

Zeitschrift



Boris' Angels at the VW Nationals 2009.

June 2009

IN THIS ISSUE:

**VW Nationals results
Wakefield Park Supersprint
Rose's Pit-Stop Cruise
100,000th Golf Day**

**Beetle Road Trip
Berry Blast From The Past
The Toy Department
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.

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

Club Veedub membership.

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

Monthly meetings.

Monthly Club Veedub Sydney meetings are held at 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.

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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 Sydney web page, are sanctioned by the Club and its Committee.

We thank our VW Nationals sponsors: 22 years.

Volkswagen Group Australia
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Canberra VW Centre Volkommen Art
Classic Vee Dub Wolfsburg Automotive

Flat Four Vee Dub Club



Saturday 20 June 2009

Meeting at

Wilton Road, Appin
(Just past the turn of
to Wollongong)



From 1.30pm and leaving 2.30pm SHARP

-  1 1/2 -2 Hours of Cruising
Mostly on Country Roads (please make
sure your have your tank full)
-  Finishing - Liverpool Catholic Club
-  Sausage sizzle, drinks, tea & coffee
-  Raffle
-  People choice judging
-  Entry Fee \$5 per car

‘Supporting the Wednesday Wheelies’



For more information

Contact Murray:

(W) 9829 2422

(H) 9□18 2205

*So Come Along And Hang 5 Kick Back And Spend
A Relaxing Evening With Friends And Great Cars*

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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.

Bigger, Bigger, BEST! That's all I need to say. Twenty two years and still getting stronger! What a great weekend, and perfect weather; apart from the early rain at the Super Sprint at Wakefield Park on Saturday morning.

Firstly, Wakefield Park. What a blast! If you entered a car and had a drive, what a great experience. Well done to all our officials, flaggies and scrutineers on the day. It's a thankless job but I am sure they enjoyed themselves watching the proceedings and racing. From an entrant point of view it ran very smoothly, and sometimes I got a little impatient waiting for my turn, but that was only me. All in all I had 5 runs with a practice as well, great value for money. Our own Rudi Frank took out fastest car on the day, showing up some pretty serious competition. Well done! We took off early in order to get back to Fairfield for the 7.30pm set up time.

The set-up went smoothly and quickly, thanks to all our helpers. But Brian Walker and I had a sleepless night, due to the function happening in the main grandstand at the showgrounds. A couple of people were going to walk off with some of our equipment during the night, until I caught them. The function was supposedly going until 4am, but the police came along and shut it down around 2.30am; then there was clean up of the car park (all the liquor bottles), followed by the garbage collection at around 5.00am, so we didn't get much sleep on the Saturday night

This year we had our traders mud-map pencilled in, thanks to Ken Davis' accurate architectural drawings, so I could stay on the front entry gate until 11.30am. This kept a lot of people out of the show arena who weren't suppose to be in there. We definitely required this extra room to allow the 190-odd entries into the show area parking

Thanks to the club members who turned up on Saturday night to help set up, and worked tirelessly throughout the day, and followed up by cleaning up and leaving late on Sunday afternoon. They are the backbone of our club, and the committee really appreciated the effort that it took to have the most successful Nationals to date. This is testified by the positive comments and emails that have been received after the Nationals. Job Well done!! Couldn't have done it without them.

Don't forget to support our show sponsors this year. They are all listed on the back page of each month's magazine. These people help us out, so if you're looking for something for your VW, go along and see them. Thanks to all our sponsors on the day, without whom there would be no show.

Once again Volkswagen Group Australia supported our show. We had several loan vehicles for the show day display, and VWGA also set up a stand and shop manned by two lovely ladies. Karl Gehling from VWGA helped us with the presentation of the trophies for the car show – thanks Karl.

The food was once again excellent this year, with the people from Parramatta Rotary Club doing a great job of pushing the meals through. I did notice that we had a queue during the busy lunch period, but was informed that this went through quite quickly and it was only a short wait for

the tucker bag. The queues were also long at times for the ice creams and coffee, so thanks for your patience.

Sorry I won't be attending the June meetings, as I will be on holiday in England.

Précis of Committee and General meetings:- VW Nationals and Supersprint wrap-up, Raffle prize for Nats, VW Nats jobs, Flat Four cruise, VW Golf party, Sawtell event, Boris' Picnic Day, committee for next year.

KeeponKruzin,

David Birchall



Kanberra Kapitelreport.

G'day from Canberra, where we are refreshed after our trek to the Nationals. On behalf of the Canberra members, a sincere 'well done' to the organisers and committee for a great event, it was an outstanding success. We are sure you are all catching up on your rest now.

Some of our locals attended the show and loved every bit of it. I believe we had 8 cars in the show, as well as a few cars involved with the swap meet, and a number of visitors wandering the aisles. We managed to take 4 trophies away, an excellent result for our small attendance, and we can build on this next year!

For our local brethren who wanted to get there but couldn't, we can only tell you that it is a great event and you should make all efforts to get there next year. The sight of Dubs across every horizon is awe-inspiring!

We had a small table in the display and talked about the local chapter with many interested parties, lets hope we turn some of them into members.

The Canberra committee is full-steam into planning for Autofest this year (19 / 20 September), the new flyer will be in next month's magazine. **PLEASE NOTE:** we have had a change in venue, this has just been put on us and we have changed the flyer accordingly. The venue is still beside the lake, we will arrange some suitable maps for the magazine as we get closer to the event.

By the time this magazine goes to print we will have had a cruise to Braidwood for a pub lunch (14 June) and will take a small winter break until August, when we are looking at a joint event to the Air Museum at Temora, hopefully with some Riverina VW Club members, and any Sydneysiders who would like to attend. German Autofest is set for September, and we have an overnight camping trip in October, for those who like 'roughing it'.

Details of all of these events will be on the local VW forum and soon - the Canberra website (we're having issues with editing our website but hope to have this rectified by the time this goes to print).

We'd love to see some Sydney members at the Temora



run and certainly Autofest, and on the other foot, lets see some Canberra members joining in with some of the Sydney trips! Many events, one family.

Bruce

Klub Kalender.

June.

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.

Saturday 20th:- VW Super Cruise 2009, organised by Flat Four VW Club. Start at Appin and cruise for 2 hours along great roads. Finish at Liverpool Catholic Club for a VW BBQ. \$5 per VW to enter.

Sunday 28th:- NSW Supersprint Round 5 at Wakefield Park, Goulburn. Contact Rudy on (02) 9639 1002 for more info.

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

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).

Sunday 12th:- NSW Supersprint Round 6 at Oran Park, Sydney. Contact Rudy on (02) 9639 1002 for more info.

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.

August.

Sunday 2nd:- NSW Supersprint Round 7 at Eastern Creek, Sydney. Contact Rudy on (02) 9639 1002 for more info.

Email addresses.

To ensure you get any official Club notices, please advise the committee of any change to your email address. Please email:

Bob: hicko@inet.net.au

Steve: clubveedub@alpha.net.au

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

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

Friday 14th to Sunday 16th:- VW Winter Break at Sawtell. Participate in activities or just veg out. Bookings for cabins and campsites need to be made ASAP. Phone the caravan park on 1-800-729-835 to make your booking. All VWs welcome.

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

Sunday 23rd:- Shannons Eastern Creek Classic, at Eastern Creek Raceway. The largest gathering of classic vehicles in NSW. Our club has 15 spaces booked - contact Dave Birchall to reserve your spot.

Monday 31st:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

September.

Thursday 3rd:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 10th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Saturday 12th:- NSW Supersprint Round 8 at Oran Park, Sydney. Contact Rudy on (02) 9639 1002 for more info.

Thursday 17th:- 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 19th & Sunday 20th:- ACT German Autofest 2009. Saturday is afternoon VW cruise and family BBQ. Sunday is Autofest car show at Rond Terraces, Commonwealth Park. Contact Megan (Club VW Canberra Chapter) on 0415 567 541 for more info.

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

October.

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

Saturday 3rd & Sunday 4th:- VW Warwick 2009 Drag Racing at Warwick Dragway, Queensland. Street parade and display on Saturday, drags on Sunday. See www.vwma.net.au for more info.

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

Thursday 15th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Saturday 17th:- NSW Supersprint Round 9 at Oran Park, Sydney. Contact Rudy on (02) 9639 1002 for more info.

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

Marktplatz.

All 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 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:- Oval front lid (two of them), VG cond. Early 1960s front lid, VG cond. Flat windscreen glass, VG cond. Late T3 front lid and passenger door, VG cond. Early oval / split window driver's door, VG cond. Oval driver's door. Good cond. Call Ray: 0419 200 517

For Auction:- a large collection of early VWs and a few early Porsches which we are auctioning on July 12th 2009 on behalf of the estate of the late Francis Baptist. Also for auction on the day will be a large number of parts including 16 mainly pre-1960 engines, a large selection of 'new old stock' and a large number or various steel and alloy wheels and tyres for early Volkswagens. We are currently putting the catalogue together and are yet to photograph the vehicles

and parts however I have attached an early list of the vehicles on offer. The auction is taking place at Turners Auctions in Penrose, Auckland, New Zealand and will be streamed live over the internet via Turner Live. Potential bidders can register on our website and fill in their credit card details to bid online in real time with live pictures and sound. Many of the vehicles are in exceptional condition having been stored indoors since 2006.

- * 1970 Porsche 911T 2200cc Silver, NZ New, Rego on hold, 29155 miles, very original, blue leather
- * 1960 Porsche 356 Super 90 Cabrio, Red, ex-New York, LHD, does not have super 90 engine. Rusty floor.
- * 1956 Porsche 356 - Silver, ex-UK, Super 90 engine fitted, very rusty, never vinned. Large history file
- * 1967 VW Karmann Ghia 1600cc, Blue, NZ New, Rego on Hold, 32781 miles, minor TLC but very tidy
- * 1955 VW Kombi Pickup, Green, NZ New, Rego on Hold, original body, cloth rear, 1600cc
- * 1990 VW offroad bus, built by Francis Baptist, 9 seater, 1600cc
- * 1952 VW Beetle, 1200cc, Blue, ex-Belgium 2002, LHD, matching numbers, Webasto sunroof, mint
- * 1962 VW Kombi - Yellow/White, 1835cc, NZ New, reads 41534 km, older restoration, big engine, Porsche wheels
- * 1955 VW Beetle Deluxe, Green, NZ New, 63,000 miles, very tidy, very original
- * 1982 VW Transporter Tristar Ute, 4x4, White, ex UK 159,673 miles, 2100cc, Syncro Double-cab
- * 1979-80 VW Kombi Camper, Green, very rusty, Westfalia parts fitted, stored outside parts vehicle
- * 1980s VW Camper, blue, very rusty, camper, possible restore, probably parts
- * 1990 VW Syncro Transporter 4WD, White, Rego on hold, water cooled, requires minor bodywork repairs
- * 1954 VW Beetle Karmann Convertible, Brown, older restoration, 43041 miles, tidy, ex-Australia



- * 1956 VW Beetle restoration project, oval window
- * 1954 VW Beetle restoration project, oval window, 1200cc
- * 1954 VW Beetle restoration project, oval window, many parts to complete
- * 1954 VW Kombi Barndoor Pickup. Lived outside very long time, curiosity. Not fit for restoration.

Go to www.turners.co.nz and register to bid online by clicking the button at the top left side of the homepage.

The list of cars and photographs will be on the website in the next fortnight for viewing. Should you have any questions you can contact me on the numbers below or for customers outside New Zealand call me on **0064 09 580 9834**

Rob Herbert

Classic Car Consultant, Turners Auctions Ltd

rherbert@turners.co.nz

DDI: 09 580 9834

Mob: 027 476 3530

Fax: 09 580 9873

PO Box 12300, Penrose, Auckland New Zealand

For Sale : - Type 3 motor. 28,000 miles since built by Vintage VeeDub. New block, new heads and 2 new carburettors. Bolt in and drive. \$3,200. Also Type 3 deck lid in excellent condition and some rear windows. Call Michael 0405 525 877.

For Sale:- VW 1972 15-Millionth Anniversary model, no. 311. 2nd owner since 1974, excellent body & paint work, inside trim needs some attention, has been garraged for last 12 years. Still runs ok but has minor oil leak.No rego. Contact details are: Herb or Julie , Home phone 47741960. Mobile phone 0413969604

For Sale:- Engine/Gearbox for 1976 Mk1 Golf. 1600cc, all complete (except for alternator). Fully professionally reconditioned. Includes radiator and electric fan. Drop in, ready to go. \$1500 ONO. Located at Emu Plains. Phone Peter Doran on 0408 676766.

For Sale:- Dearly beloved 1971 white VW Superbug. One owner for 29 years. Reconditioned gearbox a year ago. Body looks O.K. but has a rust problem. No. rego. Would suit home restorer. Must go to a good home. \$1,000 o.n.o. Please phone Wendy on (02) 9559 5153 after 7pm.

For Sale:- 1972 Superbug S (1600cc). Very rare '15-Millionth' commemorative model. (Serial # 879) (also originally called "collectors' bug" & "world champion" Beetle). Only 1,500 of this model were made, for Australia, from March 1972, to commemorate VW selling more Beetles than Ford sold Model Ts. Very few, if any, originals remain, especially in this condition. This very limited release model, came with 'red wall' tyres, (doesn't have those anymore !) carpets, as standard; A special black dash treatment (glovebox & speedo fascia); & a specially minted & individually numbered medallion, on the glovebox lid. Also includes original VW service book, with purchase certificate, with official '15 millionth' rubber stamp, (with serial #) from the VW dealership at Taren Point. It has had one previous lady owner, for 36 years, from 1973 till March 2009. (she is now 72 yrs young !) It is completely original, & untouched,

apart from new paint, (18 mths ago), recovered front seats & new running boards, some yrs ago. The interior is in very good original condition. It looks, & drives, like a new car ! Has travelled 145,000 miles.Motor was reconditioned, in 1995, at 114,000 miles. (by owner's husband, a working motor mechanic, who looked after the car for 22 yrs. He passed away in 2003) Has done only 31,000 miles since then, in the last 14 yrs. No rust, always garaged (central west NSW country car, since 1981) rego till Oct '09, near new tyres, floor pan original & untouched, gas front shocks, new indicator switch assembly, new handbrake cables, new fuel lines,Engine immobiliser, combination lockable handbrake lever, tow bar, Carpeted boot liner, black & white plates included.This "collectors' bug" is very special. Virtually it's entire history is known, from new ! Name & address of the original, 1st owner (only for 1 yr !) & name & address (& official rubber stamp) of VW dealership, in Sydney, where it was purchased, & same details of Sydney dealer, where 2nd, long term owner, purchased it, in July 1973. After her husband's death, the car has been maintained, since 2003, by a local, German origin, VW specialist. Photos available, on request. Please phone Greg, on 0413 625778, any time.

2nd Month Ads.

For Sale:- New Engle cam, FK8. Used twin 45 Dellorto manifolds with linkages, no cross bar. POA. Call Norm on (02) 4625 7057 or email norman.robertson@bigpond.com

For Sale:- Oval 1956, unfinished project. Black with cream insert. Reconditioned original engine and gearbox. 0 miles. New brake system, bearings and more. \$8,500. Phone Andrew 043 8284112.

For Sale:- 1966 White Beetle in very good condition with original service booklet. A fully reconditioned 1300 original engine with 12 volt conversion makes it a reliable car. Brake wheel cylinders, hoses, master cylinder, handbrake and clutch cables all new. \$3,800. Phone Andrew on 0438284112.

For Sale:- 1976 VW Golf GL, 2-door hatch. 1800 engine, 3-speed auto. Runs well. Yellow paintwork. Body has minor rust and a replacement tailgate. Perfect seats, dashboard mat included. Kenwood stereo. Original steel VW wheels, good tyres. Rego until July 2009. \$1500 ONO. Phone Graham on (02) 9772 3672 (AH).

For Sale:- 1973 Superbug L, 1600cc with curved windows fitted with generator, recently had the front end refitted. New steering etc. The engine does not burn or drop oil - but what VW motor ever did? It has a nasty flat spot when cold but soon disappears when warmed up. I have no idea of the mileage as this part of the car never worked. \$2400. Call Robert Pollett, ph 043 4568983

For Sale:- 1974 Beetle, flipper blue Still drives like new and has always been serviced by qualified VW specialists. Garaged every night, no rust on pan, mostly new interior with new Headliner, re-upholstered seats, rear compartment, and door card, lighting and other accessories, new Mp3 compatible sound system, new running boards, 14" Whitewall inserts, eyelids on front headlights, new front

Brake Cylinders. Driven only on weekends with rego until June. Currently on the market for AU\$9,500 but make me an offer! Rick 0407 894 137 or rick.seymour@hotmail.com

VfL Wolfsburg win their first-ever football premiership!

Germany's Bundesliga 2008/09 football premiership is over. 18 teams have competed in 34 matches since last August. And the winners – for the first time ever – are our team, the VfL Wolfsburg 'Wolves'.

The Wolves are 95% owned by Volkswagen AG (the other 5% by the VfL Wolfsburg Football Club), and their home ground is the ultra-modern 40,000-seat Volkswagen Arena in Wolfsburg. VfL Wolfsburg was formed in 1945 in the ruins of the VW town, as a sports club for the VW factory workers. The club spent 50 years playing in the third and second divisions, before finally making the top 'premier league' division in 1992.

Since then the Wolves have been a mid-table team, almost falling back to second division several times, before finishing a strong fifth last year, until now their previous best effort.

This year they went all the way. In 34 matches, VfL won 21, lost 7 and drew 6. They scored 80 goals for (the best in the league), and just 31 against (third best). They finished on 69 points, in front of Bayern Munich on 67 and VfB Stuttgart on 64.

Wolfsburg had led the table for several months, thanks to ten wins in a row after the winter break, equaling the Bundesliga record. But the premiership was still in doubt as the season end approached, with 20-time champion Bayern Munich close on their heels. The Wolves beat Hoffenheim 4-0 at home, but suffered a 4-1 loss to Stuttgart. Powerful Munich was expected to soon pass the Wolfsburg team, but the Wolves did not flinch. They comfortably beat Dortmund 3-0 at home, then traveled to Hanover for the 'local derby' where they stunned the strong Hanover team 5-0!

With one round to go, the Wolves were still leading the comp but faced one last, difficult match against Werder Bremen. They had to win to secure the title! The Volkswagen

Arena was sold out, and 40,000 fans watched and screamed as the Wolves defeated Bremen by 5-1.

Trades and services directory.

Club Veedub Merchandise
For club T-shirts, jackets, hats, sloppy joes, mugs, etc.
Contact Raymond Rosch
(02) 9601-5657 or sales@clubvw.org.au
Note:- We accept Direct Deposit and Secure Credit Card payments for ads, sponsorship, etc. (There is a small fee for CC payments)



“A dream has come true here today!” said VfL Wolfsburg's coach/trainer Felix Magath. “I didn't believe that it was possible before the season began, but taking the whole campaign into account, you could certainly say that we are a deserved German champion.”

Professor Martin Winterkorn, Volkswagen AG Chairman, said, “For a football enthusiast like myself, it has been absolutely fantastic to have experienced so much here over the past two years. I congratulate the team on this wonderful triumph.”

“It's absolutely stunning, a dream!” said Edin Dzeko, VfL's champion striker. “Two years ago, when I came to Germany from Bosnia, I never thought we could become German champions today. We're going to be celebrating the whole night long.”

Edin Dzeko, and Brazilian import Grafite, together scored 54 goals for the Wolves and are the cream of the crop in this Bundesliga season. They fill the No.1 and No.2 places in the scorer rankings. Even on the final



Trades and services directory.



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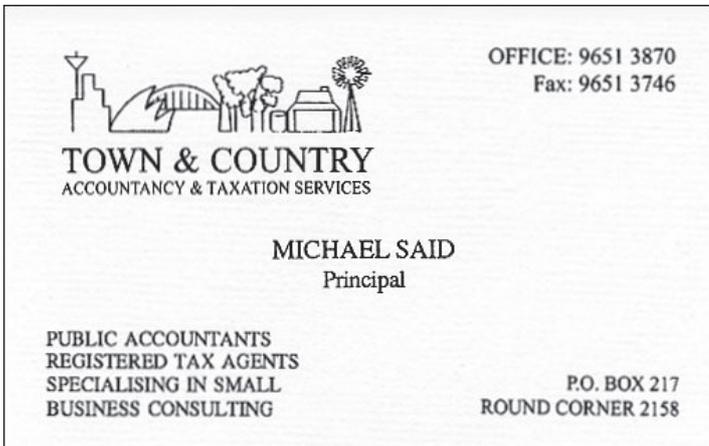
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match day of the season, the apparently unstoppable strike-force were in the goals again, with one for Edin Dzeko and a brace for Grafite.

Grafite managed an amazing 28 goals in this Bundesliga season, matching the tally scored by his fellow countryman Ailton in 2004, when the Brazilian front-man shot Werder Bremen to the German championship. Grafite's strike partner Edin Dzeko was hot on his heels though, scoring just two less than the Brazilian. In total, the pair totted up 54 goals, making them the best striker duo in the history of the Bundesliga, as they overtook the record set by Gerd Müller and Uli Hoeneß, who together managed 53 goals between them in the seasons 1971/72 and 1972/73. And the tally of goals was also the most evenly divided in the Bundesliga history. Never before had two strikers from one club scored more than 20 goals each in one season.

The whole city of Wolfsburg was buzzing with VfL football euphoria. Fans and well-wishers had the opportunity to follow the proceedings of the high scoring final game of the season between VfL and Werder Bremen.

And the enthusiasm following the first championship win in the history of VfL Wolfsburg was, of course, overwhelming.

After the match was over, the 'Title-Winning-Wolves' made the journey from the Volkswagen Arena to the inner city in a convoy of open top VWs, surrounded by hordes of jubilant fans with a proverbial sea of green and white flags. Over 100,000 joyous supporters cheered the team on along their journey, and shortly before 9pm, the team finally arrived at the Wolfsburg city hall.

Lord-Mayor Rolf Schnellecke was overawed. "There's a buzz humming around the whole city. Wolfsburg deserved the title with their blend of 'Gala-Football' of the highest degree. Felix Magath has presented us with the greatest gift we could ever have imagined. This title win will breed legends, and generations after us will speak about this."

In the name of the city, Schnellecke presented Felix Magath's team medals and the complete squad was invited to sign the city's 'Golden Book'. Following the obligatory, official, pleasantries, the 'Wolves' then presented the championship trophy (the 'Schale') to the waiting fans. The party in Wolfsburg city centre was fuelled with live music, and the celebrations of the greatest moment in the history of sport in Wolfsburg continued long into the night.

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New Volkswagen factory in India.

The Governor of Maharashtra State in Western India, Shri. S. C. Jamir, and Prof. Dr. Jochem Heizmann, Volkswagen AG Group Production manager, have officially opened the new Volkswagen Group's plant in India, in the presence of some 500 guests. For Volkswagen, the new production facility in Pune is a major stepping-stone towards achieving its ambitious growth targets on the Indian subcontinent.



The Pune plant will begin making the Skoda Fabia in May 2009. Production of a hatchback version of the Volkswagen Polo, specially developed for the Indian market, will be added from 2010. With a total financial commitment in India amounting to 580 million Euros, the Pune plant represents the largest investment to date by a German company in the country. The facility has a maximum annual production capacity of 110,000 vehicles, destined for delivery to the Indian market.

"With the start of production at our new plant in Maharashtra State, the Volkswagen Group has conclusively arrived on India's emerging market. Thanks to the local production of Volkswagen and Skoda models in Pune, we will benefit even more from enormous growth on the Indian automobile market in future," Heizmann said at the opening ceremony.

Despite the impact of the current financial and economic crisis, the desire for individual mobility in India remains high. Experts predict that the Indian automobile market will grow from the present 1.2 million vehicles annually to over 2 million vehicles by 2014. The Volkswagen Group has already been building Skoda, Volkswagen and Audi models at its plant in Aurangabad since 2001. In addition to expanding production capacity, the Group is also investing in an efficient Indian supplier industry and in expanding its dealer network across the country.

At the opening ceremony, Jörg Müller, President of Volkswagen Group India, underscored the significance of the new factory in the Chakan industrial park: "Volkswagen and its cars are already visible testimony to 'mobility – made in India'. So I am all the more delighted that our new plant in Pune sends a clear signal for the further development of our brands in India and for the people in this region," he said.

The Pune plant is one of the most modern in the Volkswagen Group. It has a high level of vertical integration and a large share of local suppliers. The facility is the only production plant operated by a German car maker in India that covers the entire production process, from press shop through body shop and paint shop to final assembly. Volkswagen plans to employ some 2,500 people at the Pune plant by the end of 2010. The investment agreement to build the new plant was signed in November 2006 – just over two years before the recent inauguration ceremony.

In 2008, the Volkswagen Group produced 6.347 million vehicles worldwide, some 66.2 per cent (4.201 million) of which were built outside Germany. The Pune plant is the 61st in the worldwide production network of the multi-brand Group. No word yet on whether Indian-made Volkswagens are planned for export – particularly to us in Australia.

To mark the opening of the new plant, Jörg Müller presented an ambulance to the local hospital in Pune and announced that Volkswagen India would support a local primary school.

Golf GTD – a sporty diesel.

Following the Polo, the BlueMotion initiative and the Golf GTI, Volkswagen is now preparing for its next new model: the Golf GTD. With a powerful 125 kW TDI engine, it is aimed at diesel drivers who value the maximum in dynamics. The new GTD is thrifty but at the same time it is sporty. The GTD tag already has a tradition at Volkswagen: the first Golf GTD - the GTI among diesels - was built way back in 1982.

The new Golf GTD is the first production Golf to be powered by Volkswagen's 125 kW diesel engine.



Volkswagen's new GTD is powerful and boasts low fuel consumption: the common-rail engine requires 5.3 litres fuel per 100 kilometres. That corresponds to CO2 emissions of 139 g/km. On the other hand, the car has a top speed of 222 km/h and accelerates to 100 km/h in 8.1 seconds.

Like the GTI, the GTD will also offer, in addition to the 6-speed manual gearbox, an optional 6-speed DSG - the most efficient automatic gearbox of our time, in the opinion of many experts. Equipped with sport suspension and 17-inch alloy "Seattle" wheels, the GTD demonstrates that it shares GTI DNA on one hand through its extremely agile

handling and, on the other, through parallels in appearance and equipment. The exterior announces unequivocally that it is the sportiest diesel-powered Golf. The designs of the front bumper, the radiator grille and the headlights are identical to those of the GTI. However, the typical horizontal red strips in the GTI's grille are chromed on the GTD.

Volkswagen's GT philosophy has shaped the interior as well: top-of-the line sport seats in black and white as standard; a three-spoke steering wheel flattened along the bottom edge, a brake handle with a leather gaiter as well as light-grey seams to accent the leather handle; and a black moulded headliner are just a few of the GTD's distinguishing features.

Volkswagen presented the new Golf GTD as well as the entire Volkswagen range at AMI (Leipzig Motor Show) in Germany. The show opened on Friday 27th March and went to Sunday 5th April, 2009.

The Volkswagen Golf GTD will be released across Europe in June. An Australian release is likely in late 2009, after the local launch of the new Golf GTI.

VW Golf 6 – World Car of the Year.

The Volkswagen Golf has been honoured as the '2009 World Car of the Year'. A jury comprised of fifty-nine international automotive journalists from twenty-five countries around the world chose this year's World Car of the Year, which was announced at a news conference during the recent New York International Auto Show.

"It is a tremendous honour for Volkswagen to have its global best selling model, the Golf, named the 2009 World Car of the Year," said Stefan Jacoby, President of Volkswagen of America Inc. "This is a great way to kick-off the new Golf here in America. We're excited for the arrival of the sixth generation Golf, which will be in Volkswagen showrooms later this year. Simply put, we believe this is the best Golf ever."



The Golf, a perennial favourite in the Volkswagen lineup, has sold almost 27 million units in 120 countries, making it one of the top selling vehicles of all-time. The new sixth generation Golf first debuted at the Paris Motor Show late last year, was released in Australia in March and has now made its

U.S. debut. The Golf has been designed to be quieter, sportier, more fuel-efficient and present a clean, distinctive appearance that - staying true to Volkswagen - is also fun to drive.

The new Golf embodies Volkswagen's product strategy aimed to sharpen the brand design in all classes and apply greater global consistency among model names. The Golf Mk1, and strangely the Mk5 as well, were sold as the 'VW Rabbit' in the US. The 'Golf' name was used for the Mk2, Mk3 and Mk4, and now again for the Mk6. These steps are intended to leverage the offerings of the world's third largest automaker as it looks to increase sales and market share in the USA. The 2010 Golf will be available in dealer showrooms across the U.S in both gasoline and TDI versions.

Golf 6 gains highest safety rating.

The latest Volkswagen Golf has received five stars in the EuroNCAP evaluation: the European crash test programme awarded the new Golf the highest score of five stars, even according to the stricter and more comprehensive assessment criteria. Furthermore, the Golf received the highest overall rating of any vehicle. In the latest rating of the EuroNCAP all safety and assistant systems of the individual vehicles are now being assessed. Up until now, safety systems such as the Electronic Stability Programme (ESP), which is fitted in the Golf as standard, were not taken into account in the evaluation.



Since February 2009, a vehicle must receive a minimum value in all four categories (adult occupant protection, child occupant protection, pedestrian protection, safety assist) as well as in the overall assessment to gain a five star award. The process in use up to now had been applied since 1997 and only tested the frontal crash, the side crash and pedestrian protection. In the new assessment procedure, electronic safety and assistant systems that help to prevent accidents and avoid serious injury are also included in the evaluation.

In addition, a rear crash test that will provide information on the load on the cervical spine, is part of the new evaluation scheme. Volkswagen has responded to this kind of injury to the spine in the new Golf with 'Whiplash-optimised head restraints'. In comparison, the protective potential of this system was clearly better in the corresponding tests than the biomechanical figures of numerous active systems.

The new EuroNCAP rating has further advantages for the consumer: using the new overview evaluation, customers can quickly determine the overall safety rating of a vehicle and also make easy comparisons.

The Golf received a rating of 97% in the Adult Occupant Protection category.

RHD Golf Plus now available in UK.

Just a few days after the hot hatch versions of the Golf – the GTI and GTD – have broken cover, Volkswagen is releasing something even bigger: the new Golf Plus. Pictures of the new car were revealed in December, showing the Golf Plus's new 'face' with horizontal grille treatment and a new interior. Now the car is ready to be ordered at Volkswagen Retailers across the UK with prices starting from just £14,410 (RRP on the road) for the entry-level model, the S 1.4-litre 60 kW.



The new Golf Plus is available with four engines: two petrol and two diesels. These are the 1.4-litre 60 kW and 1.4-litre TSI 91 kW; plus 2.0-litre common rail TDI units with 82 and 104 kW. A variety of transmission options, including Volkswagen's seven-speed DSG gearbox, are also available, as detailed below.

Two trim levels are offered – just S and SE – keeping choice simple for buyers. The entry-level S specification caters for buyers looking for all the qualities of a Golf, with extra space and flexible seating options at a competitive price. Standard equipment includes air conditioning, a CD player, multi-function computer, electric windows and mirrors, body-coloured bumpers, side strips, mirrors and door handles and 15-inch steel wheels. Of course, as you would expect from any car in the Golf family, the Golf Plus also has a comprehensive array of safety features including ABS, ESP, driver and front passenger's whiplash-optimised head restraints and six airbags including deactivation switch for front passenger airbag.

Moving up to SE trim adds more comfort and convenience. Standard for the first time on any car in the Volkswagen range is the latest generation of Park Assist. This option also adds parking sensors, and using a series of these located at the front, rear and side of the car, plots the ideal manoeuvring path into a parallel space either to the right or left of the vehicle. Unlike the Park Assist system which has been available for a while now, this version

requires a parking space 20 per cent smaller than previously: this means it requires a space the size of the car plus 1.1 metres rather than the car plus 1.4 metres. During the parking process the driver has no steering input, but is in control of the throttle and brake. Buyers of the Golf Plus SE will also benefit from cruise control, a front centre armrest, leather steering wheel and 16-inch 'Atlanta' alloy wheels.

The new Golf Plus is available to order now at Volkswagen Retailers across the UK, with the first cars arriving at the end of April.

VW-Porsche 914 turns 40.

The establishment of the joint-venture VW-Porsche Vertriebsgesellschaft GmbH (VW-Porsche Sales Company) in April 1969, marked the fortunate end of a dramatic story, and the beginning of a true story of success that continues to the present day.

Back in the mid-1960s Volkswagen was looking for a successor to its Type 34 sports coupe, better known as the Type 3 Karmann Ghia. At the same time, Porsche was striving to expand its position with a sports car in the promising market segment beneath the 911.

Facing this challenge, Ferry Porsche and VW's CEO Heinrich Nordhoff agreed, in the spring of 1966, on a joint venture destined to benefit both parties. Volkswagen gave Porsche the assignment to develop a low-cost mid-engined sports car, intended to enter the market with four cylinders (as a Volkswagen), and as a Porsche with a six-cylinder boxer engine.

With the development process continuing at a good pace, the Board of Management of VW was suddenly confronted with a tragic change. Heinrich Nordhoff died of heart failure in 1968, and Kurt Lotz was appointed the new Chief Executive Officer. Lotz was a former accountant and was trying to savagely cut costs. He verbally cancelled the contract, and insisted on Volkswagen receiving the sole and exclusive sales rights for the car being developed by Porsche. After some long and tough struggles, bringing the 914 to the brink of failure more than once, the two companies agreed in a compromise to call the new car the 'VW-Porsche 914', and to market this new model through a joint sales network.

The VW-Porsche 914 was presented at the Frankfurt Motor Show on 11th September 1969, as the first mid-





engined sports car built in Germany in series production. It replaced the Type 3 Karmann Ghia in the VW lineup, giving that model the dubious distinction of being the first-ever Volkswagen model to be discontinued.

The combination of the two brand names, Volkswagen and Porsche, nevertheless turned out to be an image problem for the new model series, which was commonly referred to by the press as the “Volksporsche” or “People’s Porsche”. This was a particular disadvantage for the 914/6, powered by the 82 kW two-litre flat-six from the 911 T 2.0. Despite its outstanding performance, the 914/6 was hardly accepted by most of Porsche’s existing customers, owing to the ‘VW’ name. Production was ended in 1972, after only 3,332 were built.

The four-cylinder VW-Porsche 914/4, on the other hand, became a genuine success in the market. The first models had a 59 kW high compression version of the 1.7-litre flat four from the VW 411, which was upped to 1.8-litres and 63 kW in 1972. Also in 1972 came a 2.0-litre version, with 74 kW. The US market versions were slightly detuned, with Bosch fuel injection rather than carburettors. This engine was later used in the Porsche 912E, as well as in the VW Transporter (detuned to only 51 kW).

Karmann in Osnabrück built the chassis and bodies of both versions. The 914/6 versions were then sent to Porsche to fit the suspensions, engines and gearboxes, while the 914/4s stayed at Karmann to have VW parts fitted. Most of the cars built were exported to the United States, where the 914 was marketed as a genuine, fully-fledged Porsche, without the VW prefix.

The Porsche 914/4 ceased production in 1976. A total production of 115,646 units was achieved, making it the best-selling sports car of its time. It won the Motor Trend Car of the Year Award in 1970, and a racing 914/6 version won the GTS category and 6th overall at Le Mans in 1970. Just one 914/6 was built with the Porsche Sportomatic semi-auto gearbox.

Today the VW-Porsche 914 is acknowledged as a popular classic, supported by numerous 914 clubs the world over. The 914/6 is particularly sought after since only 3,332 were built, and it is one of the most sought-after collector cars from Porsche. Unfortunately none were ever sold in Australia, but numerous examples have since been privately imported.

Just eleven examples of a prototype version called the 916 were built in the early 1970s, with either a 2.4-litre flat-six from the 911S, or the 2.7-litre from the Carrera. These

had hard-top roofs, rather than Targa roofs on the 914s, and a five-speed 915 gearbox (1-4 in an H, and fifth out to the right).

In 1969 just TWO examples were built of an even rarer version – the 914/8. The first, hand-built by Porsche Race Dept boss Ferdinand Piëch, was orange, had quad headlights, and a 222 kW full-blown flat-eight racing engine from the 908. The second, a silver road-registered car, had a detuned 195 kW version of the 908 flat-eight, and was presented to Ferry Porsche as a special gift for his 60th birthday. Both 914/8s still exist and are in the Porsche Museum.



The Porsche Museum recently celebrated the 40th anniversary of the release of the 914 model series, with a rare special exhibit over April and May 2009 in Stuttgart. Pristine examples of the 914/4 and 914/6 series were displayed, together with examples owned by 914 enthusiasts and club members across Germany. Pride of place in the display was the Porsche 914/8 with its 222 kW flat-eight racing engine, one of the Porsche Museum’s most interesting treasures.

Special Polo for USA.

Volkswagen has every intention of eventually introducing its compact Polo to the USA market, but they won’t be getting the 2010 model that debut at last month’s Geneva Motor Show (see April 2009 Zeitschrift).

Volkswagen of America CEO, Stefan Jacoby, says the new fifth-generation Polo is still too small for the American



market. So instead, VW is developing two versions for the U.S. – a small sedan and a five-door version – each featuring a longer wheelbase and a slightly taller roofline than the European Polo.

The sedan variant will be smaller than the current Mk5 Golf-based Jetta, while the four-door wagon will take aim at the Honda Fit. According to Jacoby, “It’s more like a cross between a compact minivan and a hatchback.”

Pricing is still a long way off, but Jacoby admitted that the ‘sweet spot’ is somewhere between US\$13,000 and \$15,000. If VW wants to hit that price point, the U.S.-market Polo will need to be built in North America, probably at Volkswagen’s factory in Puebla, Mexico. The US Polo is expected to hit the States in 2011, equipped with a variation of the high-tech 1.2-litre inline four that’s due to go on sale in Europe this month.

VW Lingyu from China.

China’s already got Volkswagen’s Passat in R36 guise, as well as a locally-made, Passat-derived model called the Magotan. Now it’s going to have another car based on the Passat, called the Lingyu. Built on a revised, long-wheelbase version of the 4-year-old PQ46 platform and using the previous-generation Passat body style, the Lingyu is shaping up to be the longest Passat sedan variant available in China.



Three engines have been mentioned, along with a 15% increase in fuel efficiency: the 1.8T, 2.0 FSI, and 2.4 V6. The changes are being made by VW’s Chinese partner Shanghai VW, with the aim of increasing interior space and comfort. The car should be available in the second quarter of this year, and is due to make an appearance at this year’s Shanghai Auto Show.

No plans to export the VW Lingyu to other countries – such as Australia – have been announced as yet.

Golf W12 body kit.

At the 2007 Wörthersee show in Austria, the Volkswagen Motorsport crew brought out two concepts that had VW and Audi enthusiasts frothing at the mouth. The first was the Audi TT Clubsport Quattro concept, and the other was the VW Golf GTI W12 650 concept. The TT roadster did make the transition from concept to limited production model, as around 50 have been made for the

Middle East market. However, the 485 kW W12-powered GTI remained a one-off engineering showpiece.

Exclusive Tuning Worldwide decided that the show crowd shouldn’t be left out of the fun, and have developed a full body kit for the Mark V Golf GTI that apes the W12’s insane exterior.



The kit consists of new side skirts, widened front and rear guards, a reworked hatch and bumper, along with an oddly proportioned front bumper and ‘W12 650’ badging, all used to create a close facsimile of the show car.

Unfortunately, aside from a reworked suspension, the performance modifications have been kept to a minimum and there’s no twin-turbocharged, Bentley-sourced 485 kW W12 mounted out back. Engine-wise, it’s stock.

Uncle Buck VW Bunny.

The Volo Classic Car Museum in Illinois has sold this pink VW from their collection. It was featured in the 1989 movie ‘Uncle Buck’, which starred John Candy and Macaulay Culkin.

The Funny Bunny is a Volkswagen that was turned into a mouse that, according to the Volo Museum, has been turned into a bunny. Even though it’s got a mouse nose, mouse whiskers, mouse eyes, and mouse ears, it has “a buck tooth bumper” and a white, poofy bunny tail.

The car had been restored and was in great running condition, so said the museum’s eBay listing. The buyer’s name was not disclosed, but they would not have to worry about spending money on it because “people will pay you to attend their events.” If you were looking for attention, or an “in” for your local VW Easter parade, it would have been a good buy.



Nationals Supersprint, Wakefield Park.

After months of planning, preparing, organizing, corresponding, promoting and hoping for the best, I would like to think that Club VW's first Supersprint, held at Wakefield Park on Saturday 23 May 2009, wasn't too bad.

As Clerk of the Course for this inaugural event, I would like to say 'Thank You' to each and everyone involved for making it happen.

To Steve Carter for making the call back in October 2008, encouraging me to get off my bum and start the ball rolling. To Steve again for asking and obtaining the services of Chris Fraser to take on the job of Event Secretary, which by itself carries the onerous job of dealing with CAMS (sometimes called the Confederation Against Motor Sport), the competitors and countless others to make sure the day ran smoothly.

To Rudi Frank, Brian Walker, John Ladamatos and Jeff Dunn for making the effort to become CAMS-accredited officials, thereby enabling your club to have sufficient qualified staff to enable the event to take place.

To Greg, Kay and Cameron Hart for assisting as required, for the benefit of the club.

To Greg Payne and Fletcher Carr, CAMS Stewards for the event, who kept me on my toes, together with Susan Kempt who provided both knowledge and experience as required.

In all we had around 26 officials to run the event, and of those roughly 20 were volunteers. All it took to keep them going was a free lunch and a place in the team; you just can't ask for more than that. Again, a very sincere thanks, and well done.

To all the sponsors, who got involved either directly or indirectly, I trust that you too derived some benefit from this event, and hope you may get involved again.

Organising is one thing, but without competitors the day would not have happened either.

Roughly 4 weeks out from the event we had 16 paid-up competitors, and the numbers were not looking good. 4 days to go, and we had 46. If we could crack 50, I figured that would be terrific for a first time event. As the VW gods were in a good mood we had 54 official starters, and the weather was kind as well. By Goulburn standards in late May, this was a good day.

51 of the 54 were classed as having finished the event, and to each of those, a very big thanks as well. Some of you provided we officials and spectators alike with amazing times in those VWs, which would easily compare with much more exotic machinery from other manufacturers.

I trust by now that you have all received those results via email or direct postage, and notification of the awards presentations as well. The results, tabulated by Chris Fraser, are published below.

Rudi definitely gave that Mini a run for his money in his silver Superbug, but unfortunately had to settle for second-fastest car on the day; a top effort regardless. He definitely appeared to have enjoyed the day, as you couldn't wipe the grin off his face, even with an oily rag.

Summing up as C of C – as it was the first-time event for Club VW, there are always concerns about how the event

will go. Initially one worries about the number of competitors; will we get a good turn-up? Then one worries whether all the officials are going to turn up and do the job effectively and diligently.

Are we going to be able to give everyone the minimum number of runs, as required by the Supersprint guidelines? And finally, and probably most importantly, one hopes that no one gets hurt, either on the track or in the pits. If all of the above go reasonably well, and you don't get too many complaints, then you've done OK. Mind you, there's always room for improvement, and practice does make perfect, but as far as this event is concerned, I think we can all be fairly proud of what we achieved. Well done, guys and girls.

Memorable Moments.

■ When I asked El Presidente why he wasn't out there having more runs, he replied, "I'm stuffed, I'm trying my hardest, and the sweat is just pouring out of me everywhere, I just can't keep going any more." So of course I thought – was that sweat, or booze pouring out?

■ When I asked the Dodd why he and Ben weren't running any more, he replied, "Ben heard a rattle in the motor, so we decided to park it before the rattle became an explosion."

■ When I asked Boris what happened to his and George's car, he said, "We had an explosion and the motor let go big time." Maybe he should have listened for that rattle earlier?

■ I asked VW Buggy driver Hugh McKinnley how he was going, but he didn't say anything. He was just grinning from ear to ear.

■ At the end of the day, I asked Chris Fraser how his day went. His response was, "the day went OK, it was last night that was a worry though." Why? I asked. He explained that he didn't sleep much at all, worrying about the event, but when he did, he had a dream and David Birchall was in it. You're kidding! I said. What was the dream about? He told me that he dreamt that Birchall had given him a cheap and nasty packet of zip ties, which were going to be used to tie the competitors' timing transponders to the cars. But all those zip ties kept breaking and the timekeepers couldn't record any times because the transponders were bouncing all over the place inside the race cars. So the question was, how could he get any results for the event if he couldn't get any times? Chris said it was the craziest dream he had ever had, and he just couldn't understand it at all. With that he walked away shaking his head.

My thoughts were that anybody that has a dream with David Birchall in it, needs some *serious* counselling.

That's it. Yours in VW Motorsport for now,

Herbie Gutmann

Norm's racing report.

After months of intrepid planning, at the inaugural Wakefield Park Supersprint day, Club Veedub went rrrrracing.

At 7am under fog, threatening skies and a thick Goulburn fog, scrutineers went to work. Some rrrracers had taken advantage of the on-course villas for overnight accommodation, and hitting the famous paragon cafe in Auburn Street for a meal.

Entries included a good field of air-cooled and water-cooled vee dubs. Two Ascorts made the journey over from South Australia, and two open wheelers were down from Queensland. A good mix of other marques made up the remainder of the field.

Rrrrracing commenced at 9:30am.

An observation lap, for those who had never rrrraced at Wakefield Park before (or had never rrrraced at all!) had two-thirds of the entries out on the track for this safety feature.

Now came the difficult part of the day, with un-timed cars with no previous history at Wakefield Park, mixed with seasoned rrrracers.

There was a bit of static over the radios as cars went over their allocated laps and lapped cars. Officials had the task of establishing times, so that even matching with cars and rrrracers in their respective heats and classes was assured.

Before lunch the heats settled down to a rhythm, which gave rrrracers plenty of track time. The skies had

now cleared with a signature Goulburn cool wind blowing (told you so, Hugh).

As confidence grew and the adrenalin pumped, good constant times were being posted. The freshly endorsed officials worked in with the old hands to keep the day moving along with only minor issues that resolved; probably without rrrracers even knowing.

Some rrrracers did have equipment failures, but the number that did was at a minimum. As the day was coming to a close, some head-to-head rrrracing took place between Rudi and his newly fitted turbo Superbug and one very quick Honda Vtec-powered Mini driven by Warren Bell. Both rrrracers turned on a good spectacle with Rudi running hard and Warren hiking the rear inside wheel a good 30cms on turn 6. Rudi eventually ran his Bug very wide for Warren to overtake.

The number of laps available for rrrracers in their respective class brackets appears to have been excellent, with cars circulating all day. A plus was that no car suffering panel damage.

Club Veedub can take away a lot from this inaugural event, with a mix of newly trained officials, old hands and borrowed officials that made an interesting idea into a bloody good sprint day.

To the rrrracers - thanks for an entertaining day, and if you did not have a good time or a great day I guess you were at some other place.

Norm Robertson

VW Nationals 2009 Trophy winners.

There were some wonderful Volkswagens entered in the car show this year. It was very difficult for the judges to choose the best ones, but here are this year's winners:

Beetle pre-'57, Standard

- 1st: Neil Denham
- 2nd: Jim Craft

Beetle pre-'57, Modified

- 1st: Michael Ryan
- 2nd: Russell Sarten
- 3rd: Alex Alvarez

Beetle '57-'67, Standard

- 1st: Darren Heath
- 2nd: S Whitehead
- 3rd: Simon Henderson

Beetle '57-'67, Modified

- 1st: Robert Stenberg
- 2nd: Steven McCudden

Beetle post-'68, Standard

- 1st: Greg Fletcher
- 2nd: Ken & Wendy Davis
- 3rd: Jason Moxon

Beetle post-'68, Modified

- 1st: Marco Gomes
- 2nd: Rose Merrett
- 3rd: Heather Pascoe

T1 Kombi, pre-'68, Standard

- 1st: Gregory Marus
- 2nd: Jim Smith

T1 Kombi, pre-'68, Modified

- 1st: Michael Ryan
- 2nd: Matt Raine

T2 Kombi, '68-'80, Standard

- 1st: Simon Smith
- 2nd: Ron Vincent

T2 Kombi, '68-'80, Modified

- 1st: Mark Palmer
- 2nd: Wayne Murray

Type 3 and Type 4, All Years, Standard

- 1st: Ray Rolfe
- 2nd: Gary Lees

Type 3 and Type 4, All Years, Modified

- 1st: Andrew McPherson
- 2nd: Nick Sawyer

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Karmann Cabriolet, Air-cooled

1st: Wayne Penrose
2nd: John Costa

Karmann Ghia, Standard

1st: Hayden Muller
2nd: Brad Robinson

Karmann Ghia, Modified

1st: Ryan Cole
2nd: Robert Holden

VW Factory Off-Road, Air-cooled

1st: Steven Adamietz

VW-powered Trike

1st: Manuel Batista
2nd: Phil Dixon
3rd: Roy Batista

Daily Driven VW, All Years

1st: Russell Sarten
2nd: Joel Mizzi

Aussie Convertibles and Component Cars

1st: Tony Heesterman
2nd: Darren Todd

Vintage VW on Historic Plates

1st: Ray Rolfe
2nd: Jeff Sabel

Best Engineered or Race Car:

1st: Glenn Willetts

Non-Factory, Off-Road, Beach Buggy/Baja

1st: Tim Mourad
2nd: Sezer Solyali

Rat Class Air-cooled

1st: Sarah McFadden

Golf 1, '76-'83, Standard

1st: Eric Kung
2nd: Jarred Badmann

Golf 1, '76-'83, Modified

1st: Dominic D'Acri
2nd: Gareth Wiggen

Golf 2, '84-'93, Standard

1st: Ben Stevens
2nd: Keith and Val Fell

Golf 2, '84-'93, Modified

1st: Martin Berndt
2nd: Brenton Patterson

Golf 3, '94-'98, Modified

1st: James Woodward
2nd: Peter Brennan

Golf 4, '99-'03, Standard

1st: Vincent Tse
2nd: Matt Small

Golf 4, '99-'03, Modified

1st: Julian Singson
2nd: Pierre Thorand

Golf 5, '04-'09, Standard

1st: Maris Rozleja
2nd: Ron Croft

Golf 5, '04-'09, Modified

1st: Andrew Robinson
2nd: Uwe Seil

Golf Cabriolet, All Years

1st: Steven Magouilas

New Beetle, All Years

1st: Marguerite Roberts
2nd: Scott Richardson
3rd: Ken and Wendy Davis

T3 Kombi, '81-'92

1st: Scott Pitcher
2nd: O'Grady

T4 & T5 Kombi, '92-current

1st: Steve Overmeyer

Passat, All Years

1st: Ray Chan
2nd: Raymond Martz

Audi, All Years

1st: Peter Shelly

Polo, All Years

1st: Ryan Tracy

SEAT, All Years, Standard

1st: Phillip Brown

SEAT, All Years, Modified

1st: William Anthony

Volkswagen Audi Group (All other)

1st: Jay Luevano

Best Engineered, Water-cooled

1st: Martin Berndt

VW Factory Off-road, Water-cooled

1st: Murray Lee

People's Choice

1st: Nathan Coleman

Volkswagen Group Australia Car of the Day

1st: Darren Heath

Our Beetle Road Trip.

Towards the end of February this year I mentioned to my wife it would be a great idea to do a road trip in our Beetle (1974 1300). I suggested a number of options, including Sydney to Adelaide and back again.

My wife then asked a number of pertinent questions. Would the car go the distance, and how would we do all the driving in the allocated two weeks? The answer to the first question was fairly straight forward; the car is in good condition and should make it. And question two, the driving could be minimised if we caught the Indian Pacific (train) to Adelaide with the car loaded onto the train. The train trip is approximately 1,700km.

It was agreed, we would go via the Indian Pacific to Adelaide and drive back. So the preparations began, train bookings made, the car was serviced (thanks Boris), lists were prepared of what would be taken on the trip, noting the limited space in the Beetle. We would be staying at hotels so camping gear etc will not be required.

When you are taking your car on the Indian Pacific most of the luggage remains in your car, and just a small suitcase is taken on the train.

The day arrived to start the journey and I was very nervous about taking the car on the train. I had visions of untold damage to my precious Beetle during the trip. All my concerns were totally unfounded. We arrived at Central Railway late Saturday morning to get the car processed and loaded. The railway staff were fantastic and very professional. I must admit I did hang around until the car was safely loaded onto the rail car. There were a total of eight vehicles loaded on the rail car, and the vehicle rail car was located between the locomotive and the passenger carriages. The Indian Pacific left Central Railway mid-afternoon, and the journey began.

We had never been on a long distance train journey, so to us it was fascinating. As the train climbed over the Blue Mountains quick glimpses of the Beetle on the rail car were to be seen.

A few comments about the train. We were fortunate to be in Gold Class, which means we had a small compartment that contained a three seater lounge that converts to bunk beds, a large window and a small (the size of a small phone box) bathroom. The bathroom had a fold-down hand basin and below that, a fold-down toilet. You would not want to mix up the hand basin and the toilet. The



shower is also shoe-horned in this small space. Everything is small but it works well.

The train made a number of stops overnight, including at Parkes and Menindee. The train arrived in Broken Hill early on Sunday morning, and I had a quick look at the Beetle to ensure that it was OK. We took the optional 90-minute bus tour in Broken Hill and then got back on the train and headed off to Adelaide.

The train arrived in Adelaide (Keswick Terminal) at about 03:30pm on the Sunday afternoon. After getting off the train we waited anxiously for the Beetle to be unloaded. There were also two other vehicles to be off-loaded. I was happy to see the Beetle again, and the only impact from the train journey was a light covering of dust. At the railway station car park there was a Kombi and a nice Beetle convertible. Seeing the two VWs, I thought that this will mean that I will be seeing lots of Dubs on the trip; little did I know.

After a night spent in Adelaide we travelled down to Victor Harbour (180 km return). The weather during the drive down to Victor Harbour was terrible at times, pouring with rain and the Beetle's little wipers had difficulty in keeping up with the downpour. Victor Harbour was nice but cool and windy. On the way back to Adelaide we observed a Beetle that had been converted to a 'ute' configuration. A quick wave was given to the other VW driver as we passed.



The next day we commenced our journey around the coast to Melbourne. This part of the journey passed through interesting towns such as Murray Bridge, Tailem Bend, Kingston SE (for the Big Lobster photo) and then on to Robe. This drive was more than 300 km via some fairly remote roads, with very little other traffic. I was thinking about "what would we do if we broke down here", but thankfully nothing like that happened. The fully loaded Beetle was going great.

After two days in Robe we travelled to Mt Gambier. On the way to Mt Gambier we stopped at Beachport to see (arguably) the longest jetty in Australia, but unfortunately we could not walk out onto the jetty as it was being repaired. In



Mt Gambier we saw two similar red Beetles. One was parked, and the other one was spotted in the distance driving up the highway. I am not entirely sure they were not the same Beetle, as I saw them about four hours apart.

The next day we continued onto Port Fairy (Vic). On the way to Port Fairy we stopped at Portland where we saw a great looking red Kombi. Unfortunately there was no opportunity to have a chat to its driver as the Kombi was travelling in the opposite direction to us.

The Beetle was still going great, not using any oil, no additional rattles or noises and was very economical. The only somewhat negative comment about the car was that the seats became a bit uncomfortable after a long day of driving.

After a couple of relaxing days in Port Fairy we headed off to the Great Ocean Road. After passing through Warrnambool (quite a large city) we approached the famous rock structures along the Great Ocean Road near Port Campbell. We stopped at the 'London Bridge', 'Loch Ard George' and 'The Twelve Apostles'. This was an opportunity to see for the first time (for us), the magnificent limestone stacks, and we were not disappointed.

We then continued our travel east when we encountered very thick fog and drizzle around Lavers Hill. The 'feeble' Beetle headlights had great difficulty in penetrating the fog, so the car speed was adjusted accordingly. We crawled along for about one hour until clearer skies were encountered.

Reaching Torquay was a relief, as it had been a long day behind the wheel. Finding the hotel in the dark was a bit of a problem but we eventually found it. I think we must be the only car on the road without a GPS unit.

An early start the next morning found us on the road during peak hour. We travelled from Torquay to Barwon



Heads. My wife wanted to see the bridge and boathouse that were locations in the ABC television series, "SeaChange".

After leaving Barwon Heads we headed towards Melbourne and hopefully by the end of the day, Wodonga. The road from Geelong to Melbourne was busy, but steady progress was made. Thankfully there is a loop road that allowed us to bypass Melbourne CBD

The Hume Highway in Victoria was great; straight, multiple lanes and not many hills. With the loaded Beetle we stayed in the left lane and let everyone pass us including many large trucks. We made good speed on the highway (averaging 90 km/h), and after a pit stop at Seymour we travelled onto Wodonga.

Wodonga was quite a large city and after the day's long drive it was pleasant to have a walk around and have a very enjoyable dinner at the local pub. We saw three Kombis while we were in Wodonga, but no Beetles.

After a good sleep we hit the road again and headed towards Sydney. The Hume Highway north of Albury seems to be a big long construction zone, kilometre after kilometre of roadworks. A break from the driving at Gundagai was welcomed, so was the cup of tea and sandwich. After a fuel top-up we proceeded towards our next stop, Goulburn. The Beetle was still going strong.



Goulburn was reached, but the effects of was the lengthy drive were starting to be felt. A restful combined lunch/afternoon tea soon recharged the batteries. We filled up the Beetle and headed off for our final part of the journey. As we reached the outskirts of Campbelltown we soon encountered peak hour traffic.

Nearing home we reflected on the great times we had experienced during the holiday, but also on the impressive performance from our little VW Beetle. We had driven over 2,300 km without a hint of a problem, and although the car was well loaded with suitcases etc it just continued on without missing a beat.

We didn't see the number of Beetles I expected and it appears as time passes, there are less and less older VWs on the road. This makes me more determined to ensure that my Beetle remains on the road, and for me to enjoy the VW as much as I possibly can.

I am now thinking..... what can the next trip be.....???

Robert Tozer



A Blast From The Past. Sunday 3rd May.

What more could you ask for! A day outside, great weather, lots of friends, a heap of Volkswagens to look at and lots of VW talk to be had. This is what was in store for you if you attended the Berry Showground, Berry where the Shoalhaven Volkswagen Club organized a great car show and gathering.

Gates opened at 9.00am on Sunday the 3rd of May with entrants paying \$15 per vehicle, which also included a Blast from the Past plaque. For those just looking, an entry fee of a gold coin donation was all that was required.

The vehicles consisted of mostly Beetles and Kombis, but a few Type 3s and modern Golfs as well. And within each model they ranged from standard to highly modified. There were some beautiful vehicles on display and you can see some photos on the internet via the AussieVeeDubbers site under the General Chit Chat section.



In addition to this great VW gathering, the local markets were also held directly next to the car show. And as usual, the markets were full of people spending money and this also gave VW entrants another option to pass the time. Many of the people attending the markets also ventured in to look at the great range of VW's on hand. This all went towards assisting the car club in raising money for their chosen charity.



There were almost 90 entrants in total and the Shoalhaven Volkswagen Club raised \$2000 for the Shoalhaven Cancer Council, which will be presented by the time you read this.



So on behalf of myself and all those who attended, I would like to say a big thank you to the Shoalhaven Volkswagen Club and all others involved for making this a great day out and for getting people with a VW passion together.

Kev Cameron

Rose's Pit Stop Cruise. Sunday 3rd May.

Rose and Ian have been organising their Pit Stop Cruise for four years now, to keep the VW interest alive in the Newcastle and Hunter region. It certainly seems to be working, as this fun family day just keeps getting bigger and better every year. It was a good day for a cruise to Ian's workshop for a BBQ, then cruise to historic Morpeth.

I decided to make a weekend of it, so I drove my Golf up there on Saturday afternoon. I had wanted to bring my Kombi Camper (as it's more comfortable to sleep in!) but it was still in the workshop. But the Golf is super comfortable on the highway. I headed towards Kurri Kurri and got there around 6pm, in time for a pizza at one of the local haunts. Then I headed for just the second still-active drive-in theatre in NSW, at Heddon Greta, just 5km outside Kurri Kurri.

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It's located just off the main road, but you'd have to look carefully for the lit '70s arrowed sign showing the turnoff. Cars were already lining up, waiting for the first session to end. At 7:15pm they opened the gates, and the long line made their way in. Stunningly, it was packed! Unlike Blacktown, which was half empty last time I went, this one was chockers. Unbelievable! I parked on one of the front ramps and headed for the snack bar.

Heddon Greta drive-in first opened in 1967, but closed in 1984. Amazingly, it lay rotting and empty for twelve years, before being bought by Scott Seddon and his family. It reopened in 1996, and today is the only remaining drive-in in NSW, along with Blacktown. But unlike Blacktown, Heddon Greta is family-owned, and has a really friendly family atmosphere. You can see they really love their business. And the locals love it – in spite of the damp weather, it was packed. Many families sat on fold-up seats on the ground in front or beside their cars, and kids ran around in their pyjamas. It reminded me of Chullora and Bass Hill drive-ins in the 1970s. I loved it.

There were three or four other VWs there, as we'd talked about going on the forum, but it was impossible to park together. I didn't even see Rose and Ian, but managed to chat with a couple of VW owners at the break. You should really make an effort to visit Heddon Greta drive-in – check their website at www.drive-in.com.au.

After the double feature ended around midnight, I decided to drive to Rose's morning rendezvous at Wallsend, and camp. The twin Shells are on the main road, so it was a bit noisy. I drove into Wallsend village and parked in a dark



little carpark near the old railway gates. The rear of a Golf, with the back seat folded down, is reasonably roomy and I bedded down with pillows and doonas. The patter of rain on the roof soon sent me off to sleep.

I woke at first light and went for a walk around the historic little town. There was plenty of time for a leisurely breakfast and a read of the paper before driving over to the twin Shell stations. The usual parking spot by the park was full, so we met up a few hundred metres up the road. There were some new faces and an eclectic mix of old and new VWs; around 15 of them.

Rose then led the way up the highway in her Oval, with the VWs strung out behind more or less in a neat line. In no time we pulled into the roadside parking area at Beresford, at the end of the Sydney-Newcastle freeway, where a few more VWS joined the group. It's always great fun to cruise in a VW group on the highway.



We arrived at Ian's workshop, the Caltex East Maitland, en masse, and Ian ran around trying to direct the VWs to the parking area without disrupting the traffic too much. Now there were around 40 VWs. The Kombis were parked together in line, then the Beetles in two centre lines. The two Golfs were positioned right next to the BBQ, which I thought was great.

There were lots of double-takes from passers-by, amazed at the number of VWs parked together in the middle of East Maitland. VW drivers stood and chatted together in the sun – the weather was holding nicely. There were lucky giveaways and prizes, while we also gave away Club VW



Club Veedub Sydney. Der Autoklub.



pamphlets to the uninitiated. I think everyone enjoyed the relaxing afternoon – thank you Rose and Ian.

Eventually the cars started up and cruised to Morpeth (a former important shipping and trading port on the river, and the birthplace of Arnott's), which is a nice little spot for a coffee and a browse through the shops – very much like Berrima. Ray and I looked unsuccessfully for some old car books or magazines, then decided on a coffee. We had a bit of a wait but it was worth it. We then bought some homemade marinades and jams, and finally some sweets from 'Lilly's Lollies'. My daughter Lily was thrilled with the huge lollypop – thanks Ray.



Many thanks to Rose and Ian, and their sponsors, for organising the day. And thanks, too, to the Newcastle, Hunter and Sydney VW drivers who came along and made it a success. See you there next year.

Phil Matthews

The Toy Department.

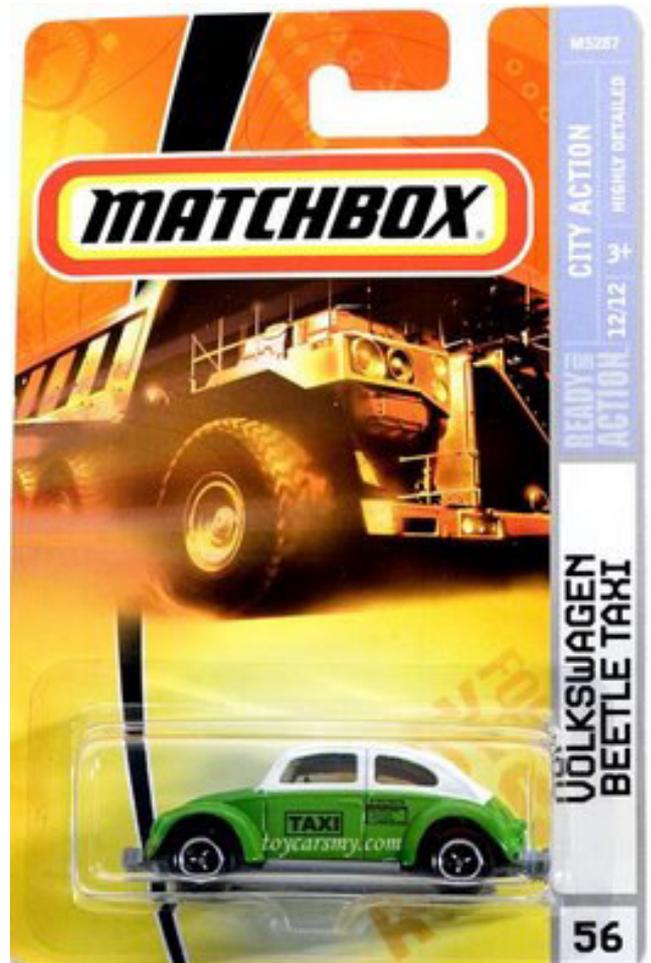
Just as the traditional black taxi has been an icon of London streets for decades, little round green and white VW Beetles have served a similar duty in Mexico. Long after the Volkswagen Type 1 had ceased being produced everywhere else in the world, VW's Puebla Mexico plant continued to build Beetles until 2003. Many of those Beetles continue to shuttle passengers around Mexico City.

Modern taxicabs in Mexico originated in 1970, when the government took measures in order to give Mexico City an affordable, cheap and small taxi transport, instead of the big cars used through the 50's and 60's. The Volkswagen Sedan (Beetle Type 1) was the car selected to serve as taxicabs. They were coloured with yellow panels and white roofs.



During the late 70's, however, other automobiles started to run as taxis, such as the Nissan Tsuru and the Datsun 160J. Sometime in the early 90's, government decided to change taxi and other public transport to green, in order to give an impression of "ecologic transport". VWs started to be called "taxis ecológicos" (ecological taxis).

In Mexico City, according to Mexican legislation introduced in 2001, public taxicabs (in contrast with private





taxicabs, or 'taxis de sitio') must be 4-door red cars, with a white roof. They had the front-right seat removed in order to ease entry for passengers.

However, due to the increasing demand for public taxicabs, and the difficulties and cost of obtaining such license, there are many illegal 'pirata' taxis. These look like common taxis, but lack the legal and regulatory requirements to carry fare-paying passengers. Pirate taxis pose a higher security risk for passengers due to the lack of background checks for drivers

Matchbox launched in 2004 a 1:64 scale model of the taxi, released as "Beetle taxi".

Tony Bezzina
kbezzina@bigpond.com.au

100,000th Golf day. Saturday 30th May.

After first appearing in Germany in 1974, the VW Golf first went on sale in Australia in March 1976. In spite of sales ending in 1981 and not resuming until 1990, this year VW will sell the 100,000th Golf in Australia. A pretty amazing effort.

Volkswagen Group Australia decided to organise a photo opportunity to celebrate the occasion. Nadine from VWGA invited as many Golf owners as possible to attend. VWGA booked the large former container shipping area off Sussex St in the city, now called Barangaroo. They set up marked parking areas, security guards and marshalls, photographers, a cherry picker and a large hospitality tent.

Brian and I turned up at 11:00am, slightly early, and our Golfs were marshalled into position. There were also



several dozen brand new Golf 6s that had been trucked in. Other Golf owners continued to arrive, and soon there was a long line. We were invited into the hospitality tent, where free coffee, tea and biscuits and newspapers were offered. We sat in the warmth as the marshalls moved the Golfs around on the tarmac, directed by a chap high up in the cherry picker.



They were arranging the Golfs into a '100,000' shape, with each zero comprised of about 15 cars. The weather spoiled things, as the rain was a continual drizzle with occasional heavy bursts. Helpers kept chamiosing off the cars, only to have the rain wet them again.

In the end there were not enough Golfs to make a complete '100,000' figure. Therefore the photo was done in stages, first as '100,0' and then as '000', taken from the same position. VWGA will photoshop the images together to make a complete image.



VWGA PR boss Karl Gehling thanked everyone for coming along and making it possible, and we also got to chat with VWGA MD Jutta Dierks, who is a lovely lady. She expressed amazement at the level of VW enthusiasm in Australia. She said her husband had had a ball at the Nationals, and we extended an open invitation for VWGA to participate in any future Club VW events.

As of December 2008, VW had sold 91,719 Golf sedans, 1,673 Golf Cabrios and 739 VR6s, a total of 94,131 Golfs altogether. The 100,000th is due in about July...

Phil Matthews

A UK holiday in a Volkswagen camper.

It is said that an Englishman's home is his castle. Rubbish. Kings and lords live in castles, and I'm pretty sure they're never asked to put some shelves up, clean the toilets or do a spot of Hoovering.

It's why so many chaps have sheds. A shed offers the solitude that poets, philosophers and other deep thinkers have always craved; an oasis of personal squalor that some ancient and immutable social law says should not be invaded by anyone else.

Trouble is, a shed first requires a garden, and that, eventually, will need weeding. A more elegant solution is what I would call a camper van, but what is more correctly known these days as a motor caravan.



A camper van offers similar sanctuary but with a constantly changing vista; a rolling shed giving access to the greater garden that is England's countryside. That same sense of fetid insularity can be enjoyed bang in the middle of a national park, with the added advantage that no one is going to ask you to mow it. This was the plan - to travel, snail-like, with a microcosm of home at my back and to stay, alone, in those places where I'd often wished I could if only there was a hotel, but which would actually be spoiled by the presence of one. If not the middle of nowhere, then at least well into its interior. Exmoor, then - a part of the world pretty much as Adam would have known it.

On my first morning in the van, I had to acknowledge that I had only half succeeded. From one steamed-up window I beheld an expanse of soft green pasture, complete with low-lying dawn mist and whinnying pony. From the other, an uninterrupted view of Exford Post Office.

I pulled back the camper's sliding door and met the postman. There was nothing for me. "That's a pretty rough breakfast," he said.

"What is?" I asked, even as the stench of burning reached my nostrils because I'd left the price sticker on the bottom of my new camping kettle.

"Boddingtons," he said, indicating the array of spent cans on the floor.

"Nah," I assured him. "That was last night's dinner."



This wasn't entirely true. The main course had been a robust steak 'n' chips at the nearby and slightly riotous Exford White Horse Inn, after which I had intended to drive a few miles up a road notoriously haunted by a spectral horse-drawn hearse (the harbinger of an imminent death, apparently) and into an area of moorland reckoned to be stalked by a giant, sheep-mauling black cat. There I would erect the hinged concertina that was the camper's extending roof and settle down to commune with nature, especially as there was no lavatory installed.

But as I drove an Exmoor fog descended so that, by the time I located a grassy pitch some 10 miles away, I wasn't sure if it was a layby or the green of a golf course. I sank into a fitful sleep but awoke an hour later with a thumping head and freezing feet. I'd parked on a slope and was sleeping the wrong way round. Reversing the bed arrangement restored a certain amount of inner calm but by now the pea-souper was host to every demon that had ever dwelt within the minds of men. And I'd forgotten to fill the integral water tank. So I returned to the village green, where the camper's curtains admitted a little of the warm and comforting glow given off by the windows of the Crown Hotel.

Still, breakfast - taken out in the sticks - would be a belter, and it was. Bacon, eggs, sausage, kidneys, beans, mushrooms, black pudding, tomatoes and some local and healthy-looking wholemeal bread. Everything except the tea, and including a few areas of the upholstery, was fried.

It's amazing what you can forget to take with you on a camper van holiday. Much of it is obvious - bedding, pans, pants - but those little things that are crucial to the smooth running of a household, and are taken for granted at home, are easily overlooked. Brown sauce, for example, and a pan scrubber. A sprig of Exmoor bracken makes an effective substitute for the pan scrubber.

Bloody hell, I'd only spent one night and cooked one meal in the van, and it already looked and smelled like a student bedsit, an illusion enhanced by jazzy seat fabrics suggesting that the place hadn't been decorated since the 1970s.

I suppose I should take a moment to introduce my unflagging ally on this trip: the Celeste Motor Caravan, converted from a Volkswagen Caravelle mini-bus by an independent company called Bilbo's Design. It's incredibly well thought out, and comes with a rear seat that converts to a double bed, a smaller bed area for an infant inside the accordion roof, a compact cooker, a fridge, a sink with

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electric pump and drainage tank, and curtains all round. There are two tables, a swivelling front passenger seat and battery-powered mood lighting.

If you want full sanitation and servants' quarters, you have to move further up the range and buy a true motor home, with a bathroom and what have you, but that will be something much bigger. The compact Celeste is really designed for use on organised caravan sites with shower blocks, and can be hooked up to a permanent mains electricity supply. It's a metal tent, if you like, only much better - it's properly equipped, entirely waterproof and comes ready assembled.

It's also a lot better than a normal caravan. For the enthusiastic motorist, towing a caravan is pure misery. They are slow, cumbersome, wide enough to become wedged in several parts of the Exmoor landscape, they create all sorts of rearward visibility problems and generally have even more tasteless interior trim. The Celeste is as wieldy as a large estate car and its rear-view mirror shows exactly what's behind you. The duvet, usually.

The downside of the motor caravan is that if you're going to own just the one vehicle, then you are committed to taking your holiday accommodation with you on every journey, even to the supermarket. This is deeply ironic in an age when so many of them will deliver to the home.

The mini-bus on which the Celeste is based is in turn based on a humble builders' panel van but, independent artisans being a much fussier breed than they once were, vans are pretty good these days. The Celeste - daft name, but it's a caravan tradition - fairly bowls along, the oily throb of its gutsy 2.5-litre VW turbo diesel overlaid with the rumble of an errant beer can somewhere in the back. It's worth taking a bit of care over correct stowage in these things.



There's a place for everything in the Celeste and on the largely straight A-road route between London and the West Country everything seemed to be in its place, in accordance with the old maxim. Once on the winding stuff, however, I became reacquainted with a few items of unfinished washing up from the breakfast. I also forgot to latch the door of the fridge and got egg all over the floor.

I felt a bit of a fraud after the earlier Exford incident so my determined plan for the second night was to spend the day exploring the area and eating ice cream before locating a remote spot with a sea view for the night. And so I simply roamed Exmoor, returning the vigorous waves of other



motor caravaners (this had me confused - I thought I'd left the roof up or something) and marvelling as the wonder of creation unrolled before me in widescreen format. And all the while I knew that I could, at any time, simply park up, brew up and even nod off.

How I laughed as I sped past the vacancy signs on family hotels and the hordes of people crammed into small restaurants. I admit, though, that it was quite difficult to drive straight past the Ilfracombe Tandoori with only the ingredients for a fish-finger sandwich on board.

Eventually, I settled on a small plot overlooking Woody Bay, arriving just as the sun tensed for its final plunge into the sea and threw a last, defiant burst of liquid gold over everything. Even a bottle of vegetable oil looked beautiful when illuminated by its reflected glory.

I raised the roof, erected the table and prepared the seafood delicacy. It was nine o'clock, and the remain-der of the evening would be spent in reading and quiet contemplation; solitude and blissful silence broken only by the occasional interjection from a sheep in the adjoining field.

That night, as I lay in the faintly fetid interior of my Celeste, I wondered what it was that made the motor caravan so appealing to someone who would regard normal caravanning as the most loathsome experience on earth, were that accolade not already reserved for anything to do with tents. Something certainly did.

At around £28,000 the Celeste represents an outlay roughly equivalent to nearly 300 days' worth of quality bed and breakfast for two, or about 10 years' holiday accommodation. That's one way of looking at it, and a way that makes it seem expensive.

But here's another. It's still a good deal cheaper than that second home in the country we all secretly yearn for.

Yet, essentially, that is exactly what it is. Anywhere you like.

James May,
Top Gear UK



US Army VW buggies.

The Persian Gulf conflict of 1991, started by Saddam Hussein when he invaded Kuwait and ended emphatically by the US military, will go down history for a number of reasons. For starters it was a mechanised war, perhaps the most mechanised in history. And, from a vehicular standpoint, Operation Desert Storm marked the first time in 50 years that the American military went to war without the original Jeep.

World War II army general George Marshall called the Jeep, "America's greatest contribution to modern warfare." However, it had become obsolete and during Desert Storm the sands of the Middle East were crossed by several new vehicles. Taking centre stage was the army's new High Mobility Multipurpose Wheeled Vehicle (HMMWV), or HUMVEE for short. Soldiers soon gave the vehicle the nickname Hummer (which later became a separate division making civilian and smaller (H2, H3) versions).

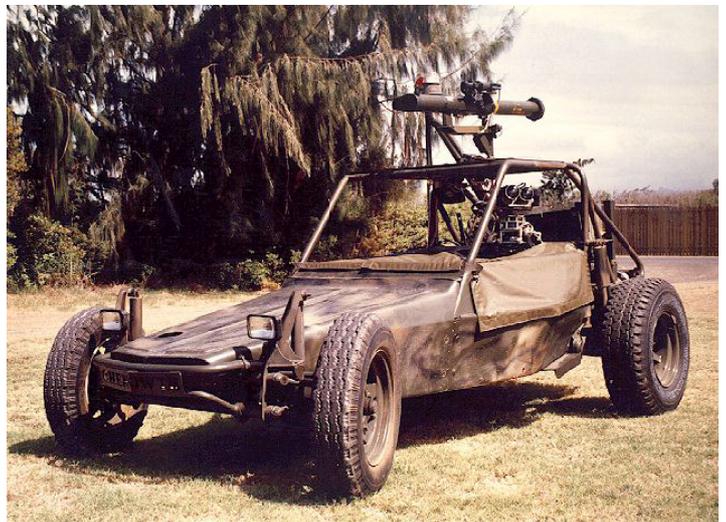


The HUMVEE was designed by AM General Corp., the only AMC division not bought by Chrysler. It first appeared in 1981, and more than 100,000 have so far been built in the old Studebaker plant in Notre Dame, Indiana. The basic HUMVEE sits on a 3250 mm wheelbase, measures 4580 mm long and 2200 mm wide, stands 1700 mm tall and has a gross vehicle mass of 3495 kg. The HUMVEE comes in five body styles and 15 configurations, but all models are powered by a GM 6.2-litre V8 diesel engine. Today the HUMVEE is the standard US military vehicle, with tens of thousands in service around the world.

Apart from the HUMVEE, the US Army also tried an unusual smaller vehicle in Desert Storm, one that we should find most interesting. This one went under the name Fast Attack Vehicle, or FAV, and was basically an off road VW racing buggy modified for military use. Later, when other light and fast 4WD vehicles appeared, the VW buggy was renamed the Desert Patrol Vehicle (DPV).

The buggies were designed and built by Chenoweth Products, a US company from El Cajon, California that specialises in off-road racing buggies for the SCORE series races in Arizona, California and Baja. Chenoweth first showed its buggies to the US military back in 1975, as part of a project to provide a highly mobile support to foot-mounted infantry, alongside light off-road motorbikes.

Chenoweth based the DPV on one of their off-the-shelf two-seat sandrail frames, strengthened for military use for two soldiers and their gear. They had a long 2895 mm wheelbase. They were powered by souped-up Type 4-based Volkswagen engines, producing 150 kW (200-hp), with strong Type 2 4-speed transaxles, very much like the Class 1 racing buggies that have competed in the Baja 1000 for years.



The DPVs had a payload capacity of 680 kg of military gear, and fully laden (2,250 kg) they could accelerate from 0 to 50 km/h in just four seconds, thanks to their powerful engines, light construction and low gearing. They had a top speed of 130 km/h, and with a standard off-road 80-litre fuel tank, had a range of around 380 km in desert conditions. An extra fuel bladder could extend the range to over 1,600 km.

The US Army first tested them in 1981, planning to use them in fast 'hit-and-run' roles. The buggies were firstly armed with 'recoilless' machine guns, but these were abandoned when it was found the guns still had enough recoil to flip the light VW buggies. The DPVs were then equipped with BGM-71 TOW wire-guided missiles – TOW stands for 'Tube-launched Optically-tracked Wire-to-command-link guided missile'. These were a great success, but caused problems with US Army rules that specified a three-man crew to operate TOW missiles. The DPVs only had a two-man crew, and were perfectly capable of firing the TOWs, but the US Army would not rewrite its protocols. A three-man version was then designed and built, but it was not a success and production did not commence.

The Army settled on the standard two-man version. After more trials, field armament was standardised and



consisted of a heavy .50 Browning M2 machine gun, two lighter 7.62-mm M60 machine guns, and two AT4 anti-armour weapons. In some variants, one of the machine guns could be replaced by a 40mm Mk19 grenade launcher.

The Chenoweth-VW DPVs were first used in combat during the Gulf conflict, where their dashing speed and off-road mobility came in handy during Operation Desert



Storm. They were the first air-cooled Volkswagen-powered vehicles used in front-line combat since WW2, but this time they were on the winning side. They really came into their own and were used in a variety of special operations, including commando raids, fast 'attack and run', and the rescue of downed flyers. The first US forces to re-enter Kuwait City were US Navy SEALs in DPVs, and the VWs were seen worldwide on CNN as the US embassy was liberated.

The initial batch performed so well the military quickly wanted more. This led to several famous off road teams helping out the Chenoweth factory, which was suddenly working around the clock. However by the mid-1990s the DPVs were gradually replaced by the much bigger HUMVEEs in general US Army use, and the DPVs were assigned only to the special forces, such as the Navy SEALs. As the 1990s wore on, most of the VW buggies were put into 'reserve' status and sent to a storage facility in Kentucky.



In 2002, in response to Sept 11, an improved version of the DPV was introduced, called the Advanced Light Strike Vehicle (ALSV). It was still built by Chenoweth, but the VW engine and gearbox was replaced by a modern GM turbo-diesel unit and 4WD transaxle, sending drive to the front wheels. It was faster, stronger and more reliable than the venerable VW engine. The weapons platform was also improved, and a three-man capability was re-introduced, with the third man (gunner) sitting higher up over the engine and transaxle. The ALSV was easily 'internally transportable', either by transport helicopter or by cargo aircraft.

It was immediately supplied to the US Army (special forces), the US Marines and the US Navy, and was exported to the armed forces of Greece, Mexico, Oman, Portugal and Spain. Even the UK used the ALSV for a short time.

The US Navy SEALs soon phased out their VW-powered DPVs in favour of the new ALSVs, and today there are no more VW-powered buggies in the US forces.

However, you can see the VW buggies in a number of recent war movies, such as *The Delta Force*, starring Chuck Norris, and *Three Kings*, starring George Clooney. Tamiya once produced a radio-control DPV model, based on their standard Chenoweth VW buggy model, and a number of war-style computer games feature the VW buggies.





VW Golf Mk3 VR6. 1994-1998

Australians missed the first Golf GTI, and only got a low-spec 8V Mk2 GTI, but the Mk3 VR6 more than compensated with its high-torque V6, cavernous interior and subtle body treatment. Its narrow-angle, long-stroke 2.8-litre V6 with 128 kW and 235 Nm was awesome in an 1180 kg hatch. It delivered outstanding performance and everyday flexibility that was missing in short-stroke Japanese four and V6 engines.

Full standard equipment included dual airbags, ABS, traction control and trip computer. It hasn't really dated in the years since, and it drives more like a big Aussie car than a peaky Euro or Jap buzz box.

The radical VR6 (from Vee Reihenmotor, or Vee Straight Engine) took ages for VW to develop. The vee angle is only 15 degrees, unlike the 60 degrees used on normal V6s and 90 degrees on V8s, making it more a staggered in-line six than a V6. Both cylinder banks were capped by a single cylinder head that needed only two camshafts, not four, to replicate the quad overhead cams found on normal high-end V6s. 12 valves were used. Despite a similar 2.8-litre capacity to the 60-degree Audi V6, it only needed the same under-bonnet space as a long-stroke in-line four.

The VR6 was first seen in Europe in the Passat and Corrado in 1991 and was introduced in the USA the following year, but they were not sold in Australia. The Corrado's version was 2.9-litres and 140 kW, and was intended to have a VW Motorsport-designed variable length inlet manifold called the VSR (Variables SaugRohr) but this was only available as an option.

The VR6 was available in European Golf Mk3s in 1992, but Australia did not see the model until 1994. The then-importers, TKM, positioned the VR6 as a luxury touring car rather than a sporty hatch like the 4-cylinder Mk3 GTI, which was not sold here. The VR6 was priced to compete with other quality 6-cylinder German touring cars like the BMW 323i and Mercedes Benz 300 series. It was on the Australian market for four years.

When VW upgraded the VR6 to 24-valve and 150 kW for the Golf Mk4 in 1999, TKM decided not to import that model and the VR6 was discontinued. The four-cylinder GTI was imported instead.

The VR6 was close to \$50,000 when new, but today less than \$15,000 will buy an average example. An outstanding low-mileage example will top \$25,000.

What should you watch out for if you are looking to buy a Mk3 Golf VR6?

Oil leaks appear as mileage climbs, usually from the transmission seals. All recent VW models are susceptible to kerb or road crown damage to alloy sumps and transmission casings. Make sure that any oil leaks are not caused by cracks in low-hanging parts. Check all cooling system components for heat hardening and leaks.

The single cylinder head has a more intricate single cylinder head gasket rather than the usual two gaskets on a normal V6, so a full compression check is recommended. Two valves per cylinder on Australian models keep it simple, but all valve gear and camshaft drive need to be checked carefully. Fuel consumption is higher than four-cylinder Golfs but better than most six-cylinder cars. Allow for high-quality V-rated tyres. Bigger and wider wheels with the wrong offset can destroy ride/handling balance and generate excessive tramlining. Check all low-hanging body parts and wheels for scraping.

It's normal for some VW engines to use up to a litre of oil per 1,000 km. Careless owners could run low on oil, which will eventually catch up with the engine. Listen carefully for unusual engine knocks and tappety sounds.

The high-torque drive train places extra strain on engine and exhaust mounts as well as hub bearings, CV joints and boots. Listen for any bangs under high acceleration. Traction control is essential for this much grunt, so make sure it's working. Extra weight over the front dictates that high quality strut inserts, in good working condition, are required.

The VR6 was a strong and a reliable engine. While it was discontinued in Australia after 1998, it continued to be an option for the Golf Mk4 and Bora in Europe. VW dropped the 'R' from the name and it was known simply as the VW V6. In 2003 it was enlarged to 3.2 litres and fitted to a new high performance Golf model called the R32, which was imported to Australia in very small numbers. The same 177 kW engine was fitted to the New Beetle, Passat, Sharan, Phaeton, Transporter and Touareg at various times, and a 184 kW version was also fitted to the Audi TT and A4. The engine was enlarged further to 3.6 litres in 2006, and this latest 206 kW version is currently fitted to the Passat, Phaeton, Touareg, Audi Q7 and Porsche Cayenne.

Volkswagen has also used the VR6 to develop other engines. In 1997 VW lopped off one cylinder, creating the V5. This was proclaimed as the world's first five-cylinder engine in vee-layout, which is true, but in reality it's closer to a staggered in-line five than a true vee. This 2.3-litre version produced 110 kW and was used firstly in the Passat, and later the Golf and Bora.

Similarly, the VR6 is the basis of the famous W12 engine, used in the VW Phaeton and Touareg, Audi A8 and various Bentleys. VW took two VR6 blocks and joined them together at an angle of 72 degrees, resulting in a 12-cylinder engine much shorter than a normal V12 and only slightly wider. W8 (Passat) and W16 (Bugatti) versions were created the same way; the W8 by joining two four-cylinder narrow vee blocks, and the W16 with two eight-cylinder narrow vee engines. While Volkswagen describes them as being 'W' in layout, it is more correct to describe them as being in 'staggered bank vee configuration', which is consistent with the 'staggered straight' VR geometry.

VW RNS510 Satellite Navigation system.

If you buy a new VW Touareg, Passat, Golf, Jetta or Eos, you can choose to have it fitted with Volkswagen's own Satellite Navigation System, the VW RNS510.

It has a user-friendly, in-dash 16-cm touch screen in high-resolution 480 x 800 pixel format, much larger than any aftermarket Navman or Garmin-style unit. The RNS510 displays three-dimensional maps and brilliant colour photo and video output. It has a 30GB hard drive and built-in DVD drive, with 10GB for navigation and 20GB available for MP3/WMA music output. It also plays music CDs, of course.

The powerful internal satellite-based GPS navigation computer locates your position, and calculates travel routes from its inbuilt database at incredible speeds. It can also be combined with a rear-view camera for avoiding obstacles when reversing.

It is a truly wonderful piece of modern VW technology. But how does it work?

Actually, rather simply. Your Volkswagen RNS510 knows where it is at all times. It knows this, because it knows where it isn't. By subtracting where it is from where it isn't, or where it isn't from where it is (whichever is the greater), it obtains a difference, or deviation.

The Inertial Guidance System uses deviations to generate error signal commands, which instruct the driver, via the RNS510's large hi-res screen, to move from a position where it is to a position where it isn't, arriving at a position where it wasn't, or now is.

Consequently, the position where it is, is now the position where it wasn't; thus it follows logically that the position where it was is the position where it isn't.

In the event that the position where the vehicle now is, is not the position where it wasn't, the Inertial Guidance System has acquired a variation. Variations are caused by external factors, the discussions of which are beyond the scope of this report.

A variation is the difference between where the vehicle is, and where the vehicle wasn't. If the variation is considered to be a factor of significant magnitude, a correction may be applied by the use of the RNS510's auto-location and tracking system. However, use of this correction requires that the computer now knows where it was, because the variation has modified some of the information that the vehicle has, so it is sure where it isn't.

Nevertheless, the RNS510 is sure where it isn't (within reason), and it knows where it was. It now subtracts where it should be from where it isn't, where it ought to be from where it wasn't (or vice versa) and integrates the difference with the product of where it shouldn't be and where it was; thus obtaining the difference between its deviation and its variation, which is variable constant called 'error'.

By an instant, computer-controlled cross-check with the network of GPS satellites in Earth orbit (5 of which are always above the horizon at any one time), the VW's RNS510 can calculate any 'error' to five decimal places in a matter of microseconds, and can instantly report on any position on Earth where it hasn't been, or was, or isn't, or is calculated to be, at the touch of a button.

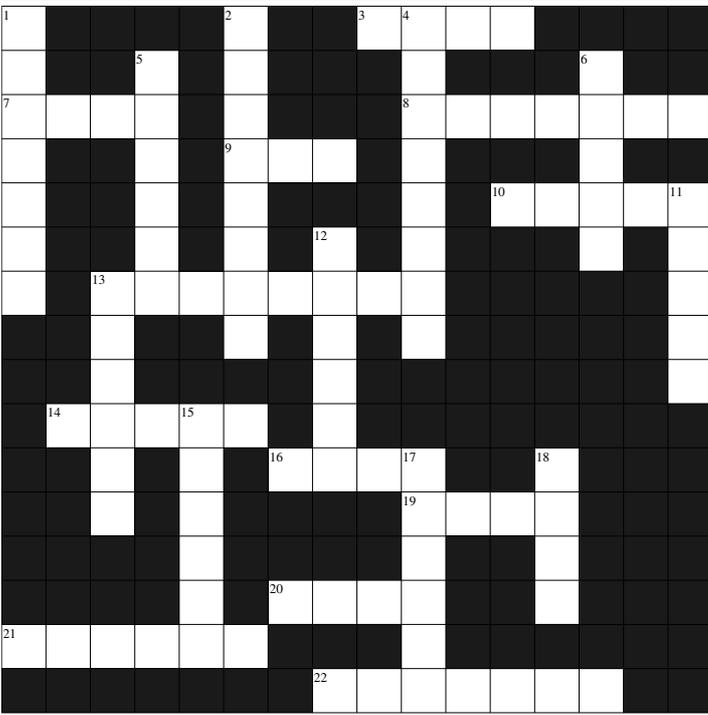
The VW RNS510 Satellite Navigation System comes with a 620-page instruction manual, which is some 185 pages longer than the 2008 street directory.

Höx Fibber



Volkswagen Satellite Navigation System RNS510





Club Veedub Crossword.

Across:

3. The Euro car safety rating organisation
7. He drove the fastest VW at the Supersprint
8. Where Dave Birchall is currently on holidays
9. The new sporty diesel Golf
10. A subcontinental county where VW has opened a brand-new factory
13. The biggest VW event in the ACT is the German ...?
14. Where the Blast From the Past was held
16. This VW model is the World Car of the Year
19. She and Ian organised the Pit Stop Cruise
20. The larger, taller 'lifestyle' Golf model
21. You'll find a big one of these in Goulburn
22. The 914 was jointly built by VW and ...?

Down:

1. What we call campervans, the English call 'motor ...' ?
2. Where you will find the Big Lobster
4. US maker of off-road VW buggies for the US army
5. A new mid-sized VW built in China
6. The movie 'Uncle Buck' starred John ...?
11. Where the Flat Four Supercruise will start from
12. Where you will find coloured VW taxis
13. The beautiful girls, thanks to Boris
15. What the 'R' stands for in the VW 'VR6' engine
17. Having to do all the hard work with CAMS was Chris ...?
18. He was the Supersprint Clerk of the Course

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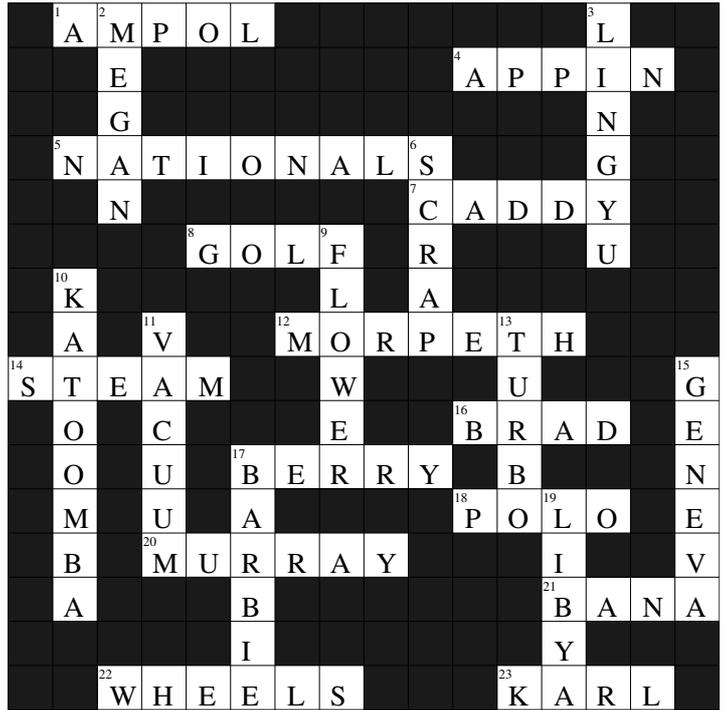
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Last month's crossword.



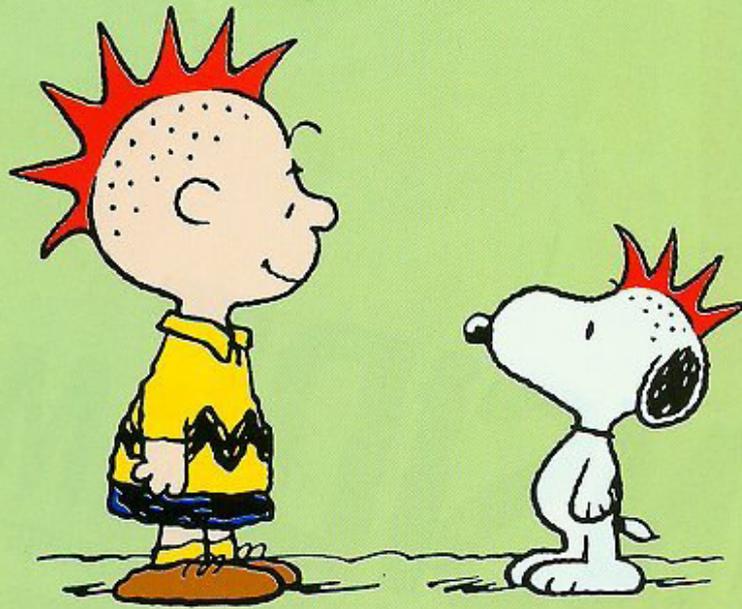
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