

Zeitschrift



Lots of T1 Kombis at VW Nationals 2010.

June 2010

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Plus lots more...**



Club Veedub Sydney.
www.clubvw.org.au

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



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Vice Chair:	Bruce Walker	0400 119 220
Secretary:	Megan Wadey	0415 567 541
Registrar:	Ian Schafferius	0434 717 093

Club Veedub membership.

Membership of Club Veedub Sydney is open to all Volkswagen owners. The cost is \$45 for 12 months.

Monthly meetings.

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

Correspondence.

Club Veedub Sydney PO Box 1135 Parramatta NSW 2124	or	Club Veedub (Secretary) 14 Willoughby Cct Grassmere NSW 2570
info@clubvw.org.au		

Our magazine.

Zeitschrift (German for 'magazine') 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 any 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 an acknowledgment to *Zeitschrift, Club Veedub Sydney*.

Please note that all coming 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: 23 years.

Volkswagen Group Australia	Klaack Motors
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Bug-A-Bug	Nulon Products Australia
Canberra VW Centre	Volkommen Art
Classic Vee Dub	Wolfsburg Automotive (VIC)

Bettinas
a-*MIAZE*-ing
Berrima cruise
Sunday June 27, 2010

Leave 9am from Uncle Leos, Cross Roads.

Our first stop will be at the Mittagong Information centre. At 11am we will weave our way through the Mittagong hinterland and cruise to Harpers Mansion, Berrima.



A small fee of \$4 will be charged for the guided tour of the Mansion and access to the walking Maze.

Call Raymond on 040 820 7228 for more information.



Bugs and Buses by the Bay Sun 4th July 2010

Location: Croudace Bay Park on the sunny shores of beautiful Lake Macquarie NSW



All Veedubs are welcome
Bugs, Busses, Buggies and all others types of
Volkswagens

So get your Veedubs out and your picnic basket and
come along for a day out with some Veedub friends
for lunch

There's BBQs in the park as well as a skate park &
play ground for the kids.

Check forum for different cruising times eg.
aussieeedubbers.com, kombiclubaustralia
& portvwforum

More info email avwnut@bigpond.com

All VW owners and their kids are invited to the

WINTER DINNER AND VW MOVIE NIGHT

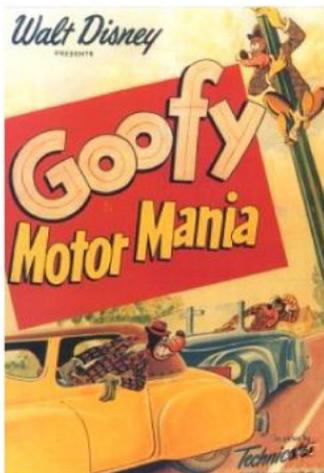
at the

Hubertus Country Club

205 Adams Rd, Luddenham (UBD 224 A15)

Entry and movies are free!

- 6:00pm ~ Dinner in the Club's *Jagerstubb*n restaurant. Quality German food in relaxed and informal surrounds. German beer on tap. Main meals - Pork Knuckle or Schnitzel from ~\$25, Kids' meals ~\$12. Bookings essential for dinner - phone Raymond on 040 820 7228 to reserve your space.



- 7:30pm ~ Movies on the big screen in the 'Lake View' room. Entry is free! Tonight we present the famous Disney cartoon, Goofy's Motor Mania (1952). Kids and grown-ups alike will love it!

- We will have an interval for drinks and coffee, followed by a full presentation of the original Walt Disney's Love Bug (1968).



**DON'T MISS THIS FABULOUS NIGHT OF FAMILY VW
ENTERTAINMENT !**

Von dem Herrn Präsident.

YOUR CLUB NEEDS YOU! Next month's July meeting brings us to our 26th AGM, where all committee positions will become vacant. Hopefully we might get some new faces on the front page. Please don't be shy, come along and stand for a position. Please make sure you have renewed your membership for the meeting. This month's meeting, June, will be a VW Nationals 'post mortem', so we are looking for ideas and suggestions to make next year's show even better. Come along and let us know what you think.

Wakefield Park – what a blast. If you entered a car and had a drive, you'll know what a great experience it is. 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. I only managed 4 runs this year, as we have several groups with only 2 or 3 cars running, but this will be adjusted and improved for next year's event. I did improve my fastest time by 7 seconds and had a ball on the track. We hope to see more VWs next year, and especially more newer VWs like Golfs.

Our twenty third Volkswagen Nationals show went off relatively smoothly, on Sunday 23rd May. This was now our third year of moving away from the traditional Easter weekend, and by the increased number of entries we had, it was the best decision we could have made. It's only growing stronger. I know of many interstate visitors and traders who attended on the day.

Once again I stayed on the front entry gate until 11.30am. Together with a few helps we managed to allow in people who were supposed to be inside. We definitely required this extra room to allow the 243-odd entries into the show area parking – the biggest number we've ever had. Thanks to our Judges for a great effort. The multi-media winner display proved a success, but even the 50" TV we used was too small. Next year we will be using a 3-metre screen and projector to display each winning vehicle.

The 'Traders' Alley' proved a success with both vendors and enthusiasts. Our set up appeared to work out well with supplies turning up and moving to their assigned positions with the help of a few volunteers on the day. I noticed it was crowded most of the day. Several suppliers even made the trek all the way from Melbourne and Brisbane.

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

The food was once again excellent this year, with the people from Parramatta Rotary Club doing a great job of pushing the meals through. Lines were long at busy times but they moved quickly. We had 2 coffee shops this year so those lines were reduced.

Don't forget to support our show sponsors this year; they're 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 car, 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 brand-new loan vehicles, such as a Golf Wagon and a Passat CC for the show day display. Ken Barry from VGA helped us with the presentation of the trophies for the car show.

Précis of Committee and General meetings:- VW Nationals wrap-up and suggestions – Supersprint and Show day; Bettina's VW cruise; Hubertus dinner and movie night; Valla Park; Shannons' at Eastern Creek; VW Motorkhana at Nirimba; German Auto Fest in Canberra.

KeeponKruzin

-David Birchall



Kanberra Kapitelreport.

Chilly greetings from the nation's capital as we chip the ice off the windscreen. Winter is here but we're still getting the cars out into the public. Firstly congratulations to the organisers of the Nationals, the event was great, you should all be very proud of your efforts. We had a number of Canberrans visit the Nationals and all had a great time. With only one minor hitch we had around 9 cars visiting the Sprints and 7 at the Sunday show - thanks to those who came along!

We advised last month of an event for June being the Collector run, we've postponed that to July as we join up with the Sydneysiders for the Berrima run. Come along in convoy, meet new people, find your way through a walking maze, and check out a mansion in a historic town - what more could you want! Sunday 27 June, leaving at 8.15 sharp! Let us know if you are coming, it'll be a great day! You'll find a flyer in this magazine for our Canberra contingent.

We're heading off for Collector now on 25 July, whack that on the calendar - details will be on the website and forum, and in the magazine next month. We need numbers for this one - lunch at the local pub, always a big event for our members, are you coming?

The club AGM is in Sydney on Thursday July 15th. We are in the process of arranging a contingent there and look forward to catching up. If anyone wants to come along and see how the club runs, we'd love to have you for the trip.

The Canberrans are also priming up for Autofest 2010, being held 18 / 19 September, another date for the calendar. This year we want to add to the numbers from past years and show the cars off in a huge way. Springtime in Canberra is a great time, Floriade (the spring flower festival) is a short walk from the Autofest area, so why not make a family day of it?

Well done again for a great Nationals display.

-Bruce



Klub Kalender.

June.

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.

Sunday 27th: Bettina's A-MAZE-ing Berrima Cruise: Leaving Uncle Leos at 9:00am, cruise to Harpers Mansion, Berrima with stops along the way including the information centre in Mittagong. A small fee of \$4 will be charged for the guided tour of the Mansion and access to the walking Maze. Canberra drivers leave Russell at 8:15am and meet us at Mittagong. Call Raymond on 040 820 7228 for more information.

Monday 28th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

July.

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

Sunday 4th:- Bugs and Buses by the Bay, at Croudace Bay (Belmont) on the sunny shores of beautiful Lake Macquarie. All Volkswagens are welcome - Bugs, Buses, Buggies and all other types too. BBQs and shelters. Kids' playground and skate park. So get your Veedubs out, and your picnic basket, and come along for a day out with some VW friends. Contact Ian and Rose (0427 550203) 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 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. Tonight is the AGM - all positions are vacant and are nominated/voted on. Why not try your hand at a position! 8:00pm start.

Saturday 17th:- VW Mid-winter Dinner and Movie at the Hubertus German Club, 205 Adams Rd Luddenham. Restaurant dinner at 6:00pm, ~\$25 adults (Pork Knuckle or Schnitzel), ~\$12 kids menu. Wear your VW shirt to get a club discount. German beer on tap. Then at 7:30pm, a classic Goofy cartoon and the original **1969 Love Bug** on the big movie screen. A great family night out! Contact Raymond on 040 820 7228 for more information.

Monday 26th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm..

August.

Saturday 31st & Sunday 1st:- VW Spectacular 2010 at Valla Park. VW convoy to Nambucca Heads, Street display, Raleigh Raceway, swapmeet, VW show. Contact Donna for enquiries and bookings - phone 0427 695 203 or email donna501@bigpond.com

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

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

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

Sunday 22nd:- Shannons Eastern Creek Classic 2010 at Eastern Creek raceway, hosted by CMC. The largest gathering of classic vehicles in NSW - 1,700 cars on show. Trade stands, racing cars, concours judging. Our club has a Volkswagen display and lap demo - contact David Birchall for your booking. Only 12 spaces available!

Monday 30th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

September.

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).



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Sunday 12th:- VW Motorkhana at Nirimba College TAFE, Schofields. A round of the NSW State Championship, run by Club Veedub. Contact Cameron Hart on 0407 003359 for more information.

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

Saturday 18th and Sunday 19th:- Canberra VW Weekend. Saturday afternoon cruise and sausage sizzle. Sunday is German Autofest car show on the National Library lawns. Food and drink available, kids car show and activities. Contact Bruce on 0400119 220 for more info.

Monday 27th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

October.

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

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

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

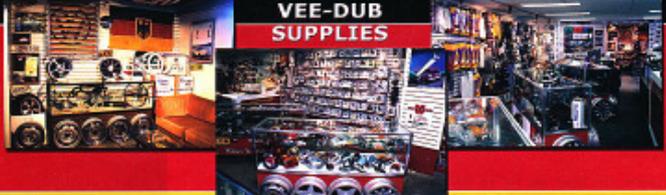
Monday 25th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

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All ads should be emailed to: info@clubvw.org.au
Classifieds are free for Club Veedub Sydney members, and \$10.00 for non-members. All ads will be published 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:- VW Polo 2001 - must sell! Black, five-door, auto trans, 40,000km, fully serviced, ideal first car for a VW enthusiast! 1 lady owner, power windows. \$9,999 ONO. Phone 0412 229907.

For Sale:- 1967 Bahama Blue VW Beetle with number plate *BUG 67A*. 1300cc, 4spd Manual, 12 Volt, CD Player. Very authentic with sun visor, venetian and eyelids. This car has

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- **Free car wash with all work carried out**

To qualify for this offer, you must bring in a copy of Zeitschrift showing this ad to show that you are a member of Club Veedub.

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If you have any queries please feel free to contact us.

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For Sale:- Volkswagen Golf 2002 (Mk4), white, rego expires 11/10. Never been in an accident, lady owner, low km. Excellent condition! \$9,900 ONO. Phone 0418 671 143.

For Sale:- VW Passat, 2006 model, four door sedan, 3.2-litre V6 FSI, as new, 69,850 km, rego expires 07/10. Full service history. Leather electric seats, alarm, sunroof. \$28,900. Phone 0412 110765 for an inspection.

2nd Month Ads.

For Sale:- 1965 Volkswagen Beetle, price \$2,000, kilometres 132,774. Transmission 4-speed manual, engine 4-cylinder petrol carburettor 1200L, Rego plate UDJ533. Rego expired. Family owned since new (my Grandmother passed it on to me). This Beetle is in original condition with a 6-volt battery, original paint job, interior and original manuals. Needs

mainly cosmetic work: some surface rust in door jambs and two small dings, runners would need to be replaced. Hasn't been on the road for over 10 years but when it was, it drove very well. Would no doubt need a service, as it's been sitting in a garage for a few years. Please contact me to view. David in Clunes, NSW 2480, phone 0450 224398

For Sale:- Mk1 Golf GTI radiator grille, including driving lights. Excellent condition. \$110. Phone Bevan on (02) 6645 4502.

For Sale:- 1976 Beetle. White, tan interior. One of the last sold in Australia. Original and almost all rebuilt. Michelin tyres 50%. New front wheel bearings and rear axle bearings. Brakes. New master cylinder (ATE). New rear cylinders and linings. Front calipers rebuilt, new pads, new flex lines. Motor recently rebuilt, new clutch and clutch cable, new muffler. Interior: new carpet, headliner, seats refurbished, battery replaced. Only needs some paintwork and cosmetic detail. Some new parts and spares included. Towbar fitted. \$4500. Phone Bevan on (02) 6645 4502.

For Sale:- Beautiful 1971 Type 3 Notchback, only 76,000 km on the clock. Original limited edition paintwork. Original

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For Sale: 1954 Volkswagen Beetle, rare and totally original 1-owner Oval window model. This complete and unrestored classic VW is a rare export version featuring chrome mouldings and beige interior. It was bought new in 1954 by its one and only female owner who kept it well maintained throughout its genuine 124,000 miles. The car has never been involved in any accidents (other than some minor damage to the front mudguard), and features the original duco in good condition as well as excellent door trims. While some restoration would be required to bring the car up to a show standard, the car is complete and in a driveable condition. It is now unregistered and in storage in Cranebrook, Sydney (NSW). \$12,500 ONO. Contact Wolfgang on (02) 9451 7899 or wloeb@internode.on.net

For Sale:- 1982 T3 Transporter, factory orange, auxiliary oil cooler, rear seat only, extras and some spares included, great vehicle, has Tasmanian registration until June 2010 and serviced every 7,000 km. Contact Glenn on 0408 795505 asking \$6500. This vehicle has been seen by Boris of Vintage Veedub Supplies.

For Sale:- New NOS parts to suit Kombi and Beetle. All stock is new and part numbered, and from a VW repair shop (Lorenz Motors, Fairfield) that has been closed down for many years. Many engine parts, clutch assemblies, cables, bearings, crank cases, muffler parts, mirrors, valve guides, tie rod ends, etc. Will accept first realistic offer on all parts. Call Lorenz on 9630 1048. Parts are located in Sydney metropolitan area.

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(AH)

(Mob)

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

- Cruises and observation runs
- Show n Shines, Concours
- Swap meets (VW parts)
- Social days and/or nights out
- Drag or track racing
- Meetings and tech talks
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Updated Transporter now available.

Volkswagen's new editions of the Transporter, Caravelle and Multivan are now available in Australia. Still known as the T5, the revised range is even more frugal, clean and cultivated in the latest generation, and offers greater active driving enjoyment than ever before. Once again, the Transporter models from the Volkswagen Commercial Vehicles brand are adopting the position of technological leadership in their particular segments.

Optically, the three basic versions are now following the new Volkswagen design DNA. The new front section bears witness to this, with the horizontal slatted grille and lozenge-shaped lights first seen on the Scirocco and now used on the Golf, Polo and the latest Touareg. Clear, horizontal lines make the series look even better in terms of quality and make a timeless impression.



The driveline technology has taken a quantum leap. All petrol engines, and the previous 5 and 6 cylinder engines, have been discontinued. And all of the previous turbo-diesels (TDI) have been replaced by a completely new generation of Euro 5 engines with the latest common rail injection. In total, there are three new 2.0 litre TDI four-cylinder engines with outputs of 75 kW, 103 kW and 132 kW. Across the board, they offer significantly greater dynamic torque characteristics and improved acoustics.

The new high-end TDI develops a remarkable maximum torque of 400 Newton metres. Thanks to a newly developed pump, the power-assisted steering works more efficiently. This is because unlike the so-called constant pump of conventional design, the new energy-saving pump delivers hydraulic fluid according to demand, so the quantity delivered is always optimal for aiding steering. And this reduces the power consumption of the steering pump and, consequently, fuel consumption.

The new generation of the world's most popular van offers numerous technological highlights. Instead of the previous option of a basic automatic gearbox, the Volkswagen Transporter will now be available with the option of a significantly more efficient dual clutch gearbox (DSG). It is also possible to order a new, electronically controlled four-wheel drive system (4Motion with a fourth generation Haldex clutch) that achieves a further improvement in active safety and makes sure that the Transporter derivatives can keep



going off-road when necessary. The most powerful 4MOTION version (TDI with 132 kW) will also be available with DSG for the first time.

Safety features have been perfected further by having the latest generation ESP fitted as standard (including hill start), a new hazard flash function for the brake lights (emergency braking warning display), and optional assistance systems such as Side Assist (warning of vehicles in the blind spot).

Also, a completely newly developed Servotronic system ensures significantly improved steering precision and is a standard feature of the Multivan Highline.

What is more, the interior now awaits with new, higher quality instruments and steering wheels, a new generation of radio navigation system, fresh fabrics and seats with an even better ergonomic balance.

2010 VW Transporter Pricing:

Transporter 75 kW TDI	from \$36,490*
Transporter 103 kW TDI	from \$37,990*
Transporter 132 kW TDI	from \$41,990*
Caravelle 103kW TDI	from \$49,990*
Multivan Comfortline 103kW TDI	from \$49,990*
Multivan Comfortline 132kW TDI	from \$56,990*

Options:

LWB: \$2000* (not available on 75kW TDI model)
DSG: \$3000* (not available on 75kW TDI model)
4Motion: \$3500* (available on 132kW TDI model only)
4Motion & DSG: \$6500* (available on 132kW TDI model only)

*Pricing is a guide as recommended to us by the manufacturer and does not include dealer delivery, on-road or statutory charges. See your Volkswagen Dealer for more information.



New Beetle BlackOrange.

Volkswagen Group Australia is now offering a limited special edition of the New Beetle Range – the New Beetle BlackOrange.

The BlackOrange editon is available on each of the existing model and engine variants – New Beetle in petrol and diesel, as well as the New Beetle Cabriolet.



The Volkswagen Beetle BlackOrange picks-up features such as 17" alloy wheels with sports suspension, leatherette seat upholstery, cruise control and front fog lights. The rear side and rear windows come standard with 65% light absorbing tinted glass. Additional styling features include the aluminium finish clutch, brake and accelerator pedals as well as the leather steering wheel and gearshift knob.

The Cabriolet version benefits from a removable and foldable windbreak behind the front seats, 17" alloy wheels, leatherette seat upholstery and the same aluminium highlights as the New Beetle BlackOrange.

The New Beetle BlackOrange is available in two colour combinations. One offers a Black gloss exterior with silver exterior mirrors, silver alloy wheels and lower body side decals in silver. The alternative combination is a Red Rock Metallic exterior with black roof and exterior mirrors as well as black alloy wheels and lower body side decals in Black.

The New Beetle BackOrange is available from \$27,500*, just \$800 above the equivalent New Beetle model. The New Beetle Cabriolet BlackOrange price is unchanged from the regular cabriolet at \$37,700*. The automatic transmission is a \$2,500 option.

* Prices are manufacturer list prices only and exclude dealer delivery charges and the various statutory charges. See your Volkswagen dealer for more information.

More electric VWs coming.

The use of hybrid technology in production VW vehicles has already been demonstrated by the new Touareg Hybrid, which debuted at this year's Geneva Motor Show. In 2011, a test fleet of 500 Golfs with electric drive will follow. Starting in 2013, the high-volume VW Golf and Jetta models

are expected to participate in the hybrid and electric vehicle market.

Volkswagen plans to strategically bundle its competence in electric traction and extend it step-by-step. It has now established a clear launch schedule for its E-traction products. Prof. Dr. Martin Winterkorn, VW Group Chairman explains, "Volkswagen will be taking E-mobility to mass production. In 2011, we are expanding our test fleet by adding 500 Golfs with electric drive. A hybrid version of the Jetta for the US market follows in 2012. Starting in 2013, the E-UP goes into production. The goal is to become the market leader in E-mobility by the year 2018. We want to attain an electric vehicle market share of three per cent within our entire range of products. We will take the hybrid out of its niche status with our high-volume models. In the future, the heart of the brand will also beat with electricity."

Today, the electric car is already technically capable of short ranges of up to 150 kilometres. And so, the Group's various brands will be conducting field studies in key strategic markets of Europe, North America and China in upcoming months. An important intermediate step here is Group-wide implementation of hybrid technology in production vehicles. In Geneva, Volkswagen demonstrated its technological competence in hybrid development with the introduction of the new Touareg Hybrid.

"This technological competence will be advanced in Volkswagen's modular strategy of flexibly integrating hybrid and E-drives over a wide variety of vehicle platforms in all of the Group brands," says Dr. Karl-Thomas Neumann, Group Chief Officer for Electric Traction. "We will continue to systematically exploit the potential of internal combustion engines with the goal of significantly reducing fuel consumption and emissions. So over the mid-term, vehicles with electric drives and those with internal combustion engines will co-exist."

The market launch schedule for purely electric cars is as ambitious as it is systematic: The E-UP will kick off the programme in 2013. The E-Golf will then be introduced, just before another crucial event of the Volkswagen Group's E-strategy follows at the end of the year with the launch of the E-Jetta. In subsequent years, a modular E-traction approach will systematically extend electrification to other model series.

Milestones of the planned VW Group's hybrid offensive: the Jetta Hybrid will debut in August 2012, the Passat Hybrid in August 2013 and two months later the Golf Hybrid.



VW Polo – World Car of the Year.

Volkswagen AG has proudly announced that the new Polo has been honoured as the 2010 World Car of the Year.

With 59 of the top automotive journalists from around the globe judging, the Polo surpassed a total of 29 other nominees. Announced in April at the New York International Auto Show in New York City, the annual World Car of the Year awards recognize the year's most outstanding vehicles based on merit, value, safety, environmental impact, significance, and emotional appeal.

"We're honoured that the Volkswagen Polo was chosen by this distinguished group of jurors," said Prof. Dr. Martin Winterkorn, Volkswagen AG Chairman. "After the great triumph of the Golf last year, we are delighted to repeat this success with the new Polo. These automobiles have reaped numerous awards, winning well nigh every prize the automotive industry has to award. This shows that Volkswagen is on the right track and is offering arguably the best range of products in its history."

The latest generation of the Volkswagen Polo has quickly become a favourite in the brand's line-up to drivers and media alike, with its uncluttered, timeless design, and exceptional versatility and efficiency. More than 230,000 customers worldwide have placed orders for the newest version of Volkswagen's popular subcompact vehicle.

First awarded in 2005, the World Car of the Year awards have become one of the most credible and significant programs of its kind. The 59 motoring journalists hail from 25 countries, and are appointed on the basis of their expertise, experience, credibility, and influence. Eligible cars must be sold in at least five countries, on at least two continents, prior to 1st January. Since 2006, additional awards for performance, green cars, and car design are also given.

In addition to the VW Polo winning 2010 World Car of the Year, the VW BlueMotion range (Golf, Passat, Polo) was awarded the 2010 World Green Car of the Year. And to complete a 2010 Volkswagen Group trifecta, the Audi R8 V10 was awarded 2010 World Performance Car.

The first World Car of the Year in 2005 was the Audi A6, followed by the BMW 3-series in 2006, Lexus LS460 in 2007, Mazda 2 in 2008, and the VW Golf in 2009.

Golf R 3-door for Australia.

After numerous snapshots of the upcoming Volkswagen Golf R 3-door on test in Australia have surfaced on various internet sites, VW Group Australia have now come out and confirmed the model for the Australian market.

Volkswagen Group Australia released a statement that said, "As a direct result of overwhelming customer interest and dealer enquiry, we are pleased to announce the local availability of the 3-door body style for the coming new Golf



R. The 3 door model will compliment the (already announced) 5-door model."

The Volkswagen Golf R is powered by 2.0-litre turbocharged engine with power put to the ground using a fourth-generation Haldex 4Motion all-wheel drive system. The three and five door versions of the Golf R will be available in either a six-speed manual or six-speed dual clutch automatic gearbox.

European specs put performance figures at 199 kW / 350 Nm and 0-100 km/h in 5.7 seconds for the manual. However, as reported previously in Zeitschrift, Australian delivered models will be slightly detuned to produce 188 kW at 6000rpm, due to concerns both for the lower quality of our fuel, and the hotter Australian climate.

As was the case with the Volkswagen Golf R32 which the Golf R replaces, the top of the range Golf comes with 345mm front and 310mm rear performance brakes (with black calipers) applying pressure to 18-inch alloys sport tyres (we suspect Pirelli).

A set of 19" wheels, sporting 235/35R19 rubber will be optionally available.

It will gain sports body kit and hence sit 25mm lower than the standard Golf and come with Xenon headlights as well as LED tail lights and daylight running lights.

Although Australian specifications and pricing is yet to be officially announced, we suspect it will be similar in pricing to the R32. That means coming it at around \$57,000 for the 3-door and \$59,000 for the 5-door.



New VW Touran revealed.

Volkswagen has unveiled its new 2010 Touran people mover at the Leipzig Motor Show.

The Touran has never been sold in Australia, but has to date sold 1.13 million examples across Europe. The new Wolfsburg-made Touran features revised styling, new technology and a range of new petrol and diesel engines.



'VW family' styling cues are similar to those found on the new Polo, Golf, Transporter and Touareg, with a new horizontally-styled grille and new front bumper. Up back, LED tail lamps are fitted along with a new tailgate and rear bumper. Chrome side strips and a new range of alloy wheels round out the exterior changes.

Inside, Touran features new trim finishes, a new three-spoke steering wheel and new instrumentation with white back lighting and large multi-function display (MFD). A revised centre console features new chrome trim highlights and new ventilation system controls.

Seven seats are standard across the range with the third row able to fold flat into the floor for added versatility. The cargo area is 695 litres in seven-seat mode, or 1,913 litres in five-seat mode. The new Touran also offers 39 separate storage compartments throughout the cabin.

Under the bonnet, Touran offers a range of efficient new forced induction petrol and diesel engines. The entry-level petrol engine is a new 77 kW 1.2-litre TSI four-cylinder unit. It is joined by a 1.4-litre TSI four-cylinder engine, developing 103kW.

The diesel range now comprises two engines with four different power outputs. A 1.6-litre four-cylinder TDI engine is available with a choice of 66 or 77 kW outputs, while the 2.0-litre four-cylinder TDI engine offers 103 or 125 kW. BlueMotion can also be optioned on both the 77 kW 1.2 TSI petrol and 1.6-litre diesel engines to add Start/Stop fuel saving technology.

The new Volkswagen Touran also features the latest generation of ParkAssist, which allows the vehicle to park in both parallel spaces and 90-degree parking spaces. The system operates through the push of a single button, no longer requiring a complicated set-up procedure.

The new Touran goes on sale in the UK and Europe from September. Pricing and full specifications will be announced closer to the launch. Currently, there are no plans to offer the Volkswagen Touran in Australia, although it

would make a superior, high-quality alternative to the mundane Kias, Chryslers, Hondas and SangYongs that fill this market segment here at the moment.

Natural gas Scirocco for Nürburgring.

Volkswagen will field three natural gas-powered Scirocco race cars in the legendary Nürburgring 24-hour endurance event in May, which will have been run by the time you read this.

The Volkswagen Scirocco GT24-CNG coupés are all fitted with a 2.0-litre TSI engine, powered by compressed natural gas. The engines develop 243 kW, but reduces CO₂ emissions by 80 per cent as compared to a conventional petrol-powered engine.

The cars will be driven by a mix of experienced racers and upcoming young drivers including Jimmy Johansson (S), Florian Gruber (D), Nicki Thim (DK) and touring car ace Peter Terting (D) who steered a pioneering gas-powered Scirocco GT24-CNG to victory in the alternative powertrains category last year.

The second car comprises experienced endurance racers from a variety of international disciplines. Nasser Al-Attiyah (Q), who finished second in Volkswagen's 1-2-3 at this year's Dakar Rally, is joined by former DTM driver Vanina Ickx (B), endurance racing legend Dieter Depping (D) and two-time winner of the Nürburgring 24-hour, Klaus Niedzwiedz (D).

Dr Ulrich Hackenberg, Member of the Management Board for Technical Development and Prof Dr Stefan Gies, Head of Chassis Development for Volkswagen are paired with journalists Bernd Ostmann (D) and Peter Wyss (CH) in the third Scirocco.



The third vehicle is fitted with an innovative active electro-hydraulic differential in place of the conventional system, which is fitted to the other two cars. The electronically controlled system will undergo the ultimate test of endurance, and is designed to combine the functionality of the conventional system with improved handling characteristics and a reduction in understeer.

Further developments of the 2009-spec cars include a larger braking system to reduce maintenance intervals during

the gruelling 24-hours, and the integration of additional lights in the front bumper to improve night-time visibility.

Early testing has seen impressive lap times on the Nordschleife circuit with Nicki Thim posting a lap record for a front-wheel drive vehicle with a time of 8m 47.337s during the latest round of the preparation races.

VW aims for Dakar hat-trick.

After the one-two-three finish in the famous Dakar rally in January this year, and VW's second win in a row, the VW Board has decided to continue the successful commitment by confirming that Volkswagen will contest the Dakar Rally again in January 2011.



Volkswagen made motorsport history back in 2009 with the diesel-powered Race Touareg, finishing the classic rally with a one-two victory and making the VW the first-ever diesel powered vehicle to win the Rally. VW went one better this year, finishing 1-2-3 with the diesel Race Touareg. Now this announcement means that Volkswagen has the opportunity to clinch a hat-trick on one of the toughest tests in worldwide motorsport.

"The Dakar Rally makes maximum demands on the vehicles and the team. This makes it the ideal terrain to present Volkswagen's technical expertise and perfect teamwork to a large audience," said Dr Ulrich Hackenberg, Volkswagen Development manager. "South America is an important growth market for Volkswagen and thus the ideal venue to continue expanding the awareness and popularity enjoyed by the Volkswagen brand."

Commenting on the continued commitment to the Dakar Rally, Volkswagen Motorsport Director Kris Nissen explained: "We now have the opportunity to achieve the diesel hat-trick and to thereby make motorsport history again. We will again invest all our passion, heart and soul in this project at the next Dakar."

The Dakar Rally remains at the forefront of Volkswagen's motorsport involvement. With great innovative achievements and sporting exploits, the engineers from Wolfsburg have established diesel technology, with its high fuel economy, in top-calibre sport. VW's recent diesel success in the Dakar Rally perfectly matches Audi's successes in diesel sports car racing, especially at Le Mans.

Volkswagen first won the Dakar rally in 1980, when petrol-powered Iltis race trucks finished 1-2. Since then, Mitsubishi has been dominant with 12 wins, including 7 in a row from 2001-2007. However the petrol Pajeros have been no match for the diesel VW Race Touaregs for the last two years.

Euro-spec Passat CC revised.

The VW Passat CC, which mixes elegant coupé styling with four-door practicality and refinement, is set to benefit from a series of revisions to add new technologies and greater flexibility to help it represent stronger value than ever before.

For the first time the Passat CC can accommodate five adults thanks to the addition of an extra space situated between the rear seats, while up front satellite navigation is fitted as standard along with a touchscreen Bluetooth device.

This comes on top of the already comprehensive list of standard equipment that includes 2Zone electronic climate control, a leather steering wheel, gear knob and handbrake, 17-inch 'Phoenix' alloy wheels and six airbags.

The Euro GT model also benefits from the revisions, plus it gains Nappa leather interior, front and rear parking sensors and cruise control.

The GT trim level also retains 18-inch 'Interlagos' alloy wheels, ACC (Adaptive Chassis Control) electronically controlled pneumatic dampers and heat insulating tinted glass from the B-pillar backwards.

These changes on the entry-level UK-spec model represent an extra £1,000 worth of equipment yet the revised Passat CC will cost only £515 more than the model it replaces. On the GT model the gap is even greater with an extra £3,000 worth of equipment being fitted yet the overall price of the car rises by £1,000.

The existing line-up of powerful yet efficient 1.8-litre TSI, 2.0-litre TSI and 3.6-litre V6 petrol engines and 2.0-litre TDI diesel engines remain, as does the choice of six-speed manual or DSG gearboxes on selected models.



The new model opens for ordering in the UK this month with prices set to start at £22,645 RRP on the road for the 1.8-litre TSI model. Unfortunately, Australia will miss out on the five-seat variant. Volkswagen Group Australia Public Relations boss, Karl Gehling, said, "Volkswagen has no plans to offer it in Australia".

For now, we'll just have to be content with the stunning four-seat version.

20 million Autostadt visitors.

This month the Autostadt in Wolfsburg, which opened on 1st June 2000, celebrates its tenth anniversary. During this celebratory year, a 'milestone' was reached: by Thursday 25th February 2010 a total of more than 20 million visitors had passed through the Autostadt gates.



Right from the outset, one of the most important visitor groups were people who had come to collect their new vehicles. The strengthening of ties between Volkswagen and its customers is one of the Autostadt's key concerns and has become central to the organisation. Since opening over 1.4 million new cars have been handed over in the KundenCenter (Customer Centre), which is an average of 30% of the German private customer market. With around 550 vehicles per day the Autostadt is the largest car distribution centre in the world.

In addition to developing customer loyalty, the Autostadt's primary function was to attract potential new customers to the Volkswagen Group. By bringing to life the many and diverse themes dealing with human mobility in exhibitions and events, the Autostadt has succeeded in introducing potential customers to the Group's products in a sympathetic and informal way. Approximately 40% of buyers were previously drivers of competitor's brands. Regular market research has shown that approximately 20% of Autostadt visitors intend buying a new vehicle in the foreseeable future. More than 10,000 annual decisions to purchase means that the Autostadt is the largest single place in the world where new car buying decisions are made in favour of the Group's products.

Approximately 80% of all Autostadt attractions have either been completely renewed or refurbished. New attractions, a variety of events and updated development of content keeps visitors fascinated and awakens public interest, thereby extending Volkswagen's customer base. Many target groups are addressed, including car enthusiasts who are automatically drawn to the ZeitHaus – the most visited automobile museum in the world. Those interested in art and culture; individuals and groups who come for the extraordinary events that the Autostadt stages; those who take advantage of the special children's and family offers, and those who enjoy first-class restaurants – all are welcome.

Some 75,000 annual-ticket holders, who visit the park several times a year, attest to the loyalty guests feel towards the Autostadt. It also attracts people who have not been before, as the percentage of first-timers stands at around 40% and ensures a constant stream of visitors. Over half of the guests come from out of state: about 43% of visitors come from within a radius of 100 kilometres of Wolfsburg, 33% travel up to four hours to get there and 24% undertake a trip of over four hours. In comparison to the early years, and as a result of the versatile extended offers, the average length of a visit has risen from four to six hours.

A cornerstone of the Autostadt ethos has always rested on the highest quality of service: from the way it treats its guests on its grounds, to the organically certified Autostadt restaurants and the multiple award winning five-star hotel Ritz-Carlton, Wolfsburg with its three Michelin-Star restaurant AQUA. Overall satisfaction of all guests participating in Autostadt offers has reached a peak of 95%. Satisfaction levels for car collection and 'the day experience' as a whole, reached a record figure of 97%.

Worthersee - world's largest VW show.

Every year Volkswagen owners and enthusiasts from all over Europe gather in the Austrian village of Reifnitz by the lake at Worthersee to celebrate the VW brand and its products. During the four days of the "GTI meeting at the Wörthersee" up to 150,000 visitors come to Reifnitz. They have been coming since the first VW gathering back in 1982. This year, from 12th-15th May, the festival took place for the 29th time.



Volkswagen AG has often used the Worthersee meeting to debut exciting new VW products. The original Pirelli Golf GTI was first shown at Worthersee in 1983, and the new version in 2007. The GTI Edition 30 was shown in 2006. This year, VW revealed the Golf GTI Adidas. This limited edition model – just 4,410 will be made – features far-reaching individualized exterior and interior equipment. These include the newly designed 18-inch alloy wheels of the type "Serres" and a specially designed sports seat design. Golf R-style bi-xenon headlights and LED taillights are on board. The motorsport-style front and rear spoilers, and side skirts are finished in piano-black

There was a display of two classic GTIs – a first generation German GTI from 1976, and an imported Golf Citi Mk1, one of 1000 limited edition copies of the last edition of the South African Golf, which is soon to end production. GTI History - GTI present and future.

Volkswagen Commercial participated at Worthersee for the first time with the Amarok, Volkswagen's new utility. Three Amaroks and some iconic camper vans were exhibited on-site.

The Volkswagen Amarok, produced in the Volkswagen plant in Pacheco in Argentina, has four doors, and customers can choose between two diesel motors which are economical and high-torque at the same time. The motors have 90 kW or, as a BiTurbo, 120 kW. Next to a rear-wheel drive unit there were two all-wheel units – permanent or connectible with reduction gear unit. The Volkswagen Amarok is a double cab with room for five persons.

“The GTI meeting is the worlds biggest gatherings of Volkswagen enthusiasts, so the Volkswagen Amarok as a brand new product simply has to be here of course”, Dr. Wolfgang Schreiber, Volkswagen Commercial Vehicles Manager, said..



Moreover, teams from Volkswagen Commercial Vehicles Classic Car Factory Service and at the Wörthersee at the start, because near the “rubber square” there will be the legendary Volkswagen sausage from the sausage-Bulli and Becks beer, also made a historic VW bus.

Teams from Volkswagen Nutzfahrzeuge Oldtimer and the Service Factory participated in the event as well. They sold the legendary Volkswagen Currywurst, a special German sausage, from two iconic camper vans, together with German beer. To the delight of many collectors at the GTI meeting, the VW currywurst was offered with special VW ketchup bottles with a Golf on the label.

VfL Wolfsburg finish eighth in 2009/10.

Our football team in the German premier league competition, the Bundesliga, is VfL Wolfsburg (the Wolves). They were formed in Wolfsburg as a multi-sports club for VW factory workers in 1945 – VfL stands for ‘Verein für Leibesübungen’, or ‘club for exercises’. They wear a green jersey and white shorts, and are 100% owned by the

Volkswagen Group. The Wolves played in the third and second-tier competitions until 1992, when they were finally promoted to the top tier. Since then they have been a mid-table side, with a best finish of fifth up to 2007/08.

Last year, in the 2008/09 season, Wolfsburg claimed their biggest success by becoming Bundesliga premiers for the first time. Wolfsburg equalled the longest winning streak in one Bundesliga season, with 10 successive victories after the winter break. They also became the only team in the Bundesliga to have had two strikers to score more than 20 goals each in one season with Brazilian Grafite and Bosnian Edin Dzeko achieving this feat in their title-winning season, scoring 28 and 26 respectively. As a result of their title win, Wolfsburg qualified for the UEFA Champions League for the first time in their history.

In 2009/10, Wolfsburg was unable to repeat the success of last year. The Wolves languished in tenth place at the winter break. Wolfsburg sacked their newly-appointed manager Armin Veh and replaced him with Lorenz-Günther Köstner. The Wolves improved slightly in the second half of the comp, finishing the season in May in eighth place, with 50 points. The Wolves played 34 matches, won 14; drew 8 and lost 12. They scored 64 goals for and recorded 58 against. Wolves striker Edin Dzeko finished as the Bundesliga's top scorer for 2009/10, with 22 goals. The premiers were Bayern Munich, for the 22nd time, followed by Schalke 04 and Werder Bremen.

In the Champions League the Wolves came third in their group, behind Manchester United and CSKA Moscow, losing the chance to progress further. The Champions League was eventually won by Italian club Internazionale, defeating Bayern Munich 2-0. Wolfsburg transferred to the Round of 32 phase of the UEFA Europa League. They defeated Spanish side Villarreal 6-3 on aggregate, and Russian champions Rubin Kazan 3-2. In the quarter finals they were, however, beaten 3-1 by eventual finalists Fulham – Australian Mark Schwarzer was Fulham's goalie. Fulham lost to Atlético Madrid 2-1 in the final.



On the 11 May, 2010, the permanent head coach's position was filled by former Middlesbrough, England and Twente manager Steve McClaren. After having guided Twente to their first ever Dutch title he was rewarded by becoming the first ever English coach to be given the chance to manage a Bundesliga side.

The 2010/11 Bundesliga begins in August – go the Wolves!

VW Nationals 2010 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 - so congratulations to all VW owners who entered. Here are this year's trophy winners.

You can browse the results, and click on links to photos of these winning VWs, at the club website. Go to http://www.clubvw.org.au/vw_nationals_results.htm

Beetle pre '57, Standard

- 1st: Paul Matijiw
- 2nd: Neil Denham
- 3rd: Jim Craft

Beetle pre '57, Modified

- 1st: Dave & Ben Williamson
- 2nd: Russell Sarten
- 3rd: Oscar Trujillo and Steve Lemajic

Beetle '57-'67, Standard

- 1st: Steve Whitehead
- 2nd: S.A. Henderson
- 3rd: Paul Heasli

Beetle '57-'67, Modified

- 1st: Allan Hobson
- 2nd: George Franzese
- 3rd: Brad Young

Beetle post-'68, Standard

- 1st: Lloyd Davies
- 2nd: Bruce Luscombe
- 3rd: Ken Bakewell

Beetle post '68, Modified

- 1st: Darren Hobson
- 2nd: Andrew Kemp

T1 Kombi, pre-'68, Standard

- 1st: Gregory Maros
- 2nd: Dave Becker

T1 Kombi, pre-'68, Modified

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

T2 Kombi, '68-'79, Standard

- 1st: Ron Vincent
- 2nd: Marcus Thyer

T2 Kombi, '68-'79, Modified

- 1st: John Sutton
- 2nd: Brendon Ward

Type 3 and Type 4, All Years, Standard

- 1st: Ray Rofe
- 2nd: Charlene Easton



Type 3 and Type 4, All Years, Modified

- 1st: Debbie Sarten
- 2nd: Meredith Kay

Karmann Cabriolet, Air-cooled

- 1st: Dean Penrose
- 2nd: Steve Kay

Karmann Ghia, Standard

- 1st: Haydn Muller

Karmann Ghia, Modified

- 1st: Nathan Coleman
- 2nd: Chris Bolton

VW Factory Off-Road, Air cooled

- 1st: Geoff Waller
- 2nd: John Kezcik

VW Powered Trike

- 1st: Manuel Batista
- 2nd: Roy Batista

Daily Driven VW, All Years

- 1st: Glen Cunningham
- 2nd: Jak Rizzo

Aussie Convertibles and Component Cars

- 1st: Anthony Ranger
- 2nd: Darren Todd

Vintage VW on Historic Plates

- 1st: David Birchall
- 2nd: Ray Rofe

Best Engineered or Race car

- 1st: John Sutton

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

- 1st: Sezer Solyali
- 2nd: Glenn Dealtry

Rat Class

1st: Lewis Gillespie

Golf 1, '76-'83, Standard

1st: Jeff Tinker
2nd: Melissa Manning

Golf 1, '76-'83, Modified

1st: Glen Cunningham
2nd: Ron Croft

Golf 2, '84-'93, Standard

1st: Ben Stevens
2nd: James Ng

Golf 2, '84-'93, Modified

1st: Nick Charley

Golf 3, '94-'98, Standard

1st: James Woodware
2nd: Devind Yaltirakli

Golf 3, '94-'98, Modified

1st: Chris Tentham
2nd: Matt Verth

Golf 4, '99-'03, Standard

1st: Tommy Suksiang
2nd: Robert Hudson

Golf 4, '99-'03, Modified

1st: Vincent Tse
2nd: Scpt Di Gigho

Golf 5, '04-'08, Standard

1st: Saad Hafiz
2nd: Craig Burgmann

Golf 5, '04-'08, Modified

1st: Anthony Mitchell
2nd: Jose Togle

Golf 6, '09-on, Standard & Modified

1st: Kevin Phan

Golf Cabriolet, Standard & Modified

1st: Megan Chandler
2nd: Alex Lambrov

New Beetle, Standard & Modified

1st: M. Roberts

T3 Kombi, '80-'91, Standard & Modified

1st: Bernard O'Grady
2nd: Jim Sebbens

T4 & T5 Kombi, '92-on, Standard & Modified

1st: Wayne Penrose
2nd: Mark Fox



Passat, All years, Standard & Modified

1st: Ross Galettis
2nd: Mark Hammond

Audi, All years, Standard

1st: Joanne Lander

Audi, All years, Modified

1st: Alek Griffith

Polo, All Years, Standard & Modified

1st: Van Sparkman

SEAT, All Years, Standard & Modified

1st: Julian Singson

Volkswagen Audi Group (All other)

1st: Anthony Mitchell

Best Engineered, Water-cooled

1st: Tom McGilvray

Factory Off-Road, Water-cooled

1st: Roger Bayley

Highest Point Score, Air-cooled

1st: Allan Hobson

Peoples' Choice

1st: Dave & Ben Williamson

Highest Point Score: Water-cooled

1st: Chris Tentham

Volkswagen Group Australia Car of the Day:

1st: Michael Ryan

Motorsport Report.

Many years ago, a group of VW enthusiasts from what was then known as the VW Club of NSW got together and organised the first ever closed circuit VW super sprint at Amaroo Park Raceway at Annangrove in Sydney. The year was 1995 and they had 41 entries

The primary aim of conducting such an event was to encourage, promote and provide an avenue for VW powered vehicles to participate in Motorsport on a sealed surface track

Car number 1 that year or should I say vehicle number 1 was entered by a our very own Chris Fraser. Chris entered a Kombi Van in the Class type 4, he finished the day 25th outright with a time of 70.17 seconds

Fast forward to 2010 and Club Veedub Sydney. This time, we conducted our second-only only Super Sprint at Wakefield Park Raceway, just outside Goulburn NSW.

Somewhat surprisingly and thankfully, a lot of the '95 organising committee continues to maintain the same enthusiasm and dedication to put in the hard yards to make this event a reality again. Just as a lot of those original competitors mentioned above continue to enter and support his event as well.

To all of you, both past and present who are actively involved in show casing Club Veedub and the vehicles we love, a very big thanks

This year we had 61 entries and 57 starters, in 38 vehicles that were manufactured or powered by Volkswagen engines. Back in '95 we had just 19. There fore it has taken 15 years to double the number of Volkswagen participants entering. We can only hope it doesn't take another 15 years to get 76 to enter, some of us might not be around that long...

None the less the signs are promising and we are moving in the right direction. Of the 30 odd officials which we needed to run this years event, around half came from within our own ranks which is also very encouraging to see, and hopefully others will sign up for neat year, to help out. The results from Wakefield are on the opposite page, and should make for some interesting study.

Shortly we will be promoting the clubs next motor Sport event, a Motokhana to be held at HMAS Nirimbah near Quakers Hill, Sydney. Although not a speed event as such, it does however offer participants the chance to display the driving prowess around a defined course, pitting there skills against the clock. We would encourage all members interested to " have a go " and enjoy an fun day out.

-Herb Gutmann

Norm's report.

Rrrrracing at Wakefield Park take 2, for Club Veedub's Annual Supersprint, moved the club from amateurs to pros in organising a Supersprint. We even had a Wakefield Supersprint T-shirt (see Raymond if you missed out).

Scrutineering commenced at that brisk time of 7am and cars proceeded through with a few late entries on the day.

Rod Penrose arrived late after stopping for those famous Robertson Bakery pies and had a late scrutineering. Dave Birchall has car 54 now sucked to the ground to improve handling.



Other regular club members appearing as first timers, David Carter in his P-plated Superbug with Ash, Martin Fox and Matt White carrying the flag for the VW water-cooled brigade.

Boris from Vintage Vee Dub also turned up for the day and turned in some good times (see opposite for the list of times).

Another quick car was 555 Unwin/Pell VW Notch fitted with a Subaru motor.

What makes these Sprints interesting is these cars were never designed in the power department or chassis for the speed and tuning that racing requires.

The day was marred by mechanical failure on hard-charging number 8 Greg Mackie in his 1958 Beetl,e which resulted in a multiple rollover and sadly writing off the car. Greg was fortunately only shaken up and in good spirits, having to leave the track for medical observation in Goulburn Base Hospital until the early evening.

The cause of the incident was the failure of a new brake drum. Greg has decided to hang up his helmet - he is buying a new one. Good man, we need that inside wheel-hiking Beetle back. If you turned up for the Nationals you could see Greg's folded car doors on the Muller stand.

Having to organise the Supersprint is a logistic nightmare with Goulburn 200 km away. We succeeded with some blemishes that we will rectify and improve next year. Thanks goes to those who give their time.

Thanks also to Volkswagen Group Australia for vehicles; Mathew Ronke and his Staff at Wakefield Park; Nathan at Goulburn Post for media coverage; www.volksculture.com for the posting of photos, and Ashley who recorded the event. (web site to come)

-Norm Robertson (turn 2)



Club Veedub. Aus Liebe zum Automobilklub.

VW NATIONALS SUPERSPRINT - 22 May 2010						
CAR NO	DRIVER	CAR	Club	FASTEST	POSITION IN CLASS	POSITION OUTRIGHT
TYPE 1&2 0 – 1600		Last Years Winner: Not contested				
	Ashley Day	VW Golf	ClubVW	86.40	1	42
71	Leigh Mellor	VW Beetle	AROCA	89.84	2	49
7	Rex Mellor	VW Beetle	AROCA	91.05	3	50
	Shaun Anderson	VW Beetle	ClubVW	101.47	4	54
TYPE 1&2 1601 – 2000		Last Years Winner: Katherine Shelley 92.396 Datsun 180B				
4	Katherine Shelley	Datsun 180B	SDMA	93.64	1	51
TYPE 1&2 2001 – 3000		Last Years Winner: Lloyd Hughes 76.908 Porsche 911				
88	Andrew Kemp	VW Golf VR6		81.65	1	37
TYPE 1&2 OVER 3000		Last Years Winner: Not contested				
66	Derek Smith	Golf GTI	ClubVW	71.75	1	13
15	Adam Aylward	Passat R36	ClubVW	73.23	2	16
13	Martin Fox	Porsche 944T	ClubVW	87.86	3	47
44	Stephen Ainge	Scirocco	ClubVW	87.96	4	48
77	Matthew White	Scirocco	ClubVW	-	-	-
TYPE 3 0 – 1600		Last Years Winner: Stephen Muller 75.685 VW Golf				
990	Steve Muller	VW Golf	ClubVW	76.19	1	27
456	Allan Rewell	Mazda MX5	SKDAC	76.90	2	30
	Nathan Fellows	VW Golf	ClubVW	82.07	3	38
TYPE 3 1601 – 2000		Last Years Winner: Paul Zanello 73.732 VW Beetle				
8	Greg Mackie	VW Beetle	ClubVW	75.58	1	25
70	Dave Sidery	VW Beetle	VWDCQ	78.95	2	32
	Hugh McKinley	VW Beetle	ClubVW	78.97	3	33
404	Matthew Wright	VW Golf	ClubVW	82.95	4	39
1303	Dave Carter	VW Beetle	ClubVW	83.94	5	41
54	David Birchall	VW Beetle	ClubVW	86.97	6	44
0	Tim Eldred	VW Beetle	ClubVW	93.72	7	52
72	Cameron Schrijvers	VW Karmann Ghia	ClubVW	108.18	8	56
	Stephen Natoli	VW Beetle	Club VW	86.76	#N/A	43
TYPE 3 2001 – 3000		Last Years Winner: Boris Orazem 77.769 VW Beetle				
177	David Feruglio	240z	SkylineAu	76.75	1	28
17	Rose Merret	VW Beetle	ClubVW	94.38	2	53
74	Nathan Hearn	VW Beetle	ClubVW	-	-	-
19	Barry Lord	Ascort	PCSA	-	-	-
TYPE 3 OVER 3000		Last Years Winner: Arno Breutmann 74.542 VW Golf				
997	Deiter/Alex Holzl	Skyline	ARDC	69.80	1	8
93	Guy Harding	VW Golf GTI	PCQLD	70.39	2	10
721	Warren Bell	Stanza	WSCC	72.44	3	15
63	Andrew Carter	VW Golf GTI	SDMA	73.70	4	17
47	Jason Stevenson	VW Polo	ClubVW	75.55	5	24
TYPE 4 0-1600		Last Years Winner: Warren Bell 69.185 Mini				
64	Charlie Borg	Mini	WSCC	66.93	1	4
68	Peter Ewing	Datsun 1000	SKDAC	71.71	2	12
172	Jo Bell	Mini	WSCC	83.16	3	40
TYPE 4 1601-2000		Last Years Winner: Rod Penrose 78.403 VW Beetle				
133	George Geshos	VW Beetle	ClubVW	75.45	1	23
11	Jamie Clapham	VW Beetle	ClubVW	76.89	2	29
33	Boris Orazem	VW Beetle	ClubVW	77.25	3	31
	Julian Price Jones	VW Beetle	ClubVW	80.30	4	35
TYPE 4 2001-3000		Last Years Winner: Wayne Penrose 71.253 VW Beetle				
152	Wayne Penrose	VW Beetle	ClubVW	68.22	1	6
15	Dean Penrose	VW Beetle	ClubVW	70.27	2	9
18	Rod Penrose	VW Beetle	ClubVW	74.38	3	19
	Richard Holzl	VW Beetle	ClubVW	79.84	4	34
TYPE 4 3000-6000		Last Years Winner: Rudi Frank 69.429 VW Beetle				
154	David Seehusen	BMW E36	BMW	65.75	1	2
196	Ben Seehusen	BMW E36	BMW	65.81	2	3
555	Damien Pell	VW Notchback	ClubVW	70.77	3	11
55	Paul Zanello	VW Notchback	ClubVW	72.03	4	14
96	Rudi Frank	VW Beetle	ClubVW	-	-	-
TYPE 5 FORMULA VEE		Last Years Winner: Chris Bolton 75.634 Elfin				
51	Chris Boulton	Elfin	ClubVW	76.00	1	26
	Ben Ford	Elfin	ClubVW	80.72	2	36
TYPE 5 0 – 1600		Last Years Winner: Jon Bown 77.409 Altin				
145	Peter Brown	BAP Clubman	WSCC	68.25	1	7
TYPE 5 OVER 1600		Last Years Winner: Hugh McKinley 81.553 VW Special				
9	Michelle Guyer	March 87B	SDMA	63.24	1	1
TYPE SV 0 – 3000		Last Years Winner: Not contested				
	paul mclinden			87.44	1	45
1	Sezer Solyali	Buggy	ClubVW	87.67	2	46
	Fernando Quintal	VW Beetle	ClubVW	105.89	3	55
TYPE SV OVER 3000		Last Years Winner: Peter McLeod 73.021 McRae Spyder				
23	Mark Guyer	GTR R32	SDMA	68.02	1	5
2	Dominic Connelly	DRB Cobra	TCC	73.84	2	18
113	Morgan McBride	Impreza	SDMA	74.48	3	20
106	Jak Rizzo	VW Beetle	ClubVW	75.12	4	21
340	Neil Ruxton	BMW E30	SSCC	75.43	5	22



Robertson Car Show. Sunday 11 April.

On Easter Sunday there was a Classic Car Show at Robertson in the Southern Highlands, as advertised in the March magazine.

We arrived at the convoy start point, Uncle Leo's truck stop, to find the small but dedicated VW group enjoying the ambience of the cafe. Joan and I had time for breakfast and a chat before leaving with the group punctually at 8.15am.

In our convoy was Brian's '97 Golf, Wayne's Kombi ute, Phil's Kombi campervan and our Beetle. The day was bright and sunny and the driving was easy.

We reached Robertson and followed the signs to the Village Green next to the historic train station. Local helpers were marshalling cars into their grassy parking area. Boy was it chilly when we stepped out of the cars!



We were amongst an interesting variety of classic vehicles from all ages, and the stationary farm machine display was fascinating with all that smoke and steam. Also happening that day was a town fete in an adjacent community centre with lots of great bits, or junk, depending on your outlook. I made quite a few purchases as well as enjoying the home made cakes and hamburgers with a nice cup of tea. That really warmed me up.

A couple of other VWs also turned up, including a nice blue Kombi and Ray and Shirley's blue Beetle. Andrew Dodd also turned up, not in a VW, but in a Hudson of all things.

We browsed through the array of vehicles and chatted with a few friends from other clubs and quite soon it was time for the awards. A VW was not on the honour roll this year even though the marque was a worthy entrant in the show.

The gathering slowly broke up after the presentation as most had quite a way to get home. This was an interesting and fun day, and a good reason to get the Bug out on the open road.

-Peter James



Blast from the Past. Sunday 2nd May.

On Sunday 2nd May 2010 the Shoalhaven VW Club presented the Blast From the Past, a laid back VW car show put on the raise money for the Cancer Council. It was held at Berry Showground.



Open to all VWs, it didn't have to be a gleaming show car; daily driver, projects, air cooled, water cooled, what ever; all were welcome. This show was not to be missed for those who like to chill and spend money at the best markets on the south coast.



The weather stayed fine and almost 100 VWs of all descriptions turned up to enjoy the beautiful sunshine – as well as the markets and the nice pubs on the main street.



Many thanks to all those who attended their annual event. The cars were excellent as usual and I think a good time was had by all. There was some money left over from the markets too but raffle tickets and the raffle turned out to be a major success with the abundance of prizes on offer.

For the first time we enjoyed seeing the display of new product from the recently appointed VW dealer in Nowra - Kinghorn Motors - who attended with a new 2.0 litre Transporter with full "Fear Me" signage. Kinghorn are the existing Ford dealer and have now taken on Volkswagen – making them the first VW dealer in Nowra since Dalex Motors in the 1960s and '70s.

-Bill Moore



Rose's Pit Stop Cruise. Sunday 2nd May.

The fifth year for Ian and Rose's Newcastle VW Pit-Stop cruise saw a change of venue. Ian no longer works at the Caltex at East Maitland; he now has his own automotive workshop at Rutherford, a little west of Maitland.



I was tempted to drive up in the Kombi on Saturday afternoon, go to the Heddon Greta Drive-in then camp afterwards. But I checked the Drive-in's webpage (www.drive-in.com.au); they were playing the Miley Cyrus film *The Last Song*, plus Steve Corell in *Date Night* – yuk, no thanks, give that a miss. I decided to drive up early on Sunday instead.

The VWs began meeting beside the main Newcastle Link road, just past the roundabout at Wallsend near the twin



Shell servos, at around 9:30am. This gave plenty of time for Sydney drivers to cruise up without a sweat – I saw a few VWs on the freeway on the way up. The VWs parked nose to tail along the verge, but with the traffic roaring past it was a little dicey to walk along the lineup.

After half an hour of chatting by the roadside we started up and headed to the freeway in a convoy, then down the on-ramp and thence to the end of the freeway at Beresford. There waiting at the little wayside beside the roundabout was another group of VWs, so it was fun to all join up. There was no dilly-dallying this year; I barely had time to get out of the Kombi and say a few hellos before the first VWs began leaving. So we all saddled up again and headed off on the cruise to Ian's new workshop – most of us had no idea where it was.



The VWs drove up the New England Highway towards Maitland, trying to stay in sight of one another in spite of the traffic light interruptions. We went through West Maitland, past Ian's old Caltex and the Morpeth turnoff, and kept going west into Maitland itself. Through the roundabout, up over the rail line, another couple of roundabouts and into Rutherford. But Ian's workshop is further west still – halfway to Lochinvar in fact. We finally turned left off the highway onto Shipley Drive, and we pulled into a new set of industrial units and parked.



Ian and Rose's workshop is Number 3 but we filled the parking spots for all the other units as well – Sunday, who cares. They had the BBQ going, and the workshop was set up for inspections and use of the hoist for a grease. Dave Birchall soon had his Orange Smoothee up in the air.

Club Veedub. Aus Liebe zum Automobilklub.



It was very pleasant to enjoy the BBQ, have a drink (I had beers in my Kombi fridge) and talk VWs all afternoon. There were quite a few goodies to be given away in the raffle, while Ian gave VW advice to the new VW fans and Rose ran around making sure everyone felt welcome.

There were some very nice VWs to look at in the autumn sunshine; more Kombis than anything else. Still quite a few Beetles, and several buggies, and a couple of Golfs and



Polos to represent the new VWs. Everyone wandered up and down the lines, looking at the shiny cars.

After the raffle was drawn, some of the VWs headed home but the rest of us drove back into East Maitland, and turned left for the short drive to historic Morpeth. This town on the Hunter river was established in 1821, and grew as a



major trading centre and port through the 1830s and 1840s. A number of heritage-listed buildings of this era have survived along the main street, some of them turned into delightful general stores, cafes and coffee shops.



Swan Street, Morpeth c.1930

The Great Northern Railway opened in 1857 but it bypassed Morpeth. So Newcastle and Maitland grew and developed into large cities after that, while Morpeth faded in importance. However we very much enjoyed the outdoor coffees, and browsing the antiques and jam and sauces shops. I bought a few sweets and chocolates from 'Lily's Lollies' – thank you again to Ray for the huge lollypop you bought for my daughter Lily. She still hasn't finished it.



Many thanks to Rose and Ian for organizing the day – your new workshop is much better than the old Caltex! See you all again next year for an enjoyable Sunday in the country.





**Canberra's VW Weekend
18 - 19 September 2010**

Largest local VW event for 2010

**Sat - Afternoon VW Cruise
and Family Sausage Sizzle**

Come and meet other VW owners

**Sun - German Autofest carshow
National Library Lawns**

(Entrance via Parkes Place, Parkes)

**Entry fee applies to all VW's entering the Park.
Trophies awarded - food and drink on sale -
kids VW carshow and activities**

**Further details closer
to event on
www.canberravw.com**

**Club VeeDub
Canberra Chapter**



www.canberravw.com



**Club VeeDub
Sydney Inc.**

The legend never dies

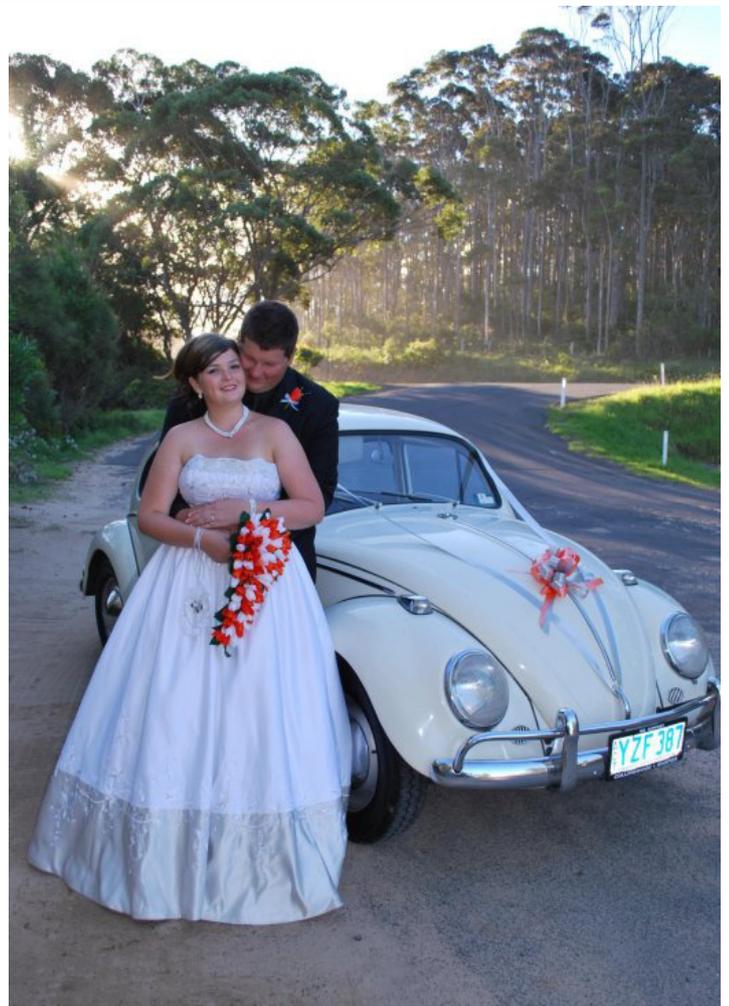
Canberra VW wedding.

Congratulations to Canberrans Rhiannon and James, who got married in March on the NSW South Coast. Regular attendees to club events, the happy couple had three early Beetles as wedding cars which certainly turned a lot of heads.

Rhiannon was surprised to see her Beetle 'Lola' turn up to be a part of the day - despite being a project for seven years the car secretly made it through the week of the wedding.



Pictured are the three wedding cars, and the happy couple, complete with 'Millie' - a car provided for the bride by Canberra Dubber Megan (thanks Megan!). Three cheers for the newlyweds!



Bettina's 'a-**MAZE**-ing' Berrima cruise

'Canberra Convoy' - Sunday 27 June

Canberra drivers leave Russell carpark at 8.15 am *sharp*



We need to meet up with the Sydney VWs at the Mittagong Information Centre by 10:45 am. At 11:00 am we depart to cruise through the Mittagong hinterland to Harpers Mansion, Berrima.

A small fee of \$4 will be charged for the guided tour of the Mansion and access to the walking maze.



Numbers and questions to Bruce 0400 119 220, as we need to know who is coming to plan this trip.

Ferdinand Piëch.

Prof. Dr. h.c. Ferdinand K. Piëch celebrated his 73rd birthday on 17 April, but his passion for cars rules out any thought of retirement. Following his career as a manager at Porsche, Audi and VW, the Vienna-born grandson of the world-famous automotive engineer Ferdinand Porsche is today still active as chairman of the Supervisory Board of Volkswagen AG and a member of the Supervisory Board of Porsche AG. In the words of the laudation at his induction into the “Manager-Magazin” Hall of Fame in 2002: “What singles him out is competence, genius, devotion, persistence and passion.”



Ferdinand Piëch (right) is the son of Louise Piëch, the sister of the Ferry Porsche. As a child he was already a frequent visitor to Wolfsburg and the Volkswagenwerke during his holidays, as both his grandfather Ferdinand and uncle Ferry were instrumental in the design and implementation of the Volkswagen. Ferdinand Porsche, who long ago entered the annals of automotive history as the creator of the pre-war Auto Union race cars and inventor of the legendary VW Beetle, was always a role model for his grandson. Cars therefore had a formative influence on Ferdinand Piëch from an early age.

Today, the Austrian is for many the ‘Car Executive of the Century’. Piëch’s success rests on two pillars: the first is his performance as Audi chairman from 1988 to 1993 and as VW chairman between 1993 and 2002. The second is his technical talent, which gave him his worldwide reputation as an outstanding car developer and visionary. His name is associated with many pioneering innovations, from the Porsche 917 racing car through the Audi quattro drive to the Audi A8 with its lightweight aluminium body; from the 1001 bhp Bugatti Veyron to Volkswagen’s one-litre car, still the unrivalled embodiment of economical driving.

Tinkering with technology to bring new advances was, and still is, Ferdinand Piëch’s overriding passion. Once he had left boarding school in Zuoz, Switzerland, and graduated with a degree in engineering from Eidgenössische Technische Hochschule (ETH) in Zurich, he felt very much at home in his first job at Dr. Ing. h.c. F. Porsche KG in Stuttgart. One of the responsibilities of the young engineer, who later became head of testing (1966), head of development (1968) and technical general manager (1971), was motor sport. And once Piëch had fine-tuned the air-cooled six-cylinder Porsche 911

engine, he devoted most of his attention to designing racing cars, often pushing to the technical and financial limit. His legacy from this period – Porsche has been firmly anchored in motor sport ever since.

Everything that has characterized Ferdinand Piëch throughout his career as a manager can be traced back to his first job at Porsche. First, he always set his sights high and never failed to see things through. Second, everything revolved around the car. And third, he always attached great importance to the smallest details of every new development. His goal at Porsche soon became clear: he wanted to develop the lightest racing cars in the world. He successfully proved his point for the first time with the speed hill climb cars that took the competition by storm. Thanks to technical refinements such as beryllium brake disks and titanium parts, these cars weighed as little as 430 kilos and dominated speed hill climbing for years. He enjoyed similar success with the earlier Porsche 904, 906 and 908 models before he developed the Porsche 917, which was launched with a 560 bhp twelve-cylinder engine in 1969 and became one of the world’s most successful racing cars. One small detail of the 917 highlights Piëch’s approach: the gear knob was made of balsa to keep the weight down.

Porsche convincingly won the World Sports Car Championship in 1970 and 1971 and recorded two successive overall victories with the 917 at the 24 hours of Le Mans. The 1971 Porsche 917 still holds the absolute distance record for the 24 hours of Le Mans with an average speed of 222 km/h over the full distance. When production of the flat twelve-cylinder sports car ceased at the end of the 1971 season, Piëch sent the turbo-charged 917/10 to the starting grid in the 1972 North American CanAm race series, having first tested a 16-cylinder naturally aspirated engine. With a power output of 1,000 bhp, the Porsche 917/10 won the CanAm and Interserie championships right off. The Porsche 917/30, which developed a maximum 1,150 bhp, repeated this success one year later, and only a change in rules put a stop to Porsche’s winning streak.

Ferdinand Piëch enjoys the challenge of creating something new. When, in 1972, the Piëch and Porsche families unanimously decided that all family members should withdraw from operative business at Porsche, Ferdinand Piëch moved to Audi on August 1, 1972. He initially held responsibility for special projects, subsequently becoming the board member for development in 1975, and finally chairman in 1988. During the years spent in Ingolstadt, he and his team completely transformed the Audi image. Audi models, once labeled as ‘homespun’, suddenly acquired a reputation as high-quality and innovative premium class vehicles. “Vorsprung durch Technik” (advancement through technology) was Piëch’s motto – and the brand with the four rings became a premium automaker and a serious competitor for BMW and Mercedes-Benz.

Piëch made sure that the “Vorsprung durch Technik” motto was actually practiced at Audi. After all, he was not just adept at number crunching; he also knew how to deploy his technical experience to forge ahead with innovation. The quattro all-wheel drive was developed, the first all-aluminum body introduced for a series vehicle (the Audi A8), and the Audi 100 ‘Streamline’ (Cd value of 0.29), the five-cylinder engine, the fully galvanized body, the TDI direct injection diesel engine, together with various extremely attractive



studies such as the Audi quattro Spyder, all made an appearance.

Piëch also nurtured his love of motor sport at Audi – thus providing perfect support for the brand’s transformation. The entrance of the quattro models on the rally sport scene in 1981 brought four world championship titles and spectacular victories – plus racing drivers whose names are intrinsically linked with Audi: Hannu Mikkola, Stig Blomqvist, Walter Röhrl and Michelle Mouton. The winning streak continued later in other racing championships (DTM title in 1990/1991) – and motor sport success is today still closely associated with the name of Ferdinand Piëch.

Describing Ferdinand Piëch, ‘Manager Magazin’ wrote: “He is the kingmaker among German car manufacturers”. He probably faced his biggest baptism of fire as a manager when he became chairman of Volkswagen AG on January 1, 1993. When Piëch took the helm, the group was in bad shape: high costs, low sales, overcapacities.

Nine years later, he presented shareholders with an outstanding performance: sales had doubled, profit had been maximized. The figures for 2001 read as follows: 5.11 million vehicles built, sales of 173.2 billion Deutschmarks, profit before tax of 8.62 billion Deutschmarks and a five percent return on sales. Ferdinand Piëch had turned an ailing group into a global player – as well as setting new trends in Germany: Wolfsburg became the ‘Autostadt’, the world of mobility, pulling in the crowds; the ‘Gläserne Manufaktur’ in Dresden attracted visitors from all over the world; and with VW’s financial support, VfL Wolfsburg was promoted to Germany’s soccer Premier League. And both the city and the club enjoy the benefits of an exceptional stadium, the Volkswagen-Arena.

VW’s success story is, once again, chiefly attributable to the technical know-how of Ferdinand Piëch. When he arrived in Wolfsburg, Volkswagen had 28 models. Nine years later, the number was 65. This model explosion was in essence the symbol of the Piëch era. Volkswagen entered the top market segments with the Phaeton and the Touareg; for the US market the New Beetle triggered emotions from the Beetle’s legendary past; and Wolfsburg’s engineers were able to demonstrate the highest technical competence in the form of 12-cylinder and 16-cylinder engines. The traditional brands of Bentley, Bugatti and Lamborghini joined the group, and new shareholding networks for future truck business (Scania/MAN) were mapped out.

Piëch has been instrumental in maintaining close ties between Porsche and Volkswagen. The two companies collaborated in 1969 to make the VW-Porsche 914/4 and 914-6, and later the Porsche 924 that used many Audi components and was built at Audi’s Neckarsulm factory. The Porsche Cayenne shares its entire chassis with the Volkswagen Touareg and Audi Q7, and is built at the Volkswagen Group factory in Bratislava. In late 2005, Piëch encouraged Porsche to take an 18.65% stake in the Volkswagen Group to further cement their relationship, and to prevent a possible hostile takeover of the Volkswagen Group, by DaimlerChrysler AG, BMW, or possibly Renault/Nissan.

In 2007 Porsche AG took its holding of Volkswagen AG shares to 30.9%, triggering a takeover bid under German Law. Porsche then formally announced in a press statement that it did not intend to take over Volkswagen Group but was moving to avoid a competitor taking a large stake, or to stop hedge funds dismantling Volkswagen Group - Porsche’s most important partner.

In 2008, Porsche increased its shares by another 4.9%, in effect taking control of the company, with more than 35% of the voting rights. It again triggered a takeover bid, but this time over Audi. Piëch described the bid as a mere formality, since it was his intention to keep the corporate structure of the Volkswagen Group, but the Porsche board wanted to take it over. Piëch and his cousin, Wolfgang Porsche, were on a collision course – and Porsche was running out of borrowed money to finance their VW takeover.

Piëch won. In August 2008, Volkswagen AG’s Supervisory Board signed the agreement to create an ‘integrated automotive group’ with Porsche, led by Volkswagen AG. Volkswagen would initially take a 49.9 percent stake in Porsche, and the Porsche family shareholders would sell the automobile trading business of Porsche Holding Salzburg to Volkswagen AG. Ferdinand Piëch still owns around 13% of Porsche and he is one of the wealthiest billionaires in Germany.



Ferdinand Piëch’s achievements in Wolfsburg are tremendous. He won recent particular acclaim for the 1-litre car, which he took on a spectacular solo drive from Wolfsburg to the Volkswagen Annual General Meeting in Hamburg on his last day as chairman of the board of management. Today, after his 73rd birthday, Piëch’s word still carries great weight in the automotive world, not just as chairman of the Supervisory Board of Volkswagen AG and Supervisory Board member of Porsche AG.

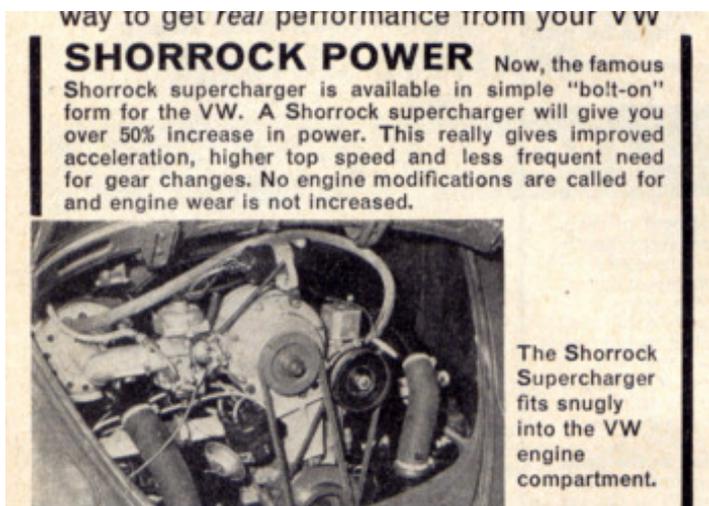


SUPERCHARGERS



Shorrock supercharger for VWs.

If you mention the words 'supercharging' and 'Beetle' in the same breath, most people will immediately think of Judson, the American-made vane-type blower from Conshohocken, Pennsylvania. However, back in the '60s it was possible to buy a British-made unit that could be fitted to your Volkswagen: the Shorrock.



Designed and developed by Chris Shorrock, it was available as a kit to fit a whole range of different vehicles, the most popular being such makes as British MGs and Fords. The Volkswagen connection came about when Shorrock looked into tuning the Beetle in the very early '60s and was then approached by Joe Vittone of EMPI in 1963. Vittone was visiting the UK to meet various companies with a view to marketing their products in the USA under the EMPI banner.

What impressed him about the Shorrock system was that it was a properly designed conversion that used a carburettor other than the original. Other supercharger conversions, such as the Judson or the Swiss-made MAG kit, relied upon the poor old 28 mm Solex that came on the basic 1200 engine of the time. Shorrock argued, quite justifiably, that there was no way in which such conversions could be efficient if the stock carburettor was retained. Indeed, other blower manufacturers earned supercharging as a whole a bad name largely because of this. The main problem was an inability to deliver the correct amount of fuel to the engine throughout the rev range, under all kinds of load.

Before we go any further, it is worth briefly looking at what a supercharger does. When an engine is running, on the inlet stroke, the pistons travel down the cylinder bore and suck the air/fuel mixture through the inlet valves. This is then compressed, ignited and, eventually, pushed out through the exhaust valve.

In a perfect world, the volume of air/fuel mixture should match the swept volume of the cylinder (i.e., the volume of the part of the cylinder down which the pistons travel). In reality what happens is that, due to restrictions in the inlet manifold, the carburettor itself and the valve assembly, the actual volume of air/fuel drawn into the cylinder is considerably less than what, in theory, could be drawn in. The ratio of the actual to the theoretical volume is expressed as the volumetric efficiency: 100% is perfect, but unobtainable in a normally aspirated engine in the real world.

As the amount of power produced by an engine is in direct proportion to the quantity of air/fuel burnt, the bigger an engine, the more powerful it usually is. If it isn't, then there are other factors to take into account such as the inlet and exhaust design etc.

Now, if in stock form your Beetle engine can consume a given amount of air/fuel, then it will produce more power if it can be persuaded to consume a little more. By pressurising or supercharging the incoming mixture, it is possible to squeeze more air/fuel into the engine for it to burn, and hence more power can be produced. It is possible to see over 100% Volumetric Efficiency on a supercharged, or 'blown', engine.

The supercharger itself is little more than an air pump driven by a belt off the crankshaft. In the Shorrock kit, along with most others, a special crank pulley is supplied. The Shorrock blower is a vane type but, unlike the rather noisy Judson unit, the vanes are prevented from touching the outer casing during operation. This makes for a much quieter





engine and causes less wear and tear on components. It also precludes the need to add oil to the air/fuel mixture to lubricate the vanes, as in the case with the Judson. A separate oil feed is taken from the oil-pressure switch to lubricate the shaft of the Shorrock.

Obviously there is a down side to this, otherwise we would all be driving supercharged Volkswagens. Firstly, there is the problem of delivering sufficient fuel to cater for the rising horsepower of the engine. You see, the faster a supercharger is turned, the higher the potential power increase (within reason - don't expect to see 300 bhp out of your 36-horse 1200 by revving it to 14,000 rpm!), this being dependent on the delivery of sufficient fuel to prevent the engine running lean. When this happens, the combustion chamber temperatures rise dramatically, leading to rapid engine failure.

Shorrock tackled this by dispensing with the stock Solex and replacing it with a Stromberg constant-vacuum, or variable venturi, carburettor. These carbs, along with the similar SU design, proved to be far better suited for use with a supercharger as they provide exactly the right amount of air/fuel mixture regardless of engine speed or load. To ensure the carb was fed with sufficient fuel at all times, Shorrock also supplied an electric SU fuel pump, which came with the kit.

Another problem with supercharging the Beetle engine is an acute lack of space under the deck lid. The Shorrock unit is somewhat more bulky than the Judson and proved to be a tight squeeze under the bodywork. However, by some judicious packaging, such as mounting the coil and fuel pump on to the fan shroud, the Shorrock kit made the best of a difficult job.

There is also the matter of controlling backfires through the supercharger. On a normally aspirated vehicle, if the engine spits back through the carburettor there is no harm done. On a blown engine, such antics can damage the vanes of the supercharger quite badly. To combat this, the inlet manifold of the Shorrock conversion was fitted with two spring-loaded pop-off valves, one either end just above the cylinder heads, which opened to let out excess pressure should a backfire occur. Such a system is widely used on many modern turbocharged cars.

EMPI offered four different Shorrock conversions for the 1192 cc Volkswagen, starting with the basic PSSV-500 which consisted of the full supercharger kit complete with blower, Stromberg carburettor, an aluminium intake manifold, SU fuel pump, a manual choke control, air filter

and all of the necessary belts and pulleys to adapt the supercharger to the VW engine. EMPI claimed this to be good for 72 hp (SAE) as opposed to 40 hp (SAE) from the stock engine. This retailed for \$395 in 1965.

Next in line was the PBBV-100, which included the 82 mm EMPI big-bore conversion for a swept volume of 1352 cc and an increased power output of 78 hp (SAE). The cost? Just \$493.50. To this EMPI then added the Okrasa 69.5m crankshaft for a capacity of 1468 cc and some 82 hp (SAE). This, the PSKV-601 kit, sold for \$684.50. Finally, there was the PSKV-600 conversion, which used the 74 mm Okrasa crankshaft to give 1586 cc and a power output of 85 hp (SAE). All this would have set you back some \$794.50, double the price of the basic conversion.

So, what could you have expected for your money? EMPI quoted figures from a road test published in the April 10th, 1964, issue of Autocar magazine, which reported a top speed of 89 mph from a blown 1200 Beetle along with greatly improved mid-range acceleration. The standard car's 40-60 mph time in top gear of 17.2 sees fell to just 7.4 sees.

EMPI made much of the conversion in its dealer catalogues, stating that the Shorrock-equipped VW was capable of keeping up with freeway traffic even on hills and against a strong head wind. EMPI also pointed out that at high altitude, where the thinner air results in a fall off in engine power, a supercharger will more than offset the power loss. A typical drop in power, it claimed, was 20% for every 6,000 ft rise above sea level. Not something to worry about in the UK or Australia, but definitely a consideration in mountainous regions of the USA.



In 1966, Dean Lowry fitted a Shorrock supercharger and SU carburettor to the 1600cc race engine of the famous Inch Pincher race car. On the dyno, the engine produced an astonishing 220 bhp running on straight methanol. With this potent combination on board, Inch Pincher ran a best time of 12.7 sees/106 mph at Carlsbad Raceway. One of the most memorable features of the car at this time was the ear-splitting exhaust note!

Today, there appear to be very few Beetles with Shorrock superchargers still running in the UK, and in the USA they are extremely rare given that the Judson was the popular alternative. However old Shorrock superchargers and their parts can still be located at swap meets without too much difficulty, thanks to their use on other British vehicles such as MGs and Morris Minors of the time.

-Keith Seume

'85 US VW Golf vs US compacts.

Popular Science magazine, April 1985

This year Volkswagen's roomier 1985 Golf bumps the subcompact Rabbit and hops into an arena of even-stiffer compact-car competition. We chose to test VW's newest model along with Plymouth's well-seasoned Reliant LE and the Ford Tempo GL. General Motors' older X-bodies were omitted because they are essentially unchanged for 1985. We found that although the Golf is a worthy competitor, the other two cars have also been refined to improve their performance. (The Golf in this test is a pre-production model; we plan a long-term test of a production Golf as soon as one is available.)

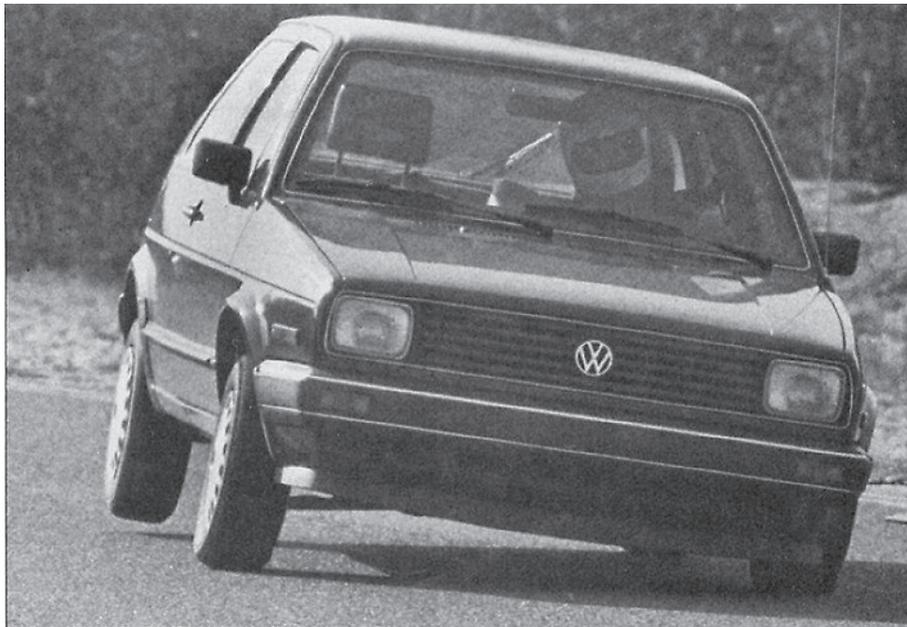
Strong engine performance was the big surprise in this group. The Golf led the field with acceleration unheard of in four-cylinder sedans of the recent past: a timed average of 11.2 seconds for zero-to-60-mph acceleration. With the well-matched ratios of the five-speed manual transmission, this quickness is spread throughout the driving range, furnishing strong performance in just about any driving situation.

The Reliant and Tempo accelerate to 60 mph in slightly more than 13 seconds. That puts them in a class with most medium-price import sedans. In fact, the 13-second performances are comparable with those of full-size domestic sedans with V6s or, in some cases, V8s. But here, with the lower chassis weights, there's a real economy advantage. Our test equipment showed that all of these four-cylinder sedans approach 30 mpg on the highway, a fact supported by EPA numbers. Around-town mileage should be in the mid-20s.

The handling and manoeuvrability of these models were also impressive. Steering response is excellent, and the chassis arrangements are stable platforms for even the toughest emergency manoeuvres. Front drive, which is common to all three, isn't a handling drawback in any way we could test. In fact, we felt that front drive may be just right for cars of this type. It seems to provide not only more passenger room but high-speed stability and excellent traction as well. Note the high scores these cars posted in our handling and manoeuvrability tests.

We did find some drawbacks, however. The Golf, for example, was comparatively noisy. We chalked this up to the hatchback body, with its characteristically higher level of rear-axle noise.

Although not uncomfortable, the ride in all



VW Golf lifts one of its wheels while negotiating the high-speed handling test.

three cars was below standard for most passenger sedans. All three ride on the firm side, which is actually the direction we (as drivers) prefer. We suspect that the reasons for this are low chassis weight, short wheelbase, and suspension tuning that favours driver control over passenger luxury. Finally, although rated as five-or six-passenger sedans, the cars accommodate only four in real comfort, especially on long trips. Here's how they looked individually:

Volkswagen Golf

There's more Rabbit in this all-new car than just the exterior appearance. Sit behind the wheel, and you'll see essentially the same instrument-cluster arrangement, steering-wheel position, and windshield-to-driver space relationship. But this is not necessarily bad. Those things, the short sloping hood line, and the logically positioned driver's seat combine to provide one of the better automotive ergonomic environments.

Who said that a front-drive transmission must be second rate? Not Volkswagen. The lever's short throws, crisp gates, and sure detents are as close to ideal as you'll find. And the lever is close at hand, where it can be reached without stretching.



Plymouth Reliant posted the lowest high-speed handling pass at 63.5 mph. However, unlike the faster Golf, all four wheels stayed firmly planted.

A problem we've noted in Volkswagen models in recent years has been a weak clutch. This one feels beefier and better able to handle the greater output from the new Golf engine. In tough acceleration runs we noted no shudder or slippage, just the smooth spinning of tires.

One important difference from the other cars in this group: The Golf has a hatch that allows large bulky loads to be handled. The rear seats are split in a one-third/two-thirds arrangement that accommodates a rear-seat passenger even when hauling long loads.

With the Golf, VW is determined to make the most of Germany's reputation for building high-performance, top-handling automobiles. We think you'll agree that VW has succeeded.

Plymouth Reliant LE

This is the car that saved Chrysler—a fact that Lee Iacocca cites in his autobiography, *Iacocca*, which details the recovery of the company. But for '85 there are important differences from the model that was introduced five years ago. The most apparent difference is the new front and rear end caps, added to help freshen the car's styling.

Less obvious are the mechanical improvements to this model. The 2.2-liter (135-cu.in.) four-cylinder engine is quieter, smoother running, and more finely balanced with its automatic transmission. It's the things the Reliant *doesn't* do that you notice most: It doesn't race when it's started on a cold morning; it doesn't shift into drive or reverse with a clunk; and perhaps most important, you don't have to squash the pedal to the floor to achieve acceptable acceleration.

The look of the instrument panel is improved, too. The over-used flat face of the K-car panel has been replaced by a black-background instrument cluster, grouped directly in front of the driver. On the right, a new face for the heater and radio controls makes them easier to read and operate. Chrysler's oversize radio-control push buttons are a pacesetter design that make tuning stations easy.

Unlike the competition, the Reliant will accommodate six passengers, though four would ride in greater comfort. The interior is more spacious than it might seem from outside the car. We found good head room and more than sufficient elbow room.

To sum up: The K-car is greatly improved mechanically. For some, that may be all that's important. But the minor face lift falls short of transforming the car's basically simple utilitarian styling.

Ford Tempo GL

For all its aerodynamic appearance, the Tempo still offers more passenger room than does the enlarged Golf. However, both are rated as compacts by the EPA—a step below the Reliant (which is now technically rated as



Ford Tempo winds through the maneuverability grid with balance and speed. Note the small amount of body roll the car dodges the last gate.

mid-size). We felt that the Tempo's interior room was indeed tighter than that of the Reliant. The most obvious indication of this is the Reliant's three-across front bench seat; the Tempo sports a more contemporary bucket-seat arrangement in front.

The Tempo's dashboard also seems more up-to-date. Unfortunately, its control arrangement is somewhat awkward. Radio and heater controls are slightly out of reach for smaller drivers. On the positive side, there are plenty of storage pockets and bins in the GL model we tested.

One feature that bothered our test group was the two-handed key-release mechanism; we found it quite clumsy. Other makers utilize a simple pull-out-the-key system. Ford claims that its two-handed arrangement—one hand to push a column-mounted button, the other to twist the key—is dictated by Federal driver safety requirements.

The Tempo has an independent rear suspension. That's unusual for less-expensive cars. The benefits are important. The trunk has a large, flat floor. What you can't see, but can certainly feel, is the good handling and rough-road stability. On the track, although the two-door Golf was slightly faster, the four-door Tempo posted top grades for high-speed handling. That's a real achievement considering the standard-size all-weather tires that were fitted. Some of the more sophisticated (and expensive) sports cars with sticky wide-tread rubber can't match the performance of the Tempo in this test. In fact, we conclude that even the best four-door European sedans have no advantage over Tempo.

One problem: During an ice storm, frozen water and snow built up on the windshield, providing a ramp that popped the driver's side wiper off. Ford's new wiper design does not use an attachment bolt to fasten the arm to the motor shaft. We wondered whether the older type of wiper attachment design would have freed the arm so easily. Even after the wiper was reinstalled, it refused to stay seated. We feel that this is a serious and potentially dangerous problem.

Our Picks:

It may not be the best-looking car in its class, but handsome is as handsome does. And the Golf does it all. — JD

The Tempo is top-notch — but I'd never select a car in this size range without a hatch. Give me the Golf. — JK

Positive things and the VW Bus.

I have recently been asked for positive examples of the benefits of VW Bus ownership. That is the sort of question that reveals far more than it asks. On the surface it appears to be a simple request for information, to which I've responded in the first part of what follows. But peering deeper into our navels we're liable to come upon a lint-ball we're unwilling to touch.

Those of you who have seen my 1965 Bus know it is not a thing of beauty. The paint scabrous and pie-bald. One reason for its rough appearance is because the Bus is in constant use, there is no time for cosmetic things.



Tasked with a 1,450 km trip several times a year plus an occasional longer jaunt - more than 2,500 km to attend the Big Sur outing, or hauling a tonne of Portland cement to the top of Mt. Palomar, the Bus is expected and required to do all. And it does.

The simplicity of the engine's design makes it amenable to modification, allowing incorporation of modern technological benefits not available when the vehicle was manufactured, such as electronic ignition, a full-flow oil filtration system, a better cooling system and more reliable electrical components; it now uses an alternator rather than a generator and runs better for it.

The Bus handles better than it did when new, thanks to better tyres and a stronger suspension system. Most importantly, the Bus gets better fuel economy, requires less maintenance and is more reliable. Because of its age the cost of insurance is low, as is the annual license fee and it does not require the biannual smog inspection expected of younger vehicles, although its emissions are an order of magnitude less than those allowed by law.

My Bus has not had an easy life and I am at least its fourth owner. It has suffered from collision and all of its major mechanical components have worn out through its years of service. But as things wore out, they were repaired, overhauled or replaced so that today only the front axle assembly and chassis are original as-manufactured parts, and the front axle will be replaced before I set out to drive to Inuvik, a few oceans away.

All of these things argue for the positive aspects of Bus ownership yet to the mainstream of American thought, my Bus and I are examples of failure. The Bus contains not a single moulded plastic cup holder. It has neither carpeting,

air-conditioning nor stereo. Indeed, it has no radio at all and incorporates none of the supposedly necessary features common to modern vehicles designed for the lazy, thoughtless and immature.

My Bus has neither buzzers nor chimes nor even a light that springs on when I open the door. All of that falls to me. If light is needed, I must turn it on. I am responsible for my own safety, and for the safe operation and maintenance of the vehicle. In a society where no one is ever at fault, the buck stops here.

And therein lies the message and the only valid answer. Why do I own and drive an old VW Bus? Because I can.

The reliability - the honesty and functionality - of anything is nothing more than a reflection of the person in charge. My Bus. My responsibility. If it craps out, it's my fault. No excuses. This applies equally to every aspect of our lives because we have the capacity to shape our lives and determine our own destiny.

You are the person in charge. You may accept or deny your responsibilities.

The evidence indicates most have chosen denial.

The purpose of this list is not to preach the obvious but to illuminate the obscure. Unfortunately, in the modern age the obvious is often obscured and not by chance alone. If the logic of that is unclear it's good evidence your life is not your own.

-Bob Hoover

Volkswagens and sex.

You like sex, right? (Come on, don't be shy. Just nod your head if you don't wanna say it.) Okay! So I guess that means you really enjoy changing those nappies, right? Mixing up the formula? All those P&C meetings, football and cricket weekends, and putting money aside for high school and university ... You're really hot for all that stuff, right? No??! Well ... gee. I mean, that's the whole IDEA behind sex.

Ah! I see. You want the fun but not the responsibilities. Ummm... okay. It's your life.

Unfortunately (you knew that was coming, right? :-)) Unfortunately, old Volkswagens have a lot in common with sex. The sexy part is roaring around, lotsa noise & chrome, a really kewl ride ... or for geezers like me, driving off to the ends of the earth, hitting rocks with hammers, catching fish, getting chased by bears & stuff like that. It boils down to the same thing: Having fun. Getting down & dirty. Like good sex.

But after you've had your fun you gotta face the responsibilities - the shitty nappies. That's the maintenance and tune-ups and clutch-jobs and doing the brakes and all those other unkewl things that YOU gotta do soz you can keep on having fun.

The reason I'm writing this is because a lot of folks out there are in it strictly for the Fun & Games. They want sex without babies and a kewl ride without getting grease under their fingernails. The problem is, it don't work that way. Not unless you are stinking rich - in which case you wouldn't be reading this anyway :-)

Most folks aren't rich but neither are they dirt poor. They let somebody else raise the baby - and do the brake jobs. But of course that gets expensive, and so you gotta scrimp

Club Veedub. Aus Liebe zum Automobilklub.

here & there. Never on the polish or tyre shine, of course. Or those ohsewkewl 17" chrome wheels. But you let a lot of 'unimportant' details slide, such as keeping your wheels aligned or your shift linkage tight or whatever, firstly because you yourself haven't any idea in the blue-eyed world how to do such things - and aren't about to learn since you're only in it for the fun anyway, and secondly because you can't afford to pay someone to do them because you've pissed away any money you do happen to get on 'having fun'. I hate to tell you this but you can't have it both ways.

Oh, you can for a while - but not for long. All those 'unimportant' things start to pile up and, eventually, so do you. (Darwin was right you know :-). The point is, when it comes to Volkswagens you can't have your fun without accepting the responsibility that goes with it. Not if you want the fun to last.



How long will it last? Statistically, based on the transfer of VW titles (ie. ownership) here in California, about thirty months. Just two and a half years (DMV data). That's when all those 'unimportant' things finally catch up to you and you sell your Bug or Bus to the next kiddie waiting in line because you have neither the bread nor the brains to fix it. Over and over and over again. That's the 'churn' that spells survival for the VW-specific magazines, and all those VW after-market suppliers (who are becoming fewer each year, in case you hadn't noticed).

Don't believe it? Check the archives of any VW forum or newsgroup. How many of this week's posters are 'new' to VWs? Where are the kiddies who joined up last year? Check the membership records of your local VW club. What percentage of their members are long-termers, compared to new kids who join and don't renew after a year? How often do new members come along to events for a few months, then are never seen again? They are the 'churners' who are now 'over' their 'kewl' VWs and have moved on to something else.

What's the answer? It depends on the question :-). Wanna earn up to \$400,000 in 'hidden' income during your life? Then keep your car forever (ask Consumer's Union for the article on this subject). That's right; just keep repairing it instead of throwing it away every couple of years. Fuel, oil, tyres and maintenance accounts for only 7% of the cost of owning a NEW car (DMV data). The rest gets pissed away renting the money to pay for the thing, which isn't worth what



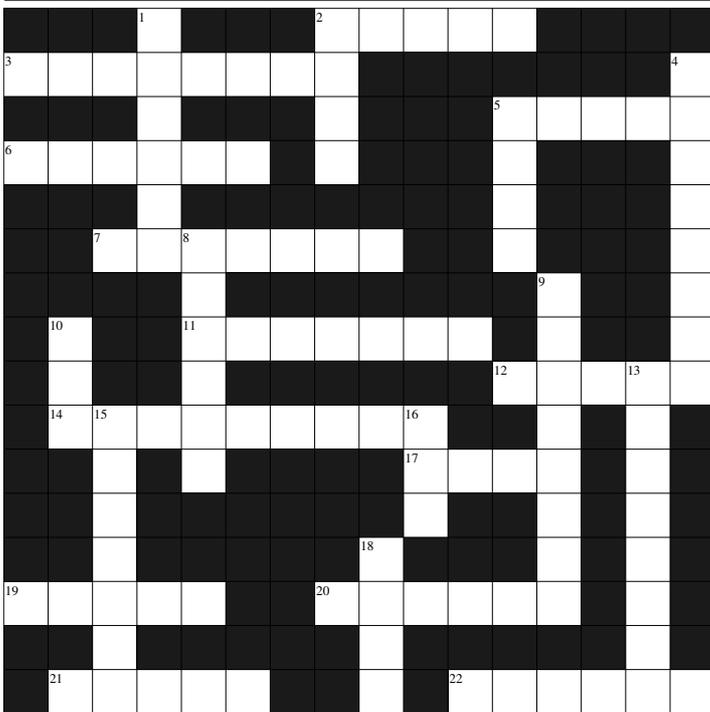
it cost to begin with, for the insurance and taxes and license and all that other crap the System demands you must have. Average cost? Almost a buck a mile for a full size sedan, more for an SUV, less for a rice box. (Sound too high? Check with your state motoring organization. You're in for a surprise.)

Or you can buy an old Bug or Bus, or even an old Golf, fix it up and keep it that way, you'll end up driving for about three cents a mile. (It doesn't have to be a Volkswagen; the Forever CarPhilosophy applies to any repairable vehicle, but why not be stylish as well as smart?) Of course, that kinda thing means buying tools instead of those kewl chrome rims, and VW workshop manuals instead of that bitchin' doof doof stereo and planning slightly farther ahead than where to go for lunch... and the record shows most kiddies don't have the Right Stuff to do that. (Because it's not kewl, of course :-)

Volkswagens and sex have a lot in common, when you think about it. But so does divorce and Volkswagens. The sad part is that the record shows most VW owners are only interested in a joy ride instead of a stable, long-term relationship.

-Bob Hoover





Club Veedub Crossword.

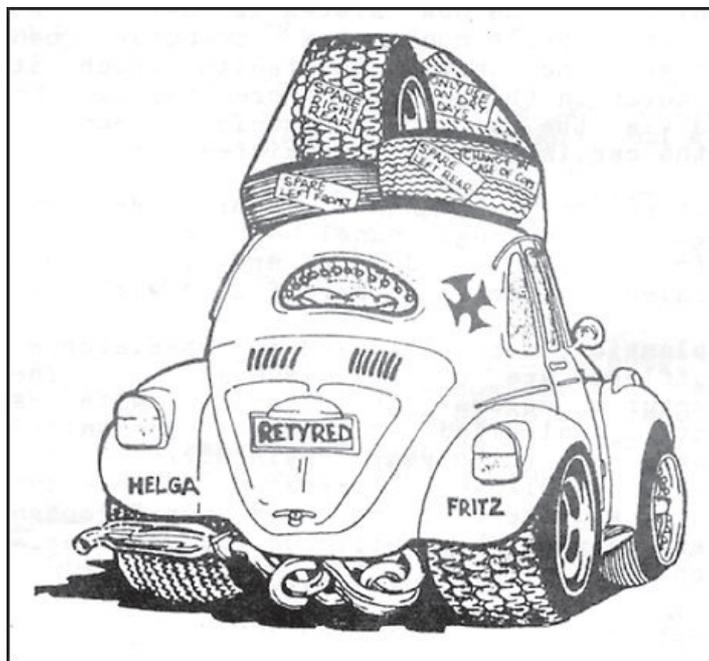
Across:

2. The funny Disney cartoon caharacter who has Freeway Troubles
3. The Volkswagen that raced at Nurburgring last month
5. Son of Ferry Porsche's sister Louise is Ferdinand ... ?
6. The US film company that made The Love Bug in 1968
7. The NSW town where Bettina's cruise is going
11. Her Dad is organising the 27th June cruise to the Southern Highlands
12. One of the New Beetle's special new colours
14. Australia's biggest VW show - now over for another year
17. A famous US-based VW hot-up parts company of the 1960s
19. The Southern NSW town that hosts the Blast From The Past VW show
20. The mid-sized VW people mover, not sold in Australia
21. The world-famous Rally won by Volkswagen (again) this year
22. The nickname of the VW-owned German football side

Down:

1. The other of the New Beetle's special new colours
2. The hottest version of this VW model is called the 'R'
4. A supercharger for the VW once made in the UK
5. This VW has just been named 2010 World Car of the Year

8. The name for the Mk1 Golf sold in the USA
9. The top-of-the-range and most expensive VW Transporter
10. He opened his workshop for the Newcastle Pit Stop Cruise
13. Rose and Ian's Bugs and Buses picnic will be held at ...? Bay
15. The country that has the world's largest VW show
16. They say that VW ownership is much like this
18. She organised and hosted the Newcastle Pit Stop Cruise



1991 Australian Safari 1st in Class



Oh vot a feeling.

"Vonderful!" we said.

It was the kind of news to jump up and down. The Volkswagen Syncro Dual Cab had just been named "1990 4WD of the Year" by Overlander magazine.

Then we learnt we shared the award with Toyota. "Oh," we said. "Vot a...!"

Overlander called the two winners "an odd couple". We agree. The other one looks so...well...Japanese.

We also agree when the 4WD experts said such things as:

"VW excelled in so many important areas it just couldn't be discounted."

"The Syncro redefines the ground rules for dual-cab practicality."

"Unlike the Japanese counterparts, the cabin is spacious to the

extent you can walk through from the front to the rear and from one side of the cab to the other."

"There's simply no way to compare the ride, handling and stability of the VW with the other short-listed vehicles. It's simply that good."

"Far more luxurious than its spartan appearance would suggest."

"In either sandy or muddy conditions, the Syncro really starts to come into its own."

"The Syncro is also easy to drive, combining the best of constant and part-time 4WD; the vehicle automatically switching to 4WD when and where the conditions dictate."

Overlander concluded, "Seldom have we ever short-listed such an unusual vehicle." A remark that might offend some car makers. Not us. We were delighted.

VW is different. VW is original. VW doesn't run with the crowd. It blazes its own trails.

Which is, of course, why VW Syncro pick-ups and vans appeal so much to drivers who want to do the same.



Northshore European Cars

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Innovative Body Works	0409 653 872
Insane Paint	0402 603 693
Klaack Motors	(02) 9724 5901
Kombi Krazy	0416 566 245
Kombi Rescue	0400 356 057
Korsche VW Recyclers	(02) 4325 7911
Les Barlin Automotive	(02) 6552 3190
MacKellar Service Centre	(02) 9939 2467

Mick Motors	Qld (07) 3266 8133
Mobile Model Cars & Toys	(02) 9543 5364
Moulding Repairs & Polishing	(02) 9838 1175
Motexion Bulkheads	1300 563 333
New Line Automotive	(02) 9651 1411
NRMA Vintage Classic Insurance	1800 646 605
North Rocky Mechanical	Qld (07) 4922 0111
Nulon Products Australia	1800 679 922
Penrose Motors Smash Repairs	(02) 6385 3063
Production Automotive	(02) 4731 6660
Q8 Oils	1800 786 457
Quikstrip Central Coast	0450 308 454
Raw Auto Werks	0401 554 049
Red Van Tyre Colouring	0408 254 574
Reliable Automotive Services	(02) 9438 3830
Rod Penrose Racing	(02) 4272 9920
Shannons Classic Car Insurance	1300 139 006
Stan Pobjoy's Racing Eng.	(02) 6654 3694
Stokers Siding Garage	0431 842 569
Subaru Gears	0419 243 275
The VW King @ Dr Mosha	(02) 9534 1077
Turner Driveshafts & Steering	(02) 9905 0574
Unicap Pty Ltd	(02) 4777 4006
Vintage Vee Dub Supplies	(02) 9789 1777
Volksbahn Autos	(02) 9688 2933
Volkscare	Vic (03) 9729 9281
Volkspower	Vic (03) 9808 6777
Volkswagen Spectacular	0427 695 203
Vollkommen Art	Vic (03) 9543 7804
VW Classic Sutherland	(02) 9521 5333
VW Magazine Australia	Qld (07) 3806 1240
WPVW Trim Shop	(02) 4272 5644
Westside Mufflers	(02) 9773 7244
Wolfsburg Automotive	Vic 1300 370 310
Wolfsburg Motors	(02) 9519 5575
Wurth Australia	1300 657 765



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