

Zeitschrift



Sarah McFadden's 1974 Beetle.

September 2008

IN THIS ISSUE:

Golf Mk6 details
The Toy Department
1955 Redex Trial Pt 1
VW Jeg from Brazil

Eastern Creek Classic
Canberra Hot Chocolate
VW Golf Estate
Plus lots more...



Club Veedub Sydney.
www.clubvw.org.au

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



Club Veedub Sydney Committee 2008-09.

President:	David Birchall david@clubvw.org.au	(02) 9534 4825
Vice President:	Bill Daws bill.daws@bigpond.com	0419 431 531
Secretary and: Public Officer:	Bob Hickman hicko@inet.net.au	(02) 4655 5566
Treasurer:	Martin Fox martin@clubvw.org.au	0411 331 121
Editor:	Phil Matthews philjmatthews@optusnet.com.au	(02) 9773 3970
Webmaster:	Steve Carter clubveedub@alpha.net.au	0439 133 354
Trivia Pro:	John Weston mumweston@bigpond.com	(02) 9520 9343
Book and DVD Librarian:	Joe Buttigieg pbvw@bigpond.com	0449 291 642
Tool Librarian:	Bob Hickman	(02) 4655 5566
Merchandising:	Raymond Rosch sales@clubvw.org.au	(02) 9601 5657
Raffle Officer:	Christine Eaton	(02) 9520 4914
Vintage Registr:	Leigh Harris leigh@clubvw.org.au	0419 685 738
VW Nationals Committee:	David Birchall Bob Hickman Chris Pascoe Matthew White	(02) 9534 4825 (02) 4655 5566 (02) 9773 1637 0423 051 737
VW Motorsport Committee:	Herb Gutmann Cameron Hart Rudy Frank	(02) 9428 4099 0407 003359 (02) 9639 1002

General Committee:

Zoran Milvica	Ron Kirby
Ken Davis	Grace Rosch
Heather Pascoe	Shirley Pleydon
Ray Pleydon	Brian Vanderkly
Mike Said	Danny McFadden
Frank Watkins	Laurie & Wayne Murray

Canberra Committee.

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

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

Club Veedub membership.

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

Monthly meetings.

Monthly Club VeeDub 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

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
Blacktown Mechanical Repairs
C & S Automotive
H&M Ferman
Klaack Motors
Stan Pobjoy's Racing Engineering
Vintage VeeDub Supplies
Volksbahn Autos Pty Ltd

15 years and over.

Aust VW Performance Ctr	North Rocky & Import Parts
Dr Mosha the VW King	Shannons Car Insurance
Korsche VW Performance	SKH Motors
Mick Motors	Wolfsburg Motors

10 years and over.

Indian Automotive	Karmann Promotions
Harding Performance	Reliable Automotive Services

5 years and over.

All Metal Bumpers	NRMA Insurance
BWA Auto	Stokers Siding Garage
Canberra VW Centre	TCCA Motorsport
Classic Vee Dub	Unicap Pty Ltd
Cupid Wedding Cars	Vollkomen Art
Defender Safety	Volkshaven
Mobile Model Cars	

It's on again!

Boris' VW Picnic Day & Swap Meet 2008

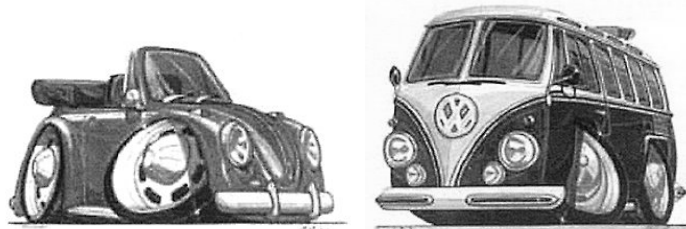
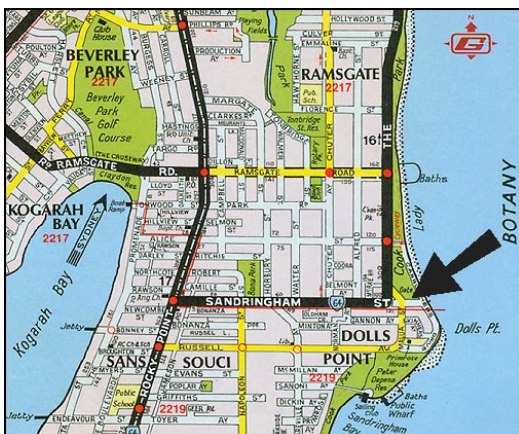
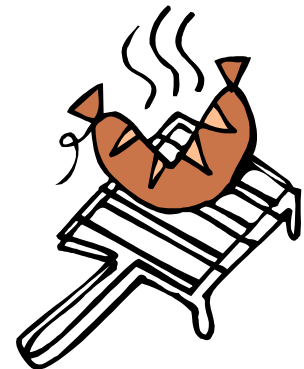
***** SAME GREAT VENUE THIS YEAR *****

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

**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 ▾



MICK MOTORS

WWW.VWMA.NET.AU

Proudly Supported By Volkswagen



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 5 October 2008

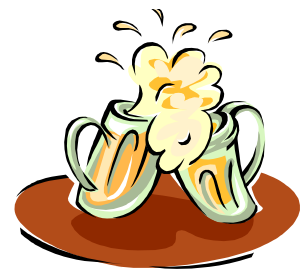
You'll be welcome there all October long weekend!

(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 / 0408207228 We'll see you there! -Prosit!



Flat Four Vee-Dub Club Of Sydney



Proudly Presents

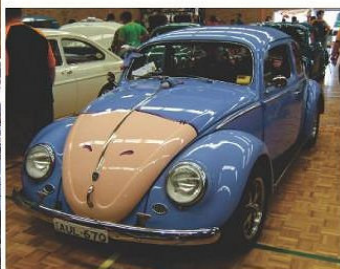
**The Premier
Indoor VW Event**



THE ALL VW SHOOTOUT

2 November 2008

**The Michael Wendon Centre
62 Cabramatta Avenue, Miller**



**Entrants, sponsors, dealers
can contact:**

Murray 02 9618 2205 (ah)

**Or email:
info@flatfour.org**

Von dem Herrn Präsident.

This month's event will be Boris' Picnic Day, on Sunday 21st September, 8:30 am till all the snags are gone. So if you want to get rid of any old VW stuff you have lying around, please bring it along for the swap meet. We need volunteers for the BBQ and gate-keeping for 1 hour stints during the day, so please come along and lend a hand.

Please NOTE the venue (same as last year), at Cook Park, Ramsgate/ Dolls Point, right on Botany Bay. There's plenty of room for everyone and hopefully the weather will be on our side like last year. If you would like to donate a prize to the raffle please bring it along on the day. We already have some great pledges from a few of our sponsors, so a ticket will be worth the effort.

The annual CMC Eastern Creek Car Festival was held on the 24th August. We had 15 cars attend the day, with Ken Davis entering his '72 Superbug in the concours. Once again he took out Best Original Vehicle, competing against some 'Pedigree Cars' on the Day (a comment from another entrant). Well done Ken.

Xmas is fast approaching, so if you want Santa to bring you something special, then make sure you order it now to avoid the Xmas rush. I hate Xmas shopping, so get along to your local Volkswagen shop, and ask for a credit voucher, what a great gift idea.

The Canberra VW and German Autofest weekend, September 27 and 28, is also fast approaching, so make sure you book accommodation if you intend staying there on the Saturday night.

Don't forget the committee and magazine pack meetings are held on the 2nd Thursday of each month at the Greyhound Club, everyone is welcome to attend, don't be shy.

If anyone has an outing they would like to plan, please tell us and we will find a free day well in advance.

Précis of Committee and General meetings:-

Boris' Picnic Day, Flat Four
VW Shootout, Canberra
German weekend, Warwick
Drag Weekend, OktoberFest,
Old Bar Kombi Weekend.

KeeponKruzin',

David Birchall



Kanberra Kapitelreport.

A big springtime 'G'day' from the capital. It is nice to see a morning without ice on the car, and that means Spring is here. And with Spring, comes our major event for the year - German Autofest. Are you coming? I hope so, we want to see you!

Saturday 27 Sep is our VW Cruise. Meet at the Russell carpark at 2pm, and be ready for a round trip of around 60 km. We'll cruise to our destination, have a

good chat and BBQ, and make our way home to prepare for Sunday. More details are on our website.

Sunday 28 Sep is the main event, held at Rond Terraces (bottom of Anzac Pde). Bring your VW and be ready for a great day. Entrance fees apply - members \$5, non-members \$10, plus all entrants have to pay \$2 to the Autofest committee. You can now download a registration form from our website (canberravw.com) so why not print it out and have it ready? We will be judging our trophies during the day, food will be on sale, etc. Floriade is a stone's throw away, in case you want to check it out.

For our local members, we'd love a hand on the day if you can afford one, so please let us know ahead of time so we can allot a job. Or, turn up early on the day, we'll have plenty of work!

We're looking forward to seeing as many of you as we can!

Mark and Bruce



Klub Kalender. September.

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. You are also welcome to camp Saturday night, should you wish. Einen wunderbaren Tag! 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.

Saturday 4th & Sunday 5th:- Old Bar Beach Kombi Festival 2008 at Old Bar, mid-north coast, NSW. See www.oldbarbeachfestival.com.au.

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

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

Sunday 26th:- Southern Highlands Motorfest 2008 at Chevalier College, Bowral. Show & Shine event open to Hot Rods, Customs, Classics, Vintage & Racing Cars & Bikes. Club Veedub display. Lots of fun for the whole family. Fete stalls, trade shows, lots of food and of course rides for the kids, young & old. For more information contact Ken on 0438 090 263.

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).

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

Sunday 15th: - VAG Motorsport Round 7 at Eastern Creek (Twilight). Last meeting for the year. See 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.

Club Shop Monthly Special



Marl Grey
Sloppy Joe
\$10 Members
\$15 Non Members



Other Merchandise (Members Price)

\$15 Striped Club Polo Shirt, optional Pocket \$10 Jacquard Club polo Shirt without Pocket
\$15 Set of 4 colour Nats coasters in a sleeve \$10 "Legend" cap or Children's T-Shirt

All club merchandise is available to club members at a discounted price.

Email your enquiries or orders to Raymond at sales@clubvw.org.au and you can pay securely online with your credit card, or direct deposit into the clubs account.

January 2009.

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

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

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

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

Marktplatz.

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 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:- 1978 VW Diesel Golf, has rust problem, unregistered, variety of spares included, 2 x Radiators, 1 x back window (glass only) 4 x new rims, asking \$480.00 ONO contact Wolf on 0428993964 (Dural Area)

For Sale:- VW Beetle, 1600 cc twin port engine in very good condition also the following list of parts for sale: Kombi Bull bar and towbar, 1 set of chrome 4 stud 14 " rims with tyres, 2 sets of steel wide 14" painted 4 stud wheels. Gearbox to suit a 1971 beetle, 1 set of mudguards to suit 1971 beetle, plus assorted spares including carby etc and front beam. Contact Salvador on 0403 536446 or 9920 3519.

For Sale:- Type 3 notchback parts, bonnet, steering wheel. Contact Salvador on 0403 536446 or 9920 3519

For Sale:- 2006 Volkswagen Golf V GTI asking \$34,000 ONO, travelled 68,000KM, 5 door 5 seat HATCHBACK, Metallic Blue, Interior Grey,

transmission 6 speed Sequential Manual Auto Clutch, 4 cylinder Premium Unleaded Intercooled Turbo 2.0L (1984cc), Magnificent Vehicle, Absolutely Fantastic to Drive! Moving Overseas Must Sell! Contact Toby on 0433185847

For Sale:- 1971 VW Beetle Karmann Cabriolet 1302LS. European tourist delivered. Factory RHD. Very good all round original condition. Excellent roof with tight seals. Enjoy now and restore to higher level in future. \$15,500 ono Call Rick for more details, on 0404 852 258

For Sale:- 1995 VW Transporter Van, 11 months rego. New tyres. 280,500 km. Rego no: TTR 051. Van white in colour and regularly maintained. \$8,200 ono. Phone Luke on 0418 287 051.

For Sale:- 1972 SuperBug S. 1600cc, Unregistered. Car is in Good Condition. Will suit enthusiast. Electronic Ignition, Porsche style extractors. Mag wheels, Stereo, sun roof. \$1,500 ONO. Phone Alan on 0414 256921.

2nd Month 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.

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

Sarah McFadden's Beetle.

I've had my 1974 Beetle for just over two years. I was 16 and wanting a VW to learn in; I didn't want any stupid bubble car. I found it on ebay for \$370. Perfect 1600 engine, decent floor pan. It just needed a tune up and a bit of TLC to get on the road. The guy knew nothing about VWs, nor was interested, so I said I would take it. I just saved a perfect Beetle from the crusher.

The first week I had the paint sanded off, every day after school out there working til dark, saved up more money to get it registered and then got my L's.

I had my licence 2 weeks when the first problem happened, in the middle of traffic lights, when my accelerator cable broke. Another time was when fire started coming out the interior light; nothing major but talk to anyone and they have a million VW stories.

I'm always working on it and buying parts (like every VW owner), spray painting it and putting stickers on it. It gets a few laughs and comments everywhere I



**Next Club Meeting:
Thursday
18th Sept.
8:00pm
The Greyhound Club.**

Trades and services directory.

Trades and services directory.



New Engine Oils
With a Difference

UP TO **39%** less friction than other quality engine oils

All Nulon Oils Contain Our Unique **'Advanced Additive Technology' (AAT)**

Contact Nulon: 1800 679 922
www.nulon.com.au



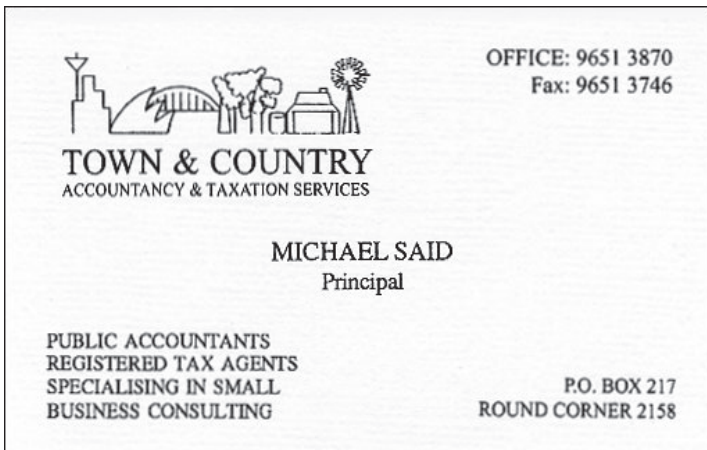
KLAACK MOTORS

All Mechanical Repairs & Restoration Work

★ Family Owned And Operated For Over 40 Years ★

Distributors of Performa Fuel

Ph: (02) 9724 5901 or (02) 9727 2057 Fx: (02) 9723 5250
2A Lackey Street, Fairfield, NSW 2165



OFFICE: 9651 3870
Fax: 9651 3746

TOWN & COUNTRY
ACCOUNTANCY & TAXATION SERVICES

MICHAEL SAID
Principal

PUBLIC ACCOUNTANTS
REGISTERED TAX AGENTS
SPECIALISING IN SMALL
BUSINESS CONSULTING

P.O. BOX 217
ROUND CORNER 2158



Your local home loan specialist

Andrew Rankin

- ✓ first home buyers
- ✓ refinancing
- ✓ debt consolidation
- ✓ investment loans
- ✓ mobile service

Andrew Rankin on 0410 787 607

simple choice MORTGAGE CHOICE

go. People just look at me and know I own it. It's got the knick name, 'Evil Herbie,' or 'Herbie's Evil Twin.'

It took 11 tins of \$7.00 matt black paint to spray it, and people don't believe it when they see it. It's great when I need a touch up; I just go to Bunnings. I do have plans to get its resprayed and to work on the engine, but just not yet. We've all got to start from the bottom. It's a work in progress.

I love my Beetle. It's a fun little car. It's my first VW, and I daresay it won't be my last'

Sarah McFadden

Zeitschrift Editorial.

Once again I have the pleasure of being the magazine editor for another year, so I'd better post a few quick words here to say hello.

Firstly, thanks to everyone who has written articles for the magazine over the last year. Ken Davis, Ray and Shirley Pleydon, and John Weston are my regulars, plus of course Tony Bezzina, now well into his second hundred Toy Department articles. Thanks

people, please keep them coming!

Are we a club for old, or new VWs? We are BOTH! Every month we'll have all the latest VW news from around the world, and reports on all the wonderful new Volkswagens that are being sold nowadays. But there'll always be lots of stuff for fans of classic old VWs too. Every month will feature a classic VW full-page ad. And there are lots of VW history articles to come.

Our magazine looks better now than it ever has, and every month it will be 40 pages long. It's because of the wonderful input we get from our members, that Zeitschrift is the best VW club magazine in Australia.

It would be nice if we could print it in colour, and we have looked seriously into it. Unfortunately, the fabulous cost makes it impossible - unless we jack our membership up from \$40 to \$250 a year - and that won't happen!

Full colour PDFs are available, though. Just bring a USB memory stick to any monthly meeting, and I'll copy them for you. Then you can print it on your colour printer at home or work. I can also email them on request, but beware - each issue is 6MB plus !

Phil Matthews

Trades and services directory.

Trades and services directory.



CLASSIC VEE-DUB
Pty/Ltd

www.classicveedub.com.au

36 Bridge St.
Rydalmere
2116 N.S.W
Sydney Australia

phone: (02) 9638 4200
fax: (02) 9638 4266
George: 0412 434 762



ABN 45 070 734 314

Dr. Moshe
Tel: 9534 1077
A.H: 9596 1817



All Bug & Mechanical Repairs
New & Second Hand Spare Parts

Unit 1, 143 - 155 Bonds Road, Riverwood NSW 2210



BUG EATER
NO BUGS (SYDNEY)



Caro & Ivy Martin

PO Box 3051 Bilpin NSW 2758
Phone: 1300 855 114
Mobile: 0427 311 047
Email: enquiries@nobugs-sydney.com.au



NILESH ROHAN
Business Development Manager

BATTERIES FOR:
CARS, TRUCKS, TRACTORS, MARINE,
MOTOR CYCLES, GOLF BUGGY, DEEP CYCLE,
WHEELCHAIRS, SEALED LEAD ACID.



CALCIUM MAINTENANCE FREE
MOBILE: 0411 492 456 FAX: (02) 8704 3751
PO BOX 10 CAMPSIE NSW 2194
batteriesplus@optusnet.com.au www.batteriesplusnsw.com.au

Club Veedub Sydney Membership / Subscription Form.

New Member: Renewal:

Name:

Address:

State: Postcode:

Email:

Phone: (BH)
 (AH)
 (Mob)

Occupation:

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

- Cruises and observation runs
- Show n Shines, Concours
- Swap meets (VW parts)
- Social days and/or nights out
- Drag or track racing
- Meetings and tech talks
- Other (you tell us!):

Trades and services directory.

Trades and services directory.

V Wing Country
 ABN 92 003 268 933
 50 Princes Street
 Riverstone NSW 2765
 Peter
 Ph: (02) 9627 6209

Wanted: 

Your business ad in this space.
 The cost for 11 months is \$110 - this does not include the VW Nationals issue.
 Post your business card and a cheque for \$110 to the Secretary, Club Veedub Sydney, 14 Willoughby Cct Grassmere NSW 2570

CAMDEN GTI PERFORMANCE
 PTY LTD
 ABN 16 128 352 821
MAIL ORDER SPECIALIST
 MATTHEW WHITE
 VW GOLF, TRANSPORTER, AUDI, SEAT IBIZA, CORDOBA, TOLEDO
 PERFORMANCE, REPAIRS, SPARES AND IMPORTS
Mob: 0423 051737 Hotline: 02 4627 3072
 18/41 Badgally Rd, Campbelltown
 Proud Sponsor of www.vwwatercooled.org.au

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



Club Veedub Sydney Membership / Subscription Form.

Please tell us about your Volkswagen(s):

Year	Type	Model	Engine Size	Rego No.	Colour

Please enclose a cheque or money order for \$40.00, payable to Club Veedub Sydney, and post it with this form to:

Club Veedub Sydney,
 PO Box 1135
 Parramatta NSW 2124

You will receive 12 issues.

Volkswagen Golf VI.

Volkswagen has unveiled its most important automotive secret of the year: the new Golf 6. The car – Europe's most successful, with more than 26 million sold – has been improved in all areas. "This sixth generation of Golf cars will completely redefine the quality and comfort level of its class over broad categories, offering more customer value than ever before", says Prof. Dr. Martin Winterkorn, Chairman of the Board at Volkswagen AG. The European market launch of the new Golf will begin in October; following in succession will be Africa, Asia, Australia and North America.



The clear and powerful design of the new Golf is showing the way to the future. Its acoustic properties and the overall comfort of the Volkswagen tear down class distinctions. Innovative engines and transmission technologies lower fuel consumption by up to 28 per cent. All petrol and diesel engines satisfy limits of the future EU-5 standard.

Assistance systems such as "automatic distance control" (ACC), "adaptive chassis control" (DCC) and the "park steering assistant" bring additional top technologies on board the Golf. A new Electronic Stabilisation Programme (ESP) system, with finer response over its control range, further optimised crash properties, seven airbags including knee airbag, the special head restraints (WOKS) that counteract whiplash trauma, a 'seatbelt detection' feature debuting in the rear seating area of the Golf and daytime running lights – that are standard equipment – provide for a maximum level of safety.

All key body elements were redesigned. "We have cast the Golf's core components in a precise, new mould," explains Walter de Silva, the Italian-born VW design chief. The sixth Golf has a sportier and more distinctive appearance than any previous generation of the model series. "It is more accentuated, more three-dimensional than its predecessor; with precisely defined lines and edges, and with finely proportioned flared surfaces and recesses," de Silva explained.

The roof section now rests on a dominant filled out shoulder section, similar to the new Scirocco. A prominent curving line extends from the headlights back to the taillights. In its side profile, this line – which Volkswagen Design calls the 'character line' – also gives



the new Golf a fuller, lower stance on the road from a side perspective.

In front, the new car takes up the horizontally aligned radiator grille trim strip between the headlights of the first Golf generation; the grille itself is high-gloss black. The lines of the bumper match those of the radiator grille. Beneath this is an adjacent section with another air scoop. Also arranged on a black background are the chrome light housings of the dynamically styled headlamps.

The rear, too, is characterised by a dominance of horizontal lines. The taillights – very wide now – are identified among other things by an unmistakably unique night design. Stylistically – with their crystal-clear lines for the turn signal and reversing lamps – they bear a resemblance to the taillights of the Touareg.

Overall, the image of the new Golf is one of a significantly wider, flatter and even more high-end car.

Ergonomic properties of the car's interior were also further developed. For example, all operating controls are even easier to use. They include the control of the automatic climate control system (Climatronic) – as used on the Passat CC – and the power window controls that are now located further forward in the door trim, making them easier to access.



There is a common thread here: Volkswagen's typical attention to perfection of every detail in the car. Take the example of 'seatbelt detection' in the rear: the driver can recognise, on the multifunctional display in the cockpit, whether the occupants have their seatbelts fastened in the rear – separately for each seat. Or take the example of leather seats: a new, more robust leather surface is being used. Or in the cargo area, four

practical hooks ensure that after shopping, the contents of shopping bags are not strewn across the cargo area. The outside mirrors get significantly less dirty, thanks to an aerodynamically optimised shape. They are easier to adjust from the interior, since the power mirror adjustment control is now located further up and more forward in the door trim.

The new Golf is characterised by first-class acoustic properties. A special damping film in the windscreen reduces driving noises, as does the newly developed seal concept for the doors and side window guides. The new shape of the outside mirrors also significantly reduces wind noise. Furthermore, special modifications were made to acoustically isolate the engine and passenger compartments from one another. Very quiet rolling tyres and new engine bearings round out the noise reduction package.

Making a significant contribution to the pioneering acoustic properties are the exceptionally quiet TDI common rail engines being used in the Golf for the first time. Two balancer shafts also put an end to undesirable vibrations. Plans call for a TDI power range extending from 66 kW to 125 kW. Right at the market launch, Volkswagen will be offering the Golf with two 2.0 litre TDI engines; they output 81 kW and 103 kW. A diesel particulate filter (DPF) is fitted as standard.

The new TDIs are exceptionally fuel efficient. The 81 kW diesel drinks only 4.5 litres of fuel per 100 km, which represents a 0.6 litre reduction! Emissions are just 119 grams/km CO₂ for this engine, a very low figure indeed. Even the 103 kW version only requires 4.9 litres of diesel, which is 0.6 litres less.



Four variants will define the range of petrol engines in the launch phase: 59 kW, 75 kW, 90 kW and 118 kW. Starting at 90 kW, the TSI engines come with supercharger and/or turbocharger. The petrol engines are also very fuel efficient. The optimised 59 kW entry-level engine consumes just 6.4 litres per 100 km (149 g/km CO₂) – that is 0.5 litres less than the previous model. The other TSI engines are also taking the stage as prime examples of efficiency: at 90 kW the new Golf 1.4 TSI consumes just 6.2 litres (144 g/km CO₂); this yields a fuel consumption advantage of 0.1 litres. Even the new 118 kW top version of the 1.4 TSI attains an excellent value at 6.3 litres.

With the exception of the entry-level versions, all petrol and diesel engines can be paired with Volkswagen's dual clutch transmission (DSG). Depending on the engine torque, either a 6-speed or 7-



speed DSG is used. On the new Golf, the extremely efficient and agile DSG has thereby replaced the classic torque converter automatic.

Just how efficient the alliance of TSI plus DSG can be is demonstrated by the average fuel consumption of the 118 kW 1.4 TSI with 7-speed DSG: 6.0 litres (139 g/km CO₂). This high-tech duo replaces the 2.0 FSI and 6-speed automatic, which achieved 8.3 litres. Savings: 2.3 litres per hundred kilometres, or 28 per cent – progress in its best form!

Caddy Maxi Life.

Following the release of the extended Caddy Maxi van earlier this year, Volkswagen Group Australia has now added the 'people mover' version, the Caddy Maxi Life, to the Australian range.

The Caddy Maxi Life can seat up to seven adults comfortably, with ample leg and headroom. The Caddy Maxi Life is a neat blend of form and function to meet a range of people and luggage carrying needs. The Caddy Maxi Life effectively rethinks automobile tradition by setting new standards for utilising clever space.



With a total length of 4.88 metres, a width of 1.8 metres and a height of 1.8 metres, the Caddy Maxi Life has enough space to fit in so much. It features intelligent exterior equipment for true vehicle flexibility. The 700 mm wide and 1,108 millimetre high sliding doors on both sides allow comfortable entry and exit. Both doors feature an inset sliding window.

The comfortable contoured driver's seat is height-adjustable. To ensure safe handling and provide a clear view of the instruments, the distance and height of the steering wheel can also be adjusted.

The Caddy Maxi Life comfortably accommodates the whole family. Seven adult passengers pose no problem whatsoever with the standard rear seats installed. The 3-seater bench in the 2nd row provides plenty of legroom and is surprisingly comfortable. It can be double-folded in a 2/3rds or 1/3rd configuration depending on who or what you're carrying.

The load compartment capacity in the 5-seater configuration is 1,650 litres. Even with the third row of seating fitted, the 7-seater boasts an impressive 530 litre load compartment. If you're looking to carry even more cargo, the Caddy Maxi Life is capable of towing up to 1,430 kilograms (braked trailer).



The Caddy Maxi Life offers a huge array of storage options. There's a storage compartment in the driver's door and on the front passenger's door that will take a 1-litre bottle; there's a generous centre console compartment with an armrest, two cup holders in the front of the centre console, and one single cup holder at the rear of the centre console.

Various pockets are found in the rear passenger compartment in the rear doors and in the 3rd row walls. For additional storage the Caddy Maxi Life also features small cargo nets located above the windows.

The most important thing the Caddy Maxi Life carries is people, so safety is of the utmost importance. Control systems like ABS (anti-lock braking system), TCS (traction control system), EBD (electronic brake-pressure distribution) and ASR (anti-spin regulation) come into play in critical situations by intervening in the brake or management systems. ESP (electronic stability programme) with Brake Assist can be ordered as an option. Driver and front passenger, front and side



airbags are standard on the Caddy Maxi Life.

Electric front windows, central locking, semi-automatic air conditioning, a dust and pollen filter, two vents on the centre console and the radio with CD/MP3 and six speakers are standard in every Caddy Maxi Life.

The Caddy Maxi Life comes with a 1.9 litre TDI engine delivering 77 kW/250 Nm with a choice of manual or DSG transmission. Thanks to optimal interaction of the components with DSG transmission, very short gear change times are achieved with, at the same time, the highest level of comfort from an automatic.

The 1.9 TDI engine features unit injector or 'pumpe düse' technology. Optimal utilisation of the fuel quantity is assured through this direct injection, significantly improving consumption and reducing emissions. This power plant is closely related to the very same 1.9 litre TDI that is fitted to the Golf, which also develops 77 kW at 4,000 rpm and 250 Nm of torque at 1,900 rpm. The 1.9 litre TDI meets the stringent EU IV emissions standard whilst maintaining a fuel consumption of 6.3 litres/100 km with the 5-speed manual, and 6.8 litres/100 km with the 6-speed DSG (according to ADR 81/01).

Recommended Retail Prices:

1.9-litre TDI manual	\$34,990
1.9-litre TDI DSG	\$37,990

Transporter gets 4 stars.

Australia's leading vehicle safety organisation, the Australasian New Car Assessment Programme (ANCAP), has awarded its first-ever 4-star rating for a commercial van – to the Volkswagen Transporter.



ANCAP Deputy Chair, Soames Job, said manufacturers should make safer commercial vehicles in line with other new cars. "There is a massive light commercial vehicle fleet in Australia – and it is important for all road users to be confident that these light commercial vehicles and people movers are safe for occupants and other road users such as pedestrians," Dr Job Said last week.

"Four-star utilities have been available for

several years now but, up until today, the best commercial van was just three stars. Today, I am pleased to announce that the Volkswagen Transporter is the first van to be awarded four stars for occupant protection," Dr Job said. "These rating show there is no longer an excuse for fleets to accept less than a 4-star ANCAP rating for any light vehicle purchase."

The Volkswagen Transporter range offers a long list of features and superb optional extras. It comes in a variety of standard, mid and high roof options and can be tailored to suit any need with options such as 4Motion AWD, sliding doors, tailgate and more.

Volkswagen recorded a 14.1% increase in sales during 2007 in the Light Commercial Vehicle segment, with both the Transporter and Caddy products achieving a combined 15.1% share in the van market segment. The Transporter continues to be Volkswagen Commercial Vehicles best selling model with 1,714 delivered last year with a share of 8.4%.

The Director of Commercial Vehicles - Volkswagen Group Australia - Mr Philip Clark said "to be the first van to receive a 4-star rating from ANCAP is a tremendous milestone for a vehicle with a history spanning over half a century. The Transporter continues to be a strong performer for Volkswagen Commercial Vehicles and this latest achievement demonstrates it is not only a great choice when it comes to performance and features, but also when it comes to safety."

2008 Tiguan sold out.

While the Golf is still Volkswagen's biggest selling model in Australia, Volkswagen is also getting a boost from the compact Tiguan four-wheel-drive.

"The whole range is obviously selling quite well, and now we have delivered some Tiguan; but we only have 750," explains Volkswagen Group Australia managing director Jutta Dierks.



The waiting list for the Tiguan has blown out to almost 12 months. VW had the same problem when it launched the stunning Mk5 Golf GTI three years ago.

Though there is no official waiting list, several dealers report delays of nine to 12 months for Tiguan ordered now. Even those who have already ordered the

car have had an extra three months added to delivery delay.

But Volkswagen spokesman Karl Gehling says the problem is not limited to Australia. "It's simply to do with demand exceeding supply," Gehling says. "And that's the case in every market."

Australia had 750 Tiguan allocated to it for the first year (2008), and Gehling says it can't source extras. "The factory is working at capacity," he says. "We're getting as many as we can."

Though it may seem like a good problem to have, Volkswagen will need to be careful to avoid losing too many potential Tiguan customers to rival brands. Nissan, hot on the heels of the Tiguan, is adding a turbo-diesel to the X-Trail range that competes against the VW. But Gehling is confident VW won't be affected too badly while waiting for more cars to arrive.

"Obviously it's always a concern, but we're trying to get as many cars as we can," he says.

Though the waiting list is long for specially ordered cars, several Sydney Volkswagen dealers had a limited number of Tiguan on their lots in July.

Scirocco for Australia?

The upcoming Volkswagen Scirocco sports coupe has enjoyed glowing press reports, and even a racing class win at Nürburgring. But it is still not confirmed for Australia. With the showroom rollout beginning in Europe, Volkswagen Group Australia chief Jutta Dierks says she is waiting for the right price and position before she pushes the button on a local sales plan for the Scirocco.



Volkswagen is concerned the car could steal sales from the Golf GTI or the convertible Eos if it is not placed correctly from day one. "It's a serious matter and we will take the time we need," says Dierks. "We have to get an agreement from Germany on the position of the car in the Australian market."

Discussions on the 2.0-litre Scirocco coupe began more than six months ago, and there is no news yet on a release date.

The Golf-based Scirocco has been revived as Volkswagen's sports coupe, and has been a sellout since it went on sale in Europe in June. Dierks says the car's appeal is obvious.

“It’s about emotion,” she says. “It’s a car that’s unusual for a premium volume brand. For some people it is a dream car; for others the Scirocco makes it possible to drive a sports car. Cars like this bring emotion to the brand. It is outside the normal mass volume that people associate with Volkswagen.”

“There is nothing negative about having the same car as your neighbour, but some people want something different.”

The final decision could be some months away, but ultimately it’s all about \$. “It’s the price,” Dierks says. “We want it in the right position against the Golf GTI and Eos. There’s no market in Europe where the GTI is 25 per cent of the Golf sales, but it is in Australia. We need to find where to position the Scirocco.”

Despite the uncertainty and the length of negotiations, Dierks wants the Scirocco here. The first two generations of Scirocco – the Mk1 (1974-81) and the Mk2 (1982-92) – were never sold in Australia.

“I’m keen to get the car. It is not a volume model, but there is a lot of Volkswagen history involved. It will fit in our range and there is a good story to tell. But we have a lot of good products at the moment, so we don’t have to rush.”

Volkswagen held its ground in 10th place through the first half of this year’s new-car sales race, but Dierks says the company is not racing to move up the rankings. “It’s not about being No. 10 or 9, but growing the volume and everything else,” she says. “Besides, the gap is still huge. And we cannot do it too fast. We need to get things set right.”

World’s largest used vehicle safety study.

Used car buyers need to get the newest car they can afford to maximise their safety, according to a real-world review of more than three million serious crashes revealed in the *Melbourne Age* newspaper.

The findings of the 2008 Used Car Safety Rankings show there are safe and unsafe cars in every price and size class, but that newer models - often with multiple airbags - are almost always the best choice.

The rankings cover 349 vehicle models built since the early 1980s, which are compared to similar vehicles involved in crashes in Australia and New Zealand between 1986 and 2006. The results based both on occupant protection and injuries to others, including cyclists and pedestrians.

“You are about eight times more likely to be killed or seriously injured in the worst cars, compared to the best cars,” the man who led the study, Dr Stuart Newstead of the Monash University Accident Research Centre, said yesterday. “The general rule of thumb is that newer is generally better. There are some exceptions, like the Hyundai Getz. A lot of them only had the bare-basic essentials.”

But it is possible to buy a top-ranked car for as little as \$5000, with many of the safest second-hand cars priced at less than \$15,000.



Dr Newstead said the reign by Volvo at the top of the rankings had ended, with brands such as Volkswagen now showing significant safety and a range of individual models doing well in the various classes.

“Volvo used to market predominantly on safety, but a lot of people have now caught up. Volkswagen really know what they are doing,” he said. “Certainly, we are seeing a lot more newer cars managing to perform really well.”

European and Japanese cars dominated the best performers, with only one locally made car - the VY-VZ Holden Commodore - making the top group.

“Our findings show 89 vehicle models scoring better than average, with 26 of these models scoring much better than average,” Dr Newstead said.

Some of the safest cars in the rankings are the VW Golf and Mazda3 in the small-car class, the medium Holden Vectra and VW Passat, Mitsubishi Nimbus people mover, and Honda CR-V and Subaru Forester in the compact four-wheel drives.

At the bottom of the rankings are cars including the Daihatsu Rocky, Charade and Hi-Jet, Mitsubishi Starion, Holden Camira and Nissan EXA.

The second-hand safety study has been run since 1990 and is now the biggest of its type in the world.

2008 Used Car Safety Rankings

Safest vehicles (not all)

Small cars:

Volkswagen Golf, 1999-2004
Peugeot 306, 1994-2001
Mazda3, 2003-2006

Medium cars:

Holden Vectra, 1997-2003
Volkswagen Passat, 1998-2005
Saab 9-3, 1998-2002
Subaru Liberty, 1999-2003
Mazda6, 2002-2006

Compact four-wheel drive:

Honda CR-V, 1997-2001
Subaru Forester, 1997-2002

People mover:

Mitsubishi Nimbus, 1999-2003

Commercial van:

Ford Transit, 2001-2005

VW Touareg R50 now on sale.

After a world debut at last year's Sydney motor show, Volkswagen has now released its range-topping Touareg R50 SUV for sale. It offers customers more power and equipment, and boasts one of the most powerful diesel engines available on the market.

At the heart of the Touareg R50 is Volkswagen's award-winning 5.0-litre V10 TDI engine, uprated from 233 kW to produce 261 kW at 3,500 rpm. Beyond the power output, the R50's engine has also been given a substantial boost to produce an extra 100 Nm of torque: if the standard car's 750 Nm was more than enough to enable the Touareg to tow a Boeing 747, pulling power of an enormous 850 Nm sets the R50 yet further above the crowd.



These figures translate into on road performance which would leave many hot hatches standing. The R50 accelerates from 0 to 100 km/h in just 6.7 seconds, and can hit a top speed of 235 km/h. Compare this, for example, with the 'R' branded Golf, the R32, which goes to 100 km/h in 6.5 seconds and has a 250 km/h top speed. Yet, despite its extra punch the Touareg R50 has the same fuel economy and CO₂ output as the standard V10 TDI (12.6 L/100 km combined and 333 g/km). Naturally the R50 benefits from standard 4Motion four-wheel drive, which is channelled through a six-speed automatic gearbox. CDC (Continuous Damping Control), with sports modification that sees the car lowered by around 20 mm, is also a standard feature on the R50.

Distinguishing the R50 from the normal V10 TDI, are a set of 21-inch 'Omanyt' ten-spoke alloy wheels as well as the Touareg 'R' design package. This includes at the back a body-coloured roof spoiler, restyled body-coloured bumper and oval tailpipe trims. Wheel arch extensions and blue brake callipers enhance the distinctive wheels, while at the front the R50 gains a matt chrome radiator grille and louvres as well as honeycomb-style inserts in the airdams.

Inside the R50 has 'R' logos on the pedals, door sill protectors and Nappa leather sports seats, as well as heated outer rear seats, a ski sack and a net partition.



For more details, please call 1800 060 936, visit www.volkswagen.com.au or call in at your local Australian Volkswagen Dealer.

Recommended Retail Price:

Touareg R50 V10 \$129,990

New V6 TDI Touareg.

The Touareg range is set to benefit from the introduction of a revised 3.0-litre V6 TDI common rail diesel engine which promises to deliver greater refinement and a useful boost in power while returning higher fuel economy and emitting less CO₂.

The 3.0-litre diesel engine fitted to the Touareg has enjoyed sustained popularity with European buyers, accounting for 68 per cent of all sales of the vehicle. The new common rail engine draws on the virtues of the outgoing unit yet raises the power output to 179 kW and the available torque from 500 to 550 Nm. The result is a significant gain in performance, with the time taken to accelerate from 0 to 100 km/h dropping from 9.2 to 8.3 seconds. Despite these gains, CO₂ output falls from 278 g/km to 262 g/km. The 3.0-litre V6 engine is linked to a six speed tiptronic gearbox and four-wheel drive.



The new Euro 5 compliant engine also features a Diesel Particulate Filter (DPF) in the exhaust system, and joins the existing 2.5-litre R5 TDI, 5.0-litre V10 TDI, 5.0-litre R50 TDI and 3.6-litre 206 kW V6 FSI petrol engines in the Australian Touareg range.

The Touareg V6 TDI comes standard with luxurious cricket leather upholstery, walnut wood and brushed aluminium inserts in the dashboard and doors,

12-way electrically adjustable, heated front seats and an anti-theft alarm system. Advanced 4Motion all-wheel-drive linked to an Electronic Differential Lock (EDL), hill start and descent assist, air conditioning and six airbags are all fitted as standard.

Australian prices for the new Touareg 3.0-litre V6 TDI start at \$74,990, exactly the same price as the 3.6-litre V6 FSI petrol. The 2.5-litre R5 TDI is the entry level Touareg at \$64,990. The 5.0-litre V10 TDI starts at \$121,990.

VW sponsors the Beijing Olympics.

More than 10,000 athletes from more than 200 countries competed in the Summer Olympic Games in Beijing in August, 2008. Athletes competed for gold, silver and bronze in 28 disciplines. Volkswagen supported the Organisation Committee for the 2008 Olympic Games in Beijing (BOCOG) as national main sponsor.



As exclusive automobile partner, the Volkswagen Group provided the Organisation Committee with a fleet of about 6,000 vehicles. It consisted of 4,350 Volkswagens, 650 Škodas and 1,000 Audi-brand cars. Volkswagen presented itself during the Olympic Games with a showcase on the Olympic grounds. Volkswagen, Audi and Škoda each presented two models in the 2,000 square-metre large pavilion under the mottos 'Present and Future' (Volkswagen), 'Past and Present' (Audi) and 'Past and Future' (Škoda).

Volkswagen made a further contribution with its support of the international torch relay. An extensive fleet of vehicles accompanied the torchbearers along the legs through Greece and China.

Volkswagen is involved worldwide as sponsor of the National Olympic Committees in Algeria, Greece, Ireland, Croatia, the Netherlands, Switzerland and Slovenia.

For the first time in history of the Olympic Games, this mega sports event was held in the People's Republic of China. Four million visitors arrived during the event. Participation as a national main sponsor is an important component in the Volkswagen Group's strategy for successful involvement Asia's most important car market.

Powerful diesel Tiguan.

The most powerful Tiguan yet, equipped with a new 2.0-litre TDI 127 kW common rail diesel engine, has now been released for ordering on the UK market. Combining greater torque than a Golf GTI with the efficiency, lower emissions and refinement you'd expect from a modern diesel, the Tiguan strikes a balance between performance and economy.



This new common rail engine is capable of developing a maximum of 350 Nm of torque. As with the rest of the Tiguan range, the new engine will route drive through an advanced 4Motion system that can divert up to 100 per cent of drive to any wheel, depending on the traction available.

The increases in both power and torque do not come at the sacrifice of either economy or performance. The new engine is capable of returning 6.9 L/100 km on the combined cycle while emitting 185 g/km of CO₂. As you'd expect from the most powerful Tiguan to date the new 2.0-litre 127 kW also assures that it's the fastest. The vehicle can accelerate from rest to 100 km/h in 8.9 seconds before reaching a maximum speed of 201 km/h.

As with the rest of the Tiguan range, the new model is equipped with a high level of standard equipment including six airbags, Electronic Stabilisation Programme (ESP), 'Climatic' semi-automatic air con, and the RCD 510 touch-screen entertainment system with six-disc CD auto-changer.

The new engine will be available in either SE or Sport trim levels. UK Prices for the new 2.0-litre TDI 170 PS start at £22,670 for the SE, rising to £23,370 for the Sport model.

The new 127 kW TDI Tiguan has not been released in Australia as yet. For our market, Volkswagen currently offers a 103 kW 2.0-litre TDI diesel, or two 2.0-litre petrol engines (available in 2009), 125 kW or 147 kW. The updated TDI engine may be added to the Australian range in 2009.

Transporter Sportline Kombi.

A new Transporter Sportline Kombi model has gone on sale in Europe, coinciding with its official



debut at the CV Show. The new Kombi model features distinctive Sportline styling including lowered suspension, 18-inch alloy wheels, chrome grilles and side rails, front and rear spoilers and body coloured bumpers, door handles and mirrors. Sliding windows for the rear seat passengers, a three-seater folding and tipping rear bench seat, and closed rear panels makes it ideal for carrying both crew and a load.

Other features specific to the Transporter Sportline Kombi include a tailgate with heated rear window and wash/wipe, leather trimmed interior rear side panels, a rubber floor covering for the loadspace, and a single passenger seat in the cab (instead of the double seat in the panel van), which gives it a capacity to carry five people plus a generous amount of luggage or equipment. Standard specification of the Sportline Panel Van and Kombi now includes black leather upholstery with Sportline logo and white stitching. It is available in three colours – Tornado Red, and optional Diamond Black pearl or Reflex Silver metallic.

Like the Transporter Sportline panel van, the Kombi is powered by a five-cylinder, 2.5-litre 130 kW TDI engine with a generous 400 Nm of torque at just 2,000 rpm. This high-performance vehicle can travel from 0-100 km/h in 12.2 seconds and can reach a top speed of 188 km/h.

The new Kombi has a basic UK retail price of £24,595 (excluding VAT). No plans to introduce the distinctive Sportline Kombi range to Australia have been announced as yet.

Volkswagen Park Assist Vision.

There is something decidedly fantastic about this scene: We observe the approach of a Passat wagon. It stops, the driver gets out, slams the door shut and, as he walks away from the car, he aims a remote control back at it. That car now proceeds to reverse park itself into the available space, it then independently cuts the engine and activates the door locks. In reality, there is nothing at all fantastical about this demonstration.

A live performance by Volkswagen was shown at this year's Hanover Fair, where the carmaker premiered its 'Park Assist Vision', a system with the ability to guide a Passat prototype with absolute precision into a perpendicular parking space; that is, the kind available on parking lots and in underground

car parks. These parking spaces are often too narrow to allow drivers and passengers to get in and out of the car comfortably. In the not too distant future, VW 'Park Assist Vision' will put an end to that.

Having already launched a semi-automatic park-steering system, the VW 'Park Assist', in its European Touran, Tiguan, Passat and Passat Variant models, Volkswagen presented a concept system at the Hanover Fair which is capable of perpendicular parking – and of doing so fully automatically. The only thing the driver needs to do is select an available space on the monitor of the navigation system, set the selection lever of the automatic-drive vehicle (DSG) to 'P' and alight from the car. The driver can, of course, choose to stay in the vehicle until the vehicle has been manoeuvred into its space.



Two cameras located in the left and right exterior mirrors are responsible for gauging the dimensions of the parking space. The video signals are transmitted to a 2-GHz high-performance computer, which then analyses them and sends commands to the steering and drive systems. If the driver has initiated the parking manoeuvre, the 'Park Assist Vision' will reverse the vehicle into the parking space in accordance with the previously computed course, and using electromechanical power steering, the electronic parking brake, DSG and the engine power produced by the idling mixture. Two additional cameras at the front and rear of the vehicle, as well as the system's ultrasound sensors, monitor the operation and will stop the vehicle if necessary. The driver may also interrupt the manoeuvre at any time using the remote control.

This new fully automatic driver assistance system is still in the trial phase of development, and a date has not yet been set for series production.

VW to make KTM motorbikes?

Volkswagen already owns prestige brands Audi, Bugatti, Lamborghini and Bentley, as well as 'budget' car brands SEAT and Skoda, and a significant share of truck-makers MAN and Scania. Now, VW apparently wants a shot at the motorcycle industry as well.

Volkswagen chairman Ferdinand Piech expressed his company's desire to produce two



wheelers earlier this year at a press conference, where he also expressed his disappointment of not acquiring Ducati back in the 1980s when the two-wheeler maker was facing quite a few hardships and an almost nil bank balance.

VW is rumoured to be in talks with Austrian motorcycle manufacturer KTM, for a joint venture to produce VW two and three-wheelers. AutoExpress reports that VW is working to resurrect the 2.0-litre GX-3 three-wheeler, which was displayed at Los Angeles in 2006, and a host of bikes to challenge and compete with BMW. KTM could also assist VW in building a 1-litre car in the future.

Volkswagen already has some emotional connection with motorbikes, as some of its subsidiaries have a long history of motorbike production. The predecessor of Audi was DKW, who first made motorcycles in 1919 and was the world's largest maker of motorcycles in the 1930s. DKW also made small cars, and merged with Horch, Wanderer and Audi to form Auto Union in 1932. DKW made motorcycles for the Wehrmacht in WW2 and continued to make bikes until bought by Volkswagen in 1965. Their RT125 model is probably the most copied motorcycle of all time, with variants made by the Soviets and East Germans, as well in the UK (BSA Bantam), USA (Harley Davidson Hummer) and Japan (Yamaha YA-1).

Volkswagen also bought NSU in 1969, and merged them with their Audi-Auto Union subsidiary. NSU first made motorbikes in 1900, and were famous for their Kettenkrad half-track motorcycle made for the Wehrmacht during WW2. In the 1950s NSU were the largest motorcycle maker in the world. NSU bikes such as the Rennmax and Sportmax were famous for TT racing at the Isle of Man, setting four world speed records. The NSU Quickly was the most popular moped of its time, but NSU had shifted completely over to car production by 1959.

KTM, meanwhile, was founded by engineer Hanz Trunkenpolz as a metalworking shop in Mattighofen, Austria in 1934, called Kraftfahrzeuge Trunkenpolz Mattighofen. They did not start making motorcycles until 1953. Businessman Ernst Kronreif took over the company in 1955, so the company name was changed to Kronreif & Trunkenpolz Mattighofen. Trunkenpolz died in 1989. The company became insolvent in 1992 and was divided into three separate companies – KTM

Sportmotorcycles AG, KTM Fahrrad GmbH (bicycles), and KTM Kühler GmbH (radiators).

Throughout KTM's history, they have been on the leading edge of motorcycle technology. They were the first manufacturer to produce a liquid-cooled four-stroke motorcycle engine for an off-road motorcycle, a design which has since been copied by all other manufacturers. KTM even supplied radiators to Suzuki in their early water-cooling days. In 1986 KTM became the first motorcycle manufacturer to include both front and rear disk brakes on an off-road motorcycle. In 1998, they offered a link-less rear suspension, dramatically reducing the unsprung weight of the bike. They were also the first to offer hydraulic clutch mechanisms on all models of motorcycles, and were the first to offer a competition-ready supermoto bike, the Duke 620.

In the 2005 business year, KTM Sportmotorcycles AG delivered 80,000 motorcycles worldwide. In 2007 they became 20% owned by Indian bike maker Bajaj Auto Ltd. Until the recent announcement, KTM has no shared history with Volkswagen.

Caddy Carrera Cup edition.

Porsche's managerial involvement in VW's affairs has allowed Volkswagen to use the German sports car maker's trademarked Carrera name (Spanish for 'race') for one of its models; remarkably, the light commercial Caddy van. Created for the Swedish market, the Caddy Carrera Cup Edition will be manufactured in a limited run of 250 units.



The special edition version is equipped with VW's 2.0-litre turbo diesel unit that develops 104 kW, accelerating the Caddy van from 0 to 100 km/h in 10.6 sec and on to a top speed of 186 km/h. Carrera decals aside, the special Caddy gets a bodykit along with black colored 17-inch alloy wheels in 225/45 R17 tyres.

Inside, the Caddy Carrera Cup Edition features bi-colored leather sport seats, a fire extinguisher under the passenger's seat along with a sport leather steering wheel and gear knob. Prices in Sweden are set at 250,000 Swedish Kronas, which is approximately 22,000 Euro or US\$34,200.

Eastern Creek Classic - Bitchiness at the Concours.

The Eastern Creek Classic is always a great event and this year was no exception, enhanced by the great weather. Good fellowship at the Club VW gazebo, a massive number of cars and a special display of selected Beetles to celebrate the 70th anniversary of the VW38 prototype.



I arrived very early at pit straight to set up my car in the concours. I parked between a white Ford Falcon GT and a Mustang. A couple of other Falcon GTs arrived. Rev heads of the Ford variety were certainly out in force.

Only a few moments passed when the owner of the white Falcon GT (I'll call him MrGT) approached me and said, "Isn't anybody else in your club able to enter a car in the concours?"



"No, not this year," I replied.

"You won a trophy here last year," MrGT continued.

"Yes, I did," I replied.



"You can't enter the concours if you won a trophy the previous year," came the retort.

That was news to me, so I called the chief judge over to adjudicate. He explained that next year the rules will be changed to prevent previous year trophy winners from participating in subsequent years.

Having rebuffed MrGT I thought that was the end of the matter, but not so.

"The concours is a show for prestige marques," suggested MrGT.

"Well, why are you here?" I replied with a big smile, and so it went on. Fortunately the banter was good natured.

Finally I had my car prepared and I shot through. I toured the site, taking in the trade stalls and car displays, finally joining the Club VW gang. I went



Club Veedub. Aus Liebe zum Automobil Klub.



on the Club VW parade lap as a passenger in daughter, Megan's notch.

The banter between me and the Ford guys spiced up my day. For the record the Fordies won a number of trophies and the Mustang, car of the show. My car picked up the trophy for Most Original Vehicle.

Unfortunately the integrity of the judging was sullied a little by one of the judges being a winning competitor.

Ken Davis

The Toy Department.

Miniature vehicles made by Playart were first introduced in the early 1970s. These models, in 1/64 scale, were made in Hong Kong and had to compete with the likes of Hotwheels and Matchbox, but the 1980s saw an end to production.

Most unusual these models with their distinctive Maltese cross wheels – (almost anyway)

When it came the VW range the following were made: VW Beetle # 7124, VW Kubelwagen # 7850, VW Schwimmwagen # 7851, VW Station wagon & VW Micro Bus (Samba).



The first image is part of my collection. From left to right, the olive green bus was the most popular. It came in two versions, one it with roof skylights, and the other without (something to look out for). Dark

blue metallic, orange, metallic green, and black; well not exactly, this model I bought as a repaint. I should say I am not a fan of repaints; models should be left as they are. If they are in played with condition they should remain that way even if most of the paint is worn – that's my view anyway.

This model however was painted with a brush – and that's worse so I had to strip it back and make look decent. Black spray paint was used.

You will notice that it is a panel van – as the previous owner filed the windows. Anyway the Playart Beetle is silver in colour.

Some other versions of the VW playart bus were the Brown, Sky blue and Yellow.



Continued...

Canberra alpaca and hot chocolate run, Sunday 31 August.

On Sunday 31 August we had our third annual Hot Chocolate Run, this year taking us just out past Hall, which is a small town on the Barton Highway towards Yass, just inside the ACT border.

The town is named after Henry Hall, JP, who was given a grant of 3,492 acres of land in the vicinity in 1833. He was born in Loughborough, England, and was employed by the Australian Agricultural Company after he arrived in NSW in 1823. He built a property on this land which he named 'Charnwood', where he and his wife Mary (nee Fisher) had a family of ten children (it gets cold in the ACT at night).



At the time of reading this Fathers day will have passed – but as we head towards Mother's day, this last image of a neat toaster is must for every kitchen!!

Tony Bezzina
kbezzina@bigpond.com.au



Our convoy out to the nice little historical town consisted of a Golf, 2 Kombis, 3 Beetles, and a Ford (?). We passed Hall and crossed over into NSW, and finished at a property called Sunny Brae Cottage, with extensive gardens and dozens of alpacas.

What are alpacas, you might ask? They are a domesticated South American animal, a bit like a llama but smaller and with straighter ears. They are farmed for their fleece, which is like sheep's wool and can be made into jumpers, scarves, blankets, hats, gloves,



Club Veedub. Aus Liebe zum Automobil Klub.



socks, ponchos and anything else you can think of. In fact, alpaca wool is actually warmer and softer than sheep's wool, is not prickly and contains no lanolin, so it's hypoallergenic.



Everyone had some time to check out the alpacas before the rain came down - and this is where I think our event is jinxed. Our first run (2006) was freezing. At our second event (2007) we were blown away by gale-force winds, and now this one is run on



the day the drought-breaking rains arrived.

Everyone partook in home-made soup, crusty bread and of course - hot chocolate, which certainly took our minds off the rain. It was a great trip and many people will be returning later in the year.

Thanks to Mandy for arranging the destination. It was a good change and it was great to see the alpacas.

Bruce



The VW idea of tough, reliable, low cost Commercials never quite comes off when other people try to copy it. Let's explain why.

You know, things like low repair costs, low running costs, reliability; the things that make Volkswagens completely outstanding. Maybe you didn't know they take one ton loads. They do.

Volkswagen make changes and the changes make sense. See your Volkswagen Dealer. He'll take a ton of trouble off your mind.

You can go thousands of miles trying to lick the Volkswagen range of tough one-ton Commercials.
(Or buy a Volkswagen instead.)

1955 Redex Trial, Pt 1.

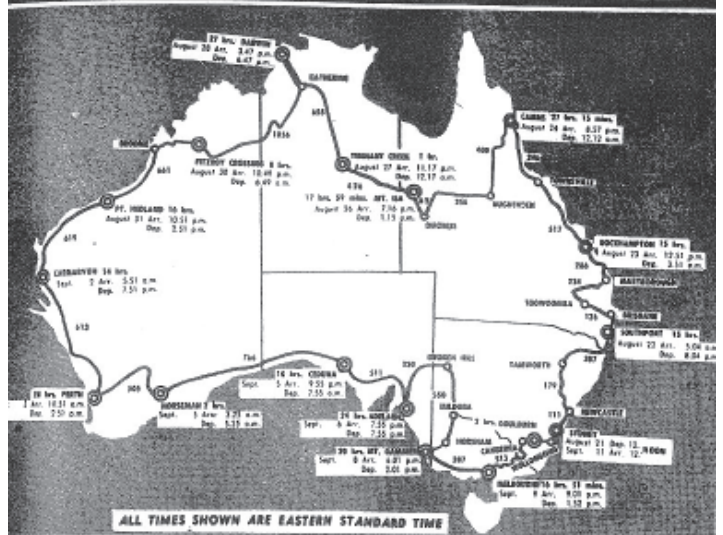
The 1953 and 1954 Redex Trials had been milestones in Australian sporting and automotive history (see the July and August issues of Zeitschrift). They were conceived and organised by the Redex oil/petrol additive company, together with the Australian Sporting Car Club. The first trial in 1953 was 10,450 km, and was won by Ken Tubman in a Peugeot 203, just in front of a Humber Super Snipe. No Volkswagens had taken part, as they had not yet gone on sale in Australia. The second Redex trial, in 1954, was increased to 15,500 km and was won by the famous 'Gelignite' Jack Murray, driving his 1948 Ford Mercury V8, the 'Grey Ghost'.

The challenge for 1955 was to make the Redex Trial tougher still. The organisers decided to increase the distance again, and it was lengthened to 16,900 km over 22 days. It would include a detour up to Cairns for the first time; it would follow the long Western Australian coast from Broome to Perth, rather than take the shorter inland route, and it would also include a detour to Broken Hill between Adelaide and Melbourne. For European drivers who thought the 3,000 km Monte Carlo Rally was a major endurance event, the 1955 Redex Trial, five and a half times longer, was an appalling thought. The international controlling body of motor sport, the FIA, listed the Redex Trial on its calendar in 1955, the first time an Australian event had ever been recognised in this way.

The longer route was designed to pass through more towns, to increase the level of publicity and media interest. There would be five major rest stops, in Cairns (27 hours), Darwin (27 hours), Perth (28 hours), Adelaide (24 hours) and Mt Gambier (20 hours). There would also be shorter rest breaks at major centres in between, usually of around 16 hours each, in Southport, Rockhampton, Mt Isa, Port Hedland, Carnarvon, Ceduna and Melbourne. Short breaks of 8 hours or so would also be held in Tennant Creek, Fitzroy Crossing and Norseman. Otherwise, additional major checkpoints would simply be check-in, check-out and continue on.

New horror stretches between towns were scheduled, including one infamous section in Queensland between Marlborough and Sarina, and another in Queensland between Duchess and Mt Isa. The dirt road between Broken Hill and Mildura was also rumoured to be difficult. The

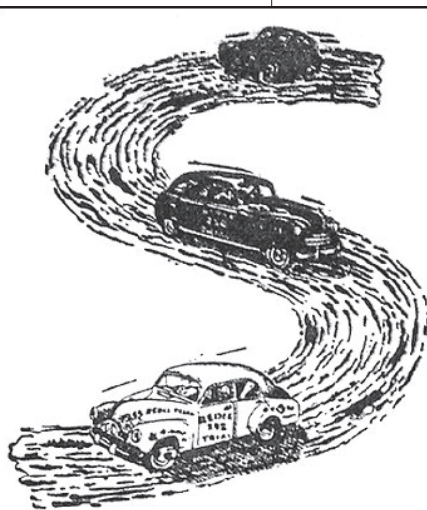
GUIDE TO REDEX TRIAL



teams would have to contend with dust, rocks, sand, mud and clay in the Kimberleys, and drive across salty tidal flats down the WA coast. They would also have to cross the dry Fitzroy River at a 200 m-wide stretch that had been 6 metres underwater only a month before.

As previously, trial sections were mapped and noted for the teams, with a given distance to be covered in a specified time. In response to the many protests and complaints from the previous year, secret controls were abandoned. Instead, 41 posted controls were set, with their locations revealed to the drivers only days before the start. Competitors would be required to clock in and out of control points, using a time card and an IBM electric Bundy clock, just like factory workers. Officials and equipment would be flown to control points ahead of the cars, and would communicate with the head control centre in Sydney by radio, telephone and Morse telegraph. Competitors would lose points for both late and early arrivals, in an attempt to stop drivers speeding and getting to stops earlier for extra rest.

The mechanical standards were tightened further, with hardly any modifications allowed. Petrol tank protectors were banned and suspension upgrading was forbidden, unlike the two previous trials. All major components were marked with radioactive tracer paint to ensure they were not replaced during the trial, as points would be lost if any one of 35 vital parts broke or suffered structural damage. The penalty would be doubled if the parts were replaced or repaired. Previously points were only lost for replacements; in fact, the 1954 winner, 'Gelignite' Jack Murray, would have lost 500 points on last year's



FREE!! REDEX ROUTE MAP and CHILDREN'S GAME

On 21st August the eyes of the world will be on the Redex Round Australia Reliability Trial.

Because the Commonwealth Savings Bank is providing an Australia-wide savings bank service—340 Branches and 1,661 Agencies along the Redex Route—it is giving away free a Route Map and Information Folder to enable you to follow the Trial with added interest.

Inside the map is a special Redex Trial Game that every family will want to play.

Call at the nearest branch for your copy to-day.

COMMONWEALTH
Savings **BANK**

FOR RELIABILITY AND AUSTRALIA-WIDE BANKING SERVICES

S.B.23.82

James N. Kirby Automotive Pty. Ltd.

130-138 Joynton Avenue, Zetland. FF4251

Australia's "Show Place"
for Automotive Engineering Service

James N. Kirby Automotive Pty. Ltd. fulfils a long-felt need for unified under-one-roof technical facilities and resources embracing every phase of precision engine reconditioning . . . exchange engine service . . . and complete car and truck mechanical repairs covering transmissions, brakes, steering and wheel alignment.

You are extended a warm welcome to visit our new Victoria Park plant at 130-138 Joynton Avenue, Zetland, which, as Australia's most modern and completely equipped factory for automotive transport engineering services, carries on the Kirby tradition for precision standards and quality workmanship.

Comprehensive Services include:

Complete Engine Reconditioning
Automotive — Industrial — Marine

Complete Exchange Engine Service
for popular cars, utilities and trucks

Complete Automotive Service,
Repairs and Maintenance

Precision Internal and External
Grinding for the Engineering Trade

The Merchandising of Automotive
Spares and Accessories



A UNIT OF THE WELL-KNOWN JAMES N. KIRBY ORGANISATION

trial if these rules had been in force, as his rear shock absorber link had broken.

It was against the rules for teams to work on their cars during scheduled rest breaks. Any repairs or service had to be done on 'running time'; that is, after checking out of a control and before checking into the next. The 27 hours in Darwin, for example, were for rest and sleep only. The only way to service or repairs to cars would be to try to arrive early in town, fix or service the car in a suitable garage, then go to the checkpoint and check in at the correct time. If early arrival was impossible, either repairs would have to wait, or the teams would lose points.

182 cars applied for entry into the 1955 Redex Trial, but pre-start scrutineering eliminated six cars, leaving 176 definite starters. The trend away from large American cars was clear, as this time the field included 39 Holdens, 22 Vanguards, 13 Peugeot 203s, 6 Ford Zephyrs and 3 Humber Super Snipes. Some drivers, however, were still prepared to stick with big Ford Customlines, Plymouth Savoy, Chevrolets or Hudsons. Last year's winner, 'Gelignite' Jack Murray, was back in the same 1948 Ford Mercury V8. There were still some unusual individual entries, such as a Wolseley, a Singer, a Citroen 2CV, a Borgward, an MG, a Morris Oxford, a Skoda, and several Renaults, Austin A40s and Fiat 1100s.

Only four Volkswagens had entered last year's 1954 trial, with only two finishing (the best one in 13th

place), and the other two crashing out. However this time no less than 16 Volkswagens were entered, the third-most popular car in the trial, which was a fantastic effort for a car that had only been on sale in Australia less than 18 months. In 1954 the press had completely ignored the four Volkswagens that took part, with all the limelight going to 'Gelignite' Jack Murray. However they must have made a very good impression, as Volkswagen drivers for 1955 included Laurie Whitehead again, Frank Kleinig, Theo Borrer, Greg Cusack and Eddie Perkins - and even a woman, Mrs Charlotte Hayes, at 66 the oldest driver in the Trial. Nonetheless, despite their large numbers and quality crews, the public and press took no notice of the funny little German cars before the start. Jack Murray was getting all the headlines, again.

One day before the start, drivers had to attend a briefing at the J.N. Kirby factory at Zetland, where the cars were all examined one last time. The NSW Traffic Superintendent, J.E. Gribble, told the drivers that future Redex trials depended on their behaviour during this trial. He stressed that there would be no need to speed through built-up areas to maintain the averages set. "Any drivers infringing NSW traffic regulations will have Police action taken against them, and will be reported to trial organisers," he said.

After two years starting from at or near the Sydney Showground at Moore Park, the start of the 1955 Redex was moved out to Parramatta Park. The new starting point in western Sydney allowed an even bigger crowd, and spectators greeted the cars with the enthusiasm of small boys at the circus. 25,000 people turned up to watch the start, with at least another 75,000 lining the roads to Hornsby to see the cars pass by. Crowds mingled expectantly on both sides of the starting line in the western end of the Park.



Mrs. Reg Shephard, wife of the managing director of Redex (Aust.) Pty. Ltd., flags off car No. 1, a Standard Spacemaster driven by A. W. Standfield, N.S.W.

It was a fine sunny day in Sydney, with some gusty westerly winds. Mrs Shephard, wife of the managing director of Redex Products Pty Ltd, flagged away the first car, a Vanguard Spacemaster, at noon on Sunday 21 August 1955. The rest of the field followed one at a time, at two-minute intervals. The crowd was six-deep along the roadway on either side of the start, watching as the cars passed Old Government House and

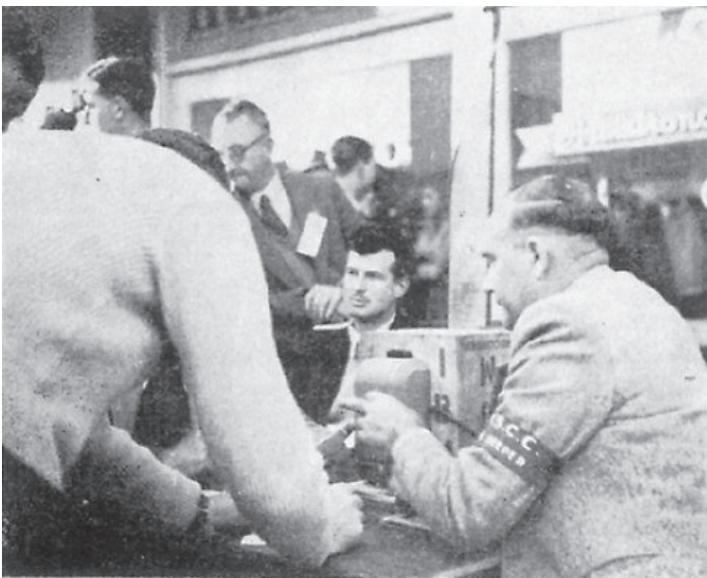
Club Veedub Sydney. Das Auto Klub.



the George St Tudor Gatehouse, and exited the park . Thirty police officers controlled the start, with another 13 on point duty along the roads out of Sydney.

Drivers followed Pennant Hills Road to Pearce's Corner and Hornsby, with many spectators making a picnic day of it along the route. They sat on rugs and boiled billies at every vantage point as far as the Hawkesbury River bridge. Locals sat on armchairs outside their front fences, and listened to radios broadcasting proceedings back at Parramatta Park. As each competitor sped past, the spectators blew whistles and hooters, honked horns, cheered and yelled. Barking dogs, excited by the proceedings, added to the din.

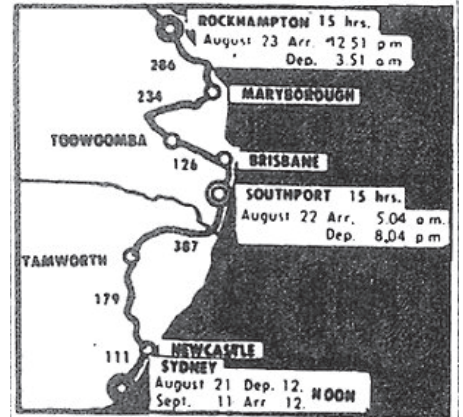
The last twenty cars to start had to set off in the evening darkness, and the last car didn't start until just after 6:00pm, by which time the first cars were already in Tamworth. Three cars lost points before the trial even began, by arriving late at the start after getting lost. The average to Newcastle was set at only 40 km/h, and teams used the first leg to adjust their loads and check their equipment. From mid-afternoon, cars began getting caught in heavy traffic on the way out of Sydney, but the easy speed target allowed them to make up time before Gosford. Police waved cars through all the intersections. A group of boys at Swansea were caught throwing handfuls of tacks onto



Serious looking officials book in a driver at Newcastle.

the road in front of the cars, but copped only stern warnings. Other children threw confetti, leaves, small stones and eggs at the passing cars. 8,000 people watched the cars pull into the Newcastle control, and a further 30,000 lined the road towards Maitland.

The required average to Tamworth was higher at 72 km/h, and gave the drivers a taste of things to come. All the small towns on the way were crowded with evening sightseers, many of them huddling around community braziers to keep warm in the brisk winter night air. Children waved torches at the cars as they drove past. Heavy traffic caused further delays, but most cars arrived safely at Tamworth during the night, where the crowd was 10-deep at the control point. Local shopkeepers had to warn young boys off tin roofs, which threatened to collapse under their weight. The



cars continued on up the New England highway, driving through the night and passing through Armidale, Glen Innes and Tenterfield. The first drivers began arriving at the Southport Showground by 5:00am, the end of the first stage, and a 15-hour rest.

143 cars had reached the first rest break without loss of any points. Four cars had already dropped out of the event by Southport, including the first Volkswagen. Car #79, the NSW-based VW of Swedish drivers Ollie Torling and Sten Jacobsen, slid off the road near Casino, plunged down a steep bank and overturned. The men were not injured and returned to Sydney by train. The wrecked VW was towed back to Armidale. Another VW, #172 driven by Don Gorringer and Bill Caldwell of Tasmania, had its windscreen smashed near Tweed Heads by a youth dropping a rock from an overhead bridge. The crew got broken glass in their lap and a few cuts, but were able to tape a perspex spare in place in time and they arrived at Southport without losing any points. In fact, all the 15 remaining Volkswagens had clean sheets.

That evening the lights of the Southport Showground were turned on and a large crowd gathered to see the cars off on the second stage to Rockhampton. Local residents made a carnival night of it with picnic or barbecue teas on the floodlit showground. The first car was flagged away at 8:00pm, with others again following at two-minute intervals, and they headed off into the night towards Brisbane. A crowd of 10,000 was gathered there to watch the first cars arrive just after 10:00pm, and continue on to Toowoomba. Many local residents there stayed up all night to watch the cars go through as they raced through the dark at high speed.

The 377 km Toowoomba-Maryborough average was set at 76 km/h, one of the highest for any section

of the trial, at a time when the QLD open road speed limit was just 80.5 km/h. Holden driver 'Duck' Anderson told a reporter, "It's impossible to cover the section in the time set, taking into account built-up areas and the high average speed to be maintained over the open road. We must break the speed limit to cover the section in the time set. The Queensland police will have a field day over this section."

'Gelignite' Jack Murray was pulled over by the police for doing 40 mph in a 30 mph area, but was only warned, not booked. Nonetheless, many cars had to be pushed as high as 140 km/h on the winding gravel highway, at night, in order to reach the Maryborough control in time. Several cars were wrecked in rollovers, including an MG whose driver had to be taken to hospital with broken ribs. Several teams complained to reporters about the 'suicidal speeds', saying they had wives and children at home to consider, and some were even threatening to boycott the event. The first surviving cars began arriving at Maryborough at 5:50am, just as the sun was coming up, and the drivers got a 15-minute break before the 460 km leg along the tar and gravel coast highway to the next major rest stop in Rockhampton. The first car, a Holden, reached the Rockhampton control just before 1:00pm, with others quickly following, and the teams looked forward to the 15-hour break.

With 4 cars withdrawing at Maryborough, and another 7 on arrival at Rockhampton, there were now 161 cars left in the Trial. 95 of them still had 'clean sheets', no loss of any points, while 66 cars had lost points since Sydney. There were still 15 Volkswagens left in the Trial, 12 of which had clean sheets. Only the VWs of Bob Young (#54, 3 points), Don Gorringer (#172, 27 points) and Mrs Hayes (#58, 35 points) had accrued any penalties.

After the 15-hour rest in Rockhampton, the next leg was 1,230 km up to Townsville and Cairns, which included the 'horror stretch' between Marlborough and Sarina. Very few drivers thought they could drive the 232 km of rugged bush track in the 3½ hours set, which required an average of 67 km/h. The shocking 'road' was mostly two wheel tracks through long grass and sticky black mud, littered with boulders, 128 dry creeks, 10 tidal creeks, 40 wooden cattle grids, ruts, deep holes and mobs of vagrant kangaroos. Residents of Sarina announced they would give a 'hard luck trophy' to the team who lost the most points on the stretch. Starting order was selected by ballot, with Jack Murray drawing No 8 and favourite to take the lead in the trial. Early cars would have the advantage of a clear run and not be held up by wrecks and broken-down cars.

The first cars left Rockhampton just before 4:00am and headed off on the long, 830 km leg to Townsville. The 'horror stretch' began only 105 km later. Drivers were to describe it as a 'nightmare.' They drove through swirling clouds of white dust so thick that visibility was reduced to only a few metres. Many sections resembled ploughed fields rather than bush tracks. Broken front ends, crunched car bodies and smashed windscreens were everywhere. Some cars

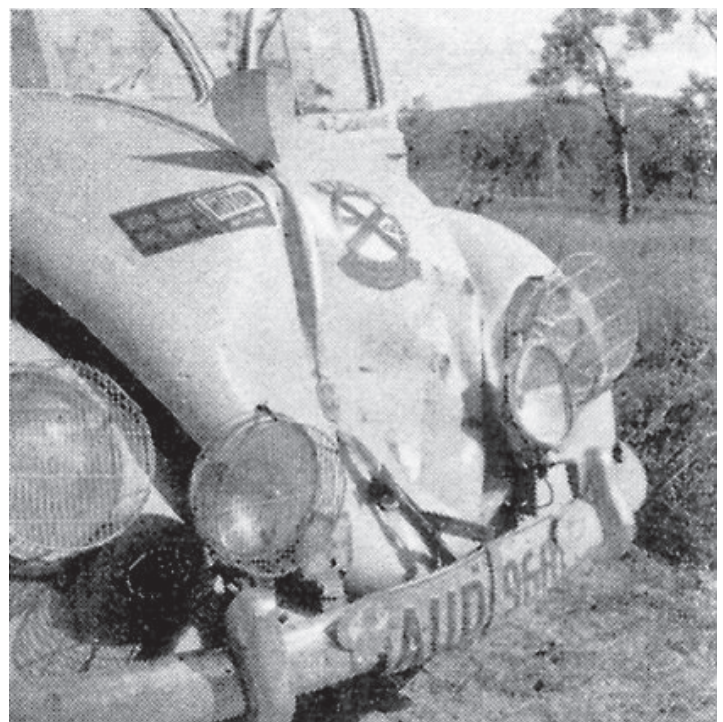


Cars queued up to cross the really rough patches on the "horror section".

emerged so bent and twisted the doors wouldn't close. Many cars were knocked out and left abandoned; others were so badly battered that they would have no chance of surviving another 13,000 km to the finish.

The worst section was between St Lawrence and Carmila, where the rough track shook cars trying to travel at 80 km/h to pieces. Some creek beds were strewn with rocks and stones; others had half a metre or more of water in them. And the track was strewn with wrecked cars. Often the only way to pass, in blinding dust, was to bulldoze at high speed through the scrub beside the track. The drivers quickly learned to predict a particularly bad section ahead, as locals would be picnicking beside the track to watch the fun. The dust was so thick that drivers could often not see the end of their front bonnets.

Volkswagen #131, driven by Cyril Lyons of Victoria, arrived in Sarina with the front end stoved in. He said later, "We were going along fine until the car in front of us flew to pieces in a dry creek bed. We were



unable to see because of the dust, and ran into him.” Only a few miles further on, a boy hurled a large rock and smashed his windscreen.

Don Gorrings's VW # 172 was stuck beside a creek; he was seen waving a hacksaw at other passing cars from beneath his wrecked VW. Laurie Whitehead's VW #90 drove over a large rock, which bashed in the foot well and left a tear in the floor panel some 3 inches long. Jack Irish's VW #155 came to a stretch of road eroded by monsoonal floods, where water had scoured holes up to 120 cm deep on the road edges. His VW had accidentally fallen into one and was almost buried in it, with the roof only slightly above the level of the track.



The Townsville control at 4 a.m. Everyone was cheerful.

The road finally improved past Sarina (where Wendell Sailor would be born 19 years later), as it wound through sugar cane fields and returned to the coast. The tar and gravel highway took the cars through the Townsville checkpoint, and onto the finish of the leg, 400 km later, in Cairns. Frank Kleinig's VW #110 broke its throttle cable just after Townsville. He stopped, and a group of locals clustered around, including a young woman with her baby. With her permission, Kleinig borrowed the safety pin from the baby's nappy and used it to repair the cable. He was able to 'nurse' his VW into Cairns.

The first cars began arriving at the Cairns Showground control just after 9:00pm, and were given a hero's welcome by the 10,000 locals who packed into the ground. Eric Nelson in his Vanguard Spacemaster



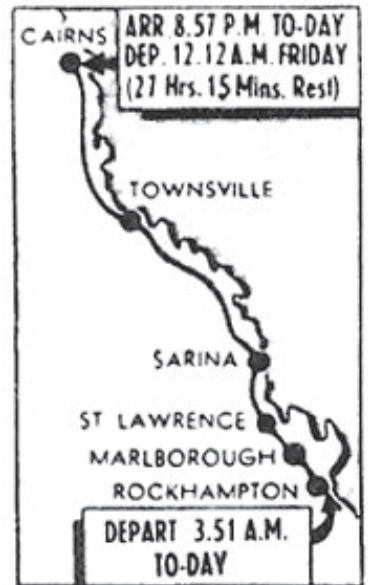
was first to arrive and circle the arena, closely followed by Jack Murray in his 'Grey Ghost' Ford, as the crowd cheered. The drivers received flower leis and kisses from pretty girls. The rest of the field gradually struggled in too, but by midnight 9 cars were still missing at Sarina, wrecked somewhere back along the 'horror' track, and 13 more did not make it to Townsville. Another 9 withdrew from the Trial in Cairns.

46 cars had now dropped out since the start in Sydney, and only 130 cars were left. Some teams were licking their wounds at local holiday motels; the less fortunate were in hospital. Some drivers who had rolled over earlier were forced to cut off doors or pummel out car sides and roofs to make room inside their battered cars. Most teams camped with their cars at the Cairns Showground, and tried to get as much rest as possible in the 27-hour stopover period. Barrier Reef sightseeing tours had been organised, but most crews only wanted to sleep.

Next morning the Cairns Showground looked like a car wrecking yard. Before the on-road results had even been sorted out, officials hatched a surprise by examining all the cars with a Geiger counter and ultra-violet lamp. Back in Sydney, officials had painted certain crucial parts of every car with red and/or yellow paint. Red paint contained radioactive tracers that could be detected by a Geiger counter, while yellow paint would phosphoresce under ultra-violet light. They could easily tell at any stage whether parts such as springs or shock absorbers had been changed. The scrutineers imposed penalties of 250 to 750 points on 39 cars that had damaged or replaced parts. An additional 16 cars had damage, but did not incur any penalties. The Geiger counters made it unnecessary to scrape off mud and grime when the scrutineers went to work.

Several of the cars penalised were Volkswagens.

Don Elliott of Tasmania, driving VW #166, went from 18 points to 268 for having a damaged muffler, as did Theo Borrer of NSW in VW #120, from 50 points down to 300, and Alan Cook of NSW, VW #171, from 59 down to 309. Frank Kleinig of NSW, who had set the second-fastest time through the 'horror' stretch in his VW #110, lost 500 points for a damaged shock absorber bracket and missing shock bolt, and a missing muffler, and went from 40 points down to 540. Cyril Lyons in VW #131, who was already down 40 points, lost a further



Club Veedub. Aus Liebe zum Automobil Klub.



250 because he, too, had torn off his muffler.

Whether by penalty, or on-road performance, the result was that everyone had now lost points. Eric Nelson's Vanguard was the best car and now the clear Trial leader, with only 3 points lost, but was followed by Laurie Whitehead's Volkswagen in second with 12 points lost, and Eddie Perkins' Volkswagen in third with 20 points lost. Arthur Parker's Holden was equal fourth with Carl Kennedy's Peugeot, both on 21 points lost. In fact, there were 32 cars with less than 50 points lost, among them other Volkswagens driven by John Hall (15th), Bob Young (26th), Ron Fraser (29th) and Harry Weal (31st).

Three more Volkswagens had retired since

Rockhampton. Don Gorringer from Tasmania, in Volkswagen #172 had retired at Sarina, as his battered VW was too damaged to continue. Volkswagen #155 driven by Jack Irish (NSW), and Volkswagen #93 driven by Greg Cusack (ACT), both retired at Townsville, also thanks to the damage their VWs sustained on the 'horror' stretch. There were still 12 Volkswagens left to continue on after the 27-hour break. The next leg of the Trial, 1,320 km to Hughendon, Duchess and Mt Isa, would begin just after midnight on 26 August 1955.

Continued next month...



YOU STILL NEED

REDEX

—no matter what type of oil or petrol you normally use in your vehicle!

Despite the bewildering confusion of claims made for modern "super oils" and petrols, the addition of REDEX ADDITIVE OIL to ANY fuel or lubricant will immediately improve performance and will appreciably reduce the rate of wear. You can expect 3/- saving in every pound's worth of petrol —faster acceleration and hill-climbing—easier starting—smoother idling—and 25% more life for engine and transmission parts. You STILL need REDEX... the amazing additive oil!

CONFIRMED BY THE AUTOMOTIVE EXPERTS

The N.R.M.A., leading motor editors, the Royal Australian Navy, and many other experts have independently tested REDEX with amazing results. Typical results were (N.R.M.A.): "Improvement in fuel consumption, 15.7%... noticeable improvement in hill-climbing and acceleration... engine and gearbox temperatures lowered... definite improvement in manifold vacuum readings... levelling of cylinder compression pressure!"

PROVED BY RECORD-BREAKING CHAMPIONS

On the land, on the sea, and in the air, REDEX Additive Oil has been added to modern fuels and lubricants with record-breaking success. These records include the Australian Land Speed Record (146.3 m.p.h.) by Col Crothers... record Tasman Sea air-crossing (Sydney-Auckland, 3 hrs, 27 mins), J. L. Whitman... Australian Speedboat Record (89.4 m.p.h.), E. Nuss... 53 car racing placings (35 wins) in 65 track starts, J. Brabham.

WARNING :

Beware of substitutes. REDEX should be dispensed into your petrol tank ONLY from the REDEX gun illustrated above. The gun must carry the familiar REDEX emblem. Don't be talked out of REDEX for your petrol or for addition to your oils. If a service station cannot supply REDEX or carry out REDEX service, immediately telephone the REDEX Company in your State.

EXCITING! EDUCATIONAL! THE REDEX GAME is now on sale at your newsagent's. Provides lots of fun for all the family as they tussle for positions around Australia. The REDEX GAME comes complete with dice and counters, and is attractively produced in colour on heavy board. Supplies are going fast. Buy yours tonight!

INSIST ON REDEX—with your petrol at every fill—with your oils at every change!

VWs not sold here #5: Golf Estate.

Estate cars (station wagons) are enjoying something of a re-birth at present, because it appears that motorists are feeling the need to change from everyday two-a-penny five-door hatchbacks, compact SUVs, 4x4s and bulky multi-purpose MPVs. The relatively new Volkswagen Golf Estate five-door joins the established medium-sized estate market led by the Ford Focus and Vauxhall Astra Estates.



Whether it is a fleet operator, a company car user, a user-chooser business car customer, or a private buyer down-sizing because of higher fuel costs and higher taxation for less fuel efficient larger vehicles (not forgetting less space on the roads), to be able to down-size without being seen to be going down-market is a very important factor.

And the new Golf Estate is an ideal option for down-sizers from slightly larger premium brand estates supplied by the likes of Audi, BMW, Mercedes and Jaguar; and less expensive but larger still estates such as the Ford Mondeo or Vauxhall Vectra.

The new Golf Estate is the third generation of Volkswagen's popular medium-sized load carrier, and uses the same underpinnings and wheel-base length as the Golf hatchbacks — already widely acclaimed for their fine driveability and refined handling qualities.

The extra 352mm in overall length (over previous versions), now 4556 mm, translates directly into additional luggage space. With the 60/40 split folding rear seats in position the load capacity is 505 litres, and with the rear seats folded down the maximum load capacity is 1,550. By comparison, the Golf hatchback offers 350 and 1,305 litres of space.

The latest Golf Estate has a low loading height of just 570mm, a maximum load area width of 1,292mm and a load bed length (with the rear seats in position) of 1.07 metres. Fold down the rear seats and the load bed length from the tailgate to the back of the front seats stretches to 1.7 metres. SE models have as standard (optional on S and Sportline derivatives) a load-through provision incorporating the fold-down centre armrest to carry long items such as skis whilst retaining seating accommodation for four adults.

Extra storage areas incorporated under the boot floor and in the boot area side panels are ideal for

valuables. Beneath the lower boot floor is a deep wheel well, which houses a full-size spare wheel and all the wheel changing tools. All models have a luggage compartment cover and four load lashing rings. Hooks are also fitted for carrier bags to prevent their contents spilling out during a journey — a thoughtful touch.

The new Golf Estate is a class act; it's well designed and well thought out, principally in the all important load area — which, for the record, is fully carpeted — and the sidewalls that are lined with top quality trim to protect both luggage and the interior of the vehicle.

For those owners wishing to tow a trailer, boat or small caravan the braked towing capacity ranges from 1,200 to 1,500kg depending on the engine and specification chosen.

There are three trim levels available — S, SE and Sportline — along with three engine options: 1.6-litre 76 kW petrol, and 1.9-litre 78 kW and 2.0-litre 104 kW TDI turbodiesel units. A DSG automatic gearbox is an option for both diesel units.

All models are well equipped with climate air conditioning, electrically-operated windows and door mirrors, a radio/CD player, remote central locking, anti-lock braking and an electronic stability programme as well as front, side and curtain airbags and anti whiplash front seat head restraints.

The new Golf Estate shares more styling features associated with the larger VW Passat Estate as well as the new VW face featured on the front of the Eos and Jetta models. It looks a classy product, substantially longer than a Golf Hatchback and more up-market as well, which will appeal to business and private customers alike.



Prices range from £14,347 up to £20,417 for the top specification 104 kW diesel version fitted with the DSG automatic transmission.

So who will buy what model? Well, VW UK says they expect to sell around 2,800 Golf Estates in the UK in a full year. The vast majority (89 per cent) will be sold with a diesel engine. Of these, the 1.9 TDI unit is expected to be the best-seller, with 53 per cent of sales.

Image-wise, the Golf Estate already holds a strong advantage over the competition. Visually it looks an expensive up-market car; certainly not just a Golf Hatchback with a bigger back end. Combine the

Club Veedub. Aus Liebe zum Automobil Klub.

Golf Estate's elegant appearance with the acknowledged performance and handling characteristics that are hallmarks of the Golf Hatchback, and you have a winning combination.



My test version, a 2.0-litre SE 104 kW TDI model priced at £17,862, will appeal to private buyers and business user-choosers because the extra power and performance of the larger diesel engine — which still provides good overall fuel economy with low-ish CO₂ figures — is to my mind the best buy in the line-up. The 1.6-litre petrol engine is underpowered for this size of vehicle and the 1.9-litre TDI diesel engine has to be worked hard to get the best from it — and in real-life that probably means less true miles-per-gallon. However, the insurance group rating for the 2.0-litre TDI is much higher at 12 than the group 6 rating given to the lower-powered petrol and diesel models.

Both the 1.9 and 2.0-litre TDI engines fall into the same CO₂ Vehicle Excise Duty Band C rating of £115. The 2.0-litre test car returned 5.5 L/100 km — exactly 0.1 litres better than the official combined cycle figure. Neither TDI engine is very quiet at start-up or at tickover, compared to the latest turbodiesel engines on the market. But VW are starting to introduce new generation petrol and diesel engines, so expect to see these coming to the range in the mid-term future.

With 104 kW of power and 320 Nm of torque provided from 1,750 rpm, the 2.0-litre TDI turbocharged diesel engine may be noisy whilst the car is stationary, but underway the noise fades and the power feeds in very smoothly. Mated to a six-

speed manual gearbox, the unit feels strong and progressive right through the speed range.

In town or slow moving traffic the engine is compliant and smooth. On the open road the unit is really responsive, and in 'the cruise' it is quiet and easy-going — road noise intrusion is low, so it feels as though you are driving a 'premium' brand car. Top speed is 204 km/h, and 0 to 100 km/h is covered in 9.8 seconds. It is no 'express', but it does do the job pretty well — and, at 50mpg+, it is undeniably economical.

I would have expected that growing the very fine handling Golf hatchback into an Estate would have compromised the handling and the balance of the vehicle to some extent. Not so — it provides a supple and comfortable ride with predictable handling and stability and the steering gives the usual sharp responses. The four-link rear suspension used for the Golf Estate is a much better layout performance-wise than the cheaper beam-axle design usually employed on estates of this size.

To sum up: the Golf Estate is roomy (apart from limited headroom for tall drivers) with a really good-sized load area and lots of first-rate load securing and concealing features. It has a classy cabin, high build quality, a good level of specification and safety equipment, up-market exterior styling, excellent driving and handling qualities, delivers good economy and has low CO₂ emissions. It all adds up to a great estate car package at reasonable prices with solid residual values. What's not to like? There really is no penalty, or hardship, by moving down in size to a Golf Estate.

The only question is, Why aren't you?

David Miles



VW Jeg - tough guy from Brazil.

Volkswagen do Brazil S.A. in Sao Paulo was founded in 1953, and today is one of the largest daughter companies of the VW/Audi concern.

From 1956 to 1986 VW Beetles rolled from the production lines, as well as the VW 'T1½', a curiosity of the VW lineup. The VW T1½ was a cross between the original T1 Transporter and the later T2. The front-end sheet metal came from the T1, the first Transporter with the split front windscreen. The rear section was derived from its successor, the T2. Because of this, the vehicle had a curious appearance, but performed well and was much appreciated in Brazil. Meanwhile, a 'pure' T2 is being produced in Brazil, nowadays with modern water-cooled 1.4-litre Polo engines.

Just as in every other place in the world where Beetles and Transporters were built, numerous small firms arose in Brazil that were concerned with the conversion of VWs. Among the best known of these body-builders was Dacunha GT S.A. Engenharia in Sao Bernardo do Campo. This small firm produced a VW-based two-door jeep-type vehicle with a boxy, completely steel open body and good affordability. The chassis and all other mechanicals came from the VW Transporter; the VW T1½ that is. The Jeg came onto the Brazilian market around the end of the 1970s and

was at first available only with rear-wheel drive, but later with engagable four-wheel drive.

The design was relatively simple but very robust with first-class workmanship. The solid steel body was nearly one millimetre thick in some places, and is reminiscent of the design quality of the VW 181, which we may surmise, is the vehicle after which the Jeg was fashioned. The similarity to the Jeep Renegade also cannot be overlooked.



A modified Transporter chassis was shortened from 2400 mm to 2000 mm for use as the Jeg floorpan, and proved to be a suitably strong base onto which to weld the Jeg body. Additional strengthening pieces were attached to improve stiffness.

Front and rear axles, as well as engine and gearbox, came from the VW Transporter. The engine was the well-known 1600 unit with 39.5 kW at 4200 rpm. The top speed of the 990 kg Jeg was around 100 km/h. The vehicle could be had with either a soft top or a solid roof. Both steel doors can be lifted off as needed. The front windscreen could be folded forward.

In 1982 the Jeg company found itself in difficult financial straits and production was halted. In the same year ownership was transferred to Qt Engenharia e Equipamentos LTDA and a new model was announced for 1983, which however never saw the light of day.

In the meantime Volkswagen do Brazil combined with Ford in 1987 to create 'Autolatina', a joint-venture company with 51% VW ownership; the other 49% being in Ford's hands.

Predominantly VW models were produced; such good sounding names as Voyage, Parati, Fox, Gol, Santana (the notchback version of the old Passat B2) and Quantum, which is the station wagon version of the same Passat. Some of these were rebadged as Fords. In addition, other Ford-based vehicles were also produced, making them the only Ford-based Volkswagens in the world. The VW Apollo was based on the Ford Verona/Orion, and the VW Pointer and Logus were based on the Ford Escort.

The Autolatina partnership was dissolved, and today's Brazilian VWs are pure VW.

Hans Joachim Kiersy

An advertisement for the Volkswagen Jeg utility vehicle. The top half features the word 'Jeg' in large, orange, stylized letters, with 'UTILITÁRIO' in smaller black letters below it. The background is a lush green landscape with trees. Below the text is a photograph of a yellow Volkswagen Jeg utility vehicle parked on a grassy field. The bottom of the advertisement has a black background with the text 'A solução brasileira.' in white, and the 'AUTOLIT' logo. At the very bottom, there is a small line of text: 'Automobile - Truck - Motorcycle 1900 to Present ORIGINAL Sales Brochures, Manuals, Books, Posters, Catalogs, and MUCH More. World's largest selection!'.

What the Haynes manual really means.

Haynes: Rotate anticlockwise.

Translation: Clamp with vice-grips, then beat repeatedly with hammer anticlockwise. You do know which way is anticlockwise, don't you?

Haynes: See illustration for details.

Translation: None of the illustrations notes will match the pictured exploded, numbered parts. The unit illustrated is from a previous or variant model.

Haynes: Should remove easily.

Translation: Will be corroded into place. Clamp with vice-grips, then beat repeatedly with a hammer.

Haynes: This is a snug fit.

Translation: You will skin your knuckles! Clamp with vice-grips, then beat repeatedly with a hammer.

Haynes: This is a tight fit.

Translation: Not a hope in hell, matey! Clamp with vice-grips, then beat repeatedly with a large hammer.

Haynes: As described in Chapter 7...

Translation: That'll teach you not to read through before you start. Now you are looking at scary photos of the inside of a gearbox.

Haynes: Everyday toolkit

Translation: Ensure you have an NRMA Service Card and a mobile phone.

Haynes: Pry...

Translation: Hammer a large screwdriver into...

Haynes: Undo...

Translation: Use wrong spanner to round edges of...

Haynes: Ease ...

Translation: Apply super-human strength to ...

Haynes: Retain tiny spring...

Translation: "Shit, what was that, it nearly had my eye out!"

Haynes: Press and rotate to remove bulb...

Translation: OK - that's the glass bit off, now to fetch some good pliers to dig out the bayonet part and the remaining glass shards.

Haynes: Lightly...

Translation: Start off lightly and build up till the veins on your forehead are throbbing.

Haynes: One spanner rating (simple).

Translation: Your Mum could do this. So how did you manage to botch it up?

Haynes: Two spanner rating (basic).

Translation: Now you may think that you can do this, because two is a low number. But you also thought the wiring diagram looked like a map of the Tokyo underground, and probably as much use to you.

Haynes: Three spanner rating (intermediate).

Translation: Make sure you won't need your car for a few days, and your NRMA membership is paid up.

Haynes: Four spanner rating (difficult).

Translation: Are you serious about this? You'll be getting the bus to work for a month.

Haynes: Five spanner rating (expert).

Translation #1: OK, but don't expect us to ride in it with you afterwards.

Translation #2: Don't ever carry your loved ones in it again, and whatever you do, don't mention it to your insurance company.

Haynes: If not, you can fabricate your own special tool like this...

Translation: Hahahahahahahahahahahahahahaha!!!!

Haynes: Compress...

Translation: Squeeze with all your might, jump up and down on, swear at, throw at the garage wall, then search for it in the dark corner of the garage whilst muttering "****" repeatedly under your breath.

Haynes: Inspect...

Translation: Squint at really hard and pretend you know what you are looking at, then declare in a loud, knowing voice to your wife, "Hmm, just as I thought, it's going to need a new one."

Haynes: Carefully...

Translation: You are about to cut yourself.

Haynes: Get an assistant...

Translation: Prepare to humiliate yourself in front of someone you know.

Haynes: Reassembly is the reverse of the above.

Translation: But you swear in different places.

Haynes: Prise away plastic locating pegs...

Translation: Snap off...

Haynes: Using a suitable drift or pin-punch...

Translation: No, the biggest nail you can find in your garage isn't a suitable drift.

Haynes: Apply moderate heat...

Translation #1: Heat up until glowing red. Set fire to nearby paint. Accidentally burn fingers. If it still doesn't come undone, use a hacksaw.

Translation #2: Unless you have a blast furnace, don't bother. Clamp with vice-grips, then beat repeatedly with hammer.

Haynes: Remove oil filter using correct tool.

Translation: Stick a screwdriver through it and beat handle repeatedly with a hammer.

Haynes: Replace old gasket with a new one.

Translation: I know I've got a tube of silicon around here somewhere.

Haynes: Weekly checks..

Translation: If it ain't broken, don't fix it.

Haynes: Routine maintenance...

Translation: If it ain't broken... it's about to be.

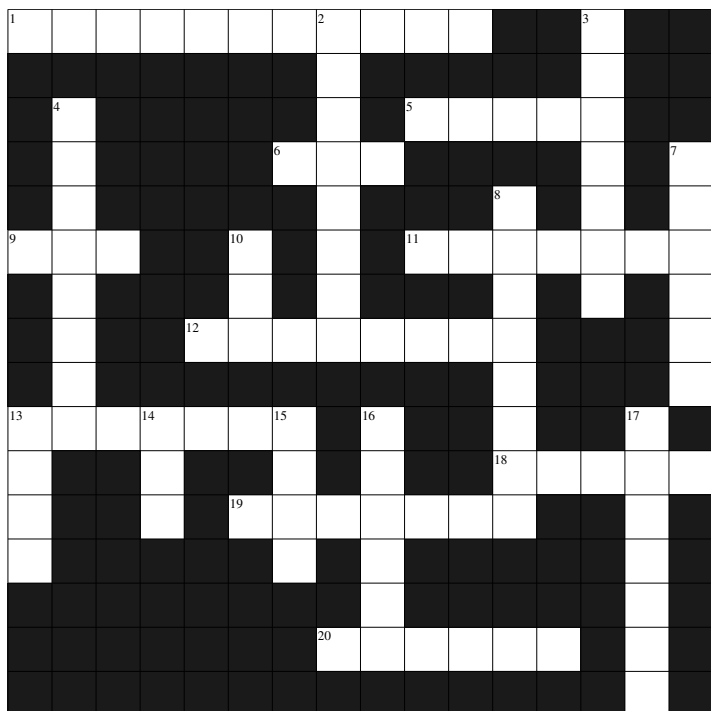
Haynes: Index

Translation: List of all the things in the manual except for the thing you want to do.

Club Veedub crossword.

Across:

1. A German festival featuring beer and oom pah pah
5. Boris' Picnic Day is at ...? Point
6. Austrian motor bike manufacturer
9. The newest Golf generation about to launch
11. The latest R50 has just gone on sale
12. VW Coupe that may be coming to Australia
13. Where the Olympics have just been held
18. Her Beetle is on the cover this month
19. A competitor for Matchbox and Hot Wheels
20. The Golf Variant has a different name in the UK



Down:

2. Our friends who organise the VW Shootout
3. The Classic was held at ...? Creek
4. The latest Caddy people mover to go on sale
7. This VW SUV has sold out in Australia for the moment
8. The major ACT VW show for 2008
10. The Eastern Creek Classic was organised by ...?
13. The Germans are good at brewing this
14. The tough guy from Brazil
15. The safest second-hand small car
16. Famous UK-based workshop manuals
17. Town in QLD hosting VW drag racing in October

Adventure in Coles.

I recently pulled my Kombi into the carpark at Coles, and went in to buy two 25 kg bags of Meaty-Bites dry dog food for my Labrador, Rosco. He waited in my Kombi until I got back, juggling the heavy bags of dog food over my shoulder.

I was reaching for my car keys when a woman and her husband walked past. She saw me juggling my car keys and the two bags of Meaty-bites; she looked at Rosco through my Kombi's back window; then she asked me if I had a dog.

Christ! On impulse, I told her no, I don't; I was starting the Meaty-Bites diet again. I told her it was essentially the perfect diet. The way it works, I said, as I put the two heavy bags down, is to fill your trouser pockets with Meaty-Bites nuggets, and simply eat one every time you feel hungry. The food is nutritionally complete, and was simple and convenient. She sounded amazed and said she had never heard of it.

I opened the Kombi's rear hatch and loaded in the two bags. Yeah, I said, it's a very healthy and easy diet, and I was going to start it again. But, I added, I really shouldn't, as the last time I ate Meaty Bites I ended up in hospital on a saline drip, with a big hose coming out of my arse.

By this stage half a dozen other shoppers had drifted over to listen, and all were standing enthralled by my story, along with the woman and her husband. Horrified, she asked if I'd ended up in hospital in that condition because I'd been poisoned by eating Meaty-Bites dog food?

I told her no, it was because I'd been sitting on the road, licking my balls, and a car hit me.

Stupid cow - why else would I buy dog food??

Ian Williams

Last month's crossword.





Can you fly TAA to London?

WELL, in a way, yes! Walk into any TAA office and we'll sell you a ticket to London or New York or Rio de Janeiro or anywhere else in the world.

TAA jets don't fly to these places of course, but our travel experts can book you on any airline (we are General Sales Agents for many of them) or for that matter on any shipping line, rail service or road coach.

We can also arrange all your passports, visas, health certificates, accommodation,

local tours, even a car to meet you on arrival.

TAA has a large International Travel Department represented at every TAA office. TAA International Travel Advisers have all travelled extensively themselves, and therefore can give you really authoritative advice.

Just ask for our Travel Service.

It's one of our many specialised services for travellers, and it doesn't cost you a cent more.

Call your TAA International Travel Adviser at 2 0326.



Only TAA has Whispering T-jets

Fly TAA
the Friendly Way 

VW NATIONALS Sponsors 2008.

We wish to extend a sincere *thank you* to all of our sponsors, who made the VW Nationals 2008 possible. Please support them, as they support us.

Volkswagen Group Australia	1800 060 936
	1800 898 267
All Metal Bumpers	0438 765 098
Andrew Dodd Automotive	(02) 9683 2184
Antique Tyres	Vic (03) 9458 4433
Athols Die Cast Collectables	0438 867 113
www.aussieveedubbers.com.au	
Australian VW Performance Vic	(03) 9725 5366
Artemi's Tee Shirts	0415 163 313
Black Needle Motor Trimming	(02) 4722 5333
Blacktown Mechanical Repairs	(02) 9627 6209
BWA Auto	(02) 9838 7373
Camden GTI	0423 051 737
Canberra VW Centre	(02) 6253 1481
C & S Automotive	(02) 9774 3340
Classic Vee Dub	(02) 9638 4200
Cupid Wedding Cars	(02) 9837 0231
Custom VeeDub	Qld (07) 3356 4356
CV Xpress	(02) 9905 9733
Defender Safety	(02) 9838 8986
Elders Vehicle Insurance	(02) 4283 3470
Gold Coast Veedub	Qld (07) 5537 6200
Harding Performance	Qld (07) 3392 2980
H & M Ferman	(02) 9533 2722
Indian Automotive	(02) 4731 6444
Jax VW Head Service	(02) 6621 5561
Karmann Promotions	Vic (03) 9588 0279
Klaack Motors	(02) 9724 5901
Kombi Rescue	0400 356 057
Kombi Shop	0425 250 840

Korsche VW Performance	(02) 4325 7911
Les Barlin Automotive	(02) 6552 3190
Mick Motors	Qld (07) 3266 8133
Mobile Model Cars & Toys	(02) 9543 5364
Monster Garage	(02) 4733 2447
NRMA Vintage Classic Insurance	1800 646 605
No Bugs Sydney	0427 311 047
North Rocky Mechanical	Qld (07) 4922 0111
Nulon Products Australia	1800 679 922
Peakhurst auto	(02) 9533 2595
RedVan Tyre Colouring	0408 254574
Reliable Automotive Services	(02) 9438 3830
Shannons Classic Car Insurance	1300 139 006
SKH Motors	(02) 4655 3461
Speedworld Collectables	(02) 4732 4674
Stan Pobjoy's Racing Eng.	(02) 6654 3694
Stokers Siding Garage	(02) 6677 9246
Super Roo NSW Q8 Oils	(02) 4684 2833
TCCA Motorsport	(02) 9436 3668
Unicap Pty Ltd	(02) 4777 4006
Vintage Vee Dub Supplies	(02) 9789 1777
Volksbahn Autos	(02) 9688 2933
Volkshaven	(02) 4626 5255
Vollkommen Art	Vic (03) 9543 7804
VW Classic Sutherland	(02) 9521 5333
VW King @ Dr Mosha	(02) 9534 1077
VW Magazine Australia	Qld (07) 3806 1240
Westside Mufflers	(02) 9773 7244
Wolfsburg Automotive	Vic 1300 370 310
Wolfsburg Motors	(02) 9519 4524



VOLKSWAGEN GROUP AUSTRALIA