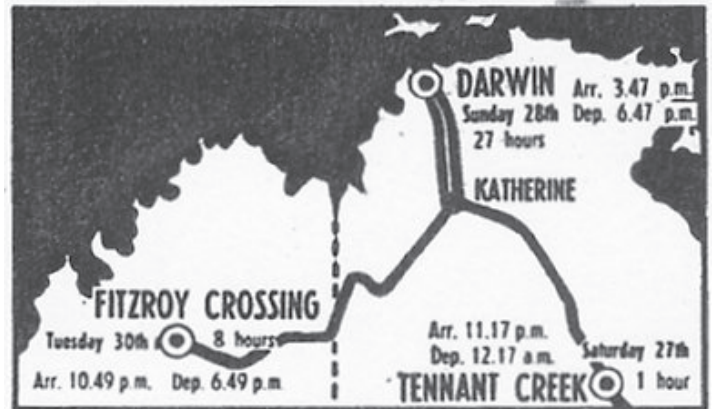
Scrutineers again examined all the cars, but no penalty points were announced. Two drivers were told that they must have their cars repaired before they could continue. One of them, a Renault, had been badly damaged in a rollover in Queensland. A story had been broadcast earlier from Mt Isa that 'Gelignite' Jack Murray's 'Grey Ghost' Ford V8 had been penalised 500 points for a broken frame cross member and front stabiliser bar, but this turned out to be untrue. Jack Murray was still getting all the headlines! However Bill Nunn, Redex clerk of the course, had flown to Darwin to inspect the cars. He announced to the press, "He has not lost any points. I have inspected Murray's car and found nothing wrong with it."

Still leading the Trial at Darwin was Volkswagen #90 driven by Melbourne journalist Laurie Whitehead, with only 16 points lost. Still second was Carl Kennedy's Peugeot, 25 points, and still third was Eddie Perkins in Volkswagen #2, 27 points. A Holden was still in fourth, 31 points, so the top four cars and their points hadn't changed since Mt Isa. A Citroen was in fifth, 32 points, and Jack Murray's Ford V8 was sixth, 35 points. There were 20 cars with only 80 or less points lost, including VW #132, 60 points (Harry Weal), and VW #54, 69 points (Bob Young). Apart from these four VWs in the top 20, there were another five more Volkswagens still going. VW #99 (Ron Fraser, NSW) was on 90 points; VW #48 (John Hall, Victoria) was on 282 points; VW #58 (Mrs Charlotte Hayes, Victoria) was on 312 points; VW #171 (Alan Cook, NSW) was on 373 points, and VW #110 (Frank Kleinig, NSW) was on 581 points.

Since Mount Isa, 3 cars had withdrawn from the Trial in Camooweal, 2 more at Tennant Creek and 5 at Darwin, including NSW-based Theo Borrer's Volkswagen #120 that was too damaged to continue. This left just 97 cars still in the Trial, and nine Volkswagens remaining.

The next stage of the Trial was an easy 370 km back down the smooth bitumen highway to Katherine, but after that drivers faced a right turn, then a 1,300 km dirt road to Fitzroy Crossing in the Kimberleys. Local truck drivers predicted 30 to 45 cm of thick bulldust on the track, together with long salt bogs closer to the WA coast where the high ocean tides washed over the road. The section into WA would be the longest, and most tiring, of the Trial. The drivers were expected to maintain 56 km/h for the section, nearly 10 km/h more than in 1954, which the locals said was 'crazy' in such already battered cars.

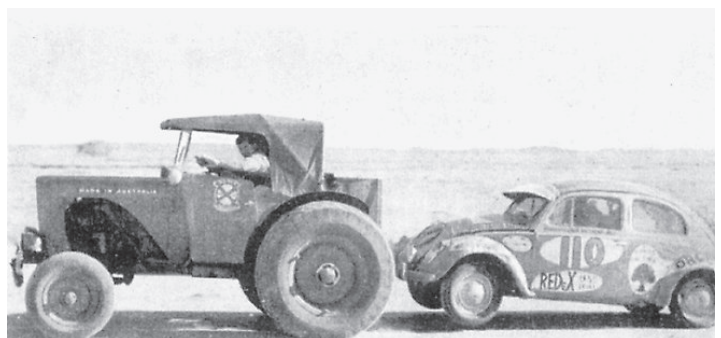
The 97 remaining cars were flagged away from Darwin, after their 27-hour rest, from 6:45pm on Sunday 28th August 1955. It was a fast run back down the tarmac to Katherine, with the first cars getting there well before midnight, but then the route turned west onto the dusty track that led to Wave Hill mining settlement, Halls Creek and the next rest stop at Fitzroy Crossing. The next two days were to prove an even tougher test of endurance.



The track was cut by hundreds of scoured creek crossings, and long stretches of deep sand and rocks. Blinding, choking clouds of dust hid the road. Drivers agreed that the section wasn't as rough as the Marlborough-Sarina section back in QLD, but it was much longer and more tedious. Vanguard driver Malcolm Brooks said later, "We have been eating dust for the last 500 miles. We have not had time to leave the car at any time. We have snatched snacks out of cans when road conditions have allowed it." Holden driver Ted Walton said the road was so narrow he had to leave the track twice, at 110 km/h, to pass other cars. "They're wrecking good cars out there," he said. Jack Murray, always good for a quote, said, "The run was the filthiest I've ever seen. They should make it a quarry."

Competitors arrived in Falls Creek caked with dust, and fatigued in spite of the long rest in Darwin. Laurie Whitehead in the leading Volkswagen #90 passed through Halls Creek well ahead of schedule, but told reporters, "It's been the hardest section of the trial so far. We have passed about 40 cars on the road. We saw a few pulled in at the roadside. There will be a lot late at Fitzroy Crossing." Drivers stopped at Halls Creek only long enough to refuel and accept cool drinks from the enthusiastic locals.

Frank Kleinig, driving Volkswagen #110, completely wrecked his front suspension when he hit a rock culvert at Wave Hill, 550 km west of Katherine. His VW had already been seriously damaged by hitting a rock in QLD, and then a buffalo in NT, and now it was too badly smashed up to continue. He managed to build a temporary suspension support from green saplings, cut down from the scrub beside the track. He limped into Fitzroy Crossing two days later and withdrew from the trial. Eight Volkswagens were left.





As the cars approached Fitzroy Crossing, an unexpected hazard arose when police radioed a warning that a semi-trailer mining truck laden with 10 tons of high explosive was heading the other way towards the cars, and they would meet somewhere between Broome and Port Hedland. This caused the competitors some concern, as the dirt 'road' was mostly too narrow for a truck and car to pass one another. The information was transmitted from Port Hedland to the Fitzroy Crossing control by pedal wireless.

Second-placed Carl Kennedy in Peugeot #83 lost 70 points from Katherine to Fitzroy Crossing, which dropped him back in the field. He took a wrong turn

somewhere after crossing over into WA, and other drivers saw his dust plume streaming far to the south. By the time he got back on the right track, he had lost an hour. This meant that Volkswagens were now 1-2 in the Trial, Laurie Whitehead still leading, with Eddie Perkins now in second.



Crews began arriving in Fitzroy Crossing late on Tuesday evening, thickly covered with red dust. Many of them, too tired to wash or change, fell asleep on the lawns of the Fitzroy Crossing Hotel. One climbed into a

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wire-enclosed garden plot and fell asleep on the soft soil, only to be awoken in the morning by a Jack Murray gelignite explosion nearby.

Only eight hours rest at Fitzroy Crossing and it was off at 6:50am next morning, across the treacherous Pardoo Sands to the WA coast at Broome, then down the salt-bog dust road to the next major rest break at Port Hedland. The distance was 1,065 km, at a required average speed of 68 km/h. The track had now turned from dust and rocks to clay and salt bogs.

Many drivers lost their way in the vast, featureless clay pans. Jack Murray lost time when he could not find the vaguely defined track leading out of a 40-km clay pan near Christmas Creek. He ended up following a Vanguard out and arrived late at the control – then found out his drinking water tank had been accidentally filled with petrol back in Halls Creek. Volkswagens might be still going strong in first and second places, but ‘Gelignite Jack’ was the reporters’ favourite.

Sure enough, the trial cars and the dynamite truck met each other on the track to Port Hedland, but they passed one another without incident. The truck was able to pull off onto a private property road to allow the Redex field to pass.

The dynamite truck wasn't the only hazard, however. The cars negotiated miles of deep red sand as they travelled down the WA coast, and many got lost among the maze of tracks that litter the coast. Often the crews would nod off to sleep at the wheel, with some slowing down to 20 km/h and weaving back and forth to try to stay awake. Some car engines boiled in the hot sun, with drivers having to refill radiators with valuable drinking water.

Volkswagen #171, driven by Alan Cook from NSW, became stranded in desert country along Ninety Miles Beach when the car developed an oil leak on Wednesday night. They were stuck in situ for three days until they could be rescued and towed to Port Hedland.



The crew of car No. 171, Alan Cook and John Holgate, effect running repairs on their Volkswagen. They had the bad luck to crack their sump, many miles from civilisation.



The first cars reached the Port Hedland control and rest stop at 10:50 pm, with most of the crews looking as though they would sleep for most of the 16-hour break. They had taken a battering over the rugged 2,730 km since Darwin. Of the 97 cars that left Darwin, 3 cars had retired at Katherine, 10 more at Fitzroy Crossing (including Frank Kleinig's VW #110), and another 8 at Port Hedland (including Alan Cook's VW #171, and Harry Weal's VW #132). Since Darwin, three more battered Volkswagens were now out (all three of them from NSW), leaving just six more to continue.

There were just 76 cars left in the trial at Port Hedland. All the others were bogged, wandering in the desert or broken down. Laurie Whitehead's Volkswagen #90 was still leading with only 16 points lost; amazingly he had not lost any points at all since leaving Mt Isa. Eddie Perkins' VW #2 was in second (27 points lost), again, no points lost at all since Mt Isa, an amazing result for the two Volkswagens. However this was overshadowed in the press by the news that, now in third place, was 'Gelignite' Jack Murray's Ford V8, with just 36 points lost.



Press reports said, "Drivers in the Trial are already naming Murray as the likely winner of his third Redex event. Murray has (already) won a Redex 1,000-mile trial, as well as the 1954 round-Australia trial. If Murray wins, he will become the outright winner of the Redex trophy. Drivers in the trial favour Murray, as they think his (Ford V8) car will cope with conditions over the Nullabor Plains better than either of the Volkswagens."

Continued next month...

VW Country Buggy – Extra Lemon.

There are many odd things about the VW Country Buggy. But nothing is odder than the fact it was designed to rescue a company that couldn't make money building the world's most successful car.



The story goes something like this: When the VW Beetle became an unexpected hit in Australia during the 1950s, local assembly commenced and plans were laid for a full-scale manufacturing operation in Clayton, Victoria, a south-east suburb of Melbourne.

Volkswagen Australasia Pty Ltd (VWA) was formed in 1957. The first sheet metal panels were produced in 1959, 50% local content was achieved by 1961 and by 1967 most Beetle mechanical components were also Australian-made. The only problem was that, as VWA's investment increased in pursuit of the government-mandated 95% local content target, Beetle sales fell in almost perfect unison. The bottom line required 50,000 cars a year to break even. At no time during the 1960s did VWA come even close to achieving it.

As the local operation drowned in red ink, the Aussie Beetle was deprived of even the modest styling and mechanical updates fitted to German versions. More modern offerings, including the Mini Minor and a new breed of Japanese cars, grabbed an increasing share of the budget car market.

So what was the answer? VWA's director of quality control, Rudi Herzmer, thought it was a unique-to-Australia, 'go-anywhere' vehicle, loosely modelled on the WWII German Army Kübelwagen he had once worked on. His design used standard Beetle and Kombi mechanical components and was announced in February 1967. What's more, like the delightfully named Schwimmwagen WW2 military variant, the Australian vehicle was to be amphibious.

A press preview of the incredible floating VW – temporarily dubbed 'The Thing' (no relation to the later VW Type 181) – was held at Hume Weir, near Albury, NSW. Herzmer was seriously lobbying for the



Kübelwagen name. Some journalists suggested instead that it was a blend of a 'Jeep' and a 'Moke', and should therefore be called a 'Joke'.

The production version was released several months later, with the uninspiring handle of 'Country Buggy'. The base price had been set at \$1,550. The engine choice was between the 1200cc and 1300cc VW units, while buyers could specify a four-speed manual gearbox – or a four-speed manual gearbox. Other options included buying the Country Buggy, and not buying it.

In this spirit, a printed summary issued to the press remarked that, "little consideration has been given to expensive and useless adornment."

Test-drivers were to soon find that little consideration had been given to many other aspects as well. The Country Buggy's motive power went strictly to the rear; the fact that the engine was directly over the drive wheels was supposedly enough to justify the 'go anywhere' tag. One place the production version of the new Veedub wouldn't go, however, was across a pond. The amphibious capability had been quietly dropped, following directives from the parent factory in Germany. The crucial word here is quietly, because at least one unknowing journalist drove a Country Buggy down a boat ramp and sank.

Another place the Country Buggy refused to go was out a showroom door. Despite the addition of the incredible (non-floating) Country Buggy, VWA managed to sell just 11,000 vehicles of all varieties in 1968, including a mere 842 Country Buggies.

The game was up. VWA dropped the Buggy, wrote off \$20 million in plant and equipment, and returned the Clayton plant to a simple assembly operation. The factory was eventually sold to Nissan in 1976, which managed to subsequently lose so much money building cars there (try \$1 billion), that VW's problems seemed almost minor in comparison.

Tony Davis
www.drive.com.au

Rudd electric car plan.

Kevin Rudd shocked Australian car makers this week by announcing that all cars must be electric by next Tuesday. Speaking during a recent short visit to Australia, the Prime Minister outlined his radical new plan, which he had drawn on the back of a Chinese takeaway menu whilst he was rifling through old Wilderness Society newsletters, looking for more ill-considered ideas about reducing CO2 emissions.

The PM underlined his commitment to things he clearly knows stuff-all about with a sensational \$69 billion commitment to improve the country's electric car infrastructure.

"I want Australia to become the electric car capital of the world," Rudd stated. "I hope that people from other nations will come to Australia and see our cities full of flimsy, slow moving fibreglass cars and think, yes, this is a country that is serious about Kyoto and greenhouse gases."



When asked how the new infrastructure investment would be introduced, Rudd added that there would "probably be more electric plugs in the street and stuff, for hard-working families."

The Prime Minister finished his speech, in which he was plainly reading words off a page with no idea what they mean, up to and including the word 'car', by outlining an even more radical plan to supply the electricity that will power Australia's new electric car fleet.

"Fossil fuelled power stations emit high levels of CO2," he said. "There is also a great deal of controversy surrounding nuclear power stations. That is why I am announcing that in future all Australian power stations will be powered by electricity."

Höx Fibber

Why do men die first?

This is a question that has gone unanswered for centuries, but thanks to modern science, now we know. It requires a bit of explanation.

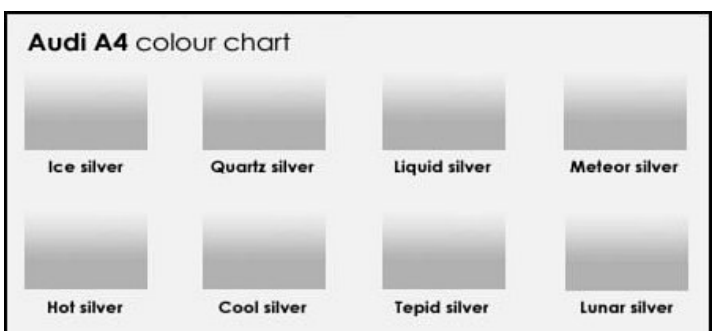
- If you put a woman on a pedestal, and try to protect her from the rat race - you're a male chauvinist pig. If you stay home and do the housework - you're a pansy.

- If you work too hard - there's never any time for her. If you don't work enough - you're a good-for-nothing bum.
- If she has a boring repetitive job with low pay - this is exploitation. If you have a boring repetitive job with low pay - you should get off your lazy backside and find something better.
- If you get a promotion ahead of her - that is favouritism. If she gets a job ahead of you - it's equal opportunity.
- If you mention how nice she looks - it's sexual harassment. If you keep quiet - it's male indifference.
- If you cry - you're a wimp. If you don't - you're an insensitive bastard.
- If you make a decision without consulting her - you're a chauvinist. If she makes a decision without consulting you - she's a liberated woman.
- If you ask her to do something she doesn't enjoy - that's domination. If she asks you to do something you don't enjoy - it's a favour.
- If you appreciate the female form and frilly underwear - you're a pervert. If you don't - you're gay.
- If you like a woman to shave her legs and keep in shape - you're sexist. If you don't - you're unromantic.
- If you try to keep yourself in shape - you're vain. If you don't - you're a slob.
- If you buy her flowers - you're after something. If you don't - you are being unthoughtful.
- If you're proud of your achievements - you're full of yourself. If you don't - you're not ambitious.
- If she has a headache - she's tired. If you have a headache - you don't love her anymore.
- If you want it too often - you're oversexed. If you don't - there must be someone else.

Why do men die first?

Because they want to.

Henry Tattersall



Last month's crossword.



11. A tall version of the VW Golf that is not sold here
13. A US car maker recently overtaken in sales by VW
14. He has been organising his picnic day since 1986
16. Our prime minister who visits Australia sometimes
17. VW event hosted by Flat Four in November
18. Kids' entertainers who drive VWs
20. Where you would find the Blowhole
21. Computer company that might start making the VW iCar

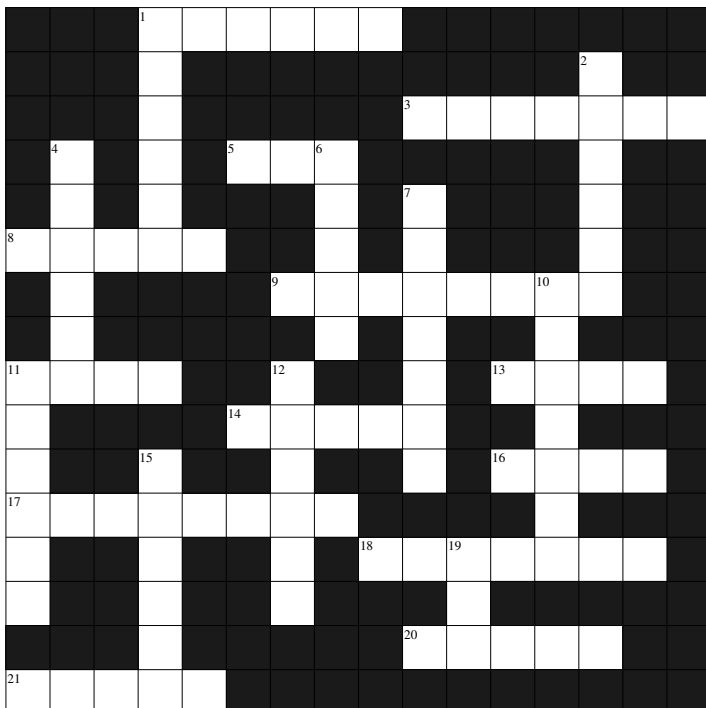
Down:

1. The Kombi on the cover belongs to Wayne ...?
2. The favourite colour for Audi A4s
4. Where Volkswagen armoured trucks are made
6. What Raymond's new name badges are made from
7. The world's largest VW Kombi show is in the UK
10. A CNG and bio-methane version of the VW Caddy
11. R36 sedan and wagon versions of this VW model
12. The initial name for the new VW pickup truck
15. Town hosting the Southern Highlands Motorfest
19. The latest version of the MK6 Golf debuted in Paris

Club Veedub Crossword.

Across:

1. Tuners and body kit makers for the Mk4 Golf
3. Sport that Club VW beat Flat Four at last time
5. The Wiggle who wears the yellow skivvy nowadays
8. Japanese battery maker teaming up with VW
9. A luxury 14-seat version of the VW Crafter Bus



A beautiful piece of technology, the Polo.

Open the hood once. There you see the first beautiful piece of technology, the motor.

That is so unusually joyful with high engine speed, because the camshaft lies above.

That is so unusually calm running, because the crankshaft is five-fold stored.

That is crosswise inserted, so that it takes little space away.

You can have this beautiful piece of technology in three versions: with 29 kW, with 37 kW, with 44 kW.

Another beautiful piece of technology is the chassis. It has front suspension struts with trace-stabilizing direct roll radius, and in the back a coupled steering wheel axle. Steel-belted tyres, a diagonally divided dual circuit brake system, disc brakes in front and self-adjusting drum brakes in the back.

A beautiful piece of technology is also that the Polo offers an unusually large storage despite its compact impression. The variable baggage compartment packs up to 900 litres. That is more than you will find with many larger cars. Drive this object of value a few times to rehearse.

You will experience further with your VAG partners for Volkswagens and Audi. He advises you over the VAG Financing by the VAG Credit Bank, the VAG Insurance Service and the VAG Leasing.

By the way: The Polo also has a 6-year car body warranty against corrosion.

The Polo.

Translated by IBM 6790 computer



Ein schönes Stück Technik, der Polo.

Öffnen Sie mal die Motorhaube. Da sehen Sie das erste schöne Stück Technik: Den Motor.

Der ist so ungewöhnlich drehfreudig, weil die Nockenwelle oben liegt.

Der ist so ungewöhnlich lautrulig, weil die Kurbelwelle fünffach gelagert ist.

Der ist quer eingebaut, damit er wenig Platz wegnimmt.

Dieses schöne Stück Technik können Sie in drei Versionen haben: Mit 29 kW (40 PS). Mit 37 kW (50 PS). Mit 44 kW (60 PS).

Ein anderes schönes Stück Technik ist das

Fahrwerk: Es hat vorn eine federbeinoclose mit spurstabilisierendem Lenktrillradius und hinten eine Koppellenkerachse, serienmäßig Stahlgürtelreifen, ein diagonalgeteiltes Zweikreisbremssystem, Scheibenbremsen vorn und selbstnachstellende Trommelbremsen hinten.

Ein schönes Stück Technik ist auch, daß der Polo trotz seines kompakten Eindrucks ungewöhnlich viel Platz bietet. Der variable Gepäckraum packt bis zu 900 Liter. Das ist mehr, als Sie bei vielen viel größeren Wagen finden werden. Fahren Sie dieses Wertstück mal zur Probe.

Alles Weitere erfahren Sie bei Ihrem V.A.G. Partner für Volkswagen und Audi. Er berät Sie auch über die V.A.G. Finanzierung durch die V.A.G. Kredit Bank, den V.A.G. Versicherungsservice und das V.A.G. Leasing.

Übrigens: Auch der Polo hat eine 6-Jahres-Karosserieggarantie gegen Durchrostung.



Der Polo.

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