

ZETTSCHEIT

November 2004



Shirley Pleydon's Beetle at the Oktober Fest

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A CLUB VEEDUB SYDNEY PUBLICATION

Proudly a member of the Council of Motor Clubs



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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.**

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

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Monthly Club meetings are held at Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the third Thursday each month at 7:30 PM. All members and visitors are most welcome.
All mail should be addressed via the Secretary,
c\ - 14 Willoughby Cct Grassmere NSW 2570
Zeitschrift is produced monthly by Club VeeDub Sydney. Classified ads are free to members, send your add to the above address or send an email to the editor. We welcome all letters and contributions, which will be published if


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The Volkswagen Club of Victoria presents
SHOW & SHINE • TRADE DISPLAYS • SWAP MEET • FUN FOR ALL THE FAMILY



Sunday November 28th

YARRA VALLEY RACING CLUB
Armstrong Grove, Yarra Glen - Melway Ref 275 B1
Gates Open 9am
Swap Site Holders & Trade Stand Entry Only from 8am
Show & Shine Car Entries Close 11am SHARP • Sorry - NO Dogs permitted



CELEBRATING
50 YEARS

For more information visit www.vwclub.com.au or phone: Paul 0417 547 266 or Richard 0418 527 862



NoH2O's Annual Free'n'Easy#4 Volkswagen Show and Shine

Sunday November 21st 2004
12 noon to 4pm

Part of the Fremantle Festival, held in conjunction with the annual Fremantle Kite Festival, the NoH2O Free'n'Easy Volkswagen Show and Shine is the 'collectives' premier event. Now in it's 4th year, has become one of the fixture 'must attend' VW events in Western Australia.

As the name suggests, the NoH2O Free'n'Easy Volkswagen Show and Shine is a FREE low key affair, open to all VW's and their siblings.

See you in the park opposite South Beach Café (corner of Duoro Road & South Terrace...eastside of the railway line).

Email Simon for more details: simon@noh2o.org

Vintage Rego Day & Christmas Luncheon Sunday 5th December Kyeemagh RSL

Further information for HCRS holders: It has come to that time of the year again when we hold our annual Vintage Registration Day. This outing is an official club event where everyone is invited.

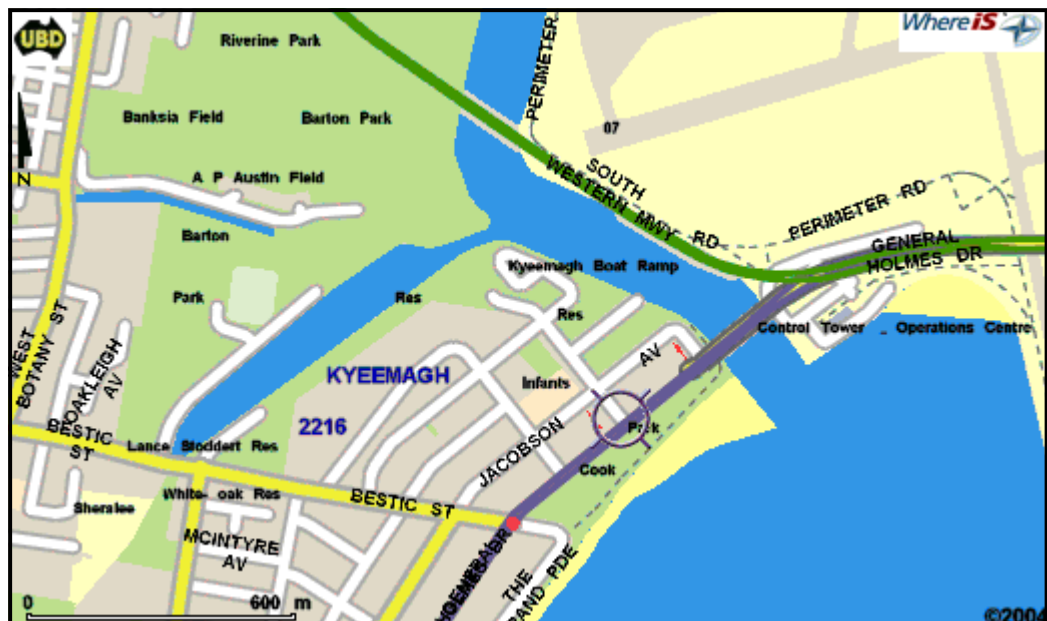
It is a Club rule that if your vehicle is on HCRS plates, you must attend this day with your vehicle

What to bring on the day:

- ☺ Your Vehicle.
- ☺ A Pink Slip for roadworthiness is required for each vehicle you own.
- ☺ Your current membership card. (You can extend your membership on the day. Please bring cash or a cheque made payable to “Club VeeDub Sydney Inc.”)
- ☺ The completed RTA Historic Vehicle Declaration (RTA Form #1259)
- ☺ The completed RTA Application For Conditional Registration (RTA Form #1246)

These forms are available from the RTA WebSite.

See you there! Regards, Peter, Vintage Registrar





AUSTRALIA DAY NRMA Motorfest

NRMA Motoring & Services has a long and proud association with Australia Day (26th January) celebrations as Sponsors of NRMA Motorfest. NRMA Motorfest, held each year on Australia Day, celebrates Australia's love of the automobile with over 900 veteran, vintage and classic cars, commercial & military vehicles and motor cycles on display.

NRMA Motorfest attracts more people than any other outdoor display of vehicles in the southern hemisphere and is a significant part of Australia Day Council celebrations held in Sydney CBD.

NRMA has been helping our members and the community with their journeys since 1920 and this year the theme - Celebrating Australian Journeys-reflects this involvement. The motor car provides an important link to our families and friends and NRMA remains committed to assisting our members with their journeys by providing legendary road service, NRMA batteries, vehicle inspections, motoring and travel advice.

Additionally, NRMA implements a range of public policy, advocacy and community education programs on road safety and other motoring matters related to journeys.

2004 will see NRMA Motorfest celebrate its 19th year with plenty of exciting displays and entertainment to keep visitors enthralled. The NRMA Jazz stage in the north end of Hyde Park will have jazz enthusiasts toes tapping with some of Australia's top jazz performers including the Elizabeth Carthew Quintet, Swing City and special guest act from America, Barbara Morrison.

The NRMA plaza kept visitors up-to-date with the latest information and advice from NRMA Travel and Touring, Membership, Road Patrol Service, Vehicle Inspections and much more! NRMA is also pleased to present its Advanced Technology Vehicles Exhibition showcasing a fascinating display of vehicles that use advanced technology or alternative fuels. Vehicles on display will include an NRMA Road Service Van running on natural gas, electric vehicles and a solar racing car.

For further information on NRMA Motorfest, please contact (02) 8222 2165

Presidents Report

Some 35 members attended our Restaurant night held at the Rhinedorf German Restaurant, Beverly Hills, on Friday 22nd October. There was plenty of food and some great stories being told, on the night. Thanks to Leigh and Belinda for organising the night.

The annual Flat Four VW Club Shootout was held last Sunday 31st October. Numbers were up this year, with a very high standard of cars entering the car show-judging event. The lay out was altered slightly this year with the swappers being relocated to the back parking area, allowing them more room to spread out and sell. Some of our club members were approached by Craig Hughes, the editor of VW Magazine Australia, to have an article done on their car for future issues of the magazine.

All members who have Vintage registration, please note our registration day will be on Sunday 5th December, all members are welcome, see advert for details.

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

The 4th issue of VW Magazine Australia is out on the news stands, and has some great articles inside, please look for our full page advert, with information regarding the VW Nationals 2005, so pick up your personal copy and support a great magazine.

Eleven club members will now be attending the Volksfest VW show in Adelaide. Unfortunately the bus trip didn't attract enough numbers, so we will now be flying down for the weekend. Hopefully a full report and pics next month.

Précis of Committee and General meetings:- Flat Four VW Shootout, Volksfest Day SA, Vintage Registration Day, NRMA Motorfest, VW Nationals 2005.

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, Dave



Club Calender

November:-

Thursday 18th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 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. 8:00pm.**

Saturday 20th:- Wakefield Hillclimb. Dave King is again running his wonderful, low key event down at Wakefield Park. Members do not need a CAMS license nor does your car have to be full on racing specs.

You can run on a CAMS basic license or a Wakefield Park Comp. License which costs about \$30 and lasts for a year. Buy one on the day

The car must have a few little safety items (see the supp regs attached) but if it is road reg. no need for roll bars and that sort of junk.

You can run multiple drivers in the one car so give your mate or helper a thank you just before Christmas.

The hillclimb is safe and easy to manage with no nasty walls and things to bounce off.

You get plenty of runs and it is the MOST enjoyable form of motorsport with a great bunch of people.

Contact David King, Phone home: (02) 6286 1214 work: (02) 6126 2244 mobile: 0412 523 060 email: timespan@ozemail.com.au

Sunday 21st:- NoH2O's Annual Free'n'Easy#4: Volkswagen Show and Shine 2004, in WA see page 4 for details.

Club VeeDub - The Legend Never Dies

Sunday 28th:- Day of the VW in Melbourne, at Yarra Valley Racing Club. Swappers and trade stand entry from 8am, public from 9am. Show n shine entries close 11am. No dogs permitted. For more information phone Paul on 0417547268, or Richard on 0418527862.

December:

Thursday 2nd:- Magazine cut-off date for articles, letters and 4-sales for December.

Sunday 5th: - Vintage Rego and Xmas Lunch day at Kyeemagh RSL. All Vintage Plate holders must attend, but all VW owners are welcome too.

Thursday 9th:- Committee Meeting 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 XMAS MONTHLY MEETING at the Greyhound Social Club, 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. Special Christmas nibblies and drinkies. 8:00pm.**

2005

January

Thursday 6th:- Magazine cut-off date for articles, letters and 4-sales for January.

Thursday 13th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park).

Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 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. 8:00pm.**

Wednesday 26th:- NRMA Motorfest in the

Sydney CBD. For more information see page 6

February

Thursday 3rd:- Magazine cut-off date for articles, letters and 4-sales for January.

Thursday 10th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park).

Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 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. 8:00pm.**

Sunday 20th:- Summer Swap Meet - Veteran Car Club of Aust (Tas) Inc Northern Section. 9am Start. Cimitiere Street/Cameron Street Council Car Park, Launceston Tasmania Entrance via Cameron St. Enquiries Phone 0411 404 560

Wednesday 26th:- NRMA Motorfest in the Sydney CBD. For more information phone (02) 8222 2165

March

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


For Sales & Wanted

Classifieds are free to Club VeeDub Sydney members and \$10.00 for non club members. Ads will appear for two months, longer if requested.

In addition to appearing in the club magazine all ads will be appear on our club website www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. Photos for ads 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 first chance to see them. They will be transferred to the club website on the 3rd Thursday of the month. Non members can

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directory



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post a cheque or money order for \$10.00 to:
Club VeeDub Sydney c/- 14 Willoughby Cct
Grassmere NSW 2570.

For Sale:- 5/73 VW sedan L bug, unreg, no motor or gearbox, mostly stripped but on wheels, restoration on floor pans complete, many spare parts available with vehicle include, gearbox & motor parts and numerous panels, garaged for the last two years, boss said out, so asking \$800.00 negotiable. Call Tony 9757 3743 or 0402 560 054



* 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

For Sale:- 1968 12V Beetle, going cheaply (but reluctantly) to a good home for restoration or parts. White, original interior in reasonable condition. Some staining and small tear in roof lining. Some rust in the sill, pax side near rear. Crack in engine block requiring replacement. No modifications other than major engine rebuild in 1989 with increase in capacity from 1500 to 1600 cc. New clutch and tyres, generator and regulator. Rego valid until end of October 04 Contact Katrina on 9691 4942 (W) or 0410 586 415 (M)

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★

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

2A LACKEY STREET FAIRFIELD 2165

For Sale:- 1972 VW Beetle 15 million edition 2000 made 200 sent to Australia #1128 Current owner has owned the vehicle for the past 21 years now granny want's to sell. Contact details are Graeme Olsen PO box 227 Kingscote Kangaroo Island SA. phone a/h 08 8553 0002. Interested in offers.

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. Widened 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. Woodgrain sports steering wheel. Re-conditioned alternator. Gem of a car, reluctant sale. Asking for \$5600 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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- No Blame = No Excess.
- Laid up cover for vehicles being restored or repaired.
- Free windscreen one per year without excess.
- Personal belongings and tools up to the value of \$400 - Subject to excess.

Ring Shannons for a free quote today! Phone 1300 139 006

Trade and services
directory

For Sale:- 1968-1500 Beetle, good condition, registered till June 2005, \$3,600.00 with personalised plates BUG68A \$4,000.00, contact 02 45 671 358

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9821 2519
FAX: 9821 3652

For Sale:- 1970 Type II Volkswagen station wagon. Sound body work, good condition. \$2500 ono. Call Megan - (02) 4754-1735 or 0422495850

For Sale:- Golf 1978 Original owner, 1800cc, 5 speed, GTI front discs, 14" wheels, 4 Koni shock absorbers, transistor ignition, K&N air filter, Weber downdraught carby, Recaro front seats, lots of spares. Asking \$4000.00 Ph Ken on 9569 2328

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50 Princes St Riverstone NSW 2765

For Sale:- Steering wheel, Motolita, 14" 3 spoke new leather rim with bosses to suit 1979 Passat and 1968 VW beetle. Asking \$350 Ph Ken on 9569 2328

For Sale:- 1954 VW Beetle. Superb original condition, body, paint, and mechanicals. Absolutely no rust, ever. Brand new Michelin 165/15 tyres. Genuine 38,000 miles. Doors close "clunk" like new. Chassis: 1-0806052. Engine: 1-0952838.

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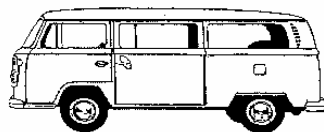
ABN 53645030760

PAUL

Phone 02 9627 1874

Mobile 0407 296 370

Fax 02 9627 4374



New location, 19 Hobart Street Riverstone NSW 2765

Cars this good rarely come on the market. One for the stock-standard VW purist. \$12,000. Phone Ray. 0419 200 517.

For Sale:- 1971 Beetle, rego until May 2005. New interior with crimson metallic paint. Thousands of \$\$\$ spent on motor, flooring etc. No rust and garaged for the past 4 years at least. \$8000 but will consider any serious offers. Please contact Chloe on 0410 374 555 car is in South Sydney (Illawong).

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

For Sale:- Parts for a Mk1 Golf, Baffled sump \$50.00, Bilstein suspension kit as new, \$600.00, sports steering wheel \$150.00, extractors new \$200.00, side draft single inlet manifold new \$100.00, 40 mm side draft Webber new \$500.00, Spax lowered springs 4 off \$ 150.00, Scheel front sport seats \$150.00 each, Ventilated discs and callipers 2nd hand \$100.00 ring Ron direct on BH 9774-3340

For Sale:- 1975 8-seat VW Microbus. 1800cc

Trade and services directory

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auto, 9 months rego, VW-750. 11,000km since major overhaul. Wattle yellow and white duco. Excellent condition. As displayed at Boris' Picnic Day. \$7200 ono. Phone Brian on 9521 6224.

Free to Give Away:- I have recently dismantled a 1976 Passat wagon and have the following bits to give away:

- * 1.6 litre motor 232,000 (new pistons, big end and bottom end brg at 202,000)
- * Unmarked windscreen
- * Box of bits including instrument panel
- * Indicator assembly
- * Headlight assemblies

I am in Sydney about once a month and can deliver. It seems a shame to just throw this stuff out. Phone Bill on 02 68453022

Wanted:- A pair of genuine chrome mirrors for a Type 2. The original design with a ball and screw adjustment. All of the repro mirrors don't have a true Ball and screw adjustment at the mirror making adjustment limited. Contact Richard on 03 62 43 5511 or email info@workingwithlight.com

For Sale:- Volkswagen 1968 Guards Red Wide Guards Whale Tail Globe Wheels New Toyo Tyres Full Resto 1776cc Motor All New Parts Inc Case 1500 Klms Since Rebuild Full Set Of VDO Gauges Rego To January 20 -2005 VWT.168 Asking \$8250. ONO Phone 0412523013.

For Sale:- 1966 Beetle, same owner for 15 years. 1640cc motor, AS21 case. Extractors, 009 distributor. 1500 gearbox, Quick shifter (short axles). Marine fuel filter. Battery safety cut-out. Quick-release engine lid. Stainless firewall. New drivers' side floorpan. New king and link pins. New disc brake conversion and dual master cylinder. Adjustable lowered front beam. 356 Porsche wheels. Sports steering wheel. Tinted windows. \$6,990 ONO. Contact Steve at seanjmcudden@hotmail.com

For Sale: Separate Parts:

- 1300 Gearboxes- 1x good-machined for bigger motor-\$200
- 1x Jumps out of second gear but otherwise OK-\$80
- Early king pin front ends- 1x lowered complete-\$200, - 1x standard-\$100

Trade and services directory



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1968 Beetle front door-\$80
Type 3 Rear Brakes- make an offer
mail Steve at seanjmccudden@hotmail.com

For Sale :- 1989 Syncro Deluxe. i.e Metallic Paint, Rear wiper, Power steer, Rear Diff lock, Power mirrors Excellent condition 7 seater GL setup never been off road. 165,000 ks New Head gaskets, New radiator, new front CV joints. Front Diff and Viscous coupling travelled approx only 40,000km. Always garaged and serviced. Asking \$19,500 Text/Call 0409-077-108 or ricktout@optusnet.com.au

For Sale:- 1968 1500 Beetle, white tinter 2 Pac paint, Saas seats, re-trimmed interior by Rod Penrose, 2165 cc motor (94x78), Kadron carbs, 125 cam, 42x38 valve heads, custom exhaust, chrome moly pushrods, ratio rockers, built by Rod Penrose, super diff, 16 inch 6&7 inch Fuchs wheels, drilled front rotors, new master cylinder and slave cylinders, 12 months rego. Car is located in Sutherland Shire, \$14,000 ONO. Call Michael 0419 460 886

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

Phone Bill Laurie Tel:
02 9354 4593(Office) 02 9899 5929 (Home)
Mobile 0421614039

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)

Phone Bill Laurie Tel:
02 9354 4593(Office) 02 9899 5929 (Home)
Mobile 0421614039

Club VeeDub - The Legend Never Dies

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.

For Sale:- 1991 Caravelle GL Auto, Silver, in good condition. Engine was replaced in March of 2004. Rego till April 05. Sell or Swap for restored 1980 2 Litre air cooled Microbus. Can supply photos, contact Graeme on 0417 480 007 or email summersong@bigpond.com

For Sale: Vintage 1962/63 VW Beetle. Fully restored inside and out. Turquoise exterior, white with grey trim interior. 1600 engine. 12 Volt conversion. CD player and amplifier. 2005 rego. Excellent condition both structurally and mechanically. Ideally suited to collectors and VW enthusiasts! \$9,500 ono.
Doug on 02 9834 5846 or on 0410 184 606.

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:- VW 1966 registered until 27/09/04, A1 condition, new paint, 1300cc engine, converted to 12Volt asking \$2400.00, negotiable, contact Salvador on 9831 4501 or 0403 536 446

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

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

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

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, 0417 208 295.

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:- 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

Advice sought

Need some advice on what could be a life changing decision I've suspected for some time now that my girlfriend has been having an affair. The usual signs. Phone rings, I answer, someone hangs up. She started going out 'with the girls' a lot recently although when I ask which girls it is always "Just some friends from work, you don't know them".

I always look out for her taxi coming home but she always walks down the drive although I can hear a car setting off. As if she has got out of the car round the corner. Why? Is it not a taxi?

I once picked her mobile up just to see what time it was and she went berserk and screamed that I should never touch her phone again and why was I checking up on her.

Anyway, I have never approached the subject with my girlfriend. I think deep down I just didn't want to know the truth but last night she went out again and I decided to check on her.

I decided I was going to hide behind my car which would give me a view of the whole street so I could see which car she gets out of. It was whilst crouched behind my car that I noticed rust

around my rear wheel arch.

Should I take it into a body repair shop or should I buy some stuff from Auto One and try to repair it myself?

Hoax Fibber

Merdith's 1968 VW Notchback Sedan

We "discovered" and purchased the notchback in May 2000. We had been on the lookout for a Type 3 for some time and had travelled over most regions in Sydney and surrounds looking at "original cars in excellent condition". In other words, we looked at a large number of "heaps". Strangely, we found the 1968 close to home in Westmead.

We are told that we are the car's third owners. The story goes that the original owner was a female doctor, who had the car until 1998. She then sold the car to a university student who had great plans "to do the car up"! Fortunately for us, the uni student decided to head overseas rather than complete his dream car and left it with his uncle to dispose of.

That's where we came in. The car appeared to be original and pretty straight, even though it ran "like a hairy dog"! Not deterred, we purchased the car and took it up to Andrew Dodd for a service and a tune up. Within six weeks of purchasing the car, we drove to Brisbane and back via Armidale. She ran like a dream, (a huge improvement over our beetles!) we had a great



time and we were determined to restore the car to as near original condition as we could.

Due to a misunderstanding within our family, the notchback became affectionately known as “Nudge”. We were phoned and asked, “What type of car is a nudgeback?” Reply...”Oh, you mean notchback!”

Nudge was a daily driver for the first three years we owned her. When the restoration began in earnest, Nudge was off the road for 18 months. We discovered that there were some panels that were a little “worse for wear”. So the hunt began to locate NOS replacement parts. We travelled to Burleigh Heads one weekend to “fetch” a passenger side door, but we returned with a NOS rear guard. So, then off to Canberra for a NOS door! Other “bits and bobs” needed were sourced from friends, friends of friends, swap meets and where ever they could be found. We wanted the car to be ready to take to the Valla Spectacular 2004.

The success of this restoration project is largely attributed to Peter Muhm from Ingleside. Peter did a great job with the Pastel White two-pack paint. He took the body off the pan, repaired panels, installed seat belts, under dash parcel shelf and new sun visor, reassembled the car, painted the engine bay and components, the list goes on and on. The paint on the engine bay, suspension and pan is as good as the paint on the outside. Crawl under and have a look! Without Peter’s persistence and determination the car would not have been ready to take to Valla.

Leigh Harris put us in contact with Jeff Squires, a motor trimmer. Jeff replaced the hood lining, carpeted the car throughout and installed new TMI door trims. He also arranged for a new windscreen to be fitted. Anyone who has seen the car will vouch for the terrific job Jeff did. The car has original seats.

Andrew Dodd has been a constant throughout this project, he has offered advice, helped source parts and done all of the mechanical work. Andrew has encouraged us to keep the car original and we are delighted with the result.

Andrew, Jeff and Peter destroyed the myth that

people in the motor trade are hard to get on with! All three, delivered a quality product, every time and fitted into a tight time schedule. Thanks guys.

Our original idea was to restore Nudge for our use and enjoyment. When the car was completed, we were encouraged to enter the car in the show and shine competition. Nudge won “Best of Class – Type 3 and 4” at Valla. Our first trophy!

Thanks to all club members who offered help, advice, comment and support. Especially to those that lent us car trailers, vehicles, vehicle parts etc.

Rudi Franks Beetle racing update

Here is an update on what Rudi Franks and myself have been up to with the silver L Bug we had a successful 2003 competition year finishing first and second in the now unfortunately defunct Group 7 speed series. We were quite happy with the overall balance of the car with many drivers of other cars commenting on how amazing the car was through the twisty bits.

What the car needed now was more straight-line speed so we knew what we were going to work on for the 2004 season.

After several dyno sessions the horsepower ended up at 127 rear wheel horsepower. Many thanks to Mike Kristen for the use of his dyno. Using a dyno is a real eye opener at one of the first dyno runs 10hp was found just by jetting alone, the other areas were increasing the



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compression, distributor re-graphing and a couple of camshaft changes ending up with a Stan Pobjoy special grind.

While all this was going on we were starting to get more wheel spin with the excessive rear wheel camber due to the car being lowered so much something had to be done about this. I had read about swapping the trailing arms around so this was done. Unfortunately the big rear Dunlop slicks were finished.

Along with the wheel spin there was also the beginning of a clutch problem all due to the increase of power. The nicely balanced car that we had earlier was starting to become a handful to drive, even though the car was the quickest it had ever been at Eastern Creek that fine balance was now missing.

Throughout the year the main competition had been a Mazda MX5 and apart from the last two rounds Rudi had been able to hold him at bay so it was down to the last round of the N.S.W. Supersprint series at Oran Park Grand Prix circuit the winner of the day would win the state championship.

With perfect weather on the day our hopes were high unfortunately our preparation was to be less than perfect all the problems that we previously had compromised our preparation and Rudi was not able to push as hard as he would have liked. The day came and Rudi ended up coming second, competition- was that intense that the Mazda MX5 ended up in the wall not a happy day at all for him. At days end there was both a feeling of disappointment and also acceptance you can only do what you can do on the day the fact that we had been quicker in previous rounds



helped but that unfortunately doesn't win championships.

What we did prove though, was that an air-cooled beetle could be quite competitive in a state championship. As a final note we need to thank Vintage Vee Dub Supplies for the entry sponsorship, Mike Kristen for help with the dyno runs, Stan Pobjoy for machining and camshaft, Jeff Dunne, John Mollineux for help and encouragement at the tracks.

John Ladomatos

Aussie Bug goes to Germany

This is part of an email sent to me by club members Bernd & Ann-Katrin Martiensen who have returned to Germany. A coal to Newcastle sort of thing. Ed



We have finally received all our stuff, and with a couple of exceptions, everything seems to be in working order. This of course includes 'Blümchen' (a 1972 Superbug) who started first time after being locked up in the container for 2 months. You may have heard of the stringent road worthy requirements here in Germany. To the delight of the examiners (and our relief!) there was not a single spot of rust on the car!! (With the exception of a small hole thanks to a leaking battery). All we needed to do was change the entire lighting system (both front and rear lights didn't meet the standards: the front lights because they were for left-hand drive, and the rear ones because the actual glass/plastic was not up to regulations...). After they checked the

Oktober Fest 2004 at Hubertus Country Club October 8,9 and 10th



standards for the seatbelts and windows (they accepted the fact that they were made in Australia and thus the maker in the newly issued papers says 'Volkswagen Australia') we were able to register the car and even receive 'H' plates (Historic Vehicle). Unlike in Australia, this means that you pay a reduced tax but can still drive the car on a daily basis.

So now, Ann-Katrin drives her to work every day just like she did in Sydney. Blümchen seems to like the petrol here better too, but does not seem to keen on the cold mornings. She'll get used to that too.

On a personal basis, we found a little town house and our things seem to fit in quite nicely - although there is never enough space, is there?

I started working shortly after we got here in early august, however it didn't work out so I am currently organising the house and the kids, which I don't mind at all.

Bernd, Ann-Katrin, Katina & Anika Martiensen



For a weekend that was forecast to be wet, it turned out to be warm and sunny. On Saturday we set up the club site just below the main event. John & Grace in their Beetle and new members Jacob and Jane in their new Polo came for the day while Brian and my clan came with me. The Hicko's wanted to come too but were unable to, so Bob let me have his Thing to play with for the weekend and I didn't want to give it



back!

On Sunday we had a larger turnout with Ray & Shirley, Steve & Meredith and Brian from Bowral all coming in their Beetles with Caro & Ivy in their Karmann Ghia, Wiskers in his Transporter and us again of course in our Caravelle and Hicko's Thing. Entry was free and on both days there was plenty of German Beer



(In your own glass Oktoberfest beer stein), wine, food, music and atmosphere to enjoy. There was plenty of thigh slapping dancing in Lederhosen and other traditional costume, along with a strong-arm competition to see how long you could hold up a full 1l beer stein with your outstretched arm without spilling any water (Using beer would have been a shameful waste). There was plenty of room for the kids to let out some energy with plenty of room to run, along with a Jumping Castle, Carousels, Pony Rides and if you were after some speed, the boating club were there both days showing off their Ryobi (Yes, a Ryobi Whipper Snipper Motor



was used in some) powered boats. All in all we had a great weekend with many people coming down and admiring our VW's. Quite a few of them had a story or three to share with us of their own VW that they once had. Thanks to everyone that came and helped out on the day and also to Bob for letting me have his thing for the weekend. I'd also like to thank Dolf the Manager of the Hubertus Country Club for inviting us out to their celebrations.

The Volkswagen GTI The True Story Behind Number 1 The inside scoop on the GTI...



From Volkswagen AG
GTI phenomenon. The Golf GTI is a phenomenon, a marque within a marque, an automobile philosophy carved in metal and plastic and an unmistakable design statement — it is the original sporty compact. There have

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been many stories about how the first GTI came into being. At the centre there is always a "secret society" of people who pushed through the GTI right up to production stage against the clock and opposition from their superiors. Many of the tales about these developments that have been passed down are true, but just as many of them have become distorted over the decades and are often wrong. The fact is that the Golf GTI is the ingenious idea of a few men. This is their story and that of the GTI.

Everything began, as always, with the Beetle.



Let us go back to 1973. Volkswagen launched a very sporty version of the Beetle. The "Yellow and Black Racer", as it was called, differed from the normal Beetle in that it had a black front lid and engine cover, slightly broader tyres (5.5 instead of 5 inches), sports seats with head restraints (!) and a proper leather steering wheel. Technically it was still the same old Beetle with 1,600cc, 50hp, no more. Despite this comparatively modest output, this "aggressive model from Volkswagen" even caused a stir in the German parliament.

But to the disbelief of many, it was popular among customers. This Beetle model, which only looked faster, sold out in next to no time and laid the foundations for a two-year project in Wolfsburg that, even within the company, only a handful of people would know about.

The pioneers assemble. It is still 1973, 18 March to be precise. On this (from today's viewpoint)



memorable day, the test engineer Alfons Löwenberg wrote an internal memo to a few colleagues from the Research and Development department, RD for short. He proposed that Volkswagen should put together a proper sports model. After all, a new vehicle with the project code EA 337 (the internal code for the future Golf) had reached the final stages of development - and a modern high-performance car with front-wheel drive would gain Volkswagen a completely new audience.

The recipients were reluctant at first. Only chassis specialist Herbert Horntrich and development chief Hermann Hablitzel were at least basically interested in Löwenberg's idea. However, Löwenberg kept trying and found other like-minded colleagues. For example, marketing man Horst-Dieter Schwittlinsky and Anton Konrad, the then Volkswagen PR boss. Konrad, previously manager of the Formula V association for many years and himself a racing driver in his spare time, was particularly taken with the idea. He was also aware, however, that the delicate sport seedling needed to be cultivated in great secrecy within the company. The high development costs for the new model that would be launched as the Golf in 1974 were a heavy burden on funds as it was.

Secret meeting over beer and sandwiches. Konrad invited the secret developers from the "Sportgolf" work group to meet at his home. Hablitzel, Horntrich, Konrad, Löwenberg and Schwittlinsky sorted through the possibilities like conspirators over some beer and sandwiches. Hablitzel was now definitely on board and his silent toleration allowed Löwenberg and Horntrich to get down to work. Taking a Scirocco prototype with a rock-hard chassis, they lowered the suspension

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dramatically, souped up the basic 85hp 1.5-litre Scirocco engine to 100hp with a two-stage carburettor and crowned it all with an exhaust pipe that resembled a stovepipe and also sounded like one.

Prototype 1 is over the top. Today, Konrad remembers the car as being "a roaring monster". The secret team soon agreed that this is not what they want. The Sportgolf should feel sporty, but should still be modest. Löwenberg and Horntrich therefore decided to build a tamer version. The result was not quite as ferocious, but it was still pretty fast. The whole undercover group felt much better about this new model and

even put a Porsche 911 to shame — the quintessential Teutonic sports car still ran on 185/70 tyres in 1974...

Spring 1975 green light from the management. Not surprisingly, the "disguised chassis prototype" caused a big stir when Hablitzel & co. demonstrated their latest projects to the management at the Volkswagen test centre in Ehra-Lessien in spring 1975. Even Professor Fiala was now taken with the Sportgolf in a Scirocco outfit - and gave his approval. At the end of May, an official assignment was sent to the development department: A sporty version of the Golf is needed.



Hablitzel plucked up some courage. He told the development chief Professor Ernst Fiala about the sporty car and asked him what he thought. Fiala delivered a fatal blow: "It's far too expensive, you're all mad," he retorted.

However, Hablitzel and his men would not be deterred. The Sportgolf prototype based on the Scirocco was officially declared a disguised chassis prototype, unofficially though development continued. Löwenberg fine-tuned the engine while Horntrich configured the chassis for the proposed beefy tyres. 205/60 HR 13 would be the format that, back then, would

The Golf becomes the GTI. At the same time, the sales department now also saw good market opportunities for a sporty Golf and, in any case, Volkswagen still needed a crowd-puller for the upcoming International Motor Show Frankfurt. The project suddenly gained dynamism from all sides. Six prototypes with different configurations were created ranging from a beast with maximum sports characteristics to a modest comfortable version. Chief designer Herbert Schäfer was responsible for all the small details that would distinguish the Sportgolf from its weaker rivals. For example, the red stripe on the



radiator grille, the larger front spoiler, the discreet plastic wheel arch extensions, the matt black frame on the rear windscreen, the black roof liner, the golf ball gear stick knob and the chequered seat covers.

Technical fine tuning. Herbert Schuster, the new test manager, immediately gave the chassis development top priority. To cut costs, he reduced the width of the wheels from 6.0 to 5.5 inches and shrunk the tyre size to 175/70 HR 13. He did, however, also add stabilizers for the front and rear axles and developed a spring/damper configuration that provided a perfect synthesis between comfort and sportiness. In collaboration with Audi, the ultra-modern 1.6-litre fuel-injected engine delivering 110hp was produced.

World Premiere in 1975 at Frankfurt International Motor Show. The former undercover team finished their work dead on schedule. When the 46th Frankfurt International Motor Show opened its doors to the public on 11 September 1975, a red wonder celebrated its debut on the Volkswagen stand: the Golf GTI study. "The fastest Volkswagen ever" boasted the advertisement - and that was no exaggeration. The GTI accelerated from nought to 100km/h in nine seconds leaving considerably bigger and more expensive cars behind. The carefully announced price of "under DM13,000" was still over DM5,000 less than the closest German rival. As result, the trade fair visitors were so impressed that the management had no other choice than to build a special series of 5,000 cars.

GTI mania starts. The GTI cost DM13,850 when it was finally launched in mid-1976. However, the dealers still managed to sell ten times the planned number in the first year of sale. No surprise: "Climbing an Alpine pass in the GTI — that is one of the most exciting tasks that can

be set for a car driver" claimed the German trade magazine "auto motor und sport". That sums it up. Nothing has changed since then between the first and fifth series of the GTI.

Fill'er Up and Check the Grenades!

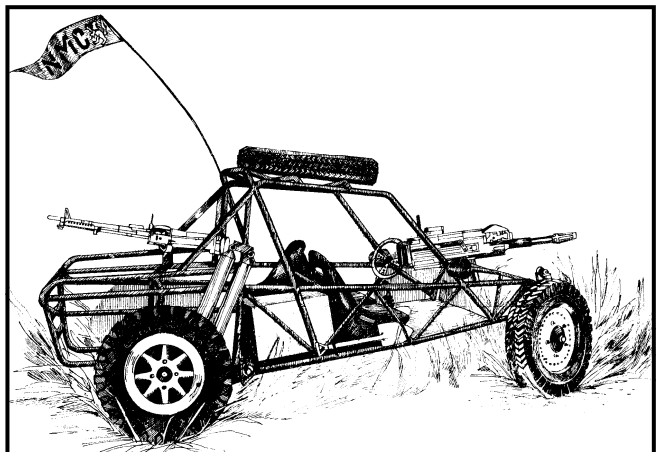
By Bob Clark

From VW Trends, May 1983.

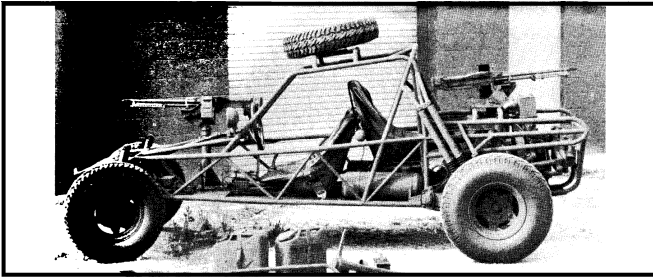
I just thought you might like to see the 'latest in military assault vehicles. NORDAC Mfg., in Virginia came to the militaries rescue when the various branches expressed the need for a Long Range Fast Attack Vehicle. Seems the ole' Jeep standby, didn't cut it when the advance recon units had to "get in and out" in a hurry. NORDAC's answer to this need was the "Warrior." NORDAC's VW-powered "Warrior" will be a welcome addition to the Army's FAV "Fast Attack Vehicle" program, and a definite draw for new recruits.

The development of the "Warrior" commenced approximately eighteen (18) months ago in conjunction with the U.S. Army's TACOM (Tank Automotive Commands) FAV program. The vehicle was engineered and restructured until the most optimum performance and reliability was attained for use in the field.

Testing the "Warrior" for military suitability as a weapons platform, communications and reconnaissance vehicle, and mobile command post was achieved through contracting a completely independent and private firm to evaluate its' performance. The



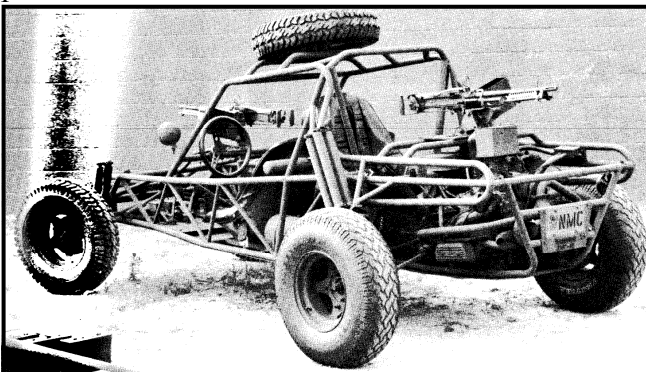
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FAV was taken into different terrain situations including desert, marsh, wooded, and rough hilly areas. With minor adjustments for use in the sand (including different type tires) the "Warrior" performed well, and its' reliability and ease of maintenance was found to be exceptional.

Arming the "Warrior" presented a unique situation by itself. The vehicle had to maintain a relatively steady, level firing platform when in motion for the variety of weapons that could be installed on it. This was obtained by increasing the shock and torsion bar system. The FAV's firepower was increased by installing a rear-facing gun seat positioned slightly higher than the two front-facing seats. This gave the rear weapons' position maximum field of fire in any direction.

The vehicle's rear-mounted, four cylinder 80 HP German engine combined with its' close ratio manual transmission gives the FAV all the necessary drive power needed for maximum performance. Its' 100 mph paved road, and 30 to 40 mph speed over rolling sand plus 0-60 in seconds gives it the quickness desired from this type of vehicle. With maximum fuel capacity at gross weight the FAV can get up to a 400 mile range cross country and 700 miles on level road. A high strength tubular constructed roll cage gives added protection to the crew as well as internal working parts. The weight without armament or crew of 1650 lbs. makes the vehicle totally air transportable and parachutable.



The FAVs excellent climbing power can be attributed to the vehicle's 14" ground clearance and its' ability to traverse a 40 slope and 75° grade at high speeds.

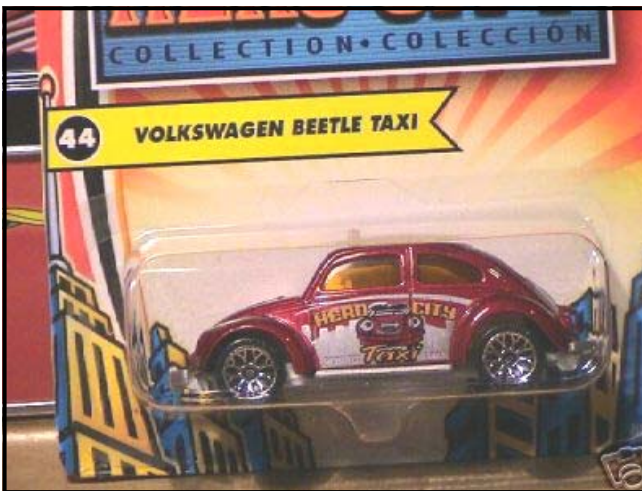
The "Warrior" made its' national debut at the "Marine Corps In Readiness" Show in Washington, D.C., July 26-28, 1983. and was very well received by all who viewed it, and realized its' potential. It will appear again shortly in several military-oriented shows including the AUSA (Association of the U.S. Army) Show in October. In the near future, you will be able to view the "Warrior" in a variety of roles in several countries around the world. Some of the vehicle's applications can include pipeline, electric pylon, refinery, and powerplant security-border patrol-mobile communications centre-reconnaissance roles-tactical assault operations-and as a laser sighting and range finding platform. The endless uses of this vehicle are limited only by the imagination.

The basic FAV comes complete with the following items to compliment its' already notable statistics: 12 each of hand grenades, CS canister; 3 each of Camouflage fragmentation vests with manual, M-1 7A1 gas masks, sun wind and dust goggles, Kevlar helmets with camouflage covers, small arms mounts (XM177E2), O.D. Combat Packs, Canteens and Covers, Small Arms Case 30round capacity w/grenade pockets, MRE's, Anglehead flashlight, Lensatic Compass with Case, and Ranger Combat Knife with 7" Blade. 2 each of Ammunition Can, Machine gun mounts, hand grenades, smoke, each colour white, red, green, violet, and yellow. 1 each of-Radio PRC-77 complete w/ antenna, vehicle mount and backpack, 5 gallon O.D. gas can with vehicle mount, heavy-duty tree saw, fire extinguisher 2.5 lb. capacity O.D. colour, tool box, O.D. nylon map case, binoculars 327 MC 8 x 30 O.D. general purpose, first aid kit, camouflage rip stock vehicle cover, O.D. mattock pick, O.D. spade/shovel, tire replacement, (and 5 gallon water can with vehicle mount).

All the armament for the "Warrior" is optional and can include any of the following: 2-M-60 Machine Guns or 1M-60 Machine Gun and 1 40 round Grenade Launcher and 3 M-16 Carbines with Retractable stocks or any other similar or varied weaponry.

THE TOY DEPARTMENT

I recently came across some general releases in the general Matchbox range.



The 3rd Australian release of the concept Microbus # 57 Extreme Park is also now available at most of your usual places . This model unfortunately is very similar to the # 54 version partially in colour.

In particular the #45 purple kombi in hero city livery, also the # 44 red beetle. Both these models, are rare for the time being.

Also there are two new 4WD beetles # 54 in green and #45 in yellow.



Finally this month some very rare Gama 1/43 kombis, again they would have to once in life time finds.

Happy collecting, Tony Bezzina

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We wish to extend a sincere "thank you" to all of our sponsors, who made the VW Nationals 2004 possible.

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