

ZETTSCHEIT

September 2004



Meredith Kay's award winning Notch at Valla

IN THIS ISSUE

**The VW Experimental Vehicles continued
200hp Golf V GTI to debut at Paris
How Tyre Pressure Gauges Work
Volkswagen Technology
The Toy Department
The good oil
And much more**



**A CLUB VEEDUB SYDNEY PUBLICA-
TION**

Proudly a member of the Council of Motor Clubs



Club VeeDub - The Legend Never Dies

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VW Nationals Coordinators:	David Birchall	(02) 9534 4895
	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

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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

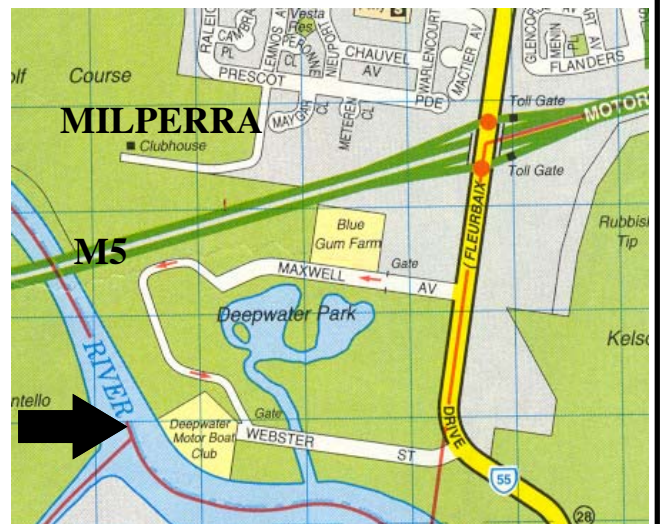
Club VeeDub Sydney Inc.



- ◆ **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.



Oktober Fest - Hubertus Country Club 9/10 October



Oktober-fest at the Hubertus Country Club (205 Adams Rd Luddenham - UBD Map 224 A15) with the gates opening at 10am on both days. FREE Parking and Admission. Featuring Oompah-pah Bands, Strong Arm Competition, Local and German Beer, Food and Market Stalls (Including Club VeeDub), Heaps of Family Fun.

Get there early and bring your VW to join in the Club VeeDub display. The club tent will be setup and it would be great if we could have 2 "Show Condition" cars for each day to be under it, please let me know if you're coming by calling (Or SMS) on 040 820 7228 or (02) 9601-5657. - Raymond

AROUND VICTORIA
6 DAY TOUR
OCTOBER 10 - 15 2004

PRESENTED BY THE VOLKSWAGEN CLUB OF VICTORIA

Gippsland Lakes
Sunday October 10 - Melbourne - Lakes Entrance

The High Country
Monday October 11 - Lakes Entrance - Bright

Goulburn Murray Waters
Tuesday October 12 - Bright - Echuca

The Goldfields
Wednesday October 13 - Echuca - Halls Gap

The Grampians
Thursday October 14 - Halls Gap - Port Campbell

The Great Ocean Road
Friday October 15 - Port Campbell - Melbourne

Registration form and accommodation guide available at club meetings and major events
or call Ross Woolley on 0401 310 704
or Richard Graham on 0418 527 862

50 YEARS

Presidents Report

G'day all, well Christmas is fast approaching, so if you want Santa to bring you something special, then make sure you order it now.... to avoid the Christmas rush, I hate Christmas shopping, so get along to your local Volkswagen shop, and ask for a credit voucher, what a great gift idea.

This months event will be "Boris Picnic Day," will be on Sunday 19th September, 8.30 am till all the snags are gone, so if you want to get rid of any old VW stuff you have lying around, please bring it along for the swap meet. We need volunteers for the BBQ and gate keeping for 1-hour stints during the day, so please come along and lend a hand.

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 out on the newsstands, and has some great articles inside, including coverage from the VW Nats 2004, so pick up your personal copy and support it.

Next month we will be having a night out, at the German restaurant in Beverly Hills, on Friday night 22nd of October. Please call Leigh 9533-3192 to confirm your attendance

The Club is planing a trip to Adelaide in early November, to attend the Volksfest VW show, held by the Volk Enthusiasts Club of SA. Looks like there will be 13 or so of travelling down to Adelaide.

Précis of Committee and General meetings:- 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



Club Calendar

September:

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:

Sunday 3rd:- National VW Swap Meet, Bacchus Marsh Secondary College, corner Griffith & Franklin Streets Melway Victoria. For more information call Bill on 03 9848 1421 or Eric 03 5367 2757. Hosted by VW Club of Victoria Inc.

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.

10th — 15th Around Victoria, 6 day tour. See page #7

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.**

Friday 22nd:- German restaurant night at Beverly Hills. Please call Leigh 9533-3192 to confirm your attendance

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 Cct Grassmere NSW 2570.

For Sale - much loved 1967 VW Beetle, Rego and Pink slip until end June 2005, Came 2nd in 2002 VW Nationals, Kept in garage under dust sheet, Very rarely driven, Rego No: VI 967, Vin no 197688963, Engine No F1148128 (1286cc block) Converted to 12 volt, Whitewall tyres, Baltic Blue In 2002 was substantially restored and repainted in durable acrylic, no filler, no rust, excellent body work. Vehicle is correct. New windscreen and new tyres were fitted .Top end of engine was rebuilt with new 1600c heads, barrels and pistons, new clutch, new petrol pump, gas shocks. new running boards, new headliner and red carpets were also fitted. Red Interior. Has Stereo/CD player.

Asking \$8250 but a reasonable offer will be

Trade and services directory

considered I am pleased to hear from genuine buyers but no time wasters please can be viewed at West Pennant Hills



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02 9354 4593(Office)
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02 9899 5929 (Home)

Parts for sale: - Selling separately - offers considered

To fit 1967 Beetle:

- **Front and rear chrome bumpers** - same as fitted to car
- **Nearside door (no rust)**
- **Nearside front wing**
- **Pair headlamp reflectors**
- **1286cc barrels, pistons and heads** (came off above car)
- **Clutch release bearing** (came off above car)
- **Clutch plate and pressure plate** (came off above car)

Also: Small steering wheel (fits super beetle)

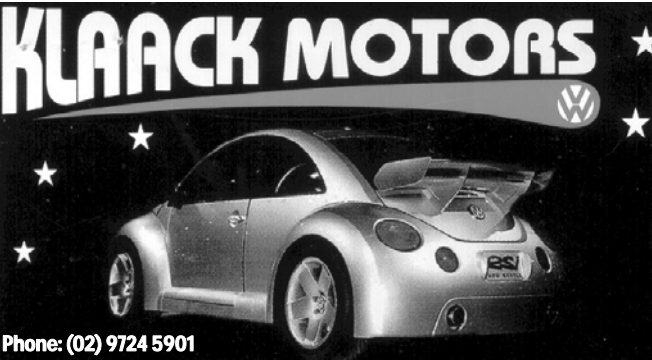
Pair of oval headlamps (not sure from which VW model)



* VOLKSWAGEN * SUBARU * HONDA * SUZUKI
* 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

Phone Bill Laurie Tel:
02 9354 4593(Office)
Mobile 0421614039
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Phone: (02) 9724 5901
Or (02) 9727 2057
Fax: (02) 9723 5250

2A LACKEY STREET FAIRFIELD 2165

For Sale:- "Lucy" 1970 VW beetle, rego to Feb 2005, excellent condition, full records of all repairs/services/additions over last 7 years, reconditioned engine 12 months ago, good body work, all tires good, new bumper, new muffler, CD and speakers. \$4500. Please contact Alyssa 0402677854 OR 93822848.



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For Sale:- 4 new chrome mangel wheels. 15x5.5 early 5 stud pattern.
4 new hub caps
2 new 185 x 65 x 15 tyres \$800 ono call 0412 191 434

For Sale:- VW 1600 cc twin port engine, recently rebuilt by Brookvale Spares, Excellent reconditioned ready to go, regretful sale, asking \$1950.00 Contact Michael Rodger on 02 43 93 5145 or 0415 060 233

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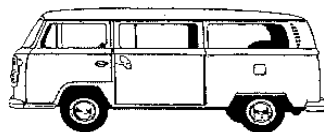
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Wanted

Your add in this space.

The cost for 11 months is \$110.

This does not include the annual
VW Nationals program.

Contact Steve on (02) 9153 6782

Wanted:- TDI Golf, or a factory turbo diesel 4 cyl', or a good Mk1-2 Golf body, would love a ute. Have heaps of Mk 1 diesel bits + 87 Audi 100 CD ph anytime 0414765427 0747251194 Herbert

For Sale:- 1955 floor pan new German halves put on and painted \$450.00 o.n.o
Front beam early \$50.00 o.n.o
Gear box early \$75.00 o.n.o
Car bra for early beetle \$125.00 o.n.o
Please Phone John on 02 69738814

For Sale:- 1971 Super Beetle - Very reliable 1600 twin-port engine. New Clutch. New carbie. New brakes. All new rubber. POR-15 treated throughout absolutely no rust. Reconditioned petrol tank. BMW Sea Green w/ brushed aluminium running boards. Stock wheels. Beaut interior. Stereo/cassette deck. Rego 26.6.05 - \$3300. Photos on the web at <http://www.hermes.net.au/cjb/1302.html>. Contact Annie or Chris in Mt Victoria on (02) 4787 1213 or 0421 836 370. Email annie@hermes.net.au

For Sale:- 1971 1302 Beetle reg YYW232, Original purchase receipts, Shantung (cream) original paint, tan upholstery, travelled a genuine 47,588 miles, original service records and instruction manual, 5 new Michelin tyres, full list of restoration work available, lovingly restored, runs like new, a vehicle in excellent condition, price \$7990.00 Bowen Mountain, NSW Ph 02 4572 1373, email arty@exemail.com.au

For Sale:- NSW number plates "1hotvw" black on yellow plates, make an offer.
1 set of standard VW new beetle wheels, less than half worn -best offer 0412 224 160

For Sale:- 1974 VW beetle 1300, Citrus Red reg HFE278 2/05, good condition, maint reg. new tyres any reasonable offer accepted. phone 0295470460, mble 0419481743

For Sale:- 1973 Superbug 1600 L, white, new motor, mags with near new tyres, cd player, fibreglass guards, new carpet throughout, October 04 rego \$4500. Phone (02) 4575 1765,

Trade and services directory

0417 208 295.

ABN 45 070 734 314
Tel: 9534 1077



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For Sale:- Type 3 1970 S/Wagon. White Reg 2/05. Good mech. Serviced by specialist. New baby must sell. \$2,800 Contact Andrew on 0419 703 002

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 0404-8611-62.



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For Sale:- 2.1 litre water-cooled Kombi motor. 10.5:1 compression 112 bhp DJ series, decompressed to 8:1 for turbo use, comes with low kilometre used 10.5:1 pistons. Only travelled 80,000, like new. Counterweighted stock crankshaft, Pauter conrods, heads have been reworked and have Gene Berg 1.4:1 ratio rockers, made 86 hp at the rear wheels while normally aspirated. \$2,500 ono. Contact Steve 02 9153 6782 or info@clubvw.org.au

Cub VeeDub Merchandise
For club T Shirts, hats,
jackets etc.
Contact Raymond Rosch
0408 207 228 or
rwhr@aapt.net.au

For Sale:- VW Trakka. 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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John Walker

Lic No. 100

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

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

Trade and services directory



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- 7pm)

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.

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

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

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

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 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 Dearn 0403 478094 or 03 95072304.

For Sale:- rear seat for 72 — 74 Kombi, needs recovering. \$100 ono, call Andrew Ford on 0407 417 330

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.

The VW Experimental Vehicles continued

1989 Volkswagen Futura:



The Futura - How cool is a people carrier with gull-wing doors

The VW Futura was a compact van (VW could have got ahead in the MPV market with this



one) with gull wing doors opening up, not out, giving way to both rows of seats. It was an all wheel drive vehicle. The 82 hp engine had a mechanical supercharger and an original evaporation cooling system. This is not a lot of power for modern engines, but the Futura weighed only 1000 kg. The evaporation cooling system made it unnecessary for the car to have a pump and ventilator. It also featured a new electronic system of reducing noise inside the vehicle consisting of several loud speakers that cancelled out the engine noise (useful in a Beetle or Bus no doubt)

1991 The Volkswagen Vario



This was an attempt to build a fun open top vehicle based on the Golf platform, a sort of Golf version of the old VW Safari of the 1960s. The idea was shelved, but the basic idea is now being pursued by VW with the new Tarek concept off roader.

1992 The Volkswagen Chico

The 1992 Chico - an experimental Hybrid vehicle

The second Chico concept was a Hybrid-powered (petrol and electric) compact 2+2 vehicle designed for use in densely populated regions and the areas surrounding them.

The vehicle allowed for automatic switchover



from a combustion engine to an electric motor. The spark ignition engine worked mainly during acceleration and at the speeds more than 32 mph. The 6 kW electric motor was utilised during phases when the vehicle was being driven at an almost constant speed in town traffic. The two-door hatchback Chico was only 126 inches long and 64 inches high.

In order to provide easy entrance and exit, a four-joint door hinge was developed combining the elements of a sliding door with those of a wing door. The driver was supplied with information via two displays.

There was a liquid crystal display on the dashboard, which supplied the usual data, on road and engine speed, and a head-up display supplied destination-tracking information. A car well ahead of its time, and the sort of idea that many car manufacturers are pursuing today.

1994 The Concept 1

While VW Germany was reluctant to resurrect the Beetle, the Americans were all for it and designed the concept one as a show car for the 1994 Detroit Motorshow. If you think it was pretty much like the final New Beetle you



would be wrong. The concept 1 had all the curves of the final production car but was based on the Polo platform and was therefore a much smaller car.

Response was so overwhelming that production was assured, and the decision was made to base the production model on the Golf platform, the New Beetle was a concept that well and truly made it.



1996 The VW NOAH

The VW NOAH CONCEPT starts with a six-seat, one-box body with an unusually long 118-inch wheelbase. This is the perfect family sized craft. Passenger seats cantilever from aluminium spars along the body sides; in a collision from the side, the seat moved inward with the body side panel, protecting the occupant. It has a front-wheel-drive turbo garbage thrust, while the "sandwich" floor leaves space for cold fusion cells. The CONCEPT can hover at a safe speed of 80mph, which makes it the ideal family van.

The vehicles floor consists of recycled, splinter-proof wood. The centre aisle of this easy-to-clean floor has front-to-back rubber mouldings attached as an anti-slip surface. Instead of conventional storage compartments, there are six removable leather pouches in which items for the journey can be stored

Along with its voice and fingerprint operated locks, the VW CONCEPT came equipped with a state-of-the-art EYE-TRACT lock. This lock is the ultimate in craft protection. After it

checked your voice and fingerprint connections, it scanned your eyeball, and matched it to your exact hue, regardless if you were wearing contacts or not. Perhaps a forerunner of the concept microbus?



Chinas Sub Lupo

Was rumoured to be introduced in Summer 2002, The Volkswagen Mini (not its final name) is geared towards car buyers in developing countries, i.e. in China and South-America. China will not only be one of the biggest markets for this small vehicle but will also be the preferred production place as work is quite cheap. China's market is regarded by experts as one of the most potent ones in the next twenty years. Smaller than the Lupo, the new car may also appeal to European City buyers and b young people - who might buy it instead of second-hand cars.

I hope you have found these lost and found VWs interesting. I have no doubt missed out some models.

From Wheelspin, The magazine of the London and Thames Valley VW club.

The good oil

Today's sophisticated multivalve engines, and advances in oil technology, have led to much longer service intervals for new cars. In some cases, car manufacturers confidently claim that servicing is only required at intervals up to 15,000km.

But many drivers are risking engine damage and premature wear by taking these claims at face value. You have to read the fine print to understand that long service intervals are only feasible if your car is being driven under ideal conditions.

Your owner's handbook probably contains advice suggesting that, if you drive your car under adverse conditions, you need to change the oil and get it serviced more frequently.

Adverse conditions are not necessarily restricted to a Simpson Desert crossing. Most of us actually drive our cars in an environment that is extremely hard on the engine's oil.

Mitsubishi suggests the following situations require more frequent oil changes. Most other carmakers have similar lists:

- # Frequent short runs (for example, the average trip being less than eight kilometres).
- # More than 50 per cent of your driving in heavy city traffic.
- # Sustained high-speed driving in temperatures above 32 degrees.
- # Driving in dusty, sandy or salty conditions.
- # Continuous operation at higher than normal loading, especially towing.

According to Castrol, today's engines generally last about 200,000km. If they are well looked after, particularly in terms of regular oil changes, they can go up to 500,000km without a major overhaul. You would expect an oil company to encourage more frequent oil changes, but Castrol's point is a valid one.

Why change your oil?

Water vapour, unburnt petrol and gases from the engine's combustion process all end up in your oil.

If you rarely travel more than 20km after each cold start, your oil will soon become saturated with contaminants and lose its protective abilities. This applies no matter what quality of oil you are using. In winter, the detrimental effects of short trips on engine oil are more

severe.

It's only after 20km that the engine and oil get hot enough to vaporise these contaminants; this is why a car that is mainly used on long trips actually gives its oil an easier time.

So how often should you change your oil to ensure the best performance and reliability from your engine? Castrol suggests that if you travel less than 20km per trip for more than half your journeys, every 5,000 to 7,000km is recommended, or every six months if you cover less than this.

An oil and filter change will cost \$50-\$100 at a workshop, so the best idea is to get it done at the midway point between your car's scheduled services. Ask for a good quality oil with an API SH or SJ rating.

So if it's been a while since you checked or changed your oil, it's probably time to take some action.

200hp Golf V GTI to debut at Paris

From Volkswagen AG



Wolfsburg, Germany - 1 September 2004 - The new Golf GTI is on its way. The first of the new Golfs powered by a 147 kW / 200 PS turbo engine are due to be delivered this autumn in Europe. The new model is a thoroughbred GTI following the sporting tradition of its original GTI ancestor, which was unveiled in 1976.



Although almost thirty years separate the first and the current fifth generation, the standard remains the same: to give uncompromising driving pleasure.

Like the pioneering original, the present day Golf GTI, available with two or four doors, is dominated by an unmistakable sports look inside and out, a very dynamic engine and extremely taut suspension.

The GTI letters are an absolute phenomenon: 93.2 percent of all Europeans and 98.5 of Germans associate them with the Golf. GTI = Golf = Volkswagen. Volkswagen has now started the fifth chapter of its GTI success story. The GTI based on the fifth generation Golf takes cues from its ancestor, but reinterprets typical GTI values with fascinating drive and running gear dynamics and a design, which combines power with aesthetics.

GTI Engine -To power the Golf GTI, Volkswagen is using a newly developed 2.0 litre FSI turbo engine. The 147 kW / 200 PS direct injection petrol unit with a high-compression ratio of 10.5:1 makes an ideal GTI engine thanks to its dynamic torque curve (280 Nm between 1 800 und 5 000 rpm). With a standard six-speed gearbox, the four cylinders accelerate the Golf GTI to 100 km/h (62 mph) in just 7.2 seconds. The GTI goes from 60 km/h (37 mph) to 100 km/h in 5th gear in only 7.5 seconds and reaches its maximum at 235 km/h

(146 mph). The Euro 4 engine has an average fuel consumption of a frugal 8.0 litres per 100 kilometres. The extremely quick dual clutch gearbox (DSG) for uninterrupted power in gear changes is available as an option. It enables the Golf GTI to charge to 100 km/h in under 7 seconds (6.9).

GTI Exterior -The Golf GTI has a powerful presence with an exterior design which is typical GTI: black radiator grille with red frame, striking front and roof edges and rear spoiler with twin tail pipes, distinctive 17 inch alloy wheels (wide 225 tyres) and red callipers on the four large disc brakes. The GTI look continues with a distinctive bumper, black widened sill panels, high-gloss B pillar trim, blue heat-reflective windows and darkened headlight housings.

The Golf GTI exterior, and especially the front end, is also more distinct from the rest of the model series that ever before. Looking at the bodylines in detail, the arrow-shaped contours of the bonnet flow unbroken into the newly designed, shield-shaped black radiator grille. The bumper below has three large air scoops supplying intake air to the GTI turbo engine. Like the radiator grille, these are also covered by diamond mesh.

GTI Interior- If there ever was such a thing as a classic interior, then the first Golf GTI of 1976 deserves that description. The interior of the

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new Golf GTI achieves a similar distinctiveness with present day technologies and styles. The seats, for instance, are newly designed for the GTI and offer maximum comfort with the best possible side support and sporty looks. The high seatbacks with integrated, but adjustable headrests underscore the interior's feel of functionality combined with sporting intent. The GTI logo stitched into the headrests is one of the perfect details rounding off the interior.

Like the first Golf GTI, the new model has a three-spoke steering wheel with aluminium trim. Today it is even fitted as standard and is covered with perforated leather for a perfect grip. Aluminium is also a major feature of the gearstick knob; the trim inserts and the pedal cluster. Another hallmark of the GTI: the black headliner.

GTI Equipment -Other interior features specific to the GTI include newly designed instruments, air conditioner (Climatic), multi-function display, illuminated front foot wells, automatic anti-dazzle interior mirror, rain sensor, coming home and leaving home lighting function, and a tyre monitor display. On the outside the Golf GTI has characteristic fog lights and a 15 mm lower, specially tuned sports suspension. Like all Golf models, the GTI has a comprehensive package of safety features. It includes the electronic stabilisation programme ESP, active front head restraints, three rear head restraints and six airbags.

GTI History- Production of the first Golf GTI was launched in June 1976. There was originally supposed to be a limited edition of just 5 000 GTIs, which were initially available in silver and red only. But then the unexpected happened. The 81 kW / 110 PS Golf GTI, capable of 182 km/h, went on to conquer a new clientele and became the founder of the GTI class. Over four generations the original 5 000 vehicles become over 1.5 million Golf GTIs.

After 31 years of ownership she's gone

Well last week was very sad for me, I bought



my bug in 1973, and last week I sold it. I have kept lots of parts from it to put on my new project. At the moment I don't have a bug in my garage, 1st time in 33 years, my new project, a 1973 1303 L bug will be coming home as soon as I finish some long put off work around the house. The L Bug once belonged to a good friend of mine named John Polden, we used to both work together and John was a keen club racer and campaigned the L Bug with a 2000 and later a 2180 motor, John then moved to the dark side and fitted a rotary motor and turned the car into a dedicated racer, the car has sat in John's garage since 1985, so when John moved to Queensland a few years ago he couldn't take the L bug with him, that's how it came into my hands via Richard from V Force. The yellow car was the rehearsal, now for the main event. You know what they say, if you don't learn from your past mistakes your bound to repeat them.

I don't feel as bad as I thought I would, maybe because I will have a new project to work on soon, if I had just gone cold turkey with no new VW I think I would have felt worse.

My old yellow bug now has a 1600 in the back now, stock brakes and suspension apart from the special Vintage Vee Dub front struts that were necessary to run the 17 inch Porsche wheels that I left on the car.

If you see my old bug around, give it a wave; the new owner sold a Porsche 911 to buy it.
Steve

THE TOY DEPARTMENT

Some of us may recall or have rare examples of the original Hot wheels beach bomb kombis or beetles in our collections.

In earlier editions of the Toy Department we spoke about how an original beach bomb kombi in mint condition sold at Christies auction in London for 2,500 pounds.



There were two versions of the kombi, one with surfboards in the rear, and another with boards on the side.

Hot wheels this year have re-released this fine model in some variations and colours, including metallic Green or red, & chrome. Expect to pay up to \$80.00 for each of these.

Suki has been making superior quality German model cars now for over 27 years. If anyone is

going to make a superior German model, it's going to be none other than Germany.

One example of superior quality is the time and effort gone into the suspension in the Suki range.

Compare this to some others such as the Majorette range of bay window Kombis, and you will immediately notice the difference. In some cases the suspension will not hold out to what they were intended for, that is to be played with by young and old. Of course unless you prefer the lowered look!

This next image of a Suki bay window, which is a Maltese Ambulance Kombi, and comes with a bit of a story.



Coincidentally I am a Maltese Australian. In 1977 at the age of 15 I visited Malta and saw these Ambulance's racing down the narrow streets exactly as presented here.

I was not to know that in 1980 I would purchase my own '77 Microbus.

The only disappointment is that I don't own this fine model.

Tony Bezzina

Volkswagen Technology

TDI -Diesel for the future

We all know diesel engines, right? Loud, smoky, slow and pains to start? Wrong. That may be where they've come from, but thanks to the advent of TDI (Turbo Direct Injection), they're set to become the smooth, economical, high performance engines of the future.

Pioneered by Volkswagen's performance lab and daughter, Audi, in 1989, TDI not only put diesel engines on a par with spark-ignition systems (petrol) for power and performance, it eclipsed them in terms of torque. The basic principle involves a turbocharger forcing an optimal amount of fresh air into the cylinder, then, directly after the compression stroke, an injector delivers diesel fuel at very high pressure directly into the compression chamber.

Direct injection allows better, more complete

combustion, which increases efficiency and reduces emissions. This has made TDI synonymous with power, high performance and low fuel consumption. The addition of more effective engine encapsulation and hydraulic engine mounts has in addition reduced noise and provided smooth running and low vibrations.

What we at Volkswagen have done is to refine this excellent principle even further by adding highly advanced 'Pump Nozzle' injection systems, which allow higher injection pressures. Here, each cylinder is fitted with a pump-nozzle unit that combines an injection pump with a controller and injection nozzle. The units build up high injection pressure (currently 2,050 bar) mechanically via an additional cam connected to a small, high-speed plunger. The plunger, controlled by a solenoid valve, pumps rapidly, which quickly builds up pressure in the so-called 'plunger chamber'. When the solenoid valve closes, the pressure build up stops (vital for complete and clean combustion) and the pressure is exerted to inject fuel.

Indirect injection Direct injection (TDI)

The pump-nozzle system provides the highest injection pressure for more efficient combustion.

These units are capable of producing much higher injection pressures than other diesel injection systems (28% more than the latest common rail injector), and deliver balanced injection, improved torque, reduced emissions, silky smooth running of the engine and up to 45% greater fuel efficiency. The current pinnacle of our diesel development work is the V10 TDI. Built around 10 cylinders in a 'V' configuration (something more typical of a Formula 1 race car), this awesome power plant delivers some incredible stats:

- 230kW at 4,000rpm
- 750Nm of torque from just 2,000rpm

So incredible in fact that in 2003 it won the prestigious International Engine of The Year Award in the above 4.0-litre category.

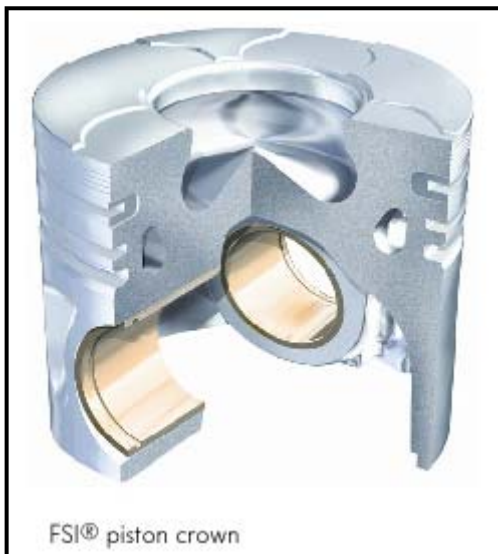
Presently, the V10 is only available in Australia

on the Touareg where it translates into 0-100km/h in 7.8 sec, 225km/h top speed and a combined fuel economy of just 12.3 litres/100km.

You needn't however, drive top of the range to enjoy TDI diesel excellence. The 5 cylinder, R5 engine now available on the Touareg, as well as the 1.9 and 2.0 L diesel power plants on the Golf V all feature TDI direct injection and deliver the exact same enhanced torque, improved fuel efficiency, smooth running and reduced emissions as the award winning V10.

Volkswagen Technology

FSI® --'Greener' high performance

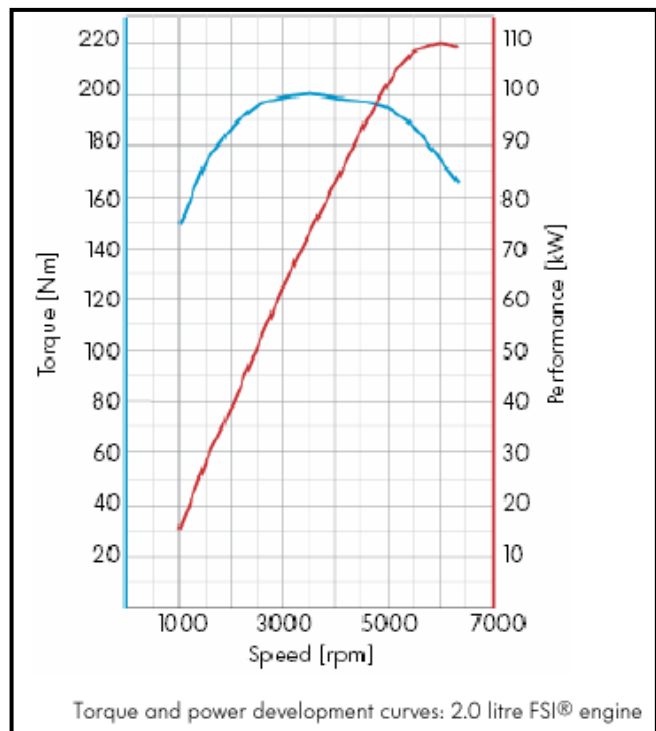


FSI®, or Fuel Stratified Injection, represents the state-of-the-art in fuel injection technology. It increases both torque and power of spark-ignition engines, while improving economy (up to 15%) and reducing exhaust emissions. As opposed to standard manifold injection systems, FSI® engines inject fuel directly into the cylinder and use a specially shaped piston crown to concentrate the air/fuel mix below the spark plug. They also dispense with the throttle

plate, effectively 'unthrottling' the engine. This combination of factors produces optimal fuel combustion and reduces heat loss, which increases output while reducing fuel consumption and emissions. In 'on road' terms this equals more power from less fuel: a result that's better for drivers as well as the environment.

FSI® functions in two modes: stratified charge (partial loading) and homogeneous operation (full loading). Stratified charge mode -running on air When the vehicle is not under full loading (high speed, heavy acceleration, fully loaded), the stratified charge mode kicks in reduce fuel consumption to a minimum without affecting performance. It functions via a 'charge flap' in the intake manifold, which regulates its diameter and channels the airflow into a precisely defined area. This is then mixed with a minimal amount of fuel (injected as late as possible in the compression stroke) to create a combustible mixture in a precisely defined area directly below the sparkplug. The remainder of the combustion chamber contains only air. This operation results in highly efficient combustion and maximum performance return from every drop of fuel.

Homogenous mixture -More power and torque from the same fuel If the vehicle is exposed to



full loading, the FSI ® engine enters homogenous mixture operation which increases compression, efficiency and performance. In this mode the 'charge flap' opens and air can flow into the combustion chamber through the full diameter of the manifold. This increased airflow is mixed with directly injected, cooled fuel to create a homogeneous fuel/air mixture throughout the entire combustion chamber. The direct injection of cooled fuel allows a higher compression ratio than what would be possible in a conventional naturally aspirated engine. This, in turn, produces a complete and highly effective combustion process that extracts more power from the same amount of fuel.

How Tyre Pressure Gauges Work



By Marshall Brain

If you've got a car, you probably own one of those pen-sized tyre-pressure gauges. It's got a funny little spherical thing on one end and a little sliding scale on the other end.

Have you ever wondered how it measures the pressure? And why doesn't the little scale just blow out the end?

In this article, we'll figure out exactly how these pressure gauges work!

Let's say you take a 1-inch by 1-inch piece of wood that's 3 feet long, and let's say this piece of wood weighs 1 pound. If you were to stand that piece of wood on-end on your foot, it would place 1 pound of pressure on your toe. Since its cross-section is 1 square inch, it exerts 1 pound per square inch of pressure (1 psi) on your toe. If you were to take a 30-foot-long piece of the same wood and balance it on your

foot, it would apply 10 psi of pressure. If it were 300 feet long, it would apply 100 psi, and so on.

Water that is 1 foot deep exerts 0.43 psi, so if you are a mile underwater there's about 2,270 psi being exerted. That is, a 1-inch-square column of water a mile high weighs 2,270 pounds.

Air works the same way. The atmosphere is about 50 miles "deep," and at sea level it exerts 14.7 psi. That is, a 1-inch-square column of air 50 miles high weighs 14.7 pounds. Our bodies think 14.7 psi of air pressure is completely normal.

Exerting Pressure

The way a gas like air exerts pressure inside a container like a tyre or a balloon is through the action of the air atoms colliding with the sides of their container.

Imagine that you have a single atom of nitrogen in a sealed container. That atom is in constant motion ricocheting off the sides of the container. The speed of the atom's motion is controlled by the temperature -- at 0 degrees Kelvin (absolute zero) the atom has no motion, and at higher temperatures the speed increases. By its collisions with the sides of the container, the atom exerts an outward pressure. So there are two ways to increase the pressure inside the container:

- * Raise the temperature of the atoms inside the container - The hotter the atoms, the faster they move.

- * Put more atoms in the container - The more gas atoms you put in the container, the more collisions you get and the greater the pressure they exert on the sides of the container.

When you blow up a tyre on a car or a bike, you use a pump to increase the pressure of the air inside the tyre by increasing the number of atoms inside the tyre. A car tyre typically runs at 30 psi, and a bike tyre might run at 60 to 100 psi. There is no magic here -- the pump simply

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stuffs more air into a constant volume, so the pressure rises.

Inside the Pressure Gauge

The parts of a typical pressure gauge look like this:

There are three simple steps involved in measuring a tyre's pressure with a pressure gauge:

1. Get in a steady position to apply the pressure gauge to the valve stem.
2. Apply the gauge, forming a good seal between the gauge and the stem and releasing air from the tyre into the gauge. Note how the pin inside the gauge presses against the valve pin inside the valve stem to release air from the tyre.
3. Read the pressure from the gauge.

Inside the tube that makes up the body of the pressure gauge, there is a small, tight-sealing piston much like the piston inside a bicycle pump. The inside of the tube is polished smooth. The piston is made of soft rubber so it seals nicely against the tube, and the inside of the tube is lubricated with a light oil to improve the seal. In the picture below, you can see that the piston is at one end of the tube and the stop is at the other. A spring runs the length of the tube between the piston and the stop, and this compressed spring pushes the piston toward the left-hand side of the tube.

The funny spherical thing on the left end of the gauge is hollow. The opening in the sphere is designed to engage a tyre's valve stem. If you look in the opening, you will be able to see a rubber seal and a small fixed pin. The rubber seal presses against the lip of the valve stem to prevent air from leaking during the measurement, and the pin depresses the valve

pin in the valve stem to let air flow into the gauge. The air will flow around the pin, through the hollow passage inside the sphere and into the piston chamber.

When the pressure gauge is applied to the valve stem of a tyre, the pressurized air from the tyre rushes in and pushes the piston toward the right. The distance the piston travels is relative to the pressure in the tyre. The pressurized air is pushing the piston to the right, and the spring is pushing back. The gauge is designed to have some maximum pressure, and for the sake of example let's say it is 60 psi. The spring has been calibrated so that 60-psi air will move the piston to the far-right of the tube, while 30 psi moves the piston half-way along the tube, and so on. When you release the gauge from the valve stem, the flow of pressurized air stops and the spring immediately pushes the piston back to the left.

To allow you to read the pressure, there is a calibrated rod inside the tube:

The spring is not shown in this figure, but the calibrated rod fits inside the spring. The calibrated rod rides on top of the piston, but the rod and the piston are not connected and there is a fairly tight fit between the rod and the stop. When the piston moves to the right, it pushes the calibrated rod. When the pressure is released, the piston moves back to the left but the rod stays in its maximum position to allow you to read the pressure.

Understanding Pressure Air Pressure at Various Altitudes

- * Sea level - 14.7 psi
- * 10,000 feet - 10.2 psi
- * 20,000 feet - 6.4 psi
- * 30,000 feet - 4.3 psi
- * 40,000 feet - 2.7 psi
- * 50,000 feet - 1.6 psi

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