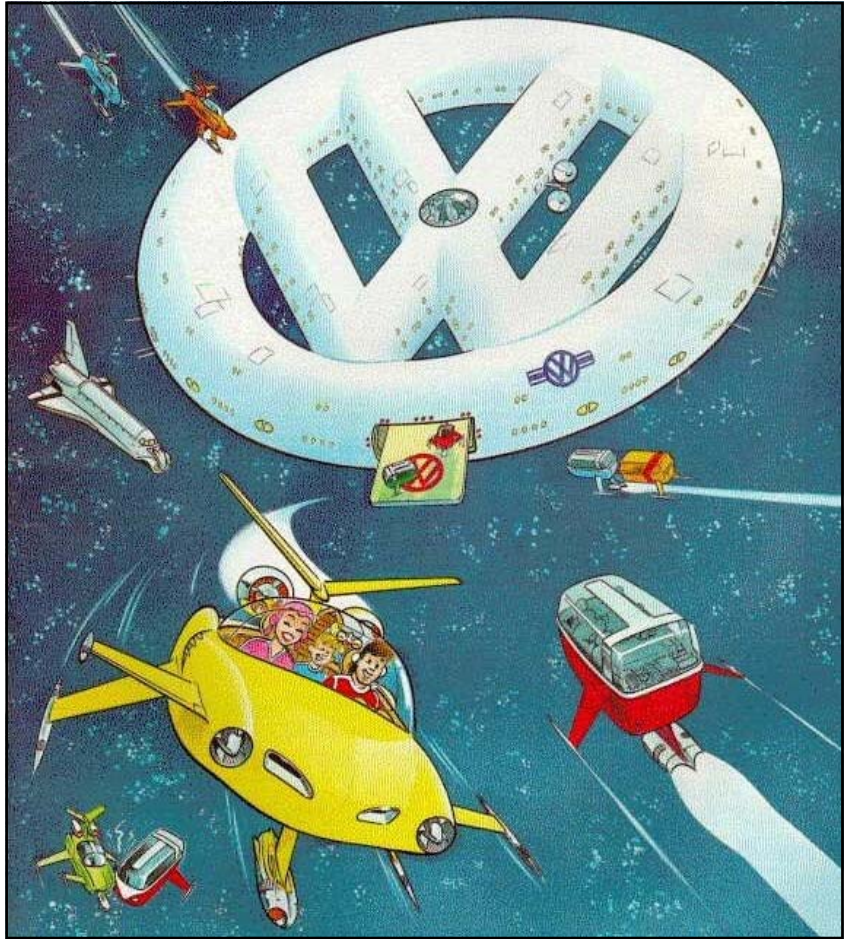


July 2003

NETSCHRIFT



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Jak's racing report

The Diesel Beetle

Murray River run

TULZ - Part eight

Toy Department

and much more....



A CLUB VEEDUB SYDNEY PUBLICA-

www.clubvw.org.au

Proudly a member of the Council of Motor Clubs



CLUB VEEDUB SYDNEY Committee 2002 – 2003

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VW Nationals Coordinators:	David Birchall (02) 9534 4895 Leigh Harris (02) 9579 3462 Ray Pleydon Paul Dujmovich (02) 9627 3798

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

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

2004 VW Nationals Easter - April: Saturday 10th & Easter Sunday 11th Sydney Australia

We wish to thank our continuous
16 Year VW Nationals Sponsors

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CHRISTMAS IN JULY ST ALBANS RUN



SUNDAY 20TH JULY

The run to St Albans will meet at 9.30 am from McGraths Hill McDonalds, on the Windsor Road and departing at 10.00 am sharp together in convoy to our destination of St Albans.

We will be using the Webb's Creek Ferry route on the forward journey and the Wiseman's Ferry on the return journey. Included in the total journey is approx. 17 km's of dirt and gravel road, handled fine when we tested the run. The ferries are free and a pleasant trip.

The trip there and back is relaxing and very scenic countryside, especially if you are the passenger, and our destination is a very picturesque little village.

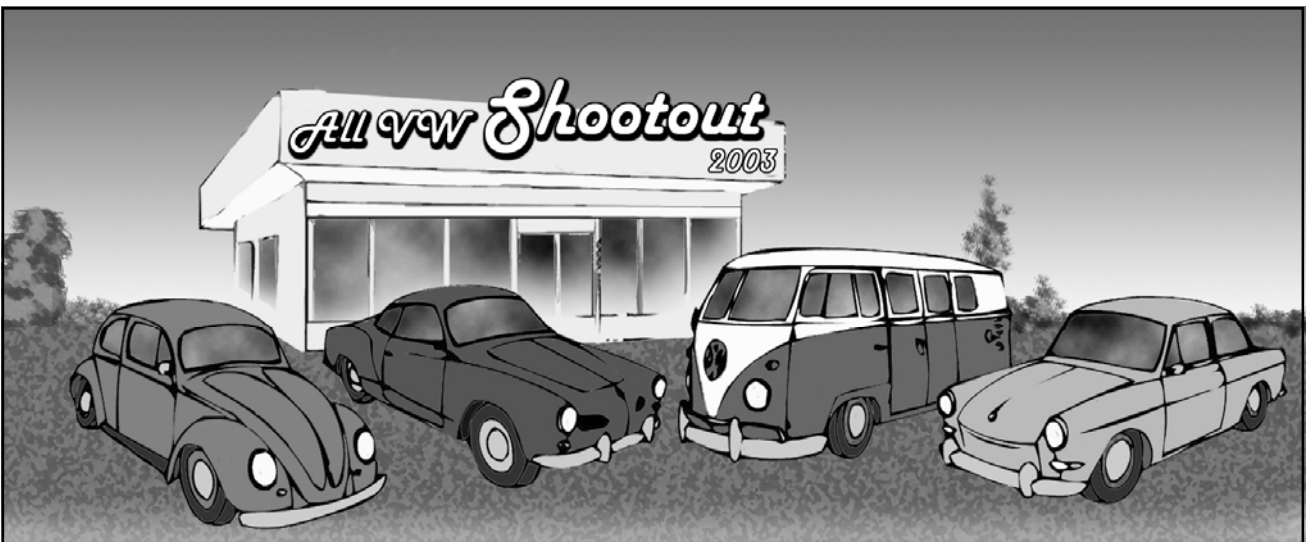
Our CHRISTMAS IN JULY run will have a final destination of The Fickle Wombat restaurant, where we will be having a traditional 3 course lunch Turkey, Ham etc. (We taste tested this place and its home made food) the premises are licensed and are cheaper than the pub prices nearby. The venue has a log fire for the defrosting of cold hands and feet, especially of the fully air-conditioned bug occupants. The hosts are organising a car park across the road so all the cars are together.

The proprietors are Christmas decorating and if anyone is willing to bring a gift for the Kris Kringle to the value of \$5.00 (must be a present for same sex eg, Lady buys for Lady - Man buys for Man) if any kids are coming please wrap something for the kids as Santa will be making an appearance. Lucky car/door prizes on the day.

The cost is \$27.50 per head, I know you think this is a bit steep, well this is really good food, ring and I will give you the full menu. Suffice to say the dessert menu would get most people there.

Unless I know if any kids are coming I don't have a price or a menu for them, the numbers are necessary for menus.

Bookings are essential for catering, please ring & leave a message if need be with Robyn Cotter on (02) 9601 6946 to ensure your place at the table.



The All VW Shootout 03 *9th November 2003*

**The Whitlam Center
Memorial Ave - Liverpool
(Undercover Venue)**

Old School & New VW's (New Judging Format)

For more info Contact Flat Four Vee Dub Club, Murray AH 9618 2205

Volkswagen Golden Jubilee

Darling Harbour Forecourt. Sunday October 19, 2003

- To celebrate the 50th anniversary of Volkswagen in Australia, Volkswagen Classic & Vintage Club of Australia is presenting a unique car show at Sydney's most prestigious venue – Darling Harbour.

This coincides with the Sydney Motor Show.

Want to be part of this historic day?

A Jubilee Convoy of at least 50 specially selected Volkswagens will represent Australia's best examples of all types, spanning more than 50 years' production.

If you wish to nominate your car for inclusion, email details and a photo of your car to: webmaster@vwclassicclub.org.au or, snail mail those

details to The Secretary, Volkswagen Classic & Vintage Club of Australia, PO Box 3051, Bilpin NSW 2758. Please do this as soon as possible as we want to make sure we have the best VWs of their type in Australia for inclusion in this historic event.

Only the 50 or so cars selected can be in the Jubilee Convoy and display.

A specially struck medallion will be given to each participant in the convoy.

Everyone is welcome to come to see the display and listen to our speakers. Entry is free.

If you want to discuss your vehicle prior to sending your nomination, call Stephen Muller on 0402 093 311.

Volkswagen Classic & Vintage Club of Australia

Club VeeDub - The Legend Never Dies

Canberra VW weekend 2003 27th & 28th September

It's on again!!! After the success of last years event, this weekend long event will take place on the 27th and 28th of September.

The weekend will kick off on the Saturday at 11 am with a cruise through Canberra and surrounds culminating with a picnic lunch in the early afternoon. This will be a great opportunity for Canberran VW enthusiasts to meet our NSW counterparts and share stories and laughs.

Sunday sees the return of the Shannons German Autofest, an all German marque show including rare vintage vehicles such as NSU, Messerschmidt and Goggomobil. Once again, the Shannons VW Show and Shine will take place with 18 trophies to be awarded. I must add that it is an opportunity to show off your car, even if you don't want to enter the competition. Canberras only Volkswagen dealer, Lennox Motors, will be present with a display of current model vehicles.

For NSW enthusiasts, it is an opportunity to explore Canberra and surrounds and enjoy the friendship of other VW fans on a great weekend away from home. For Canberrans, it is a great chance to get in contact with active clubs and fellow enthusiasts, and take part in Canberras only VW event on the calendar.

For more info, please call Steve Crispin on 0419 429 453 or 02 6251 2790. Or email stevencrispin@yahoo.com.au. See you there.

Christmas DubNic (Incorporating the Vintage Registration Day)

Where: The Western Sydney Regional Park on the corner of the Horsley Dr and Cowpasture Rd, Abbotsbury.

When: Sunday November 23rd, 2003 at 10:00 or Get there by 09:00 if you want to join in on the Bike ride.

Information: The Park has toilet facilities, a large children's play area and bike track. We will be holding a BBQ and there is plenty of space for the kids (of all ages) to play. If you're feeling energetic, there is a bike ride planned for 09:00, just show up with your bike (This is a sealed track that runs through some beautiful countryside). Even if you don't have a historic car, come along and have a closer look at the vehicles of yester year and have something to eat and drink. Prizes will also be given out for the best HCRS vehicle, Best Daily vehicle and Best Overall vehicle.

Further information for HCRS holders: It has come to that time of the year again when we hold our annual Vintage Registration Day (Christmas DubNic). This outing is an official club event where everyone is invited.

**** It is a Club rule that if you are on HCRS plates, you must attend this day with your vehicle. ****

At the last Committee and Club Meetings there was an amendment proposed and passed. The policy basically remains unchanged except for the addition of Club Rule 7 which was added and reads:

7. Every movement of the vehicle must be notified to the Registrar. Whether it be for servicing, refuelling, charging the battery, attending car shows, attending club meetings, i.e. Every time your vehicle leaves your property the registrar must be made aware of the movement. Please refer to the inside of the front cover of Zeitschrift for current contact details for the Club Registrar. The most recent policy can be obtained from the Clubs Vintage Registration site (See below for address)

What to bring on the day: ☺ Your Vehicle. ☺ A Pink Slip for roadworthiness is required for each vehicle you own. ☺ Your current membership card. (You can extend your membership on the day. Please bring cash or a cheque made payable to "Club VeeDub Sydney Inc.") ☺ The completed RTA Historic Vehicle Declaration (RTA Form 1259) ☺ The completed RTA Application For Conditional Registration (RTA Form #1246)

These forms are available from the RTA, RTA WebSite or the Club's Vintage Registration Site which can be found at: <http://au.groups.yahoo.com/group/ClubVeeDubVRO/>

Raymond, Vintage Registrar

**Don't forget the Club VeeDub AGM & monthly meeting
Thursday 17th July:-** at the Greyhound Social Club Ltd.,
140 Rookwood Rd., Yagoona (right next to Potts Park).
Come along and get involved in the running of your club.
All welcome. 8:00 p.m

Presidents Report

Just recently attended the Motorex show at Homebush where our club had 10 cars on display, it always amazes me the comments a bunch of VWs like that brings out of people. Things like ,used to have one, still got one, learned to drive on one, best car I had ,favourite car I had, went around Australia in one ,and dozens of "brings back memories". One elderly lady even told me she lost something irreplaceable in the back seat of a Beetle. (Brings back memories?) Makes me think that nearly everybody has at least one VW story to tell

Don't forget that our next meeting on 17th July is the Clubs Annual General Meeting so I would like to encourage some of the enthusiastic club members to join the committee and help your club. So turn up and put your hand up!

On the social calendar we have the run to St Albans on the 20th this month, its not too late ring Robyn (02)96016946. In August the VW Spectacular 1st to 4th at Valla Park promises to be as good as ever.

See you all at the AGM.

Keep on Volkssing,
Paul Dujmovich



Club Calendar

July:

Thursday 17th:- CLUB VW AGM & MONTHLY MEETING at the Greyhound Social Club Ltd., 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. 8:00 p.m**

Sunday:- 20th Run to St Albins, see page # 3 for more details.

August:

VW Spectacular 2003. 1st – 4th, Valla Park. If you are coming to the VW Spectacular please let us know as soon as possible on the mobile, if you need any accommodation as there is only camping facilities left at Valla Park.

Email donna501@bigpond.com or pell1@bigpond.com Mobile 0427 695203 Donna or Phone 02 6568 6327 Business Hours (ask for Luke)

Thursday 7th:- Cut-off date for articles, letters, for sales etc to go in the next issue of Zeitschrift.

Thursday 14th:- Committee Meeting & Magazine assembly night at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). This is the permanent venue for all future meetings.

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club Ltd., 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. 8:00 p.m.**

Saturday 16th:- 3rd annual Herbie parade Are you the proud owner of a VW Beetle or Kombi? Then why not take part in the Herb

Festival's very own Herbie Parade held in Lismore, Northern NSW. There are loads of prizes including cash, petrol, car service and lots more. Registration is compulsory, just fill out the application form and send it in and secure your sport in Lismore's famous Herbie Parade.

If you would like to be part of the HERBIE PARADE please contact Leanne Clark on 02-66228147 or leanne.clark@lismore.nsw.gov.au or check out our web site www.herbfestival.org for a registration form

17th Cherrywood swap meet & fete at Cherrywood village, The Northern Rd Llandilo.

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club Ltd., 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. 8:00 p.m.**

Saturday 23rd:-Shannons Eastern Creek Classic at Eastern Creek Raceway. Trade displays & sales in pit garage all day. CSCA Supersprint from 10.00 am

& Sunday 24th:-Shannons Eastern Creek Classic at Eastern Creek Raceway. 1500 CMC members cars on display and on parade, the largest gathering of classic cars in NSW. Double Decker bus rides around track

NSW most prestigious concours judging event
Military vehicle display

Historic racing car display and demonstration

Trade displays in pit garage all day

Book and models on sale, ideal for Fathers Day

September:

Boris' Swap meet & Picnic day, is definitely on we are working on a suitable date.

Thursday 4th:- Cut-off date for articles, letters, for sales etc to go in the next issue of Zeitschrift.

Thursday 11th:- Committee Meeting & Magazine assembly night at the Greyhound Social Club, 140 Rookwood Rd., Yagoona

(right next to Potts Park). This is the permanent venue for all future meetings.

13th & 14th North West Annual Swap Meet, Gunnedah Showground.

Thursday 18th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club Ltd., 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. 8:00 p.m.**

27th and 28th. Canberra VW Weekend. See page 7 for details.

October:

Thursday 2nd:- Cut-off date for articles, letters, for sales etc to go in the next issue of Zeitschrift.

Thursday 9th:- Committee Meeting & Magazine assembly night at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). This is the permanent venue for all future meetings.

Thursday 16th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club Ltd., 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. 8:00 p.m.**

Sunday 19th:- Volkswagen 50th Jubilee in Australia. Darling Harbour, hosted by the Volkswagen Classic & Vintage Club of Australia. See page 3 for more details.

November:

8th- 14th: 50th Anniversary of Volkswagen in Australia, Tasmania.

Sunday 9th:- Flat Four Shootout. EG Whitlam Centre Liverpool.

Sunday 23rd:-VW Picnic Day & Vintage Registration Day at The Western Sydney Regional Park on the corner of the Horsley Dr

and Cowpasture Rd. More details soon.

2004

April

10th & 11th VW Nationals 2004.

For Sales

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

In addition to appearing in the club magazine all adds will be appear on our club website www.clubvw.org.au Photos can be included on the website but not in Zeitschrift.

PLEASE NOTE; All classifieds will first appear in our club magazine to give our club members a chance to see them, then 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 Inc. c/- 14 Willoughby Cct Grassmere NSW 2570. Adds with photos can be emailed to the webmaster@clubvw.org.au

Wanted:- Front seats (ie. driver & passenger) for '72 Kombi, must have head rests. Don't have to be perfect, I will consider re-upholstering. Martin Fox Bus: (02) 9024 4916 Mobile: 0411 33 11 21 Email: martin.fox@sleworldwide.com.au

For Sale:- 2 x Scat Procar seats \$250. Ask for John 9631 5187

Berg wide sump \$250 or swap for a narrow sump. Ask for John 9631 5187

For Sale:- 1964 Split screen Kombi, far western NSW country vehicle, all its life was spent in Cobar until 1995, its now in Central west NSW.

Vehicle has minimal rust, specifically on floor edge under cargo doors, small in left front wheel well, front clip needs panel beating & right side sill – body panel needs plastic filler

removed.

All glass in place, all doors & windows open & close nicely. Only items missing, engine, rear taillights, front headlight, rear bumper, drivers door mirror & passengers bench seat.

This is a rolling body and a very good restoration project for any body that really wants this model, \$3,000 negotiable.

Transport to Sydney can be arranged. Contact Peter on 0419 016 392

For Sale:- 1973 Type 3 Fastback, registered, 99% complete, goes extremely well and smooth, still original, driven every day and looked after. Suit restoration.

Also a 1973 Type 3 Fastback, Wrecking only for parts for the previously mentioned with an automatic gearbox. Also a 1966 Type 3 Fastback, goes pretty good, unregistered, 95% complete. Suit restoration.

A fuel injected 1973 Type 3 engine in running order.

Slightly used New barrels and pistons to suit (1600)

Spare 1973 Type 3 bonnet, windscreen and back screen.

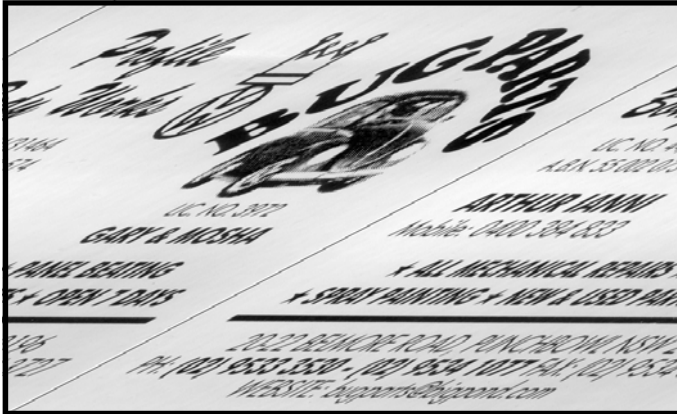
A couple of boxes of original mixed spares to suit all of the above Asking \$4,000 for the lot. ph (02)6365 8557 / 0417 494 516

Wanted:- A 1976 Beetle, restored and in good condition, any colour, any modification. Up to \$5,000/\$6,000 depending on car. ph (02) 6365 8557 / 0417 494 516

For Sale:- 1976 VW Beetle Sedan L 2 door reconditioned 1640 cc engine. Olive green paintwork (looks yellow). There is a small amount of rust in the body and interior requires a little work. The exterior is excellent and the car runs very well. 10 months rego. First realistic offer accepted. Please contact Dick Worrada on 0414 328 489 or Pauline at pworrada@abr.com.au. Sutherland Shire

For Sale:- 1974 L Bug, wattle yellow, recent respray, new interior, sport steering wheel, tinted windows, maintained by C&S Automotive in Padstow. \$5,500 ono. Call 9533 5408

Trade and services directory



For Sale:- 1962 Karmann Ghia. 100% bare metal restoration. All new rubber seals & chrome. Daihatsu Feroza aqua paint. Smooth one-piece bumpers, custom removable nerf bars, 67 pan converted to IRS, lowered & narrowed front beam, 17 inch Porsche cup wheels, Falken 215/45 & 205/40 tyres, cross drilled four-wheel discs, powder coated suspension, fully detailed chassis, hi-po Stan Pobjoy 1916 cc, counterweighted crank, 041 heads, 44 mm Webbers, electronic ignition, electric fuel pump, Porsche fan & alternator, fully detailed engine bay, custom exhaust system, rebuilt IRS gearbox, custom interior with VDO gauges. Brand new, one hour break-in on drive train, driven less than one mile.



* VOLKSWAGEN * AUDI * SUBARU *
* HONDA * SUZUKI *

Geoff Smith

FAX (02) 9938 3331 TEL (02) 9938 5555

38 WINBOURNE ROAD, BROOKVALE N.S.W. 2100

This resto-Cal look coupe has had all the hard work done and has never debuted at a VW event. One of the best KGs in Australia, duplicating this vehicle would cost in excess of \$45,000 and as such it represents an excellent investment for the Karmann Ghia aficionado.

Contact Steve Walmsley, 0439 44 3273

- VW Spares - new and used
- Full restoration available
- VW cars bought and sold

Ph (02) 4325 7911
Unit 1C, 9 Nells Rd
WEST GOSFORD NSW 2250

DL 12602

For all your Volkswagen needs

For sale:- 1976 VW Beetle Sunbug full convertible, Porsche Monza Red colour (recently re-sprayed), strengthened X-frame chassis and T-frame rollbar, new M-Tex (Mercedes) tan leather-like upholstery, near new carpets, 16" alloy wheels with Firestone tyres, 1600 cc motor with less than 100,000 kms on the clock. Original reg. plates - HEY 157 (NSW), reg'd to end Feb. '04. Outstanding condition. A real head turner! \$7,950 ono. Contact Godfrey on 0418 203 071 or email: gardenview@bigpond.com

- Agreed value means agreed value. If the car is a total loss you will receive the full sum insured.
- You have the option to choose your own repairer.
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- In the event of total loss you will have automatic retention of the wreck, depending on the policy.
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- Laid up cover for vehicles being restored or repaired.
- 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:- 1970 Notchback VGC. Registered till April 04. Reconditioned motor, new battery, new window seals, disc brake front end. \$2,900 ONO. Ph 02 6124 6635.

For Sale:- 1977 Kombi 2 litre, light blue with white roof, new tyres fitted, reconditioned heads, with newly reconditioned engine. Unregistered asking \$3800.00 ONO please contact John on 02 69 73 8814

For Sale:- 1962 Volkswagen Beetle Deluxe, delivered to first owner 16/01/1963. Lived its

Trade and services directory

Wanted

**Your add in this space.
The cost for 11 months is \$100,
this does not include the annual
VW Nationals program.
Contact Steve on (02) 9153 6782**

whole life in Brisbane. 1600 cc motor running unleaded fuel. Has been reconditioned by previous owner. Runs well and car has very good power and handling. Colour original Volkswagen pearl white (code L87). Four good radial tyres 165 x 65 x 15's approx 75% tread. Car has been repainted in acrylic with an additional 3 coats of clear over the top. All rubbers replaced as follows. Front screen, rear screen, passenger windows, both doors including quarter lights, bailey channels. All fender welt, front and rear indicators, front and rear bumpers mounts. boot lid, engine seal. All original chrome mouldings in the window rubbers painfully have been replaced and installed.

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9630 3303
FAX: 9890 8091

New original hood lining. Full set of carpets including under front boot lid. New sun visors. Upholstery is in very good condition. Both side running boards are brand new. New exhaust chrome tail pipes.

Car comes with all original delivery documentation, log book and manuals as well as some service history for repairs over its 41 years of existence. Price is \$6000.

KLAACK MOTORS ★



Phone: (02) 9724 5901
Or (02) 9727 2057
Fax: (02) 9723 5250

2A LACKEY STREET FAIRFIELD 2165

For Sale:- 1966 Split Screen Kombi Panel Van with double side doors passenger side Mostly complete except for motor and bumpers. Little rust. \$2500.

For Sale:- 1958? Split Screen Kombi Panel Van with windows and double side doors passenger side. No rear end. Rust in roof gutters and below front bumper. \$1000.

Home 07 3801 5302 Mob 0419 403 334 or email john.orpin@henkel.com

Liz's Bookkeeping Service

M: 0418 977 478 Ph/Fax: 02 9627 4374

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AT AFFORDABLE
RATES



19 Hobart Street, Riverton, 2765

For Sale:- 1962 Karmann Ghia, Rego number KG 1960, rego until June 2004, mechanically very good, needs respray, as the original silver has faded considerably. Interior is original and needs a bit of TLC, current owner for the last 24 years and has all books and receipts. Driven by a little old lady a couple of times a week up in the Blue Mountains, a perfect car for a Karmann enthusiast, \$12,000 ono Phone (02) 4751-6883, Mrs Laird.

Trade and services directory



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ENGINE REPAIRERS FOR ALL MAKES AND MODELS AND REPAIRS
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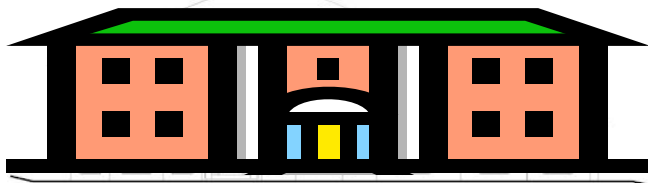
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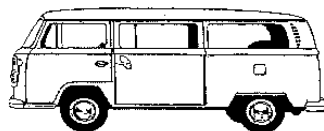
Plans and specifications for Additions, Alterations, Carports, Garages and New Homes, to your design.
Contact club member Ken Davis on 46 572115 or 0411 11 5207 or abcad@bigpond.com.au

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ASHFIELD CYCLES 353 Liverpool Road Ashfield



- SALES
- SERVICE
- REPAIRS

Special discount for Club VeeDub Members

John Michell

Ph: 9797 9913

For Sale:- 1968 Beetle, 1500 cc 12 volt, colour Savannah Beige, rego till July 2004, vin 11897227. Original red interior is all there and in VGC, front guards and bonnet need respray, mechanically excellent, regretful but urgent sale required, \$3,500 ono. This Beetle lives in Portland, NSW. Contact Terry or Pam (02) 6355 5274

For Sale:- 1964 Beetle, wild violet in colour, rego until September 2003, tinted windows, good carpet and interior, all new window rubbers, new exhaust system, 12 volt system, stainless custom hubcaps, new distributor, 14 inch wide wheels, new running boards, new bumpers, driving lights, new brakes, new wheel cylinders, all new wheel bearings and seals. \$5,500 ono. Rego YFB 164. Contact Norm on (02) 9605 6858 after 7 pm Monday — Friday.

For Sale:- Fastback 1970 1600 TL. Rego to April 2004, reliable daily transport or base for restoration. Car is located on Sydney's North Shore. Ph Steve (02) 9416 2472 or email: flih@idx.com.au

For Sale:- 1 pair Lynx Ramflo air cleaners (52 mm throat), brand new suit early beetle carbies \$60.00 pr. Call Mick (02) 9621 7369

For Sale:- 1969 Volkswagen 1500 Beetle, White, Semi Automatic 10 mths rego original condition throughout, regular servicing 2 owners current lady owner BUGSSE Excellent Condition \$5700 NG negotiable. Wetherill Park (02) 9609 5505 or 0418-20 7648

Help wanted for restoration:- I have a 1964 VW which externally is in a dilapidated state but which has a good and operative motor and gear box.

I would be interested in hearing from someone who is interested in restoring this vehicle. How we go about this especially in relation to cost can be discussed and agreed. I realize that a similar vehicle may be available at a competitive price. However there are those who like "tinkering" as do I. But time is a killer and this is a sentimental project I look forward to a response. Please call Doug on 0418614164.

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For Sale:- 1978 VW Karmann Cabriolet Beetle, bare metal respray in original white 3 years ago, this car has travelled only 65,000 K's and spent most of its life on display in a VW dealers showroom, fuel injected engine, runs on unleaded, no rust and in very good order all round. Phone Peter on 07 32 29 0494 (wk) or 07 3396 2019 (home) or email thebray@bigpond.net.au asking \$23,000.00 for

possibly the youngest VW in Australia

For Sale:- 1967 VW Beetle 1300, 12 volt, fair condition, good engine, body needs some attention, some rust, suit restoration, registered. Asking \$700.00 Ph Michael on 0415 783 531

For Sale:- 1972 Superbug, orange, good condition, reconditioned gearbox, regularly serviced. Call Colin on 9579 6028 or 0414 400 651

For Sale:- This 1964 Split Screen 13 window Kombi, has been owned by me for the past 7 years and has been restored for 5 years It has been converted to 12 Volt system It has the original clock and genuine mirrors. The Kombi had a bare metal respray an finished in Birch green and lotus white two pack paint, All of the interior is completely retimed in original fabrics and is completely finished The Kombi has won multiple awards at Valla Park, The VW Nationals and also Volksday. The Kombi come with 12 months rego and is a delight to own and drive. Please contact John on 02 69 73 8814

For Sale:- Beautifully restored 1957 Type 1 Beetle - Has had a bare metal respray in Green, Fully detailed inside and out, new interior, rebuilt 36 Hp motor, West Coast Metric rubbers were used in this restoration, Stainless steel front and rear bumpers, Twin 6 volt batteries fitted, nothing to spend 6 months registration, please contact John on 02 69 73 8814.

For Sale:- VW Passat GL VR6 1995, Blue 201000 km, 9 months Rego. Features: Aircon, power windows, steering, mirrors, 6 speaker 10 stacker CD/Tape, 15" Alloys, Towbar, Tinted windows, Cruise control, multi function trip computer, service history, books and receipts, twin airbag, abs, four wheel discs, fold down rear seats, central locking, leather steering wheel. Car is straight and in good condition, mechanically excellent. \$9999 ONO, please call Julian for a test drive or viewing on 0414-319963 or 96075285. Prestons.

For Sale:- 1973 L bug, wattle yellow, recent respray, new interior, sport steering wheel, tinted windows, maintained by C&S

Automotive in Padstow. \$5,800 ono. Call 9533 5408

For Sale:- VW Golf Wheels and tyres, to suit Series 4 Golf, including 4 new Dunlop SP sports tyres 175 / 80 R 14 with dress rims. \$400.00 the set Contact Grahame Murphy on W 9618-7521 or Mob 0418-289-158

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Wanted:- Middle bench seat for late model Splitty Kombi. The folding single seat does not have a release lever on the side.

Windscreen washer bottle for Splitty Kombi. 2 VW engine stands, bench mounted or freestanding. Please phone Peter on 0419 016 392 or (02) 4782 5395 ah

For Sale:- 1969 Beetle, semi auto, unregistered, running, some rust, suit restoration. \$1000 ono, ph (02) 6649 0907 or mobile 0402 485 681

For Sale:- 1977 2 litre Kombi Microbus, minus centre seat, very good condition, \$5200, ono Ph. (02) 9606 9059 or E-mail awatts@pnc.com.au

For Sale:- 1975 VW Passat 4-door sedan. Crystal white. 86-hp 1500 cc engine. Mechanically sound, body straight, no accident damage and only very slight occasional surface rust. Paint and upholstery generally OK. Much loved runabout, owned for 14 years. Suit water-cooled VW enthusiast. Rego until May. \$500. Phone Emma on 041 5469367 (mobile) or (02) 9520 1445 (home)

For Sale:- Sky Blue 1975 Super Bug. Excellent condition & extremely reliable. A1 reconditioned engine (one of the best my mechanic has seen!) No rust 4 x 165-15 Michelin tyres radio/new speakers 72 200 kms on the clock Rego till April 2004 (a full year!!)

Asking \$6000 ono Call Sophie 0422 634 253 / 9456 3149 or email: sopht33@yahoo.com

For Sale:- "Ferdinand", 1972 Type 3 Squareback. Classic Burgundy, new 1600 engine, Rebuilt carbs, Extractor, New, must-see interior, Clean and doted over with no rust. Rego til June 18. \$5,500. Full details of Ferdie's restoration on the web at www.hermes.net.au/cjb/ferdie.html Contact Annie or Chris in Katoomba on (02) 4788 1315 or 0421 836 370. Email: annie@hermes.net.au

For sale:- Beetle 1969 semi auto, rego till March 2004. Excellent condition, many extras \$4500 Ph: 9627 3798 AH

Humour

Elderly couple, married for years, are pulled over by the Police for speeding.

"Excuse me, Sir," says the Officer, "did you realise that you were driving at 120 km/h in a 110 zone?"

"Dear me!" says the old man, very contrite.

"There must be something wrong with the cruise control. I always set it to just under the speed limit. Oh, Dear me!"

"Well in that case, I'll just caution you to check your speed in future," says Plod, who starts to walk away.

"That's rubbish," says the wife. "He doesn't have cruise control, he always speeds!"

"If that's the case, I'll have to give you a ticket," says Plod. \$150.

"Look what you've done," says the old man. "I would've got away with that but you had to open your big mouth!"

"Well Mr Clever with your radar detector in the glove box where no one will find it," says the wife.

"Do you have a radar detector? I'll have to fine you for that as well, Sir." The officer adds a \$550 fine to the list.

The old man is furious. "Just shut up, will you?" he says, to his wife and no avail.

Then the PC notices something else: "You've not wearing a seat-belt, Sir?"

He says, "I took it off when you pulled me over so that I could get my wallet from my pocket."

"That's rubbish," says the wife. "You never wear a seat-belt."

"That's another fine," says PC, who has reached his quote before lunch with a \$250 ticket.

That's too much for the old man. Incensed, he sprays a long stream of blue at his wife, veins pulsing in his neck, eyes red with anger. Swearing, cursing and defaming. Even the PC blushes.

The PC asks the old lady, "Does your husband always speak to you this way?"

"Oh no," says the old lady. "Only when he's drunk."

Murray River run

Wendy and I decided we would attend the Murray River Run over the Queen's birthday weekend. I am always keen to take our bug on longer trips.

We motored down on the Friday and encountered very fierce cross winds. I decided to slow down a little but not so most of the big trucks. A B-double passed us that was so affected by the



wind that the prime mover was traveling immediately adjacent to the right hand lane line and the second trailer was tracking just in the left hand shoulder, but the driver pushed on at his 110 kph.

We arrived in Albury late in the afternoon and booked into our motel. The motel was a favorite with the busses which is probably why a very good smorgasbord meal was put on each night.

Unfortunately the organization of this event did not eventuate. Eight or so cars came up from Melbourne late on Saturday and a cruise was organized on Sunday to Yackandandah and Beechworth.



Wendy and I did our own thing on the Saturday but joined the cruise on Sunday. However we stayed behind for a while in Yackandandah. We eventually left for Beechworth, traveling solo. About 20 km from Beechworth we were stopped by the Victorian police. The conversation between myself and her majesty's constables went something like this:

Ken: Good afternoon officers. What can I do you for?

Plodd: I see you have historical vehicle plates on your vehicle.

Ken: Yes sir, that is because it is an historic vehicle.

Bigfoot: The plates on your vehicle are unfamiliar to us.

Ken: That is probably because they were only introduced in NSW last year. Would your time not be better spent chasing criminals or speeding hoons?

Plodd: Can I see your license please Sir?

Ken produces license and hands it to Plodd.

Plodd hands it to Bigfoot who takes it to the police car and gets on the radio.

Plodd: Are you on an organized event for historic cars?

Ken: Yes.

Plodd: Have you proof of the event?

Ken: Yes.

Ken hands Bigfoot a copy of "Zeitschrift" with its full page advertisement for the event.

Plodd: Are there other cars on this event.

Ken: Yes, they are up at Beechworth.

Plodd: We have just come from Beechworth and did not see any Volkswagens.

Ken: (under his breath) They probably saw you coming.

Bigfoot returns to join Plodd and Ken and hands back Ken his license. Plodd and Bigfoot then do a comprehensive check of Ken's vehicle.

Plodd: This car does not appear to be 30 years old. It appears to be in original condition.

Ken: I can assure you that it is over 30 years old and, yes, it is in original condition. Would you like to see the rego papers.

Plodd: No that will not be necessary. Have a good day.

Although we were stopped for about 20 minutes I must say I enjoyed the encounter. I felt that I had won the day. The moral of the story, though, is always carry documentary evidence of the event that you are participating in.

Although the organizers of the event failed us, we enjoyed the trip. Yackandandah and Beechworth are historical old gold mining towns and Beechworth in particular draws you in and is where I picked up plenty of VW memorabilia.

Ken Davis

THE TOY DEPARTMENT

Hello again, I recently had the privilege to have a very distinguished guest visit my home, and discuss models cars and view my model car collection.

Yes, that's right Geoff Sherriff came to my home. I said to my wife get out the best silver ware and polish it up (I helped too)

Well it was great go to catch up with him, and reminisce on the locations of his various shops over the years. Also for him see the many models I purchased from him still with his original price tags on.

He too forgot how many variations he sold, in particular that first micro model my wife bought for me in the 1983. (Good thing that was)

I also had the opportunity to go to the Sydney Model car and swap meet held at Penrith Panther's on the 29th of June. This has to be the best venue and display I have attended for some time.

I was able to pick up some Matchbox Kombi sets, which have been available for some time now, but still not part of my collection.

They were the Kellogg's rice krispy van, US state Kombi version & Hot wheels city cruiser bus.



I was kindly forwarded details of this Hot wheels beach bomb bay window, which was selling on e bay for \$2,125 US, lucky for you if you got in at the right time!



Anyway not much else to report on this month, I will leave you with some images of some fine plastic Kombi models in particular the red and green west German split windows with are one of my favourite style of models, that is anything plastic.



Also a image of some more readily available Matchbox Kombi's in particular the white camping version which comes in the tube sets at most supermarkets

Tony Bezzina

TULZ - Part Eight

Getting Your Shift Together

With your tranny at one end of the vehicle and you at the other, selecting a gear can be a bit of a bother. Volkswagen came up with an elegant solution to the problem using only two levers

and a torque tube. One of the levers is your gearshift. The torque tube is the shifter-rod. I'll tell you about the second lever in a minute.

The shifter-rod is a long piece of light-gauge steel tubing that runs from the gearshift lever to the tranny, where it connects via an elastomeric coupling. It is hidden inside the central tunnel in a bug. On the bus it's hidden in that tube just above the heater duct under the cargo bay floor. The cockpit-end of the shifter-rod is fitted with a socket. The gearshift lever fits into the socket and is indexed by a pin.

The socket is the second lever in the system. It pokes up perpendicular to the line of the shifter-rod. It doesn't poke up very far and most folks overlook the fact it functions as a lever but it is crucial to the system, allowing you to rotate the shifter rod. It is the rotation of the shifter rod that selects the particular gate, 1-2, 3-4, or R. It rotates when you push the gearshift lever left or right. Once you've selected one of the three gates, to select a particular gear the shifter rod must move forward or aft, again controlled by the gearshift lever.

As with all levers the secret to success is in the fulcrum; the pivot point. For the gearshift lever the pivot is a spring-loaded ball & socket arrangement built into the fitting that supports the gearshift lever. For the shifter-rod, the pivot is a nylon bushing in a bracket concealed inside the central tunnel.

To prevent selecting reverse gear by accident there is a lockout plate under the fitting supporting the gearshift lever. A flange on the gearshift lever rides above the lockout plate for the four forward speeds. To select reverse you select the reverse gate then push DOWN on the gear-shift lever. This defeats the lockout plate and allows you to input the down & back motion that selects the reverse gear in the tranny. (The motions are REVERSED at the tranny because of the lever arrangement [i.e., pushing forward on the gear shift causes the shifter-rod to push backwards, etc.]. You need to keep that in mind when you're checking out a replacement tranny at the junkyard.)

Thanks to just three friction points and a superb

balance of lever-arm ratios, Volkswagens are noted for their crisp, precise shifting. It takes only finger pressure to flick from gear to gear, giving the experienced driver a distinct advantage over anyone wrestling their way through the changes on the typical American gearbox. That was then.

Today, the typical Volkswagen's gearshift is about as crisp as mush and finding reverse can become a snipe hunt. There are a number of reasons for this woeful degradation but the most amazing part of the puzzle is that, never having driven a new Volkswagen, a majority of VW owners believe such poor shifting is normal!

Why is the shifting so bad? That's a good question but here's a better one: When was the last time you greased your gearshift? Howzabout the nylon bushing in the tunnel? Whadabout the lockout plate? (See? Now you know why :-)

Another common maintenance fault is failure to replace the tranny mounts. They're made out of natural rubber that breaks down when it gets greasy and trust me here, yours are greasy. The same problem attacks the shifter-rod coupling.

Up on the other end of the system, it is a LACK of grease that causes the problems. Without periodic lubrication the shifter-rod eventually wears out the nylon grommet and begins rubbing its way through the steel bracket. Once it wears far enough the shifter-rod drops off the end of the gearshift lever and you're stuck, literally, in whatever gear you happen to be in. By the time that occurs both the shifter rod and the bracket will have to be repaired or replaced but in a lot of cases the vehicle ends up in the scrap heap. 'Tranny's locked up,' the guru tells the kiddie. Which isn't incorrect but it's sure as hell inaccurate.

So what's the cure? Easy. You pull the shifter rod and replace the nylon bushing, grease things up, put it back together and promise to keep it greasy thereafter. Of course, if the bracket is worn to an oval, putting in a new grommet won't help very much. In those cases you need to drill out the spot-welds securing

the bracket to the tunnel and repair the bracket. Or just cut the top off the tunnel, do the repair and weld it back on as a complete assembly, being careful to NOT install the nylon grommet until all the welding is done. (Nylon melts, right? And gasoline explodes. Your fuel pipe is also inside the tunnel.)

Repairing a worn shifter-rod is a bit more difficult. You can't use a sleeve; it won't fit through the grommet. And it takes a pro to do an inline repair of thin-wall steel tubing. One method is to do the repair with a sleeve then to fabricate a new grommet from a block of Teflon to match the larger diameter of the sleeve. This is a good fix because the Teflon block will last about ten times longer than the nylon bushing. This is a more permanent fix and it's doable but it's a lot of work. The smartest method is to simply pull the gearshift lever about once a year, clean things up and apply fresh grease. But nobody does that. Too much trouble or something.

Doing the tranny mounts (most folks call them 'engine mounts') is a no-brainer; the instructions are in most of the manuals. And the shifter-rod coupling is mother's milk; you can get at it from under the back seat of a bug. (Ah ha! I'll bet you've been wondering what that inspection plate was for!)

Buses are a little different, easier in some ways, harder in others. The grommet on the shifter-rod can be gotten to from under the vehicle so it's pretty easy to replace. But the shifter-rod is a bear. On the bus, they use a two-piece shifter rod. (Because the gearshift lever is in FRONT of the front axle, that's why.) First, you separate the two then you pull the engine, pull the tranny (and the rear axles if it's an early bus) THEN you can remove the shifter-rod, which pulls out to the rear. Inside the tube running under the cargo bay the shifter-rod is supported by two nylon grommet-thingees that clip onto the shifter-rod. They come in two sizes so be sure you get the right ones for your ride. Don't trust the clerks here. A certain after-market retailer kept sending me the wrong size, insisting there was only one type. I finally bought them from somebody else. Here again, you can machine a better, more durable part from a block of

Teflon... if you happen to have the Teflon. And an engine lathe... and know how to twirl the knobs.

It goes something like this: You gotta have good tranny mounts because that's what holds the tranny in alignment with the shifter-rod. Soft or rotten tranny mounts, the nose of the tranny kicks up & down, wears the hell outta things and makes it very difficult to select the proper gear. You gotta have a good coupling because once the coupling starts to go you lose radial motion; you can't select the full range of gears. It might work fine in first & second but you can't get it to rotate far enough to pick up third & forth, or over the other way to catch Reverse. You gotta keep the gearshift greasy or you'll wear out the lockout plate, preventing you from finding the right gear. Like the man said, keep her greasy, she'll go a long time :-).

Big mistake in tranny mounts and couplings is to use those hard urethane jobbies. They were designed to handle the high-g loads imposed on the mounts & couple by off-road racing, where the vehicle catches a lot of airtime. They transmit more of the load - and more of the noise - into the chassis. They have no place on a street machine. (But kewl, right? Peek under there, see those big chunkies of red urethane! Macho, eh?) This'll come as a big surprise to the kiddies but mechanics notice things like that. It tells them they can sell the sucker anything at all :-)

Another cruel joke is trying to cure a shifting problem by installing one of those kewl gearshift kits. All they do is alter the lever ratio of the gearshift lever but in doing so they can mask a lot of problems. The wiser course is to return the system to spec and then decide. If, once the system is returned to spec, you find your life simply isn't complete without a speed shifter, take a look at the one sold by Gene Berg Ent. Like most of Gene's stuff, the shifter is well made and priced accordingly. But at least it works. The typical 'speed shifter' is a lo-buck piece of Taiwanese crap aimed squarely at the kiddie market. Some are difficult to install and tend to come adrift while others don't work as well as the stock system.

Recently I've been seeing an increasing number of VW's with shifter problems. By the time it gets to me it has usually been through the gauntlet of local experts, meaning I see a lot of bailing wire & sheet-metal screw fixes. The coupler is liable to WELDED to either the hockey stick or the shifter rod and finding the remains of a bungee cord or block of wood (!) inside the tunnel no longer comes as a surprise. By the time things have gotten that bad you really don't want to know how much the repair can cost; often times it's more than the vehicle is worth. Unable to shift gears and unable to afford the repairs, the vehicle often ends up on the junk pile to be salvaged for parts. This is really unfortunate since the shifter is a very simple system, easily maintained. Which begs the question: How's yours?

You've gotta be able to stop. You've gotta be able to steer. The engine should start every time, all the time, regardless of season and you have to be able to shift your gears. You need certain lights, a horn and wipers. Those are the minimums. The bitchin' sound system and the three thousand dollar paint job and all the rest of it is just so much junk if you don't have the basics underneath. The record shows most have paid more attention to the junk than the basics.
-Bob Hoover

Golf off-roader is a Marrakech express

By Greg Kable

The Sydney Morning Herald
Tuesday June 17 2003

The unlikeliest addition to the fifth generation of VW's staple hatch will rival Toyota's RAV4 and Honda's CR-V.

VW's Golf range is about to explode. The German maker unveils the fifth generation of its long-running hatchback at the Frankfurt Motor Show in September -- and a broad range of Golf-derived vehicles will follow.

The most surprising variant will be a sub-\$50,000 four-wheel-drive wagon to take on

upmarket versions of the popular Toyota RAV4 and Honda CR-V.

The new five-door (in Automedia's photo-illustration) is planned for launch in late 2005, aiding the maker's bid for additional sales outside its core model lines.

It will join the full-sized VW Touareg 4WD (the model VW is sharing with Porsche) in a two-pronged attack against established 4WD players.

Codenamed EA356, but with the working title Marrakech, the junior off-roader is based on the platform of VW's new Touran mini people-mover, itself a derivative of the coming Golf.

Drive understands the base 4WD shares much of its make-up with a new high-roof version of the Golf that will replace the current station wagon, but it will have distinctive body panels.

The Marrakech shares the Touran's 2680 mm wheelbase -- 80mm more than the next Golf -- and is 4300 mm long and 1650 mm high, a near-match for the five-door RAV4.

Short overhangs -- long a Golf trait -- should endow it with steep access angles to enhance its off-road credentials.



It does without the complex air suspension used on the big Touareg. Instead it gets beefed-up versions of the new Golf's McPherson strut front and multi-link rear with at least 20 mm additional ride height for greater ground clearance in the rough stuff and increased load capacity.

The permanent 4WD arrangement carries over from today's all-wheel-drive Golf 4motion. It can vary the torque split to 100 percent front or rear to maintain traction. But we are talking soft-roader here: it will not have the likes of

mechanical differential locks or a transfer case for low-range gearing.

Its likely petrol engines include a 2.0-litre four and the high-performance Golf R32's 175 kW 3.2-litre V6. Both will use VW's new FSI direct-injection system, insiders say. There will be turbodiesels too.

The Marrakech is expected to use a six-speed manual transmission but the long options list should include a six-speed automatic from Japanese specialist Aisin and Volkswagen's clever new DSG double-clutch gearbox.

Inside, the Marrakech will have a versatile five-seat layout with a flat-folding rear bench and up to 480 litres of luggage capacity.

VW is punting on the 4WD boom to continue and on buyers moving upmarket. There is ample evidence to suggest it is a sound bet -- and the "people's car" company looks set to make a strong impact.

Other rounds of Golf

The new Golf will have at least seven variants. Only the three-door and five-door hatches will be shown in Frankfurt.

The new Golf hatch -- the fifth since its debut in 1974 -- will be slightly longer, wider and higher and its wheelbase about 60 mm longer.

In strict terms, though, the first of the series, the seven-seater Touran, has already made its debut. It has gone on sale in Europe but VW Australia has decided against bringing it here in the short term.

The more conventional wagon, the Golf Variant Plus, will be shown next year. Its 10 cm higher roofline enables passengers to sit higher and more upright for better space economy.

There will be no Golf sedan but a new Bora is planned.

The Golf Coupe-Cabrio, meanwhile, will launch in early 2005 with a folding metal roof. An elegant and sporty four-seater, it will have V6

power and all-wheel-drive.

Volkswagen has no plans for a coupe variant, leaving sporting flagship duties to the next generation Golf R32, powered by a 180 kW 3.2-litre FSI V6.

Volkswagen V10 TDI wins international award

An international jury of motor journalists chose Volkswagen to receive this year's "Engine of the Year Award" for its highly innovative V10 TDI engine, as installed in the Phaeton and the Touareg (230 kW / 313 hp). The V10 TDI stood its ground as a diesel, coming out on top in the over-4.0-litre engine category and, interestingly, well ahead of the V8 and V12 spark-ignition engines from BMW, Ferrari, Mercedes-Benz and Porsche.

Porsche Drivers just way you through

5.00 am & the alarm goes off & as I drag myself out of bed I can hear rain outside, not just a little sprinkle but a downpour. Cool, this will make



Oran Park GP circuit even more fun!

It's freezing as I drive down the F3 from the Coast & the oil temp tells the story, it won't go over 50d & the head temp gauge is no better. Armed with a beanie on my head & several layers of clothing I finally arrive at Oran Park with cloudy skies above. CT arrives shortly after & we deliberate wether or not to change the Falkan Street tyres on Fusch's over to Yokohama

Club VeeDub - The Legend Never Dies

race rubber on Cookies on his Oval.

After some coffee & Pastizzi's we decide to leave his street rubber on & see whether or not it clears up after lunch for our timed sessions.

Standing next to a supercharged 911 having an admiring look, one of the GT3 drivers says to me whilst walking past, forget about it Jak, whatever your thinking about, it won't fit on the VeeDub, besides u guys are fast enough as it is.

I was hoping to have at least 6 beetles this time with the Porsche club but unfortunately Deiter & Paul just missed out on having their cars finished in time, Barry was in the same vote I believe, there was also talk of some hillclimb champion coming out to try his hand at scaring Porsches but it didn't eventuate. I hope the thought of a wet track wasn't a deterrent.

Peter was supposed to bring out his Replica 550 spyder with a turbo 1.8 scooby motor but got a little enthusiastic with the boost switch the night before & blew the turbo. Most people would have given up on having a drive the next day but not Peter, instead he just grab the keys to his 1916 cc powered 356 speedster replica & brought that out to the track instead.....as u do!

It was funny to see the Porsche crowd around it trying to figure out whether it was real or not.

Upon entering the track for the first driving session it was evident right away that the track was very slippery, it was as though there was black ice on the track, oversteer & understeer was happening all over the place. CT & I were having a ball. Peter was a little more nervous being his first track day, but what an introduction hey Pete! Seeing the little 356 with just a big white helmet sticking out of it & the rear tyres desperately trying to find traction was a sight to be seen.

After lunch the timed sessions had begun & there was now a definite dry line on the track so it was decided to change CT's wheels over to the race rubber.

In our group for the timed sessions was a 1720 cc 912 Porsche, 968 club sport, a 3.0L 911 & a

2.7L 911, CT & I managed to lap all these cars in 4 laps. We were absolutely flying, the long circuit at Oran park also known as the Grand Prix track is fantastic, u hit 5500 rpm in top just before the kink at the end of the straight, back off for a split second then hit the accelerator again before jumping on the brakes slamming it back into third. It's a major, major buzz. Stay in third up over the bridge at about 5000 rpm, just enough to lift the inside front wheel, slice through the curves that lead up over the legendary 'dog leg' then back down hill for the final turn onto the straight to do it all over again.

After 4 timed sessions CT ended up with a best of 1:32.4, & I had a 1:31.4 but with one more timed session to go before we called it a day, (mainly since we were both out of fuel) & with very dark rain clouds hovering overhead one more shot to get some faster times was on the



cards.

We both gave it everything on the last run, so much so I had a sore foot from pressing the accelerator so hard! With CT following me over the dog leg on the last lap, absolutely flat strap in third, CT said that I had the inside front wheel in the air & there was almost daylight under the rear as well! We really have to get the video set up in the cars for the next event, it would make for great viewing. All our hard work paid off as CT posted a best of 1:31.4 & I mustered a 1:30.8, 4 seconds quicker than last year!!!

The driver of a Nissan GTR (aka Godzilla) asked us as he was leaving what times we posted, CT says 'I got 1:31 & Jak got 1:30' The driver of the GTR says 'Really, I got 1:30 as

well.....Guess he won't be telling that to to many people at the pub tonight!

We were shattered, the long track definantly takes it out of u & by the time we had packed up the cars & changed CT's wheels back over we were the last ones to leave the track.

On the way home we even gave up our usual stop light drag races we were that tired, instead we just drove side by side practically all the way home. The looks on peoples faces are hilarious.

It's funny, I've been with the Porsche club for 3 years now & this is CT's second year & when I first started racing with them, the Porsches just refused to let me pass them, they would hold me up on the corners & then try & blast away on the straight, now they see u coming & they wave u through before u get even close to them.

The tides are turning my friends, & CT & I are getting quicker.

Stay air cooled, Jak Rizzo

The Diesel Beetle

A Porsche project nobody knew about

Every clever VW fan will tell you it was the firm which pioneered small-car diesel engines descended directly from a parallel Otto powerplant. But how many can give the correct date for Wolfsburg's first effort along such lines? The Golf Diesel of late 1976, you say? Well, the answer is that the Golf came a full quarter-century after the fact.

Volkswagen actually commissioned an air-cooled, flat-four, Beetle based diesel from its regular future projects supplier-Porsche-way back in 1951. This was given project number 508 and carried to the level of two test vehicles. It even provided vital strength data for Porsche's own 1.3/1.5 crankcase, but it would be 1981 before the public learned of this decidedly different VW engine.

Among those millions of Beetles, only one was

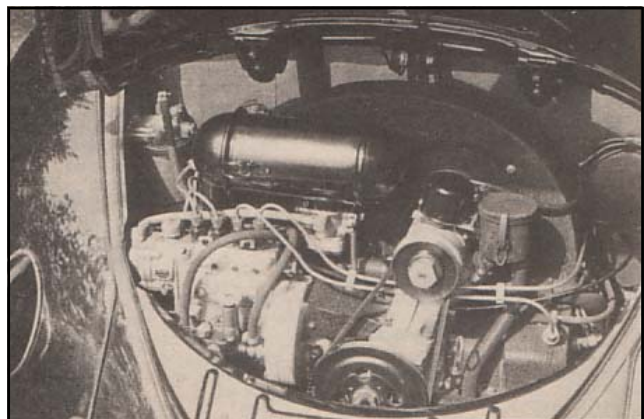
destined to be a diesel. The occasion for reconstructing a workable compression-ignition engine was Porsche's own 50th anniversary. Development boss Helmuth Bott was searching his firm's vast book of past projects for possible runners to celebrate that first half-century, and particularly for non racing designs to showcase Porsche's many other facets.

With diesels all the rage today, especially those cloned off some gasoline engine, this 1951-53 project was a natural. So he called in Robert Binder, head of engine design in modern Weissach, and allotted him DM 50,000 to recreate the diesel Beetle.

Binder was no random choice. His own first task upon joining Porsche in 1951 had been to design that same diesel Beetle engine, although he wasn't a specialist in such technology. Wolfsburg had provided a contract, however, and firms like Bosch could always help the tiny staff of three or four engine men, working in Porsche's wooden barracks under Papa Rabe. In any case, solving the unexpected was routine for young Porsche people then.

To repeat the task today took more men and a computer but proved almost as tricky. No test reports had survived- and there were very few drawings. Binder drew largely on various memories and the shop skills of their development men. The two engines of that day had long since been scrapped, but at least Bosch found a proper injection pump in its own museum and Mahle cast some 22:1 pistons.

Porsche uncovered a three-piece crankcase at a dealer, since its stronger bottom end as used for the 356 had been developed for this diesel Beetle, too. That gave beefier bearings.





Otherwise they needed prechamber heads and new seals but VW cooling proved sufficient for even diesel thermics.

The first time around Binder had also drawn on a Gmund project. This was a two-stroke, air-cooled, diesel twin later used in their tractor. But it was conceived to fit a Beetle, if necessary.

Impetus for their original contract came from the very low diesel fuel prices of 1951, as well as Korea-war related shortages of gasoline. Then VW chief Heinz Nordhoff visited the U.S. and returned convinced Americans would never drive automobiles, which rattled on, idle while producing little perceptible power. Project 508 became another of those many, many Porsche designs for VW, which fell into a back drawer.

Before that, however, they had fitted one to a Beetle and another to the VW van with which young Bott used to run engineering errands. This pair covered perhaps 15,500 miles apiece in everyday use and provided great glee for drivers who could pull up to the diesel pump and watch the attendant's jaw drop. There was a considerable consumption plus too. Bott recalls about 36-40 mpg when a contemporary Beetle did 29-34.

Since these test engines displaced 1290 cc (74.5 x 74 mm), Porsche could extract 23 hp initially and 25 at 3100 rpm by the end of the project with a rev maximum of 3300 and weight penalty of only 45-55 lb. Such power was hardly dashing; but then, the everyday Beetle wasn't all that much peppier.

Even so, their diesel was slower enough that Porsche engineers still wonder what the person thought who stole the world's only diesel Beetle from a downtown parking slot. Despite a long wait for pre-warming and curious fuel needs, the thief drove it all the way to Switzerland before abandoning his smokey, noisy and obviously odd steed.

It is equally curious that the story is this different VW never became common. Apparently motor magazines and industrial espionage were as rudimentary as design facilities of the time. When some bystander did hear a difference he usually asked if a cylinder had failed.

When I drove the car on Nurburgring recently-Porsche put its reincarnated engine into a Beetle of appropriate age from the works collection-both smoke and nose were all too evident, if not overwhelming. Let's just say that few would have been tempted to spend money on a radio with all that air-cooled clatter in the back.

Nor was performance neck-snapping on the Ring's upgrades where first was a must with two aboard. Absolute maximum speeds of around 15-30-45 mph in the gears go with a top of perhaps 68 if the wind is with you. Porsche quotes an even 60 seconds for 0 to 60. I fully believe them.

Cheered on by spectators for an old-timer event, we may even hold the slow-lap record for the Ring's short course-truly, a new nostalgia high. Now, if we could just get Porsche to recreate some more projects-the inline six for instance, or an intriguing, air-cooled flat three maybe? Their impeccably turned-out diesel Beetle drew more attention than an everyday 936 Le Mans winner after all.

You must wonder how many other "recently invented" auto ideas were already tucked into a lost file at Porsche decades ago.

From VW & Porsche March/April 1982

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