

# Zeitschrift



Joe's Kombi is blessed during WYD 2008.

## August 2008

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The Toy Department  
Hiring a VW Camper  
Valla Park 2008

10-pin Bowling night  
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Porsche 356 in a VW  
Plus lots more...



**Club Veedub Sydney.**  
[www.clubvw.org.au](http://www.clubvw.org.au)

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



# Club Veedub Sydney Committee 2008-09.

|   |   |   |
|---|---|---|
| <b>President:</b>                         | David Birchall<br>david@clubvw.org.au   | (02) 9534 4825  |
| <b>Vice President:</b>                    | Bill Daws<br>bill.daws@bigpond.com  | 0419 431 531  |
| <b>Secretary and:<br/>Public Officer:</b> | Bob Hickman<br>hicko@inet.net.au  | (02) 4655 5566  |
| <b>Treasurer:</b>                         | Martin Fox<br>martin@clubvw.org.au  | 0411 331 121  |
| <b>Editor:</b>                            | Phil Matthews<br>philjmatthews@optusnet.com.au  | (02) 9773 3970  |
| <b>Webmaster:</b>                         | Steve Carter<br>clubveedub@alpha.net.au   | 0439 133 354  |
| <b>Trivia Pro:</b>                        | John Weston<br>mumweston@bigpond.com  | (02) 9520 9343  |
| <b>Book and DVD<br/>Librarian:</b>        | Joe Buttigieg<br>pbvw@bigpond.com   | 0449 291 642  |
| <b>Tool Librarian:</b>                    | Bob Hickman   | (02) 4655 5566  |
| <b>Merchandising:</b>                     | Raymond Rosch<br>sales@clubvw.org.au  | (02) 9601 5657  |
| <b>Raffle Officer:</b>                    | Christine Eaton   | (02) 9520 4914  |
| <b>Vintage Registr:</b>                   | Leigh Harris<br>leigh@clubvw.org.au   | (02) 9533 3192  |
| <b>VW Nationals<br/>Committee:</b>        | David Birchall<br>Bob Hickman<br>Chris Pascoe<br>Matthew White  | (02) 9534 4825<br>(02) 4655 5566<br>(02) 9773 1637<br>0423 051 737  |
| <b>VW Motorsport<br/>Committee:</b>       | Herb Gutmann<br>Cameron Hart<br>Rudy Frank  | (02) 9428 4099<br>0407 003359<br>(02) 9639 1002   |
| <b>General Committee:</b>                 | Zoran Milvica<br>Ken Davis<br>Heather Pascoe<br>Ray Pleydon<br>Mike Said<br>Frank Watkins   | Ron Kirby<br>Grace Rosch<br>Shirley Pleydon<br>Brian Vanderkly<br>Danny McFadden<br>Laurie & Wayne Murray |
| <b>Canberra Committee.</b>                | <b>Chairman:</b> Mark Palmer<br><b>Vice Chair:</b> Peter Bone<br><b>Secretary:</b> Bruce Walker<br><b>Registrar:</b> Ian Schafferius<br><b>Asst Registrar:</b> Ian Bugden<br><b>Webmaster:</b> Martin Budden<br><b>Events Members:</b> Martin Budden, Mandy Conway,<br>Tim Popham | 0416 033 581<br>0423 129 744<br>0400 119 220<br>0434 717 093<br>0432 939 283                              |

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

## Club Veedub membership.

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

## Monthly meetings.

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

## Correspondence.

Club Veedub Sydney  
PO Box 1135  
Parramatta NSW 2124  
[info@clubvw.org.au](mailto:info@clubvw.org.au)

## Our magazine.

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

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

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

## We thank our VW Nationals sponsors: 21 years.

Volkswagen Group Australia  
Andrew Dodd Automotive  
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H&M Ferman  
Klaack Motors  
Stan Pobjoy's Racing Engineering  
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## 15 years and over.

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AUCTIONS · EVENTS · INSURANCE



# 2008 SHANNONS EASTERN CREEK CLASSIC 23 and 24 AUGUST 2008 EASTERN CREEK INTERNATIONAL RACEWAY

**THE LARGEST GATHERING OF CLASSIC VEHICLES IN NSW.**

- SATURDAY:** FREE ENTRY & PARKING.  
TRADE DISPLAYS & SALES IN PIT GARAGES ALL DAY  
CSCA SUPERSPRINT CIRCUIT EVENT FROM 10:00AM
- SUNDAY:** 1,700 MEMBERS VEHICLES ON DISPLAY AND ON PARADE  
CLASSIC DOUBLE DECKER BUS RIDES AROUND THE TRACK  
NSW'S MOST PRESTIGIOUS CONCOURS JUDGING EVENT  
MILITARY & COMMERCIAL VEHICLES ON DISPLAY  
HISTORIC RACING CAR DISPLAY  
TRADE DISPLAYS IN PIT GARAGES ALL DAY  
BOOKS AND MODELS ON SALE - ideal for Father's day

**Special Displays for :-**

- \*100 years for GENERAL MOTORS
- \*100 years for the MODEL T FORD
- \*80 years for the MODEL A FORD
- \*70 years for the VOLKSWAGEN
- \*60 years for the 48-215 HOLDEN
- \*60 years for the MORRIS MINOR
- \*60 years for the LAND ROVER
- \*60 years for the PORSCHE 356
- \*50 years for the Morgan owners club
- \*50 years for the FC HOLDEN
- \*50 years for the GOGGOMOBILE
- \*40 years for the TRIUMPH TR6

**IF YOU LIKE CARS, MOTOR BIKES, TRUCKS, BUSES OR MILITARY VEHICLES,  
THIS IS THE SHOW FOR YOU AND ALL THE FAMILY.**



**PUBLIC ENTRY \$15 (incl. GST)  
KIDS FREE - 12 years & under  
PARKING FREE  
BUS RIDES - DONATIONS welcome**



Club Veedub Sydney has 15 display spaces booked – these will go quickly.  
Phone David Birchall on 0415 957030 to book your VW in the display.

# It's on again!

# Boris' VW Picnic Day & Swap Meet 2008

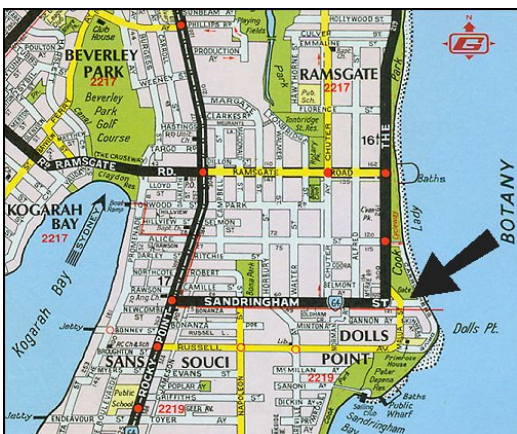
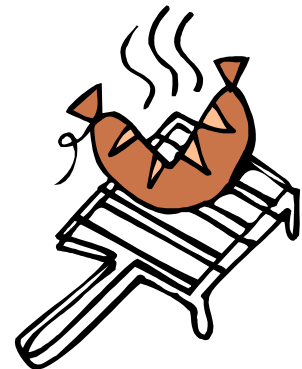
**\*\*\* SAME GREAT VENUE THIS YEAR \*\*\***

**When: From 9:00am Sunday 21st September 2008**

**Where: Cook Park at Dolls Point, right beside Botany Bay.**

**Enter via the end of Sandringham Street at the south end of the park. Stop right beside the sea shore.**

- **Come rain or shine!**
- **Juicy sausage sizzle, cold soft drink, hot coffee and tea available. Club shop open.**
- **Car Display (no judging or trophies)**
- **Swap Meet - clean out your garage!**
- **Toilets on site.**
- **\$5 general entry. \$10 for swappers.**
- **All VWs welcome - air and water-cooled, old and new.**
- **Polish your VW for the start of spring and have a fantastic day!**



Presented by Club Veedub Sydney

Sponsored by Vintage Vee-Dub Supplies  
(02) 9789 1777



# Canberra VW Weekend

27 - 28 September 2008

**Cruise the capital in your VeeDub !**

**Saturday  
27 September**

- Afternoon VW cruise through Canberra
- BBQ (follows cruise)

**Sunday**

**28 September**

- 'German Autofest' Show and Shine
- Rond Terraces, C'wealth Park, Canberra
- Trophies to be awarded

- Details on Canberra website closer to the event -  
[www.canberravw.com](http://www.canberravw.com)



**Club VeeDub  
Sydney Inc.**

The legend never dies

**Canberra Chapter**

# VW WARWICK 2008

WARWICK DRAGWAY QUEENSLAND October 4 -5th

## ALL VOLKSWAGEN DRAG RACING ACTION - ALL WEEKEND !!!!



- VW 1/8th Mile Track
- Dial Your Own Racing
- Unlimited Runs All Day
- Novice To Experienced
- VW Stocker To Modified
- Saturday Street Parade
- Swap Meet & Trade Area
- VW Show and Shine

**PRE-DRIVER ENTRY  
ESSENTIAL  
ENTRIES CLOSE  
SEPTEMBER 26TH '08**

For Event Details, Entry Forms and  
Conditions Go To ▾



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# Oktober-Fest 2008



205 Adams Rd Luddenham (UBD Map Reference 224 A15) with the gates opening at 10am. **FREE** parking and admission.



**It's on again, the Hubertus Country Club's Oktoberfest!**

German beer on tap in a glass Oktoberfest beer stein. German food. Competitions. Oom pah-pah Band, market stalls plus rides for the kids. So bring along your family, Lederhosen and an appetite for German music, food and of course... **BEER!**

**Trophies Sponsored by the Hubertus Country Club.**



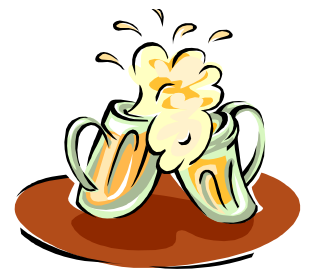
**Sunday 4 October 2008**

**You'll be welcome there all October long weekend!**

(Camping spots available, Contact Hubertus Country Club for information)

**Club VeeDub will be set up there on Sunday.**  
**Look for the 'VW Parking' signs after you go through the gate,**  
**free premium parking for Volkswagens only.**

For general information on the Hubertus Country club or their Oktober-Fest, call (02) 4773-4444. Otherwise email/call Raymond at [sales@clubvw.org.au](mailto:sales@clubvw.org.au) / 0408207228 We'll see you there! -Prosit!



## Von dem Herrn Präsident.

There are some great events coming up in the next few months, especially Boris' Picnic Day and the Club VW Canberra German Fest. If you can't make it to these events then you're missing out on some great fun. Boris' Picnic day will be on Sunday the 21st September, so if you want to get rid of any old VW stuff you have lying around, please bring it along for the swap meet. It will be a biggie once again. Please help out on the BBQ if you come along, and we need all hands on deck. Any one with prizes for the raffle, please bring them along on the day.

At last month's meeting we held our annual election of Committee personal. There's a few minor changes, so if you need to contact someone, refer to the new listing. Thanks to all who voted and participated at the meeting. This will be my LAST year as President so as to give someone else a go. I will still be doing the other bits and pieces, so don't panic.



At our next monthly meeting on 21 August, we will have a short talk by Rowan Pura of Lift King Australia [www.liftkingaustralia.com.au](http://www.liftkingaustralia.com.au), makers of compact car storage solutions. This should be interesting so please come along.

Club Veedub defeated Flat 4 in the 10-pin bowling challenge at Lidcombe last month. It was a great night out and everyone had fun. We will have another one later in the year; stay tuned.

Last weekend the bi-Annual VW Spectacular was run once again, for the 17th time. This is a fantastic venue that allows around 200 to 300 people to stay on site and enjoy a great weekend. We had our usual rowdy bunch of club members attend. This year I won the chook, beer ( 77 schooners ) and rescue squad raffles, lost my glasses, and found them again. Steve has written a report for this year - see page 24. Joe B did a street car count on the Saturday morning advised me of a total of 310 cars in the street.

Précis of Committee and General meetings:- VW Spectacular Valla Park, CMC Display Day Eastern Creek, Canberra VW Weekend, Warwick Drag Weekend, Boris Picnic day, Flat Four VW Shootout, AGM Committee.

KeeponKruzin,

David Birchall



## Kanberra Kapitelreport.

A big G'day from the nation's capital, where we continue to enjoy negative temperatures and antarctic breezes. We are still getting used to our new committee

and certainly are finalising our arrangements for Autofest. Are you coming? The weekend of 27 / 28 September. See the flyer on page 5 for more details. We'd love to meet you all.

On the subject of Autofest, Saturday afternoon is the cruise to a surprise location, then Sausage sizzle - free to members with club shirt or club membership card, otherwise gold coin donation.

Sunday (Autofest) - as per previous years there will be a small entry fee, *Non Club VeeDub members \$10 per car, Club VeeDub members \$5 per car, based on club membership card.* This is payable when you arrive and register at our tent (all cars to pay).

Additionally this year, the Autofest committee (for the entire show) requires all entrants to pay a small fee to cover the costs of the show (\$2), so please be aware of this. Registration forms will be held at the friendly Club VeeDub tent. Why not download the form early and have it printed ready when you get there? We intend to have a link off our new website ([www.canberravw.com](http://www.canberravw.com)). It isn't there yet but hopefully will be soon. This year we have children Kiddie Corner as well (a first for us). For our local chapter we need volunteers for the Autofest, so why not turn up to a monthly meeting and lend a hand. Many hands make light work on the day.

And on the subject of our new website, its still progressing, but hopefully it gives a fresh new face to our group. More sections will be added in coming weeks and it will eventually have quite a bit of 'local stuff' for you to look at. Give it time, its growing as we speak!

Other events coming up are our Third Annual Hot Chocolate Run on 31 August. This year we have changed things a bit and we're off to a local Alpaca farm, having lunch there (\$12.50 pp) and catching up with everyone. Want to come along? You need to book, contact Bruce via email [raafkombi@dodo.com.au](mailto:raafkombi@dodo.com.au). If we don't have enough numbers, the catering won't be worthwhile and the event may be altered / cancelled at short notice. Those members who book will be given the trip details for the day (departure time / place, etc).

Also coming soon is our Chapter Camping Trip, booked for 13 / 14 September, being held at private property near Cotter. We're hoping for a great overnight 'break' with everyone and their cars, so dust off your camping gear and get yourself ready. Fees will be minimal, a few rules will prevail but a great time will be had by all. Flyer is on page 25 this issue.

Quick word on 'Historic' Registration for the older cars. It's great that ACT members can avail themselves of this service now (and many thanks to Ian S for his work in this area), but we'd like to see the cars too on the club runs. Dust them off and drive them, sure they look great all polished up, but they'd look better in the sun for everyone to see.

Lots of other things happening but these are the highlights. Remember we have chapter T-shirts and stickers for sale (see Peter B), lets get the local word out there about how much fun we can have as a club. Also, don't forget to check out the events happening in



nearby Sydney, all members can attend them so jump in, go along to the ones you can get to and meet more like-minded people.

Mark and Bruce



## **Klub Kalender.**

### **August.**

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

**Sunday 24th:- Shannons Eastern Creek Classic**, at Eastern Creek Raceway. Organised by CMC. Club Veedub Sydney has 15 car spaces booked this year. Contact Dave Birchall on 0415 957030 to book your VW in the Club veedub display. Be quick - they will fill up quickly. See page 3.

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

**Sunday 31st:- Canberra Hot Chocolate Run** to Braidwood. Contact Bruce on 0400 119220 for more info.

### **September.**

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

**From 6th: NSW Classic Grand Tour 2008.** Contact Edith on (02) 6642 4569 for more info.

**Monday 8th:- VAG Motorsport Round 6** at Oran Park. See [www.vagms.org](http://www.vagms.org) for more info.

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

**Sunday 14th:- Orange Blossom Festival Classic** Car Display and Swapmeet, at Bull and Bush Hotel carpark, Seven Hills Rd and Windsor Rd, Balkham Hills, from 8:30am. Medallions and trophies to entrants. Contact Wayne Merton MP on (02) 9686 3110 for entry form and more info.

**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.

**Sunday 21st:- Boris' Picnic Day 2008** at Cook Park, Dolls Point, right beside Botany Bay. VW display, VW swapmeet, sausage sizzle. Shine up your VW for spring! All VWs welcome, old and new. \$5 entry, \$10 for swappers. Phone Boris on (02) 9789 1777 for more info. See page 4.

**Saturday 27th and Sunday 28th: Canberra Autofest.** Saturday will be our Canberra VW Cruise and catch-up. Sunday is Shannons' German Autofest beside Lake Burley Griffin. The biggest VW event in the ACT! Contact Bruce (0400 119 220) for more info. See ad on page 5.

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

### **October.**

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

**Sunday 5th:- German Oktoberfest 2008** at the Hubertus Club, 205 Adams Rd Luddenham, from 10:00am. German food, beer, oom pah pah band. Market stalls, kids' rides! Club Veedub has a prime display position. For bookings or more info, contact Raymond on 0408 207228. See page 7. Prosit!

**Saturday 4th & Sunday 5th:- Warwick 2008 VW** Drag weekend at Warwick Dragway, Queensland. See ad on page 6.

**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.

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

### **November.**

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

**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 15th: - VAG Motorsport Round 7** at Eastern Creek (Twilight). Last meeting for the year. See [www.vagms.org](http://www.vagms.org) for more info.

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

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

## December.

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

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

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

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

## Marktplatz.

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

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

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

## New Ads

**For Sale: 1963 VW Beetle** 1200cc. One owner, 44,000 miles. Very good original condition inside & out, converted from 6V to 12V. Now fully roadworthy after 12 years unregistered. \$ 5,000. Phone Geoff & Steve Fry, 02 6332 1699 home, 02 6332 3677 work.

**For Sale:- Hospital-style Shower Chair.** Cost \$875, sell for \$450. Also, **Tray Front Chair + Foot Rest.** Adjustable height legs, 2 velour seat covers. Cost \$850, sell for \$450. As new, excellent condition. Phone (02) 9603 1799.

**For Sale:- 1978 bay-window Kombi**, 2-litre Microbus. Metallic sky blue. Brand new motor, brand-new auto transmission. Disc brakes all round, lowered, customised interior, nice CD stereo. Sports steering wheel. Mag wheels, good tyres. 12-months rego. \$25,000 ONO. Phone Russell on 0458 916 248. Car is located in King's Park.

**For Sale:- Semi-automatic gearbox** for Beetle. Left over from manual conversion. Very good condition when last driven (February '08). Includes vacuum servo and torque converter. \$500. Also available, other bits from semi-auto: ATF and vacuum tanks, control valve, gearstick, shift rod, pedal cluster. Call Chris or Annie in Lithgow on (02) 6351 4161 or 0412 726 901.

**For Sale:- 1974 Kombi window van.** 2-tone blue-grey. Rebuilt 1800 motor, body in reasonable condition. Pioneer CD player. Alpine speakers, new fuel pump. Storage box built into the back. Receipts for all work included. Spare parts include vents, mirrors, headlight covers, etc. Unregistered for 12 months. \$3,000 ONO. Car is at Menai. Phone Dwaine on 042 2010892, or (02) 9543 3323.



# VW Winter Break 14th – 16th August 2009



## **Sawtell Beach Caravan Park, Lyons Road, Sawtell NSW**

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

Participate in activities or just veg out.

All VW enthusiasts and clubs are invited to attend.

**Enquires contact;**

**Ray Vanderkly 02 6658 4422 ah**

**Steve Carter 0439 133 354**

**For Sale:- 1971 VW Superbug S**, 1600 dual port, Good condition for its age. Interior upholstery is black and is excellent condition. The engine was reconditioned approximately 18 months ago. Rego till February 2009. The car drives and runs brilliantly, it is extremely reliable. Price \$3200 ono . Contact: Darren Greening 0413 495 310

**For Sale:- 1973 VW Kombi Factory Campervan**, Pop Top, 2 Litre Manual, New Engine, has all the usual camping requirements: Sink, 25 litre water tank, stove, fridge, cupboards, beds and roof racks. It's Mustard with White top, always garaged, 1 owner since new, registered until 18-12-2008 absolutely A1 condition asking \$7500.00 O.N.O contact Alex 9709 4571, located in the Georges Hall area

## **2nd Month Ads.**

**For Sale:- 1975 VW Kombi Microbus** flipper blue, with white roof, very clean, reliable daily driver, great CD stereo sound system, 1800 cc original reconditioned engine, new battery, new roof lining, spare tyre mounted on bull bar, Air-conditioned,

underdash parcel tray, original interior, seats 8 with belts and 4 months registration, must see to appreciate. Asking \$8400.00 negotiable, Call Phil on 02 43 41 2525 or 0434 880 036, vehicle located on the central coast.

**For Sale:- 1977 VW Golf**, 4-cylinder engine, 118,971km. Mechanically in good condition, body has a little bit of rust, ideal for restoration. Currently has Victorian registration until October, will remove once driven to new home. \$1500 neg. Phone Stephanie on 0416 325 818.

**For Sale:- 1973 Type 3 Squareback** wagon. Completely rebuilt inside and out. Engine is 2-litre, twin Weber carbs. Painted BMW silver, completely unmarked. Moon disk wheels, good tyres. Car is currently out of rego but would easily pass inspection. Only 50 km driven since rebuild. Phone Bob on (02) 9796 2335. Car is in Yagoona.

**For Sale: 1970 Beetle.** Original condition. Reg April. Manual and in good condition. Full service history with original purchase documents. No work needed. \$4,500 ONO. Please contact Mick on 0414606549.

## Trades and services directory.



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## Trades and services directory.



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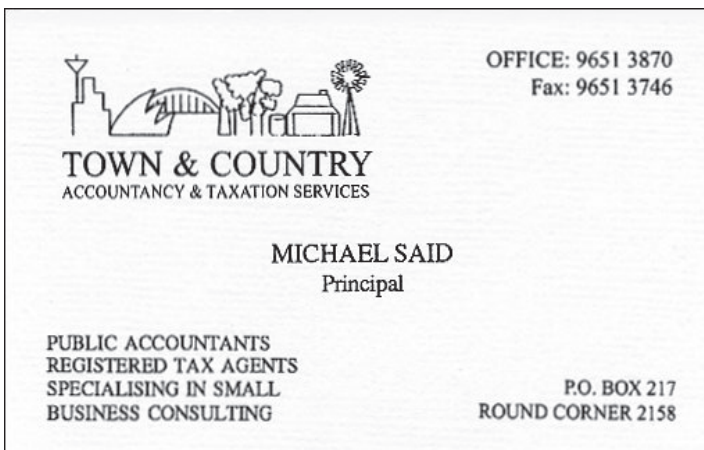
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**For Sale:- Complete Neuspeed cold air intake and carbon fibre engine cover to suit 2006 Golf GTI.** Paid \$900.00. Will sell for \$700.00. Phone Tom on (02) 65731426.

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## Volkswagen wins Central European Rally.

Security concerns and threats of terrorism caused the Amaury Sports Organization to cancel the annual Dakar Rally this year. However, they organised an alternative - the newly rescheduled and renamed Central Europe Rally, held from 20 to 26th April in Romania and Hungary. This shorter event offered a markedly different venue for an event that would otherwise be held in the arid landscape of the Sahara.

The Central Europe Rally covered some 3,000 kilometers over the course of six days, with around half of the competitions taking place on special stages. While the title is different, all the big name teams from Dakar were in attendance, including BMW, KTM, Mitsubishi, Schlessler and Volkswagen.

This first event also stood in as the inaugural race of the 'Dakar Series', which was to start in 2009, but now began a year early. The new series seeks to bring the excitement and media attention of the Dakar Rally to a number of other events spread across the globe, and has been in the works for several years.

After all the trials, tribulations and last-minute changes, the first Central Europe Rally was successfully run. Former champion rally driver Carlos Sainz was the winner, behind the wheel of a heavily prepped Volkswagen Touareg 2.

The race took Sainz and his co-pilot, Michel Perin 11 hours, 18 minutes and 8 seconds to traverse, followed by the team of Stephane Perhansel and Jean-Paul Cottret driving a Mitsubishi Pajero Evolution, while Dieter Depping and Timo Gotschalk came in third, behind the wheel of another Touareg 2.

Volkswagen was confident of finally defeating Mitsubishi in the Dakar Rally this year, but the cancellation of the event spoiled their ambitions. This win by VW in the Central Europe Rally will make up for



it a little. The Dakar organisers are confident the event can be run in 2009, so Volkswagen will have another chance then.

## New Touareg for Baja.

Off-road racing team Arciero-Miller Racing is preparing a new Volkswagen Touareg Trophy Truck for the SCORE International Racing Series. The new Touareg TDI is being propelled by the new 6.0-litre V12 that will be used in the production Audi Q7 V12 TDI later this year.



The new truck is a tube frame design currently being built by Arciero-Miller specifically for the SCORE Trophy Truck class. Volkswagen is creating a body patterned after the body style of the Touareg. The body will be about 350 mm longer than the production SUV.

The V12 power plant is based on the 60-degree V-angle block that has been shown in Audi Q7 and R8 concepts in 2007 and 2008. The engine used in the Audi R10 TDI Le Mans prototype uses a 90-degree angle between the banks of the block.

Aside from the block configuration, the two engines share much of the same technology, including high pressure common rail injection and piezo electric injectors.

The Touareg Trophy Truck will debut later this year. Drivers Ryan Arciero and Mark Miller will compete in the Baja 1000 with the Touareg V12 TDI in November 2008. Arciero and Miller have previously won the diesel class at the Baja 500 with a 2.5-litre five-cylinder Touareg TDI, and the Pikes Peak Hill Climb with a 5.0-litre V10-powered version.

## VW Jetta TDI Cup.

The first race of the first all-diesel, road racing sedan series in America took place in May at the Virginia International Raceway in the USA. The gorgeous VIR long course circuit proved to be a great setting for the opening round of Volkswagen's new Jetta TDI Cup series.



The new series is both a continuation of VW's history of grassroots racing, as well as promotion for the new Jetta TDI that launched in the USA in the summer. VW used to run the 'Rabbit Cup' sedan series in the 1970s, and IMSA sedan racing with the Mk1 and M2 Sciroccos in the 1980s.

The Jetta TDI race cars have basically stock bodies, but with modified suspensions and racing wheels and tyres. The engines are 2.0-litre TDI turbodiesels, producing 127 kW at 4200rpm and 405 Nm of torque from 1900 to 2500 rpm. Though the Jetta TDI race cars are slightly modified from their production counterpart for safety reasons, they still managed to return 9.5 litres per 100 km - while racing.

The family-friendly Jetta TDI Cup series will extend over 8 venues. After VIR, the Jettas visit Mosport International Raceway in Ontario, Canada; Portland Raceway in Oregon; Lime Rock Park in Connecticut; Iowa Speedway; New Jersey Motorsports Park, and finally Road Atlanta in Georgia, finishing in October 2008.

## 3 years' free service on '09 US VWs.

Despite what VW enthusiasts such as ourselves might think, the People's Car people have had some serious reliability issues in the US especially over the last few years. Volkswagen's US execs are hoping to change the automaker's 'expensive to maintain' image with a new vehicle maintenance program that will provide owners of new, 2009 models with free scheduled maintenance for three years or 36,000



miles (58,000 km), along with regular checkups every 6,000 miles (9,600 km), or 90 days.

Volkswagen US is calling it the 'Carefree Maintenance Program', and is touting it as the only such program available among its competitors.

Considering that the VW Rabbit (Golf Mk5) just took the top spot away from the Toyota Prius, Mazda3 and Subaru Impreza in the US Consumer Reports' hatchback quality survey, this might be a good time to start specing up a new GTI. The magazine cited the Rabbit's "very well finished" interior for its class, agility, braking and transmission as reasons to choose it over a growing field of small hatchbacks. CR also expects the Rabbit to have an "above average" reliability record.

## Herbie voted #2 film car of all time.

To celebrate the release of the cartoonish kids' movie *Speed Racer*, the movie critics at the Rotten Tomatoes website have compiled a list of the top 50 movie cars in the history of motion pictures. Herbie, the famous 1963 sunroof Volkswagen from the 1968 Disney film *The Love Bug*, finished second on the list.



The list is chock-full of classics from movies like *Bullitt* and *Vanishing Point*, but there are also a lot of hidden gems, like Pepe the Little Mule from *Romancing the Stone*, or the 1973 Ford Falcon XB GT Coupe from *Mad Max*. But Herbie beat nearly all of them - by a website not specifically for Volkswagen lovers.

The 1968 Disney film *The Love Bug* was both inspired by, and helped push along, the Beetle craze in the 1960s and '70s. The brave little grey VW race car with a mind of his own has since gone on to star in 4 sequels and a TV movie, with co-stars ranging from Bruce Campbell to Lindsay Lohan, from Stephanie Powers to Don Knotts and Harvey Korman. Why does Herbie rank so highly, among so many other wonderful movie cars? Try finding someone who doesn't know who Herbie is.

Herbie beat the '68 Dodge Charger (*Dukes of Hazzard*), the 1968 Mustang (*Bullitt*) and the 1963 Aston Martin DB5 (*Goldfinger*, *Thunderball* etc), among many others.

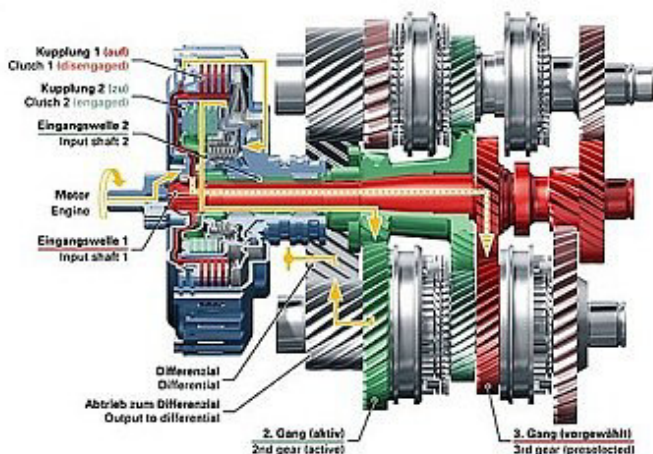


What was number one? Believe it or not, the DeLorean from the Back To The Future series. Hmm. At least we know Herbie will actually start tomorrow morning.

Check out the full list at [http://au.rottentomatoes.com/m/speed\\_racer/news/1726473/1.php](http://au.rottentomatoes.com/m/speed_racer/news/1726473/1.php)

## 7-speed DSG.

The latest evolution of Volkswagen's pioneering DSG twin-clutch gearbox, now featuring seven gears, greater efficiency and a more compact design, is set to make its debut. The new transversely mounted seven-speed DSG gearbox is revolutionary. It distances itself from the existing six-speed DSG gearbox, which uses a pair of clutches immersed in oil, by adopting a pair of dry clutches. This not only saves considerable weight and improves the efficiency of the system but also makes the new gearbox more compact.



Available in addition to, rather than replacing, the existing DSG gearbox the new seven-speed DSG system is designed to operate under moderate power and torque loadings. From launch the new gearbox will be available linked to the new 1.4-litre TSI 91kW engine.

In the Golf hatchback, compared with the six-speed manual version, the new seven-speed DSG brings a 10 g/km CO<sub>2</sub> saving (down from 149 g/km in the manual to 139) and a fuel economy improvement of 0.4 litres per 100 km (combined 5.9 L/100 km for the 7-speed DSG and 6.3 L/100 km for the manual). It is also possible to combine this gearbox with the 1.9-litre TDI diesel unit with Diesel Particulate Filter.

With the addition of an extra ratio the new gearbox allows the seven-speed DSG system to deliver the seemingly contradictory virtues of greater performance combined with greater economy. The lower gears are more closely spaced, meaning in-gear acceleration is improved to aid overtaking manoeuvres, while the higher gears are lengthened to reduce loading on the engine and maximise economy.

As with the six-speed DSG gearbox, of which over a million have been produced since launch, the new

seven-speed system features a hill-hold function to aid starts when the vehicle is on an incline.

The new seven-speed gearbox made its debut in February and is now open for ordering at any Volkswagen Retailer. Prices start at £15,982 when applied to the Golf S 91 kW 1.4-litre TSI.

## New VW Sharan BlueMotion.

The highly successful BlueMotion line-up, representing the most efficient model in each of Volkswagen's passenger car ranges, is set to expand after the unveiling of the new Sharan BlueMotion at the Geneva Motor Show.



The virtues that have made the Sharan such a success on the European market – seven seats, a high level of standard safety equipment and an interior adept at handling the demands of family life – all remain. The BlueMotion adds to the vehicle's strengths by lowering its CO<sub>2</sub> output while increasing efficiency at the same time.

Volkswagen Individual, established in Wolfsburg in 2003 to handle special engineering and design projects, worked to reduce loading on the vehicle's highly efficient 2.0-litre 104 kW TDI engine. This was achieved by fitting longer gear ratios to reduce the rate at which the engine is turning, as well as adjusting the boost pressure on the turbocharger and the exhaust gas recirculation system. In addition the location of the cooling ducts mounted on the nose of the vehicle has been revised and the ride height reduced by 25 mm, resulting in the coefficient of drag falling from 0.31 to 0.29.

The result of these modifications is a drop in CO<sub>2</sub> from 177 g/km to 159 g/km, while economy rises to a combined 6.1 litres per 100 km. By virtue of the Sharan BlueMotion's 70-litre fuel tank capacity, this allows the vehicle a theoretical range in excess of 1,100 km.

The vehicle is fitted as standard with a comprehensive range of comfort and safety equipment including air conditioning, seven individual seats, six airbags and ABS.

The Sharan BlueMotion is set to arrive later this year and will join the existing Polo, Golf, Golf Estate, Golf Plus, Jetta, Passat and Passat Estate BlueMotion variants. Prices and specifications will be announced

closer to launch. No information is available on whether the VW Sharan, or any of the Volkswagen BlueMotion models, is planned for Australian launch.

## **New Golf TDI Hybrid.**

The challenge: to create a viable, highly efficient family vehicle capable of emitting less than 90 g/km of CO<sub>2</sub>. The Volkswagen engineers' solution, unveiled on the eve of the Geneva Motor Show, combines an advanced diesel engine with an electric motor and the very latest generation of seven-speed DSG gearbox. The so-called Golf TDI Hybrid concept vehicle is capable of achieving just 3.4 litres per 100 km (83 mpg) on the combined cycle and emitting just 89 g/km of CO<sub>2</sub> – while around town the vehicle reverts to purely electric mode to be emission-free.



At the core of the new Golf TDI Hybrid is a highly efficient 1.2-litre three-cylinder common rail TDI diesel engine developing 56 kW and 179 Nm of torque. Working either in tandem with the diesel engine or, if required, on its own, is an electric motor developing 20 kW and 140 Nm. The electric motor also replaces the conventional starter motor and alternator to save weight and improve packaging.

It can also operate as a generator, recovering kinetic energy from the car during braking to charge the 220 volt, 45 kg nickel metal hydride battery, which has a capacity of 1.4 kW hours.

In practice the electric motor powers the vehicle from standstill with the diesel engine only engaging should additional acceleration be required or at higher speeds. In these situations the diesel engine takes over with the electric motor only working if required to supplement the combustion engine – for example, during overtaking manoeuvres. When at a standstill the diesel engine shuts down completely to conserve fuel and increase efficiency. The energy split is relayed to the driver and passengers through a graphic display accessed through the touchscreen satellite navigation screen.

Drive on the concept car is channelled through the new seven-speed DSG twin-clutch gearbox. This features a pair of dry clutches as opposed to the wet clutches and sets a new energy efficiency standard for automatic gearboxes.

Visual changes that differentiate the Golf TDI Hybrid include a new, unique grille design, smaller front air intakes to reduce aerodynamic drag, and subtle 'TDI-Hybrid' badging. The Golf TDI Hybrid also sits lower than the standard Golf on revised suspension and adopts the front splitter from the Golf GTI Edition 30 to help further reduce aerodynamic drag. A unique interior further distinguishes the Golf TDI Hybrid from the conventional vehicle.

The Golf TDI Hybrid is currently a concept vehicle, but a version of this vehicle is likely to go into production in the future.

This study follows the launch late year of the efficient new Golf BlueMotion. Adopting an optimised 1.9-litre, four-cylinder diesel engine linked to a revised gearbox and more efficient aerodynamics the Golf BlueMotion can achieve a combined 4.5 L/100 km while emitting just 119 g/km of CO<sub>2</sub>, meaning it will be exempt from the new London Congestion Charge.

## **New Passat TSI EcoFuel.**

In unveiling the Passat Estate TSI EcoFuel concept – a car powered by either natural gas or conventional petrol – at the Geneva Show, Volkswagen engineers have combined the seemingly contradictory virtues of performance and economy.

A 1.4-litre TSI 112 kW engine that runs on either natural gas or petrol powers the Passat Estate TSI EcoFuel. The engine features both a supercharger and a turbocharger operating sequentially to provide relatively high power outputs from a small capacity engine. In order to allow the engine to cope with the additional loading encountered through the burning of natural gas rather than petrol, significant changes are made. The valves, pistons and piston rings are all updated to cope, while the turbocharger has been replaced with a smaller unit. A new engine management computer controls the switch between conventional fuel and natural gas.



The natural gas is stored in a trio of tanks with a combined capacity of 22 kg, mounted beneath the boot floor. A 31-litre tank for conventional petrol supplements this. Between the two tanks the Passat Estate TSI EcoFuel is afforded a theoretical range of over 785 km.

The result is a non-diesel vehicle that meets the Euro 5 standards of greater economy and lower emissions. In addition, with a top speed of 209 km/h and the capability to accelerate from 0 to 100 km/h in 9.7 seconds, the Passat Estate TSI EcoFuel remains viable for everyday use. In normal conditions the vehicle consumes 5.2 kg of natural gas every 100 km.

In mainland Europe the vehicle will be introduced in both saloon and wagon bodystyles before the end of the year. Sales of the vehicle in the UK are yet to be confirmed. Due to the scarcity of natural gas pump outlets in Australia, the Passat EcoFuel is unlikely to be sold in Australia.

## Polo Match for UK.

A new model has been added to the Polo model range – the Polo Match. Set to be the biggest-selling model in the Polo range, the Match replaces the S level in the line-up. Compared with the S, the new Match offers even greater value and increased equipment while retaining the virtues of quality, efficiency and practical ability for which the Polo is famed.



The new Polo Match is distinguished by a set of 15-inch 'Charade' alloy wheels and body-coloured bumper strips, door strips, door handles and wing mirrors with integrated indicators. At the front a pair of foglamps are set into the twin airdams.

The revisions continue to the Polo's interior. A leather-trimmed steering wheel, gearknob and handbrake grip are joined by the option of either a six-disc CD autochanger or an iPod connection, to allow access to your digital music library while on the move. Practical additions include electric front windows, a split folding rear seat, height adjustment for the driver's seat and a useful drawer under the passenger seat. All these enhancements represent an £825 improvement in value.

Powering the new Polo Match is a choice of engines ranging from the compact petrol 1.2-litre unit up to the flexible 1.4-litre TDI engine – the latter of which is placed in VED band 'B' equating to an annual tax bill of only £35.

Prices for the new Polo Match start at £9,315 for the 1.2-litre three-door model before rising to £11,380 for the 1.4-litre TDI five-door variant. The Polo Match is now available for ordering at any UK Volkswagen Retailer.

## Jetta TSI race car.

Volkswagen's latest track challenger, a supercharged and turbocharged Jetta saloon, has been unveiled. The Jetta TSI Sport made its debut at the Autosport International racing car show at Birmingham's NEC, taking centre stage on the British Racing and Sports Car Club stand. The new machine took to the track for the first time on Easter Monday (24 March) in the opening round of the Hankook-backed Volkswagen Racing Cup, at Oulton Park.



In road-going form the Jetta's 1.4-litre, 16-valve engine produces 127 kW but the engineers at Volkswagen Racing UK, with the help of their technology partners at Superchips, Milltek Sport and Turbo Dynamics, have boosted this to 172 kW.

The TSI power unit was proven in competition last season under the bonnet of a Golf; Volkswagen Racing UK's Melissa Wright believes that the Jetta TSI is a potential race winner. "We learned a lot about the engine during the course of 2007 and we have incorporated that knowledge into the new installation," she said. "In the right hands and with some development mileage under it, the new car will be a front-runner, I am sure."

The TSI features an engine-driven supercharger and an exhaust gas powered turbocharger, arranged in series; the supercharger operates at lower engine speeds and the turbo cuts in as revs rise. The result is excellent driveability and performance throughout the rev range, with no turbo lag and high maximum torque. The power unit was named Best New Engine of 2006 in the International Engine of the Year Awards.

In the UK, the Jetta TSI Sport will be raced by selected motoring and motor sport journalists. The Volkswagen Racing Cup expands to 14 rounds this year and will once again be the chief saloon-race support to the British Formula 3 and British GT Championships.

## VW buys more Scania.

Volkswagen has reached an agreement with Investor AB and the Wallenberg Foundations regarding the purchase of their stakes in Scania (in total 134,711,900 A-shares or 30.62% of Scania's voting rights) for a consideration of 200 SEK per A-share in



cash. The purchase of the stake will increase Volkswagen's total votes in Scania to 68.60% (previously 37.98%) which corresponds to 37.73% of the capital (previously 20.89%). This move is an important step towards clarifying the long-term shareholder structure of Scania. The completion of the purchase is subject to merger clearance.

Prof. Dr. Martin Winterkorn, Chairman of the Board of Management of Volkswagen AG said: "This step underlines the importance Volkswagen attaches to its participation in Scania. Scania is a strong premium brand which has a prosperous future. We will support the management of Scania and its team in executing the strategy of profitable growth. Investor and Volkswagen have worked successfully together for eight years and during this time Scania has achieved record sales and profit. Both parties believe that this transaction is in the best interest of Scania and Sweden."

Volkswagen sees a very bright future with strong growth for Scania. Volkswagen will keep and develop Scania as a strong premium brand and will exercise its influence in the company with the objective of maximizing the long-term value for all shareholders. Volkswagen does not foresee any further structural changes that would affect adversely the employees of the company. The continuity of Scania's management team has always been a key priority for Volkswagen. Furthermore, Volkswagen intends to maintain the headquarters and the engineering competence centers in Södertälje. "We will continue to act as a responsible shareholder in the company in line with Swedish corporate governance practice and ensure that Scania's Board of Directors is comprised of strong and well qualified members including strong independent representation", Volkswagen's Chairman commented.

## US 'Car and Driver' award.

Volkswagen of America, Inc. announced that the VW Rabbit GTI has been named one of Car and Driver magazine's 10Best cars in its 26th annual competition. This is the fifth time the GTI has earned this distinction,

including a back-to-back 10Best nomination for the 2007 and 2008 models.

The GTI is fun to drive, with its high-tech, 149 kW 2.0T four-cylinder engine that produces 281 Nm of torque, fully independent sports-tuned suspension, aggressive exterior styling, and a practical interior that equally mixes functionality, flair and a driver-first focus and layout.



The 2008 GTI is a solid and aggressive sports model with an available automated manual DSG(TM) transmission that utilizes direct shifting, which automatically depresses clutch-shift points more efficiently and quicker than even a professional driver can. For those driving enthusiasts who want the control of a clutch, the GTI comes with a standard six-speed manual transmission. With all that power and performance, and fuel economy of 7.8 litres per 100 km on the highway, it is easy to see why the GTI is a repeated winner of Car and Driver's 10Best.

Car and Driver selects its 10Best cars after a weeklong, editorial staff- wide examination of all of the year's newest and best cars. The GTI was among 57 vehicles considered for the honor.

## Rabbit 6-wheel pickup.

A VW enthusiast in the US recently inherited a file box of random photos and materials from the 1970s that contained some interesting items. One of the first photos depicted, without explanation, was a Rabbit (Golf) pickup extended to accommodate a second (dummy) rear axle. The canvas cap covering the bed, Power Wagon style, adds to the awesomeness.



All that could be seen on the back is the typical late-1970s date stamp - April 1978. However, the US-produced Rabbit pickup didn't come out until 1980, when it was made in VW's US factory in Westmoreland, Pennsylvania. After this factory was closed, the tooling was moved to Sarajevo in Yugoslavia, where Volkswagen built and sold it as the first VW Caddy.

This Rabbit pickup can't be one of them, being at least two years too early. Closer examination of the photo also shows some irregularities. The cab section of this little pickup has doors that are longer – they look like they come from a 3-door Rabbit sedan. The back panel behind the door is thinner than a Rabbit Pickup's. And the side profile at the rear, near the bumper, is rounded, like a Rabbit sedan.

The original 1978 photo print was available for viewing by interested skeptics, proving that the photo had not been 'modified' by Photoshop, or other modern computer graphics program.

The answer to the puzzle was found in the September 1978 edition of Hemmings Motor News, which ran this photo as part of a classified ad by a private individual. The ad read: "1977 VW Rabbit truck, one of a kind, fully equipped, four-speed, fuel injection, AM-FM, air conditioning, steel frame, vinyl top, black carpeted pickup bed, fold-down tailgate, 72 horse, \$6,300, 317-xxx-xxxx, Indiana."

It actually was a one-off conversion of a Rabbit sedan by some keen owner. He probably kicked himself two years later when the factory pickup came out, even if it didn't have six wheels.

## Hailstorm damages 30,000 VWs.

A hailstorm in northwestern Germany has damaged up to 30,000 vehicles at a Volkswagen plant, causing losses that could amount to 100 million Euro.

According to a report in the Sueddeutsche Zeitung newspaper, hail the size of tennis balls slammed into 30,000 new cars parked at a factory in Emden on Germany's North Sea coast and at a port in the city. The vehicles were standing outdoors, many awaiting shipment to customers abroad and others ready for collection by German clients.

A spokesman for the carmaker, Christoph Adomat, said that each of the 30,000 vehicles would have to be examined for damage so they could be repaired before being sold. Adomat said all 30,000 vehicles would be rigorously inspected for damage, and 100 VW staff drawn from all over Germany were working overtime to complete the task.

The vehicles would be passed through a special light tunnel that detects even



minor damage. "No car will leave unless it is 100-percent free of damage," Adomat said. He stressed that Volkswagen is insured against hailstorm damage and would not suffer financially.

There has been speculation that the damage could cost as much as 100m Euro (\$157m; £79m), but Volkswagen told the BBC that there could not yet be any cost figures because they had not yet examined all the cars.

## Golf VI - first photos.

Photos of the all-new sixth generation VW Golf have leaked out, just a few weeks prior to its official media release in Europe. Club Veedub Sydney can bring you these photos, seen for the first time ever in Australia.



Set to make its public debut in Paris this October, the hugely important Golf VI represents VW's best selling model, as well as one of the best selling models in the world. In Australia, like most of the world, the Golf is the top-selling VW model.

The bodyshell is very similar to the current Golf 5, particularly from the side. Rather than use the 'VW family' nose used on the Passat and Polo, the new Golf's nose has a similar theme to the new Scirocco. The rear treatment is reminiscent of the Touareg SUV. No details on engines, transmissions, trim and equipment levels, or pricing, have been revealed as yet.

More details on the Golf 6 next month.





## 10-pin bowling night Saturday 19 July.

It's been quite a while since the last VW club 10-pin bowling night. So long, in fact, that no one can remember when or where it was, or who won last time.

We have a long history of 10-pin bowling against the Flat 4 VW club, going right back to 1985. We used to have a night about once every six months, with the winning club to organise the next one. We even had a 'perpetual trophy' that was held by the winning club until the next time we played.

We definitely bowled at Campbelltown in 2000 (Club Veedub won that one), and then at Sylvania in 2001. After that, no one can remember. And the old perpetual trophy disappeared; no one can remember who has that, either. I thought Hans Bleeker (one of our best bowlers) might have had it, but he says not.

So, my daughter Lily and I made a new perpetual trophy, and a new 'best individual score' trophy. She was only a baby the last time we bowled against Flat 4, so that's how long ago it was.



There is a flash new centre called Tenpin City Bowling, at Lidcombe, on the top floor of the new Homemaker centre on Parramatta Rd, just down from the Reading Cinemas and opposite Bunnings. It had secure roof-top parking, brand-new lanes and gear, giant TV screens, and a fantastic little pizzeria. It was booked, we invited Flat 4, and it was on.

The pizzeria got the thumbs-up from the VW bowlers, who sampled the fare before the game. We had enough players on the night for seven lanes, with two

for kids. Club Veedub outnumbered Flat 4 by a considerable margin, but it was the combined scores of the six-best bowlers from each club that would determine the result.

The results were:

|         |         |     |
|---------|---------|-----|
| Keith   | Club VW | 185 |
| Ben     | Club VW | 124 |
| Chris   | Club VW | 114 |
| Steve   | Club VW | 111 |
| David   | Club VW | 105 |
| Gwen    | Club VW | 102 |
| Phil    | Club VW | 98  |
| Bill    | Club VW | 98  |
| Sandra  | Club VW | 94  |
| Rae     | Club VW | 92  |
| Megan   | Club VW | 86  |
| Laurie  | Club VW | 85  |
| Wayne   | Club VW | 82  |
| Ken     | Club VW | 82  |
| Heather | Club VW | 78  |
| Linda   | Club VW | 77  |
| Norm    | Club VW | 76  |
| Ryan    | Club VW | 74  |
| Dave    | Club VW | 66  |
| Ray     | Club VW | 57  |
| Cynthia | Club VW | 55  |
| Shirl   | Club VW | 53  |
| Josh    | Club VW | 52  |
| David   | Club VW | 41  |
| Tammy   | Flat 4  | 171 |
| Rob     | Flat 4  | 129 |
| Pod     | Flat 4  | 93  |
| Phil    | Flat 4  | 86  |
| Brad    | Flat 4  | 78  |
| Scott   | Flat 4  | 75  |

**Best 6 Total: 741**

**Best 6 Total: 632**

A convincing win by Club Veedub Sydney! We keep the large trophy until next time, when hopefully more Flat 4 members will play. Keith took home the trophy for the highest individual score, which was 185.

All the kids bowled well too, and we gave two lolly boxes to the two best bowlers, Ethan and Andrew.

Thanks to everyone who came along - we'll do it again in six months' time.

Phil Matthews



# The Toy Department.

Hi all a very busy month my way and so I will let the following images speak for themselves, and I guess I will dedicate this month's Toy Department to all our paramedics and ambulance drivers and the great work they do.

These great models of emergency vehicles are of various makes and models which I located on web page specifically for the cause. Unfortunately the text was in Chinese and a translation was out of the question.

As we know in NSW the VW Transporter and Mercedes Benz are used in the Ambulance fleet and primarily superseded the F100 Ford version.

If this was my line of work I know which choice if vehicle I would be requesting!

Cheers

Tony Bezzina  
kbezzina@bigpond.com



# VW Spectacular 2008 2-3 August.

Well, the north coast of NSW redeemed itself after a very soggy VW Spectacular 2006. The weather was spectacular, and the cars were fantastic.

The roads between Sydney and Nambucca are steadily improving. We were held up a few times by roadwork, but not great deal.



Friday was practice day for the lap dash at Raleigh go kart track. More about the cars running later.

The nights did get a little cool, and this year the 'park renta-cops' were coming around making everyone extinguish their fires, even ones in specially-made braziers.

Saturday morning saw the street parade into Nambucca Heads led by some vintage coaches, which have aircooled V8 diesel engines. The biggest surprise on the street parade was the huge amount of Kombis of all styles and shapes. It seemed that we no sooner had we arrived than it was time to leave.

We headed back to the swap meet at Valla and then out to watch the lap dash.

Most notable among the many competitors was a new 1600 Formula Vee which was very fast, and it made all the right noises. A WRX-powered fastback was having its first run on the track, and the most crazy Bay



window Kombi you have ever seen was also having its first run on the track as well. It was powered by a Mazda 20B triple rotor rotary engine. At full boost it makes 650 rwhp. The driver turned it down a bit to suit this track but it was just about wheel standing every time he was able to put his foot down around the very tight circuit.

The HellWRX notchback ruptured a fuel hose and caught fire. There were many spins and off road excursions. The most uncomfortable would have been Peter McLeod in his Porsche Spider replica, when he



Club VeeDub  
Canberra Chapter



www.canberravw.com

All VW Clubs  
and Enthusiasts  
Welcome.

Family Friendly  
environment

Contacts:

Peter

0423129744

Bruce

0400119220

VW Movie Night

Prior booking  
appreciated!

# Cotter Weekend Escape

13<sup>th</sup> – 14<sup>th</sup>  
September 2008  
Camp Cottermouth



Email: [canberravw\\_sales@dodo.com.au](mailto:canberravw_sales@dodo.com.au)

# Cotter Weekend Escape

Cost : \$4 per  
head a night,  
payable on the  
weekend.

Ablutions  
available

Private Camp  
Site : Camp  
Cottermouth  
Cotter Rd ACT.

Nil Power

Prior booking  
appreciated!

Club VeeDub  
Canberra Chapter



www.canberravw.com



missed a gear.

Saturday night was a dinner with pirate theme with many a "where's your buccaneers?" said during the night.

Sunday was show n shine day with many new rides attending. The swap meet was well attended and ran all day.

Steve Carter



## Hiring an old VW camper.

Hair straighteners. That was my first anxiety when I realised we would be spending the weekend in a camper van, in the rain, in a field, at a weekend party in Herefordshire. Without hair straighteners, how in the world was I going to pull off that late-Sixties, Joplin-esque hippie chick look that I felt was crucial to the image of driving a vintage Volkswagen camper van? Painted egg-yolk yellow, and with the famous, cheery VW sign on the front, the van certainly looked the part; I was just worried that I might be the one letting the side down. It belonged to Andrew Stefanczyk, and is one of several that he rents out from his base in Hertfordshire. He acquired his first van last year, when his teenage son bought a wreck via eBay, and Stefanczyk saw the potential in doing up old vans to hire them out to fair-weather hippie chicks and sometimes-surfer dudes.



“I thought that we were only going to rent the vans to young people, surfers and kids going off to festivals, but they obviously have a really wide appeal,” he says. “We’ve had everybody from retirement couples to teenagers going surfing to family parties.”

I’m not surprised the vans have such a wide appeal, because there is something about them that just makes you smile as soon as you see them. Maybe it’s the jaunty colours and the matching names, such as Poppy and Daisy, that Stefanczyk has given them. Or maybe it’s just the fact that a vintage VW camper van embodies a time that’s now long past, when the Beatles were big and blue jeans, rather than the features of the newest iPhone, was what really mattered.

Whatever the reason, hiring a VW camper van certainly allows you to wallow in delicious nostalgia, even if it’s just for a couple of days.

Although they are authentic vans, each has been fitted with a new engine, and given a thorough facelift inside. Doors have been relined and seats covered in cheery matching colours, and the floor fitted with practical laminate flooring. Each camper sleeps four, as



long as they don’t mind getting pretty up close and personal – the beds are very narrow. Stefanczyk can also supply an awning, which could, at a real push, sleep another two.

Theoretically, therefore, each van sleeps six people, so hiring one as a gang would take some sting out of their only drawback, which is the expense. Because buying this weekend of nostalgia, with memories of a time when a packet of cigarettes cost 30p and a pint of bitter 10p, does not come cheap.

Once you’ve paid your bill, though, the delicious pleasure of chugging along in a VW soon helps you to forget everyday cares such as money. My children Jimmy Joe, 7, and Dolly, 4, were jangling with excitement when we set out from Oxford in Daisy on Friday night. They jumped into the van, imagining that they were going to be able to cook me supper, do the washing up, and make dens in the sliding roof as we drove along. Sadly for them, and a relief for me, each van is fitted with rear seat belts for child seats, and a cracking sound system. The children had to console themselves with playing with the cute little curtains, running round the edge of the van, as I slipped Johnny Cash into the CD player and turned the music up loud.



Stefanczyk told me that VW vans were designed as passenger buses, and are not as easy to drive as a modern car. I found the first few miles pretty white-

knuckle as I gave myself a non-crash course in gears and brakes that were a good half-decade older than me. I never did master first gear, and I quickly learnt to start applying the brakes well in advance of an approaching red light.

But after an hour or so, there should have been flowers in my hair, because I felt I could drive all the way to San Francisco. I forgot about the black clouds that glowered over the horizon I was driving towards, and the fact that my wardrobe for the weekend consisted, optimistically, of little strappy dresses and jewelled flip-flops.



It was lucky that Daisy made me think of flowers and happy, hippie times, because the weather cruelly turned out to be British. It rained a lot. Luckily, part of the pleasure of a camper is that, as soon as you arrive at your pitch, you are ready to start camping straight away. Immediately we arrived in the giant puddle that was the camping field for the weekend party, we got the kettle on and sat up in our van, watching the earth-dwelling happy campers struggling with their blow-up beds and mismatching tent poles. I love camping, but this was still a deeply satisfying experience, and it was nice to be able to provide hot toddies to the less-fortunate campers around us from our built-in kitchen.

Sleeping in the van was cosy: Jimmy Joe and Dolly snuggled up in the roof above me, and I had the bed downstairs to myself. It would have been a pretty tight fit with four adults, but with children it was easy and extremely comfortable. Fun, too, for the children to be able to fall asleep with the music playing downstairs. Of course, if I had not been so keen on mixing (and drinking) toddies, I might have remembered to switch the ignition off before I went to sleep, which would have made Sunday afternoon, tangled in jump leads, a bit less stressful.

Campervan life is adorable for children. Part of this is due to the diminutive size of all the fixtures and fittings. It was easier for me to do the washing up kneeling down at the tiny sink, but Dolly spent most of the weekend happily cleaning mugs and glasses in the little kitchen, which could have been built for her. Jimmy Joe liked the fact that the sliding bunks meant that there were endless places for him to make dens in his increasingly grubby sleeping bag.

And this is easy camping: each van is equipped with a full kitchen set, including cutlery, pans, washing-up equipment, a tin opener, bottle opener and corkscrew. This means that all you really need to take is bedding, provisions and diversions.

Funnily enough, after the first night, I even stopped worrying about my hair straighteners. The vans are equipped with an electrical hookup though using it in a Herefordshire field was not an option. No matter, because when we got home, muddy, exhausted and extremely happy, I looked as if I had spent the weekend at a music festival. My hair wasn't straight. It was wild. Just back from Woodstock, I thought. I certainly looked the part.

Drive My Camper [www.drivemycamper.com](http://www.drivemycamper.com) has classic Volkswagen camper vans for hire from its base near Ware in Hertfordshire. Vans are available year-round, with prices from £60 daily between November and March; £80 April-June, September and October; and £130 in July and August.

On top of these, a sliding scale of nightly rates starts at £56, £76 and £103 respectively for one night, reducing for longer bookings. Extras, such as awning (£9.95), DVD-player (£6.50), a pair of additional campbeds (£4.50) and satnav (£7.50), are charged daily.

Why rent one of their classic VW campers? They are all genuine early Type 2 Bays, not modern copies. All beautifully presented with fridges, heaters and cooking facilities. All have new 1600cc air cooled engines which are serviced every week, reducing the chance of breakdowns spoiling your holiday. Surprisingly good fuel economy from the new engines. Just one tank can take you hundreds of miles.

They are close to London and easy to find, being only 15 minutes from the M25.

Clover Stroud, *UK Telegraph*



Note – Australia's last 'classic' VW Campmobile rental company, Lanock Motors, closed down in 1991. There is no known Australian company renting out restored Kombis. However, modern T5 Campers are available for hire from Britz, Maui and Kea Campers in Sydney.

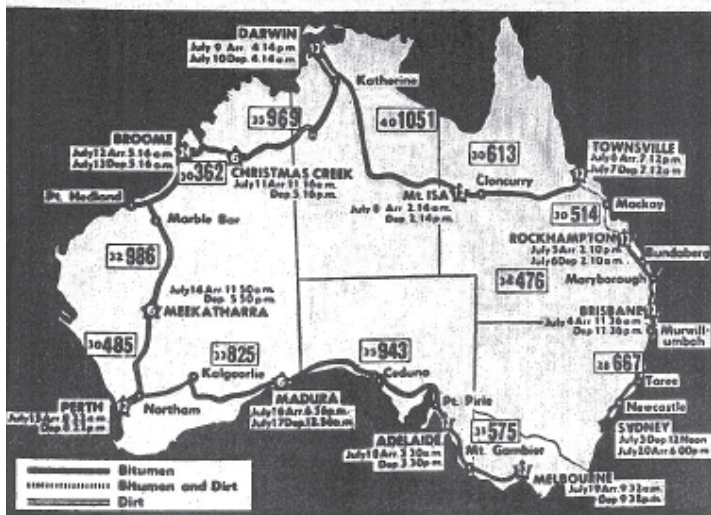
# 1954 Redex Trial.

After the rousing success of the 1953 Redex Trial (see last month's Zeitschrift), planning for the 1954 event began immediately.

Norm Pleasance had been Secretary of the Australian Sporting Car Club since 1948, and he now took up a new position with Redex Australia as manager. Redex boss Reg Shephard also gave him the job of organising the 1954 trial.

He announced that the next trial would be much longer, by including Western Australia for the first time and so actually circumnavigating the country over the course of the event. The distance was increased by 5,000 km to 15,450 km, but only 18 days in total were allowed, only four more than 1953, since competitors had complained of 'too much time on their hands' the previous year.

## MAP OF REDEX TRIAL ROUTE



In contrast to some of the ancient clunkers that had started the 1953 Redex, only post-war cars were allowed to compete in 1954. Modifications were limited to sump guards, windscreen and headlight protectors, extra interior lights and two extra driving lights, demisters and heaters, roof racks, extra fuel tanks, strengthened springs, bigger carburettor jets, and extra mirrors and sun visors.

To ensure teams did not replace crucial parts, major components were marked with a special fluorescent paint that was visible under a mercury vapour lamp. As previously, penalty points would be accrued for late arrival at checkpoints, not following instructions or replacing critical parts. Stricter measures would be taken to stop competitors rebuilding their cars during the event. Cars would still have to maintain a specified average speed for a section, but they would not be allowed to drive at speeds exceeding limits where they applied. The regulations also stipulated that a minimum safety pack must be carried, which included food, water, first aid kit and towing hardware.

The organisers gave themselves the option to insert special elimination sections at any time, if required. They also allowed secret controls to be

added or moved at short notice to avoid cheating, and they would arrange for the starting order of the cars to be rotated at each stage. The public often thought the first car in and out of a stage was the trial leader, but being a reliability trial and not a race, this was rarely the case.

The 1954 Redex was heavily promoted as the biggest, toughest, longest, richest and most dramatic motor trial in history. Interest from the public and the press was intense. The number of starters went up to 246, including nearly everyone from the previous trial, in the same colourful collection of makes and models. The most popular choices seemed to be Holden 48/215s (FX), Standard Vanguards, Humber Super Snipes, Ford Customlines, Zephyrs and Consuls, Plymouths and De Sotos, Austin A40s and A70s, and some Peugeots and Mercedes.

In addition to the usual variety of Australian, British and US makes, there were also four examples of the funny-looking German Volkswagens that had gone on sale in Australia earlier that year. The drivers of these brand-new 1954 VWs were Laurie Whitehead, in a Regent Motors (Melbourne) VW; Jack Jeffrey in a Lanock Motors (Sydney) VW; and privateers Keith Carmody from NSW, and Ralph Wilson from Victoria in the other two VWs.



It turned out to be a frustrating start. All competitors – under the threat of a 50-point penalty, before the event had even begun - had to attend a lecture on road safety at the W. Coggins garage in Mascot the night before the start. Mr J. Reid, of the Road Safety Council of Australia, warned competitors that any serious accidents involving the public, "would have a deleterious effect on the future conduct of such trials."

Inspector J. Gribble of the Police Traffic Branch then addressed the crews, saying, "Last year we were not terribly pleased with all the competitors. This year we have police stationed from Sydney to the Queensland border. They are not there for the purpose of booking you people, but to give you any assistance you may require. Nevertheless, anyone speeding or crossing centre lines will be booked," he warned. The last 25 cars were inspected that evening, ready for the start the following morning.

## Club Veedub. Aus Liebe zum Automobil Klub.



The start this time was located inside the old Sydney Showground, on the dirt speedway track at the edge of the centre parade ring. A huge crowd turned up to see the cars off. The first car departed at 12:00 noon on Saturday 3 July 1954, flagged away by English singer Donald Peers. In order decided by a pre-race draw, the other cars followed at two-minute intervals, and headed north under strict speed controls. Cheering crowds lined the roads as the cars headed across the Bridge and up the Pacific Highway.

Everyone made it safely to Brisbane, but only 203 were clean sheeted thanks to a number of secret speed traps along the way. Average speeds were set frustratingly lower for the run up through Rockhampton and Mackay, and it was a long boring slog north. Many drivers found themselves speeding, and nearly 50 cars were pinged by the police between Brisbane and Rockhampton. Another 26 were caught on the next section, and of the 245 cars to reach Townville and a 12-hour break, only 129 had not lost any points.



The Trial really began on the appalling road west to Mt Isa and Darwin, and incredibly it was in worse condition than the previous year. A mixture of fine bulldust, clay ruts, rocks and tree roots, sand, blind crests, cattle grids, mud and wandering cattle; it was little more than a cleared strip through the bush. A secret control just outside Cloncurry was to decide the

Trial result right there. Car after car was pulled over for exceeding the speed limit. That, plus the devastating mechanical punishment, meant only 2 cars out of the 207 remaining made it to Darwin with a clean sheet, including the ultimate winners.

Into Western Australia for the first time, the cars had to contend with mining trucks, huge sand drifts, choking dust, and dozens and dozens of cattle grids and gates as they went south through Broome and Meekatharra. Jack Brabham drove his Holden for 30 hours straight to reach Hall's Creek, but near Marble Bar a large rock flung up by another car smashed his front suspension and he was out. Doug Whiteford's Vanguard Spacemaster ploughed into the back of a Chevrolet in the Kimberleys, which left Jack Murray and Bill 'no relation' Murray's 1948 Ford Mercury V8 the only car with a clean sheet as they came into Perth. A stuff-up on the distance remaining meant that drivers had to maintain 100 km/h through the suburbs to reach the Perth control in time. Only 146 cars were still in the event.



Jack Murray (1907-1983) was a colourful Bondi-based garage owner and racing driver, famous for being a pioneering water skier, boxer, wrestler and cyclist, and for his tee-total, foul-swearing ways. In the 1953 Redex he had rolled and written off his Plymouth. A radio news team on the spot had asked him about the crash, and the recorded response was one continuous censored bleep, enjoyed by thousands listening at the wireless. Jack Murray became even more famous on this trial, for his habit of driving up the main street of tiny outback towns, throwing out live sticks of gelignite to "wake up the locals." Blowing up local dunnies was also good for a laugh. His antics forever earned him the nickname of 'Gelignite' Jack.

A typical example of his humour had occurred back in Townsville. The field was arranged around the Townsville Showground trotting track, in front of thousands of spectators. Murray sneaked around to the back of the toilets, dropped a lit stick of 'jelly' into one, and hared off. When the explosion hit, all eyes turned to the scene and out into the bright lights stumbled a shocked old-aged pensioner, his trousers around his ankles.

## Club Veedub Sydney. Das Auto Klub.



The teams had a day's rest in Perth, which most used to grab some much-needed sleep and repair their battered cars. They had to face the long drive along the unsealed Eyre Highway the next day. The run to Adelaide across the Nullabor was mostly graded gravel, in a seemingly endless stretch of corrugations that rattled loose every nut and bolt in the cars. Fuel lines rubbed through, electrics shorted out and shock absorbers collapsed.

From Port Augusta it was easier going, but again high speeds were needed close to Adelaide. After a short rest the remaining cars had an easy run down the bitumen to Melbourne, where the tired teams faced a major scrutineering test. Inspectors went over the cars with a fine-toothed comb, and many points were lost by cars that had replaced parts. 135 cars remained and only one team, the Murray's Ford V8, had a clean sheet.



The Melbourne to Sydney route was kept a mystery to the drivers until their arrival in Melbourne, whereupon they were provided with route cards. The route required the drivers to average different speeds, first via the Victorian High Country of Orbost, Adaminaby and Talbingo, then to Canberra, and finally down to the coast at the Macquarie Pass and along the Princes Highway to Sydney.

The route ran across the wet and foggy Snowy Mountains, where it was raining and snowing. Local police thought any speeds greater than 40 km/h were unsafe, yet after stopping for photos and a snowball fight for the press, the Murrays then averaged nearly 89 km/h into Talbingo, running out of brakes halfway down the mountain.

Crowds mobbed the leaders in Canberra, and again in Wollongong, with the Murrays too busy signing autographs after their 7:30pm arrival to drink the cups of tea offered to them. More than 8,000 people lined the streets of Wollongong, welcoming the cars after their hair-raising run down the Macquarie Pass. Crowds gathered all along the final 80 km into Sydney, cheering on from the roadside with their fires and their vacuum flasks of hot tea on the winter's night.

Most competitors ignored the 34 km/h average speed for the last sections, and sped past the cheering crowds at more than 65 km/h. There were 20,000 people waiting and cheering at the finish back at the Sydney Showground, and driving in at 9:30pm, wearing his famous gorilla mask, was the winner, 'Gelignite' Jack Murray in car #256, his 1948 Ford Mercury V8 nicknamed the 'Grey Ghost'. The Murrays were extraordinarily popular winners, and were mobbed by the adoring crowd.



The other cars kept arriving at regular intervals through the evening, and it was quite a scene, very much like a Royal Easter Show (held at the same venue earlier in the year). When the festivities eventually died down, police escorted the best forty cars to a Mascot service compound for careful scrutineering. Over the next few days the Murrays did survive a minor protest (there were more than 40 protests of all kinds to sort out), to collect £2,350 in prize money and trophies, plus another £2,500 in sponsors' products. Remarkably, they still had a clean sheet – no points lost at all after 15,400 km.

Only 120 cars made it to the end after 18 days of arguments, bungling, harassment, boredom, weariness and heartbreak. In second place was Bill Patterson in a Peugeot 203, 8 points lost, followed by 'Duck' Anderson in a Holden with 14 points lost. The next best

## Club Veedub. Aus Liebe zum Automobil Klub.



cars were a Vanguard Spacemaster, a Humber Super Snipe and a Ford Customline.

And what about the Volkswagens in 1954? With all the press given to Galignite Jack, the VWs barely got a mention in the papers. Laurie Whitehead's Regent Motors Volkswagen was the best of the four. His VW #154 finished in 13th position overall, and second in class (1100-1500cc), with only 29 points lost, which was an excellent first effort. Apart from the usual dust and slightly bent bodywork, the VW suffered no major problems.

Ralph Wilson's privateer VW #70 finished back in 95th spot with 236 points lost. They would have finished higher, but did damage to their VW near Yass when they slid off the road into a ditch, driving a wedge-shaped dent into one side. They had to wait to be towed out, losing precious time. Earlier they had

damaged their front suspension in WA, and had needed it to be welded back together. Repairs like this were allowed in the 1954 Redex, but would be outlawed next year.

Keith Carmody's VW #192 had retired in Cloncurry after colliding with a kangaroo, and Jack Jeffrey's Lanock Motors VW #151 had retired at Kalgoorlie when a rear axle nut came undone (the split pin had not been reinstalled after repairs to the rear brakes in Perth). But considering they were very new to Australia, and had been given no chance at all to start with, it was a promising start for the unknown Volkswagens.



Better things were to come in the third, and the last, Redex Trial in 1955.



## VWs not sold here #4: Golf BlueMotion TDI.

Volkswagen in the UK has said that their Polo BlueMotion 1.4 TDI emits 3.86 tonnes less CO<sub>2</sub> than a standard Polo 1.4 TDI over a year's (19,300 km) motoring. With CO<sub>2</sub> emission of just 99 g/km, the Polo BlueMotion is also exempt from road tax (see March 2008 Zeitschrift).

The term 'BlueMotion' denotes the most fuel- and CO<sub>2</sub>-efficient model in each of Volkswagen's passenger car ranges. But unlike BMW, who has employed their EfficientDynamics fuel and CO<sub>2</sub> saving technologies for virtually all their petrol and diesel cars, VW has specifically introduced 1.4 and 1.9-litre diesel BlueMotion variants of their current models. The availability of engine size depends on which model range is chosen.

In the USA, Volkswagen has just announced BlueTDI – a low CO<sub>2</sub> emission and low nitrogen oxide (NOx) version of their new 2.0-litre common-rail TDI diesel engine for their American market Jetta range. A European version of this Euro V 104 kW unit is already on sale in the UK in the new VW Tiguan compact SUV, and shortly joins the Passat model line-up. The new Audi A4 range also uses this new four-cylinder turbodiesel engine.

Volkswagen BlueMotion models use existing but modified 'Pumpe Düse' (unit pump) diesel engines, and feature changes to gearing, aerodynamics and tyres to produce low-cost vehicles that match or beat hybrids currently available in the UK. Especially noteworthy is that Blue-Motion models are conventional to service and repair.

Of the 197,000 passenger cars VW expect to sell in the UK this year, 7,155 of them will be BlueMotion vehicles, with fleet and business users accounting for an expected 65 per cent of UK BlueMotion sales.

The main selling BlueMotion VW models will be the Polo BlueMotion (with 2,049 sales), Golf BlueMotion (2,380 registrations), Passat BlueMotion Saloon (1,233 sales) and Passat Blue-Motion Estate with 881 customers. There are also BlueMotion versions of the Golf Plus, Golf Estate, Jetta, Touran and Sharan.

The average cost of a BlueMotion model over a standard version is £500, of which £420 is for the added diesel particulate filter. BlueMotion models also gain a sports suspension that lowers the car to improve aerodynamics, longer third, fourth and fifth gear ratios, revisions to the bodywork to further improve aerodynamics, and low rolling resistance tyres. In fact, the most visual styling change is the addition of the BlueMotion badge.

As an example of the savings a BlueMotion model can bring to the customer in terms of fuel savings and lower CO<sub>2</sub> emissions, the standard Polo 1.4 TDI has CO<sub>2</sub> emissions of 119 g/km, combined cycle fuel economy of 4.5 L/100 km and an annual road tax cost of £35 a year. A Polo BlueMotion 1.4 TDI emits 99 g/km of CO<sub>2</sub>, has a combined cycle fuel economy of 3.8 L/100 km



and no road tax bill, because sub-100 g/km vehicles are exempt. From October 27 this year (2008), both engines will also be exempt of the proposed London Congestion Charge.

In terms of CO<sub>2</sub> emissions saved each year (19,300 km on average), Volkswagen says the Polo BlueMotion emits 3,864 kg less CO<sub>2</sub> than a standard Polo 1.4 TDI.

Although BlueMotion models currently are only available with diesel engines, Volkswagen UK said there is no stipulation that BlueMotion has to be based solely on diesel engines. If market conditions dictate it – such as the increasing price of diesel fuel over petrol as experienced in the UK – then the technology can also be applied to models with the latest direct injection petrol engines.

The Polo BlueMotion range of three- and five-door models with Polo 1 and Polo 2 specification levels are available at prices starting from £12,125 and rising to £13,540. The Polo BlueMotion was described in the March 2008 Zeitschrift.

If a larger car is needed, the Golf BlueMotion 1.9-litre TDI range could be the choice, with three- and five-door hatchbacks, the slightly more roomy Golf Plus or the load carrying Golf Estate (wagon) to choose from. By far the main sellers are the Golf hatchbacks, and these range in price from £15,570 to £16,750.

Around 65 per cent of Golf BlueMotion buyers will opt for the Match trim, and my five-door 1.9-litre TDI with diesel particulate filter weighed in at £16,750.

For that price the specification is pretty high with anti-lock braking, stability and traction control, lots of airbags and alloy road wheels with low-rolling resistance tyres.

The 1.9-litre TDI engine has 78 kW of power with 250 Nm of torque from 1,900 rpm. Top speed is 187 km/h, 0-100 takes 11.3 seconds and the combined cycle fuel economy is officially 4.5 L/100 km. My test car, driving on Bath's busy and hilly roads, returned an acceptable 6.0 L/100 km. CO<sub>2</sub> emissions are 119 g/km, with a road tax bill of just £35.

The Golf is a very popular car in the family-sized hatchback market. It has the up-market status missing with other volume selling models and the Golf's handling capabilities are legendary in its class. So the image and looks are right and, with BlueMotion technology, so too are the running costs.



## Club Veedub. Aus Liebe zum Automobil Klub.

Moving further up the BlueMotion family tree are the much larger Passat models, a large four-door saloon and a big load carrying estate. Both models use the same design 1.9-litre TDI 78 kW turbodiesel engine as the Golf BlueMotion models. The Passat BlueMotion saloon costs £17,270 and the estate £18,405. For conventional non-BlueMotion Passat models, three out of four customers go for the saloon body option because it is a popular fleet and business car rather than a retail purchase.

The power output and torque are the same as the Golf BlueMotion models. The top speed is similar but because of its extra size and weight the acceleration time for 0-100 takes a little longer, at 12.1 seconds. The combined official fuel economy is 5.1 L/100 km (6.5 L/100 km in real-life for my test car), with CO<sub>2</sub> emissions of 136 g/km. Weight takes its toll in the emissions area and pushes the Vehicle Excise Duty road tax up to £120.

The specification of the Passat BlueMotion saloon is pretty good as it needs to be in the fleet and company car market. The level of safety equipment is first rate and only the £1,465 extra-cost navigation system might be on the company car user's wish-list.

I would have expected that giving the quite large Passat saloon the BlueMotion treatment with only a 1.9-litre TDI engine would make it slow and sluggish. Not so. The high torque and long gearing gives this car ample power and makes it a relaxed motorway cruiser – where most of its occupants spend their time. And on our congested roads, it can hold its own for acceleration as well. And as a roomy, tax- and fuel-



efficient company car, for the money (an attractive £17,270), it is a bit of a bargain.

About all you can say against the Golf Blue Motion when compared to the Passat Blue Motion is that the Golf looks expensive against the much larger saloon. However, the Golf's low fuel consumption, low CO<sub>2</sub> emissions, low road tax, good driving performance with superb handling, low insurance rating and its towering must-have image together ensure that the Golf is a very hard car to say 'no' to.

David Miles

*Note – in July 2008 the average price of unleaded-95 petrol in the UK was 119.9 pence per litre (\$A2.48 per litre), while diesel was 131.3 p/L (\$A2.72) (source - [www.whatgas.com](http://www.whatgas.com)). Due to fuel being much cheaper in Australia, plus no CO<sub>2</sub> tax concessions, it is very unlikely that any of VW's special BlueMotion models will be released here.*

### Migratory Species



Big distances, little consumption. The new BlueMotion technology.



## Porsche 356 engine in a VW.

By John W Schneider, *Rajo Publictions, 1963*

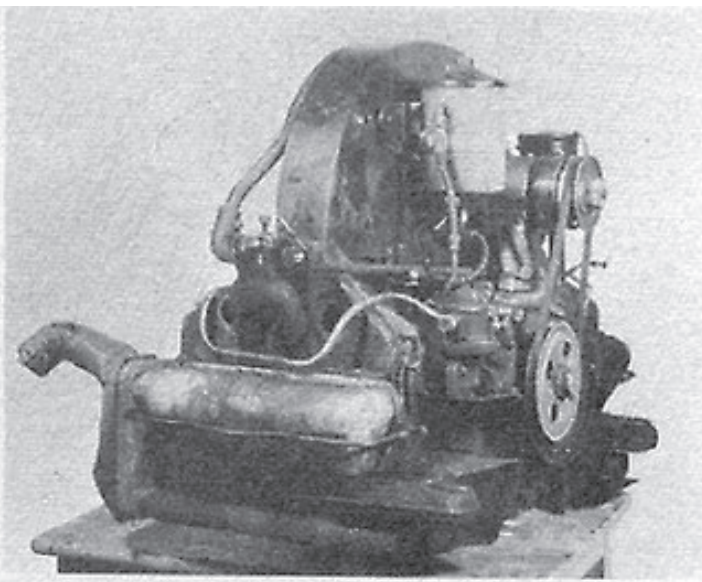
After owning and driving over 250,000 miles in four VWs since 1956 you might assume that I was satisfied with VW. You would be right! I never drove any other vehicle that gave me the economy and durability that the VW did. The only fault that I found was a lack of power and a necessity to 'paddle' your way in hilly terrain.

Then one day last autumn a friend took me and my cousin (John Walter, also a VW owner) for a trip in his Porsche 356. That did it. After that little ride, neither John or I would be satisfied with a stock 1961 VW again.

After carefully studying the engine in the Porsche and making a few measurements, we decided that, with a minimum of alteration we could get a Porsche mill in a VW body. The only hitch was laying our hands on this Porsche engine.

We must have put on 5000 miles touring auto wreckers looking for engines. A few were available, but were priced way over our heads. Junk yard owners often get very cagey and their prices go way up if you just walk in and ask them directly for any particular item you happen to want. You have to play these guys real cool. Scrounge around the yard, and if you see what you want don't look too interested; ask about a few other items and then casually price the item you desire. It's surprising how much less (on the average) they will ask if you aren't anxious.

After three months hunting we finally found a 1956 1600 normal engine (this was determined by checking serial numbers on a chart we kept with us.) Auto wreckers think noth-ing of updating engines three or four years. This particular engine was lying outside partially protected by a mudguard and some other tin. It didn't look too bad except for a covering of mud and grime. The carburetors and throttle linkage were missing so the dealer let us have the engine for \$160.



When we asked about the carbs, he said he thought they were in the shed some place; after a long search he found them intact in a cardboard box. This was a break, as Porsche carbs are expensive.

At the same time I got a set of Porsche front wheel brakes, back-ing plates and drums from this dealer for \$15 a piece. These are inter-changeable with the stock VW front brakes but give much greater stop-ping power as they use a separate wheel cylinder for each shoe (giving two leading shoes instead of one leading and one trailing as on the VW). By the time we got home with all this junk we felt pretty good about the deal we had made.

Now came the big job of cleaning and rebuilding. First we went to Hoffman Motors in New York and purchased a Porsche Shop Manual. Unlike VW, Porsche sells these manuals over the counter.

When rebuilding either a Porsche or VW, I strongly advise studying the manuals thoroughly before putting a wrench to the engine.

First we washed all the exterior grime off the engine. This is the worse part of the whole job. Then we started disassembling the engine as per instructions in the manual. All parts were carefully marked (such as lifters, rods, pistons, and pins) so they would be replaced in the same locations. Although this engine was 1600, normal according to the serial number, the cylinders were light alloy with chrome liners as on the Supers.

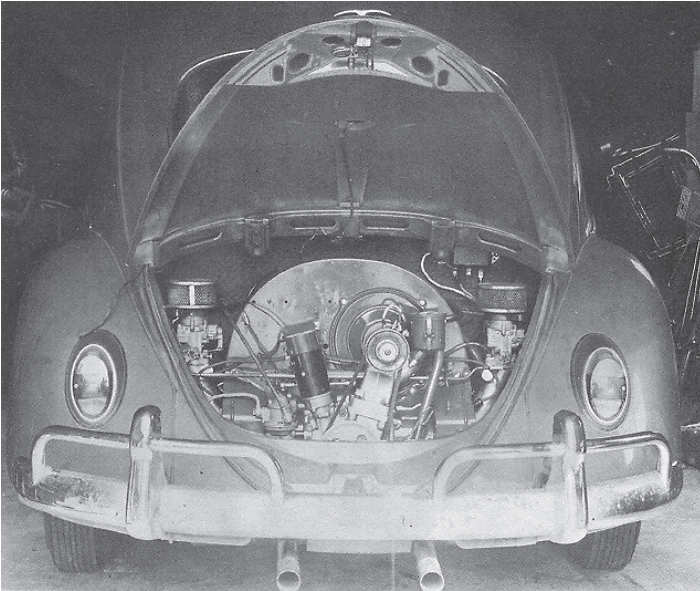
Each part was carefully checked for wear against the specs in the manual. I was amazed at the lack of wear. The only parts that had to be replaced were the mains and rod bearings, rings, and one valve. All replacement parts were obtained from AA Foreign Car Parts, Hollis, New York. They have a very extensive supply of Porsche and VW parts available at reasonable prices: Rings \$15.70, Valve \$4.80, Gaskets \$6.00, Rod Bearings \$17.35, Muffler \$36.00, total \$87.20 less 15%, total cost for parts \$74.12. Quotations received from other parts outlets were almost twice as high.

On reassembly #3 main bearing (the one behind the timing gear) was removed and installed by our local VW dealer, which cost us \$2.00. If a good press is available you can do it yourself, but for \$2 it's better to let the dealer do it than risk ruining the timing gear.

All bearing surfaces and gear teeth, valve lifters, rocker assembly, valve stems and cylinder surfaces were coated with Molybdenum Disulfide (Moly-cote) when reassembling engine to insure good lubrication during initial run in.

Rings were individually fitted to each cylinder, checking with feeler gauge for proper end clearance. Any that were too tight were carefully filed until proper clearance was obtained. Connecting rods were refitted to crank shaft and all nuts were torqued to Porsche specs. New locks were fitted under rod nuts and peened over to rods from loosening up.

After fitting the rest of the main bearings to the crank, one crank case half is laid down and valve lifters are reinstalled (it is important that valve lifters be re-placed in the same positions from which they were removed.) Then the crank was placed into position



making sure that oil passages in bearings line up with passages in the crankcase. Here the other crankcase half was put on and all nuts and bolts torqued. Pistons were then reassembled on rods. Pistons had to be heated so that wrist pin would slide in easily.

Cylinders were then slid over pistons (copper gaskets first being placed on the bottom of each cylinder). Then push rod tubes and seals were fitted after fitting deflector plates and clips, beads were installed and torqued. Push rod installation came next and the rocker assembly was fitted. The valves were adjusted before blower housing, generator, and fuel pump etc. were reinstalled.

The flywheel was then placed on the crankshaft. Endplay was checked; this is very important. I had installed a heavy-duty clutch, pressure plate and ball bearing throw out bearing in my VW a few months prior to this engine swap, so I used the same ones (perfect fit).

Rear engine duct plate, side duct plates (horizontal and vertical) and intake manifold were not installed till engine was placed in the car. The hole in the VW body is a little too small to put the engine in with the manifolds installed.

A cardboard template of the opening in VW engine compartment was made, and the rear engine duct plate and the two horizontal side plates were put together and were then trimmed to the size of the template. Body sheet metal had to be trimmed slightly just below the rear bumper brackets so that the valve cover clips would clear.

The intake manifolds and cross-overs and side duct plates were then installed. Carburetors and linkage came next. The fit in the engine compartment is a little tight, now, as shown in the photos. The heater cables were a little too short, so extensions were made from brass tubing and aircraft control cable. A new throttle cable was then made up of aircraft control cable. Adjustment for length is on ball socket end.

The new muffler had to be cut off on both ends and plates welded on back so it would fit into the space in the VW body. Cut outs for exhaust pipes in body had to be opened up slightly because of the different

spacing of VW and Porsche pipes. Muffler was then bolted in place and rear engine duct plate put in position. This just about completed installation.

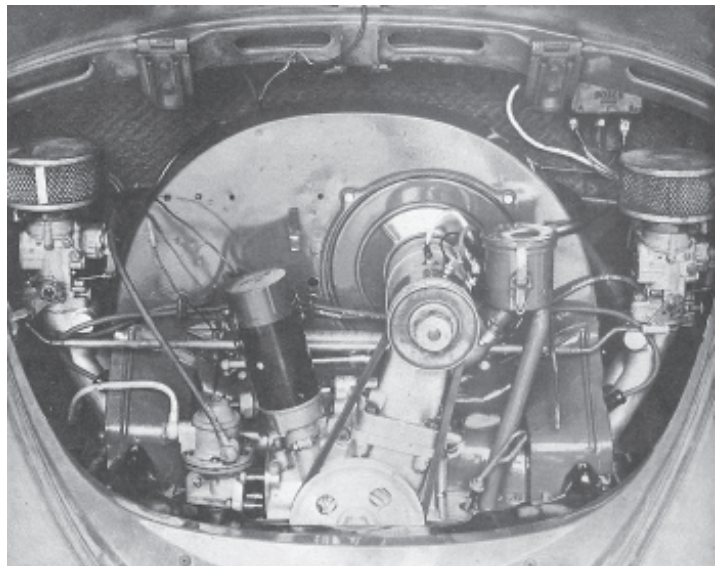
We were now ready for the big moment. Turn the key and see if it would start. No it didn't go right off, had to pour a little gas in each carb first, then it took off. What a sweet sound that was! I quickly checked the oil pressure light to make sure we were pumping oil, then let it run for awhile to warm up. No knocks or oil leaks that we could detect. Fine.

After running about fifteen minutes we idled it down and adjusted the carbs for a fairly even idle. Everything worked perfectly. After running on the road for about an hour (like two little boys with new toys), we went back to the garage. We used a Uni Syn to balance the carbs, leaving the idling adjustment a little fast for break in, and the job was finished. After 500 miles the oil was changed, the idle set down further and the carbs re-balanced.

Up to date the engine has 8000 miles on it and is just perfect. To date it has not burned any oil nor have any other leaks or knocks developed. To say the least, I am extremely pleased with the installation.

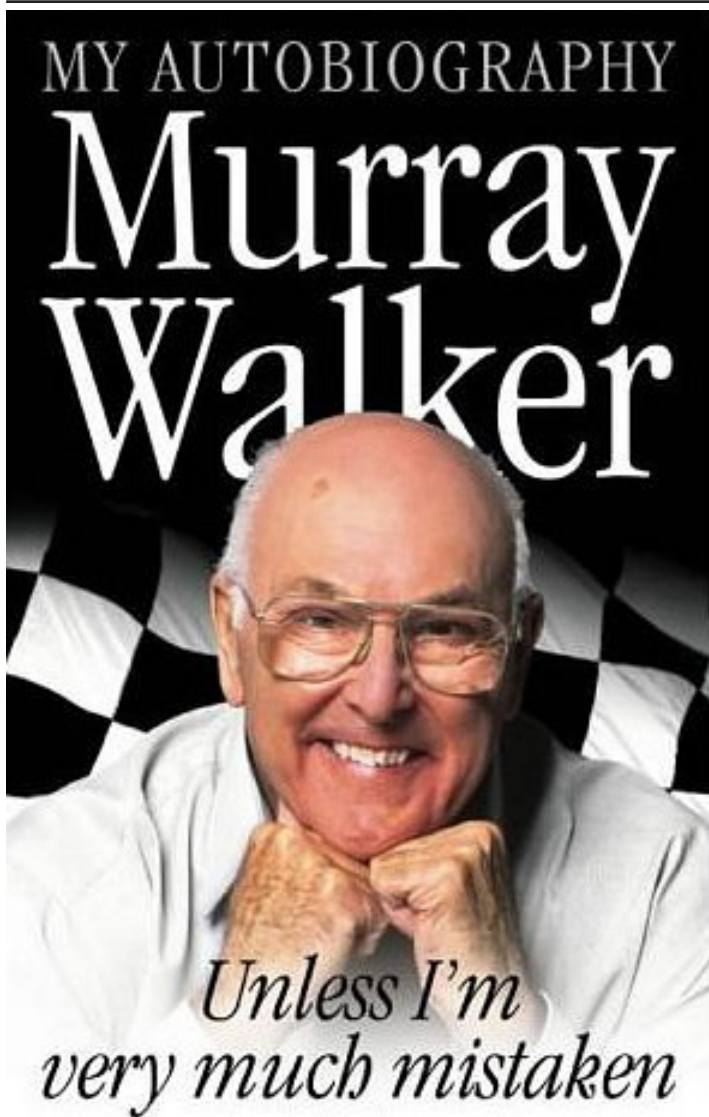
I don't recommend any real high speed cruising (over 80 mph) though. The lightness of the car and high C.G. make it attempt to lift at such high speeds. The installation of the Porsche front brakes is also recommended.

You will notice in the photo of the engine installed that I left off the oil filter. I never did think much of by-pass filters, so I change oil every 1,500 miles and have eliminated the filter, sealing off the fittings.



Shortly after we installed the engine I picked up a used Vertex magneto real cheap (\$25) and had the centrifugal weights and springs changed to fit the Porsche ignition curve. This unit really gives a hot spark and the engine starts on the first rap, hot or cold.

Well that's about it. Keeping a careful check on gas mileage over 5000 miles, I found that I average between 27-28 miles per gallon in normal use, which is very satisfactory.



## The sayings of Murray Walker.

“There’s nothing wrong with the car, except that it’s on fire.”

“With now half the race gone, there is half the race still to go.”

“I imagine that the conditions in those cars are totally unimaginable.”

“And now Laffite is as close to Surer as Surer is to Laffite.”

“Tambay’s hopes, which were previously nil, are now absolutely zero.”

“Either that car is stationary, or it’s on the move.”

“There’s no doubt in my mind that if the race had lasted for 46 laps instead of 45 it would have been a McLaren first and second, but it didn’t so it wasn’t.”

“You can’t see the digital clock on your monitors because there isn’t one.”

“It’s raining, and the track is wet.”

“We’re now on the 73rd lap, and the next one will be the 74th.”

“This is an interesting circuit because it has inclines and not just up, but down as well.”

“The gap between the cars is 0.9 seconds – that’s less than a second.”

“He’s in front of everyone in this race except for the two in front of him.”

“Into lap 53, the penultimate lap but one.”

“He’s obviously gone in for a wheel change. I say obviously because I can’t see it.”

“Do my eyes deceive me, or is Senna’s car sounding a bit rough?”

“I can’t imagine what kind of a problem Senna has. I imagine it must be some kind of a grip problem.”

“Speaking from memory, I don’t know how many points Piquet’s got.”

“Alain Prost is in a commanding second place.”

“What a fabulous race! Barry Sheene is riding his Suzuki as if he’s married to it.”

“Only ten of the drivers who started this race are left. I make no apologies for their absence, I’m sorry they’re not here.”

“Prost can see Mansell in his earphones!”

“I’ve just stopped my startwatch.”

“And we’ve had five races so far this year – Brazil, Argentina, Imola, Schumacher and Monaco.”

“A mediocre season for Nelson Piquet, as he is now known, and always has been.”

“The first four cars are both on the same tyres.”

“And the first five places are filled by five different cars.”

“That was exactly the same place where Senna overtook Nannini that he didn’t overtake Prost.”

“As you look at the first four, the significant thing is that Alboreto is fifth.”

“And this is the third-placed car about to lap the second-placed car.”

“Here’s Giacomelli, driving like the veteran he is not.”

“The battle is well and truly on if it wasn’t on before, and it certainly was.”

“Two laps to go, then the action will begin. Unless *this* is the action, which it is.”

## Club Veedub. Aus Liebe zum Automobil Klub.



“And it’s Mansell, Mansell, Mansell, Nigel Mansell!”  
(It was actually Alain Prost in an identical Ferrari.)

“There’s a fiery glow coming from the back of the Ferrari!” (It was his rear safety light.)

“Damon Hill is coming into the pit lane, yes it’s Damon Hill coming into the Williams pit, and Damon Hill is in the pit – no, it’s Schumacher.”

“Bernie, it’s some 17 years since you bought McLaren. You’ve had some good times and bad times. What do you remember best?” Bernie Ecclestone replied, “I don’t remember buying McLaren.” (It was Brabham.)

“Piet Dam wins as he looks through a completely clear windscreen which is, of course, the advantage of being in front.” (He drove straight into a grass bank.)

“It is clear at this stage of the race that Nigel Mansell is *not* going to make a pit stop.” (Of course he did.)

“Here comes the gallant little Frenchman, Alain Prost, almost home for his sixth Grand Prix win of the season – nothing can stop him now!” (He hit a wet patch, spun into the barrier, lost a wheel and retired.)

“It’s a sad ending, albeit a happy one, here at Montreal for today’s Grand Prix.”

“The young Ralf Schumacher has been upstaged by teenager Jenson Button, who is 20.”

“Andrea de Cesaris, the man who has won more Grand Prix than anyone else without actually winning one.” (He meant competed in more Grand Prix.)

“The atmosphere is so tense you could cut it with a cricket stump!”

“And now the boot is on the other Schumacher!”

“Anything can happen in Formula 1 – and it usually does.”

“And Schumacher overtakes Villeneuve. Oh, no he doesn’t! Oh, yes he does!”

“There’s only one second between them. One. That’s how long a second is!”

“And now excuse me while I interrupt myself.”

“He’s shedding buckets of adrenaline in that car.”

“Spin! Spin! Spin! Round, round, round he goes!”

“GO! GO! GO!”

“Oh! Oh! Oh No! OH!”

“Unless I’m very much mistaken...I AM very much mistaken!”

*From his autobiography “Unless I’m very much mistaken” by Murray Walker*

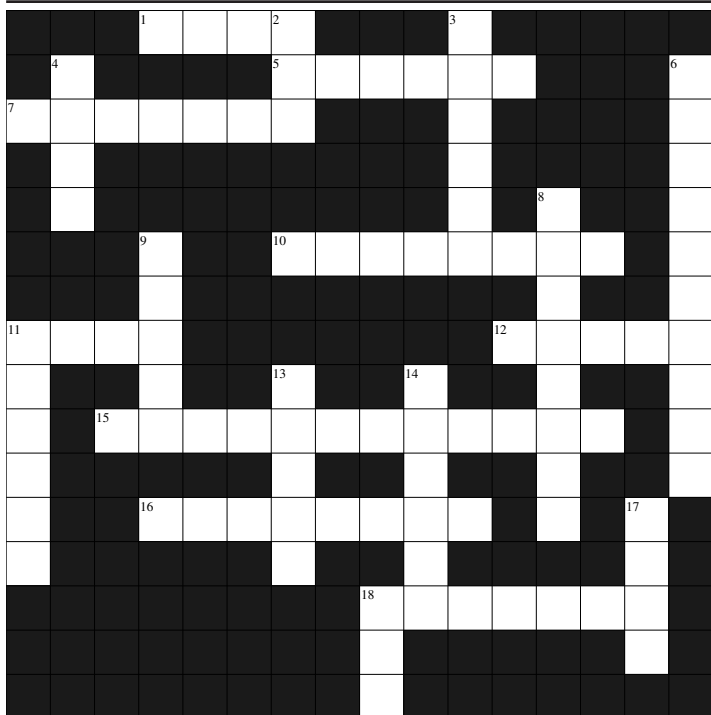
A black and white advertisement for a Volkswagen van. At the top is the VW logo and the word "Volkswagen". Below that is "Intelligent 4WD" in large, bold letters. The central image shows a dark-colored van with a pickup truck bed on its roof rack. A starburst graphic next to the van says "THE AWARD WINNER!". Below the van, the price is listed as "from \$29,995\*" in large, bold font. Underneath the price is "SYNCRO 4WD" in bold. A list of features follows:

- Made in Germany
- Revolutionary 4WD system
- Available on a range of Vans, Campers, & Pick-ups
- Joint-winner of "Overlander 4WD of the Year 1990"
- First in class "Aust Safari 1990"

At the bottom, there are two contact points:

- Narrabeen Northshore European Cars Phone: 970 6161 DL9824
- Darlinghurst Volkswagen of Sydney Phone: 360 5877 DL11488

A small note at the bottom left says "\*Price does not include stat & dealer charges." On the right edge, there is vertical text: "91/107b RIGHT ANGLES".



## Club Veedub crossword.

**Across:**

1. Winning make at the 1954 Redex Trial
5. The latest BlueMotion model in the VW range
7. The VW that won the Central European Rally
10. The club where the annual VW Oktoberfest is held
11. 30,000 VWs were recently damaged by this
12. His picnic day is on Sunday 21 September
15. Location for the CMC Shannons Classic
16. A talk by this company at our August meeting
18. The Winter Break 2009 will be held here

**Down:**

2. Volkswagen's new 7-speed gearbox
3. Murray was very much mistaken
4. Volkswagen's latest hybrid TDI vehicle
6. Joe's Kombi was blessed by an ...?
8. The major VW event coming up in Canberra
9. Location of the VW Spectacular 2008
11. Voted the #2 film car of all time
13. He got the highest score at the 10-pin bowling challenge
14. The Swedish truckmaker bought by Volkswagen
17. She made the 10-pin bowling trophies
18. The newest generation of VW Golf

## WYD 08, Sydney.

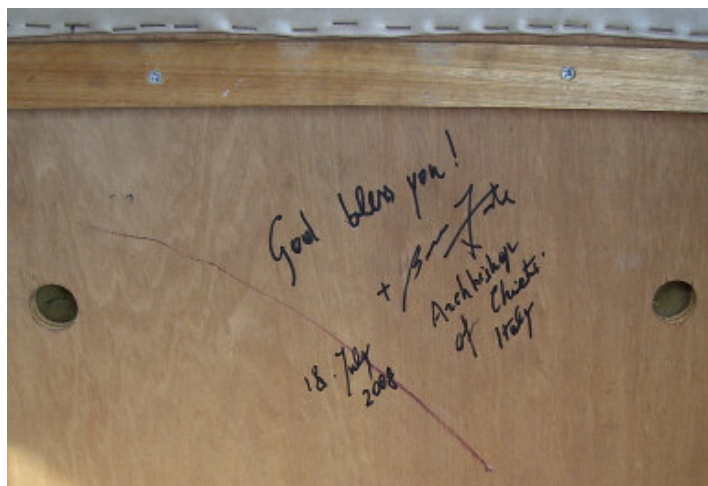
I was a volunteer driver for World Youth Day last month, and I had a great time. My job was to pick up clergy from their motel in the city, and transport them to various parishes in the west of Sydney.

One particular Archbishop, Father Bruno Forte

from the parish of Chieti-Vasto in Italy, came over to my place for a cup of coffee. It was 8.00am in the morning; this was before I had to drop him off at St Anthony's church in Toongabbie.

He blessed our house, but most importantly he blessed my Kombi. He also autographed it, then posed for photos in front of the Kombi - see the cover.

Then we went in the house through the back door. I yelled out to Mary who was still in her pyjamas. I said, "Mary we have a visitor, come over into the kitchen." She said, "Who is it?", and I said, "Only the archbishop Bruno Forte from Rome in Italy!"



Who knows, he could be the next Pope, then the rest will be history.

Joe Buttigieg

## Last month's crossword.





## **Pope's Volkswagen Golf sold for €188,938.**

A 6-year old Volkswagen Golf which was once owned by the recently appointed Pope Benedict XVI and which still has its 'original seats' has just been purchased by a buyer in Tex. for a staggering €188,938. The 1999 metallic grey hatchback with 75,000 kilometres on the clock, was originally purchased for under €10,000 and offered for sale on e-bay by its German owner, who is reported to be 'ecstatic' with the purchase price, representing as it does, a nineteen-fold increase in the value of the Golf.

**Holy smoke. It's hard to beat the re-sale value of a Volkswagen.**



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