

Zeitschrift



Amazing stretched Kombi limo at the VW Nationals.

June 2012

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Berry Blast From the Past
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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.



Club VeeDub Sydney Committee 2011-12.

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	vicepresident@clubvw.org.au	
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	motorsport@clubvw.org.au	
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Brian Walker	Jeff Dunn	Herb Gutmann
John Ladomatos	Norm Robertson (JP)	
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Ron Kirby	Laurie & Gwen Murray	
Wayne Murray	Grace Rosch	
Ray & Shirley Pleydon		
Canberra Committee.		
Chairman:	Bruce Walker	0400 119 220
Secretary:	Renee Richards	0438 113 126
Treasurer	Bruce Walker	0400 119 220
Autofest/Events	Simon Mead	0411 270 260
Registrar:	Iven Laufer	(02) 6254 1142

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 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 (02) 9534 4825
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Our magazine.

Zeitschrift (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. Members can choose to receive Zeitschrift as a full-colour PDF from our website - please email the Secretary if you are interested in this option.

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; late submissions will be held over.

Opinions 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.

Recent back issues are available as full-colour PDFs from the Editor at the monthly meeting - please bring your own USB stick. Old issues are also available at www.clubvw.org.au

Articles may be reproduced with an acknowledgment to *Zeitschrift, Club VeeDub Sydney*.

We thank our VW Nationals sponsors:

25 years.

Volkswagen Group Australia	H&M Ferman
Andrew Dodd Automotive	Klaack Motors
Blacktown Mechanical Repairs	Vintage VeeDub Supplies
C & S Automotive	Volksbahn Autos Pty Ltd

20 years and over.

Aust VW Performance Ctr	Shannons Car Insurance
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North Rocky & Import Parts	Wolfsburg Motors Sydney

15 years and over.

Indian Automotive	Reliable Automotive Services
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Antique Tyres	Les Barlin VW Automotive
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Canberra VW Centre	Volkspower
Classic Vee-Dub	VW Classic Kirrawee
Custom Vee Dub	VW Magazine Australia
Euro Automotive	Westside Mufflers
Gold Coast Vee Dub	Wolfsburg Auto Melbourne

FISH & CHIPS

Run to Motor Museum.

Sunday
24 June



- 9:00 am meet at Uncle Leo's Caltex servo at Liverpool Crossroads (UBD 288 D6), for 9:15am departure
- To the Australian Motorlife Museum at Darkes Rd, Kembla Grange, home of the Paul Butler Collection. Classic cars, bikes, caravans, gramophones and antique items. \$11 entry adults, \$5 kids
- Then cruise to Kiama Golf Club (Oxley Ave Kiama Downs) for lunch. Pizza from \$9.50; Meals from \$12.50. Kids menu all \$9.50.
- Peer-judged trophies for Best Air-cooled and Best Water-cooled Volkswagens
- Lucky door prizes

This event is for ALL Volkswagens - Air and Water-cooled!

Enquires Norm Robertson
(02) 4625 7057
nrobertson46@optusnet.com.au

For catering call 0409 771822





Bugs and Buses by the Bay Sun 8th July 2012

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



All vee dubs are welcome
Bugs, Buses, Buggies and all other types of
Volkswagens, old & new

Get your vee dubs out and your picnic basket and
come along for a day out with some vee dub 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.
aussieveedubbers.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

Friday 20th July

Hubertus Country Club

205 Adams Rd, Luddenham (UBD 224 A15)

Entry and movies are free!

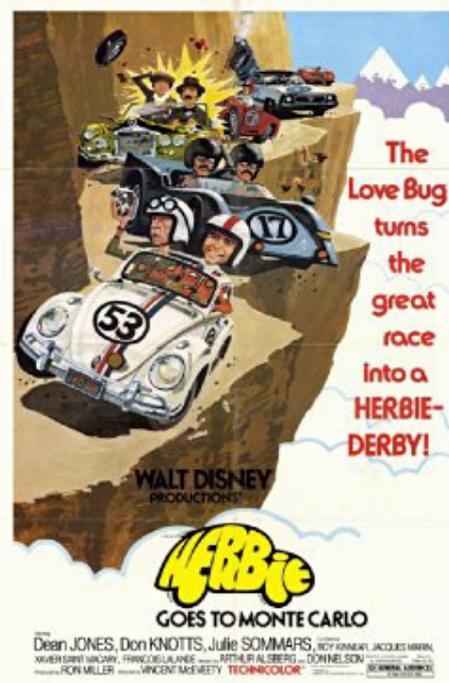
- 6:00pm - Dinner in the Club's 'Lake View' room (VW club only). Quality German food in relaxed and informal surrounds. German beer on tap. Main meals - Pork Knuckle or Schnitzel from ~ \$25, Kids' meals ~\$12. Bookings essential for dinner - phone Raymond on 040 820 7228 to reserve your space.



- 7:30pm - Cartoons on the giant screen in the 'Lake View' room. Entry is free! Tonight we present some Batfink and Karate cartoons from the 1960s. Batfink drives a pink VW called The Batillac. Kids and grown-ups alike will love them!

- Then we'll have an interval for drinks and coffee, followed by a full presentation of the original Walt Disney's Herbie Goes To Monte Carlo (1977).

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



A SPECIAL DOCUMENTARY EVENT

Club VeeDub - The Legend Never Dies

VW Nationals 2012

SCREENING AT/EDGE CINEMA/KATOOMBA

Saturday 26th May 22nd JULY 2012 Sunday 27th May

VW Nationals Supersprint at Show Day, Fairfield City
Wakefield Park racetrack, near Goulburn, Showgrounds, Smithfield Road,
approximately 2 hours south of Sydney on the Prairiewood.
Braidwood Road.

SYDNEY AUSTRALIA

SCREENING PROGRAM

**A detailed coverage of the VW Nationals
Supersprint at Wakefield Park Racetrack/Show
at Fairfield Showgrounds**

*"So why not come along and relive the
Event and you even may see yourself
on the Silver Screen at the Edge Cinema,*

*Please note we will have a
Special Guest on display in
the Cinema foyer the one &
only...*



*Yes, one of the originals
from the Herbie movies.*

PROGRAM FOR THE EDGE CINEMA/THE PARAGON CAFE
SUNDAY 22ND JULY 2012..KATOOMBA.

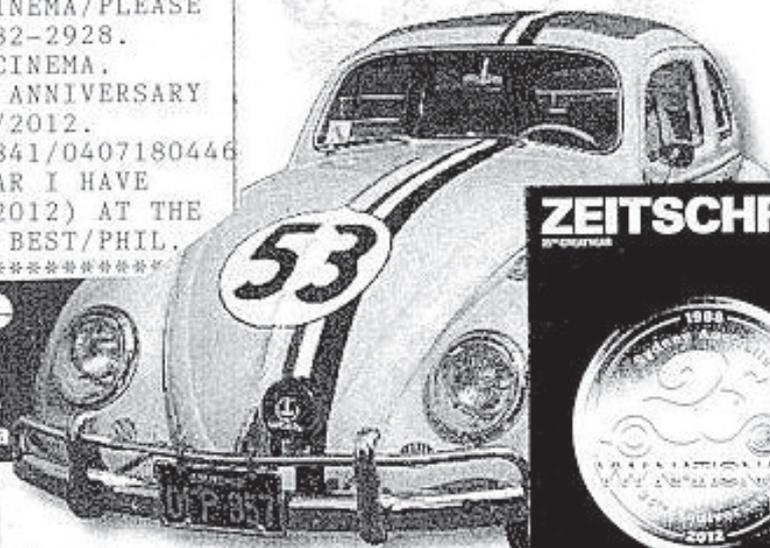
- 1..11.30-12am.PARK VWs ON CINEMA FORCOURT.
 - 2..BUY MOVIE TICKETS AT THE DOOR/\$15.00.
 - 3..12.30-1.30pm/LUNCH AT THE PARAGON CAFE/
5 mins WALK FROM THE EDGE CINEMA/PLEASE
PHONE TO BOOK VW LUNCH/02-4782-2928.
 - 4..1.30-2pm/RETURN TO THE EDGE CINEMA.
 - 5..2-4pm/SCREENING FOR THE 25th ANNIVERSARY
VW NATIONALS/SATURDAY/SUNDAY/2012.
- PS.ENQUIRIES/ETC/PHIL/02-4787-1841/0407180446
PPS.THIS WILL NOW BE THE 2nd YEAR I HAVE
SHOWN THE VW NATIONALS 2011/2012) AT THE
EDGE CINEMA KATOOMBA/ALL THE BEST/PHIL.

Screening at the EDGE CINEMA

225 Great Western Highway, Katoomba

PLEASE NOTE...

VW CLUB CONVOY meets at the
McDonalds truckstop on the M4 westbound,at Eastern Creek
at 10:00am for a 10:30am departure to the Edge Cinema,Katoomba
Phone Steve Carter (0439 133354) for more info etc.



ZEITSCHRIFT



VALLA

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SHANNONS

German Auto Display Day

Club VeeDub

Canberra Chapter main event for 2012

Saturday 22 Sept - Club Cruise: Meet at
Russell Offices carpark @ 2pm for a 2:30 departure.
Club sausage sizzle afterwards. Wear your club shirt.
Snags & drinks on sale for non-members.

Sunday 23 Sept - Show Day

National Library Lawns, Parkes, A.C.T.

Food and drinks available for sale.

All German Marques in attendance.

Cars must register at the VW Club tent.

Cost: Members \$10, non-members \$15.

All cars **MUST** have drip trays regardless of engine condition.

Details at canberravw.com closer to the event.

Von dem Herrn Präsident.

Well, the 25th Nationals has come and gone. Who would have thought that it would still be going after all these years? We had a lot of help over the weekend from club members and committee members, a big thank you to you all, the show wouldn't have been such a success without your input.



The Supersprint at Wakefield Park was well attended by spectators, and competitor numbers increased from 49 last year to 55 this year, which was pleasing. Wayne Penrose had the fastest VW on the day. The results are in this issue – thank you to Chris Fraser for all his admin work.

The show day at Fairfield had the debut of many new cars to the scene and some familiar ones. Kevin Cameron was there with newly finished orange Beetle. I'm not sure if it was Kevin blushing from all the compliments or his bright paint job but there was a definite glow from that area.

I would like to thank all the sponsors for their continued support and also the general public who turned up

My friend Phil Mass from the Porsche club of NSW was there again filming both days. He will be showing a video presentation at The Edge cinema at Katoomba in July, so check the flyer and the coming events section for more information.

At this year's show there seemed to be more people walking about during the day, but I thought car show entries were a bit down on past years.

The swapmeet was definitely well attended and I haven't seen that many traders stand either.

We tried peer judging this year to speed entry into the show area. I think with a few more tweaks we can get this system to work well, and hopefully we will get more entrants next year when they realise they don't have to queue for ages any more.

Once again thanks to all members who helped out at Wakefield, on the night before show, during the show day, and again packing up on Sunday night after the show. It's great to see so many helpers.

My son David prepared a multimedia presentation of all the winning VWs to coincide with the trophy presentation. This worked very well and was well received by attendees.

Next year we will need to have the TV mounted higher so that people can see it more easily.

We'll also use the next club meeting as a forum for ideas on the Nationals, what you liked and disliked, and ideas for how we can make the show even better next year. So if you have some great ideas, please come along.

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 VW go along and see them.

See you soon,

Steve Carter



Kanberra Kapitelreport.

Brrr, a frozen G'day from Canberra! Winter has set in and we are organising events to help you warm up with friends and cars. Recently we have had the VW Nationals in Sydney, a huge event over 2 days (SuperSprint and carshow / swap meet) with some excellent reports and wonderful photos arising. Numbers were way down this year from our chapter, with some people choosing to drive up for the Sunday event only. Some of the committee put much time into the planning of the convoy and overnight accommodation, something we will have to evaluate for future events.

Also occurring this month was ACT National Motoring Heritage Day. You will find a report on that event elsewhere in the magazine.

Coming up in June is the annual Hot Chocolate Run, organised this year by Renee and Shari. Details are listed below. We will also be sending these out via member email but we are still finding a lot of email addresses are incorrect. If you aren't receiving emails, please check with us to make sure we have your correct address.

Hot Chocolate Run and VW Cruise to "Rollonin Cafe"
Bowling NSW (near Yass)
Saturday 30th June

Meet Russell Offices at 09:30 for 10:00 dep (travel time in normal car about an hour and 5 mins- but let's work on 90 minutes

Light meals, sweets and hot and cold drinks available. Have car fuelled, and camera ready as it is an old homestead setting with farm animals. The cafe does have EFTPOS facilities.

Great family environment, so bring the kids and grandkids!
PLEASE RSVP by Tuesday 26th with Name, no of attendees, car details plus a mobile contact number In case of Emergency.

RSVP to justjinger80@gmail.com

RSVP for this (and future) events is important so that we know who is coming, please let us know. We are contemplating a longer day trip for the July event as well, this

is in planning stages as we go to print, but for those interested in a cruise a few hours from Canberra, this should be for you!

Our big event – German Auto Display – is on 23 September, mark your calendars. More info to come in future magazines.

Lastly, we sent out a survey to local members this month, asking for feedback on the chapter and its events. Please check your email and help us to make the events better for you and your family.

Catch you in July!

Bruce



Klub Kalender.

***** All information correct at time of printing but subject to change - events are sometimes altered or cancelled without notice. Check www.clubvw.org.au for the latest information and any changes.**

June.

Thursday 21th:- 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 24th:- Norm's Fish n Chips Run 2012. Relaxing family VW cruise to the Kembla Grange Motor Museum! Starting from Unlce Leo's and a nice cruise on the motorway. Lunch at the delicious Kiama Golf Club bistro. Further details on times and proces next month. Contact Norm on (02) 4625 7057.

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

July.

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

Sunday 8th:- Bugs and Buses By The Bay, at Croudace Bay (Belmont) on the sunny shores of Lake Macquarie. All Volkswagens are welcome - Bugs, Buses, Buggies and all other types (modern VWs too). BBQs and shelters. Bring a picnic basket! Kids playground and skate park. Contact an and Rose on 0427 550203.

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. **Tonight is the AGM - all positions are vacant and are re-nominated / voted on. Why not try your hand at a position?** 8:00pm start.

Friday 20th:- Winter Dinner and Movie Night at the Hubertus Country Club, Luddenham. Dinner at 6pm - ~\$25 adults, \$12 kids. German beer on tap! 7:30pm is cartoons, a coffee and dessert intermission, then Herbie Goes to Monte Carlo (1977) on the big screen. A great family night out! Contact Raymond on 0408 8207228 for more information.

Sunday 22nd:- VW Nationals Movie Day at the Edge Cinema, Katoomba. Meet at the M4 westbound McDonalds, Eastern Creek, at 10am for 10:30am cruise to Katoomba. Lunch in Katoomba then 2pm-4pm screening of VW Nationals 2012, Supersprint and Show, on the big screen. \$15 tickets. Contact Steve Carter on 0439 133354 for more info.

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

August.

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

Thursday 2nd - Sunday 5th:- Volkswagen Spectacular 2012 at Valla Park, northern NSW. Thursday and Friday is racing at Raleigh Raceway for the inaugural Ben Durie Trophy. Saturday is the VW convoy to Nambucca Heads and the swapmeet at Valla. Sunday is the Show n Shine (with Top 10 VWs). Charity auction, live bands and fireworks. Contact Donna on 0427 695203 or email donna501@bigpond.com

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

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

Sunday 19th:- Shannons Eastern Creek Classic 2012 at Eastern Creek Raceway, organised by the CMC. The largest gathering of classic cars (1,900+) in NSW. Double-decker bus rides, trade stands, historic race cars, parade lap of the track. Club Veedub will again have a Volkswagen display, and our club has 20 spaces booked this year. It is the 30th anniversary of the T3 Transporter in Australia, so we will feature these in our display. Contact Dave Birchall on 0415 957030 to reserve your spot.

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

September.

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

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

Sunday 16th:- Burwood Spring Festival Classic Car Show at Burwood Park. Car show is part of the street festival, with stalls, food, rides and entertainment. Vintage, veteran and classic vehicles. Club Veedub will have a Volkswagen display (\$10 entry) but you must pre-book. Phone Rhonda Sclanders on (02) 9747 2757 or email show.shine@bigpond.com - say you are with the Volkswagen Club display.

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

Sunday 23rd:- Canberra Autofest. Saturday afternoon sausage sizzle. Sunday is the German Autofest car show on the National Library lawns (drip tray required). \$5 entry. Food and drink available, kids show and activities. Contact Bruce on 0400 119220 for more info.

Monday 24th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

October.

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

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

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

Monday 29th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

Marktplatz.

All ads should be emailed to: editor@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:- 1972 VW Superbug, "IRENE". Regretful Sale Great projet car!! Very regretful sale but I don't have enough time for it sadly. Has a great motor needs new battery and service. Tyres in great condition. Needs body work. Rust in original roof and doors. Comes with spare roof. Unregistered, located in Narrabeen. Asking Price \$1,800 ONO Contact Jessica on Phone (Business Hours) 0401 221 227, or Email jessicacrews@live.com

Wanted:- I am seeking parts for a 1974 Kombi (bus) including:

2 litre engine - either running or suitable for rebuild

Set of seats middle and rear

Set of front seats - with headrests

Rear bumper

If you can help, please contact Tony on 0402 271 465.

For Sale:- 1975 Superbug L 1600. Engine in good condition. Yellow. 112,300 km (I'm pretty certain it's only on it's second round). Always garaged, I'm the third owner. (The first owner had the car for 28 years, the second for around 4 years and myself for almost 5 years.) Has been rust-proofed. Also includes a luggage roof rack Things that need attending to (though none are urgent) include some rust in the front pillars, cleaning up the wheels and bumper bars and a floor mat. The original rubber floor mat fell to pieces recently. All recent receipts. Serviced by the late Ben Durie and under the previous owner, by Andrew Dodd Automotive; both air-cooled specialists. Registered until 18 December 2012. I'm reluctantly selling as I have acquired an old kombi and one old VW is enough. For someone after a low km, unmodified Beetle with few defects this is it. \$6,900. Garaged in Newcastle. For complete story email Bryan on bh@wildwattle.com.au or phone 0423 079 588.



For Sale:- VW Beetles, Type 3 and Kombi cylinder heads, starter motors (6 and 12 volts), 009 distributors, 1971 Superbug gearbox and 2 original seats, steering wheels, 1 set of chrome 14" 4-bolt wheels, no rubber. 1 set original 15" 5-bolt wheels. One bumper from 1970-71. Bonnet from Type 3; dashboard Type 3. Front beam end Type 3 – complete with discs etc. Ring for more details! Phone Sal on 042 3409718, Blacktown.

2nd Month Ads.

Wanted:- I am seeking parts for a 1974 Kombi (bus) including: 2 litre engine – either running or suitable for rebuild Set of seats middle and rear Set of front seats - with headrests Rear bumper Contact: Tony 0402 271 465

For Sale:- 1974 VW Superbug L, original one (elderly) owner. Original 1600cc twin-port engine, manual gearbox. White duco and black interior, both original and in good condition. Been out of rego for six months but would easily pass an inspection. Includes genuine VW roof rack, owners manual and paperwork. Car always serviced by VW specialist. Located at Moorebank (Sydney). Looking for a classic VW enthusiast owner who would look after it. Inspections welcome. Phone Wayne on 0458 029973 or email wpe59914@bigpond.net.au

For Sale:- 1971 Type 3 Fastback. Low km, a little bit of rust. Deceased estate. Asking price \$3,000. Contact Michelle on 0409 120490 or email mishko_87@hotmail.com

For Sale:- 4 x Simmons V4 three piece wheels to suit 4 bolt Beetle (4x130 pcd) fronts are 15x6, rears are 15x6 1/2 Near new tyres, 195/50x15 & 205/60x15. Will fit under stock mudguards. Located in Mortdale, St George area Sydney. \$1500 Call Richard on 0409 469

Wolves finish 8th.

The professional German soccer competition, the Fußball-Bundesliga, recently finished its 49th season in 2011-12. The Bundesliga was first played in 1963-64, and today is contested by 18 teams. The Bundesliga is currently ranked the third-biggest football league in Europe by the UEFA, behind the English Premier League and the Spanish La Liga, but ranks first in terms of crowd figures. The Bundesliga averages 42,600 spectators for each and every match played.

The Bundesliga's 18 teams have a promotion/relegation system with the

second-tier 2 Bundesliga underneath. At the end of each season, the two bottom teams get relegated back, and the two best 2 Bundesliga teams get promoted. The third-bottom Bundesliga team has to play off with the third-best 2 Bundesliga team to stay in the top tier, with the loser dropping back.

The 2011/12 season started on 5th August 2011, and played every weekend (except for 3 weeks over Xmas / New Year) until the final round on 5-6th May 2012. Our team, the VfL Wolfsburg Wolves, finished in eighth place. VfL Wolfsburg (VfL stands for Verein für Leibesübungen, or Club For Exercises) was formed in 1945 and is now owned 100% by Volkswagen AG. They have only been in the Bundesliga since 1998, and have won the competition just once – in 2008/09.

The Wolves started the season with a win but lost the next three straight and managed only three wins up to round 17, the halfway point, when the Wolves were 12th. But after the Xmas break the Wolves regathered and managed 9 wins, to finish eighth on the table. This was not quite good enough to qualify for any Champions League matches. But a big improvement on 2010-11, when the Wolves finished 15th.

Overall the Wolves played 34 matches, won 13, drew 5 and lost 16. They scored 47 goals for, and had 60 scored against. They finished with 44 competition points. The premiers, for the second season in a row and eighth time overall, were Borussia Dortmund (they won 25 of their 34 matches). Second were Bayern Munich (23 wins) and Schalke 04 (20 wins).

FC Kaiserslautern and FC Köln finished last and second-last, so they have been relegated back to the 2

The advertisement features a large team photo of VfL Wolfsburg players and staff in their green and white kits, posed in front of the Volkswagen Arena. Above the photo, the text reads "diedruckerei.de ist offizieller Druckpartner des VfL WOLFSBURG". Below the photo, it says "Offizieller Druckpartner des VfL Wolfsburg" and "diedruckerei.de". At the bottom right, there is a copyright notice: "© Onlineprinters GmbH/VfL Wolfsburg".

Trades and services directory.

Trades and services directory.

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Camden GTI Performance are proud to present a special offer to all Club VeeDub Sydney members



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Come and visit our brand new workshop – purpose built to service your watercooled Volkswagen and Audi vehicles.

We supply **OEM and genuine German parts**. Our specialist trained VW and AUDI technicians can fit any part. Using factory VCDS **diagnostic** software, we can **repair, modify and service** your German vehicle.

Typical late model oil and filter service: \$240

*Using synthetic oil, German filters,
30 point safety check and VCDS Scan*

Typical early model oil and filter service: \$165

*Using mineral oil, German filters,
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Bundesliga for next season. They have been replaced by SpVgg Greuther Fürth and Eintracht Frankfurt for next season. Hertha BSC finished third-last, so they had to play the third-ranked 2nd-tier team, Fortuna Düsseldorf, for the right to stay, but lost 4-3 over the two matches.

VfL Wolfsburg 2012-13 home jerseys (in green with large VW logos) are now available to buy (79.95 Euro) on the football club's website, as well as other merchandise. Go to www.vfl-wolfsburg.de if you wish to have a look.



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No more NSW rego stickers.

The New South Wales Government will abolish registration stickers for cars and light vehicles, reversing a law that dates back more than 80 years.

From January 1, 2013, the owners of approximately 5.5 million vehicles in NSW will no longer be required to display a rego sticker on their windscreen, with the government deciding to adopt a sticker-less identification system similar to that already used in South Australia and Western Australia.



NSW Premier Barry O'Farrell said the decision would benefit most of the state's residents and businesses, and would save the government \$575,000 in printing costs every year.

"The chore of getting off the old label and sticking on the new one will be no longer," Mr O'Farrell said.

"This move is a simple yet practical one that will make life that little bit easier for car owners. The cut to red tape will also be of particular benefit to companies with large vehicle fleets, like car rental companies and delivery firms."

The decision to abolish rego stickers came after a review that found labels were not required to support compliance and enforcement of vehicle registration, and that the presence of a label was not a reliable indicator that a vehicle is registered.

From January 1, it will no longer be an offence for light vehicles (those with a total weight up to 4.5 tonnes) to not display a registration label or to display an expired or damaged label in NSW.

NSW Minister for Roads Duncan Gay warned motorists that the policy change did not mean police would overlook people driving unregistered or uninsured cars.

"Despite the abolition of registration labels, current developments in NSW Police and Roads and Maritime Services (RMS) technology will still ensure the present levels of compliance and enforcement are maintained through, for example, automatic number plate recognition technology," Mr Gay said.

"There is no excuse for driving a car unregistered and uninsured – you will be caught."

Gay confirmed vehicle owners would continue to receive notifications from the RMS and from compulsory third-party insurers reminding them to renew their registration and insurance.

Motorists can also check the status of their vehicle registration by using a service on the RMS (RTA) website.

Windscreen registration labels were introduced in 1932. Western Australia was the first state to abolish rego stickers in January 2010, followed by South Australia in July 2011. However there have been recent petitions in WA to have them reinstated.

VW buys Ducati.

As revealed last month, Volkswagen's Audi division has recently purchased the Italian motorcycle icon Ducati.

The purchase will benefit the Volkswagen Group by increasing its expertise in high-revving, lightweight engines and expanding its portfolio to 12 brands. The Volkswagen Group is already comprised of VW Cars, VW Commercial, Audi, Bentley, Bugatti, Lamborghini, Porsche, SEAT and Skoda, plus Scania and MAN Trucks.

While the buy-up is a significant move for the German manufacturer it's not a new idea. Italian newspaper Corriere della Sera reported in 2005 that Audi tried to buy Ducati from its previous owner Texas Pacific Group but lost out to Investindustrial.

And in 2008, Volkswagen Group chairman Ferdinand Piech said it was a mistake not to have bought Ducati when it was on the brink of bankruptcy.



Despite the Bologna-based company producing about 40,000 motorbikes a year, Ducati is reportedly about 200 million Euro (\$255 million) in debt which Audi will absorb as part of its estimated 50 - 100 million Euro (\$64 million-\$127 million) purchase offer.

With VW buying out Scania and MAN to move into the large truck market, motorcycles are the only large missing piece in VW's portfolio. Despite this, the VW Group has a rich motorcycle heritage, with Audi's predecessor DKW (one of the four rings in the Audi badge) being the largest motorcycle maker in the world in the 1930s. Likewise, NSU was the biggest and most copied motorcycle maker in the 1950s before being bought by VW and merged with Audi in 1969, when motorbike production ceased.

There was some speculation in the late 2000s that VW would buy specialist Austrian motorcycle maker KTM, but this came to nothing. Interestingly, Audi's German luxury brand rival BMW has long made their own motorcycles, but they still bought the Swedish motorcycle group Husqvarna in 2007.

Ducati was founded in Bologna in 1926 (named after founding brothers Adriano, Bruno and Marcello Ducati), initially as an electronics firm. They made their first motorised bicycles in 1950 and first proper road motorcycles in 1952, when they were nationalised and the electronics and motorcycle divisions were separated. Ducati was bought by Cagiva in 1985 and motorcycles of both names were sold for a number of years. The Texas Pacific Group bought out Ducati/Cagiva in 1999, but Ducati returned to Italian ownership in 2005 with the takeover by Carlo Bonomi's Investindustrial Holdings.

Ducati has a rich racing heritage, having won 17 manufacturer's World Championships over the past 60 years – the most recent being the 2011 World Superbike title. Australian Casey Stoner rode a Ducati to win the MotoGP World Championship in 2007.

Golf GTI Black Dynamic.

The giant annual Volkswagen show was recently held in Wörthersee, Austria, and nine young VW apprentices have been thrown the keys to a Golf GTI and told to go crazy. They've come up with the Golf GTI Black Dynamic.

The kids haven't messed about either, upping power by a whopping 110 kW to a new total of 265 kW. Eight-pot brakes up help slow things down in what must be a damn fast GTI. They've also chucked in an ear splitting 1800W sound system. All that has been adorned by a custom paint-scheme and interior touches such as GTI lettering in the doors and hatch with handmade characters

It's a pretty nifty opportunity and trainee automotive mechatronics technician Martin Schmidt was pretty chuffed to be part of the action: "For our team, the GTI Black Dynamic is the high point of our training. The amount that we have learned is incredible, and we have developed our own ideas and implemented them in 'our' car. Where else do you get an opportunity like that?"

Black as the night, with a black-and-red interior, souped up 265 kW TSI engine and a lowered sport suspension, the GTI Black Dynamic makes a lasting impression. Nine Volkswagen apprentices from four professions produced this custom Golf in only seven months. The team of four women and five men between the ages of 18 and 23 chose the motto "sporty driving" for the customisation of the production GTI.

The custom features of the Black Dynamic were all produced by the apprentices: the sport seats upholstered in black-and-red Alcantara and leather, interior door trim with decorative red seams, the Deep Black Metallic exterior finish combined with flat anthracite film trim, the engine and gearbox management tuned to produce and transmit an extra 110 kW, the oversized exhaust system and the eight-piston brake system.

Under the guidance of their trainers, Detlef Weiner and Björn Schallhorn, the apprentices planned the entire design and created the respective project plans. Furthermore, they selected the appropriate parts from the Volkswagen



model range, negotiated with suppliers, and performed their own work on the car. Finally, the future paint technicians, vehicle mechatronics technicians, interior constructors and process mechanic gave "their GTI" its name: Golf GTI Black Dynamic.

The Golf GTI Black Dynamic celebrated its world premiere in front of roughly 150,000 Volkswagen and custom-car fans at the 31st GTI Festival at Wörthersee in Austria. It is the world's largest Volkswagen show.

Polo WRC Street concept.

The Volkswagen Polo R could be back on the table after the German manufacturer confirmed it would launch an "extremely sporty" variant of its light car before the end of next year.

The revelation follows the unveiling of the Volkswagen Polo WRC Street concept at the recent Wörthersee VW show, which VW says gives us our first preview of what to expect from the flagship hot-hatch that is due in about 18 months' time.



Embracing the philosophy "From motor racing to the street", Volkswagen says the new production model will draw inspiration from the "highly unique and distinctive design" of the Polo WRC Street concept.

Powered by a 162 kW 2.0-litre turbocharged petrol engine, Volkswagen says the Polo WRC Street is capable of "motorsport-like performance". The powerplant is believed to be based on the Golf GTI's engine, and promises to take a

significant step forward from the 132 kW/250 Nm offered by the current range-topping Polo GTI.

A unique sports suspension tune underpins the concept, which also benefits from enhanced brakes with blue callipers, multi-spoke grey alloy wheels, gaping black front air intakes, black rear spoiler and diffuser, R-WRC logos and – perhaps most tellingly for the upcoming production model – R badges at the front and rear.

Volkswagen revealed a more hard-core, motorsport-focused Polo R WRC concept 12 months ago that it insisted did not preview a production model, although that vehicle did not wear R badges.

The sole image Volkswagen has released of the new concept's cabin reveals the it is equipped with a dual-clutch DSG transmission with steering wheel-mounted paddle shifters. Other sporting upgrades include alcantara trim on the steering wheel and door inserts, and part-leather seats with WRC embroidery.

Earlier this year, Volkswagen board member for development Dr Ulrich Hackenberg said he did not believe Volkswagen could generate enough sales to make a “real R version” of the Polo viable, but said a variant that was helpful for WRC homologation “makes sense”.

Other Wörthersee highlights.

For more than 30 years, the GTI Meeting at Wörthersee has been a holiday in the calendar of fans of high performance Volkswagen vehicles. This event sees fans from all across Europe coming to Austria for the largest Volkswagen meeting in the world. At this show of the superlatives, besides the GTI Black Dynamic and Polo WRC Street concepts, Volkswagen (and Volkswagen Motorsport) also presented the Polo R-WRC, plus two further Golf GTI concept cars.

Polo R-WRC: With the newly developed Polo R WRC, Volkswagen Motorsport presented a road-going prototype for the FIA World Rally Championship. The “hottest Polo ever” – as it was called by Volkswagen Head of Development Dr. Ulrich Hackenberg at its first official airing – will be starting its tour around the globe from 2013 at numerous WRC races. At the heart of this racing version beats a 1.6-litre TSI engine with approx. 220 kW power output, which ensures impressive acceleration from 0 to 100 km/h in just 4.1 seconds.



Golf GTI Cabriolet: Following its world premiere at the Geneva International Motor Show, GTI fans visiting the legendary Wörthersee event experienced the dynamic advantages and sophisticated equipment features of this sports car close up. The key component of this highly dynamic soft top Golf is the 2.0-litre 155 kW engine fitted for the first time in the Cabriolet. It is available with two engine/gearbox versions: as a manual gearbox or with the fast-changing dual-clutch gearbox (DSG), each with 6 speeds. A standard feature for all customers who get to indulge in the sporty driving performance of the Golf GTI Cabriolet is the XDS electronic differential lock on the front axle, which ensures perfect traction, enhanced agility and the utmost driving stability. To complete the picture, this hot hatch is fitted with 17-inch Denver alloy wheels (18-inch Detroit wheels are optionally available) in addition to a new diffuser with chrome tailpipes.



Golf GTI 'White Concept': The attractive design study Golf GTI 'White Concept' is characterised by its remarkable 'Oryx White matt' paintwork. The vehicle interior affords an exciting black/red contrast. In addition to the sports seats in Nappa leather, red contrasting stitching adorns numerous details such as the steering wheel, handbrake lever and door armrests. A door sill trim – with the GTI logo and honeycomb pattern in White Matt and Aluminium – go to complete the unique appearance of the Golf GTI 'Concept White'.

VW Nationals 2012 trophy winners.

Again there were some wonderful Volkswagens entered in the car show at the VW Nationals. This year all categories were decided by peer judging, rather than waiting on the judges to look at every car. This certainly cut down on the delays getting in to the show, and entry and parking was much faster and smoother.

This year too we decided to restrict each category to just first place only - no second or thirds any more. This means the winners are the best of the best, in the eyes of their fellow show entrants. It also cut down on the time it took at the presentation.



While not everyone can be a winner, all entrants can be very proud of their Volkswagens and all of them looked great on the day. Well done everyone!

This year we had David Carter's photo montage on the big TV screen during the presentation, so people were able to see the winning car as the owners came up to get their trophies. Well done David - great job.

Congratulations to all the trophy winners at the VW Nationals 2012, and we hope to see you all again next year. Thank you too to the members manning the gate and explaining the peer judging system to the entrants. And thank you too to Vlad, Aaron and Bob who spent most of their day in the office, number crunching on the computer.

Beetle up to 1957 – Standard

Winner: Matthew Fallow (1954 Beetle, original)

Beetle up to 1957 - Modified

Winner: Mick Hropic (1956 Beetle)

Beetle 1958 to 1967 – Standard

Winner: Carlos Bonini (1965 Beetle Standard)

Beetle 1958 to 1967 – Modified

Winner: Kevin Cameron (1961 Beetle)

Beetle 1968 onwards – Standard

Winner: Greg Fletcher (1970 Beetle)



Beetle 1968 onwards – Modified

Winner: Peter Huckstepp (1969 Beetle)

Kombi T1 - up to 1967 – Standard

Winner: David Layard (1963 Deluxe Microbus)

Kombi T1 - up to 1967 – Modified

Winner: Gus Fallis (1963 Kombi)

Kombi T2 - 1968 to 1979 – Standard

Winner: Wendy McColl (1971 Kombi Deluxe)

Kombi T2 - 1968 to 1979 – Modified

Winner: Mark Fox (1969 Kombi Bus)

Transporter T3 - 1981 to 1992 – All

Winner: Scott Pitcher (T3 Syncro Caravelle)

Type 3 and Type 4 All Years Standard

Winner: Robert DeDomizio (1972 Type 3 Station Wagon)

Type 3 and Type 4 All Years Modified

Winner: Meredith Kay (1968 Type 3 Sedan)

Karmann Ghia - All Years – Standard

Winner: Haydn Muller (1960 Karmann Ghia)



Karmann Ghia - All Years – Modified

Winner: Russell Fairbairn (1962 Karmann Ghia)

Factory Karmann Cabriolet - All Years – All

Winner: Steve Kay (1975 Beetle Cabrio)

Factory Off-Road - Aircooled – All

Winner: Geoff Waller (1974 Type 182 'Thing')

Non-factory Off-Road and Buggies – All

Winner: Tim Mourad (Type 4 Beach Buggy)

VW - Powered Trike – All

Winner: Phill Dixon (Oztrike)

Aussie Convertibles and Kit Cars – All

Winner: John Reidy (1972 Speedster)

Best Engineered / Race - Aircooled – All

Winner: Rod Penrose (2010 New Beetle drag car)

Rat class - All Years – All

Winner: Simon Hen (1956 Kombi)

Polo – All

Winner: Ryan Marsh (2008 Polo GTI)

Golf 1 - 1976 to 1983

Winner: Gareth Wiggan (1976 Golf)

Golf 2 - 1984 to 1992

Winner: Nick Charley (1985 Golf)

Golf 3 - 1993 to 1997

Winner: Bima Muharam (1994 Golf)

Golf 4 - 1998 to 2003

Winner: Justin Foong (2004 Golf R32)

Golf 5 - 2004 to 2008

Winner: Danny Tran (1997 Golf GTI)

Golf 6 - 2009 onwards

Winner: Kevin Phan (2009 Golf GTI)

VW Convertible - (Golf Cabrio, Eos) – All

Winner: Fatmir Azemi (2008 VW Eos)

Sports Coupe (Scirocco, Corrado, Audi TT etc)

Winner: Matthew White (1986 Scirocco)

VW Sedan (Bora, Jetta, Passat, Vento)

Winner: Dylan Taylor (2001 Bora)

Audi - All Years

Winner: Peter Davies (Audi 80 Quattro)

SEAT - All Years

Winner: Azgar Khan (1996 Seat Ibiza)



Skoda - All Years

Winner: Todd Proctor (2012 Skoda Octavia VRS)

VW Commercial Vehicles (Transporter/Multivan)

Winner: Dean Hodge (2010 Multivan)

Peoples choice – Aircooled

Winner: Zeljko Vurkovic (1962 Beetle)

Peoples choice - Watercooled

Winner: Sam Hewitt (1995 Vento GL)

Volkswagen Group Aust Car of the Day

Winner: David Layard (1963 Deluxe Microbus)

Note: Following categories had no entries

Cat 30 New Beetle - All Years

Cat 34 Tiguan/Touareg/ Amarok - All Years

Cat 39 Best Engineered / Race Watercooled Vehicle





VW Nationals Supersprint. Saturday 26 May.

Club Vee Dub Sydney recently held its 4th Annual Super Sprint at Goulburn's Wakefield Park, as part of the VW Nationals 2012 weekend.

We travelled down to the Park on Friday Afternoon, arriving around 6.00pm only to be greeted by a 50 knot wind with a minus degree chill factor. Layering of clothes was the answer to keep warm as we entered the cabins at the Park

Snow and sleet began to fall around 7pm as we headed into town to the Paragon restaurant for our annual pilgrimage for Friday's dinner and a few beers. It's a great spot with fine food available, and besides it's nice and warm in there too. The wind blew wildly all night and sometimes it felt like the cabins were being lifted off their footings.

Saturday morning arrived and the wind hadn't let up, so after a quick cuppa we were all off to the track garages and offices to set up for racing and scrutineering

Chris Frazer's mob of officials did their outstanding jobs making sure all the 'i's were dotted and the 'T's crossed. Next year we will be having a little more organisation in the queues with a fast lane for those that have all correct paperwork, and a slow lane for the others that aren't quite as organised.

The Super Sprint began around 10.00am with the red grouping, and having fun in your car was the order of the day. Learning how to react with your car on the relatively safe roadway is really good fun and also alerts you to your own



standards of driving within the limits. We had 5 runs during the day, each of 4 timed laps, and most managed to improve their times from previous years



We had no major accidents; only a few minor incidents with drivers running out of fuel (Craig Hughes, Rose Merrett) and the like. Steve Carter missed the last turn and decided to use his Strut bug as a tractor in the dirt, while Rudi Frank departed the track and managed to break a lower control arm. Sometimes you just cannot beat a good torsion bar front end on a Bug.



It was great to see some of the water-cooled guys having a go. They are great to watch, don't know if there was any breakages like the air cooled guys, properly not knowing the reliability. Well done to all those who participated we want more next year. Guy Harding's Golf and Polo were among the fastest water-cooled cars on the day

Fastest VW on the day was Wayne Penrose, with the slowest car being Louie Guevara.

David Birchall



Club VW Supersprint
WAKEFIELD PARK RACEWAY

Supersprint
QUALIFYING COMBINED S1 S2

Qualifying

Issue 1
Page # 1

Pos	Car	Driver	Competitor/Team	Vehicle	Cap	CL	Qualify...Lap	Gap
1	131	Morgan McBride	Morgan McBride	Impreza WRX		SVC	S2 1:06.7660*	
2	92	Steve Thompson	Steve Thompson	Evo VII		3C	S2 1:07.1760	0:00.4100
3	146	Peter Brown	Peter Brown	BAP Clubman		5C	S2 1:08.2980	0:01.5320
4	99	David Isaacs	David Isaacs	Evo V		SVC	S1 1:08.4940	0:01.7280
5	152	Wayne Penrose	Wayne Penrose	VW Beetle		4C	S2 1:09.6580	0:02.8920
6	26	Everhardus Kerker	Everhardus Kerker	VW Polo GTI		SVC	S2 1:09.9166	0:03.1506
7	565	Benjamin Kerker	Benjamin Kerker	VW Polo GTI		SVC	S2 1:09.9630	0:03.1970
8	86	Andrew Cassie	Andrew Cassie	VW Golf R		SVC	S2 1:10.2780	0:03.5120
9	96	Rudi Frank	Rudi Frank	VW Beetle		4C	S1 1:10.5020	0:03.7360
10	41	Guy Harding	Guy Harding	VW Golf R		SVC	S2 1:10.7570	0:03.9910
11	19	Nick Strange	Nick Strange	Renault Megane		3C	S2 1:10.7890	0:04.0230
12	82	Arno Breutmann	Arno Breutmann	VW Golf GTI		3C	S1 1:11.4940	0:04.7280
13	32	Ryan Martin	Ryan Martin	Commodore		2D	S2 1:12.0050	0:05.2390
14	42	John Gill	John Gill	Commodore		3D	S2 1:12.6720	0:05.9060
15	55	Ian Cudmore	Ian Cudmore	Scirocco R			S2 1:12.7380	0:05.9720
16	111	Brian Leung	Brian Leung	VW Polo GTI		2C	S2 1:12.8050	0:06.0390
17	1	Che Pisani	Che Pisani	VW Polo GTI		2C	S2 1:13.3620	0:06.5960
18	106	Jak Rizzo	Jak Rizzo	VW Superbug		SVC	S2 1:13.3780	0:06.6120
19	56	CT Hansen	CT Hansen	VW Beetle		3C	S2 1:14.4920	0:07.7260
20	43	Brendan Caunt	Brendan Caunt	Chrysler 300C		2D	S2 1:14.9280	0:08.1620
21	47	Jason Stevenson	Jason Stevenson	Polo GTI		2C	S2 1:15.2980	0:08.5320
22	8	Greg Mackie	Greg Mackie	VW Beetle		3B	S2 1:15.7720	0:09.0060



23	151	Lenard Cowan	Lenard Cowan	Toyota Supra		3D	S2 1:15.8950	0:09.1290
24	22	Craig Hughes	Craig Hughes	Hughes VWMA F-Vee		5A	S2 1:15.9288	0:09.1628
25	69	Gareth Wiggan	Gareth Wiggan	VW Golf		3C	S1 1:16.0850	0:09.3190
26	2	Greg Mckinley	Greg Mckinley	Seat Ibiza			S1 1:16.6730	0:09.9070
27	18	Rod Penrose	Rod Penrose	VW Beetle		3C	S1 1:16.8130	0:10.0470
28	88	Andrew Kemp	Andrew Kemp	VW Golf		3C	S2 1:16.9370	0:10.1710
29	28	Julian Price Jones	Julian Price Jones	VW Golf		2B	S2 1:17.1160	0:10.3500
30	37	Paul McLinden	Paul McLinden	Beach Buggy		SVC	S1 1:17.4770	0:10.7110
31	11	Jamie Clapham	Jamie Clapham	VW Beetle		4C	S2 1:17.5770	0:10.8110
32	353	Aaron Hawker	Aaron Hawker	VW Golf		1C	S2 1:17.6800	0:10.9140
33	15	Steven Muller	Steven Muller	Polo GTI		1C	S2 1:18.2650	0:11.4990
34	268	Stan Pobjoy	Stan Pobjoy	VW Beetle		3B	S2 1:18.3960	0:11.6300
35	178	Ben Robinson	Ben Robinson	VW Beetle		3C	S1 1:19.0120	0:12.2460
36	113	Mick Arts	Mick Arts	Jasman 7		5D	S2 1:19.0640	0:12.2980
37	153	Dean Penrose	Dean Penrose	VW Beetle		SVC	S2 1:19.4070	0:12.6410
38	14	Leigh Marris	Leigh Marris	VW Beetle			S2 1:19.5370	0:12.7710
39	77	Paul Fenech	Paul Fenech	Porsche 944			S2 1:20.0770	0:13.3110
40	31	Hugh Mckinley	Hugh Mckinley	VW Beetle			S2 1:20.5060	0:13.7400
41	0	Tim Eldred	Tim Eldred	VW Beetle		3B	S2 1:21.4120	0:14.6460
42	303	Steve Carter	Steve Carter	VW Beetle		3B	S2 1:22.0050	0:15.2390
43	87	Michael Costa	Michael Costa	VW Golf Mkl		SVB	S2 1:22.5650	0:15.7990
44	5	Damien Pell	Damien Pell	VW Beetle		SVB	S2 1:24.8620	0:18.0960
45	3	Raymond Mackie	Raymond Mackie	VW Beetle			S2 1:25.1040	0:18.3380
46	165	Ben Ford	Ben Ford	VW Beetle		SVD	S1 1:25.5430	0:18.7770
47	17	Rose Merrett	Rose Merrett	VW Beetle		SVC	S1 1:25.7380	0:18.9720
48	71	Aydan Cowley	Aydan Cowley	VW Golf		3C	S2 1:27.0700	0:20.3040
49	54	David Birchall	David Birchall	VW Beetle		SVB	S1 1:27.3930	0:20.6270
50	46	Tim McQueen	Tim McQueen	VW Beetle		2A	S1 1:28.8750	0:22.1090
51	323	Liam Kelly	Liam Kelly	BMW 323i			S1 1:29.0040	0:22.2380
52	529	Luis Guevara	Luis Guevara	VW Beetle		4C	S1 1:31.0680	0:24.3020
53	48	Jonathan Loh	Jonathan Loh	VW Passat		1C	S1 1:31.8910	0:25.1250
54	13	Martin Fox	Martin Fox	VW Beetle		2A	S2 1:36.0590	0:29.2930
	7	Steven Natoi	Steven Natoi	VW Golf Mkl				

Fastest Lap Av. Speed Is 119 km/h

R=under lap record by greatest margin, r=under lap record, *=fastest lap time



Robertson Classic Car Show. 15 April 2012.

The show was located adjacent to the railway station in Yarranga Street, which meets the Illawarra Highway in the middle of town. There is a grassy stretch of land beside the railway line, which has a low fence that separated the display vehicles from the judged vehicles. There was a charge of \$10



for judging, to support of the activities of the local Heritage Society.

The Cockatoo Run train made a stopover at the station on the way to Moss Vale and return. A heritage diesel locomotive hauls the fully restored 1930s and 1940s carriages complete with original open air windows.

There was a 'People's Choice' trophy as well as best British, American, Australian, European, most original unrestored and best in show for classic cars 30 years and over. There were lots of great cars to see and only entrants could vote. Our club did not win an award (how cruel!) but gave a good showing. Best Australian was an FJ sedan. The best in



show award was won by a 1924 Crossley, which also won Peoples' Choice. A Jaguar won Best British. The Unrestored award went to a '60s Chevrolet and best European went to a Saab. Best American was a Corvette I believe. I had a good look at the restored farm machinery display – one of my favourites.

Fortunately the weather was fine and warm and the roads unclogged in both directions so it was a memorable day for a cruise. Definitely worth a trip next time.

Peter James

Jeff's Philippines trip.

Hi everyone,
I recently had a couple of weeks holiday in The Philippines, so I looked around for any VWs I could see.
Here are some shots of some VWs I spotted. I didn't see a lot of Bugs, and not many early watercoolers either. But I saw quite a lot of new Golfs and Polos.

Regards,

Jeff Swords





I was the first VW to arrive at Uncle Leo's just before 7am, so I parked and went for a coffee. There were several XW and XY Falcons gathering nearby, also getting ready to go on a run somewhere. With plenty of space and a nice restaurant and café, it's a good place to start a club run onto the motorway.

By the time I came back to the Golf with a coffee and the Sunday paper, Zoran had turned up in his brand new Golf Wagon – very smart indeed! We chatted about how good modern VWs are, when we then had a new member and his

family turn up in their red and white T2 Microbus, and then a T3 Caravelle. That made four VWs – two Golfs and two Kombis, of various generations. But no Beetles.

After everyone had their coffees and snacks, we decided to head off without delay – the T3 and T2 Kombis leading, then the Golf Wagon and finally me. I thought the older Kombi might have slowed us down but he had fitted two large Dellortos to its Type 4 engine and it hauled along very well. We sat on 90-100 km/h most of the way, with the T3 sometimes pulling a bit ahead, especially on hills. The Golfs are barely idling at 90 km/h.

Blast From The Past 2012 at Berry. Sunday 6 May.

For a number of years now the first weekend in May has seen an unfortunate doubling-up of events, with Rose and Ian's excellent Newcastle Pit Stop Cruise on the same day as the Shoalhaven VW Club's 'Blast From The Past.' I had always gone to Ian and Rose's day, which meant I had never experienced the Berry show.

This year, however, Ian and Rose decided to take a break, and not organise their usual Pit Stop Cruise. In fact they wanted to cruise down via Sydney and go to Berry! This meant that nothing clashed, and we could all go to Berry this time. I was looking forward to it.

We met up in our usual cruise meeting place, Uncle Leo's Caltex servo on the Cambelltown Rd just past the Liverpool Cross Roads. The Berry Show's gates would open at 8:00am, which meant a really early start from Sydney to get there in time. We said 7:00am for a 7:15 departure – bloody early for a Sunday. Due to the distance and time involved, and having things to do afterwards, I elected to bring my '95 Golf GL rather than the '74 Kombi camper. Plus I had just washed and polished it the day before.



In no time we peeled off the motorway at Mittagong, and headed out through Bowral and Glenquarrie. We crossed the Illawarra Hwy, and then past the Fitzroy Falls. The road then wound its way down the side of Barrengarry Mountain in a wonderful series of tight curves and corners, before we came out at the bottom in Kangaroo Valley and across the historic 1898 Hampton Bridge. It would have been nice to stop for coffee but time was pressing, so we continued on and turned left for the road to Berry.

I remember last driving this road back in the early 1990s on a Club run to the Berry wineries, and it was enjoyable to do it again. The trees crowded over the road and it was like driving through a green tunnel as it twisted and turned, climbed and fell.





We finally emerged at Berry and turned left towards the village centre. The wait at the give-way meant the 4-car Club convoy became separated, but it didn't matter as I drove into the entrance less than a minute later.

The Blast From The Past day is run to coincide with the Berry Markets, which are held just beside the large soccer fields just off the main drag. The Shoalhaven VW Club is assigned a roped-off area, which had a Kombi camper and desk at the entry point. Entry gets you a plaque and a couple of stickers, and we were directed to our parking spots. There were lines of Kombis and lines of Beetles, but as a Golf I was sent to park beside a Type 3 and some Porsches.



The sun was shining brightly and it was a pleasure to join all the shiny VWs on the grass. It was a good turnout – there were four rows of 20+ VWs and a few more on the edges, so the total must have been near to 100. I spent a pleasant couple of hours wandering about and chatting to the owners.



Bill Moore and Dave Becker are two of the driving forces behind this show, and they took turns manning their club tent near the gateway to the markets. There was a brand-new Jetta on display, courtesy of the new VW dealer in Nowra, Kinghorn Motors.



It was also great to catch up with Paul Wright, who owned the official Kombi on the entrance. He and I were once members of the old VW Club of NSW back in the very early '80s – he used to have a very straight Type 3 wagon in those days. We had a few laughs about the old days, before he made me feel very old – his two young daughters, toddlers I remembered from back then, were now in their mid-30s!

I had a wander through the markets, but it was mostly full of hippies selling scented candles, wind chimes, knitted doilies, wooden toys, potted plants and home made jams. Not much bloke stuff, apparently. I did find some interesting old books, and bought one about the Aussie soldiers' campaign in New Guinea during the War. I also found a lovely old framed watercolour print of a 1950s dancing girl – unbelievably nice legs! That's going straight to the pool room.



I stayed until just after lunch but had to head off home shortly after. It was a really enjoyable, relaxing day with a very impressive turnout of old VWs to enjoy the sunshine. I was only disappointed by the turn-up (or LACK of turn-up) by owners of newer VWs – my Golf was the only one in the show area. Surely owners of ALL VWs can enjoy a day as pleasant as this one.

Ian and Rose also enjoyed the day and they'll be back with their Bugs n Buses By The Bay next month. As for their Pit Stop Cruise next year, who knows? I hope I'll be able to enjoy coming down to Berry again.

Phil Matthews

The Toy Department.

Some issues back I wrote about some classic plastic models made by *Pepe* in Portugal.

The history of "PEPE" began in 1928 when José Augusto Jr. begins by making leaf and wood toys.



In 1930 he created a new factory. This was to be credited with having been the first to make a toy with rope ribbon in Portugal.



In 1955, already under the JET brand, he began the manufacture of toys and plastic sheet for new installations.



In 70 years, now under the direction of the sons of Jose Augusto Jr., the brand is to be called PEPE.

In 1977 "PEPE" was to be devoted exclusively to plastic. The current safety standards in Portugal have prevented these toys from continuing to be marketed, and their production was discontinued and so now are collectors' items.



Collections of these cars are represented in toy museums around the world can still be found and sold at fairs and markets.

Some reproductions however are still available and some people have gone a long way in modifying them, including some every day livery.



2015 Tiguan preview.

The next-generation Volkswagen Tiguan will extend the medium SUV series with the addition of two new body styles, including a longer wheelbase version and a cross-coupe variant (previewed at the 2011 Tokyo motor show).



The standard Tiguan model measures 4.40 metres long, but the new extended version is set to measure 4.95 metres and is said to go into production from February 2015, according to a recent report by German magazine *Auto Motor Und Sport*. It is likely that an extended wheelbase Tiguan would come with three rows of seats and be seen a cheaper alternative to the Touareg. A long wheelbase Tiguan would also be built in China, tapping into that market's demand for chauffeur-driven new cars.

Volkswagen will build both variants on its new modular transverse matrix (MQB) platform that is also underpinning the next-generation VW Golf and Jetta, and the Audi A3. The base model Tiguan will remain relatively unchanged in size, but is likely to get a slightly wider track and slightly larger rear to increase passenger and luggage space. Volkswagen will be aiming for increased torsional rigidity and improved passive safety, as well as streamlined production capabilities and economies of scale.

The Cross-coupe design will focus more on styling and go after a younger audience, much like *Ranger Rover* have done with their *Evoque* model. There would be greater differentiation between the off-road Tiguans and the road-based cross-coupe, with even the possibility of a high-performance Tiguan R.

Much of the potency gains are being sought through the powertrain, where VW can utilise a brand new vary of petrol (EA288) and diesel (EA211) engines. Expect the new Tiguans to start out off with a 1.4 TFSI turbocharged petrol engine delivering 105 kW, then a 2.0TFSI engine in either 135 or 165 kW states of tune.

On the diesel front are a pair of 2.0 TDI engines in 105 and 135 kW. Waiting within the wings are a 155 kW high-performance diesel variant and an updated seven-speed DSG dual-clutch gearbox with improved potency.

Alternative-fuel powertrains are also being developed. The 2015 Tiguan is anticipated to be offered as a hybrid, planned to be offered with either 60 or 82 kW electrical motors.

It is also likely that a new Tiguan would form the base of equivalent new SUV models for Volkswagen's sister brands Audi and Porsche, and probably Skoda, but no official announcements on these new models has yet been made.

It would be 2016 before a new Tiguan model would debut in Australia.

Small VW SUVs coming.

Volkswagen is reportedly planning to launch two city-sized SUVs, to sit below the Tiguan, to take advantage of the growing global demand for compact crossovers.

German business paper *Handelsblatt* reports a micro-SUV based on the new Up! and a sub-compact SUV sharing the underpinnings of the Polo light car are "certain" to reach production, according to unnamed Volkswagen sources.

A Volkswagen spokesman told the paper no decisions on new SUVs had been finalised at this stage, but said the company's versatile production system made it viable to create numerous vehicles on the same platforms.

Volkswagen tested the compact crossover waters last year when it unveiled the Buggy Up! concept at the 2011 Frankfurt motor show. The door-less targa-top concept sported robust beach buggy styling, striking orange paintwork and a durable, 'waterproof' interior designed for outdoors.



The boss of Volkswagen Slovakia – the manufacturer of the Up! hatchback – Albrecht Reimold told *Handelsblatt* an Up!-based SUV was "certainly an area we must look at".

Manufacturers around the world are jumping on the sub-compact SUV bandwagon. Cars like the Audi Q3, Mini Countryman and Skoda Yeti will soon be joined by the Opel Mokka, Ford EcoSport, and similar city-friendly SUVs from Hyundai, Jeep and Peugeot, among others.

The small SUV segment has grown more than any other in Australia so far this year, up 52.7 per cent compared with the early months of 2011. In April, the segment accounted for 5.7 per cent of the local market, putting it ahead of the once-dominant large-car segment.

VW snares Ford racing boss.

Jost Capito, the man responsible for hot Fords such as the highly accomplished Ford Focus RS, will lead Volkswagen Motorsport from May 2012.

The 53-year-old Capito will take over from current director Kris Nissen and makes the move to Volkswagen after being director of Global Performance Vehicles and Motorsport Business Development at Ford Motor Company USA since 2001.

In his time at Ford the engineering graduate was responsible for Ford's performance vehicles and motorsports strategy that included the development of original Focus RS, as well as the second-generation version (pictured below) that eventually made it to Australia in limited numbers.

Capito has strong ties to motorsport being co-pilot for the winning 1985 Paris-Dakar Rally team in the truck category, head of Motorsport Organisation at Porsche in 1989, and Chief Operating Officer of the Sauber Red Bull Formula 1 team from 1998.



Nissen has been Director of Volkswagen Motorsport since 2003 and will assist Capito through a transition phase before moving into an advisory role for the Volkswagen Group. Nissen helped Volkswagen to a double victory at the 2009 Dakar Rally and repeated one-two-three podium finishes in both 2010 and 2011.

Capito would also have been an instrumental part of the Ford development team working on the forthcoming Ford Focus ST.

While the move won't help speculation surrounding the delayed next-generation Focus RS it does reignite hopes for the stalled Volkswagen Polo R project.

VW to build the next Boxter.

Volkswagen will build the new Porsche Boxster. It won't be a rehash of the VW-Porsche 914 collaboration of the 1960s, or the Audi-built VW-Porsche 924 of the 1980s. Rather, it will be a development of a previous arrangement that Porsche used to have with Finland-based Valmet Automotive.

Porsche will still concentrate Boxster production at its main Zuffenhausen plant, but any overflow will be taken care of by the former Karmann facility in Osnabrück, now owned by Volkswagen.



Of course, VW has a long association with Karmann, which became something more serious after the famous coachbuilders filed for bankruptcy in 2009 and Volkswagen stepped in to pick up the pieces.

It's not the first time Porsche has done this, after recently ending a similar agreement with Valmet. Between 1997 and 2011 almost 230,000 Boxsters/Caymans originated from Finland, built under contract. But from now on production will be by VW.

New GTI to be LSD.

One of the main improvements for the upcoming Volkswagen Golf 7 GTI is a mechanical limited-slip diff, Car magazine reports.

That follows news the Golf 7 GTI is likely to make the most of its new MQB platform and weigh up to 100 kg less than the current 1360kg weight of the Golf 6 GTI (1380 kg with DSG).



A modest power increase from 155 kW to somewhere around 170 kW is expected to be accompanied by a handy 25% increase in torque (up from 280 to 350 Nm).

A lighter, more powerful GTI with a proper slippery diff should help to keep it at the top of the hot hatch shopping list.

Green-conscious buyers may be pleased to learn that a Bluemotion GTI is also likely. Narrower tyres, longer gear ratios and a tailored ECU tune will help keep fuel consumption down.

The seventh-generation GTI is on track for a debut in around 12 months from now at the 2013 Geneva Motor Show. The Golf 7 itself, in regular non-GTI spec, is on schedule to debut at the end of 2012.

VW ideas from China.

Volkswagen has unveiled three space-age concepts at the 2012 Beijing motor show that were dreamt up by its Chinese fans and could shape the manufacturer's future vehicles.

Volkswagen handpicked the trio of innovative ideas from more than 119,000 suggestions that were submitted to its People's Car Project website, which it launched in China 11 months ago.

The first idea – and the most viable in the short term – is the Smart Key. Volkswagen says the slim, 9mm-thick key would feature a high-resolution touchscreen allowing the driver to check the car's fuel level, climate conditions and security status. Drivers could also view a bird's-eye perspective of their car at any time thanks to real-time satellite transmission.

Next up is the Music Car concept, which Volkswagen says expresses the wish of many Chinese drivers for individual automotive design. Covered in organic LEDs, the exterior colour of the Music Car would change with the driver's choice of music, and could be personalised at any moment to make it a standout fashion statement.

The final idea is some way off yet, but remains high on the wish lists of Chinese enthusiasts as well as fans around the world. The Hover Car concept is a sci-fi-inspired two-seater. Volkswagen envisions its Hover Car will levitate a few inches in the air and will be propelled by electromagnetic road networks.

Volkswagen Group China head of design Simon Loasby said the creative ideas submitted to the People's Car Project website gives the brand valuable insights into the desires of Chinese drivers.

"The trend is towards safe cars that can easily navigate overcrowded roads and have a personal, emotional and exciting design," Loasby said.

The People's Car Project was initially planned to run for only one year, but Volkswagen says due to its unprecedented popularity and high quality contributions it has now been extended indefinitely.

Audi wins Nürburgring 24 Hours.

Audi has finished 1-2 in the 2012 Nürburgring 24 Hours, held at the famous German 24 km circuit May. In the 40th running of the classic GT sports car race, Audi recorded its first overall victory, with the new Audi R8 LMS ultra. The German driver quartet Marc Basseng/Christopher Haase/Frank Stippler/Markus Winkelhock shared driving duties in the car entered by Audi Sport Team Phoenix. Christian Abt/Michael Ammermüller/Armin Hahne/Christian Mamerow from Team Mamerow Racing completed the one-two success.

Last year Audi celebrated its tenth victory in the 24 Hours of Le Mans with the R18 TDI LMP sports prototype. Last July the customer racing R8 LMS race car also won the 24 hour classic at Spa-Francorchamps in Belgium, for the first time. In February this year the Audi R8 LMS won the Bathurst 12-hour Australian endurance race, for the second year in a row. The Nürburgring 24-hour triumph now rounds off the endurance record.

The competition around the Nordschleife was regarded as a particularly brutal test of endurance this year. The pace of the eight different brands represented in the GT3 class was unusually high. Many leading teams were struck by technical defects and numerous accidents whittled the field down still further. While the Audi GT3 race car (derived from a production line car) ran technically reliably for 24 hours, the Audi teams did not escape unscathed from accidents either.

In the closing stages the pressure to succeed in the overall classification weighed heavily on Audis numbers 3 and 26. Audi Sport Team Phoenix won its home race thanks to a combination of balanced pace, clever driving and reliable pit work. It was overall victory number three for the team from Meuspath and the first with Audi.

"We are absolutely delighted about this long desired victory," explained Dieter Gass, Head of Racing Commitments at Audi Sport. "For three years the Audi R8 LMS was always the best GT3 car at the Nürburgring. Now we have taken overall victory in the fight with seven other brands. Over the last 24 hours nothing whatsoever was handed to us on a plate. Our victorious drivers and teams produced a fantastic, consistent and error free performance. My sincerest congratulations go to our winners. This victory in a race car closely related to the production car once again proves that Audi Sport racing provides its customers with a well refined, versatile and successful race car."

Dieter Gass (Head of Racing Commitments Audi Sport): "That was an absolutely fantastic race and a great result for Audi. We've waited a long time for this victory – today is the day. It was an exciting race from start to finish. On one occasion our leading car became the innocent victim of an accident but we fought back again to the front to take a one-two finish. Really an exciting result for Audi."

Romolo Liebchen (Head of Audi Sport customer racing): "This is a historical event. Audi has never won the Nürburgring 24 Hours before. We've finally done it. This is the biggest victory for customer racing. We are very happy."

Dirk Theimann (Team Manager Audi Sport Team Phoenix): "A great day for Audi and for Phoenix Racing. We have won this race with three different brands, but the win today is the most emotional for us. I dedicate this victory to





The winning Audi's best lap was 8:33.114 at 178.052 km/h, while the fastest lap was 8:27.161 at 180.142 km/h, set by the 7th-placed BMW Z4 GT3.

Audi R8 e-tron race car for Le Mans.

With Audi keen to further its e-tron electric technology, as seen recently in the Audi R8 e-tron and Audi A6 L e-tron, the German manufacturer recently debuted two new diesel-hybrid R18 e-tron race cars destined for Le Mans at the Spa Six Hour race in May.

Werner Frowein because he has always backed this program."

Peter Mamerow (Team Boss Mamerow Racing): "It was overwhelming when I think that we only received the car eight or nine weeks ago and had a pretty short time to prepare. It has always been my dream to finish on the podium at the 24-hour race. We've made a few attempts, led twice and retired. At some stage or other you don't believe it can happen anymore. The cooperation with Audi is excellent and there is a great feeling of belonging together – this is all just fantastic."

Markus Winkelhock, Audi R8 LMS ultra #3 (Audi Sport Team Phoenix), 1st position: "It was a super weekend, the weather also played along. It was a massive show and a great atmosphere. The competition was very strong and the cars were at a high level. To be at the very top at the finish is obviously amazing because things didn't run so sweetly to start. Qualifying wasn't perfect and we weren't so good in the opening hours. Today you saw just what can happen in 24 hours. The car was super, the drivers were well suited and the team did a great job. Thanks to everyone who was involved."

Christian Mamerow, Audi R8 LMS ultra #26 (Mamerow Racing), 2nd position: "I'm so incredibly proud of this entire team that has worked on this wonderful project. It's simply fantastic to be speaking about a second place here, which I never thought possible beforehand. We produced solid work and got through without any real incidents. This was the key to our success."

Race result:

1. Audi R8 LMS Ultra - 155 laps
2. Audi R8 LMS Ultra - 155 laps + 3m 35.303s
3. Mercedes Benz SLS AMG GT3 - 155 laps+ 11m 31.116s
4. BMW Z4 GT3 - 154 laps
5. Audi R8 LMS ultra - 151 laps
6. Porsche 997 GT3 R - 151 laps
7. BMW Z4 GT3 - 150 laps
8. BMW Z4 GT3 - 150 laps
9. BMW Z4 GT3 - 150 laps
10. Mercedes Benz SLS AMG GT3 - 150 laps

The two Audi R18 e-tron Le Mans prototype cars ran alongside two diesel-powered Audi R18 ultras. Audi achieved Le Mans wins with diesel race cars in 2006, 2007, 2008, 2010 and 2011, repeatedly proving the strength of Audi's diesel performance. Audi claimed a 1-2-3-4 victory at the Spa Six Hour with the conventional diesel cars taking the top two podium spots.



The electric quattro system developed for the R18 e-tron sees a V6 TDI engine drive the rear axle, while the front axle is powered by recuperated energy and fed into a flywheel energy storage system that returns it to the front wheels under acceleration.

The idea is not a new one for the brand, as Head of Audi Motorsport Dr Wolfgang Ullrich explained: "We started to think about the hybridisation of a Le Mans sports car relatively soon after the first TDI successes. A concrete opportunity for this materialised when it became clear that the regulations would be permitting such an option."

Audi says the technology developed for its motorsport ventures and the acquired know-how influences the performance of its next-generation production vehicles.

Sadly Peugeot has pulled out of Le Mans racing this year, but Audi will be challenged by the likes of Toyota and Aston Martin among many other manufacturers competing at the Le Mans 24 Hour. It will run on the weekend of 16-17 June. We will report on Audi's results in next month's Zeitschrift.

Peter's Powertuned 1973 Squareback.

I've finally located some photos of my old '73 Type 3 Squareback, which are attached.



These series of photos were the second-last series taken, before it was sold to pay for my current wife and I's marriage and were taken outside her parents' residence at Chatswood at the time.

This was when the engine was 2180cc, which was its final engine modification undertaken by Adrian Corvisy from Powertune Engineering at Gladesville, when I was involved with him and when Steve Carter was involved.

There were some additional paintwork enhancements done in late October '81 with the door handles, mirrors, VW front bonnet emblem and anything else that was chrome painted and matched to the rest of the car's Flipper Blue paintwork. It was done by Albert Fletcher who worked with Tom Naillard** at Brookvale as Albert did the flared guards (in steel) for me, but that was it.

It was a quick car, not as quick as Adrian's AC-709 Number Plate 2180cc Beetle, nor his then girlfriend Raylee Cottee's bug, nor Steve Carter's air-cooled bug, but apart from some other bugs going around it used to do 5.1 secs for the 0-100 km/h stretch in '81-'82. Top speed was never proved but



was in the 200-210 km/h range and it was really, really stable with Spax adjustable Shocks, lowered 2 inches and a host of other stuff and it seriously looked fantastic on the road in motion or stationary and I absolutely loved it and still think about and miss it, but life goes on.

I was married in Feb '82 and three weeks before our wedding I sold the car to a David Anderson (a fellow surfer in a group I surfed with between North Steyne and Queenscliff) for \$5K and David on-sold sometime later to another Northern Beaches chap and from there I never knew where it went if it's indeed in a final resting place.



Some many, many years later sometime around 2003 or thereabouts I contacted Steve Carter who did some rummaging around and Steve said it may have ended up with a guy at Tamworth who had a Smash Repair business whose name may have been Ross Freestone.



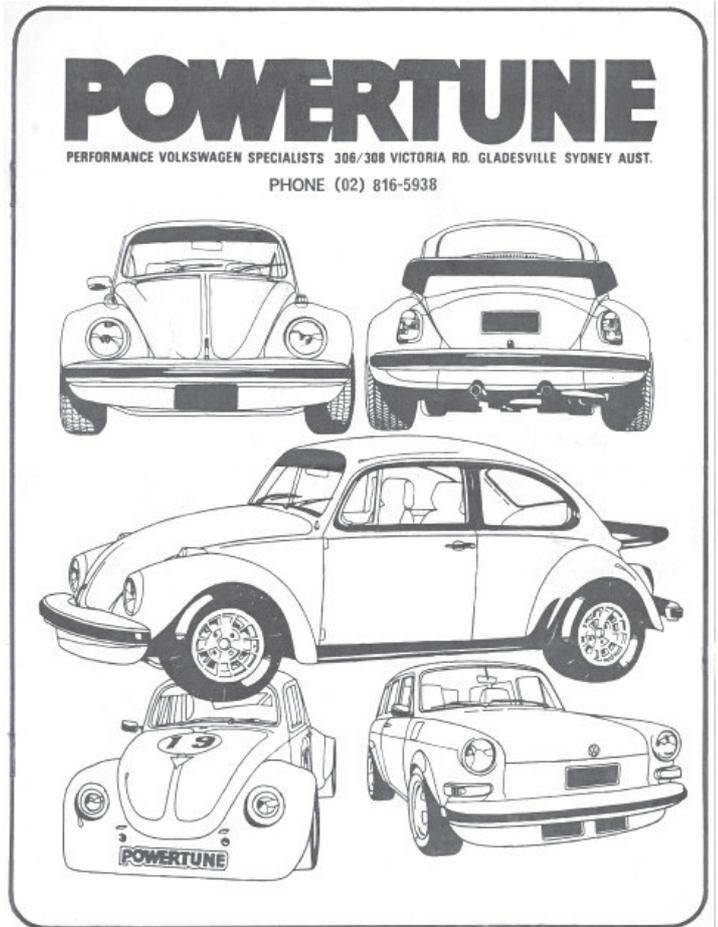
I found a Freestone in Tamworth that was a Smash Repairers and rang and I introduced myself and informed that Steve thought my T3 could have ended up with him, but was gruffly told, Nuh! never owned and when I sort of re-asked in another way had the phone from his end slammed down and that's then last time I had made enquires until I contacted you last year from memory.



This chap's gruff reply could mean it may have been involved in an accident with injuries and has left a poor taste in someone's mind or just been written off, given my struggle to locate.

I thought if you could include in one of your articles and put out a search and rescue and if it could be found and the current owner was willing to let me have a look if it's in reasonable condition I might see if he/she would sell and if not it would still be great to have another look at a real beaut modified wagon again.

It's too difficult for me to try and reconstruct what I had, as this was the only Type 3 of its type (excuse the pun') in the southern hemisphere from 1973 – 1982 when I sold it, and if I was to even win some \$'s to help with the construction of another replica the R&MS engineering requirements these days are very tough and I'd battle to get it approved for Rego let alone Insurance, although Shannon's may accept.



Anyway maybe one of your older VW enthusiasts might twig to it's whereabouts.

If you need a donation for the article let me know and I send my credit card details or a cash deposit.

** Tommy Naillard was the guy who actually brought the Chevrolet Corvair into Oz with the intention to race in the Aust/State Sports sedan championships, however Tom wanted to run a central seat position to get a greater effect with the Formula 5000 engine he was going to put in the rear, but CAMS wouldn't approve that configuration and as Tom really didn't have a lot of \$'s anyhow, that's when the late Frank Gardner heard about it and to his credit Tom sold it to Frank (who had the \$'s, the engineering skill, the workshop the help and the sponsors lined up) for more then it cost tom to bring into the country in the first place!!

The rest is history as Frank won 2 or 3 SSC's as did Allan Grice when he got to drive it, before it was banned as nothing in the configuration it was anywhere in Oz and possibly the world could beat it, smacks of Godzilla in the Group A days doesn't it.

Regards

Peter Manning
peter.manning@sydneywater.com.au

VW lube jobs and looking kewl.

I shouldn't be writing this. I shouldn't have to be writing this, since it covers a topic everyone already knows. Or should. But here goes.

Like most of my articles, this one began with a message from a youngster, the proud new owner of an old Beetle. He'd found some of my articles and sent me a message that, aside from the question it contained, told me he hadn't read any of the available VW manuals. I answered his question and, being the sweet sonofabitch I am, I pointed him toward the books and told him to get reading - I didn't have time to answer questions he could answer for himself.

Usually, that's all it takes to stub the tender ego of youth and I didn't expect to hear from him again. But I did.

Okay, he sez, he's got the manuals. And he's impressed. He has the Bentley, the Muir and the Haynes and he's reading as fast as he can and if I had the time, would I please tell him how much grease he should put in his fittings when he gives his '64 Bug a lube job. It squeaks, he sez.

Instead of telling him, I pull out the manual, to point him toward the proper page and paragraph. But it wasn't there. Haynes says only to grease the thing - no mention of how much. Muir sez the same thing, except they screw things up by passing out bum dope on what to do about a bad grease nipple(*). The Bentley manual gets it right, saying "Continue with the greasing until fresh grease begins to emerge from the lubrication points." (Page 8-8 in the Bentley book for Bugs.) So I tell him where to find it and get back to doing what I was doing, which has to do with propane and computers and all kinds of neat stuff.

Back comes another message, quick like a bunny. It's a Yeahbut message: "Yeah, I read that... but that takes something like twenty strokes and all of my friends say that's 'way too much.'"

Ah yes - peer pressure, and the deadly need to look kewl. This fellow's friends, one or two of whom might own a Volkswagen, were giving him the benefit of Conventional Wisdom. And then there's the Muir manual, which sez to stop greasing as soon as you see grease come out. Wrong.

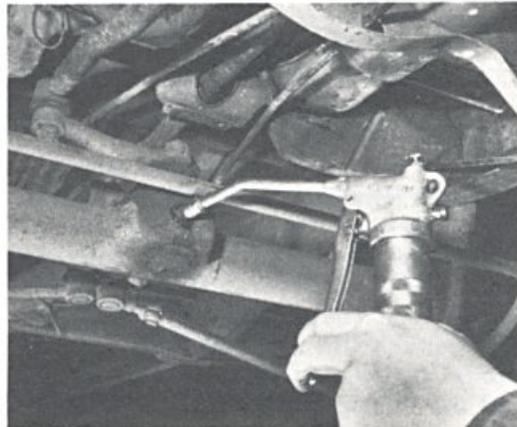
I sent the kid a long, carefully worded message explaining that the purpose of a lube job is to replace the chassis lube, offering him some tips on how to keep things greasy so they'll last a long time. The kid fires right back to say that after sending his second message he's checked with his dad and the local quickie-lube emporium (shudder) and everybody agrees - one or two squirts of grease is all you need. He also had some rather sharp things to say about lube needles (see below). Faced with the possibility of looking un-kewl, the kid had taken the easy way out.

Good-bye, kid. Good luck in the contest.

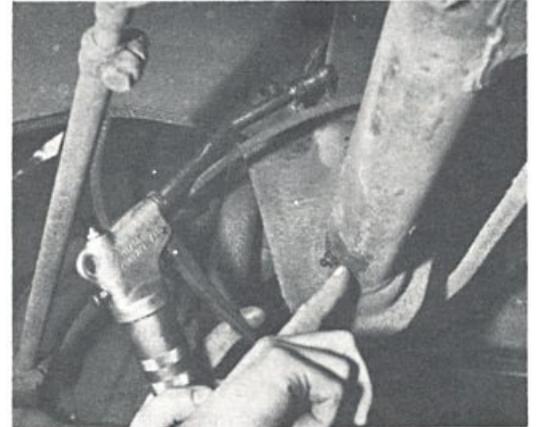
I go back to playing with vaporizers and trying to figure out how to fit a one hundred sixty litre propane tank in a bus and I'm laying out there under Grendel, looking at a patch of blue sky through her 'good condition' cargo bay when I begin to wonder.... doesn't everybody know the whole idea is to change the lube rather than just add a bit?

A lube job is in fact the replacement of the lubricating grease, not just its replenishment.

Lubricants - oils, greases and soaps - literally wear out. Their long-chain molecules are sheared by heat and pressure and over time they become contaminated with moisture, dust - and in the case of engine oil, with combustion products. We deal with worn-out, contaminated lubricants by replacing them.



2.4a Grease point in the centre of the axle beam and ...



2.4b ... one at each end

Everyone knows they have to change their oil rather than just topping-up. And most of us know we have to change our tranny-lube every couple of years. And we scrub all the old grease out of our wheel bearings and the spindle bore and repack them with new grease...

So what's different when it comes to chassis lube? A lube-job is just another form of oil-change.

When doing a lube-job, to make sure you do a proper job of it, you keep pumping until you see the new grease coming from the part. Yeah, it's a mess - the old grease gets all over everything. You put down some newspaper or something else disposable to catch the globs of falling grease, and use paper towelling to wipe any grease that clings to the part. When you're done, you should put a cap of some kind over the grease nipple. Volkswagens used to come with neat little rubber caps for this job, and replacements were commonly available, although I haven't seen their like in recent years. Instead, I've taken to moulding aluminium foil over the grease nipples after every lube-job.

Lube jobs, like oil changes, are not carved in stone - you can't just go by miles travelled or a set period of service, you need to pay attention to the type of miles travelled and the conditions encountered during a given period of service. Normally, your steering and front suspension needs its lube replaced about every three thousand miles (5,000 km) - that's the spec. Then comes the fine print. Rough roads? (meaning lots of action from the suspension) - replace the lube more often. Dusty roads? (meaning more contaminants, plus the wicking-effect of dust) - replace your lube more often. (Oddly enough, a vehicle that does not drive very much needs its lube

replaced more often than one which does.) It's all there in the manuals (at least, in most of them :-). And has been, for about seventy years.

Keep it greasy, it lasts longer. It is not just proper lubrication that prolongs the life of the vehicle, there is also the implied cleaning that accompanies any lube-job. Dirty, dusty or harsh conditions, you need to clean your undercarriage more often. That's what you do before you change the lubricant, just as you clean off your engine when do an oil change.

A fair example of the frequency at which you may need to change your lube was my run to Inuvik last year. Round trip, it was only eight thousand miles but there were so many miles of dusty, unpaved road I thought it best to double-up on my lube jobs, doing the greasy chore three times during the trip.

I've even got the photos to prove it :-)

Following the trip to Inuvik I ran down to Cabo as a preliminary for our up-coming 12 July trip. I had the bad luck to run into the tail-end of a hurricane and had to ford a number of flooded vados. Soak your Bus in water, you gotta change the engine oil, tranny lube and chassis grease. All tolled, the Bus enjoyed five lube jobs for only fifteen thousand miles of service. (There was a three-thousand mile run to Kansas City in there somewhere.)

There are many different types of grease. For most chassis lubrication needs any good grease will work but see your manual for their recommended specifications. For CVs you want a different formulation than the grease you use for your torsion bars - one more suitable for high pressures. But CV lube is great stuff for tie-rod ends and ball joints.

There are three basic types of manually operated grease guns but all of them are in fact a form of hydraulic pump, designed to pump grease rather than oil. The lever-type gun can usually generate about 20 mega Pascals (3000 psi), more than enough to force the thick grease into the finest fitting.

It is common practice to maintain a different grease gun for each type of grease your vehicle requires. I use a moly-based grease for CVs, tie-rods and ball-joints, and a lithium-based grease for the torsion-bar and steering knuckles.

Grease is sold in convenient cartridges, although you can bulk-load your gun if you wish. Wheel-bearing grease is normally sold in cans. The best wheel-bearing grease has very long molecules - it's called 'long-fibre' grease - and is unsuitable for use in manual grease-guns. Each cartridge holds about 400 grams of grease - about fourteen ounces. It takes about 250g of grease to do a proper job on an old bus. Later model buses have fewer fittings - more 'Lifetime-lubricated' parts waiting to fail - and so takes less grease per job. On the Inuvik run I used two tubes of grease and had to replace one grease nipple, apparently kissed by a rock.

Grease nipples are shaped to match the nozzle of a grease-gun. The grease passage through the nipple is closed with a check-valve, a tiny steel ball supported by an equally tiny spring. Left exposed, grease nipples go bad quite quickly, which is why they should always be protected with a cap.

Being a lubricated joint, VW tie-rod ends were once fitted with grease nipples, and many still are. The same is true of ball-joints. Unfortunately, it has become common for auto-makers to equip their products with ball-joints and tie-rod ends that are 'lubricated for life,' which is automotive double-

speak meaning the things will only last about sixty thousand miles before they must be replaced due to lack of lubrication. They'll last longer if you stick to smooth, paved roads but the bottom line is that you can't lubricate them, meaning they'll wear-out faster than a fitting you CAN lubricate.

The solution to this 'Lifetime Lubrication' bullshit is pretty simple. Some VW ball-joints have a threaded hole for a grease nipple. Simply replace the nylon plug with a nipples and pump away - your ball-joints will love you for it. Another, less effective method, is to inject grease directly into the fitting through the rubber boot, using a large hypodermic needle. I know it sounds crazy but it works. Indeed, it sounded so crazy that the kid mentioned above had never heard of it nor had any of his friends. Thanks to Conventional Wisdom the kid was convinced the suggestion - and all of my articles - had no value, that I was just another geezer blowing smoke up his ass. And besides, his Dad told him it was illegal to own a hypodermic needle(!!!) Ah well.

Wanna nice big hypodermic needle? Go down to your auto parts shop and buy one. It will be hanging on the wall in a blister pack, somewhere near the grease-gun stuff. Plews (brand name) makes one — their catalog number is 05-037. Cost about three bucks. Cheep! (This is also how you get those extra miles out of your CV joints.)

The 18 gauge hypodermic needle, which at least in California is perfectly legal to own, is swaged to - you guessed it - a grease gun! Plug it into the nozzle of your grease gun, stab the needle through the boot of your tie-rod end, CV or ball-joint, and pump away. Yeah, it makes a hole, and yeah, some of the grease will leak out. But the thing will last a lot longer, too.

Bob Hoover

(*) So how did Muir screw-up on his lube-job instructions? First, he sez to pump until you see the grease come out — "...indicating that it is full." All that does is top-up the old grease. You want to CHANGE the grease, not just top it off. Keep pumping until you see NEW grease coming out.

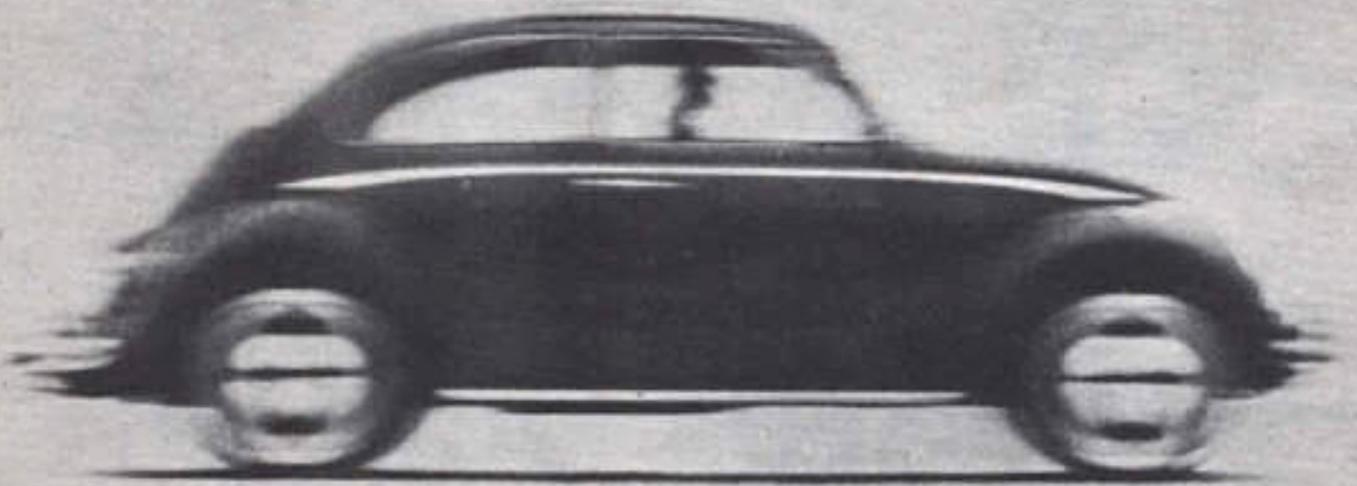
Secondly, he sez that if you have a bad nipple, run down to a service station and have the kid use the pneumatically-powered grease-gun to force grease through the fitting.

Bad, bad idea. What if the fitting is filled with dirt? What if the spring has failed and the ball is rusted in place? (Hint: You'll pump parts of the spring into the joint you're trying to lubricate.) And finally, what if even the powered grease-gun can't force grease through the nipple?

If you have a bad grease nipple, replace it. You can buy grease nipples at any auto-parts place that sells grease - they come with the territory. Good Volkswagen parts shops will also stock them. You should keep a couple of spare nipples of each type (they come in both straight and angled flavours) in your tool kit, just as you keep a few spare fuses and a few spare tyre-valve cores. It's not anything special, it's just what mechanics DO.

In all fairness, the Muir manual mentions replacing grease nipples - but only when they fail to make an adequate seal with the nozzle of the grease gun.

There's a bit more to it than that. - RSH



One nice thing about an air-cooled engine:

Inhale.
Exhale.

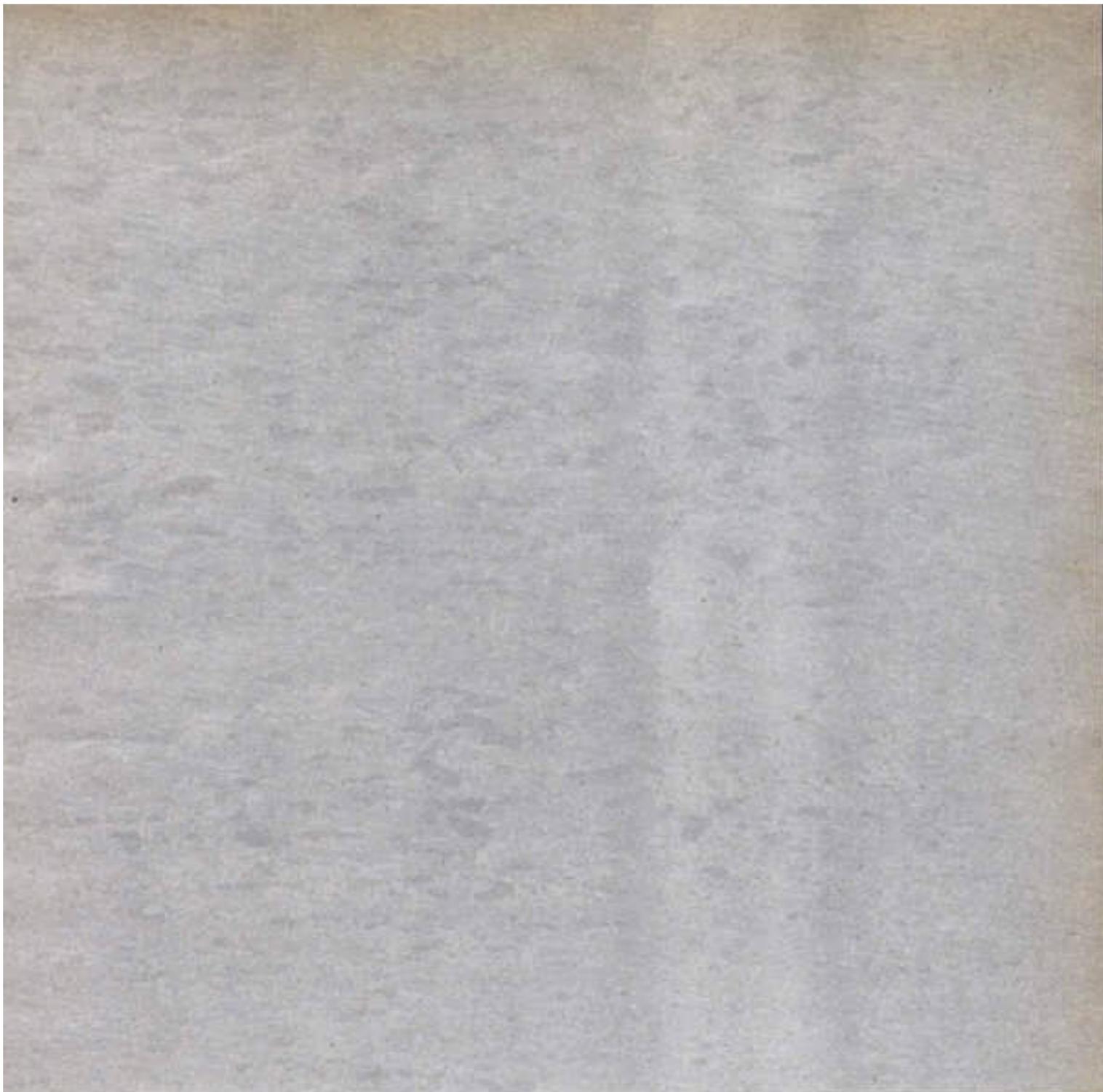
Now you know exactly how the Volkswagen engine is cooled. With air.

Water has nothing to do with it.

A big fan swooshes cool air through the engine and swooshes it out again.

The faster you go, the bigger the swoosh. So the engine stays calm, cool and collected.

Or you can inch along all day in hot and heavy traffic. You may not enjoy it, but at least you won't have to worry about boiling over.



VW7053

You never run out of air

You also won't have any worries about topping up your radiator.

There is no radiator. Or hoses. Or water pump. Or rust.

So most VW owners rarely see the engine. The engine compartment is opened only when the car is serviced.

However if you feel you owe your Volkswagen engine a little something special every now and again you can do this much.

Just run it once around the block and let it air itself out.



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