

NETS C H R I S T M A S S H I R T F

December 2003



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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

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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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VW Nationals 2004

Easter Saturday 10th April

Drag Racing at Western Sydney International Dragway 10 am — 4 pm

1/4 mile
Grudge Racing
Bracket Racing
Powder Puff
King of the Hill

Western Sydney International Dragway will be open for all makes and model cars, both street and racing.

Gene Berg Trophy for the fastest street registered VW will be awarded.

Racing from 10am. Bracket racing is a test of endurance and skill, not how powerful your car is.

Easter Sunday 11th April

Show Day at Fairfield City Showgrounds

9am-3pm Car Show assembly
9am-3pm Volkswap
9am-11am Car Show judging
2.30pm Engine Blow
3pm Trophy presentation
4pm Raffle draw

VW Nationals 2004 Show & Shine is at Fairfield City Showgrounds, Smithfield Road, Prairiewood.

Huge undercover area for Show & Shine and Dealer Displays with space for up to 200 show cars undercover. On site catering available with plenty of everything.



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.

Volksday 2004

HOSTED BY CLUB VW ILLAWARRA

SUNDAY 15TH FEBRUARY 2004

BULLI RACING COMPLEX PRINCES HIGHWAY, BULLI NSW

\$1000 in prize money and trophies

\$100 and trophy for car of the day

\$50 and trophy for runner up

\$50 and trophy for judge's choice

\$100 and trophy for best VW on vintage plates

VOLKSWAGEN TRADERS TRADING ON THE DAY

Show car entrant's set up from 8.00am

General admission from 9.00am

Show car judging cut off at 11.30am

**Breakfast available from 8.00am cold drinks and food
available all day**

Presentation at 2.00pm. Show finishes at 3.00pm

ENTERTAINMENT INCLUDES:

LIVE BAND

JUMPING CASTLE

FACE PAINTING

HUGE SWAP MEET

Swap meet sites \$20

Admittance \$6 adults

Pensioners & students \$4

Children under 15 free

Enquires please contact Steve Moane on 0402806178

Presidents Report

Our last months activities were Flat Four Shootout Show Day, on Sunday 9th, put on by Flat Four Club Sydney at Liverpool, what a great venue. Several members entered the show classes and took out trophies in these. There were also some new show cars that have not been to previous events. The food was great and well priced.

About 35 members attended the Rhinedorf German Restaurant in Beverly Hills for a night of fine food and Rugby Union semi finals Australia vs. New Zealand. As soon as the main meals were finished all the Rugby fans adjourned to the bar to watch the footy. Our host Gunter is also a great sports fan so the restaurant Tellie was switched over to channel 7 with some arm-twisting from Hans's daughter????? The war cry of Aussie Aussie Aussie Hoy Hoy Hoy could be heard throughout the restraint. If you didn't attend you missed a great night. Thanks to Leigh and Belinda for getting the numbers.

Vintage Registration Day on Sunday 23 rd on November went well until the flying fox accident. Unfortunately Katrina Van Derley fell from the ride and wound up in hospital with a broken wrist. She is back at school now and on a speedy recovery.

Prior to this young Josh Vellis was hit by a car and suffered a broken pelvis, but being so young he has bounced back and is recovering at a great pace. On behalf of all the Club members we have presented the children with a small gift, hopefully this has brightened their recovery days, and takes away some of the pain.

On behalf of the Committee I would like to wish everyone a Merry Christmas and a safe New Year, and if you intend to drink please don't drive. Thanks to all for making 2003 a big year.

Précis of Committee and General meetings: - 35 members attended, VW Nats, Club phone line, Weekend away to Port Stephen's, Vintage Registration Renewals, Club shed at Hickos,

Xmas raffle.

Please note that all events listed in the Zeitschrift Calendar or on the Club web page are sanctioned by the club and its Committee.

KeeponKruzin, David.



Club Calendar

November:

December:

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.**

Wednesday 24th:- Cut-off date for articles, letters, for sales etc to go in the **JANUARY ISSUE OF ZEITSCHRIFT (DATE IS EARLY BECAUSE OF OTHER COMMITMENTS).**

2004

January:

Thursday 8th:- 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 15th:- 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.**

Monday 26th:- NRMA Motorfest.

February:

Thursday 5th:- Cut-off date for articles, letters, for sales etc to go in the next issue of Zeitschrift.

Thursday 12th:- 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.

Sunday 15th:-Volksday 2004

Thursday 19th:- 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.**

March:

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 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.**

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 c a n b e e m a i l e d t o t h e w e b m a s t e r @ c l u b v w . o r g . a u

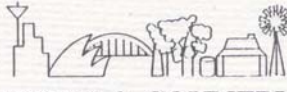
For Sale:- VW Kombi 1979/80 Campervan, 2 litre, As new versatile factory fit out, including inside/outside stove unit, table, fridge and dual batteries. As new free standing annex, body carefully maintained, mechanically maintained by expert VW enthusiasts, log books, travelled 224,000 Km, New heads (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

For Sale:- red VW golf cabriolet1991, located in Perth. We are asking \$8990 and its in good nick, done 155,000kms, baby on the way so no longer practical, sigh. Call Mary Jane Thomasz MOB: 0403028605

For Sale:- Two T2 Splitties, 1 x '57 & 1 x '64, both rolling bodies, both have all mechanicals (no motors of course) all doors, instruments and etc. The '64 would make a good resto project, the '57 good for parts only as the body has too much rust to cure economically. Two for the price of one \$3500 or best offer, Motivated seller, no reasonable offer refused. Photo's available. Contact Peter on 0419-016-392 or pmacqueen-ad@pnc.com.au.

Trade and services directory

For Sale:- VW Beetle 1969 Green, very good condition, runs well, unreg, second owner, mileage 67,310 miles. Log books etc. Best Offer Contact 02 9521 5343 or 0418 288 456



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For sale:- VW Beetle 1965 Red, recently installed 1500cc engine, goes well Unreg, very good interior., spares include gearbox etc. Best Offer Contact 02 9521 5343 or 0418 288 456

For sale:- Box trailer. Lightburn, green registered, good condition, ideal for towing behind a VW. Best offer 02 9521 5343 or 0418 288 456



* VOLKSWAGEN * SUBARU * HONDA * SUZUKI
* MITSUBISHI * BARINA

Andrew Matthews
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Email: sales@brookvalespares.com.au
Web: www.brookvalespares.com.au
Tel: (02) 8788 8888 Fax: (02) 8788 8887
134 GIPPS ROAD, SMITHFIELD NSW 2164

For sale:- 1972 Type 3 1600 stationwagon, 5 months rego, good tyres always garaged. 300,000 miles, and spares. \$1800neg. Phone Ed 02 46552287 Camden.

For sale:- 1972 Type 3 notchback, 8 months rego, manual, Sunraysia wheels \$1,500 ono. Call 02 9501 4386

For Sale:- Kombi 1975 model, runs well. Not registered. \$1,000 or nearest offer. Far south coast. ph. 02 6496 1482




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

2A LACKEY STREET FAIRFIELD 2165

For Sale:- Kombi Transporter, 1982 aircooled 2 litre, cream over yellow, brown interior seats throughout, 11 months registration, very clean and well-maintained original vehicle, regularly serviced by VW specialist any inspection invited. \$7950.00 negotiable. Contact Peter on 0408 169 905

For Sale:- World record holding beetle 1961 one owner recognised by the Guinness Book of Records as the longest continued registration of any vehicle with original purchaser. (certificates included) Body carefully maintained, still tight and straight, no accidents, mechanically maintained by expert VW enthusiast, log books, rebuilt motor, genuine mileage 84,000 miles since new, 12 volt runs beautifully, valued by Shannons, looking for a good home, 12 months registration CLY554 asking \$7000.00 very negotiable. contact Geoff on 02 43 96 3121



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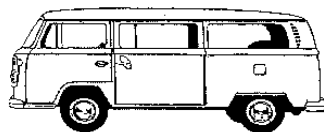
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New location, 19 Hobart Street
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Wanted

Your add in this space.

The cost for 11 months is \$100,
this does not include the annual

VW Nationals program.

Contact Steve on (02) 9153 6782

For Sale:- 1970 1500 Semi-Automatic Beetle, 75,000 miles since new. White paint in good condition, 2nd owner with original books and full service history, Excellent body and mechanics. Original tan/black interior in very good condition. Regularly serviced and maintained by 'Vintage VW'. Thousands spent with all receipts available. New parts include;
Reconditioned Starter motor
New Hydraulic Clutch
Reconditioned Carburettor
New German muffler and tailpipes
New German Manifold
New window rubbers
New engine and bonnet seals
New blinker switch
Michelin tyres, and more

BDD-388 - May 2004 registration Must sell!!
\$4500 contact Graeme Hubbard mob.0408 964 323

For Sale:- Porsche 914-1975 RHD Good condition, many new parts, ready for registration Asking \$10,000 ONO. Contact Anthony on 0409 609 197 or 9799 9619 or sic914@hotmail.com

For Sale:- Porsche 914 Engine 2 Litre, counterweighted crank, new mild cam, forged pistons \$2500.00 ONO Contact Anthony on 0409 609 197 or 9799 9619 or sic914@hotmail.com

Wrecking 914 most parts available. Contact Anthony on 0409 609 197 or 9799 9619 or sic914@hotmail.com

For Sale:- Golf GTI engine 110 BHP in good condition complete with fuel pumps lines and fuel tank \$600.00 contact Anthony on 0409 609 197 or 9799 9619 or sic914@hotmail.com

For Sale:- 12 Volt Electric wheel chair hoist WYMO brand, all stainless construction, sits on roof rack (included) fits any vehicle includes wiring harness asking \$1200.00 ONO Call Tony on 02 9757 3743 or email tonyshelly@hotmail.com.

For Sale:- VW Baja Bug 1500 swing axle, 2.6 litre water-cooled engine, lots of mods done

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John Walker



Lic No. 100

heaps of money spent on this project, need to be painted and engineered for rego. asking \$6500.00 ONO Please contact Brenton on 0414 732 225 or thundertrike@aol.com

For Sale:- 1971 Super Beetle (ANR 28D) - Reconditioned 1600 twin-port engine, new carby, new brakes, all new rubber, POR-15 treated throughout, absolutely no rust, reconditioned petrol tank, BMW Sea Green, with brushed aluminium running boards, beaut interior, Stereo/cassette deck & Rego until 26.6.04- \$5500. Photos on the web at <http://www.hermes.net.au/cjb/1302.html>. Contact Annie or Chris in Medlow Bath on (02) 4788 1315 or 0421 836 370 or Email annie@hermes.net.au

For Sale:- 1972 Kombi Micro Bus, fitted with hand reconditioned Subaru (Boxer) engine EA81, Crankshaft reground, crankcase bored out to 2 Litre capacity, new parts include pistons fitted with chrome rings, main bearings big and small ends, camshaft bearings, new camshaft, timing gears, oil pump, and associated gaskets etc, valves, seats to heads, carburettor kitted, running on unleaded fuel 25 mpg at 100 Kph, engine run in to 2500 Kms.

Holden VH cooling system, new radiator mounted within chassis rails with thermo fan temp control regulator switch, header and over flow tanks, hoses and clamps etc, runs at 85% under all conditions with airflow shroud in front of radiator to the rear of the front axle.

Running gear, new wheel bearings front and rear, steering, track rods and ball joints torsion rubbers through out. Brakes reconditioned, linings and pads replaced rotors and drums skimmed, master cylinder reconditioned with oil flush and change through out system.

Transmission reconditioned with new bearings to gearbox and differential, new yoke to selector rod and new C V joints with rubber boots all round. Clutch and pressure plate, spigot bearing and cable renewed.

Electrics, starter and alternator reconditioned, fuse box fitted with new fuses through out, new head light reflectors fitted with 100W globes,

driving lights with 100W globes connected to high beam switch, all with relays fitted, new modern radio tape deck, temperature, voltage gauges, air horns included.

Wheels 14 inch polished aluminium mags fitted with Khumo 195 x 75 x 14 8 ply tubeless steel radials, 2 steel wheels with tyres as spares.

New paint, Turki green, Alabaster white Acrylic with tinge of pearl included, new rubbers fitted to all doors and windows, front cabin seats replaced with Holden Calais style, 3 speed heater water plumbed to cabin area for added comfort, full chrome bumpers fitted front and rear everything else original VW Kombi.

The vehicle as you see it with its modifications has been engineered, inspected and certified at the Regency Road, Government Garage. All reputable workshops suppliers and receipts to value approximately \$20000.00 are available for perusal to interested enquires no tyres kickers, a realistic and negotiable sale price if a purchase is in mind.

Asking price \$12,500.00 negotiable Registered in South Australia till July 2003. Phone Max Burgess on 08-8263-2803 or mobile 0419-846-599.

For Sale:- Number plates, they say "DUBBIE", asking \$3990 ono for them. Call 0421910469

For Sale:- 1971 VW Beetle 1600 Superbug with around 150,000 miles on it. I have owned it for 13 years and its been serviced every 6months (if not more) since I have owned it and honestly - a little old lady owned it before me !

I need to sell it as I am starting a family and need a bigger car with air-con ! Please let me know if you can help as I want "Victor" to go to a loving home. Call Kylie on 02 9966 5996 or 0417 228 172

For Sale:- V.W. Beetle 1970, Red two pack paint, New brakes, Shocks, Kill switch, Custom interior, Fibre glass body kit, Twin carbys, Lowered, Radio - cassette, Deep-dish Alloy rims 7" in on front P235/60 HR and 8" in on the

rear P245/60 HR Bridgestone Rubber. Nice looking unit good condition. 0404 886 321

For Sale:- Alloy VW Generation Golf Wheels Continental 195 x 15 tyres NEW. Ph: 02 4736 4693 Best Reasonable Offer.

For Sale:- Genuine VW Generation Golf 2003 factory seat trim - New full set. 02 4736 4693 Best Reasonable Offer

For Sale:- 1973 VW Kombi, red postie van, original condition with tare weight markings and 1600 motor. New rear wheel cylinders, new clutch kit, machined flywheel and main seal. Recently unregistered easy reregister best offer. Please call Tony - 97573743 or mobile 0402560054.

For Sale:- 1976 VW Beetle 1600, white, second owner, new velour upholstery includes carpet throughout, reconditioned gearbox and motor. All new rubbers, Solartint, no rust. A1 condition, 11 months registration, registered number BUG15H seeking best offer around \$6500.00 contact Bryan on 0417 295 074 or 02 47 39 3960

VW'S For Sale:-

72 Beetle roadworthy no rego goes well

73 Kombi panel van double sliding cargo doors complete

70 Kombi panel van no motor

70 Kombi- van cab damage cut off remainder ok.

65 Fastback straight motor runs ok.

71 Fastback motor runs rough.

74 Kombi panel van meat wagon fell over motor gearbox very good.

74 Kombi van 1600 motor blown some broken glass spares available.

74 Double-cab pickup seats have been changed middle panel cut motor out half built.

36 hp motor & gearbox in cut down floor-pan genuine parts in motor goes well.

65 Kombi split screen van some rust straight **40hp motor** blown.

1300 floor-pan gearbox, front-end damage.

72 Floor-pan gearbox axles wheels good for a trike etc.

40hp floor-pan only.

72 Beetle front body floor-pan damage nil

motor good for cut & shut or trike low mileage. **40hp Beetle floor-pan** front-end low mileage with a 63 body on top. Pan rusty spare as above. Please contact Allan Apps on 02-4822-3454 or email appsee2000@hotmail.com

For Sale:- Berg full flow 30mm oil pump filter system with braided lines \$250.00 and also **1 x near new Solex carb** to suit a late model beetle with electric choke unit \$190.00 please contact John on 02 66 55 4131

For Sale:- 1970 Classic Type 3 Wagon, white in good condition, restored 4 years ago, very reliable, driven daily, with full service history, new tyres, and 6 months registration. Reluctant ant sale as recent addition to family requires a car with four doors. A few spots of rust and a cracked dash pad are the only flaws, a very much loved car looking for a good home. Asking \$1700.00 ONO. Please contact Anne on 0410 574 531

A VW Odyssey



This VW adventure started in 1999 when John Watt and I (John Ladomatos) spent the year competing in the Group 7 Speed Series, which is an interclub championship. The final round was in December 1999 as the event finished Watty and I wondered if we were to be the last VW's competing before the end of the millennium.

After this Watty said he was retiring for now and was probably going to sell his car, around this time Rudi Franks had joined the VW Club of NSW and ended up purchasing Watty's car.

Initially his plan was a quick tidy up and start the new 2001 competition year but somehow these projects gain a life of their own.

After getting the car and uncovering some unexpected corrosion in the body shell the car was then put into the hands of a panel beater mate where it ended up sitting for nearly 12 months.

At this point he had to give up on the panel beater and by now ex-mate and dragged the body shell home and started on it himself after a good hard look at the shell he began to think that it was too far gone and in a fit of frustration took the oxy-torch out and solved the problem quick smart.

So what now, he had a pile of racecar bits such as a Carrera body kit, 1916 cc engine, roll cage, race seat and some beautiful Italian 48 IDF Webbers but no car. Then a chance conversation with Tony at Dr Lubes who just happened to know the whereabouts of an L (1303) model Beetle down a gully, which surprisingly turned out to be in useable condition. It was about another 12 months before the car was completed just in time for a drive day at Eastern Creek. I was asked if I would like to have a drive as I had sold my old Superbug racecar I did not say no....

So there we were the car still had a pretty basic suspension set but that didn't stop Rudi driving flat out through turn one. I thought to myself that this guy was going to be someone to watch in the future.

After the first run at Eastern Creek we realized that the cars set up wasn't going to cope. One of





the last rounds of the 2002 Group 7 series coming up so again we decided to run and did quite a lot of work to change the cars set up.

I had accumulated quite a lot of suspension bits and so we were able to assemble a front suspension that was going to do the trick, Rudi located a Type 3 wagon rear suspension and so the work began.

We ended up adjustable coil-overs, 2001 b springs, KYB inserts and a 22 mm sway bar all of which originally came from Vintage VeeDub Supplies.

So off we went to Oran Park South circuit at the end of the year, Rudi went out first through turn one tyres screaming for grip except for the passenger side front which was ten inches in the air for most of the turn, looked good through but not conducive to low lap times. After Rudi came in and said "We need some tires with grip." As a precaution- I had brought the race rubber from my old racecar swapped them over and out I went.

The car felt quite stable and we were able to push quite hard throughout the day without and



mishaps.

Rudi ended up with a 56.3 second lap which was good enough for a second in class and I ended up with a respectable 58.5 seconds which was also a personal best. The car that came first in our class was a Gemini with a 51.09 lap time so we had an idea of what the bench mark was never less we were quite happy with what had been achieved and looked forward to the 2003 competition year.

Rudi continued to refine the car over the 2003 competition year and managed to win the class; under 2000 cc sports sedan with myself running second in the class in the same car, but to the delight of Rudi and myself, Rudi won the series outright with myself coming second in the series against all other cars running Rotaries, V8s etc.

John Ladomatos

Tim Mourad's Beach Buggy



New member Fatin (a.k.a. Tim) and has a Beach Buggy (BUGGZY) this a little of what Fatin (a.k.a. Tim) has done to it, it features IRS rear suspension, Superbug gearbox, 2 litre high performance engine, Twin exhaust system with polished round mufflers, A Porsche style cooling system on a mild cam engine with a genuine Porsche polished fan and a yellow carbon fire shroud, Twin 45mm webers, custom interior, wide street tires, a rear wing, bikini top and a full fold down soft top, it has enough ground clearance so it can be taken off-road when the mood is right.

Welcome to the club Tim.

THE TOY DEPARTMENT

This year we have featured many variations of VW models made by Welly, Superior & Kin toys made in China. We have seen how these value for money models have improved over the years.

This month we feature a similar model VW Bus in 1/43 scale made by Saico also made in China. I recently picked up this model second hand at a local Market.



Do you notice anything different ?.. Yes, it has a bay nose ! note the high indicators, the grill & head lights. It appears to be a combination bay/ split window bus.

Even the brown earth colour is quite unique. This models origin is from the UK. This is fact of the 2.99 (Pound) price tag still on its base. I paid \$10 Aus.

It has the usual barn/ sliding door and rear opening luggage door. A very rare model to find in Australia.

What's new this month is the release of the number 54 matchbox elementary dark blue concept microbus.

Also the limited edition Sponge Bob Square pants blue spit kombi.

Finally another variation to the Days Gone split window kombi panel van, this time the eagle



cartoon livery.

Any way that all for this month, until next year have a Merry & Safe Christmas.

Tony Bezzina

Shannons National Cavalcade of Volkswagens

Presented by the Volkswagen association of Tasmania November 2003

For me the adventure began on the 6th of November, when I left home at 7.30am with the intention to travel via Canberra, Cooma, Bombala, Cann River, and on to Bairnsdale for an overnight stop.

After some sightseeing at Arthur's seat, a hill overlooking Dromana with spectacular views towards Melbourne, I set off to join up with the 50 or so participants that will travel across to Devonport on the spirit of Tasmania. The car park opposite the ferry terminal gives the impression that one has journeyed back in time, as it was filled with fine examples of split window kombis, split and oval beetles and many other models.

Also present was Gary Collis's Mexican 'Ultima edition' August 2003 beetle (below). In



Waiting to board the ship

The most scenic part of this journey was the countryside from Bombala to Cann River. The road is ideally suited for beetles with many climbs and descents, meandering through lush green valleys and -forests. There were also glimpses of the Victorian Alps covered in snow.

On day two the faithful beetle takes me along the princes highway to Pakenham, then to Koo-We-Rup and through the back lanes to the Mornington peninsula.



A 2003 EFI Beetle motor

Club VeeDub - The Legend Never Dies



conjunction with the 1953 beetles present this gave a span of 50 years of beetles. According to Gary he purchased the beetle in August in Guadalajara, drove it 500km's to, the VW factory in Puebla and back again to Guadalajara. From there he drove it 2,500km's to the port of Los Angeles in the USA. From there it was transhipped to Panama, where it was loaded on to the M.S. Tampa. He calls it a Mexican refugee! The vehicle is 955 from end of production.

The vast majority of participants were from Victoria and south Australia, but embarrassingly only three entries from NSW, two being from rural NSW.

We began embarking on the spirit of Tasmania at around 8pm, with Leigh Blacket of s.a. leading the cavalcade on to the docks. Unbeknown to us, this was symbolic as he was later given a prize for being the first registrant of the event.

The loading of the spirit of Tasmania was quite a drawn out process, as it was heavily booked. The facilities on board were modern and clean, the crew friendly, good food and excellent coffee were available.

Fortunately I had booked a share cabin, which had a shower, so I arrived in Devonport fresh and ready for the promise of a fantastic day. Some participants had booked recliner seats, which in the morning were dubbed the "chamber of horrors".

In Devonport we assembled in year order at the Jackson motor Co.

We were each given a detailed booklet of information for the event, swing tag with name and detailed access to the various stages of the event, Cadbury chocolate (quickly devoured), a pin of Tasmania and Shannons material.

Shortly after receiving breakfast the cavalcade got underway. What a sight it must have been for the bystanders, as over 103 vehicles set off on the trip to Hobart.

The cavalcade was led by a new beetle escort car, whilst followed at the rear by a Tasmanian fire services tender, a mechanics vehicle and a car transporter for collection of any unserviceable vehicle.

As we motored towards Launceston (morning tea stop), the cavalcade stayed pretty well in formation, only interrupted by the odd impatient driver.

After morning tea at the old Launceston seaport, we departed for the historic town of Ross, where we were served lunch in the town hall (circa 1830).

As we entered Ross the streets were lined with people waving at the participating vehicles. The scene was very European, as the streets were studded with old deciduous trees that had just unfurled their lush new season foliage.

A photograph of each vehicle was taken with the historic Ross church as a background.

After lunch we regrouped into year order, and to facilitate entry onto the midland highway, the Tasmanian police stopped all southbound traffic, apparently a first.



Just prior to Jericho we detoured of the midland highway, towards Campania and Richmond. This road was fun to drive on, as it was winding and undulating.

As we pass through the villages of Campania and Richmond, people come out of their houses and wave at the cavalcade. Some motorists that are waiting to enter the main road from side streets have a bewildered look on their faces at the never-ending procession of VWs.

We finish our first day at the Hobart cenotaph lawn overlooking the harbour of Hobart, where the Spirit of Tasmania 3 is currently undergoing a refit, for its service to Sydney.

After a brief display of vehicles, (all sedans at the front, with Type 2's and all other vehicles in the back row), we disperse for our various places of accommodation.

That evening we meet at the Montrose Bay Yacht club for a bbq. On Sunday the 9th of November the Shannons show & shine is held at the princess wharf, directly opposite the Salamanca markets.

A total of 127 vehicles were displayed inside the wharf building for judging, and up to 53 others outside for general viewing. Drivel buckets to the ready as it was nice to see many original cars, even one 7,600 original mile 1972 Superbug (1302S) in avocado green.

As my vehicle is definitely not a show winner, I draw the line at washing the beast, especially the remains of all kinds of bugs from the bonnet and headlights. The supposedly white paint resembled a pizza after travelling 1,400km's in three days.

The participants from Victoria cleaned up at the awards with some fine vehicles. In a nice egalitarian gesture, all vehicles were given a medal for attending.

After the show, I take a quick run down to grove, where Doran's jam factory is located and stock up on delicious jellies and jams. Poor old bug looks like its been lowered.

That evening a presentation dinner was held at the Lindisfarne rowing club, with excellent Tasmanian food and hospitality being the norm. We were also given an insight into the history of VW in Tasmania during the 50's and 60's by local identities.

On Monday the 10th of November we head south west of Hobart to the Tahune air walk. It's the worlds longest forest canopy walkway, with spectacular views of the landscape.

After having had lunch and experienced the air walk, goodbyes are said as roughly half the participants will be returning home, and not be partaking in the extended tour of the west.

We return to Hobart via the Longley stage of the Targa Tasmania, taking us past the foothills of Mt Wellington.

That evening some of us meet at the drunken admiral restaurant to sample Tasmania's fine seafood and say farewell.

Tuesday morning dawns a little misty, previous three days were sunny, and we head off to the Cadbury factory at Claremont for an early 8am tour. I leave the factory with my pockets full of samples.

Whilst I head towards Devonport, over 50 participating vehicles head to Queenstown and the remainder of the tour.

For lunch I am drawn back to the man-o-Ross pub, which I had visited years before. I enjoy a great fish and chips lunch. In Devonport I meet up with Andrew Ermel and group from Melbourne, and we manage to board the spirit of Tasmania as a group.

Just before departing Devonport I remember to stock up on cascade export stout, a true nectar of the gods. Contented I leave Tasmania, till the next time....

The organisation of the event to the last detail was faultless, and the hospitality extended to the participants was truly exceptional. Thank you to the VW association of Tasmania, for

organising such a fine and memorable event.

Peter Gerlach

Golf Chronology

Below is a chronologic listing of the last four generations of Golf's (A1-A4 generations)....

The first generation (1974 until 1983):



The Golf generation I was launched in 1974 and is still available today, albeit extensively optimised, as an economically priced entry-level model in South Africa parallel to the current model range. Number produced so far: 6.8 million units.

1974: Debut of the first Golf
1976: 500,000th Golf in March
1,000,000th Golf in October
First Golf GTI
First Golf with diesel engine
1978: 2,000,000th Golf in June
Debut of the US version Rabbit in July
1979: 3,000,000th Golf in September
First Golf cabriolet
Debut of the Caddy delivery van
Facelift
1982: 5,000,000th Golf in February
First Golf with turbodiesel engine (GTD)
1983: phase-out of the first generation in Western Europe after the production of 6,780,050 units

The second generation (1983 until 1991)

The Golf generation II followed in 1983. 6.3 million units of this generation were produced



in ten years - on average approximately 630,000 units per year.

1983: Debut of the second Golf
1984: First Golf with closed-loop catalytic converter
Debut of the second Golf GTI
1985: 7,000,000th Golf in March
1986: First Golf (GTI) with 4-valve petrol engine
First Golf syncro with visco coupling (four-wheel drive)
Golf syncro starting August - the first Golf with ABS
1987: ABS available for all GT and GTI models
Closed-loop catalytic converter also available for smaller engines
Facelift
Golf GT syncro becomes first model with ABS standard
1988: Debut of the Rallye Golf G60
Debut of the Golf Limited G60
10,000,000th Golf in June
1989: 11,000,000th Golf in October
Debut of the Golf City Stromer and Golf Hybrid
1990: all Golf petrol models available with closed-loop catalytic converter from February
Debut of the Golf Country
1,000,000th Golf GTI in November
12,000,000th Golf in November
1991: First Golf from the Mosel plant near Zwickau in March
Phase-out of the second generation in Western Europe after the production of 6,301,000 units

The third generation (1991 until 1997)

The Golf generation III, of which 4.8 million



units were built, was presented to its core markets in 1991. In the nine-year period up until and including 1999 (initially, it was produced in parallel with the Golf generation IV), this Golf was - again, statistically - sold to over 530,000 customers per year.

1991: Debut of the third Golf
First Golf diesel with oxidation catalytic converter
First Golf with six-cylinder engine (VR6); simultaneously the first model in the lower mid-range with six-cylinder
1992: 13,000,000th Golf in February
Driver and front passenger airbag available from August
1993: First Golf with turbodiesel direct injection (TDI) engine
Debut of the second Golf cabriolet
First Golf Variant
Debut of the second Golf syncro
14,000,000th Golf in March
1994: 15,000,000th Golf in May
1995: First Golf with naturally aspirated diesel direct injection (SDI) engine
1996: 20th anniversary of the Golf GTI / anniversary model of the Golf GTI
First Golf GTI with turbodiesel engine
All Golf models available with ABS standard from September
Introduction of optional side airbags
17,000,000th Golf in November
1997: phase-out of the third generation in Western Europe after production of 4,805,900 units

The fourth generation (1997 until 2003)

The Golf generation IV debuted in 1997. Over

the last seven years until 2003, 4.3 million units of the bestseller were produced and, on average, approximately 614,000 units were sold per year.

1997: Debut of the fourth Golf with fully galvanised body
First Golf with five-cylinder engine (V5)
1998: Debut of the new Golf Cabriolet
First Golf 4MOTION with Haldex viscous coupling
Introduction of optional ESP
1999: Second Golf Variant
First TDI engines with pump-injector unit technology in the Golf
First Golf 4MOTION V6 with six-speed gearbox
25th anniversary of the Golf / anniversary model Golf Generation
19,000,000th Golf in June
ESP becomes standard equipment in Germany
2000: new TDI engines with 74 kW / 100 bhp and 110 kW / 150 bhp
V5 with four valves per cylinder now develops 125 kW / 170 bhp
20,000,000th Golf
2001: more powerful 1.9 TDI with 96 kW / 130 bhp replaces the 85 kW TDI
1.9 TDI with 74 kW / 100 bhp meets Euro4 emission standard
Golf GTI 132 kW as special edition marking the 25th anniversary of the Golf GTI
2002: First Golf with petrol direct injection (FSI with 81 kW)
Golf GTI now standard with 132 kW / 180 bhp

In addition to the front and side airbags, the head airbags are included in the standard equipment

Production of the Golf overtakes the Beetle, at 21,517,415 units of the most-produced Volkswagen model

Debut of the Golf R32, the most powerful Golf ever with 177 kW / 241 bhp

2003: The Golf is offered in seven trim versions (Golf, Trendline, Comfortline, Highline, GTI, V6, R32) and with 14 engine variants

Debut of the direct shift gearbox DSG® in the Golf R32

End of year: phase-out of the fourth generation after sales of more than 4.3 million units



End of August 2003: world premiere of the fifth Golf generation



VW powered tractor

TULZ - Part Eleven

CLICK!

You jump in; pump the accelerator pedal a few times, even though you know it sez to only press it down once. (More is better, right?) You turn the key and... CLICK.

The moment of Truth has arrived. If you're late for class or work or whatever, when you hear the Big CLICK! The wiser course is to IMMEDIATELY fall back on your alternative means of transportation. And if you ain't got one perhaps you should think about that.

Your second alternative is to push-start it. But there's more involved here than just starting the engine. First, you gotta know HOW to push-start it. Second, you gotta be fairly sure the problem is not a dead battery. Did the warning lights come on? That means you got juice but it doesn't tell you how much. Got headlights? Then the battery is probably okay and you're Go for the Push-Start Follies. But before you start pushing, think. Wherez your tools? The odds are, it's not going to start after you get to wherever it is you're going, either. The Big Click is fair evidence you've got repairs ahead of you. If the vehicle is already home with your tools, hoof it.

A push-start may get you to where you're going. Or it may not. What if it dies in traffic? And if it doesn't you're still going to have to push it again to get home so that means you need to park it someplace where push-starting is practical. Can you be sure of finding such a place?

Remember the Unholy Trinity of maintenance? You need the tools, the skills and a place to work. If you KNOW your ride needs fixen, taking it AWAY from your tools with the notion of getting around to the work later is stacking the odds against you.

So you're at work or school or whatever and you gotta get home because that's where all your tulz are, and the battery is up and the thing was running okay the last time it ran and you're parked in a place that will allow you to do a push-start, go ahead. But you need to know HOW to do a push-start.

PUSH-START, HOW-TO

Brake is OFF. Lean into it, get it rolling, jump in, turning on the key and putting it into FIRST GEAR at the same time as you pop the clutch. That is, let the clutch out SUDDENLY then push it right back in. When multiplied by the gearing, a walking pace is fast enough to cause the engine to rotate one or more full revolutions, which means at least TWO cylinders will have a chance to fire. If the engine is in a good state of tune, that's all it takes.

Once it fires, baby it; keep the thing running until it warms up and idles sweet, because you don't want it dying on you in traffic.

THINK ABOUT IT

Odds are, if you've never push-started your vehicle, it won't start the first time you try it. Push starting by yourself calls for a fair degree of strength and coordination. The lesson here is pretty simple: The best time to learn how to do a push-start when you DON'T need it; when your ride is running. So go PRACTICE. Find yourself an empty parking lot and TEACH YOURSELF how to get your vehicle running without using the starter. Back in Part Eight I suggested you teach yourself how to drive without using the clutch. Learning how to start your engine without using the starter falls into the same category of Get Home skills.

When push-starting your ride here's some tricks that will help. Pump your tires up. That will make it roll a lot easier. Get your engine in perfect tune. Set the static firing point closer to TDC or even a couple of degrees AFTER top dead centre. You can't drive it with that setting but it will start and idle a lot easier. And if you have a dynamic timing light it's a simple matter to reset the timing once you get it running. Don't leave the key on too long. You need the choke for it to start and the choke is electric. If you leave the key on and the choke will eventually move to the off position even if the engine isn't running.

FIXING THE BIG CLICK

The CLICK itself is your main clue. It tells you power is getting to the solenoid. At that point

the decision tree branches. Either the contact bar in the solenoid is worn or corroded or otherwise damaged so that it is not capable of doing its job (which is to connect the battery to the starter) or the solenoid isn't getting enough power to press the contact bar closed. There are some variations on this theme but they have different signatures. For example, CLICK! Whirrrr... means the pinion isn't engaging the flywheel whereas CLICK! Groannn... means the pinion is binding or the engine is seized or one of half a dozen other things.

The above should make it pretty clear that diagnosis is based on a complete understanding of how the system operates. It should also serve to illustrate that diagnosis reflects a decision tree.

If you'll examine the workshop manual for any modern vehicle you find it is largely devoted to depictions of the diagnostic decision tree in schematic format. You'll also see that virtually no space is given to telling you HOW to do the mechanical aspects of the repair. Instead, they tell you how to do the various diagnostic tests. When it comes down to R&R, the removal & repair (or replacement) of the component, the manuals assume you know how. Indeed, the WRENCHING is the easy part. The hard part is knowing what to wrench and you can only learn that by starting with the basics and working your way up, which is why I suggested you begin with a lawnmower engine. But that's too much trouble, right? Especially when you can jump on the Internet and take a poll as to why your wheel just fell off. Unfortunately mediocrity can never rise above itself. A majority of unskilled mechanics will always give you an unskilled answer. (For every two hundred people who read this, only one will understand. So be it. Right now we're trying to get your bug started so let's get on with it :-)

The Big Click sez the problem is either in the solenoid or that insufficient power is getting to the solenoid. We can test for the latter by using a jumper cable from the battery lead to the spade lug on the solenoid, thereby eliminating about twenty feet of wiring and the possibility of a bad ignition switch. But let me tell you right now this is a very dangerous test. It should only be done when the vehicle is

supported on jackstands. Why? Because the engine is liable to start. And if it does, it's liable to run over your ass.

So leave the key OFF. That will prevent power from going to the ignition circuit. Better yet, pull the HV lead out of the coil. Then do the test. If you don't know which lead goes to the battery, use your manual to figure it out. And if your solenoid is the later model with the two spade lugs, figure out which one goes to the ignition switch.

Back in Part Four I suggested you make up some test leads, including some with spade-lug connectors. This is a good time to use one. Detach the starter-switch lead from the solenoid and replace it with a jumper having a female spade-lug connector on one end and an alligator clip on the other. To complete the circuit, TOUCH (do NOT clip) the alligator clip to the battery cable connector. Do NOT touch the copper stud nor the nut. The arc is enough to damage the threads of the stud and will bugger the nut when you try to remove it.

IF the jumper test causes the starter to engage and to crank the engine then the problem is in the wiring or the ignition switch, with the higher probability for the latter. There is an interesting history to this particular problem.

The starter solenoid needs about ten amperes to pull-in but only about an amp to hold-in. This is not uncommon and is a characteristic of solenoids. Your ignition coil is also a solenoid-wound inductor and it too has a high inrush current. Unfortunately, the VW ignition switch is only good for about eight amps (!) whereas the inrush current when you try to start the engine EXCEEDS the safe current carrying capacity of the switch meaning it's going to go bad, sooner or later. Bosch recognized this and came up with a simple fix, a pilot relay that mounts on the solenoid. The Bosch part number is WR-1 and the whole thing only costs a few bucks.

What the pilot relay does is to use about a quarter of an amp to connect the solenoid directly to the battery, eliminating the need to run that momentary jolt of ten amps through the ignition switch. Well designed and easy to install, the pilot relay will eliminate a host of starter problems on Volkswagens, especially on

the Transporter, which has, longer wiring runs and therefore more losses.

Unfortunately, 'way back when, Muir and other experts told all the kiddies to use a Ford contactor as a pilot relay. The joke here is that the Ford contactor pulls almost as much current as the Bosch solenoid!

A pilot relay is a good idea. Bosch dealers sell them as do a few VW dealers. Berg recently rediscovered them after years of selling the Ford contactor. Or you can make your own. A horn or headlight relay works fine and the installation procedure has been posted to the Internet on numerous occasions. Check the various archives.

If the jumper test didn't help then you've narrowed the problem down to the solenoid. Fortunately, the fix is pretty simple. Start by removing the battery from the vehicle, then remove the starter, dismantle the solenoid and file the contactor and contacts smooth. You'll need to unsolder a couple of leads to dismantle the solenoid. Use a bit of Solder Wick to get the solder out of the holes. When you reassemble the solenoid be VERY SURE to use RTV or other WATERPROOF sealant.

The 'Idiot' book covers starter problems rather well and certainly justifies your study. But DON'T use that ohsokewl trick of shorting the terminals with a screwdriver. Yeah, it works. It also damages the terminals as well as the screwdriver.

Next time you go to replace the battery cable you discover the threads on the solenoid are buggered all to hell; the nut won't come off (or it shears the copper stud). You can't get a die onto them, even if you had the proper die [which you don't] and you can't remove the old cable. You have to remove the entire starter and chase the damaged threads with a sixty-degree vee-file [see a set of Swiss pattern-maker's files]. That is, assuming the threads isn't buggered too badly. But if you've done that ohsokewl Idiot Trick more than a couple of times, forget; you'll have to buy a new solenoid. Swell idea, eh?

In the same vein, DON'T go pounding on the solenoid with a hammer. Yeah, this also works. And damages the solenoid in the process.

The usual reason for a solenoid to stick

is due to rust on the plunger. The proper fix is to remove the starter, dismantle the solenoid and DEAL WITH THE RUST. If you just pound on the thing you might jar the plunger loose... and you might night. The odds are about 50-50. And of course, you'll only hear about the successful tries.

A basic tenet of a good mechanic is to do no greater harm. The 'Idiot' book is larded with procedures that damage the vehicle. Once you've bugged an axle nut or starter stud don't expect to find a mechanic to save your bacon. Competent mechanics usually refuse to work on a vehicle that shows obvious signs of abuse since they can be held liable for future failures even if they didn't work on that particular component. It isn't fair and it certainly isn't logical but when our nation's President, who happens to be an attorney, doesn't know the difference between a blowjob and a handshake, it's easy to see how such bullshit comes about. Idiot book indeed.

THE BIG NO-CLICK

You jump in your ride, turn the key and... You turn the key and... eh? Nothing. Well, mebbe something. Mebbe the indicator lights came on. Or mebbe not.

The Big Click is pretty easy to diagnose but the Big No-Click can be a worse headache because of the lack of data. No click means no juice getting to the solenoid... mebbe.

No click and no indicator lights is pretty good evidence you're not getting any juice. The first thing you need to find out is if you got any juice to get. Try your headlights. Bright? Normal? Then you can probably rule out the battery. But no lights doesn't mean the opposite, it simply means no juice is getting to the lights; the battery could be just fine. So you start from Ground Zero and begin climbing the diagnostic decision tree.

Ground Zero is your battery and cables. And one of those cables is the ground strap on the nose of the tranny.

The Main Electrical Buss runs from the starter to the battery. That's why it's there; the battery's primary purpose is to start the engine. All else, from your ignition system and electric lights to your bitchin' sound system came along

later. (Early cars used magnetos and were started with a crank. If you wanted to drive at night there were acetylene lamps, some of which were brighter than any headlight you've ever seen. And if you wanted a bitchin' sound system you hired the band :-). When it comes to the battery and cables there really isn't much to diagnose. The terminals must be clean, tight and free of corrosion. The cable must be undamaged with no sign of corrosion at the fittings. The grommets isolating the cable from the chassis must be in good condition.

If your electrical system fails this very basic inspection, deal with it! Neutralize any rust you find and put down an anti-corrosion pad under the battery. Clean the terminals down to bright metal, put anti-corrosion pads under the terminals and install new cables with suitably fitted terminals. Once everything is tight, give them a spritz of anti-corrosion spray (I use that purple stuff). Where the ground lead is bolted to the chassis, eliminate any rust or corrosion then put a light coating of copper-based anti-seize where the fitting will be bolted down. Thereafter your only maintenance is periodic inspection and cleaning.

The Distribution Buss is a heavy red wire that runs from the battery cable-solenoid junction to the fuse block via the headlight switch. The ignition, starter solenoid and indicator lamps are not fused and pick their power directly from the headlight switch via the ignition switch.

You can track the path of the circuits using your timing light. In most cases of the Big No-Click the fault will be in the headlight switch or the ignition switch and the repair is to replace the switch. But in some cases you can track the active circuit all the way back to the solenoid only to discover it is bad. (This is where Muir brings out his hammers. Resist the impulse.)

Now you got a major problem because you can't repair the winding of a Bosch solenoid, you've got to replace it. Unfortunately, a new solenoid, assuming you can find one, will cost over a hundred dollars. So you start hitting the junkies, trying to find a replacement starter which, by custom, comes with the solenoid attached. (In the mid-1950's I push-started my bug for a YEAR because I

couldn't afford a replacement starter only to discover the problem was the solenoid. Live & lurn :-)

The electrical routing above is valid for about eighteen million Volkswagens. I don't have a lot of experience with later models but the same principles of diagnosis will apply. See your manual for your particular vehicle's wiring diagram, which you should study until you can draw it from memory. And if that sounds a bit much, it's not. There are common elements to all automotive electrical systems. Once you've learned one it will serve as the foundation on which to learn others.

PREVENTION vs CURE

Your electrical system is one of the easiest parts of the vehicle to maintain. It has very few moving parts and its operation is governed by only a few basic principles. Once you've mastered them the system has no secrets.

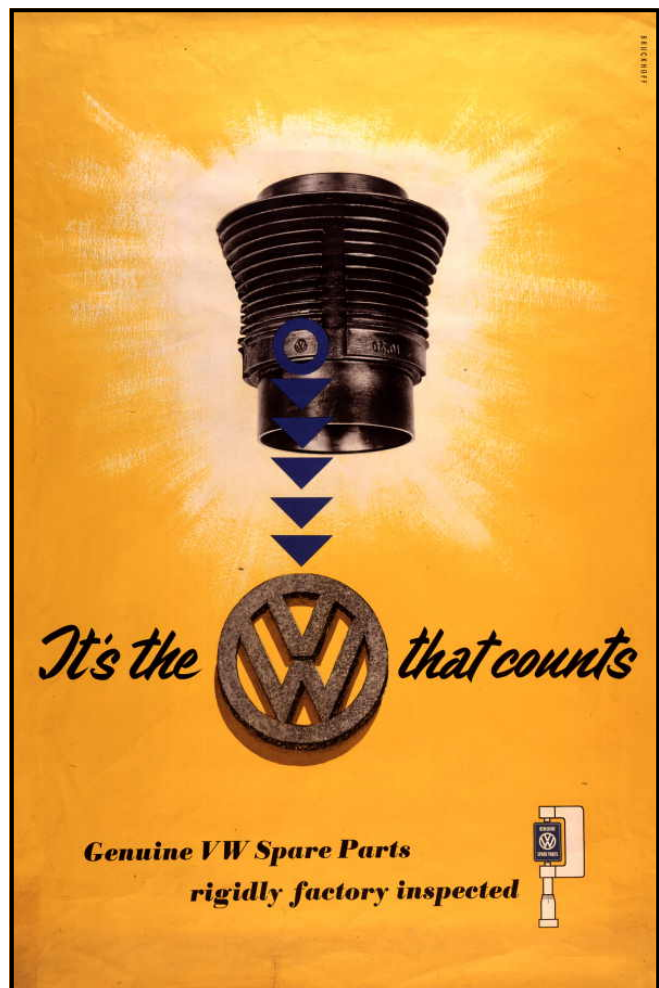
Certain types of electrical system problems having to do with the AGE of your ride are becoming more common. They involve the grounding circuit. Using the steel body of the vehicle as one side of the electrical circuit is common automotive practice and typically causes no problems. But after a quarter-century or so the dissimilar metal junction between the electrical connector and the steel body can create a barrier having a high resistance. This is especially critical with regard to your headlights and taillights.

Owners of vehicles having a six-volt electrical system often convert to twelve-volts because their headlights have dimmed down to a yellow glow. It comes as quite a surprise to find their new 12v system doesn't do any better. The truth is, a six-volt headlight is just as bright as a 12v headlight. The problem is not a lack of voltage but an excess of resistance, typically in the grounding circuit. Repair usually requires no more than dismantling and cleaning.

Add this to your warbag: Never pound on a battery's terminals. You'll break the seal between the terminal and the case and the electrolyte will wick through the crack. Always use acid neutralizing pads, the big kind for under the battery and the small circular jobbies under the battery terminals. NEVER slosh your

battery with a mixture of water & baking soda. It will get inside the battery (see above; cracks worth in both directions) and ruin the end cells. If your cables are corroded, replace them. When replacing a cable ream the terminal to a perfect fit on the battery posts. Add the little tool for this job to your electrical kit. Batteries are heavy and inherently dangerous. Get yourself a battery carrier and use it. Keep it in your electrical kit. Ditto for the little can of anti-corrosion spray. Make it a habit to REMOVE THE BATTERY any time you work on the vehicle. Not only does this prevent accidents, it gives you a chance to inspect the battery. When the battery is out of the vehicle, put a board or piece of cardboard across it; you don't want anything to short across the posts. (I know a kid who lost a finger when his wedding ring completed the circuit across a fully charged battery.)

Bob Hoover



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

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| 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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