

ZEITSCHRIFT

September 2005



IN THIS ISSUE:

**Electric windscreen washers
Volkswagen Golf GT TSI**



A CLUB VEEDUB SYDNEY PUBLICATION

Proudly a member of the Council of Motor Clubs



Club VeeDub - The Legend Never Dies

CLUB VEEDUB Committee 2005 – 2006

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VW Nationals Coordinators:	David Birchall (02) 9534 4895 Bob Hickman (02) 4655 5566

Canberra Committee

Chairperson Steve Crispin 0419 429 453

Committee Member Mark Palmer 0416 033 581

Committee Member Dimitris Tsifakis 0421 725 805

Secretary Bruce Walker 0400 119 220

Please have respect for the committee members and their families
and only call during reasonable hours.

Club E-mail

President:	david@clubvw.org.au
Editor:	info@clubvw.org.au
Vintage Registrar:	leigh@clubvw.org.au
Secretary:	hicko@idx.com.au
Treasurer:	martin@clubvw.org.au
Merchandising:	sales@clubvw.org.au
VW Nationals info	david@clubvw.org.au

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.

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VW Nationals sponsors

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Oktoberfest at the Hubertus Country Club

Sunday 16th: Oktoberfest at the Hubertus Country Club (Incorporating the Vintage Registration Day). Yes you read right! Those of you who have HCRS plates are to bring your VW along and get your papers signed. Bring along a big appetite, thirst and of course your Lederhosen! Last years fest featured an Oompah-pah Band, strong arm competitions, local and German beer on tap (in your own Oktoberfest Glass Beer Stein), German Food and Market Stalls. (Read the report in November 04's Zeitschrift for full details of last years event). For more information for those on HCRS plates, email Leigh at leigh@clubvw.org.au and for Oktoberfest enquiries, email Raymond at sales@clubvw.org.au. We'll see you there!

Prosit!

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 02 9533 3192, or e-mail, leigh@clubvw.org.au

So enjoy your Volkswagen, I know I do. Leigh Harris, the new Vintage Registrar



Canberra VW Weekend

24 - 25 September 2005

Celebrating the launch of our very own club chapter...

Saturday 24 September

Cruise and Dinner

3:30 - Cruise begins at Russell Offices, Barton

6:30 - Dinner at surprise location follows from cruise.

BOOKINGS ESSENTIAL!!!

See website for details.

Sunday 25 September

Show and Shine

At the German Autofest

10am-3pm Rond Terraces, Commonwealth Park.

Gates open 8:00. All entries in by 9:00am. Trophies for a wide range of vehicles.

More information available at:
www.classicVW.net/club/cc2005/

**Club VeeDub
Sydney Inc.**

The legend never dies

Canberra Chapter



Oktober Fest & Vintage Registration Day At Hubertus Country Club Sunday October 16th

Hubertus Country Club is located at 205 Adams Rd Luddenham (UBD Map Reference 224 A15) with the gates opening at 10am. FREE parking and admission.

Yes you read right! Those of you who have HCRS plates are to bring your VW along and get your papers signed.

Bring along a big appetite, thirst and of course your Lederhosen!

Last years fest featured an Oompah-pah Band, strong arm competitions, local and German beer on tap in a Glass Oktoberfest Beer Stein, German Food and Market Stalls and rides for the kids. (Read the report in November 04's Zeitschrift for full details of last years event).

For more information for those on HCRS plates email Leigh at leigh@clubvw.org.au or call 9533 3192.

For Oktoberfest enquiries email me at sales@clubvw.org.au. Or call Raymond on 0408207228.

We'll see you there! -Prosit!





Flat Four-Vee-Dub Club of Sydney proudly presents
The Premier VW Indoor Event

THE ALL VW SHOOTOUT

6th November 2005

New Venue: Michael Wendon Centre, 62
Cabrarratta Ave, Miller



All VW types, air cooled and water cooled are invited to enter. Trophies will be awarded in a wide range of categories.
Pre-entry is highly recommended. Show opens to Public at 9:00 am, all entrants to be in place by 8:15.



Entrants, sponsors and dealers
can contact:
Murray 02 9618 2205 (ah)
Or
E-mail:
info@flattfour.org

Further info and pre entry
forms will be posted on:
www.flattfour.org



Presidents Report

The Canberra VW and German Autofest weekend, September 24 and 25, is fast approaching, so make sure you book accommodation if you intend staying there on the Saturday night.

Next month we will be having a night out, at the German restaurant in Beverly Hills, on Friday night 7th of October. Please call Leigh 9533-3192 to confirm your attendance

Vintage registration day will be on Sunday October 16th at the Hubertus Country Club, where there will be Oktoberfest celebrations.

I believe I missed a great weekend up at Sawtell, with around 70 or so cars attending, the inaugural event. However I understand that the prawns were off, and it takes a few weeks for the illness to set, so be prepared. Look out in this issue for a full report

Don't forget Xmas is fast approaching, so if you want Santa to bring you something special, then make sure you order it now.... to avoid the Xmas rush, I hate Xmas shopping, so get along to your local Volkswagen shop, and ask for a credit voucher, what a great gift idea.

Précis of Committee and General meetings:- Boris Picnic Day, Flat Four VW Shootout, Canberra German weekend

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



Canberra Chapter Report

G'day from the nations capital. By the time this arrives in your letterbox, our busy team here will be putting the final touches in place for our VW Weekend - 24 / 25 Sep. Are you coming? More importantly, if you are, have you booked your restaurant seats yet? This is really important!

All of the details for our weekend are located on this webpage (bookings, times, maps): <http://www.classicvw.net/club/cc2005/>

Basic details - Saturday arvo we're meeting in the Russell Offices carpark for a VW cruise through Canberra (with photo opportunities), ending at the restaurant for dinner. Sunday - German Autofest show at Rond Terraces, small entrance fee per car. Trophies awarded in various categories. See the flyer in the magazine (last months as well). We'd love to see as many of you there as possible!

Upcoming Story

As we write this report we have plans in place for a future story that will probably make a lot of you shudder. We're working on telling you about a local mechanic who has quite a stash of VWs under his wing - to the extent where just walking through his property can make you drool. Interested? We'll do all we can to bring this story to you as soon as we can...maybe even some pictures to keep your appetites alive.....we'll keep you posted!

We're looking forward to meeting as many of you in Canberra on 24/25 September as we can!

Keep on dubbing.

Bruce



Club VeeDub - The Legend Never Dies

September:

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

Sunday 18th Lugarno Lions 26th Annual Spring Festival Classic Vehicle display. Gannons Park, Cnr Forest Rd. & Isaac St., Peakhurst 8.30 am to 4 pm. Featuring the "Boggywell Creek (Bottomless Boat) Regatta" 20,000 people have fun each year at the largest free entry Festival in Sydney. Plenty of Parking Available.

Free entertainment all day.

The Largest Carnival in Sydney for adults & children with a new "Better Amusements" \$1 million ride.

400 Classic Vehicles on display with prizes awarded by category

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Many Main Arena attractions including the Police Rescue Squad car crash demo, SES rescue demo, Dog Flyball Relay Race & Agility Display, Pet Show, Mini Steam Train, Mini Fire Engine, Mini Jeeps, Baby Animal Farm, Magician and much, much more.

24th and 25th German Autofest in Canberra. See page 5 for more info.

Sunday 25th:- Spring 2005 Swap Meet. Organised by Veteran Car Club of Aust (Tas) Inc Northern section.

Venue - Cimitiere St Council Car Park Launceston

Start time - 9 AM

Entrance via Cameron Street gate

\$10 per site

Further information contact - Ken Watts Phone 0411 404 560 After hours

October:

1st & 2nd Kombi world record attempt, Old Bar Beach NSW,

The Old Bar Beach & Manning Point Chamber of Commerce is holding its Inaugural Old bar Beach Festival over the NSW October Long Weekend 1st & 2nd of October. As part of this Festival there is an attempt being made on the "The Largest Gathering of Kombi/Transporters" World Record (currently stands at 489).

There is something for almost everyone to do on the weekend, sporting events, markets, where for a \$20 site fee individuals & traders are able to sell their VW goodies (i.e. swap meet), arts & crafts displays, parades, pony rides etc. for the kids.

Old Bar is located on the Mid North Coast of NSW near Taree (about 350kms north of Sydney. (Right on the beach). For additional information follow this link: <http://www.aussieveedubbers.com/forum/viewthread.php?tid=38595>

If you have any enquiries or need further information please contact either the event coordinators as shown on the attached documents or myself.

Kombi Coordinator: Gavin Heyer 02 6557 4476

Thursday 6th:- Magazine cut-off date for articles, letters and 4-sales.

Friday 7th:- German restaurant night at Rheindorf Restaurant in Beverly Hills at 7.30pm. Contact Leigh on 02 9533 3192 for booking details.

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

Saturday 15th:- State Mine Jazz 2005

The Lithgow State Mine Heritage Park & Railway is arranging a jazz concert to be held on the afternoon of Saturday 15 October 2005.

Club VeeDub - The Legend Never Dies

Trade and services directory

Renowned jazz band Galapagos Duck are appearing. State Mine Gully Road (off Atkinson Street) Lithgow.


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As part of the event there will be a display of vintage motor vehicles. Club members are invited to attend and are being offered one free admission to the event for each vintage car displayed. Tickets are valued at \$20.00 per head.

There will be blacksmithing displays, sausage sizzle, espresso coffee stand and wine tastings in conjunction with the concert.

We will need to know numbers of cars attending two weeks prior to the event.

Contact Steve on (02) 6353 1812 or by email at highground@swiftdsl.com.au if you have any queries or require more information.

Sunday 16th: Oktoberfest at the Hubertus Country Club, see page 3 for more info.

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

November:

Thursday 3rd:- Magazine cut-off date for articles, letters and 4-sales.

Sunday 6th:- Flat Four Shootout at Liverpool. See page 6 for more info.

Thursday 10th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park).

Thursday 17th:- 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 27th:- Day of the Volkswagen 2005. Yarra Valley Racing Club Armstrong Grove

**Trade and services
directory**

Yarra Glen. Trade and swap meet entry at 8am. Gates open at 9am. Entry for Show & Shine closes at 11am sharp. Ring Richard on 0418527862

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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

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 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:- 1972 VW Superbug, white, manual, newly reconditioned engine, 12 months rego, \$3500 neg, EMQ 168. call 9521 1350.

Wanted:- Rear Window Venetian Blind for 1971 beetle

Operators Handbook for 1971 beetle

Windscreen Washer Reservoir and Pump assembly to suit 1971 beetle. Contact Jack Ussher Ph 02 66 42 4569 or 0418 254 746 or email jackussher@westnet.com.au

For sale:- 1972 Type 3 Station wagon reluctant sales.

Wally the Wagon has been part of our family for some 29 years and due to a deceased estate we are selling. However we want to do justice for our pride and joy. Wally must go to an equally proud & caring home. Fair condition. 1600 twin port Reg till Nov 05.

Only done 1527 since engine overhaul in January, which was done by Dunham Autos, Wollongong. Runs like a dream. Arrangements can be made for

Trade and services directory

viewing in either Wollongong or Sydney's eastern suburbs. \$3,500 ONO Phone 0414 925 943 or Email suejj37@hotmail.com



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Cub VeeDub Merchandise
For club T Shirts, hats,
jackets etc.

Contact Raymond Rosch
(02) 9601-5657 or
sales@clubvw.org.au

For sale:- VW Beetle 1960 1200 sedan, one owner for 43 years. Beautiful original condition, emerald green, period accessories, 95,000 original miles, reconditioned cylinder heads and clutch in April 2005, driven regularly, rego until 2006. Nothing to spend, just drive and enjoy APJ65L Price reduced to \$6500.00 or nearest offer as I am moving to the QLD outback and the bug cant come with me. The car is in Port Stephens, 2.5 hours north of Sydney. I can send a CD of Photos to anyone who is interested. Please contact Ana on 02 4981 9181 or 0400 458223

Wrecking:- 1962 VW Beetle Deluxe Chassis # 4616137. Country NSW car, wrecking due to damage caused by school children, i.e.; jumped on roof, broken windows, smashed head & tail lights, door mirrors etc. Now the good bit, I will separate all parts or sell complete vehicle as is, minus engine and gearbox, both too worn out for cost effective repair. Everything listed below is in very good to excellent condition:

All guards & bonnet in excellent condition
Front and rear towel rail bumper bars (straight)
Doors (No rust)
Front beam
Front & rear drum brakes
All five wheels
Front passenger seat (drivers has a couple of small tears)
Back upper and lower bench seat (black in colour)
Running boards
Body has NO RUST in the critical (& usual locations)

Sub-frame has usual rust hole under battery storage location (I can repair this if required)
Contact Peter 0419-016-392, vehicle now in Katoomba, NSW. Make an offer.



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Email embassy@zipworld.com.au
Web www.embassysmashrepairs.com.au
John Walker Lic No. 100



Wrecking:- 1959, 11 window split window Kombi. Rusty and dinged. But complete with original motor. Ring Matt on B.H 9540 7402 A.H 9523 1371

For sale:- 1962 body and chassis only. No guards or bumper bars. Very average condition. \$250.

Club VeeDub - The Legend Never Dies

Trade and services directory

1976 body. Earlier model chassis available.
Complete. \$300. 0249903717 0409906864
rebel@bravo.net.au"

For sale:- 1970 Type 3 Convertible.
Immaculately restored. Like new. Registered in
Vic, located Hunter valley. Very rare and pretty
car. Has engineering papers. 0249903717
0409906864 rebel@bravo.net.au"

For sale:- VW Type 3 motor and gearbox rebuilt by Stan Pobjoy (motor) Gearbox by Vintage VW Supplies. Std 1640 original 12,000 Miles driven by retired school teacher asking \$700.00 Call Tony on 9560 4338

Free 1973 T3 Wagon complete unregistered std
condition, runs , rust rear roof area, 2 spare
motors. both run Phone Tony on 9560 4338

Free 1970 Type 3 fastback unregistered std
condition much rust on outer panels, runs Photo
available contact Tony on 9560 4338

For sale:- Volkswagen T3 Syncro 4x4, classic and unique rear engine awd VW in sound running condition. Original Digifant MV 2.1 litre engine showing 253K's on the clock minus 10% = real K's. Reconditioned gearbox 3 months ago by Lloyd at Wolkswerkes plus rebuilt starter motor. A/C installed, t/bar, b/bar, CD/radio, 4 speakers, dual battery. Regularly serviced by Volks Affair. Tinted windows. Toyo Open Country tyres 85% remaining. Customised interior with false floor concealing lockable drawers and bins supporting moveable dbl mattress and other multi purpose uses. 8mths rego. Great economical all roads and tracks recreational tourer.

Asking price \$7,750.

A black and white photograph of a Volkswagen Beetle. The car has "99 GP BEETLE" printed on its side, along with some smaller text and graphics. It is shown from a front-three-quarter angle.

No Bugs Just Beetles

Alpha dot net Australia Pty Ltd
Classic Internet Service Providers:
9211 7782

Optional awning, Engel fridge and sundry camping gear for sale at negotiable price.

Contact Michael on 03 9505 9014. Mob 0409 241 672. Email:mrphoto@iprimus.com.au

For sale:- Oval Beetle - 1954 - \$4500 ono. This car is not registered. It is a classic oval, fully driveable and original. Please contact George on 0414 566 400 any time.

An advertisement for RCL MOTORS. The top half features the company name "RCL MOTORS" in large, bold, black-outlined letters. Below it is the slogan "All mechanical repairs & servicing on all makes and models". In the center, there is a photograph of a blue Audi sedan. Overlaid on the car are the words "Specialising in Audi & Volkswagens" and "European car specialist Rego inspections". At the bottom, the address "1/20A Waine St. Harbord 2096" is written, followed by two large, stylized phone numbers: "9905 6300".

Club VeeDub - The Legend Never Dies

For sale:- Oval Beetle - 1955 - click clack model, rolling body on standard floor pan - \$1500 ono. Please contact George on 0414 566 400 any time.

For sale:- Oval Beetle - 1957 - rolling body on 68 floor pan. Front disc brakes and ball joint front-end \$1500 ono. Please contact George on 0414 566 400 any time.

For sale:- VW Beetle - 1961 - standard and driveable - \$1000 ono. Please contact George on 0414 566 400 any time.

For sale:- 1997 Polo, 145,000 kms, full service history available from new, \$8,500 ph 45 878965, g.baldry@bigpond.net.au

For sale:- 1978 GOLF, white, unregistered, mag powder coated wheels white, car complete little rust in doors registrable, \$450.00 or near offer.

For sale:- 1956 Oval Beetle shell only, \$1500.00 Phone Caro 0427311047.

1974 Single cab ute, usual rust, not registered \$4000.00 or near offer. Phone Caro 0427311047.

For Sale:- New Brosol 30/31 Pict 12V Carby \$250.00 Contact Andrew on 02 9969 0378 or 0410 554 520 or email brav@tpg.com.au

For sale:- Large rear hatch suitable for 1977 Passat GLS. No glass. Good price - free for the asking! Phone Graeme on 0408 756 034.

For Sale:- VW Karmann Convertible Beetle. An Excellent Example Of An Original Factory Built Cabrio! 1974 Build, 1303 LS Model With 1600cc Engine. Original RHD, 2 Previous Owners. Recent Restoration – Including New Roof, Leather Upholstery, Plus Many New Parts, CD Player Registered Until 15th June 2006 (Rego: OI 1010) Red With Black Hood. Offers Around \$17,500

Contact Brian- 0416 009 164 Photos On Website http://autos.groups.yahoo.com/group/convertible_beetle/

For Sale:- 1971 VW Beetle. Features include:

1916 engine, new crank case, new counted weighted 69mm crank, piston & barrels, 044 heads with stainless steel valves, deep sump, external oil cooler, twin 40mm IDF Webbers, Stage 1 Kennedy clutch kit, Berg push rods, Engle cam, electronic ignition, great interior, paint & body A1. Asking \$7000. Registration DAK11N (NSW). Contact would be myself (Danielle) or my husband Neil on 0417213400. Lee from Volkshaven has also given permission for him to be contacted if need be on 46265255.

For Sale:- 1973 Kombi Semi-Camper. Rego till August 2006. The van has been in our possession for the last 7 years, but three other cars and a second child on the way mean we have to find the old girl a good home. She's an 1800cc, 4spd, with huge alloy 4 post bull bar, towbar, and slide on full length annexe. Interior has Mazda 929 buckets, fridge, sink & timber cupboards. There's a couple of Kombi rust spots, but nothing major, and the duco could do with a nice buff. She'll never be a show winner, but is a wonderful tourer. Happy to e-mail additional photos. Asking price is \$5000 ono. Please call Josh on (w) 02 93788314 or (h) 02 46461818 or e-mail Joshua.Alexander@EDS.com

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

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

THE TOY DEPARTMENT

Hello again, this month we feature an unusual model that has been around for many years, that is the Schuco range of model cars and in particular the Piccolo range.



These models are in 1/90 scale and made of one solid metal casting except for the wheels. When the first Piccolos appeared on the market in 1957 surely nobody would have believed that they would still enthrall people 48 years later.

Judged by modern standards the models were somewhat crude due to the moulding technique of the time, but perhaps this is what made them so lovable after all.

Today's models impress by their solid diecast bodies and their free wheeling performance. Their length is about 4.5 cm

I recently picked up blue bay window kombi and mint green pick up. Expect to pay around \$40 including unique boxing.

In the meantime in what's new arena, Matchbox have released another concept microbus # 51, unfortunately the colour hasn't changed much, it

being a steely blue with blue stripes, from the front it does look very similar to the other versions, It would also be great if Matchbox considered some accessories, like the surf boards of the 70's on some of their variations.

Any that's all from me this month

Tony Bezzina

How to modify those windscreen washers so they actually work!

Part 2: For those vehicles with the windscreen washers triggered by the steering column stalk.

A few issues ago I wrote a technical article on how to install a micro switch in the back of a standard switch on an early Kombi so that the windscreen washers work and look like a factory setup with no ugly switches.

In this issue I'll do the same but this time to a 70's VW beetle where the windscreen washers are triggered by pulling back on one of the stalks on the steering column.

Outline

What I've outlined below is a step-by-step upgrade to install a small micro-switch in place of the usual pressure valve located within the steering column assembly of a 1970's VW beetle or any other 70's Volkswagen such as the 1972-1978 Kombi's, Type 3's etc.

I have previously performed this modification on Belinda's 1303 Beetle and Dave Birchall's Type 3 wagon.

Pulling back on the steering column stalk to trigger the windscreen washers usually depresses a pressure relief valve. Instead we will

replace this valve with a small micro switch. The steering column will look factory 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.

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-0714), which cost \$6.50. This switch is perfect for our use, as I'll explain soon. You will also require a small piece of aluminium approximately 15mm * 25mm. The piece I used was 1.75mm thick.



Above: 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. Next ensure your front wheels are pointing directly ahead. When you finish the job you'll need to reinstall the steering wheel in the correct position, obviously you'll want the steering wheel orientated correctly. Next you'll need to remove the steering wheel to gain access to the switch assembly. This is a very easy task. Firstly remove the plastic horn cover from the middle

of your steering wheel.

Below: Once the horn cover is removed you will be confronted with a picture similar to the situation below. This is a late model beetle column.



To remove the steering wheel you'll need a socket to loosen the nut holding the steering wheel onto the spline of the steering column. Just loosen the nut BUT do not unscrew the nut all the way off the column. Next to remove the steering wheel from the column you will need to sit in the drivers seat and pull the steering wheel up off the column spline by pulling on the wheel gently. By leaving the nut threaded on the column a few turns when the steering wheel loosens you won't end up hitting yourself in the nose with the wheel or landing in the back seat holding the steering wheel. You'll see what I mean when it loosens! When the steering wheel has loosened off the spline, undo that nut completely and slide the wheel off the column and put in a safe place.



Previous page: A column I had that had been previously removed from a car. When the steering wheel is removed you'll be confronted with this picture. Note: the four screws that hold the assembly into the column.

The centre section surrounding the steering column is the steering column indicator assembly that lifts out of the column itself. To do this reach under the column and you'll see two plugs that connect to the indicator assembly. To remove these plugs pull them down towards the pedals to remove from the contacts. There is no need to label any terminals or plugs as they only fit on one way. Next you will have two rubber hoses that run up inside the column that carry water to the pressure switch from the washer bottle. Try pulling these hoses off the switch but only after you have de pressurised the washer bottle if your bottle actually held pressure that is! If these hoses won't pull off the switch cut them as close to the steering column as possible. We will be using this hose later on so an extra length will make you job easier. Once these two plugs and two hoses are disengaged you can remove the indicator assembly by unscrewing these four screws as labelled in the picture below. Once loosened hold each indicator stalk and lift from the column by pulling the assembly towards you.



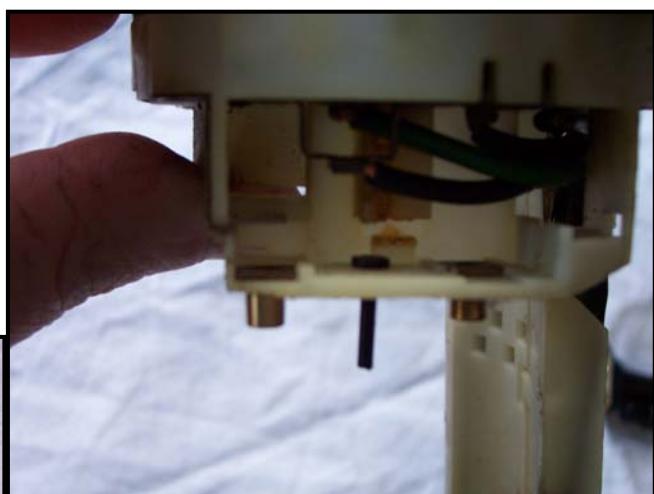
Above: is the indicator assembly as removed from the car, ready for modification.

Top page right column: Begin by unscrewing the two Philips head screws that hold this pressure switch to the assembly. Once this is removed you will need to snip and remove this small piece of plastic that once pressed on the



pressure switches diaphragm.

Below: Once this is removed the assembly should look like this. Note, the small piece of plastic that looks like a small thumb tack that needs to be removed. To do this I suggest a small pair of pliers or side cutters.

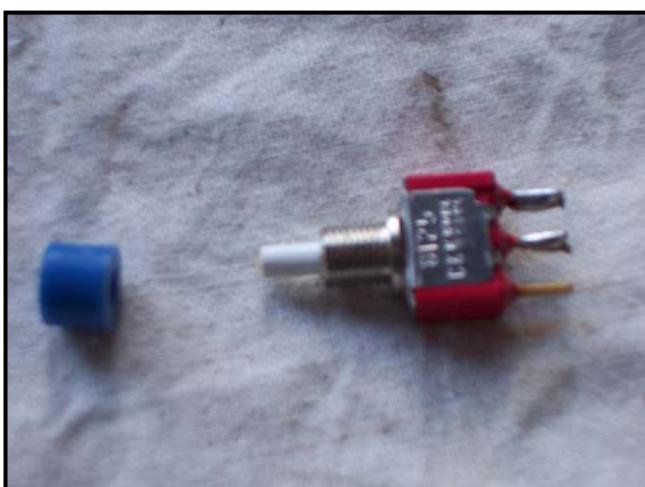


Begin by cutting a piece of aluminium that is 2mm thick and cut in two a size of 25mm * 12mm. You will need to mark two holes 22.5mm apart then directly between these two holes mark a third hole. But note, these holes may vary from model to model. To check you distances measure how far apart the mounting holes were for the original pressure switch you just removed. The two outside holes need to be drilled to 3.5mm. The middle hole needs to be drilled to 6mm or the size of your switches outside threaded diameter. Once done the aluminium plate should look like this. Be sure to mark these holes carefully and centre the job. If they are marked incorrectly you will need to modify later to make the assembly fit.



Above: My small aluminium plate drilled and cut to size. See further on in the article how one corner needs to be filed off to allow the switch assembly to fit inside the column assembly.

Below: Next find the micro switch you bought and remove the plastic cover button and discard as I have done in the picture below.



Above: Insert the micro switch into the middle hole of the aluminium and screw the switch up

tightly.



Above: Before the centre hole was drilled out to accommodate the switch.



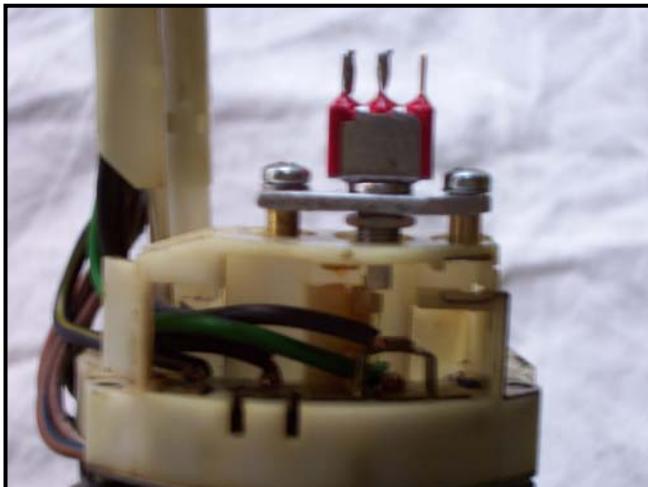
Above: After the hole has been enlarged to accommodate the switch.

Next you'll need to drill this hole out here to the size of the threaded part of the micro switch or thereabouts. To do this use a drill on very low speed so as to not damage the small sliding plastic piece, which will push on, the micro switch when mounted.

Once drilled try fitting your aluminium piece with switch to the indicator assembly in place of the pressure switch that was once there.

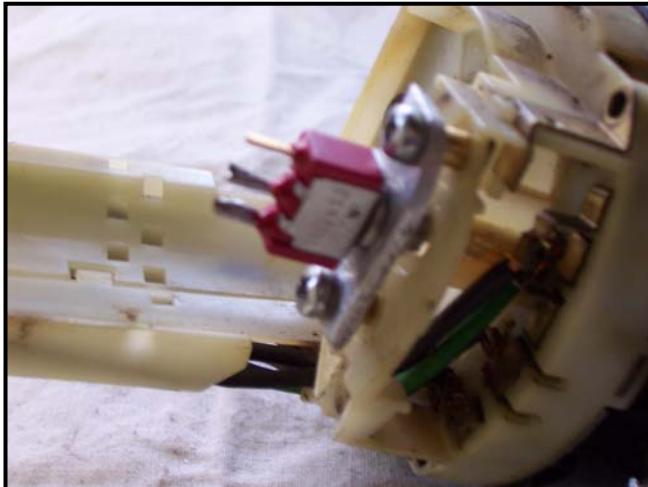
If installed correctly the holes should line up and the micro switch should be depressed. When the windscreens washer stalk is pulled you should be able to see or hear the micro switch is pushed in. What you may need to do is with a file round off one corner of the aluminium plate you have made as you will notice the plate protrudes out

past the curved lines of the assembly which slides into the steering column. To do this remove the switch and plate and fill the corner off with a square file. Then re-fit to the indicator assembly for the final time.



Above: the micro switch installed in its correct location.

Next solder two wires to the back of the switch. The wire of length one metre should be soldered to the middle terminal, which will go directly to 12Volts at the fuse box. The other wire will go to either outside terminal and will need to be 2 metres long or long enough to reach the front washer bottle.



Above: is a picture of the assembly finished and complete.

This can be installed back into the steering column with the wires poked first down the steering column where the rubber hoses once resided. Gently push the assembly home inside the column ensuring no part of your aluminium plate is fouling on the column assembly or

plastic steering column covers. Screw the four screws up and reinstall the steering wheel, nut and steering column horn button.

With this done we need to install the 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 pump fluid once it has actually drained to the pump using gravity).

Below: 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.



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.

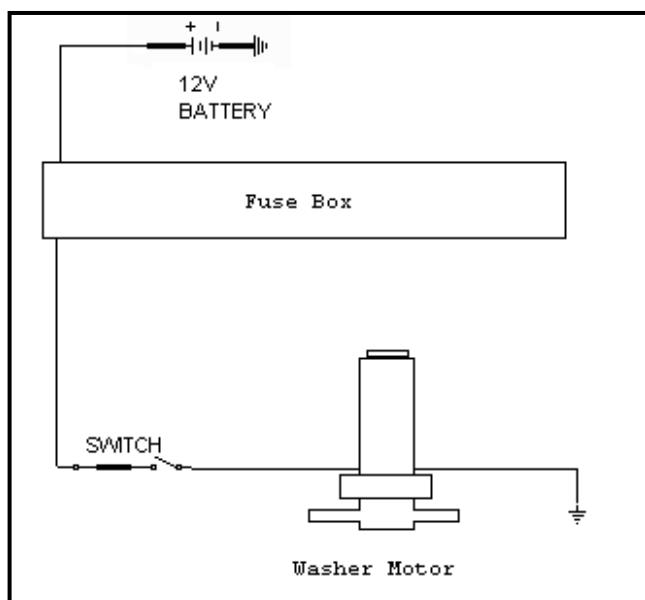
Wiring

Connect one wire from the 12v windscreen washer motor you have installed to an earth

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point on the chassis of the car. Next connect the longer wire from the micro switch to the other terminal of the wiper motor. Then connect the spare wire that runs from the micro switch to the cars fuse box. Preferably the fuse that is the accessories terminal of the fuse box. Once done that's it for the wiring.

Below: is a diagram of what is required.



The windscreens fluid hose.

Earlier you disconnected two flexible rubber fluid hoses from the existing pressure switch on the indicator assembly. You will need to join these two hoses together under the dashboard or if you are keen you can trace which hose goes back to the windscreens washers. This hose can 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.

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 and by pulling back on the indicator assembly to trigger the micro switch 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 windscreens probably for the first time in years.

Parts required

12 Volt Windscreens washer motor - \$16.95
Pushbutton switch (Jaycar Cat. No. SP-0714) \$6.50
2 metres of 5-amp wire - \$4.00
Small piece of aluminium, 2mm thick (30mm*12mm) - priceless

Install time – 1.5 hours



See you on the street (or on the train)!

Leigh Harris

Volkswagen Golf GT TSI - Supercharged and Turbocharged 1.4l



“Twincharger” offers maximum power with minimum consumption

Source: Volkswagen AG

Wolfsburg, 29 August 2005 - The new Golf GT to be launched at the end of 2005 will close the gap between the die Golf Sportline and the Golf GTI. The GT will hit the market in Europe with two engine models, each with 170 HP: The innovative 1.4 l Twincharger and the equally powerful 2.0 TDI with diesel particulate filter as standard.

DESIGN - individual appearance for the GT with special front section

The Golf GT is not just a very special Golf under the engine hood, it also looks special. The new front section with its V-shaped radiator grille in the body colour is the exclusive preserve of the new Golf GT. Air inlet openings are integrated into the front bumper, but are more understated than in the GTI. In this way, the designers have clearly distinguished between the Golf, Golf GT, Golf GTI and R32, thereby making it clear that the models have different power levels. There is an opening for the twin tailpipe in the rear apron. The GT is 15 millimetres lower than the standard level and sports 17-inch wheels.

POWERFUL YET FRUGAL 170 PS ENGINES:

1.4-litre TSI with 125 kW / 170 PS and 2.0-litre TDI with 125 kW / 170 PS

As well as the 1.4 l Twincharger with 125 kW / 170 HP described in detail above, Volkswagen is also launching the Golf GT with the most powerful diesel engine on the market and the most powerful that has ever been available ex-works in a Golf: the 2.0 TDI with 125 kW / 170 HP: The exceedingly frugal Golf GT 2.0 TDI is exciting to drive because it offers impressive power reserves in all situations. The direct-injection pump/nozzle turbo diesel with piezoelectric elements, four-valve technology, two overhead camshafts and a diesel particulate filter as standard develops 125 kW / 170 PS at 4000 rpm. Its torque curve reaches an imposing maximum of 350 Newton metres on a plateau of 1800 to 2500 rpm. The performance figures for this, the most powerful Golf TDI ever, are convincing across the board: It achieves a maximum speed of 220 km/h (136 mph) and accelerates from stationary to 100 km/h (62 mph) in only 8.2 seconds; and all this with a consumption of only 5.9 l/100 km (47.9 mpg) diesel.

GEARBOX - Golf GT always with six gears – manual or direct shift gearbox

As standard, the engine power is channelled to the driven front wheels through a manual six-speed gearbox. From early 2006, it will also be possible to combine these engine versions with the crisply shifting six-speed DSG direct shift gearbox. Connoisseurs will lick their lips at this, since the DSG combines the convenience of an



automatic with the sporty and fuel-saving advantages of a manual. It has six forward gears, shifts gear extremely quickly and without any interruption in traction. The DSG is the ideal gearbox particularly in combination with turbo diesel direct injection engines, and now also with the new "Twincharger". Background: The DSG is the first gearbox to do full justice to the consumption benefits of the innovative engine technology in spite of the automatic gearshift function – indeed, it even adds to the benefits. Like the classic Tiptronic, this gearbox can also be shifted manually using a plus/minus gearshift gate.

EQUIPMENT - Understated sportiness

Externally, the Golf GT can be recognised by its modified front section that is similar to the GTI whilst nevertheless retaining its individuality. For example, the V-shape is developed but is much more understated than in the GTI. Further special optical cues include the GT logos on the front and rear as well as special alloy wheels and the visible twin tailpipe. The standard equipment of the Golf GT is based on the Trendline and includes electric front windows, electrically adjustable and heated outside mirrors, central locking with radio remote control, six airbags, headrests and three-point seat belts for all five seats, electromechanical power steering as well as ABS with electronic stability programme (ESP) and traction control (ASR).

The dynamically set-up Golf GT, whose two available 170 PS power plants enable it to achieve excellent performance, has a sports chassis lowered by 15 millimetres, 17-inch alloy

wheels in the "BBSClassiX" design with 225/45 R17 tyres. The 16-inch brakes (as in the Golf GTI) combined with the brake assistant ensure that the Golf GT, both in the guise of the compressor-turbo and the most powerful TDI in the compact class, can be reined in safely.

In the interior, the Golf GT will appeal with special sports seats in the individual "Brick" design, a three-spoke leather steering wheel with GT logo and a boost pressure display in the cockpit (TSI).

Twin-turbocharged FSI engines - Central aspects

Wolfsburg, 29 August 2005 - At the International Motor Show (Cars) in Frankfurt, Volkswagen is presenting to the general public a ground-breaking innovation in the drive sector: The world's first twin-turbocharged FSI engine – the "Twincharger". The compact 1.4 litre direct-injection engine develops up to 125 kW / 170 PS and has a maximum torque of 240 Newton metres in the range from 1750 to 4500 rpm thanks to the combination of an exhaust turbocharger with a mechanically driven compressor.

The 1.4 litre engine delivers a power output of 90 kW / 121 PS per litre, representing a peak value for a series production four-cylinder engine. Furthermore, the "Twincharger" delivers a torque corresponding to a naturally aspirated engine with a swept volume of approx. 2.3 litres. And its fuel consumption is around 20 percent lower.

Another performance variant of this innovative TSI engine with 103 kW / 140 PS (maximum torque 220 Newton metres) will be available from early 2006, initially in the Touran compact MPV, and after that the Golf will also be available with this engine.

THE TASK

Reducing consumption values – Increasing driving performance

It is the declared objective of European carmakers to reduce CO₂ emissions. This will be done in various steps, to a value of 140 grams

per kilometre. Reduction in CO₂ emissions goes hand-in-hand with a reduction in fuel consumption. Achieving this ambitious target will require a combination of the latest engine technology with driveline optimisation.

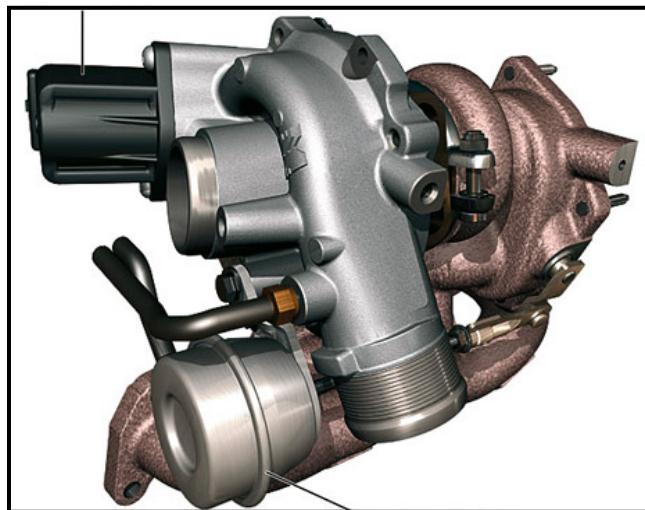
However, this is not enough. As well as the consumption reduction, it was specified that there had to be a full torque characteristic combined with a high standard of quality and a long service life. In addition, the engine had to be compact to allow it to be integrated into many different vehicle concepts. And, it would have to be designed to enable straightforward production in high quantities. Another target was concerned with resolving numerous conflicting objectives in an innovative way. To cut a long story short – we succeeded.

THE CONCEPTUAL IDEA

A compact FSI engine with twin, different supercharging as an approach to the solution

The most effective way to reduce consumption is referred to as downsizing. A reduction in cubic capacity and therefore lower friction losses result in a low specific consumption, which equates to better efficiency. However, an engine with a low cubic capacity only meets the current requirements for active road safety and pleasurable driving to a very limited extent. As a result, the objective can only be achieved by supercharging. Classic turbo engines with a small cubic capacity supercharged using exhaust turbochargers have only been used to a very limited extend in the past since they have low moving-off power and are therefore less acceptable. This problem can be solved by a mechanically driven supercharger that supplies additional fresh air to the engine even at low speeds. The challenge was to combine these two systems in a rational way.

The only candidate for injection technology was the FSI technology that is now used by Volkswagen in numerous model ranges. Experience gathered during the last few years by engine developers at Volkswagen in this injection technology had revealed that FSI could be ideally complemented by the two different supercharging techniques, the result being a previously unheard of increase in efficiency.



This gave rise to the world's first direct-injection SI engine with twin supercharging for use in high-volume series production – the “Twincharger”.

THE IMPLEMENTATION

Compressor for power at low speeds, turbocharger for power at high speeds

The choice for the basic power unit was the FSI from the EA 111 engine series as used in the Golf in power levels of 66 kW / 90 PS (1.4-litre) or 85 kW / 115 PS (1.6-litre). The 1.4-litre engine is a four-valve four-cylinder engine with a swept volume of 1390 c.c., a cylinder gap of 82 millimetres and a bore/stroke ratio of 76.5 to 75.6 millimetres. The focus in developing the “Twincharger” engine was placed on designing a new, highly resilient grey cast iron cylinder crankcase in order to withstand the high pressure of up to 21.7 bar over long periods, a water pump with integrated magnetic clutch and supercharging technology.

However, the injection technology was also modified. A multiple-hole high-pressure injection valve with six fuel outlet elements is used for the first time in the 1.4 l TSI engine. The injector, like that in the naturally aspirated FSI engines, is arranged on the intake side between the intake port and cylinder head seal level. The quantity of fuel to be injected between idling speed and the 90 kW/litre output power requires a wide variability in the fuel flow through the injectors – given a sufficient mixture preparation time after completion of injection under full-load conditions on the one hand and



idling speed with reproducibly low injection volumes on the other hand. The maximum injection pressure was increased to 150 bar in order to achieve this wide range of through flow. Furthermore, only FSI technology made it possible to achieve a compression ratio of 10:1 which is high for supercharged engines.

The Volkswagen engine developers selected a compressor with a mechanical belt drive in order to increase the torque at low engine speeds. This is a supercharger unit based on the Roots principle. One special feature of the compressor used is its internal step-down ratio on the input end of the synchronisation gear pair.

The exhaust turbocharger also kicks in at higher engine speeds (with wastegate control). The compressor and exhaust turbocharger are connected in series in this case. The compressor is operated by a magnetic clutch integrated in a module inside the water pump. A control flap ensures that the fresh air required for the operating point can get through to the exhaust turbocharger or the compressor. The control flap is open when the exhaust turbocharger is operating alone. In this case, the air follows the normal path as in conventional turbo engines, via the front charge-air cooler and the throttle valve into the induction manifold.

One of the major challenges facing the development was to achieve the best possible interplay between the two superchargers arranged in series. Only when both units – the compressor and the exhaust turbocharger – complement one another optimally can the small power unit achieve its required, level torque characteristic over a broad engine speed range in conjunction with a previously unheard of increase in efficiency.

THE RESULT

A twin-turbocharged FSI with two power levels

The ambitious objective of squeezing an output per litre in excess of 90 kW per litre swept volume out of a 1400 c.c. engine could not be achieved with single-stage supercharging alone. However, an upstream compressor enables the boost pressure build-up of the exhaust turbocharger to be significantly increased.

The maximum boost pressure of the “Twincharger” is approx. 2.5 bar at 1500 rpm, with the exhaust turbocharger and the mechanical supercharger being operated with about the same pressure ratio (approx. 1.53). A straight exhaust turbocharged engine without compressor assistance would only achieve a pressure ratio of about 1.3 bar here. The more rapid response of the exhaust turbocharger enables the compressor to be depressurised earlier by continuous opening of the bypass valve. This means compressor operation is restricted to a narrow map area with predominantly low-pressure ratios and, therefore, low power consumption. Consequently, the disadvantage of the mechanical supercharger system in terms of consumption can be limited.

In practice, this means the compressor is only required for generating the required boost pressure in the engine speed range up to 2400 rpm. The exhaust turbocharger is designed for optimum efficiency in the upper power range and provides adequate boost pressure even in the medium speed range. In dynamic driving, this is inadequate for the specified in-gear acceleration values in the low engine speed range. In these driving situations, the compressor is engaged to permit a spontaneous boost pressure build-up. The way in which these two systems complement each other means there is absolutely no turbo lag. The compressor is no longer needed above an engine speed of 3500 rpm at most, as the exhaust turbocharger can definitely provide the necessary boost pressure even dynamically during the transition from coasting to full-load operation.

THE DRIVING EXPERIENCE

High performance and torque produce low consumption and enormous driving pleasure

The compressor, with its high ratio of 1:5 in relation to the crankshaft, delivers a boost pressure of 1.8 bar even just above idling speed. This provides the power needed when moving off. An electromagnetic clutch integrated in the module of the coolant pump is responsible for switching the compressor on and off. It is driven by an additional belt. A torque of 200 Newton metres is available at a speed of only 1250 rpm – and all the way through to 6000 rpm. In dynamic compressor mode, the automatic boost pressure control decides whether the compressor will be switched on in accordance with the tractive power required, or if the turbocharger alone can generate the necessary boost pressure. The compressor is switched on again if the speed drops to the lower range and then power is demanded again. The turbocharger alone delivers adequate boost pressure above 3500 rpm.

In practice, the “1400 Twincharger” drives like a big naturally aspirated engine with 2.3-litre cubic capacity. This is because the maximum torque of 240 Newton meters is available from 1750 rpm to 4500 rpm. The boost pressure gauge installed as standard in the cockpit of the Golf GT 1.4 TSI is the only signal of the furious activity being undertaken by the superchargers and the complex procedure of harmonizing both systems taking place under the engine hood. The driver likes it, because when the needle is fully deflected then the acceleration really presses the occupants back into their sports seats (fitted as standard).

Power/torque characteristic of 1.4 TSI 125 kW

The smooth torque characteristic allows the driver to refrain from gear changes whilst still driving briskly. It goes without saying that the “Twincharger” is much more free revving than a diesel engine. Indeed, the 1.4 TSI has a maximum speed of 7000 rpm. Thanks to this outstanding engine performance, overtaking manoeuvres on country roads are particularly enjoyable and much more rapid than is the case

with a naturally aspirated engine. The value for in-gear acceleration from 80 to 120 km/h (50 to 74.5 mph) in fifth gear in 8.0 seconds can only serve as a reference here. Active safety has seldom been improved in this way without having an effect on consumption.

This is because very low consumption values are possible due to the generous torque and the high level of power that allow a correspondingly relaxed driving style. In the Golf GT, the 1.4 TSI gets along with only 7.2 l/100 km (39.2 mpg) of Super Plus petrol. This is about 20 percent less than in a naturally aspirated engine with comparable torque and power and a cubic capacity of approx. 2.3 litres. In interurban transport, indeed, the “Twincharger” veritably sips only 5.9 l/100 km (47.9 mpg).

In combination with the direct shift gearbox available for the “Twincharger” from early 2006 onwards, the power developed by the 1.4 TSI will be appreciated even more due to the gearshifts without any interruption in traction. And what is more, the advantage in terms of consumption, far from being reduced by this innovative automatic, is in fact increased.

It is possible to activate the winter programme using a switch in front of the selector lever in the centre console of the Golf GT to prevent too much torque being sent to the front wheels on a snowy or icy road. This reduces the moving-off torque and therefore prevents the drive wheels from spinning.

The second power variant of the TSI reveals that this innovative engine technology is not only intended for a sporty model variant but will also be used across the board. With 103 kW / 140 PS and a maximum torque of 220 Newton metres, this engine variant will also appeal with its smooth and masterly engine performance. This variant of the TSI will be used first in early 2006 in the Touran.

QUALITY AND PRODUCTION

High-quality materials and assembly assure a long service life

The selection of materials that are resistant to

high-temperatures does more than make it possible to keep consumption down to the best possible level at high speed. In spite of the high output per litre, the high-pressure level in the engine and possible engine speeds of up to 7000 rpm, the "Twincharger" is designed for a long service life – with the same criteria that apply to all power units from Volkswagen. More than 250 prototype and pilot series engines have been put through their paces in all necessary test cycles. Every single component of this new power plant has been designed for the engine service life and has come through its baptism of fire. Endurance runs corresponding to a mileage of 300,000 km (186,420 miles) have been successfully completed. The cylinder crankcase is made from grey cast iron and guarantees complete operating reliability even at the high peak pressures of up to 120 bar. The highly qualified personnel at the Chemnitz Engine Works use optimised production processes and the latest measuring technology to ensure that these high-tech power plants are assembled without defects.

VW Winter break at Sawtell

Well if you didn't go to Sawtell for the Winter Break you missed out on a fantastic weekend and what promises to be a bi annual event.

Its best to start at the beginning so that I don't forget anything. The usual suspects met at the beginning of the F3 at 4 am, why 4 am, well at that time of morning a run across Sydney from the southern suburbs that can take



anywhere from 60 – 100 minute at other times of the day is made in about 30 minutes.

The usual suspects were, Frank in his sweet 60s bug, John Vellis in his lovely Ghia, Leigh and Belinda in the Bay Microbus,



unfortunately I had drive a Toyota Prado as my new bug is still a bit off being finished. We also were met on the F3 by Mike and Juliet in their Bay Microbus and Ashley in his Rodeo loaded to gunnels with swap meet stuff, and Bill Daws and family in their Pajero, and as we neared Hexham we met up with club members from Newcastle, Rose and Ian in their newly acquired red Cal Look oval window bug.

As the sun came up we all stopped for hearty breakfast and fuel stop at Bulahdelah, the trip was also made much more pleasant buy the use of the clubs UHF radios, that way we could banter all the way up the highway and save heaps on phone bills. After another leisurely fuel stop at Kempsey we arrived at the Sawtell Beach Caravan Park at around about 11.30 am and checked into our cabins.

Club VeeDub - The Legend Never Dies



I have just got to mention how nice the cabins are at the Sawtell Beach Caravan, if your on your way to Queensland, Sawtell is a great ½ point between Sydney a Brisbane we can all recommend this venue. Joe was also very happy

as many of the cabins had carports, so Joes Cabrio was put to bed every night under cover.

After we unpacked we made the short walk into town for lunch, the township is really quaint with huge trees giving shade to a park like centre strip with lots of yummy places to eat



2. THE COFFS COAST ADVOCATE, WEDNESDAY, AUGUST 31, 2005.

pier2

A photograph from a newspaper clipping showing a man in a dark t-shirt and jeans working on the rear wheel of a yellow Volkswagen Beetle. He is crouching down, and another person is standing behind him. In the background, there are other cars and trees.

PHOTO: BRUCE THOMAS

I think it's the Kurbelwellenriemenscheibe!

Club VeeDub - The Legend Never Dies



down each side. After lunch we wandered into the pub for refreshment where we were met by Rhys, Rhys is a club and a local and it didn't take long to get an invite for a tour of the family shed. There we met Ray, Rhys father and Ray's brother Brian Vanderkly. Ray and Rhys Vanderkly were the movers and shakers in getting this weekend off the ground. In the shed were some very interesting VWs including a Fridolian, just like the Swiss Postal service used.

Then it was time to head back for some

prawns and few drinks with all the other VW people. The prawns were a real hit and it wasn't long before we were all having great time and eating some really nice prawns and catching up with all the VW people who had arrived. After eating lots of prawns it was decided that some takeaway Chinese from the local bowling club was the go for dinner.

Saturday there was a beautiful breakfast cooked by the ladies and gentlemen from the Sawtell Rotary club. Then we were off in convoy with 64 VWs plus others to Stan Pobjoy's place at Nana Glenn for a workshop visit, but before we got there we made a stop along the way at a magnificent lookout high above Coffs Harbour. When we arrived at Stan Pobjoy's workshop, we were greeted by Ruth Pobjoy and ladies from the local church with a lovely morning tea.

After Stan fielded lots of questions, we made our way to Glenreagh pub for lunch, but not before I was volunteered to do an interview for NBN TV, well they must have cut all the ums & rrrs out because I'm told by those who saw the interview on telly that night that I made some sense, the wonders of editing.

After lunch it was back down the hill to Sawtell for more prawns. For dinner most of us went down to the RSL club for great meal.

Saturday night we had a bit of rain but Sunday dawned with more rain after weeks of beautiful weather, can't complain I guess like the rest of country they needed it.

We were going to have the swap meet outside under some trees and in the community hall but after the rain we held the swap meet in the community hall, there was three swappers in the hall with two dealers and some hardy swappers set up around their campsites. Late



Club VeeDub - The Legend Never Dies



in his 1600 cc Bay Widow "LoBus" lots of Queenslanders including Classic VW Pacific and Lou & Vicki Guevara with the kids in Lou's new company car, a New Beetle Cabrio. The weekend could not have happened without the hard work of the Vanderkly family, particularly Ray and Rhys.

So we are looking at dates in 2007 so that we don't clash with other events in NSW and interstate.

Ed.



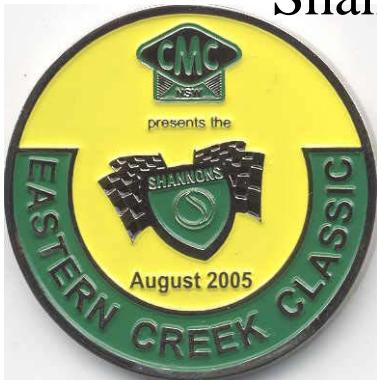
morning it started to fine up so we lined some of the cars up on the village green and all day we had a constant stream of local dropping by to see the VWs.

Breakfast and lunch was again cooked by the ladies and gentlemen from the Sawtell Rotary club, these people did great job, just like all Rotary people do.

I had to leave Sunday afternoon while things were in full swing but I would like to thank all the people who attended, particularly David from Melbourne how came all the way up



Shannons Eastern Creek Classic



Shannons Eastern Creek Classic





Blessed are those who own a Volkswagen.



Aus Liebe zum Automobil



HAZARDOUS MATERIALS DATA SHEET

ELEMENT:	Woman
SYMBOL:	○+
DISCOVERER:	Adam
ATOMIC MASS:	Accepted as 55kg, but known to vary from 45kg to 225kg

PHYSICAL PROPERTIES

1. Body surface normally covered with film of powder and paint
2. Boils at absolutely nothing – freezes for no apparent reason
3. Found in various grades ranging from virgin material to common ore

CHEMICAL PROPERTIES

1. Reacts well to gold, platinum and all precious stones
2. Explodes spontaneously without reason or warning
3. The most powerful money reducing agent known to man

COMMON USE

1. Highly ornamental, especially in sports cars
2. Can greatly aid relaxation
3. Can be a very effective cleaning agent

HAZARDS

1. Turns green when placed alongside a superior specimen
2. Possession of more than one is possible but specimens must never make eye contact

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