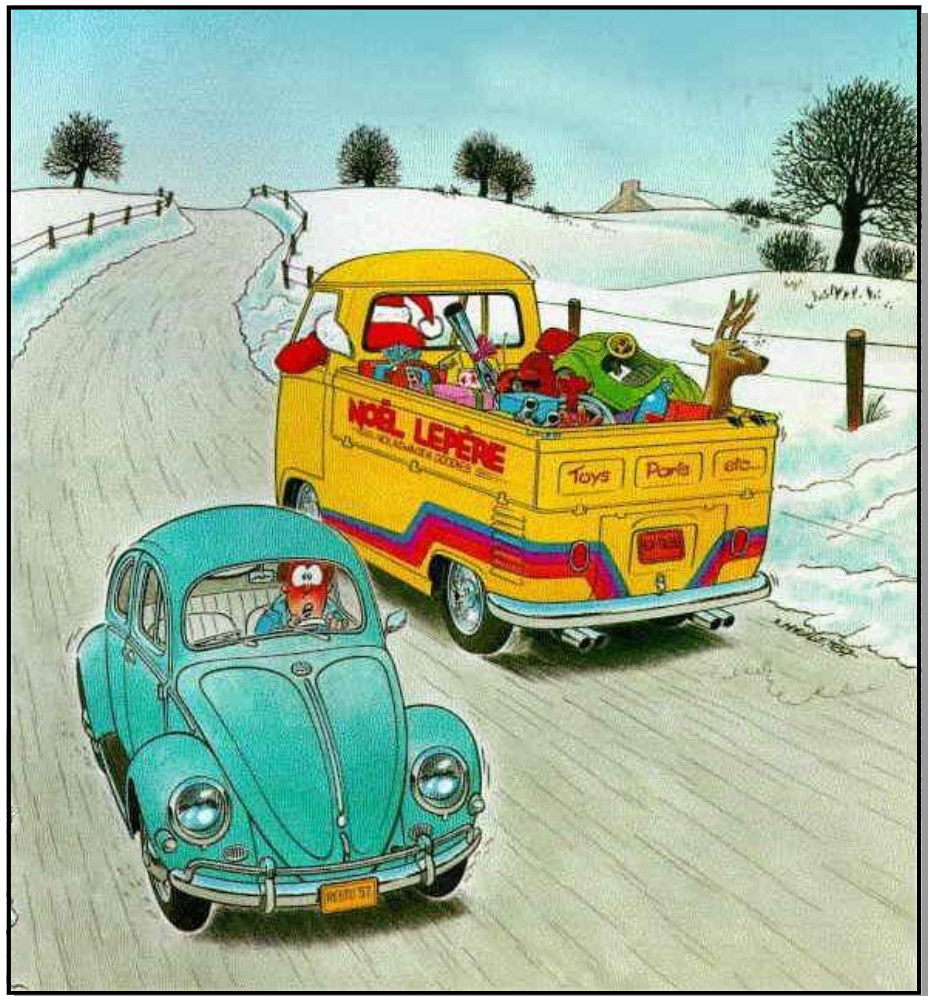


ZETTSCHEIT

October 2003



IN THIS ISSUE

**Bernd & Ann-Katrin Martiensen's 1972 Beetle
Top of the World – well almost!
Canberra German Autofest
Boris' Picnic Day photos
Toy Department
Dubs & Dyno's**

and much more....



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

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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

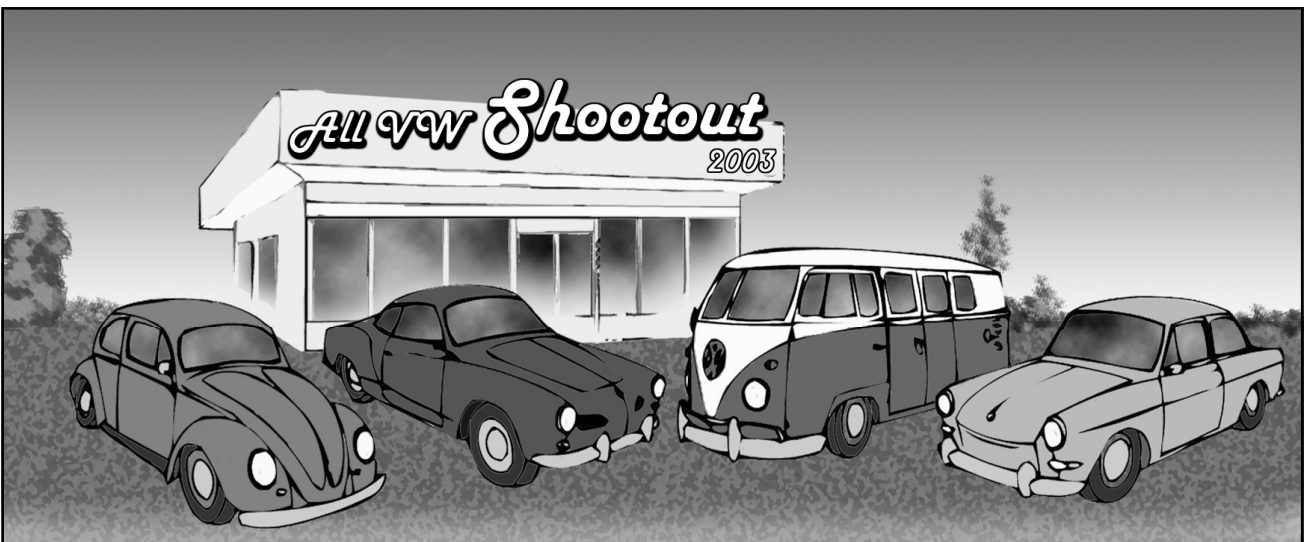
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Monthly Club meetings are held at Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the third Thursday each month at 7:30 PM. All members and visitors are most welcome.
All mail should be addressed via the Secretary,
c/- 14 Willoughby Cct Grassmere 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

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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

Saturday 8 November: Cavalcade to Hobart.

Sunday 9 November: Show & Shine, Princes Wharf -Hobart & Evening Presentation Dinner.

Extended Tour

Monday 10 November: - Airwalk Package Day Trip to Tahune Forest "Airwalk" Geeveston. Overnight in Hobart

Tuesday 11 November: Depart Hobart to Queenstown.

Wednesday 12 November: ABT Scenic Wilderness Railway or Gordon River Cruise. Overnight in Strahan

Thursday 13 November: Depart Strahan to Cradle Mountain.

Friday 14 November: Depart Cradle Mountain for Devonport.

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



Roll up for NRMA Motorfest!

The National Roads and Motorists' Association Limited (NRMA) is delighted to once again sponsor the NRMA Motorfest as part of Australia Day Celebrations.

2004 will celebrate 19 years of NRMA Motorfest, the largest event of its type in the Southern Hemisphere.

When: Monday 26th January, 2004

Where: Macquarie and College Streets, Sydney City To be eligible to participate in NRMA Motorfest, your vehicle must be at least 30 years old. i.e. must have been built before 1975. Participation in this event is FREE.

If you participated in NRMA Motorfest in 2003, you will automatically receive an invitation. However, if you do not receive one by mid October, or have not been to NRMA Motorfest before, please contact Stephen Knox on tet (02) 9416 7055.

Space is limited, so mark it in your diary and act quickly once you receive your invitation.



The Volks Enthusiasts Club
of South Australia
PRESENTS

VOLKS FEST 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







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Sunday, 7th December 2003

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per car Additional runs free after each car has had
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optimum performance.

Presidents Report

Well what a great day it was last Sunday at Milperra. The early morning was a little cool, but as the sun came out, what a glorious day it turned out to be. The Sausages were on the BBQ early as the crowd turned up. Some swappers were even there before me, with a large display of parts laid out for prospective sales.

From memory this was the 14th year we have had the picnic day, and this year with over 200 cars attending turned out to be a very successful day for the Club.

Thanks to all those members who helped out on the day, both bringing equipment along, selling raffle tickets, club items and cooking on the BBQ.

From reading the www.aussievedubbers.com forum on the internet, it appears that the All German Day in Canberra, was well attend, there is a hopefully a report from Ken Davis for next months magazine.

Our next Club event will be a dinner night out at the Rhinedorf German Restaurant (485 King Georges Road) at Beverly Hills on Saturday 15th November. Please ring Leigh Harris on 9579-3462 for a booking, as we have to confirm the table size one week before. No booking no come.

This months event (19th Oct) will be the Volkswagen 50th Jubilee of VW in Australia. This is on at Darling Harbour and vehicle entry is by invitation only, several members have entered there cars, however all members are welcome to attend as spectators on the day. Check the coming events for details.

I should have pre entry forms at our next club meeting for the Flat 4 Club Shootout show to be held on Sunday 9th November

KeeponKruzin, Dave



Club Calendar

October:

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. All are welcome to attend and cheer on the Jak & CT.

Sunday 19th:- Volkswagen 50th Jubilee in Australia. Darling Harbour, hosted by the Volkswagen Classic & Vintage Club of Australia. See page 6 for more details.

Sunday 19th:- Celebrating 100 Years of Motoring in Australia. 9am — 5pm at Darling Harbour. Sponsored by The Daily Telegraph & the Motor Traders association. Contact Frank Dowling ASAP to secure your spot by fax on 9541 4053 or email dowlingf@matp.newsltd.com.au or by phone on 0438 071 943

31st Oct to 2nd Nov:- Volksfest 2003, see page 5 for more info.

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 4 for more details.

Sunday 9th:- Flat Four Shootout. EG Whitlam Centre Liverpool. See page 6 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.

Saturday 15th:- Night out at the Rhinedorf German Restaurant 485 King Georges Road at Beverly Hills. Please ring Leigh Harris on 9579-3462 for a booking, as we have to confirm the table size one week before. No booking no come.

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.

Sunday 7th:- VW Dyno day at Custom Bugs & Buses. See page 5 for more details.

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

January

Monday 26th:- NRMA Motorfest

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:- VW Oval Beetle, fully restored, painted in 2 pac paint, 1600 twin port engine, Porsche 356 wheels and hub caps, lowered with an adjustable front end, 12 months rego, \$6000. contact David on beckerb@optusnet.com.au or (02) 4423 0704

For Sale:- 1977 Kombi Pop Top Camper (Swagman Conversion). Neptune blue with white top, always garaged, 2 Litre engine, excellent original condition. Genuine 104,600 Kms, second family owner since new. JGY745 with 10 months rego. Recently prepared for round Oz trip with receipts for work carried out to ensure trouble free holiday, circumstances now changed. \$8,500 ONO. Contact Peter or Carl on 4973 5213 or E-mail petcar@koeee.com.au

For Sale:- Karmann Ghia - Australian delivered in September 24, 1960, this immaculate Karmann Ghia was purchased by Mr TAPPER for his wife. In 1974, after only travelling about 20,000 miles he sold it to Michael O'ROURKE, a Volkswagen mechanic

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who kept it until about 1984. During this sale the original factory plastic that covered the door trim and seats was removed which explains the outstanding condition of the car's interior. John Kuljis then purchased the car, and kept it garaged, only registering it in 1986 for one year. He occasionally obtained a permit to attend Concours. In 1999 he sold the car to Sean and Ingrid Rafferty who have since maintained the car in the same fashion since then.

The car is in original condition (unrestored), 67,000 miles with service books and is a multiple show winner, including the following that we know of:

VW Vintage Day Victoria, 1989 Best Original Car 1" place Peoples' Choice 2nd place Vintage VW Classic 1991 Best original Car P place Nambucca Heads Nationals 1993 Best Karmann Ghia Day of the Volkswagen 2000 Best standard Karmann Ghia International Day of the Volkswagen 2002 Best Standard Karmann Ghia Geelong Speed Trials Concours 2002, Class Winner - Post war Touring 1 St place Day of the Volkswagen 2002 Best Standard Karmann Ghia Currently Club registration - CH 6066. Arguably the best Karmann Ghia in Australia, a highly unique car, awaiting a fastidious collector. Contact Sean or Ingrid Rafferty PH: 03 52225913 or 0421 619 765 (Geelong)

For Sale:- Berg wide sump \$150

Single Webber 40 DCN \$200

Mild reground camshaft \$30. Contact John 9631 5187

Wanted Type 3 automatic gearbox. Contact John 9631 5187

For Sale:- 1800 Kombi 1976 white, engine rebuilt by Stan Pobjoy race engineering, twin Kadrons, goes great, has great tyres, good clean vehicle, CD player has seats throughout not a camper, registered until 31st April 2004 have receipts for engine Coffs Harbour area Asking \$6000.00 ONO Please contact Giovanni on 0417 216 755

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:- \$200 - 4x15" wheels — fitted "low profile" tyres with very good tread -they will fit a Kombi ph. 02 9606 9059 e-mail awatts@pnc.com.au

For Sale:- VW Kombi 1978/80 Campervan, 2 litre, As new versatile factory fit out, including inside/outside stove unit, table, fridge and dual batteries. As new free standing annex, body carefully maintained, mechanically maintained by expert VW enthusiasts, log books, travelled 224,000 Km, New heads (unleaded) and rings. Immaculate condition- looks great and runs beautifully, rare vehicle, registered until Oct 04, Asking \$9900.00 Contact Paul on 43 96 5606

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For Sale:- 1976 Beetle, badly rusted body, but good mechanicals, the 6th last bug to be imported, no registration beaut mags, regretful sale \$1000.00 ph 0408 494 400 Sydney

For Sale:- 1973 Beetle L all original in VG condition throughout, Mustard duco/Black interior. This car has hardly been driven for the past 6 years & stored under cover, definitely worth an inspection. 12 months reg. ROW \$3,950 Call Sam on 0419 524 063 or sam.nicolaou@amcor.com.au

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2A LACKEY STREET FAIRFIELD 2165

For Sale:- Golf 1980 Turbo Diesel located at the Blue mountains will need to be towed away good for Spares etc contact Monika on 02 47 57 4773

For sale:- VW 1969 Beetle Ascot Green, original semi-automatic Beetle. Recent reconditioned 1600cc engine. 2nd owner. Serviced by VW Specialists, logs, receipts and photos since new. Drives very well. Low mileage. Original interior, stone guards, running boards, tinted windows, cd player. Body & engine in excellent condition, 4 spare tyres included. No rust. VW lovers & enthusiasts must see & will appreciate. Excellent car to restore or keep as is. 12 MONTHS REGO. AHI-76D. For sale \$6,900 o.n.o. WESTLEIGH. Call 0422 632 780

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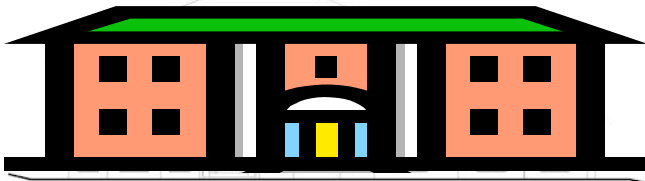
For Sale:- Full convertible vinyl black top to suit VW beetle, comes with aluminium tubing supports. \$50.00. Please Phone 0404-886321 or 96689208

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

For sale:- 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

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

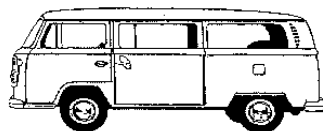
Wanted: VW Beetle Ute or Kombi Ute, registered, In reasonable condition. Please Phone 0404-886321 or 96689208

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

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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

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

History: This car holds the hill climb 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

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5-9pm. or email 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.

Death Notice

The committee was sad to learn of the death last week of one of our most valued members, Someone Else.

Someone's passing creates a vacancy that will be difficult to fill. Else has been with the Club since it's beginning. He did far more than the normal persons share of work. Whenever there was a job to do, a social function to attend, funds to be raised or a meeting to attend, one name was on everyone's lips. "Let SOMEONE ELSE do it."

It was common knowledge that Someone Else was among the largest contributors of his time to the Club, whenever there was a need for volunteers, everyone just assumed Someone Else would volunteer. Someone Else was a wonderful person - sometimes appearing superhuman, but a person can only do so much. Were the truth known, everybody expected too much of Someone Else.

Now Someone Else has gone! We wonder what we are going to do. Someone Else has left a wonderful example to follow. "But who is going to do the things Someone Else did?" When you are asked to help, remember that we can't depend on Someone Else!

Taken from "Newcastle Tramway Museum Magazine No. 5".

The Toy Department

Many of you may have seen this fine tin plate kombi tow/ pick up on e bay recently. It is a very fine example of tin the way they used to be. Unfortunately I could not get the details or its origin, as it was not advertised in English.



This Hot wheels vintage tour bus I picked up at the toy swap meet at Penrith, great display case as usual.



Mastio a while back release their 1/25-samba buses in two tone red, grey, & yellow. I also saw this light blue/white variation available on e bay.

For all of you that share my fascination in models cars you also would appreciate the enjoyment we receive from this hobby and we all have our own individual stories to tell.



In my case as a kid I always was fascinated by toy models cars, my mother used to tell me that Matchbox cars were always a test model of the real thing the car makers where about to build, I never though to ask why they had to make so many test models!

As a kid I remember in the 6th grade saying to myself well high school is next year and I going to have to give away toy cars. Of course I didn't want to do this, but I did, so those high school guys would just give me heaps if they knew I still playing with toy cars.

So I gave them up, I did it cold turkey and all. And it was not until my early 20's that the fire with in me was rekindled. My daughter once said to me do you think it's a bit childish for me to still have dolls? My instant reply was I am *#@ years old and have you seen my toy car collection?

Tony Bezzina

Early Australian VW import numbers confirmed

This email message was received by our Vintage Registrar, Peter MacQueen

From: Dr. Manfred.Grieger
To: Peter MacQueen

Sent: Thursday, September 04, 2003 9:58 PM
Subject: Volkswagen

Dear Mr Macqueen,

We refer to your e-mail dated July, 29th 2003 that was passed on to the Corporate Archives on September, 9th 2003.

Please excuse the delay in answering your questions. According to your request we can provide you with the following number of Volkswagen cars imported to Australia from 1954 to 1958:

Year	Type 1	Type 2
1954	3,669	701
1955	6,059	2,539
1956	9,787	2,686
1957	11,195	3,324
1958	14,837	3,951

We hope, we could have helped you with that information.

Best regards Volkswagen Group
Communications Corporate History
Department

Dr. Manfred Grieger Claudia Nieke

Shannons German Autofest 2003. Canberra

Sunday 28 September dawned calm and fine after the blustery conditions of the previous few days. I left The Oaks at about 6.45 am and rolled into Canberra right on the stroke of 9.00 am after a very pleasant cruise down the traffic free freeway. The Chrysler crew and old Ford fraternity were my few companions.

The venue was again in Commonwealth Park but the entry thereto was different to last year and took a bit of finding (turn left to go right in typical Canberra fashion).

The usual array of German automotive splendour was on show. The Volkswagen contingent numbered 40 vehicles of various types. It was pleasing to observe that 50% of



Volkswagens bore ACT plates. The boys and girls of the Flat Four Club again showed true faith, as did a couple of cars from the Bad Little Buggers and Club VeeDub. I even noticed one VIC plate. The US embassy was even



represented by a staffer who turned up with his very nice ruby red Aussie Beetle.

Two of the Beetles were split windows, one, a Club VeeDub car also sported the air scoop vents just ahead of the doors and a rag top roof.



Unfortunately from my perspective it also ran an IRS pan and hot motor.

The just released and inaptly named Smart car was on display. How anyone could shell out good dough on such a car in preference to a Polo or Echo has got me beat.

Canberra's Floriade festival was in full swing in an adjacent part of the Park. The colourful displays were just stunning.

For me, cruising my car is the ultimate way to enjoy it. I am blest that my wife Wendy shares my passion. Any event that combines a display with a nice drive thereto and from will always get my support. I was disappointed to miss Boris' event, but as they say, that's life and there is always next year.

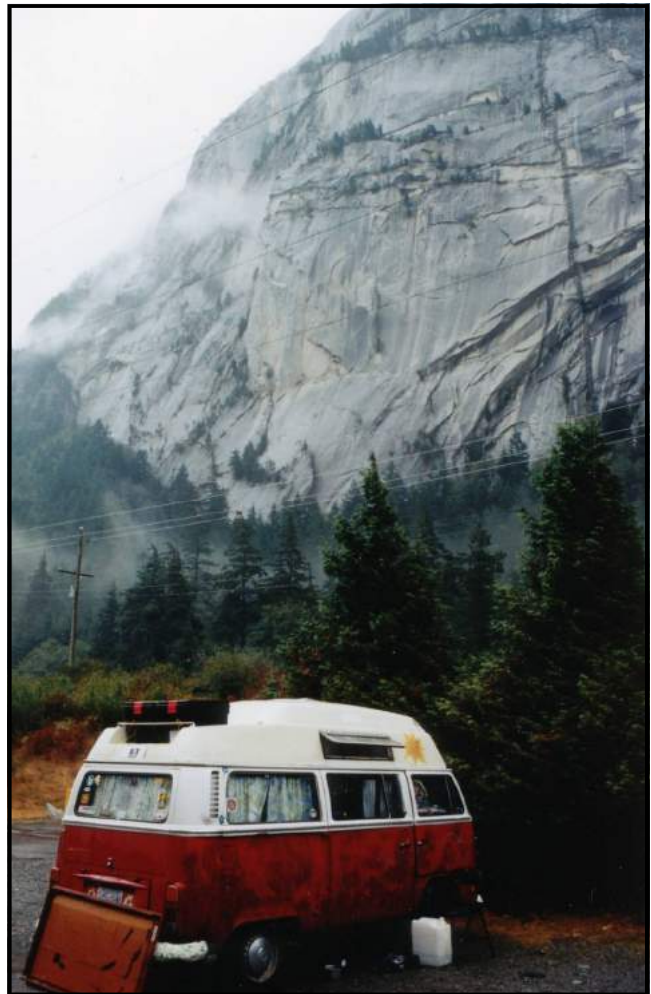
I arrived home at 7.00 pm buggered but content after a great day.

Ken Davis

Top of the World – well almost!

I thought I'd share with you some of my happy snaps from a recent trip to Alaska and Canada. I'm pleased to report that Volkswagen is alive and well in both these places, although surprisingly more noticeable in Alaska than Canada. In Vancouver, almost every VW I saw was new: brand new Golfs, the majority of which were 2-door models, plenty of New Beetles, and a considerable amount of Jetta's. These I have not seen since my days in England, and certainly I have never seen new models like these – I guess they're the alternative to the Bora up there?

Travelling through the hinterland, I did come across half a dozen old Kombi's of say 1970's era, however most were the 1980's squarer looking models and not particularly well looked after. I would say though, in downtown Vancouver, 1 in every 5 vehicles, which passed me by, was a Volkswagen, which was quite pleasing to see. What I found though, was a distinct lack of older Beetles and I can recall



seeing only 3 or so in the two weeks I spent around Canada.

And hey...they've got Scirocco's here too!



Although some of them like this heavily laden dark blue model were hanging together by a thread! I did start to form an opinion whilst on my travels, that Canadians could possibly try a little harder to keep the legend alive, but I was limited to the western provinces and the story may well be different in Toronto and Quebec. Onward we travelled up into Alaska, the

Club VeeDub - The Legend Never Dies



and later in the afternoon saw a third one being towed by one of those huge Yankee recreational vehicles. I guess someone has the mould for them up there? And again in Skagway, tucked away in a field behind the main street, just for the Audi lovers, a very well maintained early 1980s Audi 100.

Prior to my trip, I had taken the liberty of

temperature dropping around 2 degrees every day. The curious thing about most of the towns we visited is that they are locked in by water and have no road access. But that does not stop them from having more vehicles than people! And as for VW's? Well definitely more interest than their Canadian neighbours! In no less than 2 hours, I'd seen around 8 (old) Beetles in one town, of varying standards, and a few older



contacting 2 members of the Alaskan Arctic AirCooled VW Club (now that's a Club name for you!) in the hope that we could have met up. Unfortunately, most their clubs members are based up in Anchorage and several hours drive from where I was visiting. Nevertheless, I shall hopefully be staying in touch with them and I would recommend you visit their website

Kombi's for good measure. In fact, the newer Golfs and Jetta's seemed not to have made it north of the border in such numbers. And in the delightfully named town of Skagway, I stumbled upon this blue convertible buggy! Now why the hell would anyone want one of these in Alaska? But that's not all...turning the corner I saw an identical one in a parking lot,



at www.arcticaircooledvws.com - you will be pleased to see that Alaskans are just as serious about their VW's as we are! Hope you enjoy these photos from my travels anyway.

Martin Fox

New Members Bernd & Ann-Katrin Martiensens's 1972 Beetle

We are both originally from Germany and used to own beetles there - as one does when one is a young German wanting to get a car in the 80s. This however, is our first in the Land of Aus and came about when Ann-Katrin decided that her 2 year old Barina was just too boring. She figured that if she had to put up with rattles and squeaks, it might as well be from a car she loves. We found this 1972 Superbug newly painted in Canberra at the Beetle Exchange in May this year. The proprietor, Peter Dimmock, has been very helpful and we added a new VDO Radio/CD, Blaupunkt speakers, new seatbelts in the front, new carpet and upholstery, eyelids and an immobiliser.



Ann-Katrin then decided to apply approximately 82 flowers on the car by hand. This undertaking was going on for most of a sunny but cold Sydney Winter Sunday, but the result is fabulous and you tend to get a lot of friendly faces on the road - that is, when Ann-



Katrin is driving. On the rare occasion that I found myself behind the wheel the expression on peoples' faces changed more into worry and utter disbelief.... The name of the car is "Blümchen" which is German for "Little Flower".

The car drives very well and Ann-Katrin uses it on a daily bases. There are still some issues to be dealt with (and we are by no stretch of the imagination knowledgeable about cars what so ever) but we are confident that this will be done soon. We also hope to have an official 'Birth Certificate' from VW in Wolfsburg asap.

We are looking forward to meeting everyone soon and hope to take part in many events.

Cheers,

Bernd & Ann-Katrin Martiensens

2004 Bugatti Veyron

Officially the World's fastest production car

An 8.0-litre W16 sits behind the driver

The Bugatti brand is one of the automotive industry's oldest marque's, and it has plans to make a public and very loud comeback with what could well be the fastest production car to ever hit the blacktop.

After what seems like years of teasing us with prototypes, mock sketches and the odd mention of a 1001 brake horsepower engine, the Bugatti Veyron is finally finished and will be sold to European markets late in 2003, and America and Asia Pacific territories after that.



While the Bugatti name is essentially Italian, Carlo Bugatti (father of Ettore Bugatti) left Milan for France in 1904, and the marque has since built its cars in Molsheim, France.

Today, the Bugatti name is owned by Volkswagen, and the new Veyron supercar has also been styled by the Germans, yet despite this many of the die-hard Bugatti fans are still pleased with the car's appearance.

The Bugatti Veyron was formally announced as ready-to-go by Volkswagen in Monte Carlo recently.

The automaker also released official images of the production car (pictured right), which is slightly different from the Veyron shown at the 2002 Geneva Motor Show.

To start with, the long bodied Bugatti - which measures a 4.5 metres from grille to 'zorst, and a massive 2.0 metres wide - gets slightly re-jigged headlights and a few extra air intake apertures,



such as those located just behind the front wheels.

As it stands however, the Bugatti behemoth is one very exotic proposition, both in terms of styling and performance.

The twin intake snorkels mounted on the roof help funnel cool air to the mid-mounted engine, and while practical, they add a great deal of visual impact too.

Volkswagen's goal was create the world's fastest production vehicle, something that could be driven on the road smoothly, or right royally thrashed.

As such, one of the first hurdles the company faced, after developing a killer 16-cylinder



engine, was to make sure it was aerodynamically sound.

To be able to reach speeds of more than 400km/h and still provide linear handling characteristics, the Veyron's body had to be sleek, but under the car and out of sight are the kind of ground effects more commonly seen on Formula One cars.

Volkswagen paid lots of attention to the front and rear spoilers, and the company reckons that the new Veyron will hold higher corner speeds, be able to more effectively get power to the ground while exiting corners and also decelerate more rapidly under brakes thanks to all the painstaking work they've carried out in the wind tunnel.

The most impressive aspect of the new Bugatti supercar has to be the 16-cylinder engine, which is located behind the driver (mid-mount) for a low centre of gravity, ergo improved turn-in and general handling characteristics.

Rather than try and squeeze 16 cylinders into a vee format, Volkswagen came up with a much more compact idea a few years ago - the 'W' configuration. In layman's terms, it's basically two 4.0-litre V8s sharing the same crankshaft, which makes it more compact than similarly sized V12s.

This gargantuan 8.0-litre W16 has four valves per cylinder - for a total of 64 valves - and together with a supremely sophisticated forced induction system, it belts out 1001 horsepower, or 736kW @ 6000rpm.

Just to put that in perspective, the Veyron generates more power than four of Subaru's potent WRXs put together.

Made of aluminium and magnesium (to keep weight down), the 7993cc W16 powerplant has four turbochargers and four camshafts, one for each bank of four cylinders respectively.

With a 9.0:1 compression ratio and variable valve timing, the quad-turbo system helps boost the car's low end, while providing a fatter torque curve at the same time: 1250Nm of torque @ 2200-5500rpm. The closest any other production car comes to this staggering figure is Mercedes' CL 65 AMG, which pumps out 1000Nm from its 6.0-litre twin-turbo V12.

The new Bugatti is fitted with a brand-spanking new 7-speed semi-manual transmission, which is operated by paddle shifters located behind the tanned leather steering wheel. On average, the twin-clutch system takes just 0.2 seconds to change gears, which is quicker (on average) than a traditional manual.

In the real world, this 736kW and 1250Nm combines with the 7-speed, all-wheel drive transmission and a 1600kg kerb weight to propel the Bugatti Veyron to 100km/h from rest in 2.9 seconds. That's very quick.

If that isn't enough, the four-wheel drive chunk of exotica will hit 300km/h in 14.0 seconds flat and can cruise at 400km/h with ease. The car is electronically limited to 400km/h (248 mph), though if de-restricted the 8.0-litre coupe would be capable of at least 450km/h, perhaps more if the final-drive ratio and fuel-injection mapping was tweaked.

To safely and reliably accelerate to 400km/h, the Veyron makes use of custom-designed Michelin tyres, which utilise what has termed the Pax system. The tyres are capable of dealing with the stress of 400km/h speeds, and they also have a special pressure monitoring system and run-flat capability, so that even in the event of a high-speed puncture, things won't go all pear shaped.

So, at the end of the day, Volkswagen has not only built one hell of a coupe, but it now also has bragging rights to the world's fastest car - and a direct swipe at the likes of McLaren's F1, Lamborghini's Murcielago and Ford's GT.

The Bugatti Veyron is expected to cost roughly €750,000, which is about \$1,300,000 in local currency. It is expected that a handful will make their way to Australia, but most will be sold in Europe.

The new all-wheel drive Veyron has more power than the current crop of Formula One cars, and with its massive 8.0-litre, quad turbo engine, carbon fibre-reinforced chassis and aluminium body panels, there are few cars out there today that combine such technical sophistication with a look that's quite unorthodox, yet strangely appealing.

Dubs & Dyno's

'Where's the harness?', 'there's no harness' replies Leigh. I look towards the ceiling for the rollcage.....there's no roll cage either.....I look to the dash for a grab handle or anything that I can grip onto.....there's nothing. I nervously wind down the window so that I can hold onto the door. "Holy crap I think to myself. This little 59 model veedub just put 155hp @ the wheels onto the dyno, mine only put 90 odd & I've got a cage & harness.!



thanks, as I look down at the lovely grey carpet & velour seats. If I don't get out of here shortly, Leigh's going to have to retrim his car.!

We finally get back to the dyno, park it & as I open the door I look down at the concrete path, that's looks good enough to lay down on, but I put on a brave face as everyone is looking our way.

We are at Silverwater at a company called SAS (Silverwater Auto Services) & there a few VW enthusiasts putting there hot VW's through their paces on the dyno.

Leigh hits the loud pedal, a huge shove hits me from behind & we are off, the needle on the Autometer tach holds steady on the rev limiter at 6000rpm, the rear of the car swings out, Leigh corrects, it comes back the other way, 2nd gear hits 5000rpm, third gear hits 5000rpm, we hit 4th & in the blink of an eye & we have travelled about 600m up the road, I feel carsick, not just a little, alot. 'I'd really like u to have a drive of it Jak', says Leigh, "no thanks" I reply, whilst trying to keep down my breakfast. "Are u sure?" "yeh I'm sure".

It was a good chance for CT, Paul & I to get some numbers & some air fuel ratio readings before our run at Eastern Creek on the 18th of October.



We do the same ritual through the gears back to the dyno, I think to myself, "thank god that's over", but Leigh drives past the dyno in search of what he calls 'a better road' to show me what the car can do. I think I have the idea. Another back street is found & the rollercoaster ride begins again, short shifting @ 5000rpm the shove in the back from the torque is nothing short of spectacular (& sickening) "The Porsche club would shit themselves if I turned up with this in my car" I tell Leigh, he smiles, 'Sure u don't want to have a drive?' I'm fine

It was very interesting, heres some facts & figures.

Peter McLeod's 356 speedster 1916cc got 85.5 hp at the wheels. Engle 120 cam, ported 0444 heads, 8.5:1 compression, 44 IDF carbies & a 1.5 inch header



CT Hansen's Oval 1916cc got 83.3hp at the wheels. Pobjoy steroid spec, 30/70 cam 044 40x36 heads, 1.25 rockers, 10.0:1 comp, 1.58 inch Berg header, 44mm webers

Paul's L-Bug 2110cc got 93.7hp at the wheels. Its a 76 x 94mm combo, K-8 cam, 5.6 inch rods, 9.3:1 compression, 040 39x32 heads, 1.4 rockers & a 1.5 inch header, 45mm Dellorto's.

My Superbug 2027cc got 93.6hp at the wheels. Its a 73 x 94mm combo, K-8 cam, 5.7 inch rods, 9.0:1 compression, 040 40 x 35.5 heads, 1.4 rockers, 1.5 inch header with 45mm Dellortoes

Michael Said's Kombi 1971cc type 4 got 61.1hp at the wheels It's got a mild cam, stock valve heads & single throttle body for induction with Autronic SMC after market fuel injection.

Leigh Harris' 59 Turbo got 'only' 155hp at the wheels!!!!!! 2007cc, injected, turboed & intercooled with a boost leak.

As u can see, they are a little 'different' to the numbers that u see in the American magazines. I believe these figures to be in touch with reality, & with all the cars being totally



different in weight & spec, hopefully they will give u some idea on what can be achieved. It takes more than a mild cam , big bore kit & twin carbies to get 100hp at the wheels, but I'm not that far off. For example, CT & I are practically side by side in a straight line despite the difference in hp, weight plays a big factor as well. Pauls car feels noticeably quicker than mine even though we had the same hp, with fully stripped interior, lexan windows, light weight Porsche wheels & grooved slicks, in comparison to my Superbug which still has the full interior, carpet, soundproofing, stereo, speakers, big heavy 17 inch wheels etc etc. Now where did I leave that 86mm crank laying around.....

Stay cool, Jak Rizzo

VW Concept R

Just seven days after the world premiere of the new Golf, Volkswagen presents the roadster prototype concept R.



The design, sharp in every aspect, is in the style of an animal about to jump. This combined with the outstanding functional solutions indicates a view to the future of the VW brand and possible commitments in the sports car segment. The basis for the highly dynamic exterior design forms a very clear linear structure, which distinguishes all of today's Volkswagens.

The concept R is 4.16 metres long, 1.78 metres wide and 1.25 metres high; the body and interior conquer virgin territory in terms of style at this level. Chosen consciously to provide a contrast, the designers applied colour to the exterior and interior: Frozen sky paint finish, dark earth interior leather.

Propulsion for the concept R comes from a V6 mid-engine; It returns 195 kW / 265 brake horsepower and accelerates the roadster to 100 km/h in 5.3 seconds. Top speed: 250 km/h (governed; capable in theory of 270 km/h). The sound of the engine can be varied at the turn of a switch! The maximum 350 Newton metres of torque provided by the V6 are transferred to the road via the spectacular Volkswagen direct selection gearbox (DSG / 6-speed) and rear axle.

A particularly avant-garde appearance of the concept R is evident in the front end with its newly created radiator grille. The chrome badge is also an opening through which the V6 engine

breathes and the new look of the eye-like headlights form a face that maintains the Brand tradition whilst also reinterpreting the design.

The headlights have a dominant form with their outer, round main element and an inner part that leans diagonally towards the centre of the vehicle. Inline with the Phaeton, Touareg and new Golf, the wing area is extended prominently to the front above the headlights like an eyebrow and underlines in this way the athletic character of the concept vehicle.

The LED technology integrated in the headlights is an innovation: A lens begins to open as soon as they are switched on. Until this aperture widens, all that can be seen is a narrow beam of light. The optical effect of this focussing of the "vehicle eyes" makes the "concept R" appear to come alive, inline with the whole characteristic design.

The flank of the concept R is distinguished by: a very flat waistline, rising to the centre of the rear wheel arches; naturally round, heavily contoured wheel arches; and a very short rear overhang. The three dimensional effect of the rear end design is expressed par excellence.

The rear is absolutely muscle packed. Inline with the front end, the boot forms a V, enhanced by a dynamic edge unlike anything else.

The taillights correspond in their form (round main element, angled inner part) with the headlights. The taillights build up their lighting power in three stages, as three LED blocks are activated one after the other.



An interior was developed for the concept R that, with its layout, operating and information spectrum forms a path to the future, like the function of a time tunnel. All information and operating elements are integrated with a new harmony in form and function.

A so-called OLED screen (flexible in shape and form with extremely high lighting power) breathes even more "life" into the concept R. And in a way that is as unusual as it is unexpected. The VW emblem in the steering wheel is no longer a tangible reality; it can now be found stored in the round display. As soon as the driver switches on the ignition, that is, when the concept R is switched to stand-by, the VW emblem begins to pulsate.

The bucket seats of the concept R do not have an adjustment feature. In fact, there is no way of adjusting them at all. Instead of the seat, the driver moves the polished metal operating and information block of the instrument panel, including steering wheel and pedal cluster, back or forth. The adjusting mechanism is activated electrically. At the press of a button, the co-driver can also find an optimal seating position by moving a highly polished support element back or forth in the foot well.

A new carrier mechanism means that the seats are self-sprung; the degree of hardness in the springs can be adjusted. The seating comfort is enhanced even further by active foam used in the seat structure, which is covered in deer leather. This foam is used for the first time in sports car seats. It adapts to the body contour perfectly like a modulated counterpart.

A highlight of the concept vehicle is the instrument panel and centre console. All areas of the operating elements and displays and also parts of the steering wheel (self-climatized) are finished in polished aluminium. The instrument panel cross member is covered in dark leather. The cockpit captivates its audience by clarity, aesthetics and functional logic. Example: The air vents in the centre console, designed with a turbine appearance, display the selected temperature digitally and can be turned like a dial to set a new value. Navigation, audio

system, running gear and cell phone are controlled via an MMI (multimedia interface) on the centre tunnel.

A further novelty is the instruments themselves. Example, main instrument: When the ignition is activated (no key required, just simply tap the START switch lightly), it opens up into the centre of the cockpit from the right. As soon as the driver activates the navigation system, the main instrument is drawn back into the instrument panel, which clears the way for the navigation display. All other information is now in the background.

Boris' Picnic Day

Great weather, great cars, some good bargains and a great bunch of VW enthusiast.



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