

ZETTSCHRIFT

August 2004



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On the road with APU

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And much more



**A CLUB VEEDUB SYDNEY PUBLICA-
TION**

Proudly a member of the Council of Motor Clubs



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VW Nationals	David Birchall	(02) 9534 4895
Coordinators:	Bob Hickman	(02) 4655 5566

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

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

2005 VW Nationals Easter - March: Saturday 26th & Easter Sunday 27th Sydney Australia

We wish to thank our continuous
17 Year VW Nationals Sponsors

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editor. We welcome all letters and contributions, which will be published if name and address is supplied. Views expressed in Zeitschrift are those of the writers and do not necessarily represent those of Club VeeDub Sydney. Articles may be reproduced with an acknowledgment to Zeitschrift. Club VeeDub Sydney, its members nor its contributors to Zeitschrift can be held liable for consequences arising from information printed in the magazine. Back issues are available from the Secretary.

ALL VW SHOOTOUT 2004

The Whitlam Centre

Memorial Ave Liverpool

Is the venue for this years show
on the 31st October

Space is limited so pre entry is advised

For further information please ring

Murray 96182205 or visit www.flatfour.org

Proudly Presented by the FLAT FOUR VEE DUB CLUB



Canberra VW Weekend

25th and 26th September

The third annual weekend away in Canberra will run the same format as last year. Cruise and Picnic Saturday from 12 midday Show and Shine Sunday from 8:30 am. Come on down for a fantastic weekend away with other Dub enthusiasts.

Enquiries Steve Crispin - 0419 429 453 or stevecrispin@hotmail.com

It's on again!

Boris' VW Swap meet & picnic day 2004

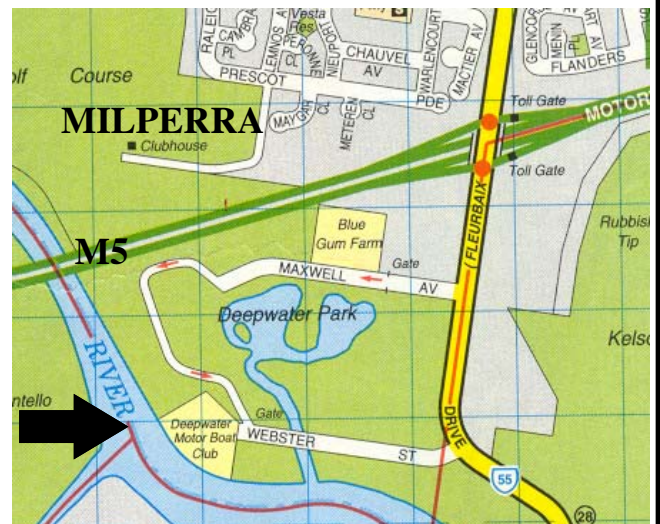
Club VeeDub Sydney Inc.



- ◆ **When:** From 9 am Sunday 19th September 2004
- ◆ **Where:** Deepwater Motor Boat Club, Webster St Milperra. Just off Henry Lawson Drive.
- ◆ Sausage sizzle
- ◆ Swap meet
- ◆ Privateers, clean out your garage
- ◆ Dealers, load up your trailer with your old stock
- ◆ Cars for sale
- ◆ Car display (no judging or trophies)
- ◆ Raffle
- ◆ Bring your VW, come rain, hail or shine
- ◆ Call Boris on (02) 9789 1777 bh for more info
- ◆ General admission, \$5.00/car Swappers \$10.00 (includes general admission).
- ◆ Cars for sale \$10.00 (includes general admission). Fees are charged to offset the cost of ground hire



All proceeds go to Club VeeDub Sydney Inc.



Volksfest South Australia 2004 Tour

Club Vee Dub Sydney has been invited to attend the Volksfest 2004 to be held at Glenelg in South Australia. We have made some enquires with a specialist tour Coach Operator and have come up with a great deal that will allow Club Vee Dub Members and hopefully other VW club members the opportunity to travel to South Australia to take in Volksfest 2004. Don't miss this opportunity to travel to South Australia in an air-conditioned Coach to partake in what is looming to be a great VW show and Shine and VW drags weekend.

To ensure that you get a firm booking on this trip, please contact Dave Birchall with your cheque for \$100.00 per person by the 1st of September 2004. Book early to avoid disappointment.

Date November 5th, 6th, 7th and 8th 2004

Location :- Glenelg, Adelaide South Australia

Depart :- Greyhound Social Club, 140 Rookwood Road, Yagoona, all vehicles can be parked at rear of club in lockup area. TBA

Departure time:- 8.00 am Friday morning November 5th

Club Vee Dub Sydney is organising a coach tour, to visit the Volksfest VW show in Adelaide, held by the Volks Enthusiasts Club of South Australia. The coach can either be a 53 or 46 seater depending on numbers.

This will be a non profit tour and all fees, will be at cost

The coach will have a toilet and video set up, so we can watch movies or you can take in the scenery, the trip will take approximately 17 hours each way, with stops for food.

Coach cost is envisaged at approximately \$100.00 per person. Club Vee Dub members will have the cost of the coach subsidised so the whole weekend could cost as little as \$100.00 per head plus food. This deal is only available to financial members of Club Vee Dub Sydney. Other clubs may be offered limited number of seats if the bus isn't filled Club Vee Dub members.

We envisage arriving in Adelaide late on Friday night, and checking into a motel in the Glenelg area. Cost for motel per person 2 nights share twin including breakfasts for 2 days will be \$ 100.00 per head.

All meals apart from the Motel breakfasts will be at your own cost. Hopefully we can arrange a dinner for our Saturday night TBA if the Drags are not on in evening.

On the Saturday November 6th we intend on going to the Volksfest Drag racing venue, which is north of the city and or have some sort of tour for those that don't want to attend. TBA. Drag racing is possibly in the late afternoon 4.00pm to 11.00pm TBA, so we will be having and outing during the day. TBA

On Sunday morning we will be checking out of the motel and the bus will be taking us all to the Volks Fest VW show, at Colley Reserve, Glenelg. The show starts at 9.00am to 5.00pm TBA. Your free to do any other agenda you like on the day, but make sure your at the VW show at 3.00pm for the coach departure back to Sydney. If you don't make it back by then, have a safe flight. Glenelg is apparently 15 minutes South West of the city on the beach side.

It is presumed that we will depart straight after the trophy presentation, heading back to Sydney, driving through the night and hopefully arriving back at the Greyhound Club by mid day on Monday November 8th

Expressions of Interest and deposit will be required by 1st September 2004

Please call David Birchall

8304-4109 bh
9534-4825 ah

Presidents Report

Gooday there all, I have just been to the Tee shirt printer and have ordered a few

“ I survived another Valla “ shirts. What a great weekend we had up there, couldn't stop laughing all weekend. We had 3 Kombis and 4 Beetles on our 4.00am departure cruise on the Thursday morning, arriving around lunch time, with only one car problem, a plug being blown out of the head, Boris simply screwed in back in, and we continued on our merry way, with no other problems encountered.

Our group had 3 cabins with plenty of sausages, which were consumed with TOO much beer, we drank 2 kegs over the weekend. It was great to catch up with old friends from interstate and also new friends from the internet www.aussieveedubbers.com, we held the annual VW Forum BBQ together on Sunday afternoon for a few hours. Well done to all the trophy winners in the car show.

If anyone has an outing they would like to plan, please tell us and we will find a free day well in advance.

The 3rd issue of VW Magazine Australia is just about to hit the news stands, and has some great article inside, including coverage from the VW Nats 2004, so pick up your personal copy and support it.

Last months outing and run to Razorback and surrounding areas, to find the Elk was very successful with a few new faces attending.

This years Boris Picnic day will be on Sunday 19th September, so if you want to get rid of any old VW stuff you have lying around, please bring it along for the swap meet.

The Club is planing a weekend coach trip to Adelaide in early November, to attend the Volksfest VW show, held by the Volk Enthusiasts Club of SA. Please read the flyer else where in the magazine, and advise me if your interested. We need numbers quickly so we can determine the coach size.

Précis of Committee and General meetings:- Razorback run, Boris Picnic day, Flat Four VW shootout, Volksfest day SA.

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

August:

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. *At next months meeting at Greyhound Club, we will be having a demonstration by one of our Nats sponsors Roil Oil Products. Lots of fun, all welcome.*
8:00 p.m.

Sunday 21st:- Porsche Club Supersprint at Oran Park, come and see the VW boys having fun with Porsches.

September:

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

Thursday 16th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club Ltd., 140 Rookwood Rd., Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, films, trivia, and plenty of prizes. **Lots of fun, all welcome. 8:00 p.m.**

Saturday 18th:- Porsche Club Supersprint at Eastern Creek, come and see the VW boys

having fun with Porsches.

Sunday 19th:- Boris Picnic day see page 4 for more info.

25th and 26th Canberra VW Weekend. The third annual weekend away in Canberra will run the same format as last year. Cruise and Picnic Saturday from 12 midday Show and Shine Sunday from 8:30 am Come on down for a fantastic weekend away with other Dub enthusiasts Enquiries Steve Crispin - 0419 429 453 stevecrispin@hotmail.com

October:

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

8th — 10th:- Byron Bay Dubfest. Call Judy on 0411 260 630 or Alec on 0412 126 784 for more info.

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

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club Ltd., 140 Rookwood Rd., Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, films, trivia, and plenty of prizes. **Lots of fun, all welcome. 8:00 p.m.**

Sunday 30th:- All VW Shootout 2004. The Whitlam Centre, Memorial Ave Liverpool. Space is limited so pre entry is advised. For further information please ring Alison 97987829 or Murray 96182205. Presented by the FLAT FOUR VEE DUB CLUB

November:

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

5th, 6th, 7th and 8th Volksfest South

Australia 2004 Tour, see page 6 for more info.

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.**

Sunday 28th: Day of VW Melbourne.

2005

February:

Sunday 13th Dubs by the Pub (Ettomogah Pub Queensland). Call Eileen or Andrew on (07) 3824 5539

March:

26th & 27th VW Nationals 2005.

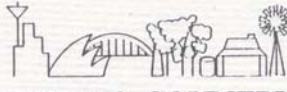
For Sales

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. Photos for adds can be posted to or emailed to webmaster@clubvw.org.au

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

Trade and services directory



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For Sale:- VW Trakka for sale. Converted from new, 1991 2.1L, 151000kms, 5 speed manual, full service history, exceptional condition, 50L water tank, 2 burner griller, fridge, sink, auxiliary battery and charger, rear travelling dining and sleeping arrangement, gas strut assist elevating roof, Fiamma awning, TV antenna WXP 353. \$16,000 negotiable 0243629979 or on 0410 589 692

For Sale:- 67 beetle, fully restored, charcoal grey interior with red velour upholstery, Porsche wheels, reconditioned motor, extractors, new tyres, 12 volt, goes great \$7500 ono. For more info contact John on 0408 224 075



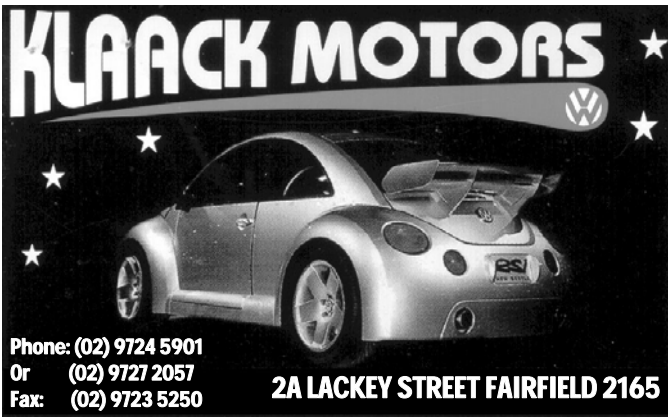
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* MITSUBISHI * BARINA

Andrew Matthews
Mobile: 0407 229 778
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:- 1963 VW 1200 Beetle, good condition, all original, Reg NSW May 05, One owner. Colour Green the car is garaged Newcastle \$3,000 ono Contact: 0417648224 or 02-66744163




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

2A LACKEY STREET FAIRFIELD 2165

For Sale:- VW Beetle 1972 1500S, manual and it excellent engine always service since the owner and the bodywork need to be done as it need to re strip paint off and repair and then need to be good respray paint job. It light blue and No rego and I selling for \$500 ono home phone is 02 9644 9683 or email me clint076@hotmail.com

For Sale:- 1971 model VW beetle spare parts (White) - 2 doors, spare windshield / back glass, all 4 guards, bonnet and boot. Asking \$50 per piece. Contact on 9609 1960 (Best times 3:30pm - 7pm)



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For Sale:- Original 1965 VW 1200, rare Standard beetle. Pearl white. Excellent condition, runs very well. Had no mods, so for the collector as original or good candidate to be totally restored to "as new". Still original (faded and worn) carpets and AWA 6 volt AM radio. Bit of stationary damage whilst parked at front bonnet. Brakes, engine, carbie, 6-volt gen. all recently serviced. \$4500 neg. Rego YNF 898, March 2005 see drive.com.au id=1744257 for photo. 0405-403-091, 02-9555-4667.

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9821 2519
FAX: 9821 3652

For Sale:- 1974 white Superbug (L bug), known as "Gabe Junior". 3rd owner, original handbook and full service records for the last 30 years! Registration till Feb 05. Mechanically A1 (regularly serviced at Vintage VeeDub Supplies). Body is straight and no rust. Low mileage (clocked up less than 94,000km). Excellent upholstery. Near perfect dash. Widen steel wheels (front 5 1/2", rear 6") with as new Falken tyres. Professionally lowered front end with adjustable struts. Kenwood CD player with 6x9" speakers. Wood grain sports steering wheel. Re-conditioned alternator. Gem of a car, reluctant sale. Asking for \$6300 O.N.O. Serious buyers please contact Ron on ronyukli@tpg.com.au or 0405332157. For photos go to http://users.tpg.com.au/ronyukli/bug_4_sale.htm

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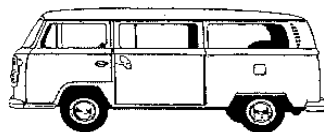
50 Princes St Riverstone NSW 2765

FREE Custom dune buggy! Buy the 1600 twin port engine with a progressive Weber and 009 distributor (hear running) and 1600 kombi gearbox for \$950 and get the buggy FREE ! it is a full rolling "cage type" chassis on wheels, it has long travel rear suspension with coil over 4WD springs and shocks (ideal for jumping) a fun project vehicle! Dural NSW Call Anthony 0412 25 3333

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New location, 19 Hobart Street
Riverstone NSW 2765

For Sale:- 1985 T3 Caravelle in Excellent condition. 2.0 Litre Quad cam Subaru Conversion with custom made mandrel extractors, complete 8-seater interior with sliding window and jail bars (also in excellent condition). Two tone, yellow and white paint, stereo + graphic equaliser, Air cond, garaged, needs finishing off and will become a great vehicle! \$3800 negotiable Dural NSW Call Anthony 0412 25 3333

For Sale:- T3 Caravelle Stainless steel bumper bars (known as chromed) Front and rear with brackets and new plastic ends \$350 Negotiable Dural NSW, Call Anthony 0412 25 3333

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:- Karmann Ghia Job lot, floor pans x 3, KG doors x 6, engine lid x 1, rear seat x 1 set, recovered convertible rear seat, a KG windscreen, 2 x floor pan repair panel sections. \$2000 negotiable for the lot, Dural

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NSW Call Anthony 0412 25 3333

For Sale:- Karmann Ghia badges, original S/H enamelled bonnet badge (not repro) \$120 Original NOS "Karmann Ghia" scripts x 3 \$110 ea, can be posted, Dural NSW Call Anthony 0412 25 3333

For Sale:- Kombi "Hotwire" mags, set of 4 with wheel nuts, powder coated white, \$400 negotiable, Dural NSW Call Anthony 0412 25 3333

For Sale:- 1975 2L Kombi \$6,500 All in very good condition, with recon motor, travelled approx 18000kms since fitted, also new clutch and another \$2000 recently spent on other things mechanically and otherwise. The van has good 'pop top', 3 way fridge, stove, sink, Sony CD player, comfy double bed + single up top, interior lights, 240 power inlet, lots of storage and wardrobe. This van runs very well and is all set up. Phone Richard (Byron Bay) 0419 237 638 or email r_jackson75@yahoo.com.au

For Sale:- 1964 VW Beetle, 2nd only owner (since 1987), ground up restoration completed in 1989, and new professional paintwork in 1997, colour is GMH Liberty Blue (metallic), paintwork is still in fantastic condition. Car was originally sold by Brisbane Service Motors (still bears the badge on deck lid). Widened rims, adjustable front end (lowered), 1350cc engine – very stock standard mechanically and reliable. Smooth chrome bumpers, chrome eyelids. Tinted windows. Interior has high back front seats with black vinyl and black/white fabric insert upholstery (door trims to match), black carpet. Panasonic CD Player with front and rear speakers. Custom chrome plated brass knobs fitted to dashboard/window winders/bonnet release/gearstick. 12-volt generator, rewired. 12mths Victorian Registration. A nice looking beetle that would make a great first car or something for an enthusiast to tinker with. Reluctant sale to upgrade to something bigger. \$5900 Negotiable. Location of car: Melbourne. Happy to ship (buyer pays). Phone Dearne 0403 478094 or 03 95072304.

For Sale:- rear seat for 72 — 74 Kombi, needs recovering. \$100 ono, call Andrew Ford on 0407

Trade and services directory



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can't afford to do so and have financial difficulties.

If any of your members might be interested in this vehicle, please feel free to contact me by e-mail or phone me on 0411 196 424 or guardian1@iprimus.com.au

The vehicle is still driveable and the motor is good (battery flat at the moment) and located in Sydney. I am asking \$2,500

For Sale:- 1969 Volkswagen 1500 Beetle, white with black trim, travelled 163,000 miles, reconditioned engine by reputable VW service organisation, this vehicle is in excellent condition, has always been garaged, very reliable, drives extremely well, registered until January 2005, 4 brand new tyres. Inspection and test drive invited. Asking \$5,000.00 ONO Call 0418 613 394

For Sale:- 1971 VW Superbug for sale with current Victorian plates in running order. Top end of motor replaced 2000 with genuine German parts (pistons, rings, valves and heads) bottom end needs overhaul. Body fair, colour off white. \$350. Contact Kayt 0417 887 973.

For Sale:- 2 x 3 seater bench seats from Kombi \$40. Contact Kayt 0417 887 973.

For Sale:-1976 VW Beetle, immaculate original condition, newly painted, no rust, new front seats A1 mechanics: 1.6L, 12 v, 87,123 km. Highly desirable number plates: vw0076 reluctant sale! : \$6,500 ono Contact David on 0414-8611-62.

For Sale :- 1970 VW Beetle, Fully Restored in excellent condition, Red Two Pack Paint, 4 Brand New Yokohama Wide HR Tyres, Deep Dish Mags, Lowered + Kill Switch, 1500 Motor With Twin Carbies, Brand New Custom Interior, Custom Tail Light Body Kit, Radio/Cassette (Detachable face) Complete Full Door Windows, Brand New VW Battery + Brand New Clutch, New Headlight Reflectors Regularly Serviced By Professional VeeDub Mechanic, Spent hundreds on restoring. Regretful Sale \$6,000 ono Ph: (02) 9594 5941 or Mob: 0411 800 247



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417 330

For Sale:- 1989 VW Transporter, 2.1 fuel injected, 5 speed manual, rear engine, water-cooled, windows all around. I have owned this vehicle since new. It needs a gear-box rebuild, the motor is good, the duco is unkempt. Presently unregistered. It is for sale and I would like to see it go to a VW lover rather than end up being wrecked as I believe that it has many more years and kilometres left in it yet. I would keep it and fit a new gear-box myself, but I

For Sale:- 1968 Fully imported 1600cc VW Kombi Caravanette, one owner, fully equipped, travelled a genuine 103,000 Km or 62,000 miles, in very good general order, stored away for many years, very dusty. Also included is \$3000-\$4000 of new spare parts for future use if needed. Would suit a matured, long term owner with handyman capabilities, Asking \$4700.00 one Contact Owen in Springwood on (02) 4751 1855

For Sale :- VW Golf Karmann Factory Convertible, 1980 GTI. Needs Restoration, with most parts to repair. Running. Black with White Roof and Factory Alloys, Five Speed. Original GTI. Unrego. Too good to Wreck. \$2000 Negotiable. Contact Matthew 0423 051737 or matthewjiwhite@hotmail.com

For Sale : VW Golf Mk2 GTI 1.8 16v engine. Short Block, no manifolds or accessories. UK import, has higher output than Aussie units. \$900 negotiable. Contact Matthew 0423 051737 or matthewjiwhite@hotmail.com

For Sale :- VW Golf Mk1 Parts. Large Quantity of Engines, Gearboxes, Panels, Trim, Carbys, Seats and heaps of other stuff. Shed Clearout, Cheap Cheap. Contact Matthew 0423 051737 or matthewjiwhite@hotmail.com

For Sale:- Karmann Ghia 1961, damaged front right guard. 12 months rego mechanically sound with, new disc brakes, adjustable front, gas shocks, stabilizer bars front and back, steering box, front tyres 4 15X5.5 chrome mangel 356 wheels 1 week old, new 1600 pistons, reco. heads, 009 dizzy, 12 volt, easy repair. can be driven call Spiro on 02 99802117

For Sale:- Unfinished Project, 1972 Superbug with lowered roof, all panel work completed and fully resprayed in metallic blue, must see, very unique, most parts available including new rubbers, bumpers etc. Unregistered, must sell, Baby coming, car going. Best Offer over \$2000.00, can email photos. Call Ian on 0425 707 945

For Sale:- 1600cc VW Industrial engines (4 available) circa 1969. These engines are like brand new, Ex army storage and all have less

than 25 hours on the clock. Immaculate! Asking \$1200.00 each For more info contact Graham on 0407 072 829

For Sale:- Type 3 Notchback 1964, Pastel Blue, good reconditioned engine (single carb) with 5000 miles on it. it Purrs, Suspension and steering good. Brakes need attention, some oil on rear shoes, Panels straight, slight rust in sill panels, many spares, all original except converted to 12 Volt, Unregistered. This car has been owned by one person for the past 15 years, but can no longer care for this car, asking \$1,000.00 Contact Bill on 0419 564 044 04 9564 5174

For Sale:- Official service Manual (Robert Bentley) Fastback & Squareback 1968-1973. As new, i.e. no greasy fingermarks \$75.00 Phone Phillip 0408-441-725 (Sydney)

For Sale:- 1973 Superbug 1600L, Red, regularly serviced, reliable, good mechanically, body & paint reasonable. all receipts for last 7 years. Thousands spent, including new floor and rear apron. Looks good, drives well, ideal daily driver or for restoration. Oct.2004 rego \$2,500 ono 02 9621 1471 or salesfam@tpg.com.au.

For Sale:- 1966 1300 Beetle, looking for a new family, polar white, only 2 owners, always garaged, very nice car in very good original condition inside and out. No rust, 5 near new tyres, near new exhaust system, registered until May 2005, asking \$5300.00 negotiable, located in Woodford, Blue Mountains, Phone Steve on 02 4758 7876

For Sale:- Tyres Yokohamas 185 x 65 x 15 Practically brand new. Perfect condition \$400.00 ono Phone Matt. BH 9540 7402 or AH 9523 1371

For Sale:- 1 early model engine lid and 1 late model engine lid. Phone Laurie Toscano at Nelson Bay on 0249 811779

For Sale:- VW 1600 motor, dismantled for inspection, standard crank, twin port heads, valves and seats cleaned, spares include two carbies, two distributors, chrome tappet covers,

excellent flywheel with good ring gear, several miscellaneous items including Speedo, lights, door handles, tinware (zinc plated) spare standard camshaft and crankshaft, Best offer around \$300.00. Buyer must take the lot, please contact Brian Parry on 02 47 393960 or 0417 295 074 or email bjparry@bigpond.com

For Sale:- 1963 VW 1200 Beetle, good condition, all original, Reg NSW May 05, One owner. Contact: 0417648224.or 02-66744163. beefy@better.net.au

For Sale:- 1974 compliance super bug L. In excellent condition. In family since new . Log books 190,000K only. 12 mths rego- runs like a rocket. Reluctant sale. Needs a good home. \$7,000. Phone Tom Muzevic 0411419471

Wanted:- Old Gregory's Sydney Street Directories. I'm looking for editions from 2002, the early and late 1990s, early and late 1980s and the late 1970s. I already have some from the early 1970s and late 1960s, so if you have any others I would be interested. Especially if you have one from the 1950s you want to part with! Check your garage, your old bookcases, your glovebox and under your VW seats and let me know what you have. Ring Phil on 0412 786 339.

Club member needs help

I would be interested to hear if any Club Members have ever had to fit a baby-seat to the rear bench seat in their Kombi? I'm talking Bus, not Camper and of 1972 vintage.

I've been told I have to have a bar put in across the back luggage area, which the baby-seat attaches to, via straps/hooks etc. Someone at the seat-fitting place told me the bar goes high up just under the rear window line, and another has told me it goes low down, just behind the back seat. When they came to inspect the Kombi at the weekend, I was told they couldn't do it there and then, and that I would have to take it to the workshop to get this bar "surgically" attached!!

Anyone with a similar story who can shed any light on this?

Thanks, Martin 0411 33 11 21

Shipping a car overseas may not be plain sailing

No doubt many of us have heard the stories of untold riches to be gained by sending your XYZ - GT overseas where there are plenty of eager buyers "hanging out" for just that model because over there they have all rusted away/gone to the crusher/fell apart (strike out to suit your version). Well it MAY be true and with the Australian Dollar the way it is, the Americans in particular must see our cars etc. as almost half-priced in their terms, so they may well come looking in person or more likely via the internet. The one thing that we must all understand is an Act of Federal Parliament introduced some 15 years ago known as The Protection of Moveable Cultural Heritage Act (1986). Transport objects including cars, motorbikes, trucks, tractors and many other items fall under The Act, as it is known, if they were made or assembled in Australia 30 or more years ago or, if imported, they have been in Australia for 30 years or more. To export a vehicle which falls under The Act, either temporarily or permanently, the owner must apply for a permit which involves filling in a form, providing details and the history (if known) of the vehicle, supply some photos and indicate how many similar vehicles are in Australia, particularly those in public collections such as Museums etc. If the vehicle is not extremely rare and /or has not been associated with a famous person or event then the likelihood of a permit being granted is good. If however, it is unique, rare or famous then the Minister's advisors may well recommend that a permit not be given and some means of keeping the vehicle in Australia be investigated. No one should think that they can ignore this law as the penalties are high and you may well have the car or whatever confiscated, plus a fine and possible jail term if the case is bad enough. Some folks have already found that out and claiming ignorance of the Act is not a defence. Customs Officers and Customs Agents are all aware of the rules and we have reciprocal rights with most

countries so items can be reclaimed if proven to have been exported illegally.

The Minister maintains a list of volunteer expert examiners. To check over applications and report to a panel who then make recommendations to the Minister for his/her consideration. These expert examiners have good connections in the historic vehicle movement and can find out the facts on any item so it is not worth trying to hide details as that could delay an application or worse. To obtain a form you should contact the Department of Environment and Heritage in Canberra on (02) 6274 1810 or via mail to GPO Box 787, Canberra ACT 2601.

Fond memories of winter in an air-cooled dunger

Ahhh yes...do I have fond memories of winter in an air-cooled dunger?...Let me see now....

... The steering wheel is a skinny old stocker, so it feels about -17° when you first start driving and your fingers are really stinging badly and you seriously wonder if they're going to actually stick fast from the cold...

...and now the windscreen is fogging over from your face sitting about 13mm from the glass and you are huffing and puffing a kind of stale, lingering mist as you're hunched over desperately trying to stop the sub zero vinyl seat-back freezing your kidneys solid ...

... All the while your eyes are streaming 'cause the quarter windows are wide open (well...one is wide open, the other is batting back and forth like the wing on a lame duck) as you unsuccessfully try and stop the previously mentioned windscreen fog by introducing a good imitation of an Icelandic hurricane, and with the palm of one hand you're wiping and smearing the build up of oily halitosis droplets all over the screen, but to no avail as the pancake sized watery slick is more impossible to see out of than the frigid misting was ...

...now although you are swerving blindly and repeatedly into the oncoming lane you really

decide to take your life into your own hands and fumble with your shivering and, by now, almost numb left hand to quickly pull up one, then the other lever on either side of the handbrake, 'cause even Ferdinand Porsche himself didn't have the faintest clue which one was supposed to involve heating what part of the car, and of course you've forgotten that the little black ball is missing off the end of one lever so the fleshy pad on your index finger is actually sliced right open [down to the white bits that you initially always mistake for bone but aren't, actually, so you know it's really deep] and it's only the intense cold that stopped you noticing it to start with but, by crikey, it's really bleeding now...

...and you've done all this lever pulling in some futile and foolishly optimistic hope that at least the tiniest smidgen of lukewarm air will be somehow able to jump the 9 inch, highly turbulent air gap between the heater box outlet and the heater channel in the car under-body, 'cause God only knows where those 2 grey connecting hoses went, and that's only if (and it's a really big "IF") by some miracle the heater cables are not completely rusted away and furthermore by some unlikely act of providence still attached, 'cause you definitely didn't re-fit them last time you spent the entire day getting the engine back in after trying to save \$25 miserable bucks on a Latin American, so called "custom-flow stealth header" [Ind. Bras.] that you were absolutely positive you could modify to fit properly; but you spent the better part of a weekend proving what everybody else (including the manufacturer) already knew...that neither Uri Geller or Harry Houdini could ever make that baby fit and you'd only admitted this to yourself at 11.23pm Sunday night....

... and by the way, your single-handed efforts at "easing" the engine in and out 7 times have ensured that the paint on the Muffler is now badly scratched up, so the retailer that sold it to you would laugh right in your face if you try and return it and what's worse is your beaver panel is completely trashed too, with really big cracks appearing in the trowel load of bog you previously snuck in there and painted over when no-one was looking, and of course all this

jiggery-pokery has put the final nail in the coffin for the engine bay seal...

.... and so, at 12.24pm Sunday night you did not re-attach those fiddly, rusted cable ferrules on the heater box levers; you just drank the last beer of the 6 pack and stared vacantly into space (cause re-attaching the cables meant going under the car again and being forced to look at the original, Swiss-cheese like stock muffler you had to put back on to get the engine back in, and by this time you'd really grown to hate those pin-head sized, stinging bast@rd pieces of oily grit that have a mind of their own and tenaciously hang on for years; then when you venture under the car to confirm you've just stripped number 3 upper exhaust stud they detach themselves and drop, like they were laser guided, into the really sensitive red part in the corner of your left eye) and anyway you'd convinced yourself that you wouldn't be able to find the ferrule thingies anyhow, so why bother, but they were probably at the bottom of the ice cream container that's gone all brittle, somewhere in the evil smelling and inch thick treacly black slime that looks like something out of the "Exxon Valdez" catastrophe, or else one's rolled under the Country Buggy shell that you're holding to sell at a massive profit cause you're sure they'll be "all the rage again one day"...and the other is wedged firmly in the treads of one of your Dunlop Volleys....

... meanwhile back in the car mid-winter Monday morning all you actually get for all your trouble is a polar blast snap-freezing your right ankle and a sudden, overpowering and increasingly nauseating stench of seriously unburned hydrocarbons, nicely mixed with brain-cell depleting monoxides that are literally pouring from the thumbnail sized rust hole that's blown through the asbestos bandage, square of Milo tin lid and # 8 gauge coat hanger wire you wound around the exhaust heat riser which, when actually functional, was supposed to warm the now completely iced over and wheezing old 28 PICT carb on the motor that some VW designer with a cruel sense of irony called the "Fresh Air" 40 horse that just might have started with 40 (maybe) but has, on average, faithfully shipped a horse or 2 to the "knackery" every other year....

Know what I mean.....?



Futuristic Audi RSQ unveiled in New York

The futuristic film car, known as the Audi RSQ, was presented to the public for the first time yesterday at the New York International Automobile Show.

Tackling its most ambitious product placement project ever, Audi created the RSQ concept specifically for the epic event motion picture "I, ROBOT" which will be released by Twentieth Century Fox in the U.S. on July 16 and in Australia in late July.

Audi Design developed the spectacular vehicle, which helps leading actor Will Smith - a homicide detective in the year 2035 - solve a mystery that could have grave consequences for the human race.

In the near future, technology and robots are a trusted part of everyday life. In "I, ROBOT",





that trust is broken and one man, alone against the system, sees it coming. The film employs spectacular visual effects innovations beyond any ever put on screen, to bring a world of robots to life. The film is directed by Alex Proyas (Dark City, The Crow) and is set in a world created by famed science fiction writer Isaac Asimov in his short story collection "I, ROBOT".

This is the first time that Audi has developed a car specifically for a major Hollywood motion picture with the company's engineers creating a vehicle suitable for "I, ROBOT's" incredible world of 2035.

The resulting Audi RSQ sport coupe is a visionary interpretation of Audi's typical design language. Despite its extreme character, one of the most important considerations was to ensure the car would still be recognized as an Audi. The cinemagoer will therefore see the new Audi front-end with the typical single-frame grille.

The RSQ includes special features suggested by movie director Alex Proyas. The mid-engined sports car operated by the story's police department, races through the Chicago of the future not on wheels but on spheres. Its two doors are rear-hinged to the C-posts of the body and open according to the butterfly principle.

In addition to the RSQ concept car, Audi supplied further volume-production cars, which appear - in disguised shapes - in the movie's traffic scenes. Audi also supplied the interior mock-up used for interior car scenes.

With this project Audi opens up a new chapter in product placement. Previously, the brand with

the four rings has always supplied volume-production cars to movie productions. In individual cases, such as "Mission: Impossible II," these cars were even used in movies before their market launch. With "I, ROBOT" and the systematic development of a "car of the future," Audi goes far beyond its previous product placement activities.

Audi has been participating as an automobile partner in major movie productions for several years. In addition to John Frankenheimer's action classic "Ronin" with Jean Reno and Robert de Niro (1998), the brand with the four rings played the automobile lead in "The Insider" (1999) featuring Academy Award Winner Russell Crowe, "Mission Impossible II" (starring Tom Cruise, 2000), "The Mothman Prophecies" (starring Richard Gere, 2002), "About a Boy" (starring Hugh Grant, 2002) and Reese Witherspoon's "Legally Blond 2" (2003).

Who owns who?

The automotive world is a complicated place now and with consolidation hitting everyone it's no surprise that car companies are gobbling up each other faster than ever before.

Now, just because Volvo sold their car division to Ford it doesn't mean you can get a Mustang engine in a S60 sedan. Nor does it mean you can get Ford Focus with an Aston Martin engine. But it does mean these companies with bigger parents have a better chance of surviving long-term because of better financial stability. In fact there's a good chance SAAB wouldn't be making new designs if it weren't for GM and I don't think Volvo would have had the money for their latest 'R' line of cars if Ford hadn't stepped in.

But in soap opera fashion sometimes these companies sell their divisions so quickly that the new parent doesn't even have time to make their own changes. What do we mean? The latest Range Rover (from Land Rover which is owned by Ford) comes with a wonderful BMW engine under the hood. Why? Because BMW bought the Rover group some years ago and sold the Land Rover line-up to Ford. To put it plainly, you'd be buying an English SUV with a German engine from an American company.

Use our chart below to see who owns whom.

BMW owns:

- BMW
- Mini
- Rolls Royce

Daimler/Chrysler owns:

- AMC (brand discontinued -- Chrysler bought AMC primarily for the Jeep brand which was owned by AMC)
- Chrysler
- Dodge
- Eagle (brand discontinued)
- Hyundai (Daimler/Chrysler only owns 10% -- 13 May 04 changes!)
- Jeep
- Maybach
- Mercedes-Benz
- Mitsubishi (Daimler/Chrysler owns 37%)
- Plymouth (brand discontinued)
- Smart

Fiat owns:

- Alfa Romeo
- Ferrari
- Fiat
- Lancia
- Maserati

Ford owns:

- Aston Martin
- Ford
- Jaguar
- Land Rover (bought from BMW)
- Lincoln
- Mazda (Ford own 33% of Mazda)
- Mercury
- Volvo cars

Fuji Heavy Industries owns:

- Subaru

General Motors owns:

- Buick
- Cadillac
- Chevrolet
- Daewoo
- Fiat (GM owns ~20%)
- GMC

- Holden
- Hummer
- Isuzu (GM only owns a percentage)
- Oldsmobile (brand discontinued)
- Opel
- Pontiac
- Saab
- Saturn
- Subaru (GM owns 20%)
- Suzuki (GM only owns a small percentage)
- Vauxhall

Honda owns:

- Acura
- Honda

Hyundai owns:

- Hyundai
- Kia

Nissan owns:

- Infiniti
- Nissan
- Renault (Nissan owns 15%)

Peugeot Citroen owns:

- Citroen
- Peugeot

Porsche is an independent company (they do work very closely with VW, however)

Renault owns:

- Nissan (Renault owns 44%)

Toyota owns:

- Lexus
- Scion
- Toyota

Volkswagen owns:

- Audi
- Bentley
- Bugatti
- Lamborghini
- SEAT
- Skoda
- Volkswagen

On the road with APU



I recently attended the Volkswagen Spectacular at Nambucca Heads, as I'm between cars at the moment, I asked Volkswagen if could borrow a car from them. The Wednesday prior to the Volkswagen Spectacular, I picked up a beautiful Royal Blue New Beetle Cabriolet with black leather upholstery, which coincidentally is the same one we had at the VW Nationals earlier this year. At the VW headquarters in Botany they have a RSI New Beetle to greet you in foyer, what a beautiful car.

Volkswagen have now dropped the Golf Cabrio from their range and the New Beetle Cabriolet is VWs sole open top car in their line-up. With the Golf and New Beetle Cabrio running the same engines on the same platforms, I guess it just didn't work for VW, hence the New Beetle Cabrio's presence. The hardtop New Beetles solid roof gets a nice rag roof, that I feel actually improves its looks of over that of its fixed roofed cousin.

When Concept 1 was first designed, Volkswagen had two prototypes - one of the sedan, and one of the convertible. While the sedan quickly became a reality, seen on the streets of cities worldwide, the convertible just sat around in the design studio.

New Beetle is a modern-looking replica of the old Beetle, and carries its ancestors distinct curvy shape, the retracted roof lies right on the top of the boot lid, much like the older cars. It

all leads to a very retro-ish looking vehicle state. Modern day standards of fit and finish with plastic mudguards and cute alloy wheels, it's built in the very same place as the last of the originals was, in Puebla, Mexico. I couldn't help but feel chuffed by the Beetle Cabrios bold looks and delightful appearance. The roof is electrically operated and once in place you need to fit a weather cover over the folded roof. This really makes it look like the beetle of old; having top fold outside the body would also save on boot space, which is pretty small. With the small amount of boot space it does limit the cars use to a 2 seater on a trip away or if you need to pick up a lot of groceries. Having said this, this not the sort of car that you would buy for a family runabout or to go away camping. Its great fun car to drive and I had the roof down every chance I got.

As the base for the Cabrio is very much your typical run of the mill Beetle, the components underneath are more or less the same. This means a stock Golf platform, front wheel drive. But it's not quite the same to drive as the hardtop version of the same car. The hardtop New Beetle weighs in at 1263 Kgs and does the 0-100 kph dash in 10.9 seconds while the Cabrio version gains some kilos to weigh in at 1324 Kgs and takes a little longer for the 0-100, coming in at 11.7 seconds. The 2-litre motor is not going to win many traffic light Gran Prixs but it provided excellent flexibility right down to about 40 kph in 5th gear and very good economy. I'm a cruise control junky, I even had it fitted to my 1972 Beetle, and the same unit will also be refitted to my new 1973 Beetle. I even use cruise control to go to the shops, I have such an addiction. The cruise control on the Cabrio was delight to use and was able to maintain speeds downhill without having to touch the brakes, thanks to good retardation from the 10.3:1 compression motor. The cruise control didn't over speed the set speed at all when resuming from a low speed, unlike my 2 year old Toyota Prado which whizzes past the set speed when used in the same manner and will not back off until its about 10 -15 kph above the set speed.

The New Beetle has sharp steering and good

handling for its intended use, although the soft ride can get a bit see sawy until you get used to the feather light clutch and accelerator. The only time it really got upset on our trip was when exiting the F3 at Wahroonga; as the road is really chopped there from all the trucks.

With convertibles, there are always a few issues that people may have - how noisy is it compared to the hardtop version, will the leak roof, what happens if I roll the car? I was asked all of these questions. When Volkswagen decided to build a Cabrio version it went to the experts, Karmann to have the roof worked out. In the end, it worked out rather well. With the roof down, you certainly get your dose of fresh air.

To address safety concerns it has;
Driver and front passenger side airbags
Door side impact protection
Rigid safety cell with front and rear crumple zones
Roll over protection system
Anti-lock Braking System (ABS) with Electronic Brake-pressure Distribution (EBD)
Front seat belts with pre-tensioners and belt force limiters
3 point seat belts for all passengers

The Beetle's less than aerodynamically perfect body shape leads to a whole lot of turbulence within the cabin. Even at speeds of just 50 km/h, with the windows rolled down, any loose bits of paper, hats or expensive hairdos will simply cease to exist. That's why it's best to use the wind-buffeting device that fits nicely over the rear seats when they aren't being used. When the roof and windows are up, the New Beetle Cabrio insulates you from the elements but does limit rearward vision. The fabric roof is really easy to wash and chamoised up almost as easily as painted bodywork. I feel that you could hear a little more of the surrounding traffic even with roof up than you would from a hardtop car. Driving with the roof down on the glorious autumn days we had over the VW s Spectacular weekend was a real treat. You felt you were really sensorily connected to the local area that you were driving through, sometimes a little to well connected to some farmer's paddocks. The neat seat warmers helped when

it got a little chilly.

The inside controls were very easy to use, except for a few times when I hit my hand on the dash while changing gear and the speedo needle would block out the trip meter and odometer at highway speeds, I like to keep a mental calculation going so that when my son would say how far is it to Valla I could give him an intelligent answer, roughly 100 Klms = 1 hour travelling.

The Cabrio also included some nice features:
Digital clock and outside temperature display mounted on windscreen frame.
Interior lighting mounted in rear-view mirror housing with time delay, this would switch on when the car was unlocked.
AM/FM Cassette player stereo, 6 disc CD changer, mounted in centre console 10 speakers, 6 front / 4 rear. Vanity mirrors illuminated on driver and passenger's side with cover and pocket.

While the original Beetle convertible was not imported into this country in large numbers, I think every VW enthusiast would go weak at the knees just thinking about owning an original aircooled example, here is your chance to own something as nice and a lot more practical. It was with regret that I handed APUs keys back on Monday.

Specifications

Engine: 1984 cc SOHC 8v Inline-4,
Max power, 85kW @ 5400 rpm
Max Torque, 172 Nm @ 3200
Transmission: 5-speed manual, front wheel drive
Performance: 0-100 km/h in 11.7 seconds, top speed is 185 km/h.
Economy: 11 litres per 100 Klms.
Suspension: Front: McPherson Strut / Rear: Torsion Beam

Thanks very much to VW for the use of the Cabrio.

Steve Carter

THE TOY DEPARTMENT

Hello again. I recently called into Sheriff's mini cars at Parramatta. I was surprised to see the quality of some assembled plastic model kits on display and part of the ongoing kit competition.

These models of mostly Kombis are derived from the Caramma model collection. Chris has done some amazing things transforming these models.

Whenever I find myself on my soap box or have a bee in my bonnet about something my wife is always quick to say "if you're not happy write a letter". The other day I mentioned my frustration about the lack of bay window model kombis about, particularly with the later manufacturers. Well, you guessed it my wife's response...."write a letter".

Well, my loyal supporters that is what I am going to do! I feel that producers such as Solido, Cararama, and even Welly have the ability to produce the goods. They have to know that this generation of Kombi deserves the right to be acknowledged. And so I will be drafting a letter on behalf of the Toy Department. I will keep you advised of any responses.

In the mean time we are still waiting for the release of the Minichamps 1/43 1972 bay window microbus. So far I have seen no images of these, and they are being very secretive about it and when it will be released. The Minchamps site indicated that it is due to be released sometime time in 2004, but I recall that is has been on the drawing board since 2002.

The Minchamps web site shows images of a real life bay window rather than the model itself, again I will keep you posted.

Finally, I have included some images this month that speak for themselves; they have been sourced from various web sites.

Tony Bezzina



Right to the Heart: ESP +

From Volkswagen AG

Revolutionary ESP with steering intervention as of 2005, first of all in the Golf

New generation of ESP helps the driver to counter steer specifically

From mid-2005 onwards, Volkswagen will be launching a new generation of ESP for the Golf and other models with targeted power-assisted steering. Depending on the situation, the electronic stabilisation program sends impulses to the steering that cause the driver to move intuitively to counter steer correctly. In this way, ESP + driving recommendation contributes to reducing the braking distance by up to 10%, in particular on roads with different coefficients of friction (for example dry on the left, wet or snow-covered on the right).

The new system configured in this way can be used exclusively in conjunction with vehicles which - like the new Golf - have electromechanical power steering or another active steering system. This is why Volkswagen decided at a very early stage to launch the Golf onto the market with an "active" steering

system as standard.

New ESP provides impulses for thinking and steering: the actual decisions remain fully within the authority of the driver

Important: the new ESP does not assume the job of really steering the car, the actual decisions are to remain fully within the authority of the driver. It is much more the case that it provides a steering recommendation - even though this is clearly noticeable (with a maximum torque of 3 Newton metres). The example of road surfaces with different coefficients of friction shows in detail how efficiently the system intervenes: it is winter; one half of the road is dry, the other half still has patches of snow.

ESP today: everything happens at the wheel with the lowest grip

Until now, the ideal scenario on these road surfaces with different coefficients of friction (known as μ split in technical jargon) in the case of full braking with ESP has been: thanks to ESP, the car does not start skidding; the driver is able to keep the car on track and avoid the obstacle.

However, as the braking effect has to orient itself to the wheel with the poorer coefficient of



friction (here: on snow) in order to prevent the vehicle from swerving, the car cannot be braked as strongly as would actually be possible if the wheels were on a dry surface. Without counter steering in the correct direction, the car would swerve due to the "over braking" of one wheel, as the asymmetric braking forces support a rotational tendency of the car towards the side of the road with better grip.

ESP tomorrow: the wheel with the higher adhesion can now really get to grips

It is precisely here that the new ESP with driving recommendation sets in: the system "recognises" the direction in which the driver must counter steer to be able to brake the car without swerving. This is why the unit sends the command to the electromechanical power steering to issue a steering impulse in the required direction. The driver senses this, intuitively complies with the signal, and counter steers in the classical manner. This stabilising intervention means that the brake pressure at the wheels with the greatest grip can be increased. The consequence: the braking distance is reduced by up to 10%.

ESP and EPS: Electrical Power Steering in the new Golf

All of this only becomes possible by networking ESP with an electromechanical steering system (EPS, Electrical Power Steering), as in the Golf. This is a so-called dual-pinion steering system. The power-assisted steering is provided by a servomotor. The two pinions (steering and drive pinion)

apply the required steering force onto both the steering column and servo side into the conventional rack. Here, the steering pinion transfers the steering torque applied directly by the driver; the drive pinion transfers the power-assistance torque from the servomotor via a worm gear. This configuration means that there is always a mechanical connection between the steering wheel and the steering gear; the vehicle even remains steerable after failure of the servo motor. For the driving recommendation via ESP, this servomotor performs the key function, as it triggers the impulse in the steering wheel for counter steering.

Alongside the numerous dynamic advantages, the Golf steering system provides yet another decisive advantage: as the electromechanical solution - in contrast to the conventional hydraulic solution - only "works" in the case of a steering manoeuvre, the average consumption during real vehicle operation falls by approximately 0.2 litres.

During development, particular attention was paid to the sense of centring when driving straight ahead. The steering torque that builds up even with the smallest steering angles underscores the exact sense of centring. A contributing factor here is the active return of the steering; after cornering, the steering wheel returns automatically towards driving straight ahead. In addition, the "self-learning" steering features straight-ahead driving correction. The background: the system itself recognises inclinations in the road and counter steers this accordingly. The straight-ahead driving correction thus offers a significant comfort enhancement, as the driver remains relaxed and



keeps the Golf on track without steering effort.

ESP + Trailer Stabilisation

The Touareg is the first Volkswagen that can be supplied with trailer stabilisation

An ESP software extension makes driving with trailers safer

The electronic stabilisation program has revolutionised active safety in the automobile. However, the technical evolution of ESP is anything but over. Especially the software for control of the ESP provides astonishing potential. The best example: ESP + trailer stabilisation. This is a pure software extension of ESP without an additional sensor system.

Initially, Volkswagen will be deploying the ESP + trailer stabilisation for classical towing vehicles such as the Touareg: the system makes most sense here due to relatively frequent trailer journeys and high trailer loads (Touareg: 3500 kilos, braked). At a later date, trailer stabilisation will also be offered for the Multivan.

Although the Touareg in particular, with its very balanced chassis, the optional or standard (V10 TDI) air suspension and of course four-wheel drive, enable extremely safe operation with a trailer, vehicle combinations can of course be subject to body roll - for example due to strong side winds, improper loading, lane grooves or evasive manoeuvres. Here, even experienced drivers are frequently out of their depth.

With the trailer stabilisation of the Touareg, rolling trailers are detected (via the ESP control unit) even as they start to roll by the characteristic vibrations initiated in the towing vehicle. The system excludes incorrect interventions by means of a comprehensive plausibility check of all ESP signals. In the specific emergency situation, the vehicle combination is decelerated via the ESP by braking the towing vehicle at all wheels and reducing the engine torque until the body roll has been eliminated.

As this is targeted braking, the brake lights are activated automatically - even if the brake pedal is not pressed.

ESP Functions

The electronic stabilisation program coordinates active safety

The new Golf has the most modern system of this kind on board

The most advanced ESP on the market operates in the current Golf - though it is still without steering intervention. This ESP function is not included in the system, either. However, the important yawing moment control (YMC) - recording and correction of the vehicle rotation where required - is what can be termed the core function of the ESP. Before it was used in automobiles, yaw rate sensors were used exclusively in aerospace applications. However, as a general principle: the ESP coordinates active safety in association with a large number of electronic and mechanical modules. The major ESP functions include:

- Anti-lock Braking System (ABS).
- Traction Control System (TCS).
- Hydraulic Brake Assistant (HBA / in the Golf, Dual Brake Assist).
- Electronic Differential Lock (EDL).
- Yawing Moment Control (YMC / actual ESP function).
- Rear Axle Full Deceleration (HVW / actively increases the pressure on the rear axle when the front wheels are already subject to ABS control, but the rear wheels are not).
- Low Dynamic ESP (LDE / can intervene in the event of small deviations when the vehicle is braked although the vehicle is still stable).
- Engine Braking Control (EBC).
- Overboost (additional hydraulic boosting).
- Corner Braking Logic (CBC / regulates braking forces between the left-hand and right-hand side of the vehicle).

In order to be able to deploy and combine the various functions where it makes sense, the ESP permanently compares measurement data on the actual handling characteristics with what the driver wishes to do. These important

parameters are supplied via the wheel speed, yaw rate, lateral acceleration and wheel angle sensors

If the system determines a deviation from stable handling, it stabilises the car by means of individualised brake application at each wheel and intervention in the engine management. However, development in networking with the ESP is still a long way from its final stage. The Phaeton is an example: here, the system also co-operates with the dynamically regulated air suspension chassis. In the next stage, which will come from mid-2005 onwards, the activation of the steering as outlined above will be added for the first time.

ESP Accident Research

ESP saves 800 human lives per year in Germany

Volkswagen introduced ESP in 1998, first of all in the Passat and then in the Golf

More than 80% of all the Volkswagen passenger cars sold in Germany are equipped with the electronic stabilisation program (ESP). Current research in this field showed that ESP, after the seat belt, has developed into the most important lifesaver in road traffic. Approximately 800 people per year owe their lives to the electronic stabilisation program.

Volkswagen introduced the system as early as 1998 in the Passat and Golf model series. Since then, there has been a revolution in active safety. With ESP, it became possible for the first time to defuse dangerous situations by means of active control; until then, even with the best basic chassis and suspension, these situations were likely to have led to severe accidents. With the alliance of high passive safety (crash safety, restraint systems) and active safety (chassis, brakes), the rate of serious injuries in road traffic is declining from one year to the next. In 2003, according to the Federal Bureau of Statistics, the number of fatal traffic accidents in Germany reached a new minimum; it is the lowest value since statistics were introduced in the year 1953.

The electronic stabilisation program and the

brake assistant, which is also used as standard in many Volkswagens, make a major contribution to so-called accident severity reduction or even to avoiding accidents. The following example illustrates this: Volkswagen Accident Research initiated a study to analyse the influence of ESP using a total of 382 real accidents that could be evaluated. Of the main group of vehicles that caused accidents which were not equipped with ESP, 107 began skidding; of the vehicles with ESP, skidding was registered on only four of them. This means: ESP reduces the risk of skidding by approximately 85%.

With the deployment of new driver assistance systems such as ESP + driving recommendation, Volkswagen will continue in future to make a significant contribution to reducing the number of people injured or killed in road traffic. Today in Germany, for certain versions of the Lupo and Polo as well as for all variants of the Golf, Bora, New Beetle, Touran, Sharan, Passat, Touareg and Phaeton, ESP is on board as series standard.

Passive Safety

Euro NCAP: as regards the total of individual results, the new Golf is the safest car in its class. The Volkswagen safety philosophy protects all road users

The combined effects of active and passive safety create a particularly effective protection system. On the one hand, the people in the vehicle are protected. In just the same way, however, pedestrians or cyclists are protected by the fact that ESP actively enables the driver to avoid them more easily. Furthermore, on the passive side, the softer configuration of the body in the relevant areas means that the car does not hit these other road users as hard as it otherwise would. For Volkswagen, this holistic approach to the issue of safety - an analysis from the point of view of all those theoretically involved in a dangerous situation - has the highest priority. The key word here is partner protection.

This systematic partner protection is ideally

illustrated by the new Golf, as the current results of the Euro NCAP crash program show: the Golf achieved not only the maximum of five stars for occupant protection in the case of head-on and side impacts, but also the best values for pedestrian protection (three of four possible stars) and child protection (four of five possible stars). A result of this kind has never been achieved before by any other vehicle in this class tested by Euro NCAP. This efficient overall protection was made possible by the outstandingly rigid occupant cell and highly effective restraint systems, plus excellent partner protection in the body area.

For example, child protection: the highest degree of safety has been achieved here by means of the Isofix attachment of the child seats in conjunction with an additional upper belt (top tether).

For example, pedestrian protection: in the event of an accident involving pedestrians, the new Golf has systematically deformable deformation zones in the front-end, combined with an additional cross-member in the bumper, to achieve significantly lower risk of injury and thus genuine partner protection.

Golf versus off-road vehicle: Volkswagen best-seller masters ADAC crash test with flying

colours

The expression "partner protection" in the classical sense of the car crash test stands for another scenario: collisions between large and small automobiles. Volkswagen, as a manufacturer of vehicles of all classes, also systematically integrates this aspect into the holistic view of vehicle development. As an example, the Golf once again: the crash experts of the ADAC (German motorists' association) examined in an unusual test how the Golf and its passengers survive in a so-called offset crash (frontal with overlap) against large off-road vehicles. In the first crash, the Golf had to compete with an off-road vehicle of modern design (with self-contained body); in the second crash, another Golf had to deal with an off-road vehicle of conventional design (with ladder-type frame).

The Volkswagen, almost one tonne lighter, mastered both crashes with flying colours. All the more remarkable is the balance with which the Golf - due to its "softer" body zones - endangers pedestrians and cyclists as little as possible on the one hand, but on the other hand has an extremely rigid occupant cell with a hard core that guarantees the best possible protection for everyone on board.

Pictures from the Volkswagen Spectacular



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And more pictures from the Volkswagen Spectacular



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