

NETS CHRT F C S T E T S

September 2003



Ken & Wendy's prize winning Superbug at Eastern Creek

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Toy Department**

and much more....



A CLUB VEEDUB SYDNEY PUBLICA-
www.clubvw.org.au

Proudly a member of the Council of Motor Clubs



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**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**

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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:	rw@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

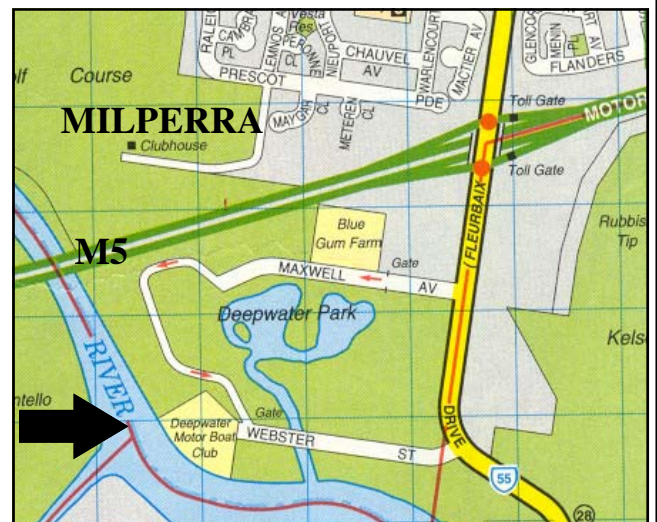
Club VeeDub Sydney Inc.

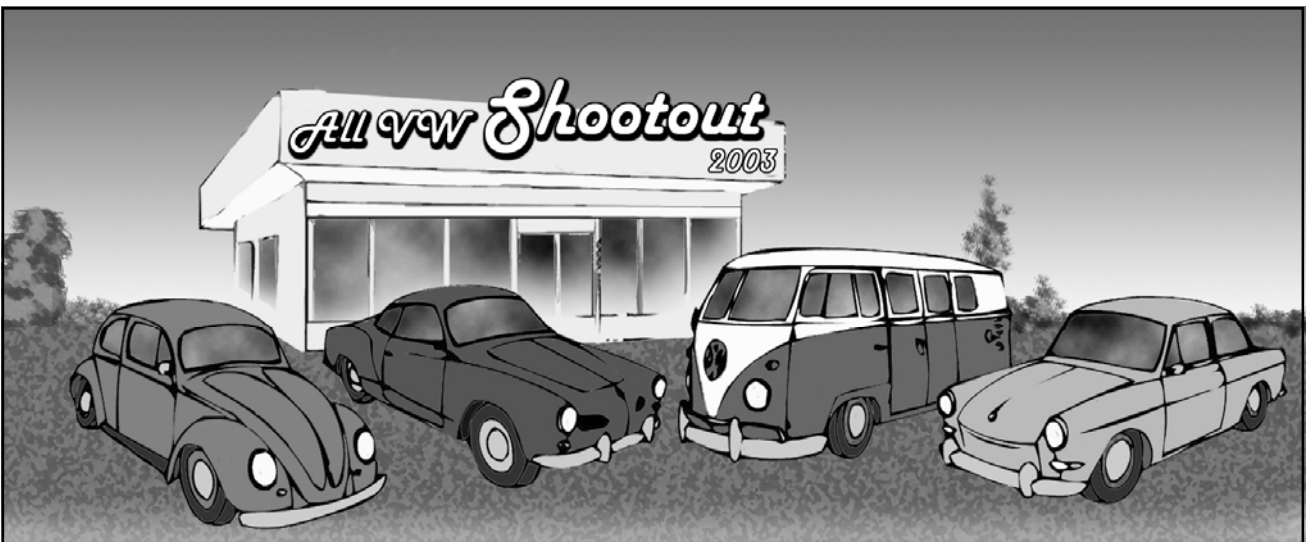


- **When:** From 9 am Sunday 28th September 2003
- **Where:** Deepwater Motor Boat Club, Webster St Milperra. Just off Henry Lawson Drive.
- Sausage sizzle
- Swap meet
- Privateers, clean out your garage
- Dealers, load up your trailer with your old stock
- Cars for sale
- Car display (no judging or 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 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

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 calender.

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

Shannons German Autofest

10am - 3pm 28th September 2003 @ Parkes Way & Anzac Pde.

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Entertainment**

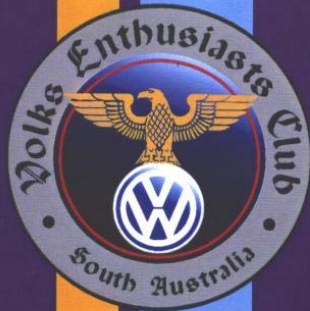
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of South Australia

PRESENTS



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2003



The Volkswagen Festival for all Enthusiasts

31st Oct, 1st, 2nd Nov.

FRIDAY NIGHT 31st OCT. - DINNER - Maylands Hotel 7.00pm bookings Essential

SATURDAY 1st NOV - 3.00 pm CRUISE..... from 5.00pm DRAG RACING A.I.R

SUNDAY 2nd NOV. - SHOWDAY from 9.00am - 4.00pm Colley Reserve Glenelg

Entry forms available from this business

for more information contact the Club Secretary:

Phone 8271 9103 / PO box 306 Kent Town

SA.5071



www.volksenthusiasts.org.au

Presidents Report

G'day there everyone. I hope you've had an enjoyable winter, now that Spring is here you can start working again in the garage on your favourite project.

The Club is in very good shape with a new committee being elected last month, many thanks to our previous committee for all their work. We are still looking for a Treasure person, so if you're interested and can attend most meetings please contact me.

The committee and magazine pack meetings are held on the 2nd Thursday of each month at the Greyhound Club, everyone is welcome to attend, don't be shy.

Our last event, the CMC day at Eastern Creek Raceway was well attended, our Club having some 20 cars at the display day. We had 2 cars enter the concourse show, Ken Davis 72 Superbug and my own 65 Sunroof. Being in different years groups allowed us to have 2 entries. Kens car took out 3rd place in the 70 to 80 year grouping and the most prizes trophy of Best Original car. Unfortunately in my class 60 to 70, I was up against the British Cars, and did not take out a trophy.

The only disappointment on the day was the extremely strong winds, however some off the "fast talking" woman in our club managed to obtain the use of a indoor venue, on turn one of the track getting us all out of the windy conditions and into a extremely nice vantage point to enjoy lunch.

Don't forget our next event on Sunday 28th September, Boris' VW Swap meet & Picnic day, to be held at Deepwater Motor Boat Club, Webster St Milperra, just off Henry Lawson Drive. During the day we need Club members to man the BBQ stand, so please come along and help out on the day.

KeeponKruzin, Dave



Club Calendar

September:

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.**

Saturday 18th: Eastern Creek Raceway, Jak & CT are running in a Porsche Car club Supersprint.

Sunday 19th:- Volkswagen 50th Jubilee in Australia. Darling Harbour, hosted by the Volkswagen Classic & Vintage Club of Australia. See page 4 for more details.

November:

Thursday 6th:- Cut-off date for articles, letters, for sales etc to go in the next issue of

Zeitschrift.

8th- 14th: 50th Anniversary of Volkswagen in Australia, Tasmania. See page 5 for more details.

Sunday 9th:- Flat Four Shootout. EG Whitlam Centre Liverpool. See page 4 for more details.

Thursday 13th:- 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 20th:- 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 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.

December:

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.

Thursday 18th:- CLUB VW MONTHLY MEETING & CHRISTMAS GET TOGETHER 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.**

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

For sale:- 1972 Type 3 notchback, 10 months rego, good project, some rust Sunraysia wheels \$2,500 ono. Call Ted 02 9501 4386

For sale:- Four fibreglass guards brand new + front & back spoilers. The lot \$700.00 Neg. Please Phone 0404-886321 or 96689208

For Sale: Full convertible vinyl black top to suit VW beetle, comes with aluminium tubing supports. \$50.00. Please Phone 0404-886321 or 96689208

Wanted: VW Beetle Ute or Kombi Ute, registered, In reasonable condition. Please Phone 0404-886321 or 96689208

For Sale:- Universal High Energy Ignition Kit as featured in Silicon Chip magazine, June 1998. The completed kit can be connected to conventional points, or it can replace the ignition module in cars with hall-effect and reluctor distributors. Boost your ignition and greatly reduce the need for tune-ups in VWs with points. Will also work with Pertronics point-less ignition. 4 to 22V operating voltage,

fixed 0.9 millisecond spark duration. Tachometer output. Kit contains PCB, all components, diecast case and full instructions. Costs \$52.95 at Jaycar; I'm offering this one (brand-new in unopened box) for \$40. Ring Phil, 0412-786339, or email phil@planethomepage.com.au

Wanted:- Rear fold down seat (bed from a camper) to fit my 1976 Kombi. Doesn't have to be perfect. call Jack 99139950

For Sale:- 1990 Dual cab Caravelle, Water cooled 2.1, Fuel injected, automatic, New brake pads fitted, aluminium bull bar and towbar fitted, 2nd owner, logbooks Registered PYX168 asking \$11500.00 Located in Milton NSW Contact David on 02 4455 1478

For Sale:- VW Passat 1800cc pi, GTi Spec, 4 door, sports sedan, 1976

History: This car holds the hillclimb record at Holsworthy Hill, near Canberra with a 1500cc single carburettor engine, it beat all comers, including, a Ferrari, to the surprise and annoyance of its owner. Completely rebuilt since then by Neil & Michael at a cost of \$15,000 approx.

Audi Factory 'palletised' 1800cc unleaded petrol engine, modified when new by Neil Tramar Engineering, Audi and rally engine specialist of Queanbeyan, NSW, to Golf GTi spec. (about 125 bhp).

New, Recon. or Replaced: 5 speed gearbox with short stick, clutch; drive shafts; complete cooling, ignition, heating, air-con., exhaust and sound systems; brake servo, linings, wheels & bearings; fuel & water pumps; Koni shocks front. other rear; rollbar; 12" Momo steering wheel; relays; reupholstered front seats; rear seats in good condition; 4 headlights; manuals, spares, etc., etc.

Rust free body and white duco, a few dents. Registered in ACT until 22nd, Oct., 2003. Canberra. Price: \$2,750, please contact Michael: 02 6290 2727

**For Sale:-
1951 Beetle US \$4000**

**VW Splitscreen Kombi double cab US \$3000
VW Puma US \$6000**

VW Type 4 Variant S/W US \$300

Porsche 550 replica US \$15000

All located in Argentina, contact Daniel Freidman via email abarth356@hotmail.com

For Sale:- 1973 1303 L model Superbug, original white in colour, engine reconditioned 5 years ago, 11 months registration BUG73M, in very good condition, all service and repair history available for the past 4 years. Car is located in Maitland Area, asking \$3000.00 ONO contact Ray on 02 49 33 3377 or email rayrae@idl.com.au

Looking for a loving home:- 1973 L Bug.

This beetle has been lovingly worked on by myself for the last four years and is in great condition. It has a 1835cc rebuilt engine with twin Kadrons and extractors. Carrera body kit, wide wheels with good rubber, new floor, new seatbelts, new interior carpet, new dashboard. A new ignition has just been put in, new front and back suspension, new head and tail lights. Basically everything on this car has just about been replaced, it's a great everyday car that needs a new home, I am looking at selling my beetle for \$5500. If you are interested in having a look, please don't hesitate in giving me a call or emailing me. Give Tamara a call on (02) 95432381 or my mobile 0402633580, between 5 - 9 p m . Or email me at tkorremans@yahoo.com.au.

Free:- Passat spares. My son has left home. He has left us with a heap of Passat spares, bits and pieces, lots of panels, a chassis, etc. etc. Is this stuff any use to any one, for free? Otherwise I'll trash it. We are in the Sydney area. Call Martine 02 9655 1383.

For Sale:- Heavy duty rhino roof racks (3x) to suit t4 Transporter. \$220 ono. Call Brian 02 95216224.

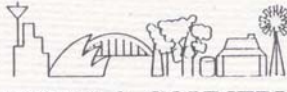
Wanted: Deck lid to suit 1967 fastback. Call Brian 02 95216224.

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

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911 and 914. Call Dan 9420 4607/0417 699 330 or email foxint@foxint.com.au



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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

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



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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.



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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



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- Personal belongings and tools up to the value of \$400 - Subject to excess.

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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

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

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

Split Screen Kombi Panel Van with windows and double side doors passenger side. No rear

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TULZ - Part Nine

Keeping Your Balance & Going Straight

When you buy new tyres you always get them balanced, right? Sure you do. Everybody does.

And you have them rebalanced as the tread wears off, right? Of course you don't. Nobody does... except folks who like a good ride and thousands of 'free' miles from their tyres.

Here's a harder one: Did you balance your brake drums? Howzabout your rotors? I mean, you balanced your tyres, right? So when you install a new brake drum you take it down and have it balanced, right? Okay, so you don't balance your drums. But let me tell you why you should.

Your brake drums are castings. If the core that makes the hole for the axle gets misaligned during the casting process the casting comes

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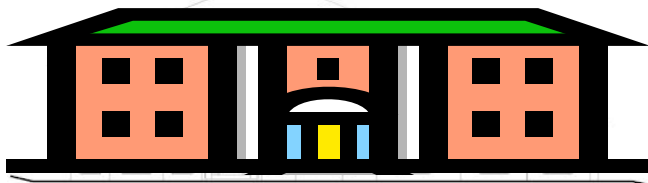
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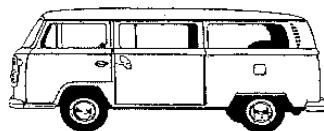
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out heavier on one side than the other. You never saw this sort of thing with German parts but today, with most of your parts coming from Mexico and Brazil where piece-rate labour is still common; it's a fairly frequent occurrence. Why? When folks are paid piece-rates, quality goes out the window. You see miscast cylinders, where the fins don't line up, and miscast wheel cylinders and lots of miscast brake drums. Even miscast cylinder heads. Hell of a problem.

Back in the Good Old Days, whenever that was, no auto-parts dealer would carry such junk because no mechanic in his right mind would buy it. But nowadays the typical buyer is a kid who shops only by price; he doesn't know enough to tell a good part from a bad one. And the dealer is there to fill the demand, right? Wanna guess what happens when folks start paying good money for bad parts? GOOD PARTS vanish from the marketplace. A basic rule of economics is that shoddy goods will drive quality goods out of the market, a fact pointed out by Adam Smith more than two hundred years ago.

The point of all this is that you could be driving around with wildly imbalanced brake drums, hammering out your bearings and pounding out your tie rods. But that's not the best part of this joke.

The punch line comes when you try to find good parts. You take your callipers and mikes to the dealer and, if they'll allow it, you check their stock of drums or cylinders or whatever and buy the best they have, which are still pretty bad. THEN you gotta pay to have them balanced and machined. By the time you get done your inexpensive parts end up costing far more than the quality parts they've driven out of the marketplace. Really kewl, eh? Saving all that money :-)

A nice example of this is seen in the stock muffler. Available from Mexico, it costs about \$25 while the ones made in Germany cost about \$45. Big savings, eh? Except the ones from Mexico often don't fit (!) Mexican mufflers are famous for the misalignment of the carb heater pipe, with buggered threads or even un-drilled

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flanges. To make it fit properly you have to do a bit of heating and bending and drilling and tapping some threads. By the time that inexpensive, money-saving muffler is installed, the bill is more than if you'd opted for the German-made muffler. Welcome to reality :-)

But at least your wheels are straight, aren't they? Never over-torqued? Spin in a perfect circle without the least sign of wobble? Ummm.. well... okay. It's your ride.

STRAIGHT WHEELS

First thing you do is take off one of your front wheels, tighten up the bearings and check to make sure the drum is true. To do that, you rig yourself some sort of a fixture - a tool box will do - to hold a gauge, such as that sooper-sophisticated machinist's instrument the #2 Yaller Pencil (which is a Yellow Pencil for most folks, except it's not. Yellow. It's only painted yellow. But there it is.)

You slowly rotate the brake drum, searching for the high spot. When you find it, you extend the pencil to touch the drum at that point then fix the pencil in position and rotate the drum again, this time looking for the low spot. Ideally, you won't find one; high will be equal to low; the drum is true. But if you DO find a low spot, and if it is more than a few thousandths of an inch (use feeler gauges to measure the gap between the pencil point and the brake drum), you need to take the drum to a competent automotive machinist, explain the problem and have the mounting surface of the drum turned perpendicular to the bore.

Once you know the run-out of your drum, mark it clearly on the drum with chalk. Imagine the brake drum is the face of a clock. A five-hour face for old drums or a four-hour face for newer models. Use whatever notation you want so long as the data is clear. I show the run-out by each lug in thousandths of an inch with a plus or minus sign. Counting around from 'noon' it might look like this: +2, +1, 0, -1, +1.5. That tells me I've got three thou of run-out. (That is, the total magnitude of +2 plus -1.) Anything under .005, I can live with.

Once you know the run-out of the drum you

install the wheel you're going to check, torquing it to spec in the proper criss-cross pattern. Move your gauge to pick off the run-out from the rim of the wheel and do the above test again, this time making notes of the run-out or if you're a slob like me, writing on the tyre with chalk. Don't be surprised if you see a LOT of run-out. But whatever you see, you adjust the reading by the data you recorded for the drum, adding the negative values and subtracting the positives.

Did that come across? Let's say you gauged the wheel and recorded two thou of run-out at the same relative location you recorded three thou of run-out on the DRUM. Whatever your figure, part of it is the DRUM, not the WHEEL. So you need to cancel-out the drum's run-out from the wheel's run-out.

(What we're doing here is 'blueprinting' our rims. Since most of you don't have massive surface plates, spin fixtures or precision instruments, I've described a method of using a wheel as your spin fixture.)

So what can you get away with? See your manual for the exact spec but if it's more than a sixteenth of an inch, about 1.5mm (i.e., about sixty- thou), it's too much.

What's the fix? There is none. You have to scrap the rim. Which is why Ford and Renault and Saab and lotsa other carmakers stopped using this type of wheel. They are easily sprung and once bent, you can't straighten them, you just keep chasing the bend around the wheel.

What causes them to become sprung? If you mean what kind of DRIVING will spring a wide five, cobblestones will do it. Or hitting a good chuckhole. But you don't even have to leave your driveway to damage your wheels. Over-torquing the lug bolts is enough to trash a wide-five rim. Good tyre shops understand this and are careful to tighten Volkswagen wheels to the proper spec & sequence. Bad shops like to see how fast they can destroy your rims, using pneumatic tools set for 200 ft/lbs :-). If you'll examine the wheel you'll see that each lug bolthole has a tapered rim. Over torquing flattens that rim and distorts the wheel.

Why is this important? Because the amount of run-out is how far the tyre travels SIDEWAYS for every revolution. (Yeah, I know. That answer isn't scientifically correct. But it is FUNCTIONALLY ACCURATE.) So junk the bent rims. They're causing your tyres to wear out a hell of a lot faster than they should but the real horror story is what those bent rims are doing to your suspension and steering.

About half the VW wheels you run into are bent out of spec, thanks to being over-torqued by idiots with pneumatic tools. To make things even crazier, a lot of after-market rims are out of spec even when brand new! A lot of kiddies get all bent outta shape when you tell them their wheels are. "Oh yeah? Well, if it's such a big deal how come I never see nothing about it in the magazines."

Good question.

The problem with 'wide-five' rims (wide six on some makes) has been recognized since about 1937 when Ford stopped using them. Yet you still hear a lot of instant experts telling the kiddies a bent wheel is no big deal. Read the manual. Decide for yourself. Keep in mind that the greater the amount of asymmetry, the greater the amount of tyre wear. You can get sixty thousand miles and more from a set of tyres on a Volkswagen with straight rims & drums. Or less than twenty thousand if you've got a serious wobble. (And don't even THINK of pushing that thing over 40mph or thereabouts.)

Unfortunately, with bent rims accelerated tyre wear is only the tip of the iceberg. The real problem is what happens to the rest of that sideways energy generated by a bent rim. It is being dumped into your steering and suspension system, literally hammering them to death. I know a kid who was looking at his THIRD set of ball joints in six months when he sold his bug to the next sucker in line, disgusted with 'That piece of shit.' Alas, the only fecal matter in view was those lovingly polished chrome rims... that wobbled so badly you could see it even from the side.

BALANCING YOUR WHEELS

A bubble balancer works fine... up to about

120 miles per hour. So why does everyone use dynamic balancers? Two reasons: The first is cost. It takes less time to balance a wheel with an automated dynamic balancer. The second is also cost. You don't need any skill to run a dynamic balancer, just watch the pretty lights and be able to count from one to seven and know the inside of the rim from the outside. Ex-burger flippers planning a career change are welcome at most tyre shops. If they're husky, that is :-)

Using a bubble balancer takes lots of patience and a fair degree of skill.

If you use a bubble balancer you'll need an adapter that supports a wide-five rim. Some balancers come with such adapters or you can make your own using a wide-five adapter; any of them that has a round hole in the middle. But before you start balancing wheels you have to balance the adapter. Deburr the central hole then take it down to the balance shop and have it balanced to a gnat's ass or .1gm/cm, which ever is closer. Have it balanced without the hardware. Then balance the hardware. You can do that yourself using a gram scale. Just find the **LIGHTEST** of the lug bolts or nuts and file or grind the heads of the other four to match within half a gram, plus or minus. It's not nearly as hard as it sounds, the major problem being half of you haven't any idea in the blue-eyed world what I'm talking about :-)

Once you have a balanced adapter you zero the balancer. To do that you install it, permanently if possible, and true it up so the bubble is perfectly centred or quartered or whatever indicates zero on your particular balancer. Now you put the adapter onto the balancer and hope the sonofabitch reads the same. It won't. But it will if you gently raise the adapter, rotate it a few degrees and sit it back down. Keep doing that until you find the 'sweet spot,' where the bubble is nicely zeroed. When you do, mark that orientation on the cone & adapter and thereafter **ALWAYS** place the tyre in that orientation. If you **NEVER** find the sweet spot, make one. Mark the orientation of the adapter to the cone **THEN** zero the balancer.

When you think you've got the balancer &

adapter all trued up, check. Ask someone else to put the adapter on the cone and read the bubble. Come to understand the significance of parallax. When you're sure the thing is true, put a dab of fingernail polish on the adjuster screws.

To balance a wheel you bolt the adapter to the wheel, place it on the balancer then start herding the bubble to zero by sitting balance weights on the rim of the wheel. You'll quickly come to realize why everyone uses those quick & easy dynamic balancing machines :-) But you should also know that a bubble balancer can do a perfectly good job... if you do.

We're balancing our wheels because they are made out of balance. The rim has a hole in it to accommodate the tyre's valve and the tyre itself is never perfectly uniform in construction. Even at the slow speeds a tyre rotates, the moment-arm is enough so that minor imbalances can have a major effect on how the vehicle steers and how quickly the steering components, suspension and tyres wear out.

So you make sure you have straight wheels then you balance them and **KEEP** them balanced, checking them at least once a year in order to accommodate tread wear. Get a flat? Plug the hole? Then you gotta rebalance the wheel. No mysteries here, just simple old-fashioned Auto Shop 101.

(John Muir's 'Idiot' book contains a nifty method of balancing your wheels. Unfortunately, it doesn't work. But it does a nice job of measuring the drag of your oil seal & bearings.)

TYRE TOOLS

If you do a lot of travelling in the boondocks you're probably running tubes in your tyres. Tubes are easy to patch and you don't need a Baja Tyre Pump to seat the tyre back onto the rim. (Baja Tyre Pump. Tubeless tyre has broken the bead. You can't pump it up. You're ninety miles from nowhere, the temperature is a hundred in the shade and there ain't no shade. So you pour about two ounces of gasoline into the tyre, slosh it around, let it lay there and vaporize. Then, from a few feet upwind, you

toss the match. WHOOP! And the tyre is tight to the rim. It doesn't do the tyre much good... but you can always buy another tyre, assuming you haven't died of thirst in the desert. PS - Don't set the tyre on fire :-)

Patching a tubeless tyre is pretty easy. You use a plug gun.. The trick is pumping it back up. Once it's seated on the rim both types need air.

Most of those little 12v air compressors are junk but they'll work... once or twice. If you're a serious traveller you probably carry a bottle of high- pressure air with a regulator, hose & tyre chuck. The handiest air compressor is hard to find nowadays. It is a tiny one-cylinder compressor that screws into a spark plug hole. Unlike what you generally hear, they DON'T use the fuel-air mixture to pump up the tyre; they only use the pressure of the compression stroke to drive the little piston, which pumps outside air into the tyre. Displacement is typically one cubic inch or about 2.5 cfm at an idle but the thing will pump up to 300 psi, meaning it will fill even a big tyre in a hurry. For down & dirty reliability, include an old-fashioned MANUAL tyre pump in your kit if you're using tubes or air mattresses or whatever.

Most of your tyre tools should travel as on-board spares. You need a tyre pressure gauge, some spare valve cores and valve stem caps and the little tool that lets you remove a valve core. But the most important part of this particular kit is the box you carry it in. The valve cores are relatively fragile. Their small size and fragile nature often causes them to become lost in the depths of your tool kit to become damaged by the time you discover them. So carry them, suitably padded, in a little metal box. I use one that sez 'Altoids' on the lid. Some kinda breath mint, I think. A strip of tape will keep it closed. (I usta use a Prince Albert can but it got away from me and they let the Prince outta the can years ago.).

If you plan on patching tubes you'll need tyre irons and a patch kit. If you use cold patches, replace the kit fairly often even if you don't use it. The cement tends to evaporate and the raw rubber tends to dry out. Read the Muir book if

you've never patched a tube. For patching tubeless tyres, the instructions come with the plug gun.

GOOD TYRES

For your bug or Ghia you can get by with passenger car tyres but the Transporter is in fact a light truck and needs LT's (i.e., light truck tyres).

Conventional Wisdom says the VW bus gets blown all over the road. That's bullshit. It is a high-centred, high profile vehicle but so is a Greyhound or a semi. How such vehicles handle side gusts is a reflection of their suspension, steering and tyres.

Like any high-profile vehicle your VW Transporter needs tyres with stiff sidewalls. In plain language that means tyres with actual ply counts of four or six. This 'Four-Ply Rating' is more bullshit, a device to sell crappy two-ply tyres to the dweebs.

Fitted with proper tyres, with the steering up to spec and the front end properly aligned, a Volkswagen bus handles cross-winds BETTER than a lot of modern high-profile vehicles. So why the bad rep? Because with the proper tyres and shocks and no play in the steering your Transporter will drive & feel exactly like what it is, a small truck. Yuppies got tender asses or something; they're always talking about the 'quality' of the ride, in which softer is better, having mistaken road handling for toilet paper. Trucks are trucks. Try to make it ride like a car and you'll end up getting blown all over the road.

The typical VW on the road today is wearing the wrong tyres, mounted on bent rims bolted to brake drums that are probably out of spec with regard to balance and run-out. The steering is sloppy and the front end probably hasn't been aligned since Jonah was a Seaman Deuce. The truth is, the typical VW owner has no idea how well their vehicle CAN drive. It was in bad condition when they got it and from that day to this they've spent most of their time making it look pretty rather than making it run good.

Wanna make a Precision Bubble Balancer?

Start with a junked camshaft & gear. See the indentation in the end of the shaft? Go find a ball bearing to sit on there. Not too big. (No old camshaft handy? Then use pipe. Floor flange for the base, twelve-inch nipple for the upright, reducer to hold the ball bearing.)

You gotta level it so drill & tap three quarter-twenties equidistant around the gear. Or the floor flange. No taps & dies? Then glue it to a plywood base and put the three adjusters in the plywood. Buy some of those threaded inserts. (Don't laugh; it works.)

To level it, remove the ball bearing and replace it with your circular bubble level. Turn the quarter-twenty machine screws until you've centred the bubble. Okay; that's good enough.

To hold the wheel go find a three-pound coffee can. I use MJB but suit yourself. Make five ninety-degree angles, about three-quarter inch on a side. If you got some thin cheap aluminium angle stock, cut them outta that. If not, bend them up out of something. Gotta be strong enough to support the weight of the wheel.

Stuff the coffee can through the hole in your wide-five rim. Yeah, it's tight; push harder... there. Mark the five points where the lugs go. Pop- rivet your angles at those locations. Put your angles on the INSIDE of the can with their legs sticking OUTSIDE. The idea is for the wheel to sit on the tabs. Use countersunk pop-rivets if you gottem. Real rivets will also work. But you gotta keep the heads low or they'll cause the rim to hang up. (Honest, a 3 pound coffee can is a near-perfect fit to a wide- five.)

Stand the can on the tabs and find the centre of the bottom, which is now the top but....

There's lots of ways to find the centre of a circle; use which one you like the best. Drill a TINY hole right there, smack dab in the centre of the bottom of the can. Now turn the can over. Sit it on a piece of softwood; plywood or something like that. See the hole in the bottom? Balance the ball bearing on the hole. (Okay, so debur it. Now balance the ball... okay, you do

it.) Got it balanced? Now hit it. Use a hammer and a piece of wood for a drift. Just give it a rap. Not too hard. That should do it.

Test it. Put the ball bearing back on the pivot shaft and position the coffee can ON THE BALL BEARING. Balances, eh? :-)

Now check it. You can't use the bubble balance because of the bump you just raised in the bottom of the can, right where the bubble balance should sit. So put something over the bump. (I don't know! It's your shop, for crysakes! Howzabout a tuna can? Or that lid over there; try that... no, the one on the can of paint thinner... yeah! There ya go!)

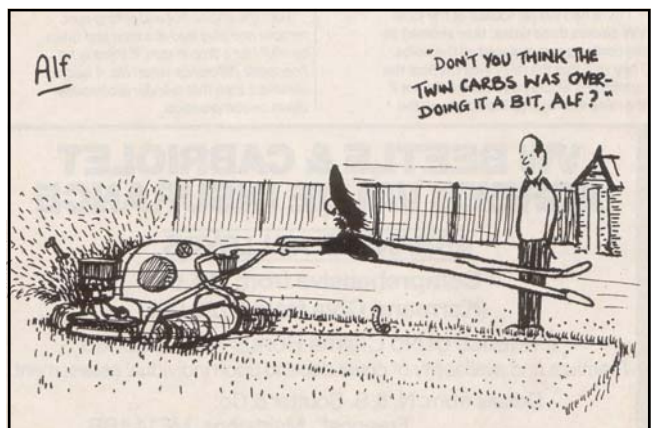
Balanced? I didn't think so.

So balance it. Get some solder, cut off a little bit and crimp it to the bottom rim of the coffee can. When you get the bubble back in the centre MARK EVERYTHING. Use fingernail polish. Put some on the solder balance weights you've crimped to the rim and dots of it to show the orientation of the bubble balance and the lid, can or whatever you're using as a base for the bubble.

Does it work?

Of course it does! VW wheels are better than two foot in diameter. Sixty miles an hour, they're only spinning eight, nine hundred rpm. Your coffee-can bubble balancer is more than accurate enough for that. A smaller pivot point would provide a bit more accuracy than does the ball bearing but it should be more than accurate enough. Or you can buy one.

Bob Hoover



THE TOY DEPARTMENT

Here at the Toy Department we try and cater for all VW model types and this month is no exception. The Manx buggy makes it debut thanks to Hot wheels. Also this yellow beetle available in the 5 packs series. These fine examples of VW power are now available at your local toy store.

your work may end up on our World Wide Web site.

Sherriffs also inform us that Johnny Lightning will release a 1/18 Herbie beetle. This will be a limited edition and orders can now be taken in advance, contact Sherriffs to place your order.



I was recently contacted by Chris from Sheriff's mini cars at Parramatta, he has asked me to remind all Club members that they will receive a 10% discount on purchases on production of club membership details. Chris is also a Club Vee Dub member owning a neat type 111 wagon.

Sherriffs are running a plastic kit competition during the month of September, and it would be good to see some VW's on display. There will be a peoples choice judging format, and some great prizes for 1st 2nd & 3rd placing's. So if model kits are your forte then contact Chris to arrange your in- shop display, you never know



Last month was an end of an era with the end of production of the VW Beetle in Mexico. Mexico was always famous for it's green

& white taxis. To commemorate this Matchbox have released this taxi model no 31 as part of their expanding series, including this 4x4 beetle in the tube packs..

Speaking of taxi's it would complement the limited edition Matchbox New York yellow taxi kombi.

Tony Bezzina

CMC Shannons Eastern Creek Classic



Sunday dawned slightly damp in some areas, but with 1780 entries and about 130 car clubs represented the weather didn't seem to deter many from turning up. The only down side was the wind, which blew non-stop all day.

The weather didn't deter our club either. We had the biggest rollup of the three VW there. Dave Birchall and Ken Davis had the honour of being in the Concours, Ken winning two



awards, one for the best original and 3rd place in his category, congratulations Ken.

Those attending were, Liz & Paul, Daniel & Dave, with four cars, Wendy Davis, Megan Davis, Peter Macqueen & family, Susan drove Liz's 66 Beetle, Bob Hickman, Steve & David Carter (lucky it was windy, not raining) Brian Vanderlay, Andrew Rankin, Steve & Meredith Kay, Robyn & trusty side kick Brian, David & Putley, Peter Gerlach who drove up from



Bowral, Ray, Mario & myself.

As mentioned the wind was on the balcony where we had set-up, so two intrepid ladies (?) managed to acquire the corporate box (driver training facility) courtesy of Terry Thompson, El Presidenti of the CMC. The members quickly vacated the balcony for the comfort of the box, where we set-up to enjoy a wind free environment to partake of our lunch in style.

Most of the men and a few of the ladies went

for a wander to inspect the cars and meet up with other friends there.

We had a good view of the cars going around the track, which was great and enjoyed the sight of Robyn, Ray, Paul and Brian waving madly from the top deck of a double deck bus. Robyn ever fearless asserted herself and beat all the kids to gain their seats on the bus. She probably wasn't a very popular person except for the guys; all the kids no doubt detested her I reckon.

After a long day, about 3 to 3.30 the majority decided to pack up and head for home but not before Steve Kay won a lucky ticket prize. Another great day with the best of VW company.

Shirley

Beetle Production in Puebla, Mexico, ends with the Optima Edition

Puebla/Wolfsburg, 30 July 2003. It ran and ran. Altogether over 22 million examples were built of the Volkswagen Beetle. Now its production runs out also at the last location. On 30 July 2003 Volkswagen Mexico finally stopped the production of the original, legendary Beetle. In the end it became the special edition called Optima Edicion. With it a nearly 70-year history comes to an end, an automobile of legend, which remained almost unchanged in its form.

A last 3,000 examples of the Optima Edicion were built altogether, in the colors Aquarius Blue and Harvest Moon Beige. The last Beetles were built with the faithful 1,6-Litre petrol motor producing an output of 46 HP. Additionally the special model offered chromium-plated trim and chrome attachments such as bumpers, wheel covers and mirrors. Rims painted in car colour with white wall tires, hat rack, radio with CD-player and four loudspeakers complete the offer. The vehicles were predominantly intended for the Mexican market, but could be ordered in Germany however through free importers. The very last car was shipped to Wolfsburg for preservation in the Volkswagen Auto Museum.



1934: The birth of the Beetle 1934, as Ferdinand Porsche was assigned with the construction of the 'people's car project. The first prototype was developed in 1935. The citizens of Berlin celebrated the Beetle's premiere at the Automobile Salon 1939. The Second World War prevents a mass production. To 1945 a mere 630 copies are manufactured.



In September 1945 the volumes of the vehicle begin to roll. Already on 14 October 1946 the 10,000th Volkswagen was produced. By 1948 already is it 25,000. On 8 January 1949 the 50,000th copy leaves the factory. In the same year the Cabriolet is first presented, which is



manufactured by Karmann in Osnabruck.

1953: Split-window becomes Oval. In the course of the years the small car experiences numerous modifications. Thus the split rear window is replaced in 1953 by a larger oval. 1955 sees production of the one millionth Beetle, the five millionth Volkswagen leaves the works in 1960, and the ten-millionth in 1965 is celebrated.

1968: Triumph of the vernacular: Volkswagen becomes officially promoted in advertisements as the 'Beetle'. A new, more modern appearance is created for the US market.

1972: With the 15,007,034th car is broken the past production record of the Ford T-Model.

1978: Conclusion in Germany of the first part of production comes on 1 June 1974, when in the parent plant at Wolfsburg it is ended and replaced by the new Golf. On 19 January 1978 the last hard-top Beetle built in Germany comes off the line at the Emden works. Altogether 16,255,500 Beetles in Germany were built. On 10 January 1980 the last German Beetle is built, a Cabriolet from Karmann, after 330,281 examples in total.

But in Mexico it continues: There daily over 1,000 of the popular small cars are produced, many still being shipped to Germany and Europe for sale.

1985: Import ends. Mexico celebrated their 100,000th exported Beetle in 1984. On 12 August 1985 the last ship arrived at Emden carrying Mexican Beetles. Since then copies fresh from the factory were to be only sourced from independent importers.

Altogether in Mexico 1.7 million beetle were built, of which 100,000 were for the export.

Auto News,
Germany
<http://www.auto-news.de/>

Not 2 fast, and definitely not 2 furious

So the other day I was waiting at a traffic light in

my car, which is nice, but like most cars today, boring. For example, when you turn the key, it starts. Every time! It has one of those modern, quiet, dependable engines. At least I *assume* it has an engine: I've never had a reason to look under the hood. For all I know, there's a small alien spacecraft in there with an antimatter energy generator that always works.

Cars were different back when I got my first driver's licence, just after the invention of roads. In those days, cars were powered by an insane system called "internal combustion," which involved petrol actually *exploding inside the engine*. Naturally this was very hard on engine parts such as the "carburettor" and the "pinions." Cars were always breaking down, which meant that, if you were a male, you were always opening the bonnet so you could glare manfully at the engine until somebody came along who actually knew how to fix it.

In those days, you did not expect perfection from a car. For example, in 1971, I bought a Morris Marina, which was the result of a bet among British Leyland designers to see if they could make a car entirely out of plastic and rust. If a Marina had a head-on collision with a moth, the Marina would be reduced to a small pile of subatomic particles, while the moth would flit away, laughing. For several years, the only way I could start my Marina was to raise the bonnet and use a screwdriver to connect two pieces of metal; any thief could have done the same thing, but no thief ever did. "He's so stupid, he'd steal a Marina," was a popular expression among car thieves.

So by today's nit-picky standards, the Marina was not so much a motor vehicle as a paperweight with a horn. And yet I vividly remember that car, unlike the cars I've had in recent decades, all of which have the personality of a pension actuary. In fact, that might be the formal name of my current car: The Actuary.

So anyway, I was at this traffic light, and a guy about my age pulled up next to me in a Pontiac GTO convertible, 1964 or 1965 I believe, metallic blue, top down, engine rumbling. I was openly admiring his car, and he looked over at me, and I lowered my window and said: "Nice

Goat."

Lest you think I am some kind of pervert who was trying to fondle this man's livestock, I should explain that "Goat" is the hepcat slang nickname we used to use for the GTO.

"Thanks," said the GTO driver, and the light turned green, and he rumbled off, gasoline exploding audibly in his large internal-combustion engine, while I glided forward in my eerily silent Actuary, which I think runs on a computer hard drive powered by nuclear fusion. I knew the GTO guy would probably have to pull over within the next 150 yards for gas, oil, new pinions, etc., but I was jealous of him. I found myself humming *Little GTO*, the 1964 hit by Ronny and the Daytonas, in which Ronny describes the GTO in loving technical detail ("Three deuces and a four speed, and a 389") and the Daytonas, not quite in tune, sing: 'Turnin' it on! Blowin' it out! Turnin' it on! Blowin' it out!'"

That was from the Golden Age of Car songs, songs like the Beach Boys' *409* ("My four speed, dual quad, posi-traction 409!"). And of course Chuck Berry's *Maybelline*, in which Chuck's V-8 Ford (pronounced "Foad") chases down a Cadillac, and Chuck displays his grasp of automotive thermodynamics ('Rain water blowin' all under my hood; I knew that was doin' my motor good").

Nobody will ever write a song like that about my Actuary, or any other modern car. Modern cars are just not songworthy.

*The other guys are all jealous of me
When I cruise in my Hyundai Elantra TE
And the girls always feel a romantic explosion
When they learn that my warranty covers
corrosion...*

No, today's cars are just not exciting. I've thought about getting a fun old car, like a GTO, or a vintage Mustang. But then I'd have to keep it garaged, find a mechanic, etc. So maybe instead I'll just get an old Marina. I'll keep it in a Tupperware container, which I'll carry in my glove box. When I encounter other vintage-car

guys, I'll lower my window, and shake my Marina at them. That way they'll know that, inside my Actuary, I am still cool.

Dave Barry

The VW Toureg Launched

Guests were invited to the launch of the new VW Toureg 4wd in a most unusual way, the invitation was in a bamboo tube, maybe you need a pony tail to understand the connection?



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Andrew Dodd Automotive (02) 9683 2184	Mobile Model Cars & Toys (02) 9543 5364
Australian V W Performance Vic. (03) 9725 5366	NRMA Vintage Classic Insurance 1800 646 605
B P Muswellbrook (02) 6543 3047	North Rocky Mechanical Qld (07) 4922 0111
Battery World 131 760	Predator Cars (02) 9584 9488
Ben Durie Automotive (02) 4950 8248	Reliable Automotive Services (02) 9438 3830
Blacktown Mechanical Repairs (02) 9627 6209	Rivo Auto Electrical (02) 9627 1874
Bookworks (02) 9740 6766	S K H Motors (02) 9602 6059
Brookvale Spares (02) 8788 8888	Shannons Classic Car Insurance (02) 9460 6344
Bruce Geddes Automotive (02) 9533 3040	Sharpbuilt (07) 4635 6554
C & S Automotive (02) 9774 3340	Stan Pobjoy's Racing Engineering (02) 6650 9616
Cupid Wedding Cars (02) 9837 0231	Stokers Siding Garage (02) 6677 9246
Custom Bugs & Buses (02) 4722 9313	TCCA Motorsport (02) 9436 3668
Crusin Car Carpets (02) 9820 5877	Trakka Design (02) 9472 9000
Defender Safety (02) 9838 8986	Unicap Pty Ltd (02) 4777 4006
Discovery Campers (02) 9632 1304	V A Spares (02) 4328 3880
Dr Lubes VW Workshop (02) 9743 9988	V Force (02) 9743 1247
Dunham Autos (02) 4284 3666	V&K Semos (02) 9542 7765
GTI Trade Imports (02) 9653 1114	Vintage VeeDub Supplies (02) 9789 1777
H & M Ferman (02) 9533 2722	Volksbahn Autos (02) 9688 2933
Harding European (07) 3276 7477	Volkshaven (02) 4626 5255
Hellbug Engineering 0427 914 997	Volksworld (07) 3357 5887
Indian Automotive (02) 4731 6444	Wayne Penrose V W (02) 4272 5644
Interspray Pty Ltd (02) 9725 4585	Wax Wizard (02) 4631 1047
Karmann Promotions (03) 9583 5626	Wheel Warehouse 1800 225 299
Klaack Motors (02) 9724 5901	WHM Buggies Australia (02) 4455 5588
Korsche Performance Centre (02) 4325 7911	Wolfsburg Motors (02) 9519 4524
Kurt's Precious Metal (02) 4283 4444	Wurth Fasteners Australia 1300 6577 65



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