

Zeitschrift



1955 Redex VW #166 (retired) in Sydney.

November 2008

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Club Veedub Sydney.

www.clubvw.org.au

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



Club Veedub Sydney Committee 2008-09.

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

Club Veedub membership.

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

Monthly meetings.

Monthly Club Veedub Sydney meetings are held at 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. Club Veedub Sydney, and 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 monthly meeting (bring your own USB stick).

Articles may be reproduced with a suitable acknowledgment to *Zeitschrift, Club Veedub Sydney*.

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

We thank our VW Nationals sponsors:

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Club Veedub Bowling Challenge.



The VW club 10-pin Bowling Challenge is on again!

Club Veedub Sydney v Flat 4

\$10.50 per adult per game (10 frames)

Kids welcome too

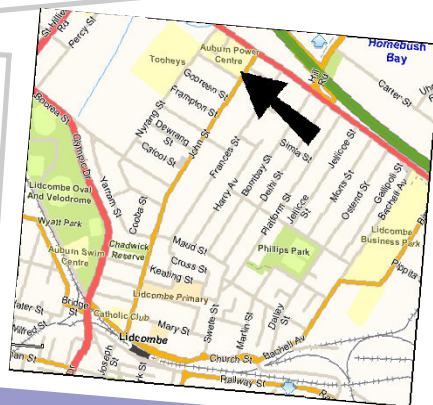
Best six bowlers' total score wins the Club Trophy!

Come along and play for your VW club!

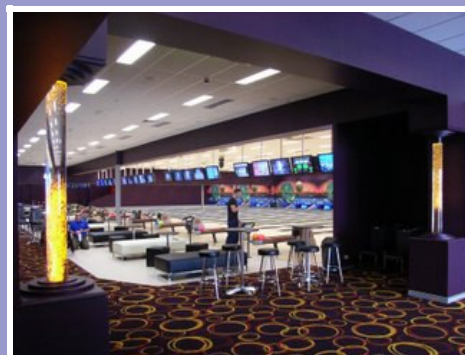


Saturday 13 December
from 6:00 pm
(bowling begins 7:00pm)

Tenpin City Bowling,
top level,
cnr John & Hastings Sts,
LIDCOMBE



- Brand-new 10-pin bowling centre !
- Secure, guarded roof-top parking
- State-of-the-art light and sound
- Giant 4-metre screens
- Computer-aided tracking and scoring
- Pizzeria with traditional pizza oven
- Licenced bar
- 'Strikingly' different!



NRMA MOTORFEST 2009

Experience the past and present of motoring

WHAT IS NRMA MOTORFEST?

NRMA Motorfest celebrates Australia's love for the automobile. There are nearly 1,000 veteran, vintage and classic cars, commercial and military vehicles plus motorcycles displayed each year in Sydney on Australia Day (Monday 26 January 2009).

It is a great chance to showcase our motoring history to the general public with displays along Macquarie and College Streets, Martin Place and Queen's Square. NRMA Motoring & Services has been helping our members and the community since 1920. The motor car provides an important link to our families and friends and NRMA Motoring & Services remains committed to assisting our members out on the road.

In addition to our legendary road side assistance NRMA Membership has many great benefits including accommodation and travel, car hire and our more4members rewards program. For more information visit mynrma.com.au

REGISTRATION

- To be eligible to participate in NRMA Motorfest 2009 your vehicle needs to be at least 30 years old, this means it must have been built before 1980 or be identical to pre-1980 models.
- If your registration is accepted you will receive a letter confirming arrival times and set-up details.
- Registration will be accepted on a first-in basis, depending on the number and variety of vehicles. Applications will close Friday 7 November 2008 or earlier if the total allocation of spaces have been filled.

SET-UP & PACK-UP

- The assembly of all vehicles will commence at the Domain Car Park from 6:00am. Breakfast and toilet facilities will be available.
- Vehicles will travel in convoys to their designated spots.
- For crowd safety reasons all vehicles must stay in their allocated position until 5:00pm.

ACTIVITIES DURING NRMA MOTORFEST

- The Australia Day Council of NSW will provide a full program of entertainment throughout the day.
- NRMA Motorfest information will be available from Australia Day information booths located throughout the precinct.

WHAT YOU WILL RECEIVE PRIOR TO THE EVENT

- An information kit, and an NRMA Motorfest sticker designating your location.

WHAT YOU WILL RECEIVE ON THE DAY

- A free BBQ breakfast at the assembly area, an NRMA Motorfest map and an NRMA Motorfest 2009 medallion.

WHAT TO BRING

- Your NRMA Motorfest sticker, without which you will not be allowed entry.
- Sunscreen / Raincoats – NRMA Motorfest goes on; rain, hail or shine.



NRMA Motorfest is a registered trademark of National Roads & Motorists Association Limited, ABN 77 000 010 506 Trading as NRMA Motoring & Services

VW Winter Break 14th - 16th August 2009



Sawtell Beach Caravan Park, Lyons Road, Sawtell NSW

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

Participate in activities or just veg out.

All VW enthusiasts and clubs are invited to attend.

A booking has been made for the entire park accommodation.

This will expire 6 weeks prior to the event, so after that it's
open to non-VW people.

**So call 1-800-729-835 to book a cabin or campsite. You
must tell them that you are with the VW people.**

Campsites have not been booked. You need to book these
ASAP as well.

I have asked that all the VW campers are put together. Please
remind them about this when you book.

**Enquiries contact:
Ray Vanderkly (02) 6658 4422 ah
Steve Carter 0439 133 354**

Von dem Herrn Präsident.

At the November general meeting on Thursday 20th we will have Doreen Butchers from CAMS give us a talk on circuit racing, and the licensing of racing Officials and competitors. As our club is now CAMS-affiliated, we would like to invite our members to attend if you are interested in participating in VW motorsport. If you have ever wanted to have a go, this is your chance to learn all about it. Please come along and help us get some racing off the ground.

Organisational plans are well under way for the VW Nationals 2009. Our Sunday show day at Fairfield Showgrounds will be on as usual. As always we will need as many hands as possible helping out. If anyone knows of any business houses that might like to be a corporate member (sponsor) for our show, would they please advise me so that we can send out a letter advising them of the details required.

Plans are also well advanced for our first-ever VW Nationals Supersprint, which will be held on the tarmac race circuit near Goulburn on Saturday 23rd May. This sounds like an exciting addition to the VW Nationals, and we would like to see as many VWs (both old and new) taking part as possible. Steve Carter will tell us more about it at the November meeting.

The annual Flat Four VW Club Shootout was held last Sunday 2nd November. Once again a successful show, however swappers were down in numbers and the weather wasn't very nice. I believe several members won trophies in the show. Thank you to Flat 4 for a great day.

Our club easily defeated Flat 4 at 10-pin bowling in July, so we are going to give them another chance. If you fancy your arm at 10-pin bowling, please come along on December 13th and play for your club. Let's beat Flat 4 again - we want to keep the Club Trophy. See the flyer on page 3. The pizzas at the Lidcome 10-pin centre are great, too.

The annual N.R.M.A. Motorfest will be held on Australia Day, the 26th January, and we have once again asked for a combined VW club parking area in the St James square, off Macquarie street in the city. This will show a united VW front to the general public.

Don't forget to come along to our last meeting for the year, on Thursday 18th December at the Greyhound Club, which doubles as our Xmas party. All entrants will be charged an entry fee, in the form of a wrapped Xmas present, one for each person in your group, which go into the raffle. This way, everyone gets a prize. So if you'd like to come to the Dec meeting, please buy a modest gift, and gift wrap and disguise it so it won't be easily detected. The Raffle is intended to be a mystery.

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

Précis of Committee and General meetings:- Flat Four VW Shootout, NRMA Motorfest, VW Nationals 2009, Xmas Party.

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

Keep on Kruzin',

David Birchall



November Guest Speaker.

At the next club meeting (Thursday 20th November), Doreen Butchers from CAMS will be talking about CAMS accreditation and training, from marshalling to events directing. This will assist us running our own motorsport events in future.

Competition licences, and what is required, will also be explained.

If you are interested in participating in VW motorsport, in any way, please come along to the November meeting.

All Club Veedub members and their guests are welcome.

Kanberra Kapitelreport.

Hi VeeDubbers, just a short one this month. We've had a lot of interest in the club from new members, and I hope we can turn this into some more membership applications. For any new members reading, welcome to Club Veedub, whatever VW you have. Whether it's pristine or a daily driver, air or water, old or new, you are most welcome here.

Marques in the Park will be occurring in Belconnen on 23rd November, so all our Canberra members are invited to come along. Keep your eyes open for that one.

Keep an eye on the cover of next month's magazine - it's the Canberra Xmas special.

Mark and Bruce



Klub Kalender.

November.

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

Sunday 23rd:- Canberra Marques in the Park, John Knight Park, Belconnen ACT. Club Veedub's Canberra Chapter will have a VW display. Contact Bruce for more info.

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

Sunday 30th:- Adelaide VolksFest 2008 show and shine at Todd St, Port Adelaide. Organised by the Volks Enthusiasts Club of SA. Phone 0412 332632.

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).

Saturday 13th: - VW club 10-pin Bowling Challenge at Tenpin City Bowling, Lidcombe. Meet at the venue at 6pm for pizza. Bowling begins at 7:00pm. Club VW vs Flat 4! Bowling Trophy for the winning bowler and club, prizes for kids. See page 6.

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.

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).

Sunday 11th:- VW BBQ Beach Fun Day at Stanwell Park. For more info contact Aaron on 0413 003 998.

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:- NRMA Motorfest (Australia Day) in Macquarie St, Sydney. Bookings have now closed for displaying your VW, but it is still a great event to visit. Enjoy all the holiday festivities in Hyde Park.

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

February.

Sunday 1st:- Bathurst Swapmeet at the Bathurst Showground. Gates open 6am, \$3 entry. Contact Mick on 0408 415 525.

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

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

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

Monday 23rd:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

March.

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

Saturday 7th:- Drive-In Movie Night at Blacktown Drive-in. Details to follow.

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

Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising,

Club Shop Monthly Special

Your very own quality metal, custom-made official Club VeeDub Name badge for only \$5



Other Merchandise (Members Price)

\$15 Striped Club Polo Shirt, optional Pocket \$5 Jacquard Club Polo (S/M/XXL) No Pocket
\$15 Set of 4 colour Nats coasters in a sleeve \$10 "Legend" cap or Children's T-Shirt
\$5 The last 2 Marl Grey 2005 Sloppy Joes—Size 5XL only

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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.

drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Monday 23rd:- Canberra General Meeting at the Wig and Pen Pub, Civic, 7:30pm.

Sunday 29th:- Old Car Annual Show & Shine at Flower Power, Moorebank. We invite you to bring your classic VW to display. \$10 display entry, \$2 spectators. Gates open 8:00am.

May.

Saturday 23rd:- VW Nationals Supersprint at Wakefield Park racetrack, near Goulburn. More details to follow.

Sunday 24th:- VW NATIONALS 2009 at Fairfield Showgrounds.

August.

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

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:- 1974 Kombi. Camper conversion: cabinets, fridge, bed, curtains. 2-litre engine, front and rear bull bars. New brake master cylinder/wheel cylinders. Upholstery by AAB Katoomba. Original VW Camping annex. Very solid, no rust; dark blue respray. Rego til Sept 2009. \$6000. Call Chris or Annie in Lithgow on (02) 6351 4161 or 0412 726 901.

For Sale:- 1994 Audi 80. Manual, navy blue. Air con, rego until 10/09 (QIN-345) . Good condition. Would make comfortable daily transport. \$3,500. Phone

0431 292437.

For Sale:- VW Caravelle GL 1990 7 seater, automatic. Rego **04/09/2009**. Only 2 lady owners since new. Metallic blue,, blue/grey interior, original VW alloys, near new tyres, electric mirrors -windows and dual glass sunroof, central locking, alarm, factory tacho, cd player, alloy bull bar with driving lights, tow bar, new window tint, service history. serviced by VW specialist, 48,000km since full engine rebuilt, runs like new, very original Caravalle. Reluctant Sale \$7250 Kellyville. Please call George on 0409 710 684

For Sale:- 1963 Classic Beetle: Engine, gearbox and brakes reconditioned. Converted to 12 volts. New windows and doors rubbers. New Paint and many many more. Must sell due to another project. Regn No: AA 57 ZG \$6,900.00 Phone Laurie Toscano, Nelson Bay (02) 4981 1779

For Sale:- VW New Beetle Convertible, 6-speed auto, harvestmoon beige leather, all the options. Rego NXE-74M. \$24,900 ONO. Phone 0408 684869.

For Sale:- 1956 VW Beetle, Oval window, Modified needs restoration, 1914cc motor Twin Dellorto carbs. Engineers Certificate. Spare IRS floor pan. Bonus 1600 Twin port, 1300 engine, Original motor & gear box. Also spare parts. Must be sold. \$4,700.00 Phone Trevor 0437 806 040

For Sale: Various VW parts:

1960 floor pan with 1500 front end disk brakes 4 stud +T3 rear brakes - \$450.00
New 4 stud mags with tyres 2x 195/65r15 95h + 2x 215/60r15 94h - \$1600.00
T1 muffler new - \$120.00
Recon swingaxle gearbox - \$1000.00
1956 beetle body with new heater channels with doors and bonnet no deck lid - \$500.00
New car bra for T3 pre 69 - \$150.00
T1 gearbox s/axle - \$60.00
T1 gearbox irs - \$80.00
Rear guards T3 notch & fastback - \$25.00 each
Bonnet Type 3 - \$25 each
Type 3 doors - \$25.00 each
H/backed bucket seats front & rear T1 - \$70.00 all
1300 T1 motor case - \$50.00
T3 front & rear bumpers - \$45.00 each
New sun visors T3 - \$40.00
T1 head lining 1951 to 57 original - \$50.00

Contact John on 02 69738814

For Sale:- VW Golf 2000, 2-litre hatchback, manual, air conditioning, power steering, white with grey interior. Logbooks included. Rego until March 2009 (AV-94-RC). \$9,500 ONO. Phone 0418 810171.

Looking for a used Volkswagen? For Inchcape dealer-supported pre-loved Volkswagens, see www.usedvw.com.au

For Sale:- VW Golf Mk3, 1998 model, red, 4-cylinder 2-litre engine, 5-speed manual. 150,000 km. Rego until January 2009. AGN-15L. \$6,000 ONO. Phone 0408 650125.

2nd Month Ads.

For Sale:- 1974 Kombi. Camper conversion: cabinets, fridge, bed, curtains. 2-litre engine. New brake master cylinder/wheel cylinders. Upholstery by AAB Katoomba. Dark blue respray, front and rear bull bars. Rego til Sept 2009. \$6000. Call Chris or Annie in Lithgow on (02) 6351 4161 or 0412 726 901.

Wanted :- VW Tow bar, to suit 1965 Beetle, any reasonable condition considered. Phone Phil, (02) 9771 1107, Mob 0438 697 324.

For Sale:- 1971 VW Kombi, two front seats plus one rear seat row. White. Carpeted floor. Registered to December 2008, good order. 1600cc. Car is located in Penrith. Phone (02) 4777 4342.

For Sale- 1959 Alabaster Grey Beetle, Original, (proof of Chassis No. & Engine No. documented by Wolfsburg Factory), Rust repairs in bottom of doors carried out. Car at present on Club Plates. Expressions of Interest. \$5000.00 O.N.O. Also: **Wrecking- 1985 Audi 100,** Auto complete car. For more info contact Caro on (02) 4567 1358



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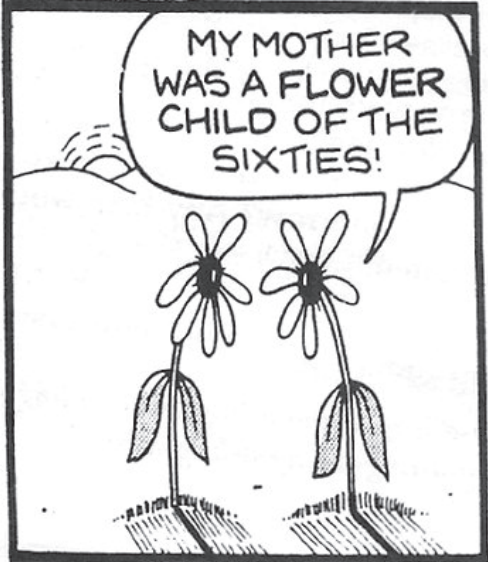
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Club Veedub Sydney Membership / Subscription Form.

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!):

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Trades and services directory.

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 Peter
 Ph: (02) 9627 6209

Wanted: 

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 Post your business card and a cheque for \$110 to the Secretary, Club Veedub Sydney, 14 Willoughby Cct Grassmere NSW 2570

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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.

New VW 1-tonne Robust Pickup.

Volkswagen has revealed the fourth model in its commercial vehicle line-up (joining the Caddy, Transporter and Crafter), with the debut of an all-new Pickup concept at the IAA in Hanover. Initially the new model is called the 'Robust', but that might change later, when it is released.



The new model will go into production at the end of 2009. It will be built at Volkswagen's Pacheco plant in Argentina, and introduced initially to markets in Europe, South America, South Africa and Australia. Volkswagen will become the first European automaker to enter the 1-tonne pick-up market with an original design, rather than use a Japanese model.

The Robust Pickup is all-new in the Volkswagen line-up, and is the first commercial vehicle to be designed under Volkswagen Group design chief, Walter de Silva's command. As such it exhibits what is referred to as 'historical DNA'; in other words design elements which link it to other group models and give it a distinctive yet familiar appearance.

The concept measures 5.18 metres in length and is 1.9 metres wide, and with four doors and four seats it is ideal for recreational or business use. The Pickup also has the ability to take a standard-sized Euro pallet sideways in the flat cargo bed. More basic single-cab, space-cab and cab-chassis versions are expected to be part of the range.

It is based on an all-new platform, and is of traditional body-on-chassis construction. "It is the fourth LCV model of our range and we have developed it from scratch," said Stephan Schaller, CEO of VW Commercial Vehicles. It will have front coil suspension and traditional Japanese-style leaf springs at the rear.

Under the bonnet, new common rail turbo-diesel engines will be used in the Robust Pickup to ensure it is powerful, yet clean and efficient and meets the necessary emissions requirements. Petrol engines will also be available, but VW is concentrating on new high-efficiency diesels that are planned to achieve a fuel consumption of less than 8 litres per 100 km, better than all the existing Japanese alternatives.

The Robust Pickup will be available in rear-drive 4x2 format, and two different 4x4 versions. An 'on-



highway' 4x4 version will use VW's existing 4Motion AWD system, similar to that currently used in other VW and Audi models. A more basic 'off-road' version will use the more traditional 4WD system like the kind used on the Toyota Hilux.

VW executives said it would be possible to produce a body-on-chassis SUV on the same platform, but there were no immediate plans to do this. Schaller believes the use of its advanced common-rail turbodiesel engines in the as-yet unnamed pick-up will be "a groundbreaking development in the one-tonne pick-up segment".

The segment is dominated by Japanese and US manufacturers, and has a relatively low profile in Europe. But it has "high-growth global potential", said Schaller, and VW's strong presence in Latin America has been a major driver in its decision to build the vehicle. It will be produced at VW's modernised Pacheco factory in Argentina from the third quarter of 2009, with deliveries to export markets from 2010.



As well as Brazil and Argentina, VW believes the pick-up will be a strong seller in other markets such as South Africa, Australia and Southeast Asia. Total annual production will be 100,000 pick-ups. It will be built in right-hand drive, as both Australia and South Africa are RHD markets.

The Robust Pickup is definitely slated for Australian sales, and it could make its Australian debut at the 2009 Sydney Motor Show if negotiations are successful. Volkswagen Group Australia's Commercial Vehicles boss Phil Clark is aiming to use next year's Sydney show as a preview for local sales from 2010 onwards.



The Pickup on shown at the IAA has been designed for use as a 'Search and Rescue' (SAR) vehicle by lifeguards, and was conceptualised following consultation with emergency services as well as in-house emergency vehicle specialists. As a result it features, among a host of other features, GPS, a multifunction touchscreen infotainment unit, CB radios, a number of chassis and all-wheel drive functions, a compass, flashlights, a defibrillator and binoculars. Life jackets, rescue buoys, fire extinguishers, blankets and a tool kit are also all incorporated. Whether the 'SAR' vehicle will go into production is not yet decided.

VW has dabbled in the pick-up segment before. The Transporter has been available in single and double-cab pickup versions since the 1950s. VW made the Golf Mk1-based Rabbit Pickup in the US from 1979 to 1982, after which it was made in Yugoslavia as the first VW Caddy (until 1992). It is still made in South Africa. Also, from 1989 to 1996 VW assembled the Toyota Hilux under licence in Yugoslavia, which was sold in Europe as the VW Taro.

KW suspensions for Scirocco.

VW fans have been hoping for a new VW Scirocco since the early 1990s. With the 2008 reissue of the sporty compact coupe, the success story continues. Now the new Scirocco can be made even sportier through KW Automotive's suspension programme. They now offer spring set that lowers the coupé to the owner's wishes. Those who prefer complete solutions for their Scirocco are able to choose from three KW coilover suspension types. KW coilover variant V1 is available in versions "basic" and stainless steel "inox-line". Variants V2 and V3 are available as "inox-line" exclusively. All three variants permit a customised lowering between 15 and 45 mm.

The KW spring set for the Scirocco is available with immediate effect, while the coilovers will be obtainable around end of October 2008. All KW products are shipped with TÜV parts certificate.

Coilover suspension V1 with preset damper setting permits customised lowering of the suspension and creates an optimised balance of sportiness,

comfort and safety. Damping variant V2 is the ideal system for sporty drivers, who also wish to make modifications in the set-up to achieve a more customised lowering of the suspension. Thanks to the adjustable rebound damping, it is possible to adapt the driving comfort to suit the driver's personal taste.



With its separately adjustable compression and rebound dampening, coilover suspension V3 permits an even higher degree of customisation to the suspension and provides the perfect solution for those truly technically demanding drivers.

Golf 6 Collectors Edition.

'Trendline', 'Comfortline' and 'Highline' are the names of the three official equipment lines on the new Golf. Yet there is a fourth version. An unofficial version, since it is not mentioned in any existing brochure or price list: the 'Collectors Edition'.



It shows how impressively Volkswagen has mastered the art of upgrading. And it underscores how the Golf is right at home in all classes – a car that cuts a good figure just as naturally in its base version as it does in an exclusive individualized top model with a natural leather interior in the style of the finest luxury sedans.

Orchestrated by corporate design chief Walter de Silva and the director of the Lifestyle & Performance

design group, Friederike Plock-Girmann, the Collectors Edition prototype developed into what is certainly the most exclusive Golf in the history of the model

The Collectors Edition concept car was painted in a very dark, very refined blue – ‘Moonlight blue pearl effect’. While the radiator grille of the production Golf was designed in black, here it is presented in the car’s colour. In the wheels area, new 18-inch ‘Vancouver’ alloy wheels are used. They can also be ordered as an option on the production car, and they were given a high-gloss polish for the Collectors Edition.



The Collectors Edition is the first Golf in which natural leather is making its appearance. It adorns the seats (lateral supports of seatback, outer sides of seat, centre panel and covers), the centre armrest and door inserts. Walter de Silva took the natural leather colour as the standard in applying a refined brown tone called ‘Iowa’. It is reminiscent of the elegance of hand-crafted Italian shoes. The leather sections of the sport seats are offset by black piping; they are joined together by seams in ‘Natural brown’ colour. The seat’s outer side panels discreetly sport the embossed letters ‘WDS’ – the initials of the chief designer.

Designers added decorative accents to the interior (including accent strips, surrounds of the air vents) in high-gloss piano lacquer to complement the overall harmony of the black trim. Made entirely of aluminium are the door tread plates embossed with the ‘Collectors Edition’ signature.

VW Golf-powered spit roast.

To many Eastern Europeans, the only real way to enjoy a barbecue is the tradition of spit-roasting a lamb. If you’re Croatian, Serbian, Bosnian, Bulgarian or Lithuanian, spit roast lamb is one of the most delicious meals. Bosnian’s roast lambs are often part of many celebrations. This photo was taken a few days ago in Sarajevo, capital of Bosnia and Herzegovina.

To spit-roast a lamb, the fellows in the photo have come up with this unusual idea. Rotating the lamb on the spit for some people is very boring. You have to sit by the hot fire and rotate the lamb on spit for almost 4 hours. So, these guys decided to use a 12-volt car



battery to power a small motor, which then rotates the lambs on the spit.

The car they used is a second generation Volkswagen Golf, still one of the most popular cars in Bosnia where Volkswagen has always had the reputation for solid built-quality and reliable engineering.

Club Veedub Sydney’s barbecue is also Volkswagen-powered, but only in as far as the BBQ trailer is usually towed by Boris’ Kombi.

VW expands in Russia.

Russian customers can now also purchase the Tiguan, which, like the Passat and Jetta, is now produced at the new Volkswagen plant in Kaluga. “The decision to build the Tiguan locally is an indication of the strategic importance of the Russian market for the Volkswagen brand,” Frank Wittemann, Head of Volkswagen Russia, said.

Two model versions of the Tiguan – the Track & Field and the Sport & Style – will be available at market launch, giving buyers a choice between an off-road and a city vehicle. Both versions will come with a 1.4 TSI (112 kW) entry-level engine and at a price tag of 904,000 ruble. The top model, the Tiguan 2.0 TSI (127 kW), will be available for 1,053,550 ruble.

“For our customers the production of the Tiguan in Russia means shorter delivery times, same-quality standards and a very attractive price,” Wittemann said. Delivery figures for the Passat produced in Russia already prove the success of locally-built Volkswagen products. A total of 6,047 vehicles were delivered in the first six months of 2008, representing a 37 percent



increase compared with the same period in the previous year.

At the same time as the product range in Kaluga is being expanded, the dealer network is also being extended. "It is our goal to expand our Russian network from the present 63 active VW dealers to about 120 over the long term," Wittemann explained. "We will not only be focusing on achieving a good level of representation in urban centers such as Moscow and St. Petersburg, but we will also be reviewing possible locations in other regions of the country. This year will add another 17 retailers in total to our network."

The recently opened Volkswagen retail training centre in Moscow plays an important role in the company's sales initiative. The 'Group Academy', the biggest training centre in the Russian automotive industry, provides training for employees from all the Group brands active on the Russian market: Volkswagen Passenger Cars and Commercial Vehicles, Audi and Skoda. The premises (3,000 square metres in size) accommodate 24 different training classes headed by 21 trainers. 2,500 days of training, or 160 people per day, have been scheduled for this year. The curriculum includes instruction in subject areas such as technology and vehicle repair, new models, communications and management. The centre will provide training for the entire dealer workforce: managers, sales and service staff, sales managers, customer service assistants, mechanics, spare parts specialists and service office assistants. The main focus of the training, around 60 percent, is on practical exercises. "This top training for dealers means customers will receive not only top-quality automobiles, but excellent sales and service assistance as well," Wittemann commented.

Police VWs in UK.

Volkswagen UK displayed a selection of four vehicles at the 35th National Association of Police Fleet Managers Conference at Cheltenham recently. Making its debut was the cell van conversion of the new Caddy Maxi, which will be displayed alongside a Crafter PSU on loan from the Greater Manchester Police Force, a Crafter minibus and a Transporter window van with optional 'Kombi' pack.

The new Caddy Maxi cell van, adapted by Crown Conversions, is designed to carry up to five Police Officers in the first and second row of seats, with a



lockable cell behind them, accessed from the rear of the vehicle.

The new Volkswagen Caddy Maxi went on sale earlier in 2008 and joined the Volkswagen Commercial Vehicle range in between the Caddy and Transporter models. As its name suggests, the new Caddy Maxi is longer than the conventional Caddy (by 470 mm) and offers a bigger load capacity and more space. The precise specification of the vehicle can be customised to the specific requirements of any Police service.

"The new Caddy Maxi is an ideal vehicle for the emergency services, thanks to its mix of versatility, relatively compact dimensions and value – we're expecting the cell van conversion to attract a great deal of interest," commented Kevin Varey, Conversions Manager, Volkswagen UK.

"Volkswagen Commercial Vehicles provides a practical and diverse range of vans, passenger carriers and conversions to the emergency services, but it's our reputation for durability and reliability that is especially important to them – and often even more critical to the public they serve," he continued.

Golf 6 BlueMotion.

Volkswagen has unveiled the latest Golf BlueMotion concept vehicle, a car capable of achieving a combined 3.8 L/100 km while emitting just 99 g/km of CO₂. This matches the economy and cleanliness of the Polo BlueMotion, itself among the most efficient vehicles currently on sale.



The BlueMotion label was first attributed to the Polo in 2006 and represents the most efficient model in each of Volkswagen's passenger car ranges. Since the Polo made its debut, BlueMotion versions of the Golf Mk V, Golf Estate, Golf Plus, Jetta, Touran, Passat, Passat Estate and Sharan have been launched.

The new Golf BlueMotion concept is powered by a highly efficient and refined 1.6-litre TDI common rail diesel engine, developing 78 kW and 250 Nm of torque at 2,000 rpm. Despite the focus on economy the Golf BlueMotion concept can reach 100 km/h from rest in a respectable 11.3 seconds, before going on to a top speed of 188 km/h.

As with all BlueMotion models, the Golf BlueMotion adopts a series of changes to drive-train and aerodynamics in order to maximise the vehicle's efficiency. A set of low rolling resistance tyres are

joined by optimised aerodynamics and revised ratios in the five speed gearbox. The resulting combination of changes works to reduce loading on the engine to drive up economy and reduce emissions.

In common with every diesel model in the forthcoming new Golf range the BlueMotion concept is fitted with a diesel particulate filter.

Even in standard non-BlueMotion form, the new Golf sets new economy standards. The entry-level diesel Mk6 Golf will be powered by a 2.0-litre TDI 82 kW common rail engine, capable of achieving 4.5 L/100 km on the combined cycle, while emitting 119 g/km of CO₂. This matches the economy of the current Mk5 Golf BlueMotion model.

The new Golf will go on sale in the UK in January next year; the BlueMotion model will follow around mid 2009. The Golf Mk6 will also debut in Australia in 2009, but at this stage there are no plans to include the BlueMotion model.

Tiguan HyMotion Fuel Cell concept.

Volkswagen has shown off its Tiguan HyMotion Fuel Cell concept vehicle, for the first time, in the United States. The Tiguan HyMotion demonstrates the current state of Volkswagen's hydrogen fuel cell research and development.

The five-passenger SUV does not have a petrol or diesel engine; it is NOT a hybrid. It features a hydrogen fuel cell powering an electric motor. It produces zero tailpipe emissions - clean water vapour is its only by-product. The electric motor can also pull power from a 6.8 Ampere-hour Lithium-ion battery that is recharged by recuperating braking energy. The electric motor generates 80 kW under normal steady-state conditions, but with assist from its auxiliary braking energy battery, the total output can be peaked at 100 kW. According to VW, that is enough power to push the Tiguan HyMotion to 100 km/h in about 14 seconds, and a top speed of 150 km/h.

The battery system is installed in the boot, beneath the dual cargo floor available on the production Tiguan. The 700 bar hydrogen tank was integrated in the area beneath the floor in the rear



bench seat and cargo area. It can hold up to 3.2 kilograms of hydrogen (H₂).

The key component of each individual fuel cell – a number of them are combined into a stack – is a proton-conducting membrane. It is located between each anode and cathode pair. Hydrogen flows on the anode side, and air flows into the cell on the cathode side. When many of these cells are combined in a stack, enough energy can be generated to drive a vehicle.

In each cell, hydrogen and oxygen react to form water on the cathode side. The fuel cell thereby converts chemical energy directly into electrical energy in an oxidation, or 'cold' combustion process. The generated 'exhaust' is clean water vapour.

The fuel cell is supplied fuel from the hydrogen tank and oxygen from the air by an external air inlet and outputs the electrical energy it generates – the power – via a converter and a downstream electrical system rectifier – to one or more electric motors. The Tiguan HyMotion is nearly silent when driven, and it is emissions-free.

Volkswagen is heavily committed to developing 'high temp' hydrogen fuel cells that are more efficient, more powerful and longer lasting than traditional cold fuel cells. At the present time the high cost of the fuel cell stacks and production of hydrogen fuel, inefficient and expensive hydrogen storage and the lack of hydrogen fuel infrastructure make any production of the VW Hymotion fuel cell system impossible at present. However, development is continuing, and VW predicts that hydrogen fuel cells will become a practical, real alternative after 2020.

Caddy Sportline.

Volkswagen has released the first images of two exciting new models in its stylish Sportline range – the Caddy Sportline and Caddy Maxi Sportline vans, set to go on sale in Europe this month.



They join the existing Transporter Sportline panel van (short and long wheelbase) and Transporter Sportline Kombi to make a range of five models in Volkswagen's dynamic Sportline range. Each vehicle combines aggressive yet tasteful styling additions, while retaining the versatility for which the vehicles are renowned to provide customers with a vehicle that's equally suited to commercial or leisure applications.

Full details of the specification and prices will be announced on release, but as the preview photographs indicate the distinctive styling of the Caddy Sportline and Caddy Maxi Sportline includes alloy wheels, a lower front spoiler with fog lights, chrome upper and lower grilles, chrome side rails, body coloured bumpers and door mirror housings, plus a rear roof spoiler.

“We’re excited by the potential for the Caddy Sportline and Caddy Sportline in the small and medium-sized van market,” said Gemma Cox, Product Manager, Volkswagen Commercial Vehicles UK.

“Judging by the popularity of the Transporter Sportline with customers wanting to create a distinctive and dynamic image for them and their business, we’re sure the Caddy Sportline and Caddy Maxi Sportline will be just as successful,” she continued.

New USA VW factory.

Volkswagen is setting out to build a plant in Chattanooga, Tennessee, USA, where vehicle production will commence in early 2011. The supervisory board of Volkswagen AG have approved the plans and an investment volume of up to \$US one billion (around 620 million Euro). The Group’s management board had previously pinpointed Chattanooga as the site for its new plant. “The USA market,” said Prof Martin Winterkorn, CEO of Volkswagen AG, “is an important part of our volume strategy and we are now very resolutely accessing that market. Volkswagen will be extremely active there.”



The first stage of construction is designed to provide annual capacity for the complete production of 150,000 automobiles, including body-production, paint-shop and assembly operations. A cutting-edge modular production system at the plant will enable maximum flexibility. The first vehicle to be manufactured there will be a new mid-size sedan tailored specifically to the US market. Volkswagen itself will employ a staff of approximately 2,000 at the



site over the medium term, while additional jobs will be provided in the supplier and logistics sectors.

“This plant represents a milestone in Volkswagen’s growth strategy,” says Prof Winterkorn. “We are aiming to sell 800,000 Volkswagen per year in the USA by 2018, and this new site will play a key role.” Volkswagen says the plant will help to permanently alleviate exchange-rate fluctuations. Future success apparently includes having customers in the US come to perceive the company as a domestic manufacturer.

Volkswagen originally short-listed 25 potential sites for its US plant. The management board chose Chattanooga because it outperformed the next-best candidate sites in terms, most notably, of providing an existing infrastructure of components suppliers, of disposing over a qualified workforce and of the availability of around 550 hectares of developed property with direct transport connections. Prof Winterkorn added, “We look forward to establishing an important mainstay for ourselves when we become the biggest European car maker there.”

Volkswagen of America’s previous US factory was a former Studebaker works in Westmoreland, Pennsylvania, which began making US-spec Mk1 Golfs (‘Rabbits’) in 1978. VW was the first non-US car maker to establish manufacturing in the US. The Rabbit Pickup (later built in Europe as the Caddy) was designed in Westmoreland. Escalating costs, and the decision to make the Golf rather than the Jetta, forced the VW factory to be closed and sold off in 1988.

VW’s return to US manufacturing coincides with the move of the Volkswagen of America HO from mid-western Michigan to eastern Virginia in 2008.

Glasgow Council buys 320 VWs.

Glasgow City Council has purchased a record 320 examples of the highly efficient Polo BlueMotion. The largest single order to date for the model, placed through the Verve Volkswagen retailer in Glasgow, follows an extensive procurement exercise in which a number of vehicles were judged on not just their efficiency but on viability for everyday use, comfort and value for money. The Polo BlueMotion met and exceeded the demands placed on it, and it emerged as the favoured option.

Gary Gallagher, Procurement Category Manager at Glasgow City Council commented, "As a public body, Glasgow must follow a strict procurement process which complies with all EU Procurement directives. The outcome of the evaluation was conclusively in favour of the Volkswagen Polo BlueMotion being the most economically advantageous solution for Glasgow within our passenger car lot."

The Polo BlueMotion remains one of the most efficient vehicles on the road with the ability to achieve just 3.8 L/100 km on the combined cycle, while emitting just 99 g/km of CO₂ – placing it in Vehicle Excise Duty (VED) band 'A' and exempt from UK road tax.



The new fleet of Polo BlueMotions will be used by council staff in the local community – a role for which the vehicle is particularly well-suited. Due to the fitment of a Diesel Particulate Filter (DPF) as standard the Polo BlueMotion does not emit any harmful particulates into the atmosphere. As a result it's one of the cleanest vehicles currently on sale.

Mr. Gallagher added, "Caring for the environment is very high on the Council's agenda and any measures we can take to help reduce our carbon footprint are extremely desirable. We have calculated that running this vehicle will reduce the council's carbon output by 37 tonnes over the duration of the contract whilst saving the Council significant money."

The Polo BlueMotion's remarkable efficiency is made possible through a series of small but significant changes intended to reduce the strain on the vehicle's 1.4-litre diesel engine. These include changes to the car's aerodynamics – most noticeably with a new, smoother front grille – to allow it to pass through the air more efficiently.

VW Crafter barber shop.

A Volkswagen Crafter panel van has been converted into a mobile gentleman's barbers shop for Barbus Service UK Limited, based in Banbury, Oxfordshire.

The Crafter's interior has been transformed into a stylish white, black and chrome interior to match any of the smartest barber shops, and is fully equipped with two leather salon chairs, mirrors, power points, hair

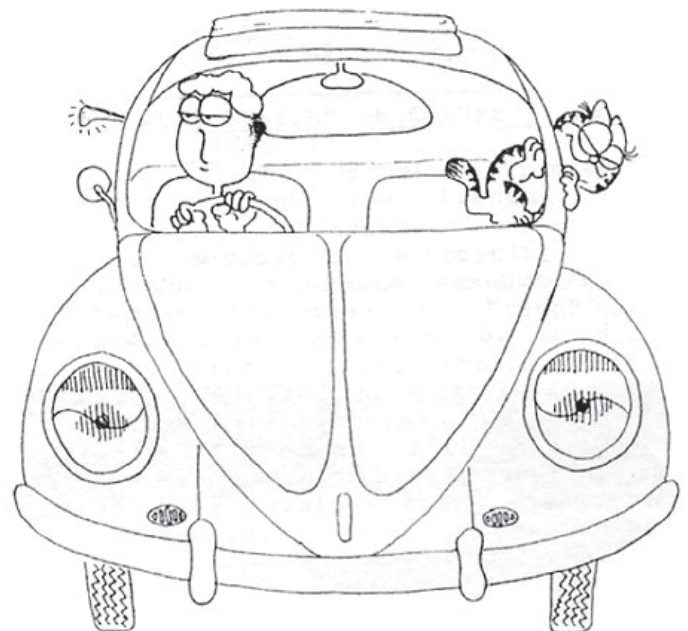


driers, electric clippers, and a toilet/cloakroom cubicle.

"We wanted a van that was large enough for the type of conversion we had in mind but with a modern design in keeping with the image we envisaged for our company," explained Stella O'Neill, Managing Director, Barbus Service UK Limited.



"The Volkswagen Crafter gave us everything we were looking for in terms of size, appearance, fuel economy and price," she continued.





Hubertus Oktoberfest. Sunday 5 October.

Today we had a terrific day at the Hubertus Country Club for the Oktoberfest. The weather looked really bad both days, so perhaps that's the reason not many of our club members came to the event.

It was great to see Phil with his camper, Chris and Heather came along, Andrew Rankin and his family, Brian Walker, John Watt, the Ram family, Matthew White and his family and of course our family were there.

There was plenty of yummy German food such as pork knuckles, sausages, sauerkraut and lots of delicious German cakes as well as pretzels and plenty of beer. The stalls had some really nice things on sale such as Christmas items, beautiful hand made cards and jewellery, plaster painting for us littlies and hand painted paintings.

Throughout the day there was lots of German music to dance to, and as usual the slap dancing was fantastic to watch. Lots of slapping happening!!! Phil and Brian drank plenty of good German beer and looked at all the pretty German girls.

A huge thank you again to the Hubertus Country



Club for kindly donating lovely trophies, and Chris Pascoe was our trophy presenter.

Congratulations to John Watt for winning the best water cooled car of the day with his fabulous New Beetle; The Ram family for the best air cooled, and the Kombi of the day went to Phil Matthews for his Campmobile.



We are looking forward to another great Oktoberfest again next year, which keeps getting bigger and better every year. Even though it rained, the event was great because of the big tent they had outside next to the club house so people could either be under the tent or inside the club house.

Bettina Rosch



Club Veedub. Aus Liebe zum Automobilklub.



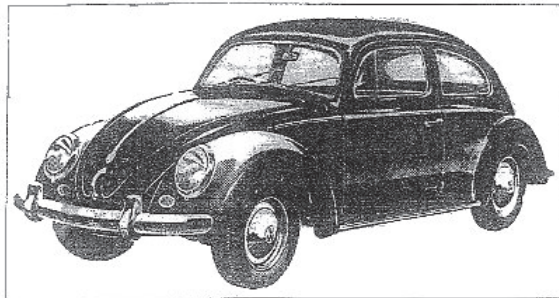
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Southern Highlands Motorfest, Bowral. Sunday 26 October.

The day was forecast to be nice and sunny, so I decided to take my Golf 3 rather than the Kombi. At 7:45am I was first to the cruise rendezvous at Uncle Leo's at the Liverpool crossroads, and only had time to buy a quick coffee and the paper before Brian and Robyn turned up in their matching Golf.

Several other club members soon followed, and we had a nice mixture of old and new VWs, air and water-cooled. Steve and Meredith chose 'VW family' instead by turning up in their slope-nose Porsche 911.

After quick coffees all round, we started up and moved out in a nice convoy. The two Golfs led, followed by the Beetles, Kombis and the Porsche at the back. We also saw a few other VWs on the motorway to Mittagong, so it looked like it was going to be a good turnout at Bowral.



Chevalier College is actually a little to the south of Bowral, so Brian had to lead us through the town centre and out to Burradoo, where we turned left into the college grounds. The car show took up all of the large front sports field, and we were directed to our reserved VW parking area.

There were plenty of interesting marques to look at in the bright sunshine. Mustangs, Chevys, GHTOs,



Chryslers, Monaros, hot rods, Harleys, Jaguars, and bloody Morris Minors everywhere. The VW turnout was weak in comparison; we only had 6 cars there, which disappointed many passers-by. It would have been a great chance to for you to show your VW.

The college food and drink facilities were pretty good. There were also plenty of market stalls to browse, and there was even wood-chopping to watch, like an old-fashioned country show.



No VWs won any trophies this year, but hopefully we might see some more VWs turn up next year and show them how good we are.

I stopped at the Bradman Museum at Bowral on the way home. A very enjoyable day.



Sydney Motor Show. 9-19 October 2008.

Every year the Sydney Motor Show, now known properly as the 'Australian International Motor Show', shows off the very best motor vehicle designs and technology from around the world. While it isn't very big by world standards - the Volkswagen stand at the Frankfurt show, for example, is twice the size of the entire Sydney Motor Show - it's come a long way since the old days at the old Sydney Showground. In the 1960s VW's stand was usually in the Manufacturer's Pavilion, but shrank alongside their sales in the 1970s and was usually in either the two-storey AMP Pavilion, or the old Showbag hall. There was no VW stand at all from 1986-88.

The Sydney show moved to Darling Harbour in 1989, and today the Sydney motor show takes up all six Darling Harbour display pavilions, plus some extra outdoor displays and the 4WD action track.

However the troubled financial markets threw some doubt over the show before it even opened, as European makers Mercedes-Benz, BMW and Audi decided to not to take part. Then the NSW State Government announced an 11% increase in fees for next year, and plans to move the show to Homebush. The Victorian State Government then offered a sweet deal to move the show to Melbourne from 2009, which the organisers, the FCAI, accepted. It looks like this year's Sydney show may be the last!

It was in this climate of uncertainty that I confirmed that yes VW would have a display, so I went to have a look at the (last?) Sydney Motor Show one afternoon after work. It cost \$18 to get an entry ticket, which also entitled me to a ride on a 4WD vehicle around the test track.



I naturally chose one of the two VW Touaregs, rather than the Toyotas, Nissans, Hondas, Fords and Suzuki 4WDs that were also on offer. I went for a ride in the 176 kW V6 TDI, rather than the 206 kW FSI petrol, as the diesel has more torque (550 vs 360 Nm).

The Touareg easily made it around the track. The electronic diff locks could be heard engaging and disengaging by themselves, and the automatic hill hold

and hill descent made climbing a breeze. The driver was a contractor, rather than a VW dealer rep, but he steered the big VW around with ease and was surprised to hear that I was from a VW club. He did ask if any of our members owned a Touareg - I could only reply, no not yet! The V6 TDI starts at \$74,990.



I moved into the main building, and the first thing I spotted was the Shannons' collectable vehicles for auction display. These lovely old vehicles would be auctioned after the show, together with other motoring collectables like petrol bowlers, signage and number plates. Among the usual Jaguars, Mustangs, Falcon GTs and Monaros was one solitary Volkswagen.

This 1970 VW Karmann Ghia was a US-spec model. It was imported into Australia in the early 1990s, restored and converted to right-hand-drive at the same time. This one was painted red with black upholstery, and had a JVC CD player, immobiliser, woodgrain steering wheel and EMPI quick shifter fitted. Shannons had placed a 'guiding range' of \$14,000 to \$18,000 on it. Not bad, but maybe a little less than Ghias have been going for in recent years. Ghias were only officially sold in Australia from 1960 to 1968.



I moved into the show itself. The 'Supercar Central' stand had two interesting vehicles. The 'Chamonix 550 Spyder' is a locally-made Porsche replica, fitted with a Subaru WRX motor and VW running gear. Nice car but grossly overpriced at \$60,000 plus options. No thanks. More interesting was the awesome Gemballa Avalanche GTR800, the Porsche

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you buy when a normal GT2 just isn't fast enough. Gemballa takes the standard 3.6-litre Porsche flat 6 and enlarges it to 3.8 litres. Power jumps from 353 kW to an insane 634 kW - with 935 Nm ! All this through a six-speed manual gearbox and rear drive only. What a beast, but where in NSW could you drive it to get the most from it? Price was \$500,000 plus.



Like last year, Volkswagen took up the entire 'sixth' pavilion, and believe it or not, the VW display was better than last year. A small amount of space was shared with Skoda, but Bentley was gone this year so there was more space for Volkswagens - and there were plenty of them.

The Golf and Polo Bluemotion high efficiency models made their first appearance in Australia, with better fuel consumption and lower CO2 and cost than



the Toyota Prius. The Golf GTI Pirelli boosted the standard GTI's output from 147 to 169 kW, and allows a 0-100 time of just 6.6 seconds.

Examples of all the current Volkswagen range were shown. Polos, Golfs (including the R32); Jettas, Passats (including the R36); and the convertible Eos and New Beetle. The Tiguan and Touareg SUVs were on display, as well as the Caddy Life, Caravelle and Multivan people movers. Of course the Caddy van and the mighty T5 Transporter were displayed too.



The major launch was the Passat CC, which is due for local release early next year. It uses the existing Passat platform but with a stylish, coupe-style 4-door body. It has been a smash hit in Europe so far.

A very enjoyable show and a fantastic VW stand. I hope I won't have to go to Melbourne for the next one!

Phil Matthews



Joe's Fuel Saving Tips.

I received this email from the bloke who sold me the Kombi, and he received it from a friend in Durban who has been in the petroleum business for 31 years. At the Marian Hill Pipeline they deliver about 4 million litres through the pipeline in a 24-hour shift. One day is diesel, the next day is jet fuel, and petrol, LPR and Unleaded. They have 34 storage tanks with a total capacity of 16,800,000 litres. He sent me these fuel-saving tips. He claims that filling up early on a Saturday morning \$30.00 from half-full filled up the car, whereas usually it is \$55.00.

Joe Buttigieg

1. Only buy fuel or fill up your car in the early morning, when the ground temperature is still cold. Remember that all service stations have their storage tanks buried beneath the ground. The colder the ground, the more dense the fuel. When it gets warmer, petrol expands, so if buying in the afternoon or evening your litre is not exactly a litre. In the petroleum business, the specific gravity and the temperature of the petrol, diesel, jet fuel, ethanol and other petroleum products play an important role. A one-degree rise in temperature is a big deal in this business, but the Service Stations do not have temperature compensation at the pumps.

2. When you are filling up, do not squeeze the trigger of the nozzle to a fast mode. If you look you will see that the trigger has (3) three stages: low, middle and high. In slow mode you should be pumping on low speed, thereby minimising the vapours that are created while you are pumping. All hoses at the pump have a vapour return. If you are pumping on the fast rate, some of the liquid that goes into your tank becomes vapour. Those vapours are being sucked up and back into the underground storage tank so you're getting less worth for your money.

3. One of the most important tips is to fill up when your tank in HALF FULL. The reason for this is, the more fuel you have in your tank, the less air occupying its empty space. Petrol evaporates faster than you can imagine. Petroleum storage tanks have an internal floating roof. This roof serves as zero clearance between petrol and the atmosphere, so it minimises the evaporation. Unlike Service Stations, here where I work, every truck that we load is temperature compensated so that every litre is the exact amount.

4. If there is a fuel truck pumping into storage tanks when you stop to buy, DO NOT FILL UP. Most likely the petrol/diesel is being stirred up as the fuel is being delivered and you might pick up some dirt that normally settles on the bottom.

5. Don't buy premium fuel unless your car specifically requires it (check your owners' manual). With prices already well over \$1.70 a litre, premium petrol is a hard sell these days. But a lot of drivers think because

their owners' manual recommends premium, they'll get better fuel economy with it. Really, they may be paying more money for nothing. Newer cars for which premium is 'recommended' - but not 'required' - won't suffer with regular fuel. Modern engine technology comes to the rescue. When sensors detect regular instead of premium fuel, the system automatically adjusts spark plug timing. The result is a slight reduction in peak horsepower - really, you'll never notice - but little or no reduction in fuel economy. Always check your owner's manual before putting anything into your car. And if your car runs badly on regular, by all means, go back to the pricey stuff.

6. Pay for your petrol in cash. That way, you can fill your tank to the nearest 2c or 7c by carefully squeezing the trigger (for example, you could make your total come to \$55.87). When you pay in cash, they have to round DOWN to the nearest 5c - \$55.85. You get 2c worth of petrol for nothing. This only works for cash. Don't try it with EFTPOS or credit card, as electronic payments will always be the correct amount.

7. Pump up your tyres. Proper tyre inflation is important for a number of reasons. Under-inflated tyres are bad for handling, and can even cause a crash. Under-inflation causes tyres to wear out faster and to heat up more, which could trigger a dangerous high-speed blowout. Under-inflated tyres also cause drag, and reduce fuel economy. BUT - you should never over-inflate your tyres either. They'll get you slightly better fuel economy, because there will be less tread touching the road, reducing friction. But that means less grip for braking and turning. The added risk of a crash isn't worth one more km per litre. The best all-round tyre pressure? Check what your owners' manual says (say 24 psi), then check the rated maximum for your tyres (stamped onto the sidewalls - say 44 psi). Then average the two - in this case, 34 psi.

8. In town, windows down. There's no question air-conditioning makes extra work for the engine, increasing fuel use. According to the French environmental agency, air conditioning increases fuel consumption on average by 16 percent in highway driving and by 31 percent in town. Driving at average urban speeds creates about one-seventh the wind resistance that you get at highway speed. So if opening the windows keeps the car cool enough to avoid air conditioning, it will save petrol. This is especially true because air conditioning has a greater impact on fuel consumption in town driving. Conversely, driving at higher speeds with the windows down greatly increases aerodynamic drag. As speed increases, drag becomes more of an issue, making A/C use the more efficient choice at high speeds. The best choice - if temperature and humidity allow - is to keep the windows rolled up and to turn the A/C compressor off. You can keep the fans running to blow in air from the outside, but your car will be as aerodynamic as possible while still letting you breathe. You will save petrol, but the fuel economy improvement will be slight.

9. Bolt-ons and pour-ins. Before you buy a device that's supposed to make your car more fuel-efficient or pour in an allegedly petrol-saving additive, ask yourself this: Don't you think oil and car companies aren't doing everything they can to beat their competitors? If BP could add something to its petrol that made cars go farther on a litre, cars would be lining up at the company's pumps. Sure, people would burn their fuel-saving BP petrol more slowly, but then they'd drive right past rivals' petrol stations to come back to BP for more. BP stations could even charge more for their gas and still sell tons of the stuff. So if there really was an additive that made petrol burn up more slowly, it wouldn't be sold in SuperCheap Auto or over the Internet one bottle at a time. Likewise, car companies are already spending big bucks to increase fuel mileage. If Ford could make its cars go significantly farther on a litre simply by putting a device into the fuel line, don't think for a second it wouldn't be doing that. Ford's car sales would go through the roof. But drivers who try them will swear they work. In reality, it's an automotive placebo effect. Buy one of these devices or additives, and you're like to pay extreme attention to your fuel economy and how you drive.

10. Don't use the brakes. OK, if a ball rolls out into the street with a child running behind it, slam on the brakes, but most braking is an unnecessary waste of energy. You must learn to feel guilty every time you brake, converting all of that good momentum your engine has given you into wasted friction and heat, requiring you to accelerate all over again. Not braking requires planning ahead, allowing space in front of your vehicle and exercising patience. A typical example is a street with speed bumps. Most drivers accelerate after each bump and brake before each bump. It makes no sense. The bumps are there because the people who live on that street convinced the government that cars should drive slowly for the safety of the neighbourhood's children and pedestrians. Settle into the speed at which your car can handle the bumps and stay there. Unless you're heading downhill, you shouldn't have to brake. Look way ahead to the traffic lights and let your car slow naturally well in advance of a red light. Don't worry about the guy behind you flashing his headlights. You're saving him petrol too. Smile and wave. If you have to brake at the bottom of a hill or before a curve, it probably means that you were accelerating unnecessarily a few moments before. Slow down in advance - it's not safe to brake on a curve, anyway - and keep your foot off that darned brake.

11. Hold your right foot in the air. Many drivers apparently have weak muscles in their right leg. It can always be found resting on either the accelerator or on the brake. I spend a tremendous amount of my driving time with my foot in neither place, just coasting. I usually keep the foot hovering over the brake pedal for safety in case that child runs out chasing the ball. This is a corollary of rule number 1, because the more you coast, the less you will need to brake. On your regular driving route, start figuring out where you can start

coasting. For example, as you approach your driveway, where on the street can you take your foot of the accelerator in order to coast to a slow enough speed to turn into your house? If you do have to press the accelerator, imagine there is a fresh egg lying under it. If you stab hard enough to break the egg, you are accelerating too hard and using too much fuel.

12. Watch your rev counter. Yes, look up occasionally for the ball and the child, but keep your eyes on the rev counter, or tachometer, too. The faster your engine turns, the more petrol it uses. On my automatic VW Polo, my goal is to never let my engine go above 2000 revolutions per minute at city speeds. (On the highway, it goes well above that; this rule applies to slow driving only.) Unless I must accelerate from a dead stop up a steep hill, patient driving will keep it below that figure. 2000 rpm is not a general rule; you may need to find a different figure for your car. On a manual transmission vehicle, there are two ways to keep revs down. One is to go easy on the accelerator. Watching the rev counter is a tool to teach gentle acceleration. The other is to shift sooner. Most people shift way too late. This not only increases fuel consumption, it shortens the lifespan of the clutch. As long as the car doesn't buck, shudder or stall, you haven't shifted too early. The optimum point of fuel consumption is the slowest speed at which you comfortably drive in the highest gear. When the revs are low, the car does lose some of its ability to quickly accelerate. But if fast acceleration is your main goal, you might as well stop reading now.

13. Ride the roller coaster. Cruise control has its place, but constant speed is overrated. When driving in hilly territory, strive for constant pressure on the accelerator, not constant speed. On a steep downhill you may need no pressure on the accelerator at all, but let the car build speed toward the bottom of the hill (I didn't say exceed the speed limit; any traffic fine is your problem.) On the way up the hill, allow the car to slow very gradually. By the crest of the hill, you should be well under the speed limit in order to take advantage of the next downhill. In heavy traffic on roads without passing lanes, you may need to moderate your speed changes. Try not to give the car behind you an excuse to make a dangerous pass. Cruise control can save fuel in flat territory.

14. Drive your wife's car. In the middle of 2006, my wife and I decided that we had to do something about rising petrol prices. (How we long for those prices now!) We came to the conclusion that it no longer made sense to have 'her car' and 'his car.' Since one vehicle - our VW Polo - used less petrol, whoever needed to drive farther would use that car. As a result, our use of the larger car - a VW Microbus - has dropped from about two-thirds of our kilometres travelled to just 37 percent, almost in half. Swapping cars on a daily basis requires a little bit of coordination and is a minor inconvenience, but the swap is saving us about 700 litres of petrol a year. That's \$1,200 at current prices.

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15. Change your clocks. We all know that hard acceleration increases fuel consumption. Some tests have found that hurrying away from a dead stop causes a car to burn more than 30 percent more fuel. But when we're running late, good intentions go flying out the tailpipe, and we press the pedal to the metal. A lot of people find that they can trick themselves into leaving home or the office on time by setting their house clocks five minutes fast. Don't set the clock ahead in your car, however. That way, you will see that you have plenty of time when you get behind the wheel. And a relaxed driver is a fuel-efficient driver.

16. Know your numbers. Your chances of losing weight if you never step onto a scale are, well, slim. Equally, if you want to save petrol, it helps to know your numbers. Having a fuel-efficiency gauge or display on a car leads to a 10 percent reduction in fuel consumption. If you have such a gauge on your car, keep your eye on it when you're not watching the tachometer or the kid chasing the ball. Reset it regularly so that you can monitor changes. It will encourage good habits. You can even fill up boring hours driving on the highway by tracking the differences in fuel efficiency with or without the air conditioner and at different driving speeds. If you don't have a gauge, reset your trip odometer every

time you fill up and do a quick calculation. Litres per 100 km is quite simple to calculate in your head. Divide the number of kilometres driven by 100, knocking off two zeros. Then divide that number into the number of litres to fill your tank. So 500 km and 40 litres becomes 40 divided by 5, resulting in 8 litres per 100 kilometres. Better yet, keep track of this information on a log book or spreadsheet, so that you can spot trends and changes.

17. Drive further but less often. A cold engine uses a lot more petrol, and emits a lot more pollutants. On a chilly day, a car uses twice as much petrol in the first kilometre as it does on the fourth kilometre. Even on a warm day, fuel efficiency in the first kilometre is 50 percent worse than in the fourth. And catalytic converters are nearly useless at cleaning up exhaust pollutants until they heat up. So look for ways to cut down on short trips, by walking, cycling or consolidating several trips into one. When you must make several stops, drive to the farthest errand first. As you work your way home, your engine should retain enough heat from the first leg to carry you through the rest of your short drives.



Setzt neue Akzente: der viertürige Passat CC.



Das Auto.

Fillmore the VW Bus.

Have you seen the wonderful 2006 Pixar/Disney movie 'Cars'? It's full of interesting auto trivia. The late, great Paul Newman played Doc, the Fabulous Hudson Hornet. It was Paul Newman's last film role. Owen Wilson, of course, plays Lightning McQueen. Cheech Marin (Cheech n Chong) plays Ramone, the '59 Chevy Impala low-rider. Michal Keaton plays Chick Hicks, the green '80s Buick Grand National race car. 'The King' Richard Petty plays The King, the 1970 Plymouth Superbird. His real-life wife, Lynda, plays 'Mrs King'. John Ratzenburger, who was Cliff the mailman in Cheers, plays Mack the truck. He has been in every Pixar film so far, and his contract stipulates that he will be in every future one too – including Cars 2, coming out in 2011.

'Cars' was originally going to be called 'Route 66', but Pixar changed it early in production so that it wouldn't be confused with the 1960s TV show of the same name. Unlike most TV and movie auto animations, the 'Cars' characters have their eyes in the windscreen, rather than the headlights. This was apparently done to give the cars a more human and distinctive appearance.

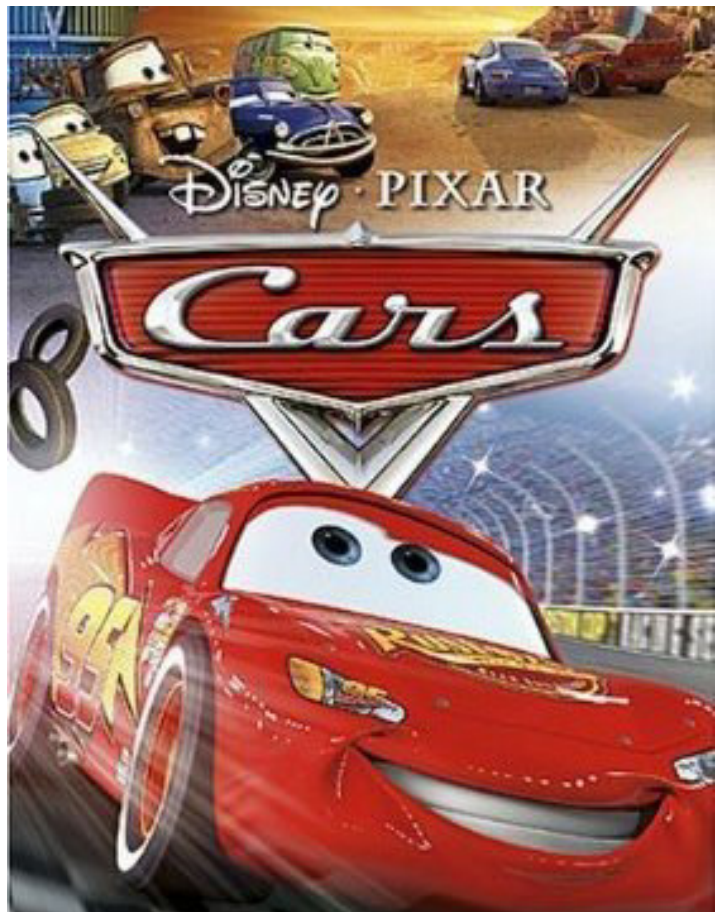
Lightning McQueen has number 95 in the film, because Pixar's first film was Toy Story, released in 1995. He wears 'Lightyear Buzzard' racing tyres, which is a reminder of Buzz Lightyear from Toy Story, as well as a play on the 'Goodyear Eagles' that real US race cars use.

Mator's number plate is A113, the same number as the train that Lightning out-runs. It comes from the animation room number at the California Institute of Arts where the Pixar animators studied. There are also references to A113 in Toy Story.

One of the NASCAR race cars is white, with an Apple logo, and carries the number 84. Apple Computer CEO Steve Jobs used to own the Pixar film company. Apple's Macintosh computer first appeared in 1984.

Guido is the little forklift, and is a mix of ISO Isetta and Messerschmitt bubble cars. He was voiced by Guido Quaroni. In Italian, Guido means 'I drive'. Michael Schumacher did the voice for the Ferrari at the end of the film. Other famous race drivers to have 'bit parts' include Mario Andretti, Darrell Waltrip, Dale Earnhardt Jr, and car enthusiast and talk show host Jay Leno.

Radiator Springs is set on the bypassed Route 66 in Arizona, near Kingman or Peach Springs. The town's



story and look is very much like the real town of Amboy in California. Many of the town and mountain landmarks are based on real places, but most of the background hills look like Cadillacs. The real Route 66 has a number of bridges very much like the one Sally and Lightning drive over.

All the insects in the film - flies and bugs - are little VW Beetles with wings. And every third blink of the stoplight really is half a second longer.

Flo's V8 Café does indeed look like a V8 engine head on, with a circular air filter, tappet covers, spark plugs and pistons, and connecting rods as the supports for the shelter. The blinking neon lights on the spark plugs blink in the exact same firing order as a real Ford flathead V8.

Of course Fillmore, Radiator Springs' resident hippie, is a 1960 VW Bus who owns an organic fuel shop (Fillmore's Organic Fuel) which features several flavours, and believes petrol companies are lying to the public. His oil, fuel and brake shoes are all organic. Fillmore brews his own organic fuel in his painted and bead covered geodesic dome, next to his neighbour Sarge, a Willys Jeep.

Fillmore the VW Bus is voiced by George Carlin, the famous US stand-up comedian and political commentator. For 30 years he was famous for his appearances on Johnny Carson's Tonight Show, and the Ed Sullivan Show. He was the first person to host Saturday Night Live. His black humour, sharp observations and sometimes obscene language became legendary. He died of heart failure in June 2008, aged 71. Fillmore's numberplate in 'Cars' is 51237, as Carlin's birth date was May 12 1937.



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As is to be expected of a 'hippie' VW Kombi, Fillmore is covered with bumper stickers. This is a list of most of them.

- "Recycle Your Oil"
- "Free Mother Road"
- "Groovy and Love"
- "Portland Concrete on My Mind"
- "Please Recycle"
- "No Interstate"
- "Go Natural, Drink Organic Fuels"
- "Certified Organic Oil"
- "Home Sweet Road"
- "I'm an Eco-Bus"
- "Stop the Superslab"
- "Your Mother Road Loves You"
- "Ornament Valley"
- "Open Road U."
- "Peace on the Open Road"
- "Turn On to Recycling"
- "Life Begins at the Off-ramp"
- "My Inner Car is Electric"
- A Route 66 shield with a tyre track over that says "Tread on Me"
- "Recycling: It's a Gas"

- "Save Mother Road"
- "Flower Power"
- "I (heart) Recycled Oil"
- "Question Interstate"
- Recycling sign with "Take a Drive on the Wild Side"
- "100% Organic Fool"
- "Fillmore Organic Fuels"
- "Pardon My Backfire, I Eat Veggie Fuels"
- "Save 2-D Animation"
- "One Way" (recycling symbol)
- "Interstate" inside a stop sign
- "I Brake for Jackalopes"
- "Support Organic Refiners"
- "I (heart) 2 Recycle"
- "Recycle Your Oil" with a yin-yang symbol
- "It's Not Nice to Fool Mother Road"
- "100% Organic"
- "Got Solar?"
- "Oil" with a recycling symbol in the "O"
- "Born to Recycle"
- "I (heart) Recycled Oil"
- "Certified Organic Oil"
- "Go Natural – Drink Organic Fuels"
- A sun with a recycling symbol in the center
- A flower
- "Drink Organic Oil" with flower in it
- "100 Percent Organic Oil"
- "Interstate" with a slash through it
- A rainbow, a flower, a butterfly
- Recycling emblem
- An oil derrick with a slash through it
- Six 'Peace' signs
- Three "Flo's V-8 Café" stickers
- Route 66 shield with a rainbow
- A bigger 66 shield and a heart





Cars in Pt. Hedland control. As can be seen, fewer than half the original contestants are still going strong.

1955 Redex Trial Pt 3.

From 176 shiny competitors in Sydney only 10 days earlier, the Redex Trial field had been reduced to just 76 cars at the Port Hedland rest stop in Western Australia. Port Hedland was unofficially the 'half-way point' of the trial; 9,300 km gone, 7,600 km still to go. 100 cars had dropped out, smashed and battered to pieces by the Australian outback. Sixteen Volkswagens had started the Trial in Sydney, but now there were just six left. They were doing well though; Volkswagen #90 (Laurie Whitehead, Victoria) was in first place with just 16 points lost, and Volkswagen #2 (Eddie Perkins, Victoria) was in second, with 27 points lost. Another Volkswagen #54 (Bob Young, Tasmania) was in eighth, 83 points lost.

However the big news, as far as the newspapers and radio was concerned, was that the 1954 Redex winner, 'Gelignite' Jack Murray and his famous 1948 V8



At Port Hedland the control had a very open air look

Ford Mercury 'the Grey Ghost', had moved up to third place with only 36 points lost. Vanguard's were fourth and fifth, a Holden was sixth and a Ford Customline was seventh, but Murray was getting the headlines and everyone was predicting another win for 'Gelignite' Jack.

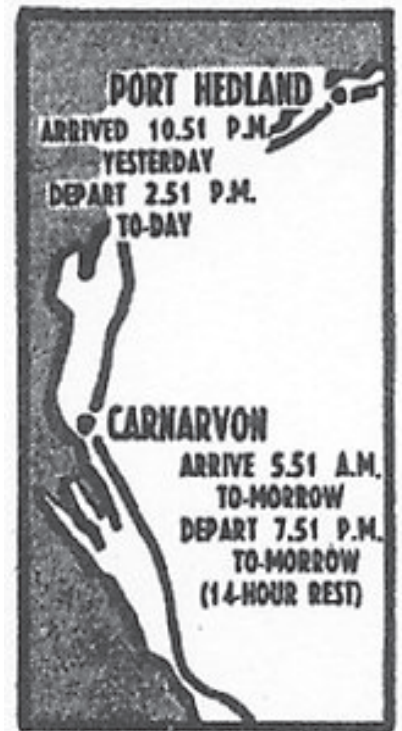
Other cars weren't faring so well. Of the 76 cars still in the event at Port Hedland, 17 of them had managed to lose more than 1,000 points. The worst was car #121, a Ford Customline, with 2,184 points lost, and Fiat 1100 #22 had lost 1,939.

Port Hedland was a 16-hour rest stop, which most of the exhausted crews spent sound asleep in the dust beside their battered vehicles. Most of them had arrived during the night, so falling asleep was easy until the hot sun came up again. The cars began departing at 2:50pm on Thursday 1st September 1955, and headed off on an easier drive down the graded, rock-strewn dirt highway to Carnarvon. The distance was just under 1,000 km, with the drivers having to average 68 km/h for the leg, most of it at night.

A ditch 60cm deep near Roeburne took a heavy toll on the cars, knocking several of them out of the trial. Several cars broke their engine mountings or front axles when they struck the ditch. John Hall of Melbourne, driving Volkswagen #48, managed to hit the deep ditch twice. He broke one side of the front torsion bar suspension when he hit it the first time, and he had to return to Roeburne for repairs. Racing to make up lost time, he hit the ditch again and cracked the other side of the front suspension. He had to return to Roeburne a second time for repairs, but was able to continue on. A Vanguard also hit the same ditch, ripping out its front suspension. The crew lit a fire, heated the bent wishbones and beat them back into shape.

A narrow cattle grid also gave trouble. It was flanked either side by a substantial wooden post, set a short distance inwards towards the centre of the road. Volkswagen #54, driven by Bob Young from Tasmania, moved to the side of the road to allow another car to pass. They smashed into the post at 80 km/h. The front of the little VW was pushed back, and they arrived at Carnarvon control over five hours late after welding repairs were made. A Holden also hit the other post, ripping off a mudguard and front wheel.

The Australian wildlife also played havoc with the battered cars, as hundreds of nocturnal kangaroos





attempted to hop across the track in front of the drivers when caught in the cars' headlights. A Ford Customline driver said later he hit 28 kangaroos in a 270 km stretch before Carnarvon.

A crowd had gathered at dawn at Carnarvon to welcome and cheer the first cars as they arrived, just before 6:00am. A 14-hour rest break was scheduled. The run from Port Hedland had been relatively easy, and there were no new retirements. 76 cars, and six VWs, were still in the trial. The leader was still Laurie Whitehead in Volkswagen #90 (16 points), followed by Eddie Perkins in Volkswagen #2 (27 points). 'Gelignite' Jack Murray's Ford V8 was still third (36 points), followed by a Vanguard, Holden, Ford Customline, Peugeot and two more Holdens.

The fast run down to Geraldton and Perth began at 7:50pm that evening, 990 km of rough tarmac all the way, in 15 hours at a set average of 66 km/h. It was a fast run through the night, with the biggest hazard being the enormous mobs of kangaroos hopping about in the darkness. It was sheep country, but thanks to recent rains and good feed, kangaroos vastly

outnumbered sheep. One Vanguard driver reported, "We spent today, from Carnarvon to Perth, dodging kangaroos. Just outside Carnarvon they're as thick as pedestrians in Pitt Street." Another Vanguard, running fourth in the trial, set a record by hitting two giant kangaroos simultaneously at 80 km/h, killing one and injuring the other. Their nose was smashed and their radiator damaged by the 2.4-metre kangaroo, and they lost time and points repairing it.

In Sydney the Rev. Gordon Powell attacked the Redex Trial in a sermon at St. Stephen's Presbyterian Church in Macquarie St. He said the cars in the trial had left behind a trail of dead kangaroos and cattle, and had endangered many lives. He said the cars had consumed vast quantities of petrol and oil, and had sustained damage estimated at thousands of pounds. "What has been achieved?" he asked. "One achievement was a highly publicised and flagrant attack upon our great British heritage of the Sabbath."

Whatever. Most drivers, weary and unshaven, arrived on or ahead of time into the Perth control at Cottesloe. The first cars began arriving around 11:00 am on Saturday, after sitting on speeds of up to 150 km/h on the run south from Geraldton, with the rest arriving through the afternoon. Big crowds of Perth locals lined the streets and turned up to welcome the cars, particularly 'Gelignite' Jack Murray. Local girls threw daisies and lilies at the passing cars. Murray's Ford was misfiring, but he arrived at the control in time. Always in the spotlight, Murray released several thousand balloons to advertise the womens' corsets made by one of his sponsors.

Local reporters told Murray about the criticism of the trial by Rev. Powell in Sydney, and asked him for a comment. "It's like everything else," he replied. "Some people like to play golf or tennis. In Spain people like to fight bulls. Well, here they like to wreck motor cars. What's the difference?"



"I don't know, dear. I think it must be some obscure tribal custom."

Club Veedub Sydney. Der Autoklub.



Perth was a major rest stop, of 28 hours. Due to straggling survivors still trickling in to the control, organisers decided to put the trial schedule back by four hours. Timekeepers were having difficulty keeping track of the field and their times, positions and who was still running. The time would be made up in Adelaide, by reducing the rest period there from 24 to 20 hours.

Redex clerk of the course Bill Nunn had flown in, and he and a team of scrutineers went over the surviving cars again, the first major check since Cairns. Several teams were penalised 500 points for replacing radiators, springs or having their suspensions repaired. Jack Murray's Ford V8 was found to have bent tie rods and a broken gravel tray and mudguard support, but none of these involved a penalty. Scrutineer Dave Bartlett said, "The car has taken a bashing underneath, but it is all right."

The leading Volkswagen #90 of Laurie Whitehead was found to have a new muffler, but Bill Nunn ruled that did not incur a penalty. This was in contradiction to the directive given by Dan McFarlane, chairman of the Redex organising committee, who had scrutineered back in Cairns and penalised many of the cars 250 points, including several of the VWs, for damaged,

missing or replaced mufflers. In Sydney the Redex managing director, Reg Sheppard, ruled that Mr Nunn was correct. "Stewards have decided that competitors who have lost points previously for repaired or new mufflers, will have the points restored," he said. Scrutineers did penalise John Hall's Volkswagen #48 for having its front torsion tubes welded and repaired.

As well, the scrutineers noticed for the first time that Laurie Whitehead's Volkswagen #90 had a split, about 75 mm long,

in the 'plate which forms the bottom of the car.' Mr Nunn said, "I am not prepared to say whether the plate forms portion of the chassis of the car or not, because of the peculiar form of construction of the vehicle. I have noted the damage and will forward it to the Sydney officials. They will decide at the end of the trial whether the split will cause the car to be docked points."

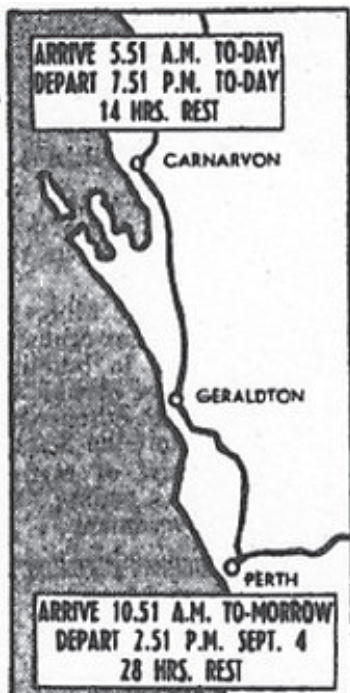
Mr Nunn personally examined the 10 leading cars, and announced that no crucial parts had been replaced on any of them, although it was known that at least one had replaced suspension components. Springs and other suspension parts had been sandblasted clean of paint on the long dusty stretches, but scrutineers were still able to get slight readings on their Geiger counter.

Two car crews, a Vanguard and a Citroen, asked the organisers for a ruling against Laurie Whitehead's VW on another matter, claiming he had left one control without both members of the crew inside. They asked if this was a breach of the rules, and said they would lodge a protest dependent on the ruling. Again, this was forwarded onto the Sydney head control for later ruling.



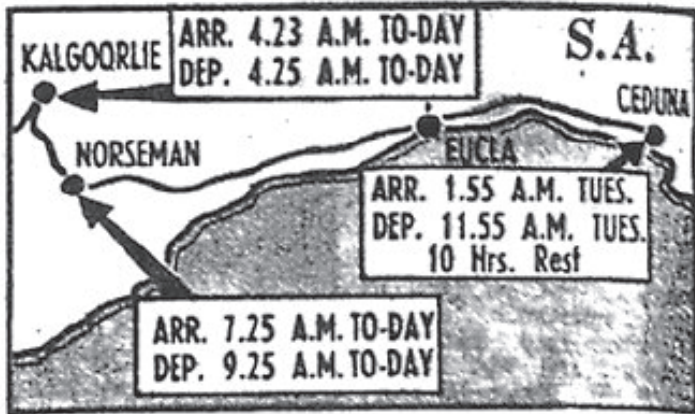
With political matters deferred to the end in Sydney, the result in Perth was that two more cars had dropped out since Port Hedland, so there were now 74 cars left in the trial. The six remaining Volkswagens were still going strong. Laurie Whitehead's Volkswagen #90 was still leading, with 16 points lost. Eddie Perkins' Volkswagen #2 was still second, 27 points lost. 'Gelignite' Jack Murray's Ford V8 was still third, 36 points lost, followed by a Vanguard, Holden, Ford Customline, Holden, Peugeot, Holden, Morris Oxford and Vanguard (all less than 210 points). The other four Volkswagens had gathered 258 points (#99, Ron Fraser); 410 points (#54, Bob Young); 510 points (#48, John Hall); and 1,004 points (#58, Mrs Charlotte Hayes).

The Perth locals gave the crews a wild send-off as they began their long trip east in the late Sunday afternoon. Thousands of people waved and cheered as cars left the Cottesloe control, and drove through Perth city and out to the first control at Northam. Light rain was falling, and spectators waved umbrellas to show the way. A group of young boys balanced on the safety fence of the Swan River Bridge, and waved and yelled as the cars drove past. Motorcycle policemen escorted the cars through the worst of the traffic, and waved them through stop signs.



Club Veedub. Aus Liebe zum Automobilklub.

The 2,050 km section from Perth to Ceduna, via a 2-hour stop in Norseman and a long run across the Nullabor Plain, was both the longest and fastest section of the trial. Teams were required to average 74 km/h for the entire section. Recent rain had swamped the gravel Eyre Highway, but it had since been re-graded and was in fair condition. To average 74 km/h would require maintaining 100 km/h or more for the 16½ hours allocated.



Most of the first 700 km to the Kalgoorlie control was tarmac, followed by 100 km of gravel highway to Norseman, and the cars made good time in spite of a few showers through the night. The two-hour rest was from 3:25 to 5:25am, then the cars began their 1,200 km race across the Nullabor Plain. The first car to leave Norseman, a Peugeot, had a 'great race' with Jack Murray's Ford V8, with many of the cars touching 140 km/h on the gravel highway. Murray said later, "The section was child's play compared with what we had before. The car gave me no trouble. The road was right. We averaged over 54 mph (87 km/h) for the trip. It was just like a speedway."

The scheduled arrival time for Ceduna was 9:55pm on Monday, but it was such a fast, easy leg that the first bunch of cars began arriving two and a half hours early. Further heavy showers through the day didn't slow the cars much. Teams were pushing their cars hard and fast to build up time for maintenance or repairs in local garages before checking in to Ceduna control.

Laurie Whitehead's Volkswagen #90 held its lead in the trial by averaging 93 km/h the whole way, arriving in Ceduna over three hours early without any loss of points. "We had a good run," he said, "but there



were a couple of rough patches. Our chief trouble now is fatigue. I had to try to wake Bob Foreman, my co-driver, three times before he would relieve me during the trip. We started driving six and eight-hour stretches each, but now are down to two hours and having trouble staying awake. I drove for five hours over the last stretch into Ceduna."

The teams had a 10-hour sleep break in Ceduna, then left for the 820 km run into Adelaide at 8:00am the following morning. The run was fast and easy along much better roads, with only a refuelling stop at Iron Knob and a shunting goods train delay at Port Augusta to slow the cars. Groups of locals stood and waved at the roadside as Adelaide came closer, and workmen threw their picks in the air and yelled for the cars to go faster. Some locals gathered at intersections and blocked off side streets with logs to stop cars going the wrong way.

12 hours had been scheduled for the run, but the first car into Adelaide, a Vanguard, was running three hours early when it drove into a 'gay and noisy' welcome in the city. Following cars were equally quick, and they drove through the welcoming crowds to the Adelaide control at Norwood Oval. Adelaide was another major rest break, but the officials had decided to reduce it from 24 to 20 hours. Most of the crews were so tired they could not sleep properly and were suffering from headaches, sore backs and bleary eyes.

Since Perth, a Morris Minor had withdrawn from the trial at Kalgoorlie, 3 more cars had withdrawn at Norseman and 1 more at Adelaide, so there were now 69 cars left. All six remaining Volkswagens were going strong. Laurie Whitehead's Volkswagen #90 was still leading, with 16 points lost, and Eddie Perkins' Volkswagen #2 was second, with 27 points lost.



Leading car at Adelaide was the Volkswagen entered by Regent Motors Pty. Ltd. Driver Laurie Whitehead looks anx-

iously at the camera whilst navigator and co-driver, Bob Foreman, relaxes on the passenger's seat.



Eddie Perkins of Cowangie, Victoria, studies his route instructions. At Adelaide his car, a Volkswagen, was in second place with the loss of only 27 points.

Neither of the leading VWs had lost any points since Mt Isa! Jack Murray's Ford V8 was still third, but he had lost 5 points since Perth and was now 41 points down. Malcolm Brooks' Vanguard was fourth (45 points), followed by a Holden, Ford Customline, Holden, Peugeot, Holden, Morris Oxford, and Ron Fraser's Volkswagen #99 in 11th (258 points). The other three Volkswagens were on 510 points (#48, John Hall); 715 points (#54, Bob Young); and 1,004 points (#58, Mrs Charlotte Hayes).

As the teams rested in Adelaide, the Redex clerk of the course Bill Nunn said that some of the cars could be disqualified when they reached the finish in Sydney, due to them fitting non-standard parts to their cars. He said he had received several reports of cars starting the Trial with specially made parts, or replacing broken standard parts with stronger 'heavy-duty' parts.

"I have asked scrutineers to check all these stories when all the cars return to Sydney," he said. "An expert on each make of car will be present to advise whether parts are standard or not. If any parts are not standard, that competitor will be out. The rules clearly state that any competitor who uses a non-standard part will be excluded from the trial. He will have been around Australia for nothing."

He said many cars could expect to be heavily penalised for broken or replaced parts after the finish. Nearly all of the big cars had replaced their springs since the Trial began, including one Vanguard that was known to have replaced both back springs, the differential, cylinder head gasket and radiator. No cars had been penalised for parts replacement since the first scrutineering blitz in Cairns; yet some penalties for exhaust damage or repair had since been refunded.

It was clear that so much checking would have to be done, so many points added or removed, and so many protests and appeals heard, that the full result of the Trial would probably not be known for weeks after the finish in Sydney, in a few days' time. In the meantime, the starting order of the cars from each checkpoint would continue to be rotated, meaning that

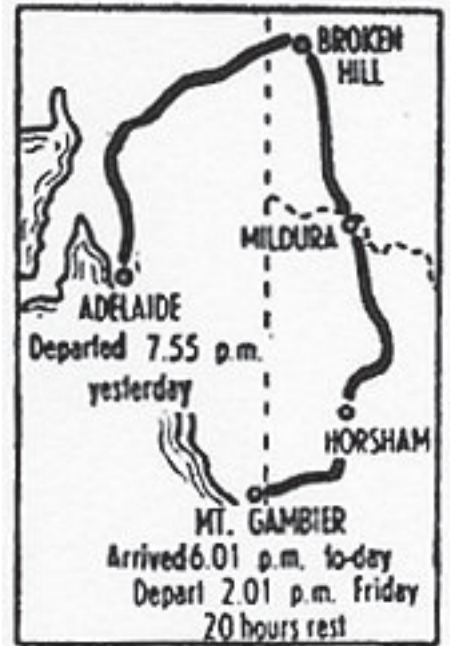
the leading cars on the road were not the Trial leaders.

The crews used the Adelaide break to get as much rest as possible. Most of them stayed in their cots, set up in the Norwood Football Club rooms, until just before departure. Once again, the cars got a boisterous farewell when they left the Adelaide control at Norwood Oval, from 9:20pm on

Tuesday. The scheduled departure time was 7:55pm, but the organisers allowed an additional 75 minutes for mechanical repairs before departure. A crowd of 12,000 turned up to see the remaining 69 cars off, and many thousands more jammed the streets and cheered competitors on their way. Trial leader Laurie Whitehead departed at 10:37 pm, in the middle of the field, followed by Eddie Perkins' VW at 10:39.

The next leg was 510 km of gravel and clay roads to Broken Hill, which were described as 'reasonably good', but had been made slick by recent rain. Once past Peterborough, there were some slippery patches near the NSW border, which cars encountered at over 100 km/h and caused some hair-raising moments as they slid from side to side in the darkness. Some cars spun off into the paddocks beside the road, and most had to stop periodically to clean mud from the headlights and windscreen. However there were no serious incidents and all cars made it to the Broken Hill control shortly after dawn.

The cars then headed south on the 885 km leg to Mildura, Horsham and the next major stop at Mount Gambier. This section was much worse, as the recent rain had turned the dirt highway into a sea of mud and slosh. A group of 100 locals had gathered just south of Broken Hill, where the bitumen road ended, to watch the cars tackle the start of the mud.



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It proved to be one of the trickiest sections of the whole Trial. In firmer sections, the road was so slippery that cars travelled in a series of tail-wagging slides. In softer sections, the mud was cut into circular patterns where earlier cars had spun around. Competitors tried to churn their way through, but some slid into deeper mud at the road's edges, getting bogged to the axles. Unlucky crews had to push or winch their cars out of the shin-deep mud. Car jacks sank into the mud, and fence posts had to be 'borrowed' to lever or support the cars out of the mire. A Peugeot driver had his exhaust torn off by mud accumulating under the floor, while a Ford Customline driver's shoes got stuck in the mud as he pushed. He stepped out of them, and then could not find them even after groping in the mud for several minutes.

A Humber Super Snipe came over a crest at 100 km/h and found a beer truck bogged in front of them near a culvert. They swerved and safely slid 20 metres off the road into a paddock, but mud jammed their starter motor and they could not restart. The only solution was to unload all 12 tonnes of beer barrels from the truck, un-bog it, and use it to tow the Humber back onto the road. They then reloaded the truck, took their starter apart, cleaned and replaced it, and were on their way again after two hours. "The truck driver would not even let us broach a barrel," the Humber crew later reported sadly.



That evening Laurie Whitehead's Volkswagen #90 arrived in Mt Gambier on time and without any further loss of points. He was still on only 16 points. He denied an earlier report that his motor was causing him concern. "She's running like clockwork," he said after checking in. "We had our little problems through the mud, but we handled them all right." He added that, despite the growing opinion of other competitors, he refused to believe that he had the first prize within his grasp yet. "I wouldn't back myself with bad money at this stage," he said.

Eddie Perkins' Volkswagen #2 also arrived in Mt Gambier on time and without any loss of points, and was still placed second on 27 points. The two leading Volkswagens had handled the mud with aplomb, and



The radio stations gave excellent coverage of the Trial. Here John Firman of the A.B.C. interviews Laurie Whitehead.

were so close together they seemed like twins.

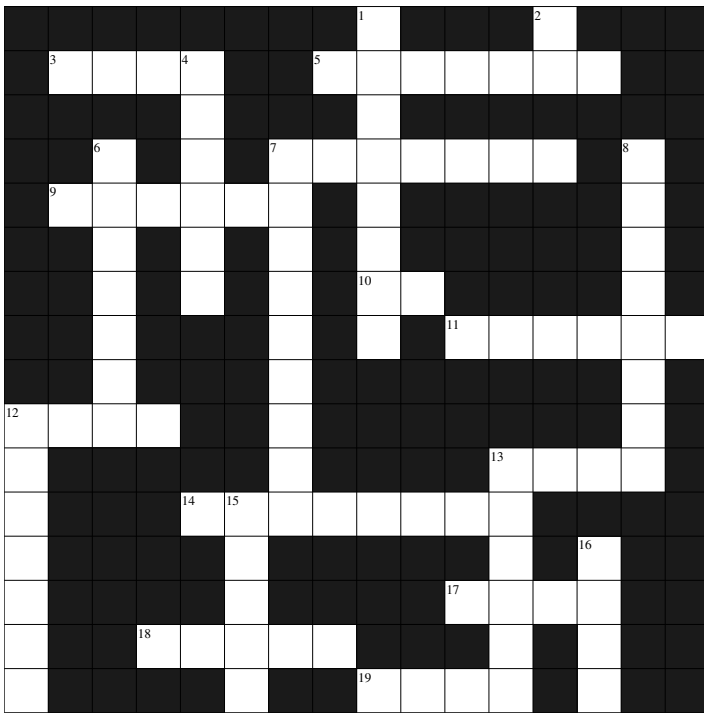
'Gelignite' Jack Murray of Bondi was still a favourite with the press. His '48 Ford V8 had been third at Perth and Adelaide, and he was still a popular choice to win the Trial. However he got bogged twice between Broken Hill and Mildura, and lost 15 points when he checked in late at control. He slipped to 5th. Malcolm Brooks' Vanguard #60 was now third, on 45 points, equal with Sam Hecker's Holden #136 on 45 points also. Murray was now fifth on 56 points, followed by the same Ford Customline, Holden, Peugeot, Holden, Morris Oxford, and Volkswagen (#99, Ron Fraser, 259 points) as Adelaide.

A Fiat 1100 had withdrawn from the Trial at Mildura, and a Consul and Vanguard at Horsham, so there were now just 66 cars left at Mt Gambier. The six Volkswagens were all still going, with the lower three on 510 points (#48, John Hall), 715 points (#54, Bob Young) and 1,125 points (#58, Mrs Charlotte Hayes).

Mt Gambier would be the second-last major rest stop of the trial, 20 hours, from 6:00pm Thursday until 2:00pm the following day. After that, the drivers faced an easy 460 km run via Warrnambool, Colac and Geelong into Melbourne, then a last 16-hour rest, then the final leg and home stretch to Canberra, Wollongong and the finish in Sydney. The end was in sight, but there were a lot more dramas to be played out yet.

By Phil Matthews

Continued next month...



Club Veedub Crossword.

Across:

- 3. Consumed in large quantities at Oktoberfest
- 5. Who you should see to get a metal Club VW badge
- 7. A Volkswagen that turns into a barber shop
- 9. The town in Russia with a VW factory
- 10. The best stand at the 2008 Sydney Motor Show
- 11. The VW Shootout is held at the Michael ... ? Centre
- 12. The Collectors Edition is a special vesion of this VW
- 13. The high efficiency VW is the ... Motion?
- 14. KW Suspensions can modify this VW
- 17. The organisers of the Australia Day Motorfest
- 18. Sponsors of the 1955 reliability trial
- 19. You will save this if you read Joe's tips

Down:

- 1. Where you might find VW-powered spit roasts
- 2. The US state where a VW factory is going to be built
- 4. VW's new 1-tonne pickup truck
- 6. Where the VW Winter Break will be held
- 7. The VW being made into a UK police car
- 8. The suburb where we are 10-pin bowling next month
- 12. The UK council that just bought 320 VWs
- 13. Where the Southern Highlands Motorfest was held
- 15. The latest edition to the Sportline VW van range
- 16. The best watercooled VW at Octoberfest was owned by John ..?

Ask Herr Doktor.

Dear Doktor,

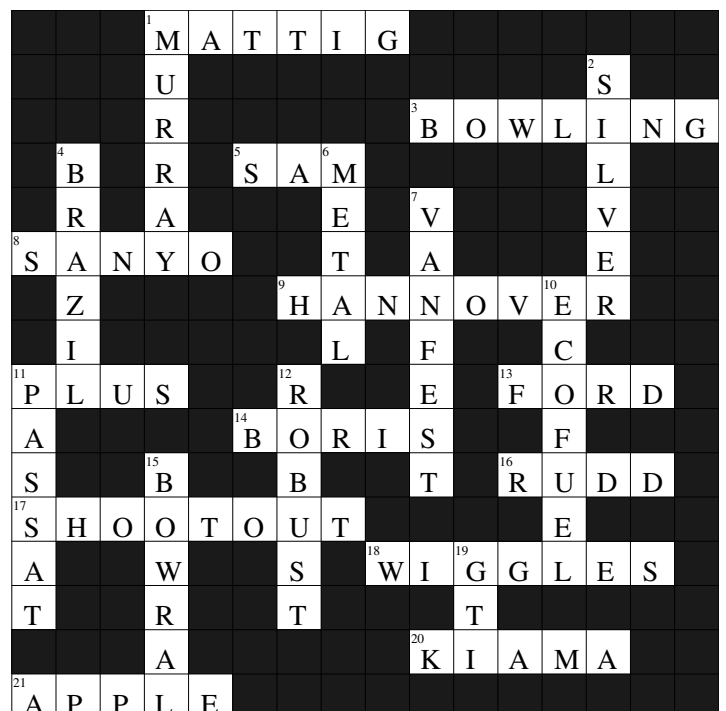
In the 10 years that I've owned a Kombi I've never been able to work out how to do a basic tune-up

(i.e. set the points timing). They reckon it's easy. Call me dumb, but I've read the books and they don't seem to make sense to me. Can you tell me how to keep my old bay window Kombi going?

Krumbling Kombi

A proper tune-up involves a number of steps - valve adjustment, points service and adjustment, ignition timing, air and fuel filters, carburettor tuning, oil change etc etc. Due to space constraints, I'll just stick to setting the points here. Basically, the points are just a mechanical switch that mostly stay closed. A little cam on the distributor shaft, under the rotor, opens the switch and closes it again, four times in one revolution of the shaft. You have to adjust the 'open' position to a maximum gap size, which for your Kombi is 0.4 mm. To set it, turn your motor over by hand until the little cam is opening the points to their maximum - when the cam follower is sitting on the highest point of the cam lobe. Use a feeler gauge to check the existing points gap. If it is not correct, slightly loosen the securing screw, and move the bottom points plate to change the gap, then retighten and check again. If your old points are slightly pitted or mounded they can be carefully filed flat and re-used, but it is better to fit new ones. Make sure they are clean. Once your points are set, you should lube the distributor shaft and felt. Then you should set your ignition timing. For these and other procedures, follow the instructions in your workshop manual. The Haynes manual is very good and easy to follow. Otherwise, bring your VW to a club event and ask one of the experienced members to show you how it's done. If in any doubt, have your Kombi serviced at a good VW workshop.

Last month's crossword.





If Ted Kennedy drove a Volkswagen, he'd be President today.

It floats.

The way our body is built, we'd be surprised if it didn't.

The sheet of flat steel that goes underneath every Volkswagen keeps out water, as well as dirt and salt and other nasty things that can eat away at the underside of a car. So it's watertight at the bottom.

And everybody knows it's easier to shut the door on a Volkswagen after you've rolled down the window a little.

That proves it's practically airtight on top.

If it was a boat, we could call it the Water Bug.

But it's not a boat, it's a car.

And, like Mary Jo Kopechne,

it's only 99 and 44/100 percent pure.

So it won't stay afloat forever. Just long enough.

Poor Teddy.

If he'd been smart enough to buy a Volkswagen, he never would have gotten into hot water.



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