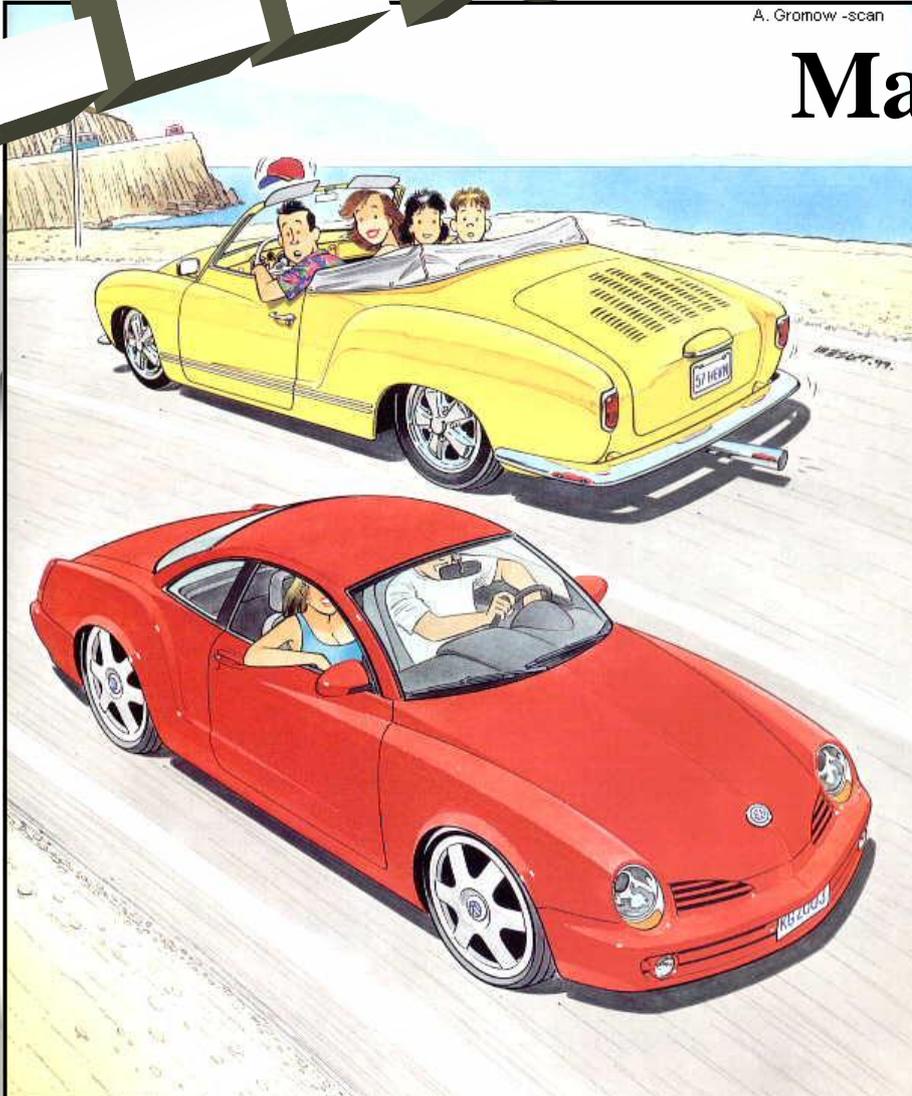


ZETTSCHEIT

A. Gromow -scan

May 2005



IN THIS ISSUE:

VW New Beetle An Owner's Response

Around the world in 80 days

Tech tip from Liegh

Club Members cars

Toy Department

and much more



**A CLUB VEEDUB SYDNEY PUBLICA-
TION**

Proudly a member of the Council of Motor Clubs



Club VeeDub - The Legend Never Dies

CLUB VEEDUB SYDNEY Committee 2004 – 2005

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Public Officer:	Bob Hickman (02) 4655 5566
Vice President:	Leigh Harris (02) 9533 3192
Secretary:	Bob Hickman (02) 4655 5566
Assistant Secretary:	Andrew Rankin (02) 4733 2848
Treasurer:	Martin Fox 0411 331121
Editor & Webmaster:	Steve Carter 0413 811 186
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Video Librarian:	John Vellis (02) 97300248
Tool Librarian:	Bob Hickman (02) 4655 5566
Merchandising:	Raymond Rosch 0408 207 228
Trivia Pro & Quiz Masters:	Phil Matthews (02) 9773 3970 Simon Matthews
Raffle Officer	Christine Eaton (02) 9520 4914
Vintage Registrar:	Peter Macqueen 0419-016-392
General Committee:	Frank Watkins (02) 4626 1132
Belinda Godfrey	Ray Pleydon
Shirley Pleydon	Joe Buttigieg
David Johnston	Danny McFaddyn
Carl Moll	Michael Said
VW Nationals Coordinators:	David Birchall (02) 9534 4895 Bob Hickman (02) 4655 5566

Please have respect for the committee members and their

Club E-mail

President:	david@clubvw.org.au
Vice President:	leigh@clubvw.org.au
Editor:	info@clubvw.org.au
Vintage Registrar:	pmacqueen-ad@pnc.com.au
Secretary:	hicko@idx.com.au
Treasurer:	fox300_2000@yahoo.co.uk
Merchandising:	sales@clubvw.org.au
VW Nationals info	david@clubvw.org.au

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Wurth Fasteners

Monthly Club meetings are held at Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the third Thursday each month at 7:30 PM. All members and visitors are most welcome.
All mail should be addressed via the Secretary,
c/- 14 Willoughby Cct Grassmere NSW 2570
Zeitschrift is produced monthly by Club VeeDub Sydney. Classified ads are free to members, send your add to the above address or send an email to the

editor. We welcome all letters and contributions, which will be published if name and address is supplied. Views expressed in Zeitschrift are those of the writers and do not necessarily represent those of Club VeeDub Sydney. Articles may be reproduced with an acknowledgment to Zeitschrift. Club VeeDub Sydney, its members nor its contributors to Zeitschrift can be held liable for consequences arising from information printed in the magazine. Back issues are available from the Secretary.

Kira's Kangaroo Cruise

Sunday 19 June 2005

8:30 Depart Uncle Leos at The Cross Roads and make our way up to Mt Kiera and take in the views and some morning tea if you're feeling peckish.

Wind our way back down the mountain through the picturesque country side and have our second stop at Kiama.

Leave Kiama for lunch at the Berry bowling club and to take in some of the local sites.

Make our way through Berry and wind our way to Kangaroo Valley for another stop. Then home via Mittagong. Raymond (sales@clubvw.org.au)

A reminder from the Vintage Registrar

Just a short but very important reminder members! If you have a vehicle on HCRS / Historic plates, you must inform me of **all** your vehicles movements for the following reasons:

- The RTA requires that the Club run a day book registering all "H" plated vehicles movements.
- You have agreed to abide with Club VeeDubs requirements on this subject.
- Should you have an incident involving your "H" plated vehicle and you have not informed the Clubs Vintage Registrar, your insurance could be null and void.
- Should the RTA wish to inspect the clubs day book, and can prove that it is not current, or that certain club members are abusing the privilege of the HCRS system, the club can and will be held in breach of the RTA HCRS regulations, and could if they wished, revoke all "H" plates associated with Club VeeDub.

Note: All events listed within Zeitschrift are sanctioned by the club's committee **BUT you are still required to notify me of the vehicles movements.**

All I ask members, is that you keep me informed of when you are going out to enjoy your Volkswagen. You can do this by contacting me on 0419-016-392, or e-mail, pmacqueen-ad@pnc.com.au

So enjoy your Volkswagen, I know I do. Peter Macqueen, Vintage Registrar

Sunday May 22nd:- VW Nationals 2005 Drag Racing ITS ON Western Sydney International Raceway (WSID)

Well after much discussion, its been negotiated with John Baremans who is the manager of Drag Combat, to host our VW Nationals 2005 Drag racing event.

It will be on Sunday May 22nd at Western Sydney International Dragway

The VW Nationals is open to all Volkswagens, both air and water cooled, as long as the vehicle is a member of the Volkswagen Audi Group, and will cater for both Street and competition (ANDRA) vehicles.

There will be separate races run on the same day, consisting of 2 Brackets - Fastest 8 VWs, and All Volkswagens.

Note: Entrants are also welcome to run in the Drag Combat event if they choose providing they meet the criteria of entry. Entry forms and further info available from www.dragcombat.com

Please note that you can only entry one class.

Drag Combat caters for all makes and models of 4 cylinder and rotary-powered vehicles, includes a car show and shine, dealer trade shops and car club displays. It runs to ANDRA Sport Compact rules and classes.

Entry :- Car and Driver \$55.00

Spectator \$25.00

Please contact me directly for VW Nationals Entry Form.

Pre Entry is a MUST

David Birchall
Club Vee Dub Sydney Inc

Work 02-8304-4109

Club 02-9534-4825

Mob 0415-957-030

Email david@clubvw.org.au



Racing requirements will be as with an ANDRA sanctioned meeting, so current safety requirements must be adhered to.

Grudge, Bracket & King of the Hill.

The Gene Berg Trophy for the fastest street registered VW will be awarded.

Bracket racing is a test of skill, anticipation and consistency, not how powerful your car is.

BBQ

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Invites all clubs and volkswagen drivers to BBQ & swap meet day

Date: Sunday the 29 of may 2005

All vw's welcome

- swap meet
- bbq
- hot food & cold drink
- 12 % off all empi, west coast metric, flat 4 parts & more to win at the day from cvd !!
- catch up with your volkswagen friends

ENQUIRIES CALL GEORGE
9638 4200.or 0412434762
info@classicveedub.com.au





Combined Club run



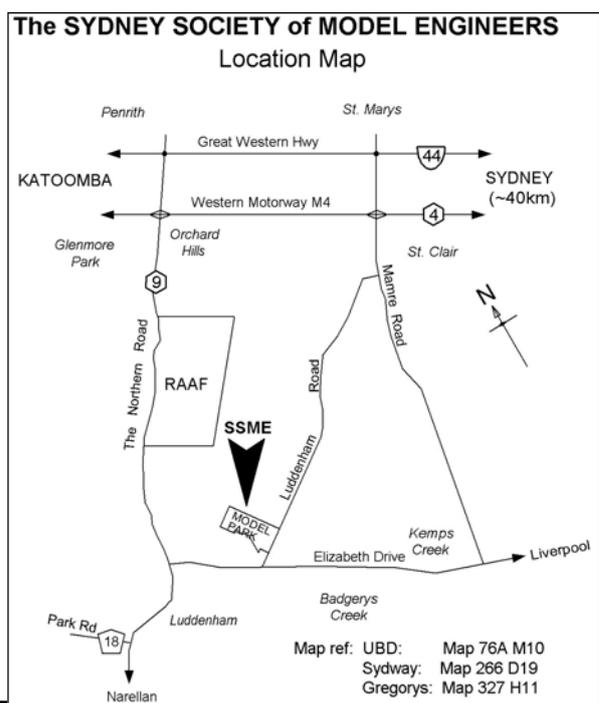
The Flat 4 Vee-Dub Club would like to extend an invitation to Club Vee-Dub members to have a combined social run to the Sydney Model farm, Luddenham. It is planned that this event would be held on Sunday the 26th of June, with us meeting at the site of the old Liverpool Swimming Pool, Memorial Avenue Liverpool at 9:00 for a 9:30 departure and leisurely drive to Luddenham. The Sydney Society of Model Engineers, Model Farm is located at 869 Luddenham Rd, Luddenham NSW 2745, refer map.

Entry is \$10 per car with the gates opening at 10:00 am, there are the following features at the park:

- LIVE STEAM RAILWAY. There are 2 tracks: a 2½"/3½"/5" elevated track and a 5"/7¼" ground level track.
- GARDEN railway. 45mm gauge.
- HO GAUGE RAILWAY.
- CONTROL LINE AIRCRAFT.
- RADIO CONTROLLED AIRCRAFT.
- QUARTER SCALE CARS. These cars use petrol motors and achieve quite high speeds during racing.
- TETHER CARS. Cars with model aircraft type engines which run on a wire cable on a circular track and reach speeds of up to 300kmph!
- SLOT CARS.
- BOAT POND (well a dam actually). Scale boats, yachts etc as well as speed boats use the pond.
- CLUB HOUSE. A display of models, with a stationary steam section, canteen and gift shop.

If it is raining on the day then we would propose to reschedule to another time.

A Bar-B-Q lunch is planned, our normal practice is to have a \$5:00 per head fee for a sausage sizzle and salad, we would need to know approximate numbers for catering purposes.



VW Winter Break

26 — 29 August 2005

Sawtell Beach Caravan Park
Lyons Road, Sawtell

02 6653 1379



Plenty of cabins & camping spaces, you make the booking on above phone number directly with the caravan park.

Caravan park is walking distance from town centre.

Car display on Village Green.

Beach driving.

Swap Meet.

Local drive scenic drives.

Coffs Markets

Big Banana

Catch up with your VW friends in a relaxed atmosphere.

Participate in activities or just veg out.

Sawtell is on the Mid North Coast, just south of Coffs Harbour.

All VW clubs are invited to attend.

Booking Code: ClubVeeDub -

Toll Free number for the park 1800729835

and the web address www.sawtellbeachcaravanpark.com.au

More info soon.....

Organised by local members of Club VeeDub Sydney

Presidents Report

Well it was another great year, and I am glad about that. Thanks to everyone who lent a hand during the show, especially new members who came along and ask what they could do to help out on the day.

Thanks to all our sponsors on the day, without whom there would be no show. We had a major disappointment with the Drags this year, but we now have a date set to run the event on Sunday May 22nd. Look for details in this issue, and come along and have a great day racing or looking. If you would like to have a run please come out to WSID, its only \$55.00 to race

The show gets bigger each year, with a record number of Kombis entered. The car show standard is always increasing. Special thanks to our car show judges, their job is thankless, but it's a great way to see every car in the show, and thanks to the Clubs who supplied these people. The extra under cover area allowed all of the swappers to be out of the weather (not that you needed cover as it was a beautiful sunny day). Our raffle was well patronised this year, with heaps of great prizes.

Once again thanks to all members who helped on the night before and during the show day, its great to see so many helpers.

Don't forget to support our show sponsors this year, there all listed on the back page of each month's magazine. These people help us out, so if your looking for something for your car go along and see them.

Précis of Committee and General meetings: - VW Nats, Raffle prize for Nats, VW Nats jobs, Berry show day, NRMA display Day, VW Nats drag day.

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

KeeponKruzin



May

Thursday 5th:- Magazine cut-off date for articles, letters and 4-sales for January.

Thursday 12th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right 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, films, trivia, and plenty of prizes. **Lots of fun, all welcome. 8:00pm.**

Sunday 22nd:- VW Nationals Drag Racing, rescheduled from Easter. See page 4 for more info.

Sunday 29th:- BBQ at Classic VeeDub, see page 5 for more info.

June

Thursday 2nd:- Magazine cut-off date for articles, letters and 4-sales for January.

Sunday 5th:- The Shoalhaven Motor Expo, Nowra Showground. In aid of Shoalhaven Bashers, Doin it for the Kids Doin it for the Kids

There are 13 Local Cars involved in this years All money raised from this event will go towards sponsorship for 13 local cars to participate in the Variety Club Bash for 2005, which raises money for Disabled and Disadvantaged Children's Charity.

If you would like to be a part of the Shoalhaven Motor expo for 2005 or you have any enquiries please contact Bruce Murphy on 0408 645 485 or Noel Kennedy 0429 018 888.

Note: No alcohol allowed. No Dogs allowed.

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

Thursday 16th:- CLUB VW MONTHLY

Club VeeDub - The Legend Never Dies

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, films, trivia, and plenty of prizes. **Lots of fun, all welcome. 8:00pm.**

Sunday 19th:- Kira's Kangaroo Cruise 2005. See page 3 for more info.

July

Thursday 7th:- Magazine cut-off date for articles, letters and 4-sales for January.

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

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

August

VW Winter Break at Sawtell 26th –30th. See page 4 for more info

Shannons Eastern Creek Classic. 27th & 28th

September:

24th and 25th German Auto fest in Canberra

November:

Sunday 6th:- Flat Four Shootout at Liverpool. Details to be announced.

For Sales & Wanted

Classifieds are free to Club VeeDub Sydney members and \$10.00 for non club members. Ads will appear for two months, longer if requested.

In addition to appearing in the club magazine all ads will be appear on our club

website www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. Photos for ads can be posted to or emailed to webmaster@clubvw.org.au

PLEASE NOTE: All classifieds will first appear in our club magazine to give our club members first chance to see them. They will be transferred to the club website on the 3rd Thursday of the month. Non members can post a cheque or money order for \$10.00 to: Club VeeDub Sydney c\ 14 Willoughby Cct Grassmere NSW 2570.

For Sale:- 1968 1500 Beetle, white, full import, no rust, country car, low mileage, hotwire mags, extractors, needs TLC, rego until June. \$1,800. ono Call Margaret on 02 9521 8976 or 0415 106 312

Wanted:- 1990, or 91 T3 Transporter Kombi manual 2 wheel drive, VW serviced, not blue in colour, not camper Contact Glenn in Murwillumbah 02-6672-3791

Wanted:- T3 Transporter water-cooled glovebox owners operations manual. Contact Glenn in Murwillumbah 02-6672-3791

For Sale: 1972 1300 deluxe (known as Freddy) 2nd female owner since new, excellent straight body in original mustard yellow, never been in an accident! Brand new clutch, and brake pads. Extensive re-upholstering in original style. Only modification, Sony 10 stacker CD player and 2 6x9 Sony explode speakers with remote; original stereo will come with sale. Excellent mechanical condition, suit daily driver or restoration enthusiast; virtually no oil consumption. Completely road worthy and Rego until 08/05. Bargain at \$3,800 ono. Car located in South-east Melbourne, call Lexie on 0402 947 014 or lexie.denby@team.telstra.com

For Sale:- 1959 VW Volkswagen Beetle in extremely good mechanical order seeking VW enthusiast. Well cared for by same owner for 43 years - no rust. Two engines and four mudguards and bonnet sprayed to same colour as car. Registered until May, 2005. Inspection invited - Hunter Valley, NSW. Cost \$3,000 ono. Phone: 02 4938 8103 or email:

Trade and services
directory

rapson@coscom.net

For Sale:- 2 Litre Auto Kombi, 1975 model in excellent condition. Brand new Pioneer head deck, new front seats, new sports steering wheel, rego till late Aug. 8 seater or 5 plus bed for only \$4900. We have 5 cars and only 4 people, 1 car must go. Phone Glen on 0412 208 426

For Sale:- Kombi Extras: Berg quick shift gear lever \$220, Koni shocks near new \$450, wide wheels 7" & 8" with new tyres \$700, will consider offers, please contact Rod on 03 6424 4328 parts located in Tasmania



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For Sale:- VW Jetta 1986. 1st Prize winner at VW Nationals 2005! Golf Mk 1, 2 and 3 Standard Section. 166000kms, 4 door sedan, white, 1.8L Carby, auto, air steer. Excellent Condition with GTI lights and Big Bumpers. Very Straight Car, drives beautifully. reluctant sale. \$4500neg UNS877 0423 051737 Sydney

For Sale:- Audi 1.9L SD GTI Engine. Great Condition 160000kms complete with wiring, fuel injection system and computer. From an 1990 Audi 80, will fit Golf, Audi, Passat etc. \$1000 neg 0423 051 737 Sydney

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Or (02) 9727 2057
Fax: (02) 9723 5250

2A LACKEY STREET FAIRFIELD 2165

For Sale:- Heaps of Mk1 Golf Parts for Sale, due to Shed clearout. Call with requests, seats, engines, GTI bits, panels, loads of stuff. Cheap Cheap. 0423 051737 Matthew

For Sale:- 1971 super bug 2 door sedan. Description: exterior colour - cherry red colour, interior cherry red/grey Cd player, modified to a 1.7, sports wheel base, Porsche 911 wheels, Unleaded, Remote Immobiliser, Garaged, Service history (always serviced at vintage VeeDub supplies) ODO reading 14384 miles, REGO Until September 2005. Price :\$7500 Contact details: Stefany Machain mobile : 0411 747 827 or email : amachain@optusnet.com.au



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- Free windscreen one per year without excess.
- Personal belongings and tools up to the value of \$400 - Subject to excess.

Ring Shannons for a free quote today! Phone 1300 139 006

For Sale: 1975 VW Superbug (December 1975) 88,000 original kilometres. Registration till December 2005. Previous lady owner owned for 29 years. This car is in immaculate original condition without any modification. Yellow

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colour, unmarked original trim, new complete clutch kit, new inlet manifold, new muffler, new front German struts. Asking \$8,500 can be viewed at Kellyville, Phone 0405 385 063 or shivaratnam1@gmail.com.

For Sale:- 1960 Beetle, 36hp engine. Unregistered and garaged for last 15 years after accident, requires restoration. Black with white flash. Damage to front left side, requires panel work to inner guard. Complete car with spare engine & gearbox. Has been in family since new and would like to find enthusiast willing to restore. \$900. Call on Mel 0425 207 682

For Sale:- Audi A3 Turbo, 2005 Nationals trophy winner, only done 55,000 kms, immaculate condition. Alarm, Cruise Control, Remote Central Locking, Climate Control, etc. See photos on the Nationals web site and details on my web page at; <http://members.ozemail.com.au/~pjlander/carsales.htm> Email plander@optusnet.com.au or call. Phill (02) 9774 3298

For Sale:- 1965 VW Beetle, In very good condition and runs well, Pearl White Exterior. Tan brown interior, new carpets. 1500cc Single Port engine. Drums all round with overhauled brake lines. Excellent base for restoration or a daily driver. Very good example for its age. Previously on vintage plates. Asking \$4600 Negotiable. (VW-065, plates included for the right offer) Call Hany on 0412 080 864 or email to saleeb@bigpond.com

For sale:- 1975 Volkswagen Passat Station Wagon, good original interior, second owner. Resprayed in 2 pack Yellow. Good tyres, 15` Mag Wheels ,Lowered Springs and Shocks all round. Manual, Audi SD 1.9L Motor, Tinted Windows, Pioneer Stereo, Central Locking. Front brake discs recently replaced. Excellent condition 12 Months Rego. Great for a first car or VW enthusiast. Asking \$3500. Contact Darren 0404491316 or 0297266809.

For sale 1971 single cab Kombi, clean straight body, very original and in good running condition. \$3500 neg. Ph James 0401 077309. To view in Canberra. Email me at james.hope@countryenergy.com.au for detailed

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New location, 19 Hobart Street Riverstone NSW 2765

Wanted

Your add in this space.

The cost for 11 months is \$110,
this does not include the annual

VW Nationals program.

Contact Steve on (02) 9153 6782

Trade and services directory

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VW

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John Walker Lic No. 100

electronic photographs.

For Sale:- 1960 Beetle, complete from bumper to bumper. Chassis # 3121102 Engine # 534906 1200cc= 40hp. Faded Light Blue colour with some sunburn to roof. Very solid NSW country vehicle, last registered 1993. Very solid & original, no rust in pan, floor or heater channels. Very little work to get re-registered. Asking \$1,750 ono. Vehicle available mid May. E-mail photo's available. Ph; Peter 0419-016-392.

For Sale:- Rare Australian 1963 T2 Single cab high top ute, no motor, no cabin seats otherwise complete. Extremely good project vehicle. Chassis # 1098271 available now asking \$4,500. E-mail photo's available Ph: Peter 0419-016-392

For Sale:- My beloved Splitty bus. 1966 Ex Australian Army Microbus, registered on "H" plates. Fresh 1600cc single port with less than 2000km since being built. Unique vehicle lost of history. Mechanically perfect, needs finishing to panel and paint, and headlining. Can provide missing middle seat if required. Asking \$9,000 ono. E-mail photo's available. Ph: Peter 0419-016-392

For Sale:- VW Superbug Convertible, recently reupholstered, new paint, Fuchs alloys, flared guards, runs well and registered until Dec05, rarely driven in excellent all round condition asking \$5,000.00 ONO please contact Darron Blake on 02 9636 2956

For Sale:- 2000 Volkswagen Polo A03 16V. First Registered May 2001, 51,100kms, 1 lady owner Registered to May 2006. Reg No: AKH93S

- 4 Speed Automatic
- 15in Alloy Wheels
- Adjustable Steering Column
- Airbags – Driver & Passenger
- Air Conditioning
- Body Colour Bumpers
- CD Player
- Central Locking
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- Power Steering

Trade and services directory



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Reason for selling:- no longer needed as just
completed total restoration on VW Beetle
Cabriolet Phone: Chris on 0409 659 118

**For Sale:- Modified Type 1 Beetle
transmission**, single side plate from a 1976
Beetle (3.88 final drive ratio) with Albins ratio
gears, 3.55 1st (taller), 2.00 2nd (taller), 1.30 3rd
(lower) and 4th is also an Albins gear but is the
standard .93 ratio, Quaife LSD with upgraded
output shafts that use Kombi CVs. Built by a
very reputable VW transmission specialist.
\$4,000 ono Call Steve on 0413 8111 86 or
webmaster@clubvw.org.au

For sale:- 1974 IRS Beetle gearbox. Used but
shifts well. \$250.00 ono Call Steve on 0413
8111 86 or email webmaster@clubvw.org.au

For Sale:- 1967 Beetle 1300 Deluxe, low miles,
matching numbers, original log books. Rescued
from an unfinished restoration a few years ago.
No rust, pan is excellent. Body is good, needs a
respray and small panel work on wings. In
undercoat, original colour was Zenith Blue. Car
is complete, but partly dismantled (interior,
lights, bumpers removed. Was running up to 6
months ago. Starter motor is stuck. All parts to
complete the car are included.

I also have a **1966 1300 Deluxe** (no engine). Pan
is restored and complete, brand new suspension,
reco box, steering, new brakes, lines. Brand new
starter. Body is off pan (rusty in usual spots) but
can be saved. Make one great car out of these
two?

I have a shed full of other bits and pieces,
including a perfect rear seat, VW radio,
bumpers, doors, lids, wings, wheels, lights, 009,
books etc. Selling due to ill health and lack of
time/space to complete project. Price negotiable
depending on what you want. Located in Hunter
Valley NSW. Phone Michael 02 4992 2414 or
mrmercury@bigpond.com

For Sale:- 1974 'L Bug' Super Beetle. Partly

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restored. Rust cut out of chassis, only three small sections of rust to cut out alongside rear window and in box under bonnet toward dash. Garaged 2 years on wheels. 1600 motor and gearbox out of car, interior stripped. Many assorted panels and mechanicals with vehicle. best offer. Call Tony 9757 3743, or on mobile 040 2560054.

For Sale: - 1970 1500 Beetle - RED, Mechanically A1, needs minor body work, only 2 owners, serviced regularly, Mag Wheels, New CD Player, Original Books, some spare parts included, Rego 02/05, regretful sale. \$2500 negotiable contact Donna 0416 228 343

For Sale:- 1993 VW Golf Cabriolet, Automatic, Low mileage for year at 110Ks, \$11,750. Pioneer CD, Central Locking, Immobilizer, electric roof, alloys, Perfect roof Recent major service inc timing belt, Beautiful car 1 years rego and tax. No money to spend ASV 86X . Contact Richard Martin, Work 9354 4070, Home 9871 1561, Mobile 0401990671

For Sale:- Original 1961 VW in excellent condition only modification is the conversion to 12 volts. Three owners, garaged most of its life, no rust! Misty Grey colour, new head and door liners put in recently. Registered until May 2005. Rego is VW480 (NSW) located in Inner west. Runs well, forced sale. \$5,500. Contact Charles on 0413 171785 or business 02-9319 0677. Email: charles@conrads.com.au

For Sale:- VW Beetle 1972, made 1 June 1972, Yellow, good tyres, CD player, 23,000 miles on the clock, registered till June 2005, best condition for age, \$2550. or best offer. Contact Albert 9498-6732

For Sale:- New Autolinea aluminium Type 1 case. Brand new still in box. \$750. Phone Rudi on 0418 442953.

For sale:- 1956 oval window beetle. Top Pre 57 VW Nationals 1990-91. 1650cc motor 36mm Dellortos, tuned extractors, port and polish, cam. 4 wheel discs (new discs and pads). Adjustable Ball joint front end (new adjusters, shocks), 15"x6" V4 Simons Wheels (with fairly new rubber), space saver spare. Fresh swing

Axle Gear Box, Short Shift Kit, Custom Interior Trim (Cobra), Alloy 4 point Roll Cage, White 2 pak Paint (Nissan Classic White) Detailed undercarriage, Freshly built Spare 1600cc Motor -Twin Kadrons (inc. exhaust) Sacrificed at this price, must sell. \$8500 ONO Phone 0401 357 143

For Sale:- 1972 Beetle. Good Original condition. Much loved daily driver, well maintained, always garaged. Good tyres rego to October 2005. Only selling to make way for my Type 182! Asking \$3600 to a good home. Call Simon on 0438 839 398 (mob) or (02) 9415 1817 (evening) or email sbender@hcf.com.au

For Sale:- New colour number plates, red with white writing NSW plates. AVW NUT \$2,500 ono Ring Ian on (02) 4955 0203

For Sale:- Hot Wheels VW Bus - Lucky Charms - One of the best looking Hot Wheels buses around. \$50 each FREE postage within Australia. Contact Luis - 0412 605 692 or email: Lg_71@hotmail.com Plus more other VW toys, accessories for sale.

For Sale:- 1971 Beetle 1500, Believe matching numbers, most trim and parts still OK, not the original colour, needs restoration, Stored with motor in running condition some 6 years ago, a good restorer, asking \$1850.00 ONO please contact Stewart on 9602 2815

For Sale:- 1961 Beetle (pan # 3643652 January '61) yuck mustard in colour, good original interior, 12 volt conversion, rebuilt gearbox, strong "H" series 1500cc engine goes well. Unregistered last 12 months, pan solid, no structural rust, suspension and brakes very good. Current owner does not want to see her little Bug broken up, would love to see her go to an appreciative enthusiast. It's a good project. Asking \$900 ono. Vehicle at Katoomba, contact Peter 0419-016-392 or Heydy 4782-1052

For Sale:- Two pre-1970 Bay Window Kombis and two post '71 Kombis. These 4 Kombis are sitting in a yard in Mittagong, current owner has collected them from around the area over the last few years and would like to see them gone. The Blue 1970, wide five-stud wheel model, is a very good and straight resto

project, surface rust only in cabin floor, Roof sunburnt, all panels and sills clean and straight, no engine. The other three are panel and mechanical donors only, asking \$1200 ono for the job lot. Contact Ken in Mittagong 0408-225-002, or Peter Macqueen 0419-016-392.

For Sale:- Classic 1968 Volkswagen 1500cc Beetle, Registration till February 2005, Major service recently completed, Good condition. Reluctant sale. Reconditioned engine. \$2000 worth of work - Seat belts, entire clutch kit, Spark plugs & Ignition points, Fuel pump, Fuel line, Fuel filter, etc. \$3250 BUT offer negotiable! call 0419625017

For Sale:- 1968 1500 Beetle, white tinter 2 Pac paint, Saas seats, re-trimmed interior by Rod Penrose, 2165 cc motor (94x78), Kadron carbs, 125 cam, 42x38 valve heads, custom exhaust, chrome moly pushrods, ratio rockers, built by Rod Penrose, super diff, 16 inch 6&7 inch Fuchs wheels, drilled front rotors, new master cylinder and slave cylinders, 12 months rego. Car is located in Sutherland Shire, \$12,000 ONO. Call Michael 0419 460 886

For Sale:- 2 X Racing Harnesses, ERG brand, SFI approved, 5 point with 3 inch web. Date stamped January 2003. \$50 each. Contact UCH 02 9316 3174 bh

Wanted:- VW Kombi glovebox Owner's Guide. My Kombi is a 1974, so I would prefer that particular year (August 1973). My current one is the wrong year, and some of the pages are stuck together (don't ask me how). I've been watching EBay but they don't come up very often. If you have one, give me a ring. Phil, 0412 786339.

For Sale:- 1976 Karmann Convertible Beetle. Lagoon Blue. US import with right-hand drive modifications. Original condition. Fuel injected with factory a/c. Disc Brakes fitted rear. Negotiable on price. \$23 000. QLD. Contact Stephen on 0417 732723

For Sale:- 18ct Gold VW emblem men's ring. This ring was Custom made and I paid well over \$1000, I am selling it for \$500.00 ono. It's a quite unique & eye catching item. If you're

interested, I can email pictures of the ring. Call Nelson on 0293424224 or 0411196111 or latinlvr@bizmail.com.au

For Sale:- 1974 VW PASSAT TS COUPE, one owner since new, recently resprayed, seats reupholstered, dash board reskinned, registered until July 05, new tyres, glass sliding sunroof, garaged since new-driven occasionally since 1999, original purchase receipts, service log books and workshop manual. lots of other spares included in sale. asking \$2900.00 can be viewed at Box Hill NSW contact Peter on 0419 383 222 or 02 9627 1246

For Sale:- House to suit car enthusiast. Picton \$599,000, in popular Green Hills Estate. Three Bedroom residence located on a superb 7740m2 (1.9 acre) parcel. three way bathroom, s/s heater, single garage under roof, larger truck shed approximately 12m x 20 m with high opening roller doors three phase power, halogen lights, 10 ton hoist, 20m x 40m dressage area provision, steel fencing, horse yard, located in popular Kent Road. This property is ideal for a horse owner, car enthusiast, truck owner or tradesman. Make your appointment to inspect. Call Ray White Picton 02 4677 1302 or email: picton.nsw@raywhite.com

For Sale:- 1967 Beetle, 30,000 miles since new, has been in storage since 1977, only registered from 1967 – 1977, still has the last rego label attached, comes with log books and receipts. 12 volt, spare motor. Very original, this car deserves to be restored by an enthusiast. Call Leanne on 0423 165 414 \$1,500 ono

For Sale:- VW Karmann Ghia 1963, original condition, 2nd owner, coupe, manual, two-tone (white/brown), engine no. 7002400. \$15,000. If you have email, contact Michelle magustin@vichealth.vic.gov.au, or Ph 03 9667 1343.

For Sale: 1974 VW Superbug L (May 1974). Martini Olive colour, Family owned from new, good condition inside and out, excellent mechanically, excellent drive and runner—used daily, good tyres, one of the last examples manufactured in Australia. May 2005 rego, sailed through last service, VIN 1342402229,

Engine no. AS107820. Very reluctant sale due to length of time in the family, \$4500 ono, contact Andrew on 0408 202666 or andrewbrown_5@hotmail.com

For Sale:- 1957 Oval window Volkswagen Beetle, with late 1600 twin port engine, adjustable front suspension, Porsche 356 wheels and hubs, new clutch, painted purple two-pack paint, 10 months rego, excellent condition, asking \$5700 ono. Contact Wendy on 02 4782 6827 or 414 893 480.

VW New Beetle An Owner's Response by Ken Davis

I would like to respond to the article in the March issue of Zeitschrift reviewing the New Beetle. My wife, Wendy and I are owner's of a 2001 Sunshine Beetle that we purchased second hand in Sept 2004. We also own a 1972

Superbeetle and a Holden Commodore wagon. Our motoring journey involves 65,000 km annually. Living in a place like The Oaks means nowhere is close but at least every trip is fun.

The New Beetle

I believe the New Beetle to be an emotional statement. It is a proper car but not a practical one. The New Beetle is a car you buy with your heart not your head. Surveys in the States revealed that when respondents were asked to think of VW they thought overwhelmingly of Beetle.

It was not economically possible to build an affordable, modern, rear engined, beetle, let alone one with air cooling but it was possible to build a car based on a modern, existing platform that captured the emotion of earlier times by taking styling cues from the old Beetle.

I will now address the issues raised in the March article that reviewed the New Beetle.



The anonymous person who wrote that article is obviously a person driven by his head not his heart, poor fellow. Practicality is their game. Probably drives a Kombi.

Body Shape Compromises Packaging

It sure does but does it beautifully. The New Beetle is a 2+2 style of car, just like the original Beetle. The New Beetle, though, is much more accommodating, with more space for the front passengers and more luggage capacity. Accessibility for all passengers and luggage is also much better. Rear seat legroom is much greater in the New Beetle but headroom is a little less. In the New Beetle one wears the rear glass hatch whereas in the old car one wears the headlining. Shoulder width for both front and back seats is much greater in the New Beetle

Unfaithful to the Original

Of course, yes. I will leave it to the reader to decide if that is good or bad.

The Golf on which the New Beetle is based is a More Sensible Car

The Golf and all of its competitive clones are very sensible and practical, just like their owners. The New Beetle has flair and style, just like its owners.

The Old Beetle was plain inside but was Beautifully Built and was an Economical Car for the Masses.

The old car was an elegant statement of minimalism. The New Beetle is not plain inside nor is it a car for the masses. We have moved on from that era.

The Front Seats of the New Beetle are Forced Well Back into the Cabin by the Engine and Gearbox

Not so. The very deep dash comes about because the front windscreen has been dragged forward over the engine. The brake fluid reservoir is indeed under the dash shelf, making top ups a little difficult. The New Beetle and Golf share the same platform and the front seats are mounted in exactly the same position,

although the seats themselves are different

Competitors

The author of the March article lists the Golf as a competitor to the New Beetle. I doubt that VW has lost one Golf sale to the Beetle. Buyers seeking a car that stands out from the crowd may very well consider a New Mini and even a Megane but not a Golf.

Wendy and Ken's Opinion of the New Beetle

We bought the Beetle to supplement our Commodore wagon. The Commodore is roomy and practical and tows our caravan with ease, a car we bought with our heads. When considering the purchase of a second car, two seats and space for shopping was all that was needed. The New Beetle was attractive to us and fitted in with our car club life style. We did consider a cheap new small car but found, for example that a \$14,000 Getz soon became a \$20,000 drive away deal once auto, air, ABS and dealer charges were added. It was at this point that we started to look at new Polos and second hand New Beetles.

The New Beetle is a great drive for short trips. Engine and tyre noise is a little fatiguing and seat comfort could be better. It is a fun car. Other drivers wave and smile as they pass and when parking, people come up to you and say, "I wish I was game to drive a car like that". Park it outside a pre-school and passing children drag their mothers over to pat it. The attention is trivial, panders to one's vanity, but is nice. It's an experience you won't have with your Golf.

But there are a few significant negatives. The front windscreen pillars and high mounted wing mirrors are formidable blind spots. Many modern cars are poor in this area but the Beetle is very poor.

Whilst fuel economy is good, running costs are high due to the cost of service items and parts generally. For some reason VW complied the car with high-speed tyres costing \$420 each. Whilst we have achieved 60,000 km tyre life, tyre costs are still somewhat expensive. Indeed the Beetle is as expensive to run as our

Commodore.

Whilst fit and finish are acceptable, some plastic interior items, although still serviceable, have deteriorated significantly.

The brakes are a disappointment too. A very light peddle making it difficult not to over brake. I will be looking for harder linings to increase peddle effort and improve modulation.

The car has a sunroof. There are times when it is useful but really, in summer, our climate is unsuitable for such things. With the blind back it is too hot and when it is open it just generates noise and turbulence. It is an item we would not tick the options box for. The car also has leather seats, which like vinyl, encourages sweat and is inferior to cloth. The seats themselves would be much better if fitted with lumber and cushion tilt adjustment.

Overall, though we are happy so far with our New Beetle and provided the engine and transmission remain reliable we will stay with it for the planned 300,000km. In the end though, it will be a case of been there, done that and time to move on.

Club Members cars

Ken Watts Club is a member and lives in Launceston Tasmania.

Ken works as an Information Officer in Local government and has built up a collection of cars and automobilia over the last 25 to 30 years.

The Beetle was bought in 1970 and is driven by



my Mum everyday. We are the second owners and Herbie has covered 163 000 genuine miles. Finished in beryl green duco, he is still in excellent original condition having only had some cosmetic restoration over the years. Running gear is still all original 1200 cc and 6 volt system. Herbie is adorned with the side flash with the chrome stars, flying VW bonnet emblem and chrome vents above the engine lid. We have been told that the car was dressed up to be used by the local VW dealer as a display car for the local show when it was new. Herbie shares the garage with my 4 Morris Minors, Rover P4 100, 1965 Hillman Minx Series 5A and a 1964 Humber Vogue Sports. Herbie has in the past won a couple of trophies for Peoples Choice and Best Original at one of the local VW days.

Audi Announces no Suspension



Fresh from developing the independent rear suspension on the new A3 and clever air suspension on its A8, Audi has announced a brand new system for making the ride on its cars even worse. Dubbed Keine Aufhängung, or 'No Suspension', the latest innovation relies on a complex series of linkages, springs and hydraulic actuators being left off the car. As a result the wheels are bolted directly to the body, giving the taut handling and unbearably stiff ride for which modern Audis are famed. 'We had achieved good results for improving handling,' revealed one Ingolstadt source. 'But we were really struggling to make the ride even harsher. Then someone suggested just taking all the suspension off and chucking it away.'

Audi's Keine Aufhängung, to be launched on the A4 next year, is expected to be popular in Germany, where roads are very smooth, and Britain, where people think if a car pushes your

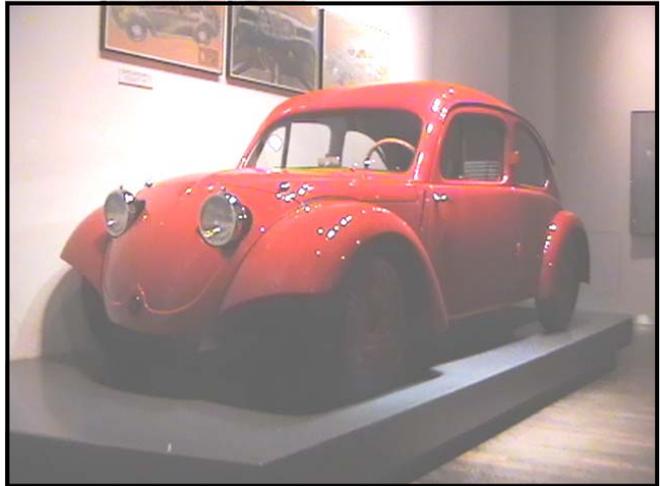
spine out through the top of your head, it must be 'sporty'.

Around the world in 80 days

by Mark Moes

It's been a long held ambition of my wife and I to take the kids, all 4 of 'em, with us to see the world and visit a few relos scattered throughout. We have recently returned after realising this dream. One of the highlights, and provisos that we go, was to go to Mecca (Wolfsburg, for the dummies!) Part of our trip was to spend 5 weeks in Holland with relatives during which time we would make sojourns to Germany and France. The kids had to go to Euro Disney, or else! We had a hire car during this time, an Opel Zafira that served us well. We managed to clock up nearly 6000 kms in the 5 weeks. Getting used to driving on the right hand side in a manual took a few days to get used to, but after that it was no trouble.

We planned our trip to Wolfsburg and booked a caravan park cabin in a town nearby. We arrived in Wolfsburg via one of the minor roads and it was exciting to see the castle and the 4 chimneys from the factory power station looming ahead of us. I recalled these images from pictures I had seen in books over the years. On arrival we were greeted with some very imposing buildings and immaculate grounds dominated by 2 glass towers with hundreds of cars in them. Not having any idea of where exactly to go, we turned up to an entrance of a parking area where



others seemed to be going and announced that we wanted to go to the museum and do a factory tour. The parking attendant politely explained that the museum was in a different place and that we had arrived too late for a tour, besides that, we had to go into the Autostadt in front of us to arrange a tour. (At that point, we had no idea what the Autostadt was). This all took some explaining because we didn't know much German and their English wasn't so hot either!

The Volkswagen Museum

After getting further directions to the museum, we headed off. On arrival I was a little surprised at what I found. The museum seems to be in a light industrial area and aside from the signage, looked a little downmarket compared to the imposing Autostadt we had just come from. It was nearly 4 o'clock in the afternoon and the place looked deserted, the car park was virtually empty. It all looked a bit sad.

Who cares, I thought, I'd come all this way after years of dreaming, so let's just get in there! So we did. We were the only ones there, which was great as I ran around like an excited little boy looking at all these cars that had only been in pictures up until now. The cars tended to be grouped in models – specials, historical, type 1, 2 & 3's, Golfs, Polos, Passats, prototypes and New Beetles. There was a special Golf display showing all the models with films and images chronicling its beginning and evolution from the first generation onward.

I was amazed at the number of cars in the museum, yet by the end I kept thinking of ones





that were missing. Some of my thoughts were answered the next day while at the Autostadt.

Trying to list all the cars that were there would be difficult (but probably not impossible as I have them etched in my brain or on film) so I'll just run through some of my highlights. A group of war vehicles – schwimmwagen, kubelwagen and my favourite, the 4 x 4 beetle commander car with a roller under the front beaver panel. A trailer and other accessories accompanied these. A group of splitties including a panel van, a 21 window Kombi and a fire ladder truck. Then there was the type 3 convertible, 4 door beetle taxi and a military beetle with 4 canvas doors. Some other memorable cars were the specials like Dannhauer & Strauss, Rometsch, Hebmuller Cabrio, a beetle made entirely of wood, an iron lace beetle and a beetle covered with woven cane. There were many prototype, experimental and one-off vehicles covering decades of ideas.

After a few hours wandering around, it was time to go shopping. At the entrance were some cabinets with numerous models that could be purchased as well as posters, postcards and other sorts of memorabilia like pens, watches and so on. After picking out a few models, postcards and other souvenirs (ain't that hard when you really would love to have them all!), we paid for them and cleared out as the lady was getting a bit toey since it was now way past closing time and I just didn't want to go.

We then spent the last hour or so of daylight looking around the city centre. We found a shop selling all sorts of knick-knacks so the kids and I spent a few more Euros on souvenirs.

We could tell we were in a Volkswagen town,

nearly every car was a VW, mostly Golfs and Passats, but surprisingly also a lot of Phaetons (I guess there's a lot of VW executives living here).

On the way back to our cabin we all decided that we would go to the Autostadt the next day instead of travelling another few hours to Berlin. The girls decided that if it was crook, they would go shopping and leave us boys on our own.

The Autostadt

We weren't sure what to expect, but it looked big, interesting and well organised. On arrival, we paid for our tickets and booked ourselves into a factory tour. The cost of 38 euros was quite reasonable for a family of 6 in comparison to what we had paid for other attractions on our travels. We expected we would knock it over in a few hours, but in the end we spent about 9 hours there, which was very good value for money! The girls missed their shopping trip...that says something for it!

There was so much to see and we didn't know where to start, so I paid for a half hour guided tour while Diana and the kids went and played on the CAD computers and other kids activities, like VW pedal karts, kids movies and jumping castle. Since I was the only one requesting an English tour, I had a guide all to myself. We walked around the park and he explained the overall concept of the park and what each building represented. The Autostadt concept came about from two ideas. One was from Ferdinand Porsche who wanted to create an



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expo displaying the brands belonging to the Volkswagen group and the other was in response to local Volkswagen buyers who wanted to pick up their new car from the factory and do a factory tour. The Austostadt is a merging of these two concepts.

There is even a Ritz-Carlton Hotel on site where visitors and those taking delivery of their new car can stay. So now a local German could buy their car from the dealership, arrange to pick it up from the factory, stay overnight at the hotel and have a factory tour. If the vehicle was built in the factory next door, once the car was completed it would travel through a tunnel to one of the 2 towers and be stored there until delivery time. These glass encased towers could each hold 400 cars. When the time came for delivery, it would then be prepared and transported to the delivery building. This building is set out like an airport terminal with shops, cafes and airport terminal arrival boards showing the customers name and the time and place for them to take delivery of their new Volkswagen.

Now that I understood the set-up, we began working our way around the complex. Each brand that belonged to the Volkswagen group had a pavilion in which to represent the 'flavour' or 'appeal' of their marque. There was a building for Bentley, Lamborghini, Seat, Skoda, Audi and of course Volkswagen. As well as that there was also a building, which showed the history of cars, and another building for VW commercial vehicles.

My favourite building was the historical one. In

it were 5 floors of historical cars, displaying what I guess you'd call iconic cars in one half and the other half, the history of Volkswagen and this is where we saw many of the cars that weren't in the VW museum.

Cars like Ferdinand Porsche's own beetle, 2 replicas of the V30 prototypes, a commercial vehicle display, John Lennon's beetle as seen on the Abbey Road album cover, VW Stoll Coupe, Porsche Type 32, a display championing the beetle export program and the 1955 one millionth beetle painted metallic gold with brocade upholstery.

A quick rundown of the other buildings. The Bentley building reminded me of a hobbit house. The building is underground with a mound of grass over it. Upon entering we were shown the history of the Bentley and craftsmanship that goes into building these elegant cars.

The next building was Lamborghini, a tall rectangular, black building. We entered this in relative darkness and climbed the stairs onto a one of 2 platforms. Looking through the jail bars was a yellow Countach mounted on a circular panel the wall. All is black and dark then suddenly we were treated to an extreme, ear-splitting sound, smoke and light show representing the power of this supercar racing through the city streets. At the end of the show, the circular panel holding the car flipped around to the outside of the building. From the outside it looks pretty cool too, with the Lambo suddenly appearing and smoke coming out of the circular gap.





The next couple of buildings were for Seat and Skoda. Seat based their show around the theme of the emotion of driving their cars as linked to their racing and rallying involvement, while Skoda were showing their historical links as one of the oldest car makers in the world (100 years, this year) and their cultural links to Czechoslovakia.

After that we had Audi, representing them as innovative and technically advanced (Vorsprung durch Technik) throughout its history. There were displays of it's design and technological advancements through racing and rallying, as well as being a leader in 4 wheel drive technology with it's quattro system.

Some of the interesting exhibits were a super tourer racing car, a TT roadster carved out of aluminium and a prototype A8 wagon.

Then onto the VW building which is a cube encased in glass windows. Inside it is a sphere in which we entered to be seated where we watched some short films IMAX style on hemispherical ceiling. These movies told a short story about people in various situations with the cars 'transporting' the story. In adjoining all white room was a new white Golf GTI revolving on a platform, very impressive.

There was also one other building; this showcased the commercial VWs. Inside were a number of vehicles including a T4 camper van, a single cab T4, and a caddy. The single cab had a hoist where the kids could operate the levers to lift a couple of dummy boxes on and off the back. This building also had an interactive

historical display on the evolution of the Kombi. There was also a hang glider that circled above the displays. We were able to hop in that and by peddling were able generate the power to circulate around (sort of like a giant ceiling fan).

During the middle of the day we also had an English language factory tour. This had been booked on our arrival (which was tricky to figure out with the lack of English speaking staff). We piled into something that looked like a cross between a bus and a train (a bus with carriages). In German fashion it was all very organised. It took us touring through the factory grounds and into various parts of the factory. As we approached different sections of manufacture the side doors would open so we would have a good view of the operations. From memory they were building the Tourans and Golfs at the time.

We did miss one exhibition. We hadn't realised there was more on offer outside the exhibition area, on the other side of the canal was a 4wd test track. Much to the disappointment of the kids time just ran out to go for a drive in a Touareg.

After taking our time to see it all, including a second run through the historical building and a visit to the shop to buy some books, cars and knick-knacks, we sat down for a coffee and some German tucker before heading home.

Would I go again? You betcha!

How to modify those windscreen washers so they actually work!

It's the usual yearly pink slip joke when the mechanic checks that everything on the car works. Then as usual we come to the windscreen washers and he has a chuckle about how he hasn't seen a Volkswagen with working windscreen washers since the 1970's, when the car was new.

Outline

What I've outlined below is a step-by-step upgrade to install a small micro-switch in place

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of the usual pressure valve at the back of the windscreen washer switch in a 1969 Kombi or any other Volkswagen where the washer switch looks like the one shown in the article below. I performed this modification on our 1969 microbus and was so impressed with the results I decided to document the process. The dash switch will work as usual but the washers will work off a 12 volt motor instead of relying on the washer bottle being pressurised with air and the dashboard will look factory without an ugly switch installed elsewhere. Note for those vehicles with the washer switch on the stalk of the steering column I will write an article in next months magazine on how this can be modified just as easily to include a micro switch.

Parts Required

Firstly you'll need to buy a 12-volt aftermarket windscreen washer motor from an automotive shop such as Autopro or Super Cheap etc, I paid \$16.95 from the later shop. Then you'll need to buy a press button switch & some wire capable



of handling just a few amps from Jaycar or Dicksmith. The switch I bought was from Jaycar (cat no: SP-0710), which cost a grand total of \$1.20. This switch is perfect for our use, as I'll explain soon.

Below left is a picture of the washer pump I used. Note the electric motor is above the impellor. This is an important point to remember for installation as described later in the article.

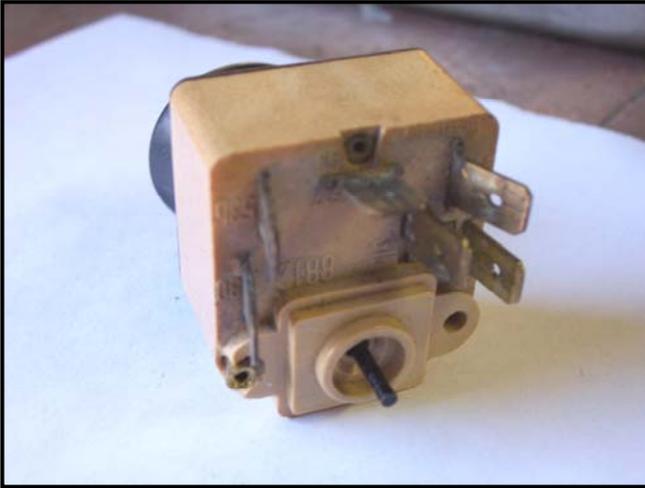
The Install

Firstly begin by disconnecting your vehicles earth lead from the battery for safety. You'll need to remove the windscreen wiper switch from the dashboard and label the wires so you'll know where the wires need to be reconnected later. To remove the wiper switch unscrew the plastic knob of the switch and then gently rotate the back of the switch to loosen it from the dash. Hopefully then the switch will only be finger tight and will be able to be unscrewed from the front alloy bezel. Once this has been done remove the two rubber lines that go through the back of the switch that carry the water from the



washer bottle to your windscreen washer nozzles located under the front windscreen.

This is what the switch looks like out of the car. The plastic piece on the right is what I refer to as the switch insert.



Above is the rear view of the switch. Note all terminals are numbered as per Volkswagens standard design. Also note the switch insert protruding from the back of the switch. This is the piece that needs to be carefully trimmed to size

You will need to carefully drill out the rivets on back of the wiper switch to release the plastic



section from the rear of the switch and remove the plunger arrangement that is no longer needed.

You can see in the picture above I am holding the rear part of the switch that has been cut and the micro switch installed. Here it is easily seen where the original plastic piece needs to be cut.

The reason I suggested you buy the same micro switch as I have installed here (pictures above and below) is because it is the correct size to screw tightly into the back of the windscreen switch without having to go to the trouble of drilling or tapping the hole for installation.



Above is another view of the micro switch screwed into place. The red button is what the insert of the switch presses against.

Screw the aftermarket switch you bought from Jaycar into the back of the plastic of the windscreen wiper switch. You will need to resecure the plastic backing piece to the switch again using two 3mm*35mm nuts and bolts. Below is the finish product.

Screw the original front knob back in place and insert the front cover with the insert that will press against the micro switch at the back. You may find this plastic insert will need to be trimmed to size to make it sit in place and also be able to reach the micro switch.

Below you may notice the switch insert is a fraction too long and protrudes too far from the front of the wiper knob. Remove the insert and trim the end closest to the micro switch carefully with side cutters to achieve the correct length.



Club VeeDub - The Legend Never Dies

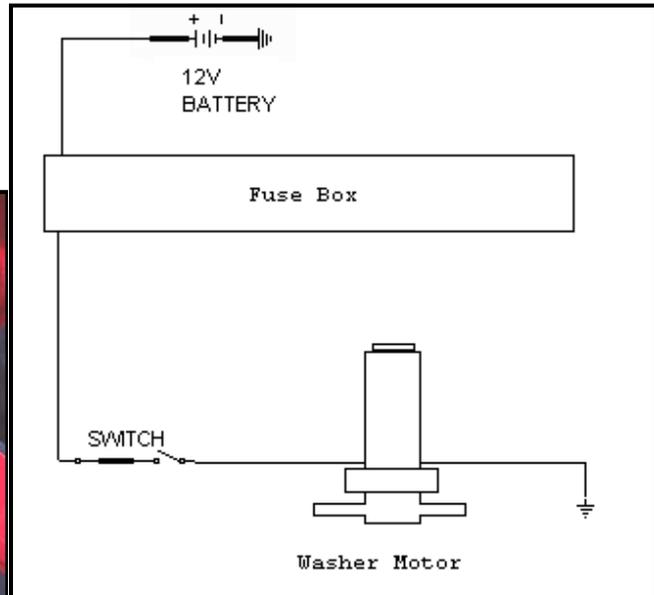
With this done place the switch to the side and focus on the rest of the job. You will need to install that windscreen washer motor at position lower than the washer bottle because these pumps aren't self-priming (which means these motors are unable to suck fluid, they can only push fluid once it has actually drained to the pump using gravity).

Below is a picture of a pump located lower than the water reservoir in a late model beetle. The same applies for a bus. The washer motor must be lower than the bottom of the reservoir.



washer motor to one side of the micro switch you have adapted to the back of the original switch, this will require soldering. Then connect another wire from the other terminal of the micro switch back to the 12-volt accessories of the fuse box. That's it for the wiring.

Below is a diagram of what is required.



The windscreen fluid hose.

IMPORTANT

Before installing the washer motor look carefully at the pump for an arrow that indicates which direction of the pump is the fluids in & out directions. These pumps only pump fluid in one direction so you will need to ascertain which direction is "in & out" before you mount the pump.

Another point to remember when mounting is that the pump MUST be mounted horizontally with the in & out fittings on the pump pointing horizontally. As well as the electric part of the pump being higher than the impellor of the pump. If you fail to do this water may leak from the pump into the motor and short the motors electric circuit.

Wiring

Connect one wire from the 12v windscreen washer motor you have installed to an earth point on the chassis of the car. Next connect a wire from the other terminal of the windscreen

Earlier you disconnected the flexible rubber fluid hose from the wiper switch at two points. You will need to trace which hose goes back to the windscreen washers. This hose is to be routed back to the 12-volt washer pump you have installed. Note this hose goes to the "outward" side of the washer pump or the side in which the arrow points. Finally you will need to connect the inward side of the pump to the washer bottle. You will also need to vent the washer bottle so that a vacuum doesn't form inside the bottle when the motor is running. To do this simply unscrew the black plastic fitting on top of the washer bottle and remove the air pressure fitting that usually resides here. This is enough to vent the bottle sufficiently to atmosphere to prevent an air lock forming.

Reconnect the wires to the back of the windscreen washer switch that you modified earlier and mount his back onto the dashboard. Fill the washer bottle with water if it has been drained, and reconnect the battery earth strap. With the ignition key in the accessories position

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and by pressing the factory knob in on the dashboard you should hear the 12 volt washer motor run and prime with water for the first time and have a stream of water on the windscreen probably for the first time in years. And best of all you can stick it to the mechanic next time he carries out that pink slip and jokes about Volkswagen windscreen washers!

Parts required

12 Volt Windscreen washer motor - \$16.95

Push button switch - \$2.20

2 metres of 5-amp wire - \$4.00

Install time – 1 hour.

Next month I'll detail the same install into a Kombi or beetle that has the washer switch mounted on the stalk of the steering column of the car eg: Super Bug, L bug, Type 3, later Kombi (1971 onwards)

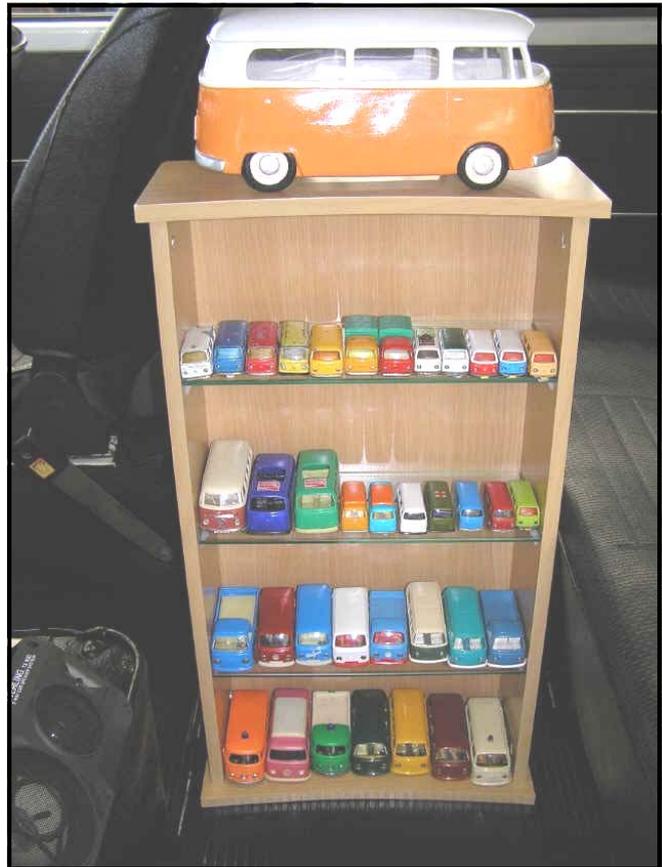
See you on the street!

Leigh Harris

THE TOY DEPARTMENT

It was good to catch up with many of you at our VW Nationals. For those who missed seeing my Bay window bus collection on display here it is again (Above right).

Speaking of Bay windows, I was recently contacted by Roland Röttges from Germany, Roland is a member of a VW model club and you may recall we featured an article by him on bay window Kombis in an earlier edition of the



Toy Department (ref: Toy Department web site.)

The good news is that there is to be released a



further late model 1/43 scale Bay Window models by Schuco and Minichamps.

Our prayers have been answered!!

This year is the year of the new bay window



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Kombi models. The international toy-fair in Nuremberg just closed and Roland has forward the following images of some exciting new models.

Firstly, we have some images of the club



members cars being actually measured up for scale in preparation for the drawing board and final production.

The images that follow are exceptional models of an Orange Micro Bus, Martini yellow Kombi van, a blue pick up & white dual cab pick-up, the latter to be released later on this year.

There will also be a new WIKING special edition of bay window Kombis later this year.

Roland would be very happy to receive emails from club members at <http://shop.bulli.org/> or



vorsitz@bulli.org

The shop can deliver to Australia by DHL, and payment is possible via Pay Pal.

Tony Bezzina

Volkswagens W12 shame

There were red-faces in Wolfsburg last night following an embarrassing revelation about the origins of Volkswagen's innovative W12 engine. Although engineering experts initially believe that the W-pattern cylinder layout was a clever way of making a large capacity engine more compact it has now emerged that the unique format is simply the result of German people and their inability to say the letters 'v' and 'w'. 'I'm afraid this is true,' admitted one anonymous engineer. 'In Germany the letter 'w' is pronounced as a 'v' and this is where the confusion arose. We were ordered to create a new V12 engine for our flagship models but unfortunately someone wrote the 'v' down as a 'w', thus creating a needlessly complex engineering development programme.' Sources at VW head office say this is not the first time such a mix up has occurred. Some years ago another, even more tenuous mix-up occurred when engineers from the small commercial vehicle division wasted two and half years trying to work out what on earth a 'wan' was.

'Erm,' said a European languages expert. 'I'm not sure this story makes any sense'.

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