

# August 2003

# NETS CHIRTS SHORTS



**The new Golf V**

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**The Inventor and his Beetle**

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**and much more....**



**A CLUB VEEDUB SYDNEY PUBLICA-**  
**[www.clubvw.org.au](http://www.clubvw.org.au)**

Proudly a member of the Council of Motor Clubs



## CLUB VEEDUB SYDNEY Committee 2003 – 2004

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Vice President:	Leigh Harris	(02) 9579 3462
Secretary:	Bob Hickman	(02) 4655 5566
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Acting Treasurer:	Bob Hickman	(02) 4655 5566
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Assistant		(0417) 262317
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Vintage Registrar:	Peter Macqueen	0419-016-392
7		
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	Ray Pleydon	
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	Joe Buttigieg	
VW Nationals	David Birchall	(02) 9534 4895
Coordinators:	Bob Hickman	(02) 4655 5566

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

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

We wish to thank our continuous  
16 Year VW Nationals Sponsors

Volkswagen Group Australia  
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Home Page

[www.clubvw.org.au](http://www.clubvw.org.au)

### E-mail

President:	david@clubvw.org.au
Vice President:	leigh@clubvw.org.au
Editor:	info@clubvw.org.au
Vintage Registrar:	clubveedubvr@yahoo.com.au
Secretary:	hicko@idx.com.au
Treasurer:	hicko@idx.com.au
Merchandising:	rwhr@lycos.de
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.

# It's on again!

## Boris' VW Swap meet & picnic day 2003

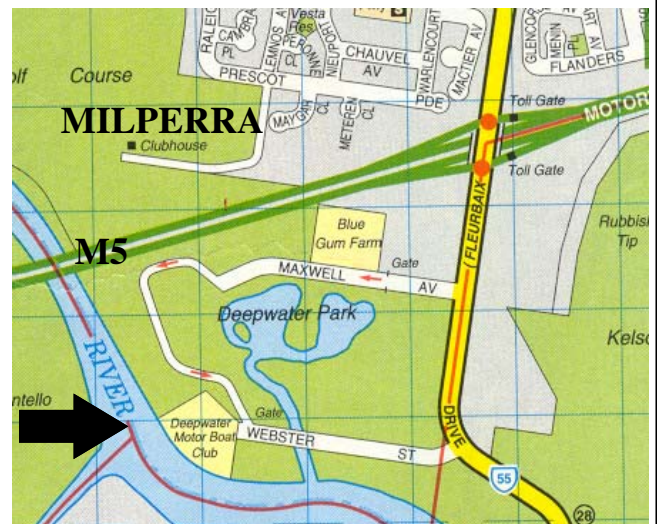
Club VeeDub Sydney Inc.

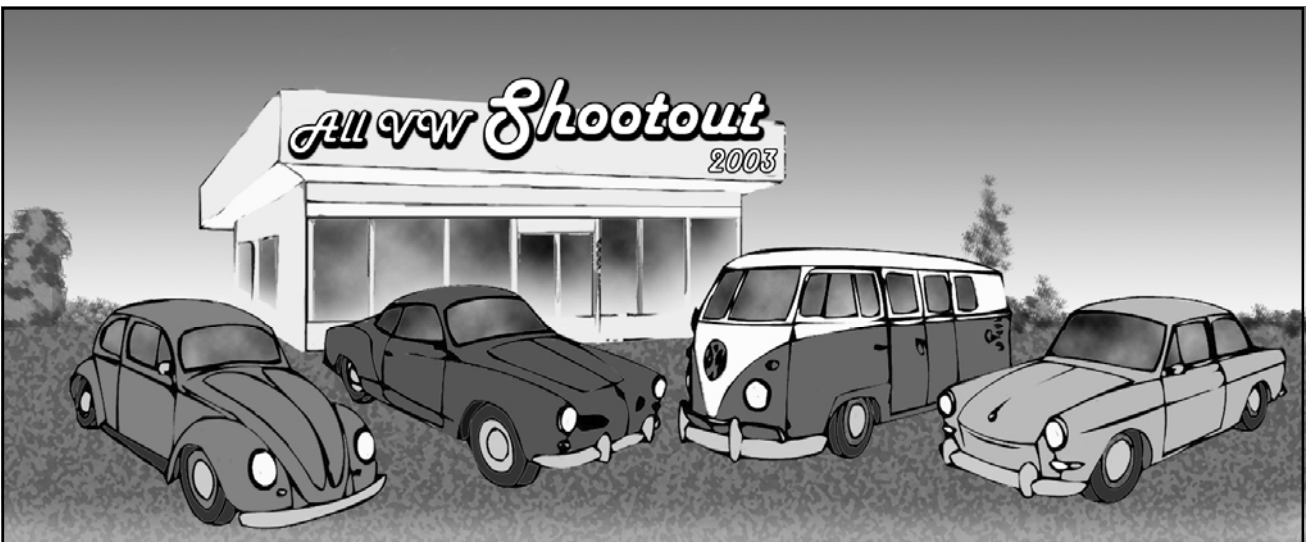


- ◆ **When:** From 9 am Sunday 28th September 2003
- ◆ **Where:** Deepwater Motor Boat Club, Webster St Milperra. Just off Henry Lawson Drive.
- ◆ Sausage sizzle
- ◆ Swap meet
- ◆ Privateers, clean out your garage
- ◆ Dealers, load up your trailer with your old stock
- ◆ Cars for sale
- ◆ Car display (no judging or trophies)
- ◆ Raffle
- ◆ Bring your VW, come rain, hail or shine
- ◆ Call Boris on (02) 9789 1777 bh for more info
- ◆ General admission, \$5.00/car Swappers \$10.00 (includes general admission).
- ◆ Cars for sale \$10.00 (includes general admission). Fees are charged to offset the cost of ground hire



All proceeds go to Club VeeDub Sydney Inc.





## *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](mailto: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**





**Shannons National Cavalcade of Volkswagens  
Celebrating 50 years of Volkswagen in Australia  
8 -14 November 2003**

**Itinerary**

(Participation days from Monday 10th will be up to the individual)

**Saturday 8 November:** 7.00 am: Arrive Spirit of Tasmania - Welcoming Committee, Devonport. Assemble for breakfast and line up in year

10.00 am: Cavalcade to travel via Deloraine, Westbury, Hagley, Longford (comfort stop) and Cressy, through Campbell Town and stop for lunch at Ross. South via Oatlands (comfort stop). Leave Highway through Campania to Richmond for short break and continue to Hobart.

4.00 pm approx: Finish at the Cenotaph area, Queens Domain in Hobart - Approx 300 Kim Evening Welcome BBQ

**Sunday 9 November:** 10.00 am - 3.00 pm: Show & Shine, Princes Wharf -Hobart

Evening: Presentation Dinner - Presentation of Car Badges & Trophies, Guest speaker. (Dress code: Smart casual)

**Extended Tour**

**Monday 10 November:** - Airwalk Package

Day Trip to Tahune Forest "Airwalk" Geeveston (includes lunch). Morning tea stop at Home Hill Winery. Tour through Longley Targa Stage on return. Approx 186 Kim return. Overnight in Hobart

**Tuesday 11 November:** Depart Hobart to Queenstown - Approx 260 Kim. Overnight in Queenstown

**Wednesday 12 November:** ABT Scenic Wilderness Railway or Gordon River Cruise Travel to Strahan - Approx 36 Kim. Overnight in Strahan

**Thursday 13 November:** Depart Strahan to Cradle Mountain - Approx 150 Kim OR to Devonport Approx 212 Kim Overnight at Cradle Mountain.

**Friday 14 November:** Depart Cradle Mountain for Devonport via scenic drive - Approx 170 Kim.

Tasmanians depart for home and for our visitors 9.00 pm departure on the Spirit of Tasmania  
REMEMBER YOUR CAR TRAVELS FREE ON THE SPIRIT OF TASMANIA Those visitors who do not wish to extend beyond the Show & Shine will depart Hobart via Heritage Highway on Monday morning for Devonport and the Spirit of Tasmania

Peter Curran, Event Director (03) 62492735 pandpcurran@ozemail.com.au

## 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](mailto:stevencrispin@yahoo.com.au). See you there.

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### 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

## Vice Presidents Report

G'Day everyone, I sit here writing this report fresh back from Valla Park. About 40 people from our club like me made the epic journey (and believe me it's always epic) from Sydney to Valla and back. I don't know what was more amusing the drive up there, the event, the nightlife or the return journey. What the hell it was all fun like it always is! Five cars and about 12 members met up for the cruise north and didn't we have fun. The company was great, the cars didn't break down and we had a ball. It was good to hook up with other members up there who left at different times from Sydney or live in other area's of the state. After all the idea of a car club is to link up and have fun with other people who enjoy a similar interest, and I don't think I've laughed as hard as I did since well, about 2 years ago when the last Nambucca event was on. Sittings around listening to Frank tell jokes and loosing track of what time it was in the pub! It all adds up to a relaxing weekend away.

I've been hard at work for the last few weeks and just got my car back on the road for Nambucca. A quick engine rebuild, throw in a different cam, a tune, some more boost and whoalla! I hope this is enough to inspire some of you to finish off some of your long-term projects or repairs and come out for some of our upcoming events with what seems to be the end of those cold winter days. If your sitting there reading this saying "if only I knew how that part went together or how do I fix that" don't be shy and come along to one of our committee or club meetings, which are an excuse to socialize and ask someone about that trick or part. I don't think I ever stop learning from other members at these gatherings, the experience is phenomenal! And remember those sponsors in our magazine and our special Nationals sponsors who keep this club and its events alive. I'm sure they are only ever to keen to sell you that part or service you require.

Hope to see every one of you at some of our upcoming events.

Leigh



## Club Calendar

### August:

**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.**

**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:

**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 8 for details.

**28th:- Boris' VW Swap meet & picnic day 2003,** see page 3 for more 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](http://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](mailto:webmaster@clubvw.org.au)*

**Wanted: Kombi Camper T3 Onwards** under \$20k, Call Raymond on 0408207228.

**For Sale:- Parts - Porsche suspension and brakes suit upgrade to VW.** Lots of bits from 911 and 914. Call Dan 9420 4607/0417 699 330 or email [foxint@foxint.com.au](mailto:foxint@foxint.com.au)

**For Sale:- 1963 Split window single cab ute.** Excellent condition, Ambulance fans, gear stick lock. Straight gates, still has slats in tray. No Rust. On Vintage Rego. \$9000.00 ono Ph Ann Or Col 02 42565774 or 0421 076909 or email [cpercival@vtown.com.au](mailto:cpercival@vtown.com.au)

**For Sale:- 1991 Caravelle C.** Reco'd 5 speed gearbox, always serviced. 8 seater, CD, tinted windows. 10 months rego. \$9000.00 ono Ph Ann or Col 02 42565774 or 0421 076909 or email [cpercival@vtown.com.au](mailto:cpercival@vtown.com.au)

**For Sale:- 1. Original 1962 1/2 VW** recently registered excellent engine needs paint, steering work, and engine mount. \$2,500 Evan 07 3880



1625.

**For Sale:- 2. Baja Buggy** on 1970 semi automatic floorpan with manual gearbox - has independent rear suspension, powerful motor, rare fibreglass kit, all original. Never on beach, \$2500. Phone Evan 07 3880 1625.

Special - both for \$4,500.

**For Sale:- Full Semi-Auto Beetle rolling pan** in excellent condition, includes good gearbox \$500

**For Sale:- Semi-Auto gearbox** in good working order \$150

**For Sale:- Semi -Auto clutch** ex-condition \$100 Contact pmacqueen-ad@pnc.com.au

**For Sale:- Superbug guards & bumpers.** Guards are \$100 each, bumpers are \$50 each. The guards & dent & rust free, bumpers are a little rusty on the inside, but the chrome is excellent, they are also dent free. Can deliver to Sydney. Call Jak Rizzo, home 02 4367 3139 or work 02 4365 4458 or jakriz@iprimus.com.au

**For Sale:- 1957 VW Sedan,** This car has been stripped to bare metal and rebuilt using new seats and window seals and retrimmed, its 12 Volt and its running a Superbug 1600 cc engine. The colour is aqua and cost over \$20,000, This car won best engine bay, best paint and sponsors choice at the Volks day show in QLD. I am not using this car and looking for a new owner offers around \$10,000 will be accepted, please contact Tony on 0408 125 082 or 03 6391 8293 AH

**For Sale:- 1972 VW Beetle 1600 deluxe manual,** Immaculate original inside and out. White exterior red trim, genuine 36,000 Miles, only ever drive by a little old lady to church (true Story) Near Toowoomba QLD Please contact Lyn on 07 46981718 or email lynweller@cnet.com.au

**For Sale:- 1963 Volkswagen Beetle,** 12 volt electric's however all original 6 volt parts come with the car. Resprayed in turquoise, all new window rubbers, seats and door trim in original and good condition. Near new carpets, spares include a new headliner. Only two owners, last owner for 22 years, no rust, and runs very well.

Trans-axle overhauled when baulk-rings replaced. \$6000 ono. Contact Barbara or Bob on Phone 9958-8590, mobile 0402367202 or E-mail bobgray@ihug.com .au

**Wanted:- Front seats (i.e. 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

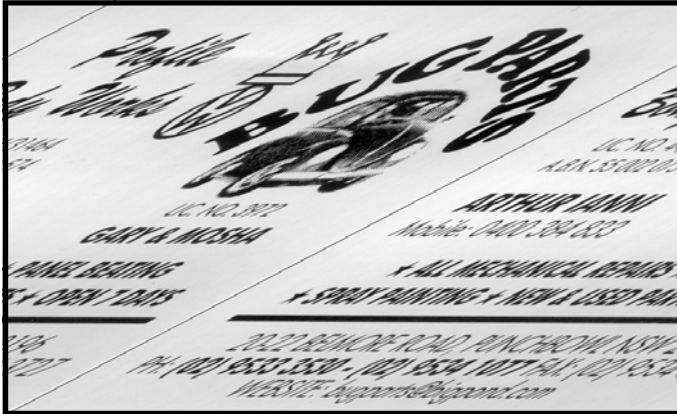
**For Sale:- 1973 Type 3 Fastback,** registered, 99% complete, goes extremely well and smooth, still original, driven every day and looked after. Suit restoration.

**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)

## Trade and services directory



**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

**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.

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



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

## 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

**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 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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FAX: 9890 8091

**KLAACK MOTORS** ★



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

**2A LACKEY STREET FAIRFIELD 2165**


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.

**Liz's Bookkeeping Service**

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

LOCAL SERVICE  
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RATES



19 Hobart Street, Rivenstone 2765

**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.  
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## Trade and services directory



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## VW's advertising agency needs a history lesson

The Editor,  
Overlander Magazine.  
16 June 2003

Dear Sir,

Volkswagen Group Australia currently has a full page advertisement for the new VW Touareg super off-road 4x4 in the July 2003 issue of Overlander magazine. It is headed in bold script: *Announcing our first ever 4x4 award. Come to think of it, announcing our first ever 4x4.*

This is just amazing! I don't know what they do at the marketing section of Volkswagen HQ down in Sydney but .....

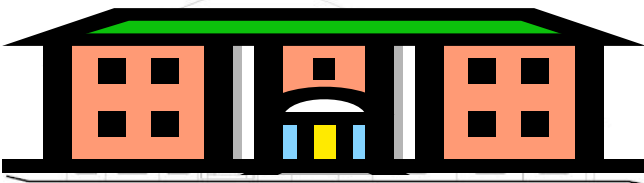
Don't they know that the Volkswagen T3 Syncro Kombi was awarded the coveted Overlander magazine Australian 4WD of the Year Award in 1990? Don't they know that a Volkswagen T3 Syncro Kombi won its class in the off-road Australian Wynn's Safari rally in 1990?

Don't they know that a Volkswagen Type 183 Iltis 4x4 won outright the world's longest and toughest rally, the Paris-Dakar Rally, in 1980? And other VW Iltis 4x4s also in came 2nd and 4th outright?

Don't they know that even today thousands of Volkswagen Type 183 Iltis 4x4 military vehicles are used by the armies of Germany, Belgium, Canada, Netherlands and other countries in exercises and in war areas like Bosnia, Kosovo, Congo and Afghanistan?

Don't they know that since 1986 Volkswagen have sold thousands of off-road 4x4 versions of the Volkswagen LT series of

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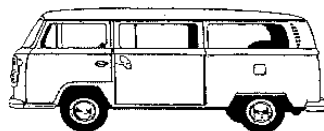
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vans and light trucks in Europe and in developing countries? Don't they know that Volkswagen sold thousands of VW Taro 4x4 off-road pick-ups between 1989 and 1999 in Europe?

Don't they know that from 1989 to 1992 an off-road 4x4 version of the all-wheel-drive Golf Syncro, the Golf Country, was sold in Europe?

Don't they know that between 1942 and 1946 Volkswagen manufactured more than 14,000 amphibious 4x4 off-road VW Type 166 Schwimmwagens?

Don't they know that between 1942 and 1944 Volkswagen manufactured more than 500 off-road 4x4 VW Type 87 Kommandeurwagen versions of the humble VW Beetle?

And, of course, all this does not include other 4x4 all-wheel-drive Volkswagens which are not really off-road vehicles at all such as the T4 Transporter Syncro and the T4 Caravelle Syncro, the Passat Syncro, the Sharan Syncro, the Golf Syncro, the Golf 4-Motion, the Golf R32, the Bora 4-Motion, the Passat 4-Motion, the New Beetle RSi and the VW Phaeton.

Perhaps, somebody at Volkswagen Australia Group in Sydney needs to be

Announcing our first ever 4x4 award.  
Come to think of it, announcing our first ever 4x4.

Introducing the new Volkswagen Touareg. Named Best Luxury SUV in 2003 by leading US motoring magazine Car and Driver, the Touareg muscled past some of the best luxury off-roaders in the world to claim its crown. What impressed the judges the most was the German engineering, robust exterior styling, the impressive attention to detail lavished on the interior, immense power and responsive handling. Volkswagen may not be the first name that springs to mind when you think about a luxury 4x4 but, according to America's pre-eminent motoring magazine, it's the best. Interest in this extraordinary vehicle is already unusually high. So, with the Touareg arriving on our shores in September, make sure you visit [www.volkswagen.com.au](http://www.volkswagen.com.au) to register for an opportunity to experience an exclusive pre-launch test drive. Or, to avoid disappointment, pre-order your new Touareg from your local Volkswagen dealer today.

The New Volkswagen Touareg. If only everything in life was made like a Volkswagen.



enlightened about the world of Volkswagens!!!

Yours faithfully,  
Simon Glen

## THE TOY DEPARTMENT

Hello again, at the time of writing this article my kids are watching the Simpson's (with parental guidance), when my son yells out, hey dad! There's a kombi! My instant reaction is, where, where? a real one?

I think I may be beyond help at this stage in my life, but no doubt I am instilling the cornerstone to some sound foundations with the kids where VW's are concerned.



This month I have gone for the very different and rare VW Scirocco. Not only the real thing but also scale models being just as rare. These fine examples we sent to me by a loyal reader



of the Toy Department.  
I also have some hot wheel bugs and concepts



that have been available of late, note the removable bodies on the new beetle.

Also I have featured some tin variety kombis, for good measure.

Tony Bezzina

## Flat four roar

It's Saturday afternoon, I'm standing outside the V-Force factory & I can hear the familiar sound of a flat four on webers in the back streets. When the object emitting the wonderful sound emerges it's my good friend CT Hansen in his lovely Oval, but the Oval has evolved from the nicest oval around to the hottest oval around with a lowering job from hell. It's a full 1.5 inches lower all round & it looks amazing.

CT pulls up & smiles, " It's defiantly lower than mine dude" I say, "yeh it's way too low " he replies. The answer, change the rear shocks right there in the street! Richard Holzl came out with a set of KYB shocks to replace



the Konis & this in return raised the rear of the Oval a bee's dick off being teeth shattering. With the addition of some type 3 front bump stops on the rear it was now ready to roll, with 2 of us under the car it was all done in a matter of minutes.

Just as CT & I finished, we could here the roar of another flat four roaring to life for the first time, coupled with the sound of IDA webbers cackling away. It was Dieter Holzl & his 1916 cc powered Superbug. They had just got it in the car & were going to use the drive to Goulburn to run in the new motor!

Next to arrive was Paul in his 2110 cc L-Bug, he was also running it in with only 550 miles on the clock.

We finally left Mortlake around 6:30 pm for the long cold drive to Goulburn. Richards's good friend Chris kindly put us up for the night & also supplied CT & I with a garage for our cars. After a Thai meal it was time for the obligatory Porsche RUF video just to get us in the mood for the next day.

We arrived at the track at about 7:30 am & the Porsche boys had a bit of a shock, first hearing then seeing 4 beetles rumble into the pits. The wave & nod of the Porsche drivers showed their approval.

After signing on & passing scrutineering it was time for the first drivers session which consisted of a 15 minutes session in which to familiarise yourself with the track & sort out anything that may arise. After a few laps CT & I fall into a rhythm & after a few laps following CT he waves me through so he can follow me. A hot WRX overtakes both of us on the straight at the same time & I try to stay with him but he pulls about 5 car lengths by the end of the straight but I'm sure that I can get him under brakes. I do, but I've gone in too

hot & I lock up a rear wheel, grab a handful of opposite lock, save it but drift it all the way to the other side of the track, realise I'm about to run out of track & head straight for the dirt, I straighten the car up & gently pull it up. CT gives me a wave as he drives past, I return back to the track & head for the pits just to check the car over. The front left tyre has caught the guard under full lock & it must have bottomed out, there's a little bit of paint damage & a few chunks out of the tyre but nothing too serious.

CT & I have a bit of a laugh about it & then decide to change his wheels over from the Yokohama street rubber to the Yokohama race rubber. We then decide to get something to eat & watch the big boys at play.

Group 1 & 2 consists of GT3's, GT2's, a supercharged 911, a 914-6 with a 3.2 engine & many turbo 911's. They absolutely fly & it's great watching them. Suddenly the supercharged 911 is coming into the fish hook left hander & there is flames coming from under the car, he finally realises what's happening, pulls over, gets out lifts the engine lid & huge flames about 3 foot high below out from the engine bay! It seems to take forever for him to get his fire extinguisher out of the car & he waves frantically towards the pits for the fire truck to come to the rescue. He finally gets his extinguisher out of the car & onto the flames in about 30 seconds but it seems to take minutes. The fire truck arrives & the driver instantly puts the fire out. It was real heart in the mouth stuff & it wasn't even my car! It's towed back to the pits to survey the damage. They are unable to fix it & it's towed home.

CT & I have our first timed run & lining up on the dummy grid, all 4 beetles cause quite a stir. Apparently some of the crowd were





having a bit of a chuckle, but it soon stopped once we got out there & started lapping some Porsches. Wakefield Park really suits the beetles as it's tight & twisty & really exciting to drive. Our new gearboxes with a 1.58 third & 1.04 4th means that CT & I don't have to go back to second gear anymore & we can use the torque of our engines to pull us through the fishhook & also the last turn onto the straight. Dieter was running a gearbox more set-ups for hill climbs but was having a blast just the same. Paul was having fuel surge problems & just couldn't quite get it together on the day but he'll be right for the next one I'm sure.

Following CT out onto the track we start to get into it & going through the fishhook CT's rear starts to step out under power & he slowly starts to spin around, the cold Yokohama slicks screaming that they are still too cold, I give him a wave as I pass & we do the rest of the 4 timed laps event free.

The second timed run sees myself in front of CT & we give it everything, I spend most of my time crossed up on most of the corners, my Falkan street tyres showing their limits whilst CT sits behind me cool calm & collected, his Yokies showing their merits once up to full operating temperature. Our times come in very close, 1:17.110 for me & 1:17.145 for CT. Can't get much closer than that! I call it a day as the flu has taken over my body & I can barely stand up let alone race a car.

CT plays around with some tyre pressures & also cuts down the rear bump stops



so as to allow for more rear wheel travel. After the last timed session for the day CT ends up with a blistering 1:16.0 flat! An absolutely flying time, amazing what u can do when u don't have some nut sideways in front of u hey CT? Dieter ends up with a 1:19.0 which for his first time, the wrong gearbox & standard valve heads is very quick as well.

We pack up the cars & are ready to leave, just one problem, Deiters Superbug has lost all but 4th gear & reverse. Lucky it's a real close ratio box, as Richard has to drive it home in 4th gear! Just goes to show the flexibility of the motor.

The dramas were not over yet though, 20 minutes out of Goulburn a huge cloud of smoke appears from the rear of my car! My heart sinks as this is not the best time, I'm now feeling very ill as CT & I climb under the rear of my car, it turns out that the oil line going to the RX7 cooler above the gearbox has melted itself against the exhaust! Luckily I carry heaps of spares, 3 metres of oil line hose being part of the package. At least I'm lying down, I think to myself whilst changing the line! I could go to sleep right now. On our way again I can't help but think about how robust the little VW motor is. CT & I are sitting on 4000 rpm all the way home, they don't miss a beat, & apart from the oil line, not a drop of oil is to be seen under the motor. I didn't end up getting home until 9:30 pm since I had to stop a few times to rest due to being so weak with the flu. I suppose it's better than running off the road passed out. Our next run will hopefully be hiccup free, but despite everything the cars are home safe & sound & more importantly so are we.

Stay cool, Jak Rizzo

## The Inventor and his Beetle

I first saw this car in a local supermarket car park, I almost stopped to see if the owner turned up, but was in a hurry, so missed my first opportunity. At first glance the car appeared as if it is ready for the breakers, but first impressions can be deceptive, as I found out.

Next the car appears in the local paper, and the small article just confirmed my initial suspicion that this is no ordinary car, and no ordinary Volkswagen owner.

Before we get on to the beetle itself, here's a very brief outline of the history of the owner. I conducted a 4-hour interview with captain Maurice Seddon, and his life story and achievements are as fascinating, if not more interesting than his mode of transport. Indeed, it was only in the last half hour that I could hastily get some insight into the car behind the man. Read on.

### Captain Maurice Seddon

Born in 1926, Maurice Seddon was born into a privileged background. His mother, Margarete Gertrude had come over from Germany in 1911. She was a concert pianist, having studied in Hildesheim – Germany, and caught the eye of Frank Seddon, younger son of Harry Seddon and heir to a salt and chemical magnate.

Maurice Seddon is a careful driver, just look at the notice on the back of his car. His disdain for speed was a direct result of his father's love of it. During childhood trips down to the family's summerhouse at St. Meryn, near Padstow – Cornwall. Frank would take the family at speeds up to 100 mph in his Mercedes KompressorWagen – often causing the young Maurice to be travel sick.

Maurice got his name from Maurice Baring (part of the banking Barings), a friend of the family. However, his upper-class privileges were soon to end. In 1936 Frank Seddon's infatuation with his mistress resulted in a divorce in 1937. Despite being the wronged party, Maurice's family were totally cut off from the Seddon fortune and thereafter lived in rented accommodation in the 1930s.

Now well and truly poor, Maurice was

lucky enough to come into contact with Kurt Hahn, who became a close friend to his mother, Margarete Gertrude, and a father figure to Maurice. Being a music lover, Kurt was aware of Margarete's previous fame as a concert pianist, as well as being a fellow German.

Kurt Hahn is most famous for being a leading thinker and leader in progressive education. Having set up a school in Schloss Salem, by Lake Constance, – Germany, his institute attracted some of the cream of the European classes, including the future Prince Philip. His progressive ideas, coupled with the fact that he was a Jew resulted in his imprisoned by the Nazis in 1934 and that could have been the end of his story. However, his British friends (he was also educated at Oxford) soon discovered his circumstances and used their influence to get the government of the time, (the Ramsey McDonald Lib-Lab government) to secure his release and transfer to Britain.

Here, he set up the Gordonstoun School in Scotland and was the founder of in the International Outward Bound movement and instrumental in creating the Duke of Edinburgh scheme here in the UK.

Kurt Hahn saw Maurice's potential and invited him to join his school in Wales around 1940. The school had moved from Scotland during the war and because of the preponderance of German teaching staff and boys, this caused too many allegations of Nazi sympathies with the local populace. Maurice attended the school in Llandinam – where he founded the wireless club and joined Engineering Guild and the Motor Guild in the school. While in Wales, a Doktor Richter (the Biology master) was arrested for allegedly







signalling to the Luftwaffe using a torch (he was actually looking for moths). It seems however, that Kurt Hahn spend part of his war years helping British intelligence monitoring German radio traffic, so was able swiftly to secure the masters release.

While at the school Maurice made several radios for himself and the masters. The Motor Guild also had extensive garage facilities nearby, halfway up a long drive up the local hillside. Maurice bought his first car, a 1916 Ford model T chassis for £1 and restored it with the help of his fellows. Its gravity-fed fuel system meant it would be starved of petrol half way up the Welsh hills. The solution, turn the vehicle around and drive up the rest of the way backwards.

With the war still on and Maurice now at an age for military service, Kurt Hahn was anxious that he should volunteer and secure a post best suited to his skills. In 1944 he attended examinations at Cambridge for the Royal Corps of Signals, where he soon became known as the 'mad boffin' and 'wireless king'. His officer training was shared with notable individual, Geoffrey Howe – later foreign secretary in the 1980s.

Maurice rose to the rank of captain during his career in the army, and eventually retired in 1957, and in 1958 moved to his present house in Berkshire.

### The Inventor

Maurice Seddon is most well known internationally as the inventor of low voltage powered heated clothing. This is a direct result of his own suffering from Raynaud's syndrome, a constriction of the blood vessels in the

extremities (usually hands and feet) that can cause pain and cold. He has pioneered this invention since 1951, his first client being his Classics master, and held many interviews in, among others, Germany, the UK and USA. Jonathan Ross, Johnny Carson and David Letterman to name just three, have interviewed him. His invention has given him little financial profit however; he has always failed to patent his ideas; while often, others have stepped in to copy his inventions.

He is well aware that most would label him as the classic boffin and eccentric, and despite his poverty, he leads a full life and has travelled widely, had many experiences and known many famous people. He is so busy that it took me a week of last minute cancellations to arrange to meet him. At 77, he certainly has a full diary. He is still active in producing bespoke heated clothing, maintains an historic wireless restoration business and also runs a private wireless museum.

### The Cars

Why all the history? You cannot really talk about the cars without talking about the man behind them. Captain Maurice Seddon has run his cars on gas since the early 1960s and has run a 1934 Rolls Royce Phantom, and three Volkswagen Beetles – as well as converting cars for friends, including a Mercedes 220S.

His sister had moved to Rome with her friend and daughter of Gioia Marconi's first wife. Maurice Seddon often travelled there annually from the 1950s and in 1961 bought a 1946-7 split window beetle. At this time as much as 50% of cars in northern Italy were converted to run on gas and Maurice had his beetle converted in Italy, by the firm of Renzo







Landi in Reggio.

The car served him faithfully on his many trips to the continent and was often serviced by a German Volkswagen dealership, Dost Automobile GmbH, in Hildesheim. In 1987 the Beetle came to the attention of an Australian enthusiast, Graham Lees, who saw the car while Maurice Seddon was being interviewed on Australian Channel 7 TV. After tracking down the car he would not cease from pestering Maurice to sell, and so the car moved to Sydney – where it still resides (see end of this article for a word from Graham).

In 1974 he also bought his present car, a 67 Beetle, which was also converted to gas. This car may look scruffy from the outside, but I had a good look and it was solid, mainly due to the regular application of anti-rust treatments to the body and underside.

Maurice also owns what appears to be a 64 Beetle with a 65 1200 cc petrol engine. Both have got the somewhat do-it-yourself white painted covering – the same effect that Graham Lees tells us adorns his original 46 model.

The gas supply in his 67 is via a tank on the roof, above the engine compartment. The gas power gives only a slight reduction in speed and acceleration, but had meant that the car still runs perfectly on the original engine, with only occasional servicing and oil top-ups. The clean nature of the fuel puts less strain on the engine with a less violent combustion. Maurice's unhurried driving style must also contribute to its long life, note the sign displayed at the rear of the vehicle.

He tells me that many modern gas conversions use an initial petrol supply to start the engine, his relies solely gas so takes 3-4

turns of the starter when cold to bring the car to life.

Many of you will notice that there is both a 6-volt dynamo and a 12-volt alternator double pulley system. So what's all that about? The car itself runs on the 6-volt system, which causes Maurice Seddon to try and avoid night driving. The 12-volt system attaches to his interior heated clothing system, including the most important components – heated gloves and insoles, and his camping refrigeration. How many beetle owners out there could also benefit from such an ingenious set-up, especially in the winter months. Oh, and by the way, he has recently added two 12v fog lights to the car to aid night visibility,

For his travels the car only has a driver's seat, the rest of the interior includes a flat bed and the refrigerator, to cut down on hotel bills. The fact that this car is so solid and runs so well is due to a combination of its unique fuel supply, the care taken by Maurice over its maintenance, his driving and (as he stresses himself) the over-engineered nature of the Beetle itself.

If you ever see him on the road, give him a little wave, but if you end up behind him, be prepared for a sedate drive, and overtake carefully and politely. A fascinating man and an intriguing example of the continuing reliability and adaptability of the ubiquitous Volkswagen Beetle. May they both live long and prosper.

A word from Graham Lees

Graham Lees is the current owner of Maurice Seddon's 46 beetle, and runs a well-





known spares outlet in Sydney Australia, as well as owning huge collection of VWs.

“G,day Louis,

Time for a story about the '46

It was back in 1987 that I was watching a 'current affairs program' called "Terry Willesee Tonight " here in Sydney, Australia.

They were interviewing Captain Maurice Seddon about his low cost heated clothes that he had designed and made. The interviewer, Andrea Kear, was being shown around the Captain's Back yard and in a short passing glance, I caught site of a "split" sitting in the garden under a tree.

I had no idea where this program was filmed and had wrongly thought that it was probably in Australia somewhere. (Please remember that although we are thought to be a small island down here, we are roughly the size of the America).

Within minutes, I had "TWT's" switchboard on the phone asking them where the interview had taken place. Crikey, it was recorded in Datchet, England. That put the plans of driving there the next day to bed! Not to be put off, I was next pleading with International Directory Assistance to find the phone number of Captain Seddon.

After first declaring 'can't do', she weakened and phoned the English Directory Assistance. Yes! I finally had the number. (Remember this is all pre Internet etc. for directories) Captain Seddon sounded very surprised to here from me. His scepticism soon gave way to negotiations.

I think he had owned the car for over 25

years and had travelled through Europe in it as a camper, with a gas conversion on the old engine. A close friend of mine, Iain Murray (of America's Cup Fame) was sailing in the Admiral's Cup at the time and as he was closer than I was, he went to see it.

I think the car had been freshly "detailed" the day before by roughly hand painting straight over everything, dirt and all. Months later the car was finally loaded into a container and on its way.

The first show I took it to in Australia, it won the "Dog of the Day" award. That about sums up it's condition, but nevertheless... it is a '46 split! The car still stands, as found condition, in our storage shed along with about 100 of its relatives.

Kind regards

Graham Lees

Brookvale Spares, Sydney Australia”

By Louis Henwood, from “Wheelspin” the official magazine for the London & Thames Valley VW Club [www.ltv-vwc.org.uk](http://www.ltv-vwc.org.uk)

## VW crash test



This is something all you Kombi owners can show all those people that say "that thing aint safe! there's no engine in front of you, if you get hit head on, your toast!"

A Volvo 745 and a VW Caravelle were smashed together at respectively 58 km/h and were aligned so that they made a fifty-fifty frontal impact.

The Caravelle climbed on top of the Volvo and cut into the cabin. Conclusion was that the VW's rigid design "cannibalizes" the



Volvos impact zones. The results below conclude that the Volvo driver was killed instantly while the VW driver probably suffered minor bumps and bruises.

NOTE: HIC greater than 1000 results in death. Chest impact greater than 60 G results in death.

RESULTS:

HIC (Head Injury Criterion) for driver,  
Volvo:, 868, VW: 155  
Head Impact,  
Volvo: 200 G, VW: 42 G  
Chest impact,  
Volvo: 65 G, VW: 30 G

This test was made in 1994 by one of the biggest Swedish insurance companies, Folksam.

## Beetle for the sun



VW has launched a drop top version of the Beetle. It's priced from \$46,990 for the five-speed manual, while the automatic adds \$2500

The folding roof has a fixed heated glass rear window designed to make driving the Beetle Cabriolet easier and more secure. The roof is electrically operated and can be opened and closed at the push of a button, taking only 13 seconds each way. A portable wind deflector is standard equipment.

Power comes from Volkswagen's venerable 2.0L engine that provides 85 kW of power at 5400 rpm and peak torque of 172 Nm at 3200 rpm.

There is full rear seating, a wind deflector, a rollover protection system that deploys automatically when needed and an optional six speed automatic transmission with Tiptronic. The cabrio's door locks have been

replaced by LEDs so with the roof open and door locks activated, the doors cannot be opened from the outside.

## Hitting off on the fifth tee



The new Volkswagen Golf popped its face into the limelight prior to its September launch. Just as the local VW arm announces it is firing up the existing range.

Shots of the fifth-generation Golf have been released before its unveiling at the Frankfurt Motor Show in September. We'll see it here late next year.

To be sold in two and four-door variants the Golf features a new twin-headlight design which brings it into line with the family look. Initial information suggests features that include six airbags and a safer steering column and pedal assembly.

We'll get two direct-injection petrol engines at launch - a 85 kW 1.6 and 100 kW 2.0 litre.

Meanwhile, Volkswagen Australia is upping the ante in the hot hatch stakes with the most powerful Golf of all time. Expected here early next year, will be 200 of the R32 Golfs, with a \$63,000 price tag.

It seems an automatic won't be on the features list - the R32 will come only in six-speed manual. Sitting on 18-inch alloy wheels, the R32 gets upgraded brakes and suspension tweaks to wet the appetite of hot-hatch fans.

The familiar 3.2-litre 15-degree DOHC24-valve V6 puts 177 kW @ 6250 rpm and 320 Nm between 2800 and 3200 rpm through all four wheels for a claimed sprint to 100 km in 6.6 seconds and a 247kmh top speed.

Apart from the performance upgrades, the Golf, in silver, blue or black, also gets a sports body kit, xenon headlights, honeycomb

front grille and some new interior features, including leather trimmed sports front seats, a leather-trimmed steering wheel and gear shifter, alloy pedals and standard front, side and curtain air bags.

The 15-spoke 18-inch alloy wheels are designed to provide cooling for the bigger brakes - the front discs are 334 mm in diameter while the rears are 256 mm with inclusion of ABS.

The muscular look is taken even further by the reduced ride height, two large chrome tipped exhaust pipes (not there just for looks either, says VW) and an integrated aerodynamic spoiler atop the rear.

### **VW Beetle bugs off into history**

As the oldest passenger car still in production, the old Beetle has enjoyed one last moment of newness again. With Volkswagen unveiling the "Final Edition of the bug a cult classic VW plans to stop making in a few weeks. The new model was presented under a cavernous white tent near the last Beetle plant, in the central Mexican city of Puebla. After July 30, when the last car rolls off the production line, nearly 70 years of automotive history of perhaps the best known, best-loved and biggest selling car of all time comes to an end.

Armando Pasillas, a 60-year old factory worker who has been building bugs in Puebla since 1967, drove a last edition Beetle into the tent, then stood beaming as journalists from around the world swarmed the vehicle.

Jens Neumann president of Volkswagen's North American region, said 2999 of the cars would be sold for \$12.200 each.

The last car will be sent to the Beetle's birthplace in Wolfsburg, Germany.

### **Web round up**

Any club members that don't receive occasional emails from me, would they please drop me a line at [info@clubvw.org.au](mailto:info@clubvw.org.au) so that I can add you to our mailing list. Sometimes opportunities popup with little notice and emails are the fastest way to contact members

After the VW Spectacular many photos were uploaded to the club website. If you

would like your pride & joy to be featured on the club site and in Zeitschrift, please let me know.

I also received this message,  
Steve,

Just a quick note from the Volksthustasiasts Club, S.A. We've just updated our website with some pretty cool downloads which show our "Dyno Day" and last years "VolksFest". If you could please notify your members in "Zeitschrift" that would be much appreciated. Check it out on [www.volksthustasiasts.org.au](http://www.volksthustasiasts.org.au)

### **Herbie DVD**

Now available at good and bad video resellers, Herbie The Love Bug - Four-Film Collection: Special Edition (4 Disc Box Set) for about \$68, it contains four classic Herbie titles:

The Love Bug,  
Herbie goes to Monte Carlo,  
Herbie rides again &  
Herbie goes Bananas

Special Features:  
That Loveable Bug  
Deleted Scenes  
Herbie Mania  
Audio Commentary  
Just the thing for fathers day?





# Some photos from past events

## Christmas in July



## VW Spectacular



More photos from Christmas in July & the VW Spectacular are on the club website under past events



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We wish to extend a sincere "thank you" to all of our sponsors, who made the VW Nationals 2003 possible.

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