

Zeitschrift



Belinda and Leigh tie the knot.

March 2009

IN THIS ISSUE:

**Members getting married
Frank says Thank You
Nationals Supersprint
Baja Race Touareg**

**Newcastle Dyno Day
The Toy Department
Early VW engines
Plus lots more...**



Club Veedub Sydney.
www.clubvw.org.au

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



Club Veedub Sydney Committee 2008-09.

President:	David Birchall david@clubvw.org.au	(02) 9534 4825
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VW Motorsport Committee:	Herb Gutmann Cameron Hart Rudy Frank	(02) 9428 4099 0407 003359 (02) 9639 1002
General Committee:	Zoran Milvica Ken Davis Heather Pascoe Ray Pleydon Mike Said Frank Watkins	Ron Kirby Grace Rosch Shirley Pleydon Brian Vanderkly Danny McFadden Laurie & Wayne Murray

Canberra Committee.

Chairman:	Mark Palmer	0416 033 581
Vice Chair:	Peter Bone	0423 129 744
Secretary:	Bruce Walker	0400 119 220
Registrar:	Ian Schafferius	0434 717 093
Webmaster:	Martin Budden	0432 939 283
Events Members:	Martin Budden, Mandy Conway, Tim Popham	

**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 the Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the **third Thursday of each month**, from 7:30 pm. All our members, friends 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. Club Veedub Sydney, and its members and contributors, cannot be held liable for any consequences arising from information printed in the magazine. Back issues are available from the Secretary, or in PDF format from the Editor at the monthly meeting - please bring your own USB stick.

Articles may be reproduced with a suitable acknowledgment to *Zeitschrift, Club Veedub Sydney*.

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.

Volkswagen Group Australia
Andrew Dodd Automotive
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Canberra VW Centre	TCCA Motorsport
Classic Vee Dub	Unicap Pty Ltd
Cupid Wedding Cars	Vollkommen Art
Defender Safety	Volkshaven
Mobile Model Cars	

Old Car Social Club

6th Annual Show & Shine 2009

Sunday 29th March

At Flower Power, Moorebank

In conjunction with

**The Lions Club of the City of Liverpool,
in aid of Diabetic awareness**

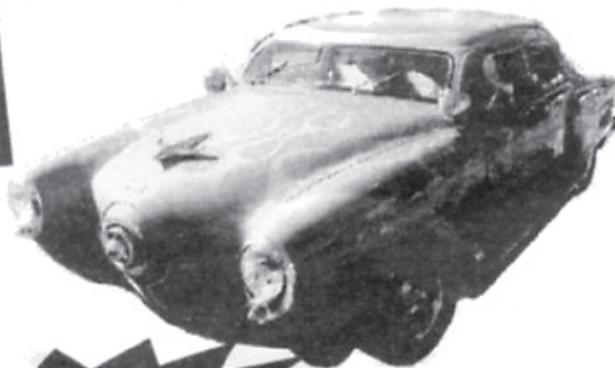
Gates open 8.00am

Cars in position by 9.00am

Trophies will be presented at 1.30pm

We invite you to bring your classic beauty
(Car, Hot Rod and Commercial) to show at

Flower Power
Newbridge Road,
Moorebank



Food and Drinks
Available



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Entry Fee: Display Cars \$10.00 (includes Driver and passenger)
Spectators \$2.00, Family \$5.00

Entry form available at www.oldcarsocialclub.com.au

For further details contact: Noel-0409 601 827, Neil-0418 943 518

Robertson Classic Car Day

*Easter Sunday
12th April 2009*

From 9:30am

The event will feature **people's choice** trophies for best British, European, American, Australian and Japanese classic cars 30 years and over; commercial/pickups, most original unrestored car, and ladies choice. Entry is free, but there will be an entry fee for those wishing to enter the trophy competition. **Club Veedub will have a Volkswagen display - all members are invited to show off their VWs.**

Location: Robertson Railway Common. Take the motorway to Mittagong, Bowral and Moss Vale. Follow the Illawarra Highway to Robertson. Turn at Yarranga Street (Motel on corner) or Meryla Street (Pub on corner) and follow signs.

Venue: Robertson Railway Station is a National Trust-listed heritage structure. We regularly host visits by the famous 3642, 3001 and 3030 steam trains from the Thirlmere Rail Transport Museum. The ride down from Sydney and up the escarpment is reckoned to be one of the prettiest in the country. The station complex consists of well preserved railway buildings, the 'Fettlers Shed' Art Gallery and the Railway Village Common picnic area and park. It is an attractive location with gardens, trees, picnic shelters and a renowned Flugelman sculpture celebrating the building of the railway. Vintage Machinery Display. There will be an interesting display of restored and functioning farm machinery and tractors.

Attractions: Known as the Green Heart of the Highlands, Robertson has rolling green hills, rainforests, magnificent waterfalls, stone fences and lush countryside. Stunning views of the ocean can be found two kilometres to the east. Beautiful Bowral, heart of Bradman country, is only 20 minutes away. Autumn colours are a feature of this region and Easter is a particularly lovely time to drive through the highlands. The Illawarra Fly Treetop Walk, with its stunning views over the ocean, is only 15 minutes away and can be enjoyed on your way to or from our fun day.

Village: Has a wonderful old pub, one of only two wooden pubs in NSW, with a sunny deck and bistro, bowling club, cafes, gift and antique shops, and a fantastic **Country Market open on the day**. All are within an easy walk of the Railway Common.

Gallery/ Station Museum & Kiosk: RHRSA will be running a kiosk selling famous hot pies, meals, cold drinks, coffee etc. The Gallery will be hosting a history display as part of National Trust Week's transport theme. Entry is free but a gold coin donation would be welcome. The station also has an interesting history display showing the history of the railway and the engineering feat of building this busy rail freight line.

Club Veedub convoy:

Meet at Uncle Leo's fuel roadhouse at the Crossroads, Liverpool, at 8:00am for coffee and an 8:30 cruise departure to Robertson.



VEE DUB PIT STOP CRUISE TO MORPETH SUNDAY 3rd MAY 2009

Cruising up to the Historical town of Morpeth and on the way there stopping at my husbands (Ian) Mechanical workshop at Caltex East Maitland, with the workshop open so that any VW enthusiast can have a look over their car on the hoist and even give their VW a grease.

Free sausage sizzle & soft drinks.

Then cruise over to Morpeth for a coffee.

Meeting about 9.30am and heading off for the workshop around 10.00am

Newcastle VW folks to meet at the park near twin Shells at Wallsend, heading towards the freeway.

Then picking up any others at end of HWY at Beresfield, having BBQ around 11.30—12.30 then heading over to Morpeth about 1.00pm or 2.00pm for coffee or what ever browse shops at your own leisure. Then you can head home when they please. Please note that times may vary depending on number of cars that show up.



Contact for more info: ROSE

Mobile: 0427 55 02 03

Email: avwnut@bigpond.com



Sh  alhaven
V olkswagen



PRESENTS

Club Inc

BLAST FROM THE PAST

A display of classic VWs to be held at:



- **The Berry Showground
On the 3rd of May 2009**
- **Gates open at 9.00am**
- **If you have a VW bring it along**
- **15 for car admittance and receive a Blast from the Past Event plaque**
- **Gold coin donation for a look around**

Enjoy the display of Volkswagens

- **Funds raised will be donated to the Shoalhaven Cancer Council**
- **People's choice award for the best VW**
- **Giant raffle and prizes to be won**
- **Wander to your heart's content in the Berry Township and markets**





VW NATIONALS

Sydney, Australia 2009



Saturday 23rd May

Super Sprint

Wakefield Park
Braidwood Road, Goulburn

Sunday 24th May

Show & Shine

Fairfield City Showgrounds
Smithfield Rd, Prairiewood

Contact David Birchall (02) 9534 4825 or david@clubvw.org.au



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www.clubvw.org.au – www.volkswagen.com.au



VW Winter Break

14th - 16th August 2009



Sawtell Beach Caravan Park, Lyons Road, Sawtell NSW

Caravan Park is walking distance from the town centre.
Catch up with your VW friends in a relaxed atmosphere.

Participate in activities or just veg out.
All VW enthusiasts and clubs are invited to attend.

A booking has been made for the entire park accommodation.
This will expire 6 weeks prior to the event, so after that it's
open to non-VW people.

So call 1-800-729-835 to book a cabin or campsite. You must tell them that you are with the VW people.

Campsites have not been booked. You need to book these ASAP as well.

I have asked that all the VW campers are put together. Please remind them about this when you book.

Enquiries contact:
Ray Vanderkly (02) 6658 4422 ah
Steve Carter 0439 133 354

Von dem Herrn Präsident.

I've had a few weekends away recently. Firstly, I travelled up to Brisbane for the Dubs by the Pie Shop show, organised by the Bad Little Buggers VW club in Brisbane. A good venue with lots of Kombis turning up. It was good to see different cars and car show standards from what we have in Sydney.

Next I went down to the Portland Drags in Victoria over the weekend of 21-22nd Feb. It's a long drive to get there. Unfortunately Boris' drag VW broke a couple of gearboxes. Look for a report in the next VWMA magazine.

Then my wife Sue and I went to long-time members Leigh and Belinda's wedding, on Sat 28th Feb in the Hunter Valley. Belinda looked beautiful and it was a really nice ceremony. There are photos in this issue, and yes there were some VWs there.

Unfortunately the wedding clashed with the Thirlmere Steam Fest, so I couldn't go to both, but I heard it was a great day. Our club had a prime position in the display and parade, and some good promotion over the PA. Thankyou to our members who went along. There will be a report in next month's magazine.

Once again Volkswagen Group Australia has agreed to support the VW Nationals, and it is great to have them on board. Minor sponsorship is also building well, with many of our regulars back on board this year. If your company would like to be involved, please give me a call. We are looking forward to a great turnup from the watercooled VW fans, which will complement the traditional air-cooled show cars we welcome every year. Remember it's only 11 weeks away now, so start getting your VW shined up and ready for our biggest day of the year. I'm also looking for helpers, so please ring me if you can spend some time on Sunday 24th May.

Steve Carter, Herb Gutmann and Chris Fraser are going some great work to ensure the VW Supersprint Saturday will be a great day. We are looking for VW racers to have a go! Cost will be around \$150 for the day. It's best to get a CAMS licence, and prepare your VW, well in advance before the day. Check out Chris Fraser's article in this issue. We are also looking for CAMS officials, so please get in contact if you are interested.

You will have seen the flyer in last month's magazine about the coming Drive-In night at Blacktown for Eric Bana's new film, Love The Beast (Mar 14th). This will be over by the time you read this, so I hope it was a good night. It's always great to take your VW out to the Drive-in. Report and photos in next month's mag.

There are plenty of great VW events coming up - check the calendar or we'll see you at the meeting.

Keep on Kruizin,

David Birchall



Klub Kalender.

March.

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:oopm start.

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

Saturday 28th:- Rodstock Car Meet (All Marques). Starts 3pm at the Hubertus Country Club, 205 Adams Rd, Luddenham. Come and view come magnificent cars from earlier years kept in fantastic condition whilst listening to the entertainment. Club Veedub display. Gold Coin Donation Entry Fee. Contact Raymond for more info.

Sunday 29th:- Old Car Annual Show & Shine at Flower Power, Moorebank. We invite you to bring your classic VW to display. \$10 display entry, \$2 spectators. Gates open 8:00am.

April.

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

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

Sunday 12th:- Classic Car Show Day and Easter Sunday market at Robertson Railway Station in the southern highlands. Club VW display area. Free entry from 9:30am. Country Market stalls, vintage machinery, nice wooden pubs. Contact Steve Carey on (02) 4885 2393.

Sunday 12th:- Bendigo Bug-in at Bendigo, Victoria. Organised by Volksclub Bendigo and VWC Victoria. Contact Dean Holden on 0412 500 588.

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:oopm start.

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

May.

Saturday 2nd & Sunday 3rd:- Sutherland Shire Relay for Life for the Cancer Council at Sylvania Waters

Club Veedub Sydney. Der Autoklub.

Athletics Track, 10am to 10am. Club Veedub will have a team. Contact John Weston on (02) 9520 9343.

Sunday 3rd:- Morpeth VW Pit Stop Cruise. Meet at Wallsend Park 9:30am, then cruise to Caltex East Maitland. Put your VW up on the hoist! Free BBQ and soft drink lunch. Then cruise to historic Morpeth. Contact Rose for more info on 0427 550 203 or email avwnut@bigpond.com

Sunday 3rd:- Berry VW Blast From The Past at Berry Showgrounds. Gates open 9am, \$15 car show entry. Enjoy Berry township and markets. Contact d.becker@bigpond.com for more info.

Thursday 7th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 14th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

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

Saturday 23rd:- VW Nationals Supersprint at Wakefield Park racetrack, near Goulburn. More details to follow.

Sunday 24th:- VW NATIONALS 2009 at Fairfield Showgrounds.

Monday 25th:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

Wanted: CAMS Official Trainees

Could anybody who is interested in being trained to be a CAMS official please contact Steve Carter, either via email info@clubvw.org.au or by calling me on 0439 133 354 to register your interest.

We may have to move quickly to fit in with available training schedules, so I will need to send out correspondence that would miss the normal magazine mail out.

June.

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

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

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

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



VICTORIA
2009
40th Anniversary Bendigo Vic.
VOLKSWAGEN CLUB OF VICTORIA Inc.



Easter 10th - 13th April 2009

Registration & Welcome Dinner
Show 'n' Shine
Motorsport
Easter Parade
Presentation Dinner
Farewell Afternoon Tea
Extended Tour



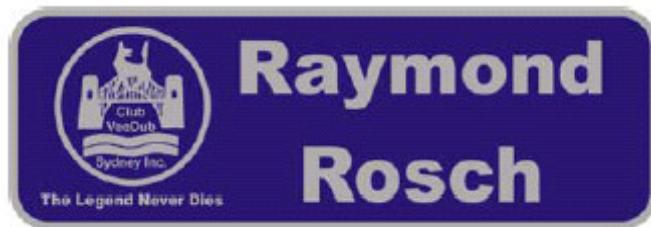
For more information on the 2009 Victorian Bug-In visit vwclub.com.au

April 14th, 5 day extended tour of Eastern Victoria visiting Victoria's Murray River, High Country, Goldfields, Snow Fields and Gippsland Regions.

Supported by

Club Shop Monthly Special

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



Hurry! Last orders taken 31st March

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.

July.

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

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

Thursday 16th:- CLUB VW MONTHLY MEETING and AGM 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. This month is the AGM. All committee positions become vacant, and will be re-nominated and voted on as required. All paid-up members are invited to attend and nominate for a position. We need your help to run our club!

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

website, www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. All ads will appear in Zeitschrift first so 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:- 1976 2 litre Kombi, twin carb model, very original and good condition, unregistered, asking \$3100.00 ono. Contact Salvador on 0403536446 or (02) 9920 3519 Blacktown.

Parts For Sale:- VW type 3 notchback, dust cover, chrome wheels, complete car. Also parts for Beetle and Kombi etc. Contact Salvador on 0403536446 or (02) 9920 3519 Blacktown.

For Sale:- Stainless steel and teak slated roof rack for Beetle (used once), two chrome dress rings for standard sized Beetle wheels, and mounted laminated poster from Automobile Quarterly (1983) showing 26 VWs. The poster is 970mm wide x 640mm high. \$350 the lot. (Still have Beetle, just down-sizing.) Contact Bryan (Newcastle), 0423 079 588 or send query email to bryan123@internode.on.net

Marktplatz.

Ads should be emailed to: info@clubvw.org.au
Classifieds are free for Club Veedub Sydney members, and \$10.00 for non-members. Ads will appear here for two months.

All published ads will also appear on our club

For Sale:- VW New Beetle 2003 2.0 three-door hatchback, 4-speed automatic, 3002, silver, 49,000 km, air conditioning, CD, dual airbags, ABS, power steering, central locking, full service history, power windows, metallic paint, very good condition. Rego til 04/09/ \$17,999. Phone 0413 603558.

For Sale:- 1969 1500 VW Beetle, 54,400 miles before reconditioned 1600 motor installed in October 2008. Registration to October 2009. Body and interior in good original condition. Driver's seat base has been re-padded and upholstered. Original cream paint. Purchased new by my Father. Original receipt available. Car has always been garaged. \$7,000 O.N.O. Please contact Carol at Winston Hills, NSW on (02) 9639 9560, or email : cahl65@virginbroadband.com.au

For Sale:- Volkswagen Golf 2005 FSI, 30,000 km, sunroof, 2.0-litre engine, auto trans, grey, 16-inch alloys, tiptronic, 11/09 rego, \$19,500 ONO. Phone (02) 9749-5009.

For Sale:- Type 1 Beetle 1968. Made in Germany, UK-spec 1200A (body like a 13/1500 but far less chrome / bright metal, curve-section chrome bumpers /no over-ride-bars, painted steel quarter window frames, painted alloy front indicator housings, oval rear tail-lights, with one an original Hassia brand). Sold in Sydney to an original owner of 8 years, then to second family owners 32 years. Strip-metal refinished cream 1993, seat faces in original pattern black with grey piping contrast against original cream /light grey interior trim, refitted with new German /genuine parts, receipts to show. Genuine new factory exchange higher compression motor from Germany with Mexican heads, fitted in 1983. Oil change every 1000 miles since. A superb 6-volt system car with a

lighter 12-volt-gauge wiring loom, but with many Hella / VW brand relays fitted such as a genuine 6-volt quartz - halogen headlight dipper / flash relay operated from the indicator stalk so that the headlights are indistinguishable in intensity to 12-volt lights. Other relays are on the horn, starter (which has 12-volt type pinion /ring gear) and brake lights, which reduces high-current-drain cable lengths. Michelin tyres 99%, VW dampers ride firmer in front than older 1200 cars, adjustable Koni or Spax or removing auxillary leaves may help this. 4-stud-wheel drum brakes all-round, new German on rear with new genuine linings all-round, are smooth and more powerful than front discs. This car, always a nice drive and sight more so for near new looks, its variant rarity and service driving its value to near \$10K, yet at your call? Unregistered. Telephone Mark 0402 556 228

For Sale:- VW Golf TDI, 2006 model, 5-door auto, still factory warranty, excellent condition, silver with grey interior, long rego. \$22,500. Phone 0418 540 324.

For Sale:- VW Polo Match, 5-door hatch, 1.4-litre semi-automatic transmission. Red paintwork with anthracite interior. Reluctant sale with only 16,650 km on the clock. Registered until January 2010. One owner, showroom condition. Great fuel economy! Truly outstanding value at \$15,850. Contact David on 0488 776030. Don't miss out this great opportunity to grab a fantastic modern VW.

For Sale:- Pobjoy 1916 engine with twin plugs, Pobjoy anti-surge sump and complete new parts. This engine has about 2,000 km on it (speedo is in miles and reads at 85%) and has been on the road for one year. The price is for complete turn key - everything on the engine is new. The dual 44IDF Webers are new 'Spain made' (not EMPI!!) carbs with the redline linkage kit. Bosch alternator, some chromed parts, regulator etc plus new stainless steel extractors and muffler. The engine is currently still in the car and a test drive can be had (for those who want to buy, not waste my time..please). This was built entirely by Stan, it was even fitted in the car by him. Peak power is 5500rpm, revs to 6200rpm. Not interested in parting bits out as of yet, but may be if the 'turn key' interest is not there. Please call 0425 291 825 or email for details. PRICE: \$6,200 - complete turnkey, with extractors and muffler. Contact Michael on 0425 291 825 or michael@alinepumps.com Engine is in Hurstville Sydney.

For Sale:- VW Transporter van, 1997 T4, 5-speed manual, white (what else?), tow bar, fair condition, only a few dents in the side. Only 350,000 km! Rego until May 2009. \$2500. Phone 0402 329509.

2nd Month Ads.

For Sale:- 1956 VW Beetle, oval window. Modified, needs restoration, 1914cc motor, twin Dellorto carbs. Engineer's Certificate. Spare IRS floor pan.

Continued on page 15



Next Club Meeting:
Thursday
19th March
8:00pm
The Greyhound Club.

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.



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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,
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VW Passat CC now available.

The all new Passat CC is Volkswagen's new sedan and it is now available in Australia. The concept and design of this new Volkswagen model are defining fresh, new directions beyond the mainstream. The body design, the interior, the powertrain systems and the technological highlights are worthy of the luxury class.



The 4.8 metre long Volkswagen Passat CC is available with two engine variants – the frugal 2.0 TDI and the dynamic 3.6 V6 FSI. The petrol engine outputs 220 kW and the turbo-diesel develops 125 kW. The Passat CC 125 kW TDI consumes just 6.3 litres diesel, whilst the Passat CC V6 FSI consumes an average of 10.5 litres (on the combined cycle). Volkswagen's 4MOTION full-time all-wheel drive system is standard equipment on the top of the line V6 FSI model.

Just as innovative as the powertrain technologies is the driver assistance system of the Passat CC. Being introduced for the first time on a Volkswagen, is the new Adaptive Cruise Control (ACC) with Front Assist for braking distance reduction. Other high-end technologies include VW Park Assist and Adaptive Chassis Control.

Furthermore, the Passat CC offers a range of solutions contributing to driver comfort and convenience. Newly developed, for example, is an electrically actuated Panoramic glass roof. The transparent roof is 750 millimetres long and 1,120 millimetres wide. This means that it covers the entire front section up to the B pillars. In this case, the cross-beam above the windshield is also in black. The electrically powered Panoramic glass roof can be pivoted upward by 30 millimetres.

Worth noting is the unique guide system for the side windows in the frameless coupé doors, which do not offer any surfaces for the wind to catch hold. Extremely effective is the optional climate control feature for the car's seats (active climate control front seats). In summer months the active climate seat provides for noticeably improved comfort on long drives. While the entire climate control system visualisation in the Passat CC is now integrated in the display of the radio and navigation systems. There is also a new lay out and design of the instruments with chrome bezels and when the ignition is started, the instrument pointers all briefly peg to their

maximum positions.

The radio system features a newly developed optional Media Device Interface (MDI). This USB interface can be used to integrate an iPod and other current MP3 and DVD players in the particular audio system installed on the Volkswagen Passat CC. The USB port is located in the glove box. Control is via the radio or radio-navigation system. Title information is also shown in the display.

Another prime example of attention to detail is the mobility tyre from Continental being introduced for the first time on a Volkswagen; it is standard equipment in every Passat CC. The German tyre producer developed this technology, called ContiSeal, as a system that enables continued driving despite penetration by nails or screws: A protective layer on the interior surface of the tyre tread area immediately seals holes caused by penetration of foreign objects. That way, no air can escape. The sealing process works for nearly any leaks caused by objects up to five millimetres in diameter. About 85 per cent of typical flat tyres can thereby be avoided.

The Passat CC, which is intentionally offered in just one luxurious equipment variant, is positioned amongst quite a range of mid-class cars. The new Passat CC has extensive standard features, including 18 inch alloy wheels with 235/40 tyres, chrome accents (interior and exterior), four ergonomic sport seats (individual seating system in rear), a new three-spoke leather steering wheel design, climate control, ESP Electronic Stabilisation Programme and automatic headlights.

The car's new Adaptive Chassis Control system by Volkswagen combines the sportiness of a coupé with the comfort of a luxury sedan in one car. In parallel to tuning of the suspension's damping characteristic, the power steering system is controlled too. Adaptive Chassis Control offers the three programmes - Normal, Sport and Comfort. Decisive here is the fact that the suspension system is constantly adapting to the roadway and driving situation and therefore continually improves comfort and dynamic properties.

Two other leading technologies available are the Park Assist parking assistance system and Adaptive Cruise Control (ACC). Park Assist automatically guides the Passat CC into a parking space at the push of a button. The driver no longer needs to steer in this case, but instead just accelerates and brakes. When ACC is activated, the Passat CC automatically brakes and



accelerates within a speed range input by the driver beforehand.

Thanks to the integrated Front Assist, the system can also prevent some cases of frontal collisions. In advance of certain situations, the system preventively puts the brakes in a preconditioned state, thereby functioning as a stopping distance reduction system. Front Assist also warns the driver of hazardous situations by visual and acoustic signals.

However, it does not relieve drivers of their responsibility and lets them intervene in the process at all times.

Recommended Retail Pricing (RRP):

Passat CC 125 kW TDI	\$54,990
Passat CC V6 FSI	\$65,990

No insurance discount for Passat CC.

The new VW Passat CC is being denied an insurance discount offered to the Volvo XC60.

Crash avoidance technology in the Passat will not attract the 20 per cent insurance premium discount being offered to a similar system in the XC60.



VW's new adaptive cruise control with front assist will operate from 30-150km/h and bring the car to a complete stop. If a rear-end collision is imminent, the car will sound and flash a warning to the driver, bring the disc pads up to the discs, increase brake pressure and even dab the brakes.

However, the driver then has to take over — and that is one of the major differences with the Volvo City Safety radar system.

NRMA Insurance last week offered a 20 per cent discount to XC60 owners based on the car's new radar technology designed to prevent rear-end collisions, which are the most common insurance claims.

However, spokesman Robert McDonald says the VW system would not qualify for several reasons.

McDonald says the Volvo system intervenes and brings the car to a complete stop on its own, and will operate under 30km/h — the speed range where most rear-enders occurred.

In comparison, the VW adaptive cruise control will operate from 30-150km/h and will come to a complete stop, but not in an emergency situation where driver input is required.

Cost of repairs is also a consideration, McDonald says. "The radar sensor on the VW is on the front grille and if that gets damaged it can be quite expensive."

"In some cars it costs up to \$10,000 to replace. The Volvo sensor is on the windscreen."

The second-generation VW adaptive cruise control system is an update of the one originally designed for the unpopular Phaeton luxury saloon.

Awards for VW Caddy.

The Volkswagen Caddy and its new, larger sibling the Caddy Maxi received some good news at the UK What Van? Vans of the Year Awards 2008. This comes just days after Volkswagen Commercial Vehicles celebrated the Transporter winning the Best Medium Van award at the inaugural Fleet Van Awards.



The What Van? Awards 2008 gave the new Caddy Maxi the prestigious Editor's Choice award, while the Caddy was Highly Commended in the Light Van of the Year category against a trio of new small PSA vans.

The Caddy Maxi was launched earlier this year and joined the Volkswagen van range between the Caddy and Transporter models, offering a load volume of 4.2 m³, a payload of up to 800 kg, with basic retail prices starting from £12,650. It is currently available for business users on Contract Hire or Finance Lease from £200 a month including three years free servicing.

By comparison, the compact Caddy offers 3.2 m³ of loadspace and up to 724 kg of payload, with basic retail prices starting from £10,750. It is currently available for business users on Contract Hire or Finance Lease from £185 a month including three years free servicing.

Commenting on the award for the Caddy Maxi, What Van? said: 'Volkswagen's solidly constructed Caddy Maxi van offers fans of the standard Caddy who need a bit more cargo space exactly what they are looking for. Out on the road the 2.0-litre TDI PD engine Caddy in particular packs plenty of punch, but whatever engine you pick you'll get a van with VW's usual precise gearchange.'

Simon Elliott, Director, Volkswagen Commercial Vehicles, said: 'We're delighted that two more Volkswagen Vans have received award recognition. This is good news for us, our customers and our Van Centres.'



1980 Dakar winners congratulate the 2009 winners.

29 years ago, on 23 January 1980, Freddy Kottulinsky and Gerhard Löffelmann clinched the first victory for Volkswagen at the '2nd Paris-Algiers-Dakar Rally' in the Volkswagen Iltis, ahead of their French team-mates Patrick Zaniroli/Philippe Colesse in another Iltis.

Back then, as well as today, Volkswagen celebrated a one-two victory: Giniel de Villiers/Dirk von Zitzewitz (ZA/D) won the 2009 edition of the desert classic, which ended in Buenos Aires in January after 9,500 kilometres, in front of their team colleagues Mark Miller/Ralph Pitchford (USA/ZA) in the Race Touareg. On the way towards clinching the first victory of a diesel-powered vehicle Volkswagen decided ten out of 13 stages in its favour at the first "Dakar" through Argentina and Chile.

The one-two victory prompted the driver pairing that had been victorious in 1980 to congratulate Volkswagen. "Ever since I won the rally, I've been watching it in the media," said Freddy Kottulinsky, who is now living near Schleiz in Thuringia. "I wanted to express my sincerest congratulations to Volkswagen on the historic TDI victory. Even though an exploit in our day with naturally aspirated diesel engines would have been inconceivable, I had no doubt that a diesel would win one day. In passenger cars, modern diesel technology has long become the ultimate."

"Of course I've actively been watching Volkswagen's current path to victory in the media as well, and congratulate the squad," said former co-driver Gerhard Löffelmann. Back then, he was working for AUDI AG in Technical Development; today, he is a team leader in vehicle engineering, still with the same department.

"After almost 30 years, the differences in conditions are tremendous. We only drove with a compass; now there are modern GPS systems, even though their use is restricted. What's more, I didn't even have any experience as a co-driver. My main role was that of a mechanic who had to be able to repair the car and to thus help to take it to the finish."

Löffelmann still has the roadbook. It was all in French, and then team boss Roland Gumpert – the driver

of a rally Iltis himself – helped to translate it every night at the bivouac.

Back in 1980, an almost entirely production-based Volkswagen Iltis sufficed to achieve the duo's victory. The off-road vehicle was only complemented by underbody protection, modified dampers, a roll cage, different seats, additional instruments and a further fuel tank. The slightly modified 1.7-litre Passat-based engine delivered about 85 kW instead of the standard 56 kW for the 10,000-kilometre rally distance from France via Algeria, Mali, Mauritania, Niger and (then) Upper Volta, all the way to Senegal.

"That was enough to win," recalled Kottulinsky. As much as he enjoyed his activities as a racing and rally driver in his day, he still has a wish, "I'd really be thrilled to drive today's Race Touareg just for once ..."

The 1980 Dakar-winning VW Iltis still exists, and can be seen today in the VW museum at Wolfsburg. Perhaps the 2009 Dakar-winning VW Race Touareg will join it soon.

VW Concept BlueSport mid-engined roadster.

Volkswagen took the North American International Auto Show in Detroit by storm this year with the world debut of an all-new mid-engined, rear-wheel drive roadster concept.

Named Concept BlueSport to define its environmental and sporting aspirations, the two-seat





roadster, combines a highly efficient, mid-mounted common rail diesel engine with a lightweight chassis structure to put the emphasis on simplicity and sharp dynamics.

The Concept BlueSport is fitted with a four-cylinder 2.0-litre TDI engine which produces 135 kW and 350 Nm from 1,750 rpm. Power is transferred to the rear wheels through a six-speed dual clutch DSG gearbox, and sees the Concept BlueSport accelerate from standstill to 100 km/h in 6.6 seconds and go on to a top speed of 225 km/h.

Despite its sporting focus the adoption of lightweight materials, coupled with a 45:55 weight distribution and multi-link rear suspension allows Concept BlueSport to strike a balance between agility and economy – the Concept emits just 113 g/km of CO₂, while returning 4.4 L/100 km on the combined cycle. To improve fuel economy and emissions further the ‘Eco’ mode function can be engaged to activate an automatic Stop-Start system and braking energy regeneration.

Styled by a team led by Director of Design for Volkswagen, Klaus Bischoff and Director of the Design Centre in Potsdam, Thomas Ingenlath, Concept BlueSport combines an elegant profile with a purposeful stance, clean surfaces and innovative design details.

Finished in metallic ‘Flex Silver’ with a contrasting orange retractable fabric roof, Concept BlueSport marks an evolution of Volkswagen design with short front and rear overhangs complemented by a set of unique multi-spoke 19-inch alloy wheels. The rear features distinctive high-intensity LED light clusters above an aerodynamic diffuser which incorporates twin tailpipes.

Measuring 3,990 mm in length, 1,260 mm high and 1,745 mm wide the Concept BlueSport is shorter than a Golf yet almost as wide. Despite the modest proportions the Concept BlueSport retains practical features such as a 112-litre loadspace under the bonnet and an additional 70-litres in the rear boot.

The colour of the Concept BlueSport’s orange roof continues inside, with subtle styling and cabin lighting accents. The stylish lightweight sports seats are upholstered in black leather, while the dash-mounted

touchscreen gives access to all information and entertainment functions.

The Concept BlueSport is a design study with no immediate plans for production. While it draws inspiration from the past it serves to reinterpret the concept of a mid-engined Volkswagen sports car.

Award for VW Touran.

Volkswagen’s compact MPV, the Touran, has been honoured at this year’s UK BusinessCar Awards, winning the ‘Mini-MPV’ category.

The Touran, renowned for its high levels of standard equipment and safety features, impressed the readers of BusinessCar through its mix of versatility, quality and efficiency.

Tristan Young, Editor-in-Chief of BusinessCar commented: “Volkswagen’s Touran has spent several years proving itself to fleet managers and corporate users. The combination of Volkswagen’s premium reputation, great build quality and rock-solid running costs combine with the Touran’s seven-seat practicality to forge a winning package, especially with the new addition of the low CO₂ BlueMotion version that will appeal strongly to business users.”



Fitted with seven seats as standard, the final row of which can be folded flat into the boot floor when not in use, the Touran has pioneered the innovative Park Assist self-parking system and has enjoyed sustained popularity amongst UK buyers. The range was broadened further in 2008 with the introduction of the BlueMotion model. Fitted with a highly-efficient 1.9-litre TDI 78 kW engine, it’s capable of returning 5.4 L/100 km on the combined cycle while producing just 144 g/km of CO₂.

On receiving the award, Vincent Kinner, Head of Volkswagen UK Fleet Services commented: “We are extremely proud to receive this award for the Touran from BusinessCar, particularly as it was voted for solely by the publication’s readership, which is such an influential group within the fleet arena.”

Jetta TDI world record.

The TDI version of the Jetta has proven to be exceptionally popular in the short time it's been on sale in the US market. Now the most economical Jetta of them all has set a Guinness World Record by traversing the lower 48 U.S. states while returning 3.99 litres per 100 km, thanks to John and Helen Taylor.



The Taylors took 20 days to cover the 15,165 km in an anti-clockwise direction, and this wasn't a hyper-eco 'slow-as-you-can-go' affair – they stayed within 10 km/h of the speed limit. Their car was completely stock. It consumed just 11 tanks of ultra low sulphur diesel and travelled 1,373 km per fill up. With that kind of economy and handling high up on the fun factor, the Jetta TDI makes an excellent case for itself if you like driving and want to lower your fuel consumption.

VWoA also recently announced that the go-fast racing Jetta TDIs in the TDI Cup Series are returning an average of 9.4 L/100 km and doing their entire 7-race series on just two tanks of fuel, which includes qualifying.

New Beetle Pickup?

Of all the wild-eyed VW rumours that crop up on a weekly daily hourly basis, this one has that special air of cow manure. According to *US Automotive News*,



Volkswagen is considering a pickup truck for the U.S. based on the second generation New Beetle, which is due out around the turn of the decade.

The rationale behind this implausible idea stems from VW's goal to boost annual vehicle sales in the U.S. from its current 230,000 units to 1 million vehicle sales per year by 2018. Other derivatives of the new New Beetle could also include a crossover and a wagon.

Although the recently revealed VW Pickup Concept (the 'Robust') is only bound for markets outside the U.S. and Europe, a compelling case could be made for a light-duty truck for occasional haulers in the States. But we somehow doubt that the U.S. consumers could warm up to a Beetle-based truck – nostalgia can only go so far.

Oettinger Scirocco.

Joining other German tuning firms such as MTM and Abt, VW tuning firm Oettinger has now turned its eye toward Volkswagen's Scirocco. There's a long history between the tuning firm and VW's products (going right back to the 1950s), so this could be viewed as an addendum to past work. What does a tuner do, if not enhance performance?



Indeed, Oettinger has fiddled about under the bonnet to wring 180 kW from the 2.0-litre FSI petrol engine, and the smaller 1.4-litre TSI mill is good for an even 150 kW at the hands of the tuner. Anticipating that more is always better, the future holds a further enhanced 2.0-litre TSI engine frothing out 260 kW.

It's not just engine tweaks. The hotted-up Scirocco is low enough to scrape roadkill from the tarmac, thanks to an adjustable suspension. Holding the increased go power from the engine room in check are larger brakes, and it wouldn't be a tuner car without a body kit. Oettinger's bodywork changes are more classy than garish, and overall the look is successful at increasing desire for the Scirocco even further.

Lego Beetle.

There's likely to be no shortage of VW Beetle owners who can relate to this new kit from Lego. It's a box with 1,626 parts in it that, after hours of assembly work, will more or less resemble a classic Bug. There are three



major differences between the Lego Beetle and the real thing: This box of bits will only cost you \$120, and a successful build is probably not above your skill level. Oh, and your wife probably won't mind you building this one on the kitchen table.

When completed, the VW measures 40 cm long by 16 cm tall. Its tiny gear stick moves, the glove box lid opens, and the seats fold forward. The engine is in back where Beetle engines belong, and up the front is the spare tyre. When you're finished, finish off the car with the included VW logo decal.

It's too bad the Beetle's curvaceous roofline and nose are made jaggedy by the blocky Legos, but on the other hand, it's kinda cool, too.

You may find this Lego kit in stock in major toy shops, or it can be ordered in. You can also purchase it online.

VW test track in US.

Volkswagen is planning to open a new test track in Tennessee, to accompany the new \$1 billion plant being built in Chattanooga. The plant is being built to assemble a new family-sized sedan targeted specifically towards the American market, and the test facility will be used to develop the vehicle. However it could also serve as a location for customers to pick up and try out their new vehicles in the security of a closed-track setting.

Volkswagen of America revealed that the track, which will join the company's existing Gila Bend facility in Arizona, won't necessarily be a high-speed circuit. The original VW test track at the VW headquarters in



Wolfsburg is still used, where vehicles never exceed 135 km/h on the small layout. High speed testing takes place primarily at VW's much larger Ehra-Lessien test facility, which has a high-speed banked circuit with a 9-km straight. It was here that Top Gear presenter James May reached 407 km/h in a Bugatti Veyron in 2007.

The new US test track is likely to be more likely to be a collection of shorter roads of varying conditions, tailored to US-style conditions.

No Scirocco R32 – Scirocco R20T instead.

Volkswagen is readying a high-performance version of its Scirocco coupe. It's expected to wear the R20T badge, denoting it uses a 2.0-litre turbo mustering around 198 kW. It's the same firecracker four that sees service in the Audi S3, making this the most powerful Scirocco ever.



The new R20T will go on sale in early 2010, crowning the Scirocco range. Currently, UK customers can only buy the Scirocco in lighter pressure 2.0-litre turbo form, with the Golf GTI engine. But the range will expand in 2009 with the arrival of a 120 kW 1.4 Twincharger unit and a 105 kW 2.0-litre common-rail diesel. A more powerful, 127 kW version arrives later this year.

Fitting the S3's turbo to the Scirocco will turn the affordable coupe into a real firebrand – with the 0-100 km/h sprint likely to fall below six seconds and up to a 250 km/h limited top speed. Perfect for those who find the current 2.0 not quite fast enough.

Volkswagen sources familiar with the project claim the R20T has 80% of the visual aggression of the Scirocco GT24 racer. Remove the race-track wing, splitters and other Nurburgring paraphernalia and you get the idea.

The Scirocco R20T is likely to wear a price tag of £25,000, reflecting its performance ability. The UK won't, however, take the cheapest Scirocco derivative, the 105 kW 1.4 petrol TSI.

Why no V6 R32 Scirocco? It's the environment. Six-cylinder power isn't on the agenda for the Scirocco and it's relying on smaller, four-pot power that's better for emissions and economy. The old VR6-related unit is being quietly pensioned off.



Newcastle Dyno Day. Sat 7th Feb.

It was a great day out! We all arrived at Carline Mufflers, Maitland a bit early because it was going to be a hot summer's day. We had booked for 9:00am but quite a few cars were there before that. We were happily surprised that 20 different VWs turned up, and 14 had runs on the dynamometer.

We had a large range of VWs - an array of Beetles, a Kombi, a Karmann Ghia, a race Beetle and some beach buggies. The VW engines ranged in size from a stock 1300cc up to around 2200 with twin carbs, hot cam etc. Carline produced an output sheet for each car with a



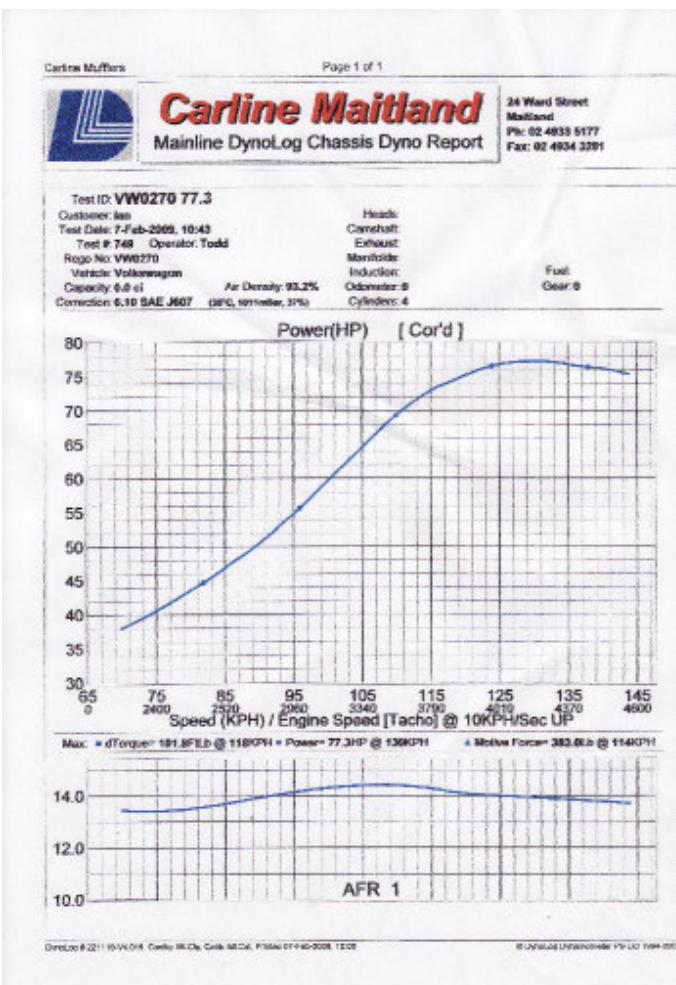
graph of the power curve (calibrated in 'hp', not kW), plus a chart of the air/fuel ratio across the rpm band. This made it easy to spot if an engine was going rich or lean at any stage.

By 10:00 am the temperature was around 36 degrees and it felt pretty hot, but everyone stayed. We had a bbq and nice cold refreshments to keep them going.



The last bug went on at 12 noon, when it was 41 degrees in the shop. Great effort by everyone, as they came from as far as Sydney and Nambucca.

Everyone was quite happy with their dyno power read outs, considering how hot a day it was. The results ranged from around 45 hp up to 80 or so (at the wheels). Most of the 1916cc Beetles seemed to be making around 65 hp at the wheels. Remember to multiply 'hp' by 0.746



to convert to kW. Of course, the day wasn't a competition, or a race to see who had the 'most' power. It was just a day to get together and have some fun.

Afterwards a few of us headed down to the beach at Newcastle, and we ended up at Dixon Park. It was a much nicer 29 degrees there.



We are considering having another one in the cooler months, maybe June or July this year, to get ready for the Warwick drags in September.

Thanks heaps

Rose & Ian

Watty's Corner.

Here's my old racing L-Bug, racing number '53' (can you guess why?). This shot was taken at the old Stop/Go corner at Amaroo Park in 1997. I was just in front of someone from Hills District Car Club in a Yellow Commodore, and I beat him! Isn't it amazing how Holden drivers don't like being beaten by a Volkswagen.



No, I don't still have this car. I sold the Superbug to fellow VW racer Rudi Frank in 2000.

Rudi has done many changes to the Beetle since! The photo just to the right here, with number '268', is what it looks like now. Amazing, hey? It's hard to believe that they are the same car, a few years apart.

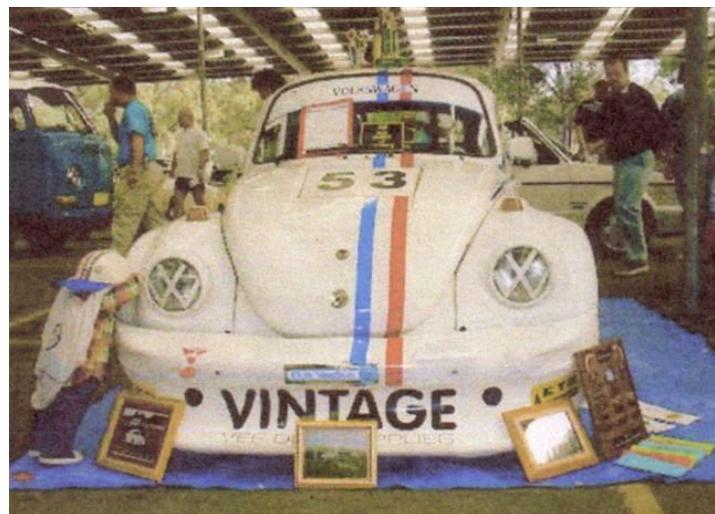
Now look at the photo at the top of the page. Where



was this photo taken? Can any of our club members guess where it is?

Of course, coming into the Dunlop Loop at Amaroo, and it was a NSW and Group7 Supersprint round. The shot was taken in July 1998! Where has 10 years gone, I thought it was taken last Sunday!

Amaroo Park closed shortly after that, and today it no longer exists. The track was torn up, the land subdivided, and houses have been built on the property. The same thing will happen to Oran Park, too, in the next year or two. Very sad.



Here my L Bug at 2000 Nationals, I had won my class in the Group7 Supersprint series the 5th year in a row, and Stan Pobjoy's trophy for the 5th time. It's the shield to the right of the bumper!

John Watt



Leigh and Belinda's wedding.

Long-time club members Leigh Harris (our Vintage Registrar), and Belinda Godfrey were married on Saturday 28th February in the Hunter Valley.



They were married in the pretty little St Patricks church in Nulkaba, just outside of Cessnock. It was a pleasantly warm, sunny day and a good crowd of Leigh and Belinda's family and friends were there to be part of their special day. It was nice that two Kombis lined the entrance to the church gardens.

Leigh carried himself with poise and didn't suffer from last-minute nerves; in fact the celebrant commented on how cool and relaxed he was as he stood at the alter, with his best man Rowan and groomsman Jonathan.

After the traditional waiting period, Belinda entered the church on her dad's arm, looking absolutely radiant and beaming at Leigh as he waited for her. Belinda was supported by her maid of honour Jane, and bridesmaid Elinor, both girls looking just gorgeous in green.



It was a lovely ceremony by celebrant Ron Mesprroran, with readings by Martina and Jennifer. The bride and groom exchanged vows, the best man handed over the rings and they were pronounced man and wife.

After the signing of the register, the new Mr and Mrs Harris made their way back down the aisle to



universal applause. Friends and family gathered around the newlyweds in the church garden to offer handshakes, kisses and hugs.

Leigh elected not to go with Volkswagens as wedding cars (maybe that has been done to death?), and chose instead a pair of cool white '57 Chevys. However, we



did notice that the bridesmaids' green dresses matched the colour of Leigh's Kombi Microbus (which was left back in Sydney). That can't be a coincidence.

The wedding party left for official photos, while the guests made their way to Peppers Creek Barrel Room for the reception. It was a very enjoyable evening, and a great start for Belinda and Leigh's life together.





Belinda and Leigh will be celebrating their honeymoon in Bangkok and Phuket in Thailand. I am not sure if they will be shopping for VW parts over there!

Ray and Nikita's wedding. Saturday 28th Feb.

Looks like it was the weekend for Club Veedub members getting married this week end.

Attached are photos of club member Ray Martz' wedding, which took place in the Hunter valley today, 28th February.



Club members Ray and Nikita Martz married in a formal garden in the Hunter valley.

Their choice of cars were a VW Microbus for the bridesmaids, and stretch '74 convertible Superbug for the bride and groom.

The weather was picture perfect! Congratulations to Ray and Nikita.

Tony Bezzina

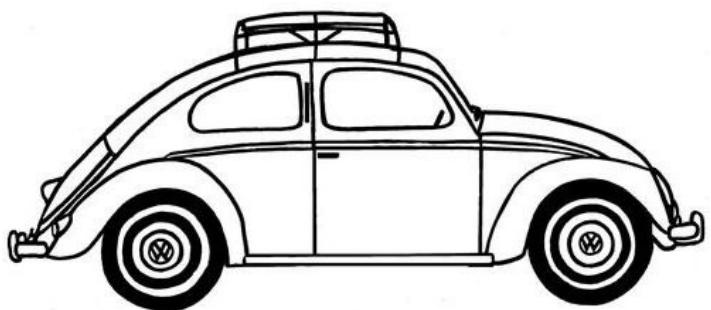
A big thank you from Frank.

It was during my recent life-threatening illness that I realised how many good, caring people I had about me.

Last August my VW developed mechanical problems on the way home from Nambucca Heads. I wasn't feeling too well either, and finished up in Liverpool Hospital.

During my stay in hospital, I was informed that Leigh Shaw, from Volkshaven, had picked up my VW on a tilt-tray and taken it to his workshop for repairs. All this work was carried out at no expense to me.

I'm very grateful to Leigh and his crew for the work they did to breathe new life into my Beetle. I am touched by his act of kindness.



I also feel humbled by the many visitors I had at both Liverpool and Camden Hospitals (especially from VW club members), as some travelled long distances to see me. Their care and concern during this time was truly heartfelt. THANKYOU!

Regards,

Frank Watkins



The Toy Department.

For many years, children young and old have found pleasure in playing with die cast vehicles, whether large trucks, or mini cars. Die cast cars are created all over the world. One of the world wide die casts comes from a European distributor, Siku.

Siku toys produces die cast toy cars, cranes, trucks, farm equipment and other vehicles. The history of the Siku toy company is an interesting one. The Siku toy company was founded in 1921 by a Richard Sieper. Mr. Sieper built a location in Ludenscheid, England, where the company still produces toys today. The "Siku" name is an acronym for the name Seiper Kunststoffe, which gained registration in 1950. To date, Siku offers well over 200 die cast models. They offer an additional 100 models for international markets.



One of the reasons why collectors appreciate the Siku die cast products is because it is in fact from overseas. Also, the Siku die cast cars are available on a much larger scale than its counterparts. Since they are indeed so much larger, they are played with much more often than die cast cars that are smaller. That being said, however, the value of a vintage Siku die cast toy can depreciate. The same rule applies to die cast cars as with any antique, the older the item is, and the better shape it is in, the more it would receive at a sale or an auction.

Siku die cast cars are still being mass produced out of Germany to this day. Although a visit to their website will show that their site is written in German, much information can be found on the internet for the sales of a toy. On occasion, flea markets, and even thrift stores can



harbor such great finds. All it takes is a keen eye, knowledge, and a passion for collecting vintage die cast cars to locate a Siku toy.

Some fine examples of the generations are illustrated this month – most sought after are the split window kombis usually these have marking such as V211/V212 – Made in Germany.

These came in a Police bus- Dark Green, Postal Van - Yellow, and Microbus -sky blue not featured here as this one is a repaint.

Tony Bezzina
kbezzina@bigpond.com.au



VW Nationals Supersprint.

Once again, we would like to extend an invitation to you to attend and participate in our inaugural Supersprint at Wakefield Park, Goulburn, on Saturday 23rd May 2009. Organising of the day is proceeding, so this is an update to let you know what is happening.

As you know, our club is now affiliated with CAMS, the controlling body for motorsport in Australia. The event will be held under a CAMS event permit and follow the CAMS NSW guidelines for supersprints.

It is anticipated that the entry fee will be \$150 per driver.

We are looking for VW enthusiasts to come along, as competitors on the circuit, or as officials on the day. If there are any members who may wish to help out on the day, and are CAMS qualified in the roles of flag marshals, scrutineers or stewards, we would greatly appreciate any help that may be offered.

The racing will start at 10am and go through to about 4:30pm, give or take a bit to make sure everyone gets the same amount of runs. Entrants will need to get there at about 7:30 so that we can begin scrutineering. Remember it's about a 90-minute drive from Liverpool.

TIPS.

To make the day run faster and get more value for money, here are a few tips.

Drivers need to join a CAMS affiliated club now. If you are already a Club Veedub member, then you are OK. If you are NOT yet a member of Club Veedub, you should join as soon as possible. Go to www.clubvw.org.au and follow the link, or fill out the form on page 13-14 of this issue, and post it in with your cheque. Club VW Sydney membership is \$40 for 12 months. If you don't own a VW, you will have to join another club (our club is VW only). There's a list of affiliated clubs on the CAMS website – www.cams.com.au, left hand menu, about 6 from the top. There will be day memberships on offer for \$20, but its hardly good value. Go the 12 months.

Get a CAMS L2S licence before the event. While they will be available on the day, it's a 4 page form. <http://cams.com.au/downloads/paperforms/CAMSLevel2LicRenewal.pdf> The licence lasts 12 months from date of issue, so don't send it out today. But do it no later than the 1st week of May, because it can be a 3-week turn around. This licence fee also includes your personal accident insurance.

Get entries in early. It helps organise things. We can get the groupings sorted, set up the timing and results, get classes sorted. If you come to the shed on the day and have to fill out numerous forms, it's going to slow everything right down.

Bring your licence and membership card with you. If the stewards are nice, you may be able to race without them, but you are liable for a CAMS fine. If the car has a CAMS logbook, it must also be presented.

If you have any queries, please give me a ring.

ABOUT RACING.

Minimum requirements for clothing are ankle to wrist to neck, non-flammable. Cotton = good. Nylon = bad. Jeans and cotton shirt are good. King Gee style work gear or overalls even better. Hi-vis reflective tape on King Gee style gear = bad. Gloves are not required in closed vehicles. Helmets are mandatory. Helmets MUST have the Aussie Standards or overseas equivalent sticker. No sticker = no race. Helmet must be in good condition. Straps worn or lining falling out = no race. Go and buy a new one now.

Minimum requirements for your road registered VW: It must be roadworthy. We don't care if any mods are road legal or not, but it simply has to be safe in the eyes of a scrutineer. You NEED a minimum 1kg fire extinguisher, with metal bracket, and it has to be mounted in reach of the driver. You need a 12-cm triangle to mark the battery position. You can use blue electrical tape for this. You need a race number. This can be a magnetic number, drawn on with boot polish, made up with tape. Personally I don't want you to print it on A4 and blue tack it to your rear window, as it restricts vision. If your tyres are road tyres they must be road legal with regard to tread depth. Be aware that just because your car is road registered, doesn't mean it will go into road registered class.

Unregistered cars need the above, plus a whole lot more. They must have a roll-cage, harness, battery isolation switch, sump plug to be wired, secondary carb return springs, and a tailshaft loop (if you have a tailshaft).

If your car is pre-1974 you NEED to have a secondary method of securing the bonnet closed. A leather belt to strap it down to the bumper is adequate for this. It must have solid brakes. It must have tight steering. It must have tight suspension. Don't turn up with an inch of free play in the brake pedal, a worn out steering box and king pins worn down to a toothpick. No oil leaks are allowed - you won't be allowed to run. Seat belts can't be frayed, and best if not faded unless you want to attract attention. The battery must be securely clamped. It must be covered if inside the car. If fitted with a roll-cage the top of helmet must be below the roll-cage when driver is in the seat. You might get away with this if your car has a roof, but no chance if it's a convertible or open top.

The vehicle classifications are to CAMS NSW Supersprint rules. These rules are only slightly bendable. <http://cams.com.au/downloads/NSW/2783.pdf> I'm more than willing to answer specific questions.

There's still plenty of time to get your VW in order. It doesn't have to be a world beater; good strong street VWs are perfect for supersprints. And the newer VWs - Golfs, Polos and so on - should be awesome. You just need to set it up correctly and follow the rules. Like anything, it's hardest the first time you do it. But we are here to answer your queries.

For any questions please don't hesitate to call either:

Herb on 0414 727 551 or 02 9428 4099, or
Chris on 4298 6320 during business hours.

Chris Fraser



VW Baja Race Touareg.

If NASCAR is the pinnacle of on-road motorsports in the USA, then competitive off-roading hits its apogee with the Baja Trophy Truck series. With huge US-based vehicles sporting over 50 cm of suspension travel both front and rear, along with massive power provided by big V8 engines, these trucks travel over the worst terrain imaginable at ludicrous speeds.

In years gone by, Volkswagen-based sedans, baja bugs and dune buggies were the vehicle of choice; in fact the very first Baja 1000, in 1967, was won by a Meyers Manx dune buggy. Custom-built Chenoweth-style buggies with hot Type 1, and later FAT Type 4 engines, remained competitive into the 1990s, but in recent years they have been left behind for outright honours. The top buggies today don't even use VW engines any more – they are powered by Chevrolet or Toyota engines.

In 2008, Volkswagen decided to enter the top rung of the SCORE off-road racing series, and they debuted their latest Touareg TDI race vehicle at the LA Auto Show in late 2008. This Touareg is very different from the VW Motorsport-built Race Touaregs that recently won the Dakar Rally in Argentina.



This US-built Touareg TDI boasts a turbocharged 5.5-litre V12 diesel engine (sourced from the Audi Q7 and R10 TDI), that puts out 410 kW and a stump-pulling 850 Nm of torque in a custom-built 2,570 kg vehicle. This was to be the first turbo-diesel ever to compete at the Baja 1000 in the Trophy Truck class – the rest of the field are petrol V8s.

Custom double A-arms up front and a four-link rear suspension provide 63 cm and 75 cm of wheel travel, respectively, and 37-inch BF Goodrichs will do their best to provide traction. Volkswagen officially unveiled their new truck on 19th November 2008 at the LA Auto Show, just ahead of the 41st running of the big race.

Driver Mark Miller, who won the Baja 500 last year in the first Race Touareg, as well as finishing second in the Dakar Rally this year, was joined by navigator Ryan Arciero, 8 support vehicles and a helicopter.



The Volkswagen diesel-powered off-road racer eventually finished the 1,000 km race in 13th place in its class, after a seal failed in the gearbox. The Arciero-Miller team had to swap out the whole box mid-race, dropping the truck well down in the standings.

VwoA's press release read as follows:

ENSENADA, Mexico-After more than 1,000 kilometres through some of the toughest terrain imaginable, Volkswagen's newly developed Baja Race Touareg TDI prototype successfully crossed the finish line in Ensenada, Mexico driven by veteran drivers Mark Miller and Ryan Arciero.

For the first time in the 41-year history of the Baja 1000, a vehicle with innovative clean diesel technology successfully competed in the demanding and fiercely competitive high performance trophy truck class in the Baja 1000.

"Our aim for our first Baja 1000 was to finish the event with our all-new Touareg TDI – and we managed to do that. That's why we're really satisfied," said Volkswagen Motorsport Director Kris Nissen.

"It was the toughest Baja I've ever driven, the track simply was mercilessly rough," commented Mark Miller, a multiple Baja winner, after arriving at the finish early Saturday morning (November 22, 2008). "At our very first running we immediately showed that the Touareg and the clean TDI technology are a powerful package."

The Baja Race Touareg TDI experienced a defective seal on the gearbox during the race that led to the necessary replacement of the entire gearbox causing a major time loss for the team. "Ultimately, a simple seal had an enormous effect with a big loss of time. This defect surprised us because it had never occurred before," said Don Tebbe, Project Manager for the Arciero Miller Racing (AMR) team which, in close collaboration with Volkswagen Motorsport, is responsible for the



development and fielding of the Baja Touareg. "Shortly before the finish we also exchanged the rear differential just to be on the safe side. From tests we knew that this part might possibly be at the limit. Work on an improved version is already in progress," Tebbe added.

The Race Touareg TDI Trophy Truck that ran the 41st Annual Tecate SCORE Baja 1000 desert race in the SCORE Trophy Truck class was powered by a 5.5 litre V-12 clean diesel engine that produces 410 kW and 850 Nm of torque. Staying true to the off-road prowess that the Touareg is best known for, the purpose-built Race Touareg TDI Trophy Truck takes the Touareg's off-road tenaciousness to a whole new level. With a double A-Arm front suspension that allows 63 cm of wheel travel, and a 4-link rear suspension that allows 76 cm of wheel travel, combined with Fox Racing Shocks, Eibach Coils and BFGoodrich Baja KRT 37x13.5x17 off-road tyres, the Race

Touareg TDI Trophy Truck had little difficulty manoeuvring the highly difficult and technical Baja 1000 course.

Chassis design and production was handled by Arciero Miller Racing located in Foothill Ranch, California. The Race Touareg TDI Trophy Truck features a



wheelbase of 317 cm, overall length of 541 cm, width of 234 cm, an overall height of 198 cm and weighs 2,570 kg.

The Race Touareg TDI Trophy Truck Body was designed by the Volkswagen Design Center located in Santa Monica, California.

The Volkswagen-Red Bull Baja Race Touareg TDI was sponsored by Volkswagen of America, Inc., Red Bull, BFGoodrich Tires, Dow Automotive, Oakley, KMC Wheels and Fox Shocks.



Very early VW engines.

How far back can we trace the history of the famous air-cooled Volkswagen engine?

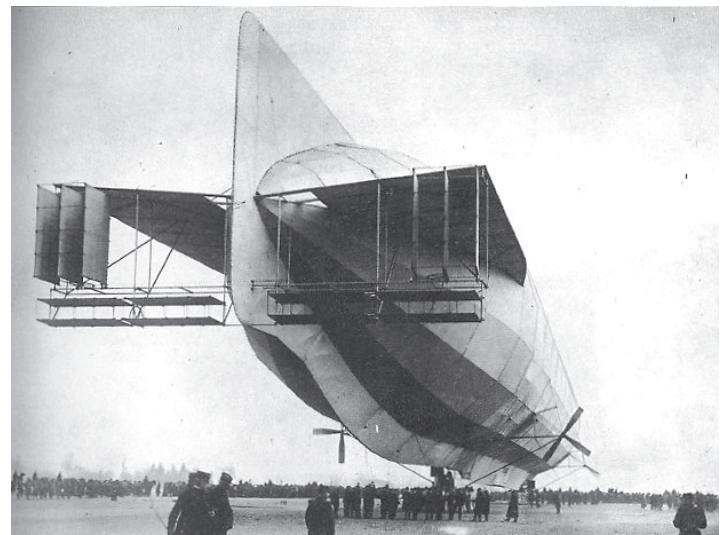
Austrian engineer Ferdinand Porsche (1875-1951) designed his first car when he worked as the chief automotive designer at the Jacob Lohner Company in Vienna. His 1899 'Lohner-Porsche' was a remarkable first effort. He didn't go down the usual path of a petrol engine, gearbox and chain drive. Rather, he designed a petrol-engined generator that provided electricity to hub-mounted electric motors in the front wheels. This did away with gearboxes, which in those days, with no syncromesh, were crude, noisy and hard to drive. The Lohner-Porsche was a smash hit at the 1900 Paris World's Fair and was very popular with buyers of the time. It was the world's first petrol-electric hybrid vehicle. Porsche also designed a racing version.



In 1906 Porsche joined Austro-Daimler in the town of Wiener Neustadt, and was appointed Technical Director. During his years there he supervised the production of an impressive range of vehicles, such as the 5.7-litre 'Prince Henry', which won a 7-day endurance trial in 1910. He also worked on aero engines for Daimler, for use in the early Zeppelin airships. In 1912 Porsche designed a range of lightweight, air-cooled 4-cylinder, horizontally-opposed aero engines with pushrod-operated overhead valves. This was the first ancestor of the VW engine.

In 1917 Porsche was made Managing Director of Austro-Daimler, and he also received a doctorate in engineering from Vienna Technical University. Henceforth, he was known as Dr Porsche.

After the war finished, Porsche got together with his fellow engineer friend from the Czech carmaker Tatra, Hans Ledwinka, and they exchanged ideas on designs for



small cars. Ledwinka's plans included a central-tube chassis and independent suspension, together with a front-mounted 2-cylinder air-cooled engine. Porsche was to use some of these innovations later, but for the moment the war had left Europe in financial ruin. The average person could barely afford a bicycle, let alone a car, so Porsche and Austro-Daimler continued designing for wealthy people. One such was Count Kolowrat, who contracted Austro-Daimler to design a sports-racer for him. Porsche designed the 1.1-litre twin overhead-cam 'Sasha', which went on to racing success in the 1922 Targa Florio, as well as fifty other wins in motor races all over Europe.

Porsche left Austro-Daimler in 1923 and moved to Stuttgart in Germany, where he began working for Daimler-Benz. The house he bought, at 48-50 Feurbacherweg, is still owned by the Porsche family. At Benz he worked mostly on large engines, such as the supercharged 4-cylinder touring car that won the 1924 Targa Florio, and the supercharged 8-cylinder race car that the famous Count Zborowski (of Chitty Chitty Bang Bang fame), raced (and was later killed in). Developments of this engine were the 6.2-litre 'K' (Kompressor) and 'S' (Sport), and in 1928 the 7.1-litre 'SS' (Super Sport), 'SSK' and 'SSKL' versions, raced by famous drivers such as Rudolf Caracciola and Christian Werner. Porsche was awarded a second doctorate in engineering, by the Württemberg Technical School in Stuttgart.

While he was now an established and respected designer of large racing engines, he hadn't forgotten about designing a small car. He built a series of small 1.3-litre water-cooled prototypes called the 'Stuttgart', which proved troublesome but potentially successful. Porsche attempted to get approval for more development and eventual production, but he was refused. Being of aristocratic stock, the Daimler-Benz board did not approve of these designs for the 'middle class'. Porsche was from working-class peasant stock, and he could not abide such snobbery. After a heated, rowdy boardroom argument in October 1928, Porsche resigned.

He moved back to Austria to take up the position of Technical Director and Chief Engineer at Steyr Werke. Again he produced some successful large car designs, but the collapse of Wall Street in 1929 caused many European banks to fold, including the one with major shares in

Steyr. Another major bank, Kreditanstalt Am Hof, took over, but they also owned Porsche's old company, Austro Daimler, and they merged them with Steyr. The new board refused to employ Porsche. Again he was out of a job.

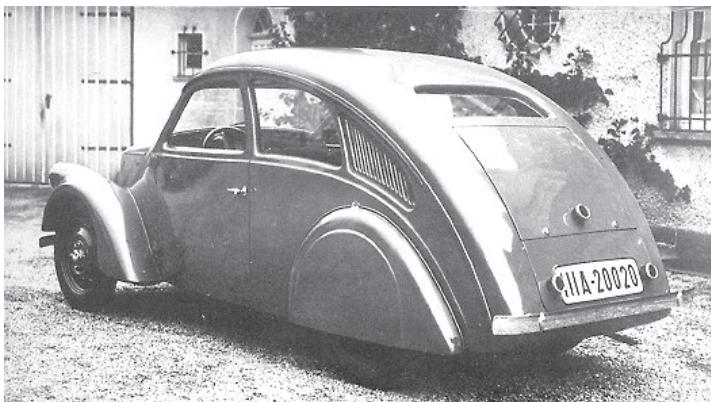
In 1930 Porsche moved back to Stuttgart and started his own company at 24 Kronenstrasse, under his own name, as 'Dr Ing hc Ferdinand Porsche GmbH', designer and consultant for engines and vehicles. He chose Stuttgart, rather than stay in Austria, as it was also the home of other firms such as Bosch, Mahle, Behr and Hirth, as well as home of the Stuttgart Auto Research Centre and Technical University.

Karl Rabe, who had worked with Porsche at Austro-Daimler and Steyr, soon joined him as Chief Designer. Other recruits were Josef Kales (engine specialist), Karl Frölich (gearboxes), Josef Zahradnick (axles and steering) and Erwin Komenda (body design). All were Austrians, and all had worked with Porsche before. Adolf Rosenberger, a former Mercedes racing driver and friend of Porsche, funded the new company and was appointed Financial Director. He was Jewish and was forced to leave Germany in 1933, but continued his role from Paris until 1939, when he headed for the States. Also joining Porsche was his nephew Ghislaine Kaes, who became his private secretary, and his son Ferry, who had completed his apprenticeship with Robert Bosch Electric at Stuttgart.

After designing several 6 and 8-cylinder cars for Wanderer, and a rear swing-axle design for Horch, Porsche turned to the small car project. Porsche met with Karl Rabe in September 1931 to establish the design basics of 'Type 12'. Aerodynamic two-door body, central backbone frame, independent suspension, rear engine and four-speed gearbox were the agreed arrangements. Each

of Porsche's design teams would work on the details, with their specialist knowledge. However, for the moment, there was no buyer for the concept.

Fortunately, one soon turned up. The Zündapp motorcycle company of Nürnberg was looking to diversify into car production and approached Porsche for help. It was agreed that the Type 12 concept was suitable, but Zündapp insisted that the rear engine should be a five-cylinder, water-cooled radial, fearing the air-cooled engine Porsche proposed would be too noisy. Porsche reluctantly went along with this request, realizing he was lucky to get a financier for his small-car project.



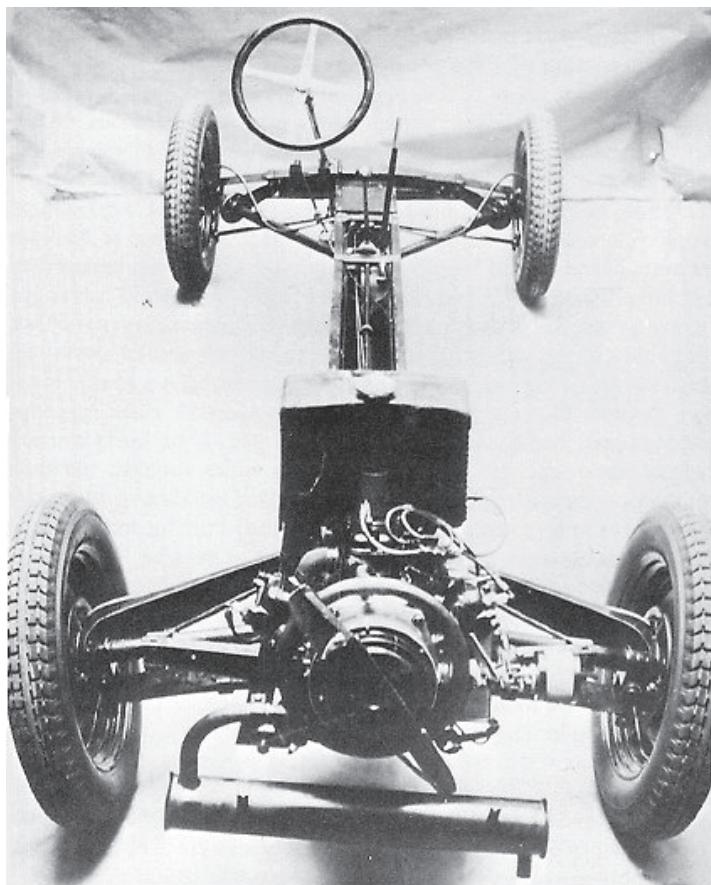
Three Zündapp 'Type 12' prototypes were ready for testing by mid-1932, two saloons and a cabriolet, with bodies built by Reutter of Stuttgart, of aluminium around a wooden frame. It was built on Porsche's lightweight central box member frame, with independent suspension by leaf springs. The unusual engine was indeed a five-cylinder water-cooled radial, of 1200cc and producing 19kW at 3000rpm with a Zenith carburettor. However, testing showed that the Zündapp was not a success, due to its unusual engine, as Porsche feared. It overheated badly, and when this was remedied the gearbox then gave trouble. After several months Zündapp decided to abandon the project, due to the delays and high costs, and decided to concentrate instead on motorcycles and small 500cc vans.

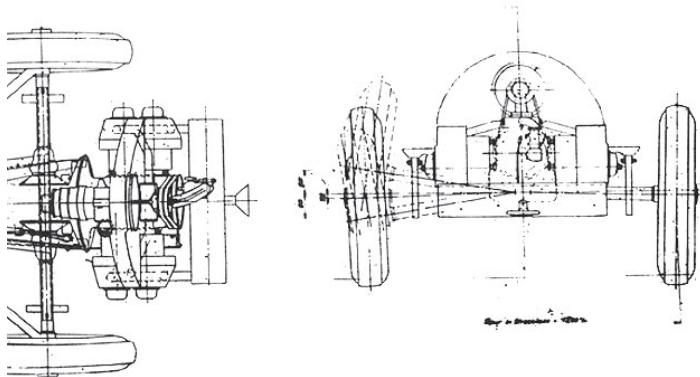
The three Zündapp prototypes existed for a few more years, but were destroyed in two separate bombing incidents during World War 2.

While the Zündapp project was winding down, the NSU motorcycle company of Neckarsulm also approached Porsche. NSU was thinking along the same lines as Zündapp, that a small car would be a useful addition to their range. In his first meeting with NSU in mid-1933 Porsche explained the problems with the Zündapp water-cooled 5-cylinder engine, and voiced his intentions of replacing it with an air-cooled, four-cylinder engine, such as the aero engine he had designed in 1912.

NSU were very keen on this idea, as air-cooled engines would not only be cheaper to manufacture, but would enable them to use their own expertise with air-cooled motorcycle engines. A contract was drawn up, and the 'Type 32' project would build three prototypes for NSU. First drawings were complete by August 1933.

The horizontally-opposed, four-cylinder air-cooled engine designed for NSU was the work of Josef Kales. Some controversy arose much later, in 1943, when an





Englishman, Walter Henry Moore, claimed credit for the engine design in an English 'Autocar' magazine article. Moore had previously worked for Norton as chief designer, and he joined NSU in 1930.

Moore claimed that when he visited Porsche during the Type 32 project, the proposed engine design was wrong. According to Moore, Porsche planned on using cylinders directly opposite one another, making direct thrust conrods impossible as they would have to share one crank pin. Moore claimed Porsche planned inclined conrods, located on spherical big-ends (two sharing one crank throw), likewise with spherical small-ends. Moore said he felt this was an intolerable design.

Moore said he then rearranged the cylinders to be offset, with one side further forward than the other, as was done with all Volkswagen engines later. The staggered cylinders allowed conrods to be mounted side by side, two per throw, in parallel on a two-throw crank.

Moore also went on to say that Porsche's original design had the camshaft on top of the crankcase, and the pushrods above the cylinders. Moore says he placed the camshaft beneath the crank, and thus the pushrods and tubes below, greatly improving lubrication.

What do we make of these claims? Did an Englishman design the VW engine? Porsche's NSU design drawings clearly show a three-bearing crank with four crank pins, just like VW engines, and not two as Moore claimed. Porsche's 1912 flat-four aero engine also had offset cylinders, so Porsche was already aware that a bizarre design with angled conrods and spherical bearings would not work.

Moore may have seen some conceptual drawings at the Porsche bureau, as Porsche was always interested in exploring alternatives, but it is highly unlikely that an engineer of Porsche's standing would have seriously considered anything like the original proposal outlined by Moore. In any case, Moore's claims appeared in 1943, when the war was in progress and the English had seen how good the VW-based Kübelwagen was in North Africa. No doubt it was just a propaganda stunt. If you can't beat it, try to take credit for it!

In reality, Porsche's engine designer Josef Kales drew a motor essentially familiar to millions of VW owners. He took time off designing the V-16 Auto Union grand prix engine to come up with a 1470cc air-cooled boxer motor with three-bearing crank, alloy cylinder heads and belt-driven cooling fan. Air was directed onto the cylinders by a metal shrouding, with the generator/

starter mounted with the fan. It developed 28-bhp at 2600rpm, pushing the prototype NSU to 90 km/h.

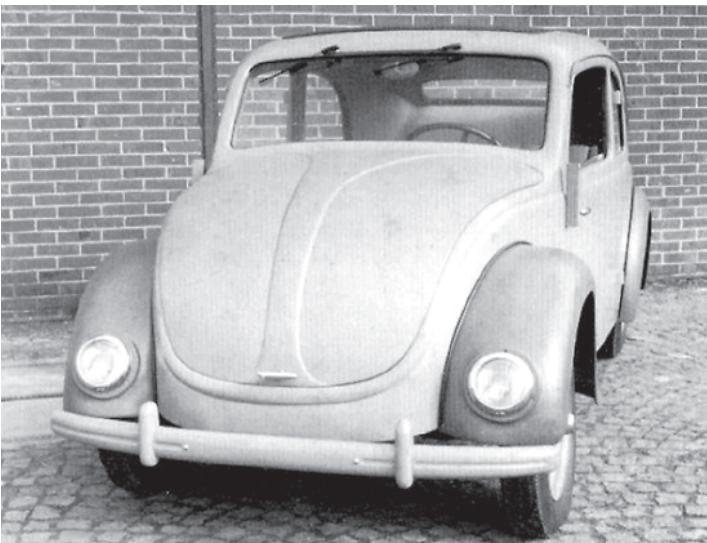
The NSU had a backbone chassis like the earlier Zündapp, with a forked rear that cradled the engine and integrated gearbox-differential. Suspension was again all-independent, but this time by Porsche's patented torsion bars rather than leaf springs. More steps towards the eventual Volkswagen were taken.



Two NSU prototype bodies were built by Reutter, both of wood and leather, and the third by Drauz of Heilbronn, which was all steel. They looked very similar and were another step along the way to the famous Beetle shape. Road testing proved the performance to be satisfactory, if somewhat noisy. Baron von Falkenhayn, NSU boss, commented that the engine "sounds like a worn-out stone crusher." Modifications did succeed in quietening it a little.

In 1934 NSU had to pull out of the project, as both parties suddenly had a new client in new German National Socialist government. NSU was required to make motorcycles for the military, while Porsche had numerous new engineering projects for the Nazis lining up. Porsche was allowed to retain the three NSU prototypes. Two were destroyed during the war, but the steel-bodied Drauz prototype somehow survived. After many years in storage it was acquired by an NSU employee, who renovated it and added headlamps to the front guards. It was later purchased by the Volkswagen Auto Museum at Wolfsburg, where it can be seen today.

Phil Matthews



VW Golf 4 RS32 (2004)

Volkswagen's Golf R32 is a very naughty little jigger with attitude.

This hot three-door hatchback, a latecomer from Germany, is forever encouraging a quick blat, forever suggesting there is more to motoring than A to B.

Bored on a quiet piece of country road? Drop back through the six-speed gearbox and run the V6 through to the redline. At least in second, elsewhere the redline may see illegal speeds.



Bored on the milk run to the shops? Drop the windows and hold a lower gear for maximum aural effects. Bored on a Sunday morning? Roll the Golf machine out to the nearest bit of mountain road and allow the all-wheel drive chassis to impress.

Maybe the Golf R32 is ultimately not as engaging as Alfa Romeo's 147GTA. And maybe the new generation Golf at the end of 2004 will date this hot machine's style. Maybe \$63,000 is a bit too much for a small, three-door machine with limited accommodation.

Then again, maybe we should all be driving fridges. The Volkswagen Golf R32 lives up to most of the hype as the fastest, most powerful Golf on the planet.

The 3.2 litre V6 puts out 177 kW at 6250rpm and loves going there. The twin-pipe exhaust note is tuned for enthusiasm. On a cruising throttle there is always this insistent, but sweet, drone drifting in from outside.

VW's 4Motion all-wheel-drive system brings out the best in the chassis. Unlike front-drive Golfs with too much happening up front, the all-drive here turns the Golf into a pleasant, very capable, drive car.

For all the go, the VW is big on understated show. The fans recognise it, many give it nary a second glance, handy in some situations.

It sits low with front and rear spoilers and sideskirts, the exterior menace is left to healthy air intakes, the twin pipes and those so pretty 18-inch alloys hunched up in the flared guards.

There is a timeless sports style and just that discreet hint of muscle to the bodywork.

Inside is dark and German. The seats are leather and Konig up front with plenty of support and adjustment. There are some bits of brushed aluminium here and there, airconditioning, CD player and stereo plus trip computer, cruise control and a meaty steering wheel for maximum grip.

There is little room in the back seat and some luggage space out back. It would do for a week for two. The joy, the reasoning is in the driving for this R32 Golf has a decent degree of performance, from that willing engine to a compliant but balanced chassis happy to cope with hamfisted efforts to turn 320Nm of torque into go-forward motion.

It moves off the line without fuss, jumps from standstill to 100 km/h in 6.6 seconds according to the factory. Top speed is an autobahn respectable 247km/h.

All the way through the gears the V6 is quick and flexible. From 100km/h in sixth gear, with around 2500rpm on board, the Golf accelerates with little drama; from 10km/h in first it rockets and then on and on, all the while with that sweet exhaust note.

Then there is the attraction of attacking corners, backed by all-wheel-drive, electronic differential lock, traction and stability controls.

The R32 can be tipped in with decent entry speed, little hint of understeer, and rocketed out with the right gear. Perhaps that rack and pinion steering is slightly slower than the Alfa 147GTA but the upside is less front wheel fight and a softer approach where the Italian may bump harder.

For the biggest surprise with this tied-down Golf is the compliant ride. For all its race-bred grip and handling there is a decent compromise on ride quality, the VW is smooth (if not always whisper quiet) over rough and nasty pieces of bitumen although it will still bump-crash into the potholes.

This compliance helps keep the Golf's wheels on the deck and helps keep front wheel fight at bay.

It is a controlled and composed package, always willing and hard to upset.

It takes some effort to unsettle the package although the short wheelbase here and there leads to some pitching.

The Golf is perhaps not as involving as Alfa's 147 GTA but it is a very credible street fighter, with a more relaxed approach than its rival.

Latecomer or not, the Volkswagen Golf R32 is a little (and expensive) bundle of motoring joy.

Only 200 Golf 4 RS32s were sold in Australia. In 2008, according to carsguide.com.au, 2004 Golf R32s are worth \$28,400 to \$34,700 as private sales, or up to \$45,000 dealer price.



Tischer Caddycaemp. US - style camping.

With their huge Chevy, Ford and Dodge pickups, it was the Americans who came up with the idea of adding a demountable camper to transform a pickup truck into a weekend leisure vehicle. The concept was later brought to Europe by holiday-making entrepreneurs, who saw a future for the demountable caravan on the other side of the Atlantic.

The piggy-back style of caravan never won the following in Europe that might have been expected — one reason being the lower popularity of the pick-up truck in Europe — but Tischer, who were the importers of the demountable idea to Germany, established themselves as Number One producers. Their 'Caddycaemp' model, for Volkswagen's little truck derived from the Mk1 Golf, has proved particularly popular.

A Golf may not seem a promising start for a motorhome, but the extended wheelbase of the original Caddy (2.616 metres) and the possibility of fitting a body with rear overhang beyond the axle of up to 60 per cent of the wheelbase, offered considerable scope. A body extending just short of 60 cm beyond the rear of the pick-up created a floor length of nearly 2.5 metres.



Tischer solved the height problem — remember the Caddy load platform is already 635 mm above road level — by fitting the caravan with an elevating roof. Road-going height is kept to just under 2.14 metres but interior height, where it is needed, is 1.8 metres.

The Tischer Caddycaemp body is formed with timber framing, a pre-painted skin of aluminium, a lining of plywood and isolating infill of polystyrene foam (20mm in walls and roof panels and 30 mm in the floor) and the whole is bonded with adhesives in a press. The so-called 'sandwich' construction is light but very strong.

The cap of the elevating roof is a GRP moulding, insulated and lined, while all windows are acrylic, double-glazed units. Furniture is of all-plywood construction — no chipboard — robust and finished with a wood-grain effect plastic laminate, which in the test unit was a simulated teak.

Fully equipped, the demountable unit brings the kerb weight of the Caddy to around 1400 kg and leaves a residual payload of about 225 kg; that's sufficient for a couple and their luggage, and perhaps a small child in the complement. Layouts in any case offer a maximum of three berths.

Equipment in the Caddycaemp unit includes all those items that the Continental motorhome buyer expects to find as standard. Windows in the fixed body section have combination roller blinds, an aluminised heat-reflecting blind for nighttime, and a flyscreen panel to exclude insect life when the window is open. Fixed windows in the roof panels and rear door are equipped with simple roller blinds.

The 40-litre capacity Electrolux fridge is fitted for three-way operation from gas, 12V electrics or mains power, and there is a caravan battery and charger system plus a mains hook-up with the protective devices required by German construction regulations. For heating, the Truma SW2000 unit with blower distribution is fitted below the fridge.

Gas demand is catered for by a locker sized to take 2 x 5kg bottles, and also making use of the space in the overhang to the right of the rear caravan door. Under the left-hand rear corner of the outfit is a wastewater tank, while fresh water is stored inboard, protected from frost, in a pair of 15-litre containers in the front under-seat locker. A submersible electric pump transfers water to the sink, which is formed in combination with the two-burner hob.

German motor-caravanners do not demand extensive cooking facilities, tending to make more use of restaurants than their British counterparts, so the

UK importers of our test Van had enhanced the kitchen spec with a separate Cramer grill unit set below the worktop. Workspace on the long kitchen/storage unit along the left of the Van, however, is extremely generous and would be envied by the owners of far larger and generally more spacious motorhomes.

Storage space in the three cupboards below the worktop is less generous than might be expected. The reason — they are stepped internally, to clear the wheel arch which intrudes into the load-deck of the Caddy, and have to provide clearance not just when the caravan unit

is in position but also to allow it to be slid on and off the vehicle.

The same restriction affects space below the long seat unit. The tabletop, measuring 60 cm square, is carried on a cranked leg, allowing not only a choice of positioning but also for it to be swung back to give access to the cupboards.

Bed-making in this motorhome is more

straightforward than in many. The main double is simply formed by sliding out a section from above the cab. The dimensions are 1980 mm long by 1650 mm wide, while headroom is a generous 835 mm, far more than in Luton-bodied motorhomes constructed on a conventional chassis-cab base vehicle.

Down below, sliding out the seat base and dropping the back cushion quickly forms a good-sized single bed, 1865 mm by 685 mm. The layout can therefore cater for three, or for those couples who prefer separate beds.

Demounting the motor caravan body is a fairly uncomplicated

operation. Jacking legs are permanently attached at the rear and the mechanism can be operated through a small hole in the panelwork. Removable jacks for the front are carried in the VW's cab, and after attachment are again wound up or down with the handle inserted through the openings just visible on the front corners of the caravan body. Positioning the pick-up to re-mount the body is, of course, the trickiest job, requiring good mirror work, a delicate touch on the wheel, and confidence — which improves with practice!

On the road, the Caddy carries around three-quarters of its permitted load with the weight of the caravan body plus the average driver. In addition the frontal area is much increased and the contours do not work wonders for the drag coefficient. Our test vehicle came with the 1.6-litre diesel motor in its engine room, so the power/weight ratio was similar to that of the older air-cooled Type 2 vans.

As the owner of one of those old-stagers, therefore, I was not disappointed by the performance. The 41 kW accelerated the outfit from rest to an indicated 80 km/h in just under 19 seconds, at least a couple of seconds faster than my own VW Kombi on its good days! And, given time, on a flat stretch the needle could get well beyond the 110 km/h mark.

Held down to ninety-ish cruising speed we could achieve 7 litres per 100 km, but straying above a hundred soon adds another litre to the consumption figure. Still very creditable for such an outfit, especially as this older Caddy came equipped only with the four-speed gearbox.

In the ride department the Caddy benefits from a good load on the rigid-axle-plus-leaf-springs set-up, which serves the workhorse version of the Golf in place of the usual coil springs and semi-trailing arms arrangement. The straight-line ride is excellent, with the rear end bounce of the lightly laden pick-up eliminated, but the height of the combination was felt in a very noticeable roll when cornering.



A characteristic, too, was a touch of that 'tail wagging the dog' feeling, resulting from the rear overhang and the siting at the rear of some heavy items of equipment. Nothing too alarming, however, and drivers weaned on real, rear-engined VWs would feel quite at home! Despite some antics from the back end, I quickly confirmed that the Caddycaemp was surefooted enough to be hustled through roundabouts in a manner which might perhaps startle observers but not the occupants of the little motor caravan.

Tischer demountables were imported in the mid-Eighties by Tischer (UK) Ltd (no connection with the German factory) and later by Island Plastics. The Isle of Wight company, better known for their little Romahome demountable for the Honda Acty, Bedford Rascal etc, dropped the Tischer franchise when they began to build their own, larger Suntrekker demountable, sized not for the Caddy but for the larger VW Tar.

If you want to turn your Caddy workhorse into a convenient little caravan with a Caddycaemp unit, you may just find a used unit offered — if not, it has to be a personal import job. Tischer GmbH can be found at Postfach 1226, D-6983 Kreuzwertheim, Germany.

Safer Motoring, Feb 1992

Testing 'Fuel Savers'.

Popular Mechanics magazine

As long as there have been cars, there have been gadgets that promise revolutionary improvements in performance and mileage. And every time there's a spike in fuel prices, these gadgets proliferate like mushrooms after a spring rain. Like now, with crude oil over \$60 per barrel. Scan the Internet, store shelves and the classified ads, and you will find dozens of devices promising to boost power, reduce emissions and, of course, improve mileage by 20, 40, even 300 percent!

Hey, we're not gullible. But we're not close-minded either. Could it be that the basement tinkerers behind most of these products have stumbled upon some heretofore undiscovered principle of physics or thermodynamics? Is it possible that the major auto companies have overlooked—or deliberately avoided—simple engine modifications that would give their cars and trucks an overwhelming advantage in the marketplace? Instead of dismissing such far-fetched notions out of hand, we decided to give the gas-gadget makers a chance to prove their miraculous claims.

We purchased seven typical gadgets—ranging in price from \$20 to nearly \$400—representing the most common approaches used by devices claiming to boost mileage, such as applying magnets to the fuel line, modifying air intakes or injecting extra fuel into the engine.

We conducted our tests at the Universal Technical Institute, a large training facility for automotive technicians, in Houston. We chose four full-size pickup trucks from UTI's fleet as our test vehicles. Why pickups? Well, for one thing, the pickup truck tends to be the poster child for conspicuous consumption of Mideast oil. Also, truck engine compartments are roomy enough that we could install the products without feeling like we were assembling a ship in a bottle.

We strapped the trucks down to a pair of chassis dynamometers and ran them dry of gasoline. Then we added a measured quantity of gas, and ran four dyno pulls to determine horsepower and torque. Next, we accelerated to a corrected 110 km/h, set the cruise control to keep the speeds consistent and ran the trucks dry again. This gave us a base line of each truck's unmodified power and fuel consumption.

We gassed up the trucks, installed our gas-savers and repeated the tests. (We didn't check for emissions, figuring most people who buy these products are fighting a holding action on their wallets, not on the environment.) Here are the gadgets and how they performed.

MIRACLE MAGNETS

There are dozens of fuel-line magnets on the market. We tested two. They all make similar claims: substantial improvements in fuel economy, reduced emissions and increased horsepower.

According to the people selling these devices, as petrol flows past the magnet, the magnetic field will "break apart clusters of fuel molecules so it burns more

efficiently." Problem: Petrol molecules aren't magnetic, not at all. But wait, there's more. If the fuel line is steel, as many are, the lines of magnetic flux will follow the fuel-line walls instead of passing through the fuel.

THE DYNOSAYS: As we suspected, neither device had any significant effect on performance or economy.

Fuel Saver, Fuel OptiMiser

JC Whitney, \$22; heartlandamerica.com, \$20

THEY CLAIM: It magnetically rearranges petrol molecules for better combustion.

BOTTOM LINE: Weird science, but at least it can't hurt anything.

VORTEX GENERATORS

These devices, which are usually installed on the upstream side of the mass airflow (MAF) sensor, use stationary vanes or, on some devices, spinning blades to make the inlet air between the air cleaner and intake manifold whirl around in a mini-tornado. This vortex supposedly mixes fuel more thoroughly with air, which means the fuel will, theoretically, burn more completely in the combustion chamber. Trouble is, there's a lot of intake tract downstream from these devices designed to maximize a smooth airflow. Turbulence, coupled with the restricted airflow caused by the device, can only reduce the amount of air sucked into the manifold. Less air means less power.

Again, we tested two devices. The TornadoFuelSaver is a nicely made stainless steel contraption, available in an assortment of sizes to fit most vehicles. We installed it on our truck's intake tract immediately upstream of the MAF sensor. We purchased the second device, the Intake Twister, on eBay. It was crudely handmade from sheet-aluminum flashing and pop rivets. It looked like something we could make in about 10 minutes from an old soft drink can. The staff at UTI was reluctant to install it: The bent sheetmetal vanes looked as if they might break off and be digested by the engine. The device is one-size-fits-all, and is simply bent into a curl to insert it into the intake duct.

THE DYNOSAYS: Both devices reduced peak horsepower by more than 10 percent. The Intake Twister increased fuel consumption by about 20 percent; the TornadoFuelSaver provided no significant change.

TornadoFuelSaver

Tornadofuelsaver.com, \$70

THEY CLAIM: "... an increase in gas mileage—up to 28%!!" "Dynometer [sic] testing demonstrates an increase of 4-13 horsepower."

BOTTOM LINE: Normally, we want less turbulence in the intake, not more.

ENGINE IONIZER

The Electronic Engine Ionizer Fuel Saver consists of a couple of pieces of wire molded to some rubber blocks, which the manufacturer refers to as "capacitor blocks." There are no capacitors in them, however, as we found out during the test. The rubber blocks clip onto the spark plug wires near the plugs, and are intended to carry the "corona charge" from one cylinder's plug wire to the electrodes of the other plugs. This charge is supposed to "cause a partial breakdown in the larger hydrocarbon

molecules in all the non-firing cylinders, resulting in increased combustion efficiency." Yeah. Normally, we try to prevent cross-coupling between spark plug wires to prevent crossfiring between cylinders. The Engine Ionizer seems calculated to promote crossfire.

THE DYNOSAYS: The truck we tested showed about a 15-hp loss with the Ionizer. About 15 km into our economy test, the left bank of rubber capacitor blocks started to melt and sag onto the red-hot exhaust manifold. When smoke started to fill the dyno room, we interrupted the test and redressed the wires and capacitor blocks more securely. But when one on the right bank liquefied and dripped onto the manifold, we had flames a good 60 cm tall, requiring the use of a 10-kg fire extinguisher. This, of course, terminated the test. Besides, most of the capacitor blocks looked like yesterday's chewing gum.

Consequently, we have no comment as to the abilities of the Electronic Engine Ionizer Fuel Saver to reduce fuel consumption.

Electronic Engine Ionizer Fuel Saver

B&G Electronics at shop.store.yahoo.com/engineionizerstore, \$80 for a V8.

THEY CLAIM: "Increase Gas Mileage Up to 30% Electro Chemically."

BOTTOM LINE: Probably cost \$2 to make; did we mention the engine fire?

VAPOR INJECTORS

These devices take raw fuel and convert it to fuel vapour outside the engine, generally metering the fuel back into the engine through the PCV vacuum line. The advantage is supposed to be complete atomization of the fuel to its vapor phase. Fuel injected directly into the intake runners through a fuel injector is supposedly less available for combustion, because at least some of the fuel droplets are still liquid and liquid fuel doesn't burn.

Where to start? The distribution of fuel through the customary vacuum tap used—the crankcase vent—may not necessarily meter the vaporized fuel equally to all cylinders. Those closer to the connection may get more fuel than those farther away, causing these cylinders to run rich. And even in the best-case scenario of equal distribution, the fuel-injection management computer checks the amount of oxygen in the exhaust and quickly leans the engine back to proper stoichiometric fuel/air mixture ratios. So, any amount of vaporized fuel the device allows in would simply be subtracted from the amount the computer normally dispenses.

We tested the Fuel Atomizer 2000, which takes fuel from the fuel rail and carries it via a length of copper tubing to the device, where it is mixed with air and sucked into the manifold through the PCV line as vapor.

THE DYNOSAYS: Theory predicted that there would be no change in power, because at high throttle settings the lowered intake manifold vacuum would simply not pull much—if any—fuel through the device. As expected, horsepower was not significantly changed; fuel economy was unchanged.

Fuel Atomizer 2000

wyominginstruments.com, \$200

THEY CLAIM: Can increase gas mileage up to 300 percent. Increases power and engine performance.

BOTTOM LINE: Engine computer will simply lean mixture back to optimum for no net gain.

WATER INJECTION

This technology was developed during World War II to provide emergency sprint power for turbo-supercharged piston-engined fighter planes. At altitude, there is less air for the engine. The turbos, however, cram air into the inlet at manifold pressures nearly the same as those at sea level. The compressed intake air, heated as it goes through the turbos, makes the engine even hotter. Spraying water, or a water-alcohol mixture, directly into the intake lowers the combustion-chamber temperatures. This permits substantially more power for brief periods.

Several manufacturers have attempted to apply this technology to automotive use. We ordered an AquaTune from a classified ad. "AquaTune is like no other water injection system in that it is, in actuality, a fuel cell hydrogen processor. It produces hydrogen-rich bubbles before being introduced into the engine draft." An "ultra-sonic barometric pressure chamber giving off ultra-sonic frequencies" apparently splits water molecules to create hydrogen bubbles. Anyone who can explain that, please call me—I'd like to make some hydrogen ultrasonically from water and solve the energy crisis while simultaneously eliminating global warming.

It was relatively easy to install the AquaTune, although we did need a few feet of our own vacuum line. (What do you want for \$399?) Unlike the pump-fed water-injection systems on P-38 fighters, the AquaTune relies on intake manifold vacuum to pull distilled water from a plastic bottle and into the manifold. So, at periods of wide-open throttle, virtually no water should enter the engine.

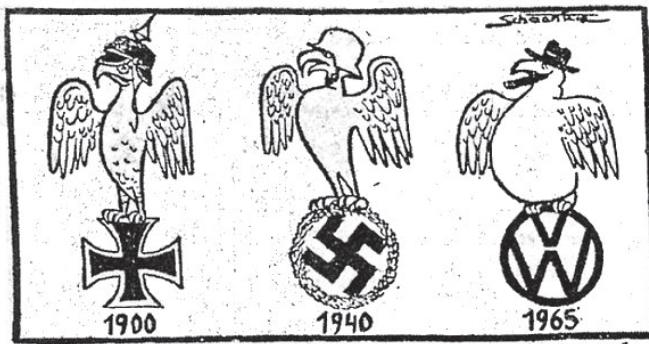
THE DYNOSAYS: With the AquaTune adjusted according to the instructions, the test truck gave us 20 fewer horsepower and about a 20 percent poorer fuel economy.

THE MORAL OF THE STORY

We've tested nowhere near all of the fuel-saver gadgets on the market, and I'm sure purveyors of others will be waiting in our lobby soon. But not one of the items we tested worked. At all. There's no ignoring the laws of physics, people. Your vehicle already burns over 99 percent of the fuel you pay for. Less than 1 percent is squandered as partially burned hydrocarbons and carbon monoxide before the exhaust hits the catalytic converter for the last laundering. Even if one of these miracle gadgets could make the combustion process 100 percent complete, the improvement in mileage resulting would be 1 percent. Any device that claims quantum-level increases needs to be examined with considerable skepticism.

We say caveat emptor (let the buyer beware). But there are plenty of people out there who say: "There's one born every minute."

Prediction: Within a few weeks after the appearance of this article, there will be gas-saving gadgets on the market that tout themselves as "Featured in Popular Mechanics." Someone will buy them. Hopefully not you.



THE POWER TREND IN GERMANY, as depicted by a West German newspaper cartoonist.

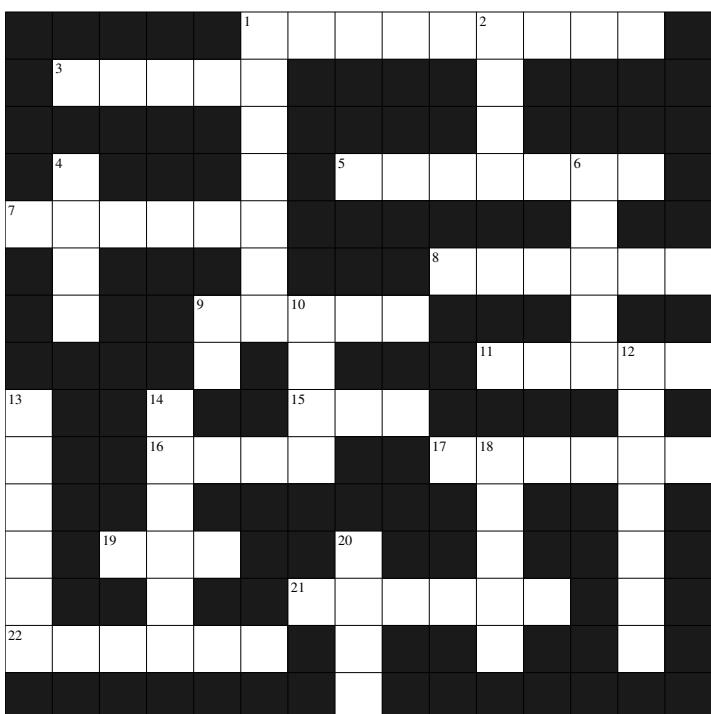
Club Veedub Crossword.

Across:

- The new mid-engined VW roadster concept
- Raymond won't take any more orders for these after 31st March
- Where Leigh and Belinda were married
- Award-winning VW people-mover, not sold here
- Robertson is home of the big ...?
- Small VW van winnings lots of awards
- VW that toured the USA getting record fuel consumption
- A surviving early VW prototype designed by Porsche
- Plastic blocks that can be made into a VW shape
- The New Beetle might soon be made in this version
- What Sir Tim Berners-Lee invented
- The American name for the VW Golf
- Closed race circuit, once found at Annangrove

Down:

- She married Leigh last month
- The Nationals Supersprint is on at Wakefield ...?



- She is organising the Pit Stop cruise to Morpeth
- The Berry show is the ...? From The Past
- The new version of the Passat, now available
- Machine used in Newcastle to measure power output
- VW that won the Dakar Rally in 2009
- She married Ray in the Hunter Valley
- The Old Car Show n Shine is at ...? Power
- VW that won the Dakar Rally in 1980
- Where the other Race Touareg competes

Last month's crossword.



In 13 seconds from 0 to 100.

If you stand on quick tours, let's recommend the new Polo with 44 kW to you: In 13 seconds from 0 to 100 km/h. 155 km/h top.

And with a spray consumption that is unusually low for this class.

If you feel this low is still too high, the 37 kW and the 29 kW Polo, and above all the Polo Formel E, need still less.

Perhaps it is however most important for you that a car offers much place and much comfort. In this case it does not matter which Polo you decide.

Because each has generous family interior room.

Every one has a 265-litre baggage compartment, which you can increase to 1,000 litres. And already the Polo C has functional complete equipment. How also the models CL and GL, which differ less from the Polo C in the details rather than altogether beyond the high-quality equipment. So pleasantly the agony never was according to the choice.

**Polo. The new Volkswagen from Volkswagen.
At your VAG partner.**

Translated by IBM 6790 computer.



In 13 Sekunden von 0 auf 100.

Wenn Sie auf flotte Touren stehen, empfehlen wir Ihnen den neuen Polo mit 44 kW (60 PS): In 13 Sekunden von 0 auf 100 km/h. 155 km/h Spitze.

Und das bei einem Spritverbrauch, der für diese Klasse ungewöhnlich niedrig ist.

Falls Ihnen aber niedrig noch zu hoch ist: der 37 kW- und der 29 kW-Polo (50 und 40 PS) und vor allem der Polo Formel E brauchen noch weniger.

Vielleicht ist es für Sie aber am wichtigsten, daß ein Auto viel Platz und viel Komfort bietet. In diesem Fall ist es egal, für welchen Polo Sie sich entscheiden.

Denn jeder hat einen großzügigen Ein-familien-Innenraum.

Jeder hat einen 2651-Gepäckraum, den Sie im Bankumdrehen auf 1.000 l vergrößern können. Und schon der Polo C hat eine funktional-komplette Ausstattung. Wie

auch die Modelle CL und GL, die sich vom Polo C weniger in den Details als vielmehr in der insgesamt darüber hinaus hochwertigeren Ausstattung unterscheiden. So angenehm war die Qual der Wahl noch nie.

Polo. Der neue Volkswagen von Volkswagen.



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