

ZETTSCHEIT

December 2004



Andrew Rankin's ragtop at the Vintage Rego day

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A CLUB VEEDUB SYDNEY PUBLICATION

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**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
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Roll up for NRMA Motorfest

NRMA Motoring & Services is delighted to once again sponsor the NRMA Motorfest as part of Australia day celebrations.

NRMA 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.

2005 will see NRMA Motorfest celebrate its 20th year with plenty of exciting displays and entertainment to keep visitors enthralled.

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



Motoring & Services



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Sunday 13th February 2005

Come and enjoy an exhibition of Volkswagens at Sandon Point, Bulli

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Exhibition of vehicles \$5.00

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Spectator entry will be GOLD COIN donation

Cars will be able to leave at any time during the day

Exhibition will start at 9.00 am and all cars to be cleared by 2.300 pm

Proceeds go to Sandon Point Nippers

Enquiries call Steve Maone on 0413 725 958



Presidents Report

Eleven club members attended the Volksfest tour to Adelaide. We had a great time, travelling around Adelaide visiting some sites and of course a few VW shops, also included on our itinerary was a visit to a couple of the wineries. Unfortunately the drag racing was cancelled, due to the poor weather on the Saturday, this allowed us to attend several bars for dinner and a pleasant evening. We made the VW show bright and early but apparently Adelaidians don't get going until around 10 am or so.... Still a great show, with all of us enjoying it, seeing new and different cars. Hopefully a report from Phil in this issue, thanks to all who attended and to Joe for being our chauffeur.

On Sunday the 28th November, I flew down to Melbourne for the annual show, The Day of the VW. The venue was about 45 Kms out of downtown Melbourne, and was held at the Yarra Glen race course, similar to our own VW Nationals venue at Fairfield. Once again it was good to see different cars, and new VW traders selling unusual products. The swap meet was down in size with only about 15 or so vendors, I didn't get there early enough, to beat the hoard of people from Sydney, who also attended the show. From counting all the familiar faces I think there was about 30 or so people from Sydney who had travelled down for the weekend. Once again a great show put on by the Victorian club, very relaxing not having to work on the day.

Don't forget our club Xmas party on Thursday 16th December at the Greyhound club. *If you would like to bring along a prize for the raffle, please wrap it or disguise it using Xmas wrapping paper.* The club will provide supper, so please come along for a casual evening.

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

Précis of Committee and General meetings:- NRMA Motorfest, VW Nationals 2005, Sawtell Weekend.

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 Calender

December:

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, and plenty of prizes. **Lots of fun, all welcome. Special Christmas nibbles 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 post a cheque or money order for \$10.00 to: Club VeeDub Sydney c/- 14 Willoughby Cct Grassmere NSW 2570.

For Sale:- VW Karmann Ghia 1963, original condition, 2nd owner, coupe, manual, two tone (white/brown), engine No. 7002400. \$15,000. Contact Michele magustin@vichealth.vic.gov.au or Ph 03 9667 1343

1974 VW Superbug L (May 1974). Martini Olive colour, Family owned from new, good condition inside and out, excellent mechanically, excellent drive and runner - used daily, good tires, one of the last examples manufactured in Australia, May 2005 rego, sailed through last service, VIN - 1342402229, Engine Number - AS107820, Very reluctant sale due to length of time in the family, \$4500 ono, contact Andrew o n 0 4 0 8 2 0 2 6 6 6 o r andrewbrown_5@hotmail.com

For Sale:- 57 Oval window Volkswagen Beetle, with late 1600 twin port engine, adjustable front suspension, Porsche 356 wheels and hubs, new clutch, painted purple 2 pak paint, 10 months registration, excellent condition asking \$5700.00 ONO contact Wendy on 02 47 82 6827 or 0414 893 480

For Sale:- 1991 Dual cab Syncro, 1.8 turbo intercooled Audi / Passat professionally fitted motor, complied and approx 58,000 km on motor. Decoupler (2wd/4wd) rebuilt gearbox, air and pwr steer, central locking, 6 stack CD, tow bar and bullbar, 15" rims with new tyres, new clutch, front discs, green in colour, rear vinyl cover needs attention, Asking \$30,000 ONO please contact Greg on 07 4046 1120 or 07 4057 8151 email gparr@wgclaw.com Cairns Qld

For Sale:- HOTBUG Original Black on Yellow NSW Custom Plates. In storage with RTA since 1991. \$7500 ono. Robert Gescheit - 0418 266487.


For Sale:- 1973 Karmann Ghia Convertible. Vin No 1442014043. Sorry to sell this fantastic car it has leather interior, CD player, spider mags, no rust, motor is great, will arrange for local pick up from Townsville.

More information available by phoning Chris 0418987897 or email fifi.cam@bigpond.com.au \$26500.00 ono

For Sale:- 1975 Passat LS Sedan. I bought the car in December 1975 (it was manufactured in October the same year), and I have looked after it as much as I can, you would think that it had just come off the showroom floor, and was not over 29 years old.



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It can be contacted on the following: Home 02 9570 3216, Work 02 8838 0829 or Email jonmil@tpg.com.au



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For Sale:- Classic 1968 Volkswagen 1500cc Beetle, Registration till February 2005, Major service recently completed, Good condition. Reluctant sale. Reconditioned engine. \$2000 worth of work - Seat belts, entire clutch kit, Spark plugs & Ignition points, Fuel pump, Fuel line, Fuel filter, etc. \$4000 BUT offer negotiable! call 0419625017

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For Sale:- VW Transporter 1985. Many extras 1.9L 5 speed, Dual Fuel (unleaded/LPG), powerful air-conditioning, seats 5 plus queen sized bed behind, tinted windows, good commercial tires and towbar. Regularly maintained, some minor bodywork required. Unregistered. \$1900 ono. Phone Josh on (02) 49253967 (Newcastle) joshbarnes@mac.com

For Sale:- 4 As new Chrome Mangel Wheels, 6 x 15 to suit IRS /Strut Type 1 bug, Fitted to 1973 L model beetle. fitted with good 195x70x15 and 185x70x15, please Contact Kerry on 0402414182 or 02 42 61 6182



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Wanted:- Dash for 1973 T1 L Model Beetle, must be in good condition. Contact Kerry on 0402414182 or 02 42 61 6182

For Sale:- 1978 fully restored VW Cabriolet. I bought it from Orange County California 4 years ago. I have re built the car from scratch. It's a great summer cruiser that really only goes out on sunny Saturdays or Sundays. The car has been professionally converted by John "Hairy" Harris using all reconditioned Australian parts. The car has been repainted, re rubbered, new carpet, new chrome, new top, new body channelling, new running boards, in fact I have



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replaced just about everything. Oh I forgot to mention the Rivera's mags, I also have the original wheels. Asking \$18,000 Aus...but if you're serious, let's talk!

If you would like to ask me more call Don on 0418 248 288 or mail dglover@iprimus.com.au

For Sale:- VW 1967 1300 deluxe. Great unrestored and all original condition. Original factory paint inside and out. Well maintained and unmolested with some dealer fitted and aftermarket accessories. Owners manual, April 2005 rego, goes very well. bargain at \$4000. Car located in Western Sydney. Call Rick on 0404 852 258

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Owners: Alan & Jan Atkins

Phone: 02 6677 9246

Fax: 02 6677 9377

E-mail: ajaysau@yahoo.com.au

For Sale:- 1995 Volkswagen Golf GL, auto, silver with mags, black grey interior, electric windows, alarm, central locking, twin air bags, immaculate inside and out, mechanically good, 2 litre. First to see will buy. \$13,500 ono phone John on 0408 224 075

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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

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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225 Cranebrook Rd, Cranebrook NSW 2749

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.

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Contact Raymond Rosch
0408 207 228 or
sales@clubvw.org.au

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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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

For Sale:- 1970 Type II Volkswagen station



Trade and services directory



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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.

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).

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 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.

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

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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

For Sale:- Steering wheel, Motolita, 14" 3 spoke new leather rim with bosses to suit 1979



How to Synchronize Dual Carburetors

One of the most common technical questions is "how do I synchronize my dual carburetors?" In this article I attempt to clearly explain the procedure. First you need to remove the air cleaners, and make sure there are no vacuum leaks (spray starting fluid around the carburettor bases and intake manifolds while the engine is idling.

Make sure the engine's ignition timing, valve adjustments, and other items are all correct also. You want to do one thing at a time, right? Make sure you end up adjusting the carburetors to a TUNED engine, not one that has problems.

There are two easy ways to synchronize dual carburetors, and the method is the same, but the tool used is different. One tool is called a Uni-syn (or similar), which uses a ball or "piston" in a glass/plastic tube. The piston moves higher in the glass if MORE air is moving through the carburettor (when the Uni-syn is placed on top of the carburettor throat, with NO air bypassing the Uni-syn). Remember, no vacuum leaks, and the Uni-syn must seal tight on the top of the carburettor or velocity stack).

If you have Kadron carburetors, the air cleaner stud gets right in the way of using the Uni-syn, so you have to use a section of tube (I use a cut off Pringles' can) to space the Uni-syn above the top of the air cleaner stud. The other method I use is to get a length of 1/2" hose (or so), and place it sideways over the throat of the carburettor, and carefully listen to the other end. **WARNING! *MAKE SURE THIS ENGINE WON'T BACKFIRE OR YOU WILL BE DEAF IN NO TIME***

Warm up the engine (normal operating temp), and then disconnect the carburettor linkage from one or both carburetors (I do both). Now, when you put the Uni-syn on the top of the carburettor (one throat), you need to rotate the disc (that is on the threaded piece) up or down to centre the piston in the glass. It doesn't matter how much air is moving through the carburettor now, as

long as the engines idle speed doesn't change when you put the Uni-syn on the carburettor. If the idle speed changes, either the Uni-syn's opening is practically closed, or that cylinder has a vacuum leak that you missed!

Now, go ahead and centre the piston (measuring cylinder #2), then measure #4. (You don't have to check #1 and #3 since they are on a common shaft, unless you took them ALL THE WAY APART). The piston will be higher or lower. If it's higher, the second carburettor you are measuring is allowing MORE air into the engine than the first one is, and if it's lower, the opposite is true. With the "hose method", you just need to listen for the pitch of sound you hear (you want them to sound the same)!

Next you adjust the little set-screw which is the throttle stop, and which is the idle speed adjustment on these carburetors. Turn the screw in (clockwise) to flow more air, and out to flow less air. You want to match the intake airflow from side to side on the engine. Now, here's my little trick. If you want a slower idle speed, screw the "more airflow" carburettor adjusting screw out, decreasing the flow, and slowing the idle while evening out the two carburetors. If you want a faster idle while evening out the two carburetors, screw the idle screw in on the "slower" carburettor (speeding it up). If the idle is already OK, move one out a little, and the other in a little! Just do this a few times, and re-measure (and calibrate your Unisyn) each time until the airflow is equal and the idle speed is OK.

After you synchronize a few sets of carburetors, you will be able to do it really quickly and look like a Pro! In fact, the most time consuming part of adjusting a set of dual carburetors is removing and reinstalling the linkage and air cleaners! After this is done, you need to connect your linkage up (a little tricky!) so it DOES NOT CHANGE THE THROTTLE POSITION ON THE CARBURETORS (which you just spent time measuring and adjusting). Usually, the linkage will be off on one or both sides. This is what the threaded rods are used for. Loosen the locknuts on the linkage (leave the ball-joints connected at either end), and thread the rod one-way or the other. Sometimes the rods and ball



joints are left-hand threaded on one end, so that when you turn it, the entire linkage rod gets longer when it's rotated one way, and shorter the other. Make sure you don't thread one side too far out (it will fall out), or too far in. Also, aluminium linkage (usually identified by an aluminium hex crossbar) has a tendency to strip or seize. If you can move the adjustable rods, get some grease or never seize on it ASAP!

Now comes a part of synchronization that is usually overlooked. You want both carburetors to have identical throttle positions at all points (NOT just idle). You also need both carburetor adjustments to be unaffected when sitting at idle position (same carburetor position with linkage attached as when it was disconnected).

Next you need to adjust your idle mixture. The adjustment screws are located at the base of the carburetor, and usually on the outside (Weber or Dellorto). Back each of them out 3-4 turns. With the engine fully warmed up and idling, slowly turn them in (do one at a time), and CAREFULLY listen to the idle quality and speed. As you turn the screw in, you will hear the cylinder misfire (it's the one you are turning in, and it's running out of fuel). Once it misses, turn the screw back out until the cylinder fires properly again. Now, turn it out 1/2-1 turn more. You are done with that cylinder. Now, do the next cylinder, then the next, until you have done all the throats. Of course, I am assuming the jetting is already in the ballpark for this application.

If you cannot get the cylinder to lean misfire (miss), or can't STOP it from missing, there is an ignition or jetting problem that needs to be addressed before you synchronize your carburetors. If this is the case, start following the carburetor jetting procedure (another article) before you attack the idle adjustments (don't waste your time on fine tuning until your main jetting is close).

After the jetting is correct, double check your synchronization, then finish with the mixture screws. The procedure I have outlined here all dual carburetors, even dual single barrels (except you only have one mixture screw per side, since one barrel feeds TWO cylinders).

Other important things to check are that the linkage pieces "match" from side to side, and from carburetor to carburetor. The linkage has to keep the carburetors at the same adjustment at ALL throttle positions, not just idle! Part of this is that the carburetors have to open at the same rate, and if one side opens faster than the other, the car may run fine at idle, but hesitate and miss when on the road. Make sure the linkage is symmetrical. Also, you need the vertical throttle rods (If it's crossbar linkage) to be matched in their pitch from vertical. This ensures that the two carburetors open at the same rate, since the crossbar is rotating the same on both sides. Sometimes you have to add/remove washers from various ball-joints on the linkage to adjust the threaded rods so they are at the same angle on both sides of the engine, but the engine will run SO much better, and it's amazing how many "experts" miss this important detail.

Another dual carburetor tip: It would be good if your carburetors have a throttle STOP (full throttle) also, so the butterfly's or carburetor arm's do not get bent if they are opened too far. Make sure you have full throttle at the carburetors when you have the gas pedal to the floor, without bending or stressing anything. You do not want to bend anything; those carburetor parts are expensive!

One final tip: I tend to go on the small size for carburetors, since the engine makes more USABLE power throughout the rpm band. The engine may make less peak power, but you will out accelerate the same engine with larger carburetors (you have more power across the rpm band)! I can only say to trust my experience.

I hope this article has cleared up the "voodoo" that surrounds proper dual carburetor adjustment. Many people do not want you to know how simple it is, and others are afraid of purchasing dual carburetors for their car for fear that they need constant adjustment. This is simply false: the carburetors do not lose their adjustment. For this to happen the screws would have to MOVE or get clogged with dirt, varnish, etc. What does happen though, is that the engine changes, and carburetor adjusting is needed to



get back to a perfect setting! Adjusting dual carburetors is just common sense once you know the principle behind it. Good luck.

From Aircooled.net

Das Volkswagen

Volkswagen's new Transporter was a star attraction at the IAA Truck Show in Germany

Fifty-three years after its debut, the Transporter of the fifth generation can scarcely be compared to its ancestors.

The new Transporter has a great many features, giving it a strong character that is unmatched among lightweight commercial vehicles.

The preceding model series was sold in countless variants and again Volkswagen Commercial Vehicles has concentrated on this market variety.

Yet for the first time, this multi-talent is offered with three roof heights and can be configured on a completely individual basis.

The new Transporter comes across as self-confident and striking in its enlarged dimensions of 4.89 metres long, 1.91 metres wide and 1.96 metres high.

These are outer dimensions, which due to the steep body panels promise enlarged dimensions in the interior, volumes that are unique in the lightweight van class.

The wheelbase can grow to 3.4 metres and thus the vehicle length to 5.29 metres.

The heights -of the two high roofs are 2165 or 2465 millimetres, and with this wide variety the closed Transporter provides five different cargo



compartments.

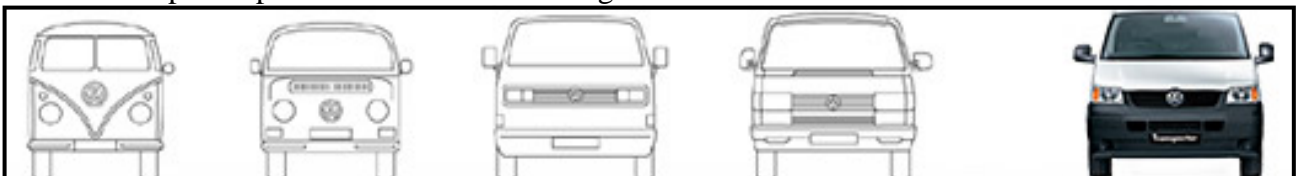
Just as versatile, the chassis with single or twin-cab for special bodies - whether for tray top, refrigerator van body or as a towing truck - with the factory-standard special equipment the new Transporter is suited for virtually any task required of a modern commercial vehicle in trade and the industry.

There is a choice of six new engines in the new Transporter: four diesel powered units and, as base engine unit, a four-cylinder petrol engine and the top V6 unit.

The two-litre petrol engine has a power output of 85kW (116bhp) and a maximum torque of 170Nm, the powerful six-cylinder develops a maximum torque of 315Nm from 3.2 litres displacement and delivers 173kW (235bhp).

A 1.9-litre four-cylinder engine with 63kW marks the entry into the diesel ranks (86bhp), or 77kW (105bhp). The maximum torque of this pump injector diesel engine at 2000rpm is 200 or 250Nm.

Extremely impressive performance' data is provided by the new five-cylinder pump injector diesel engine, at 96kW (130bhp) or 128kW (174bhp).





Depending on the power class, this especially short lightweight engine delivers a maximum torque of 340 or 400Nm. The front-axle drives are by means of five-speed or six-speed transmissions.

McPherson suspension struts at the front and the fully developed principle of the semitrailer arm axis with 'miniblock' springs and separate shock absorbers at the rear, give the new Transporter the driving characteristics of a car. And adequately dimensioned anti-roll bars reduce the roll angle.

What is new is the mechanically isolated chassis sub frame on the front axle. It carries the engine and holds the track control arms, and also serves as a second crash barrier and increased partner protection in the event of a collision.

In association with the large silent blocks on the rear axle, this running gear and engine suspension ensures a significant reduction on the engine and rolling noise towards the vehicle interior.

The single-seat cockpit seating and joystick gear selector mechanism permits generous freedom of movement for the driver and front passengers. If required, they also ensure free entry into the cargo compartment.

For the weather conditions in Europe the components for climate control of the Transporter have been conceived using the module principle, building on the heat exchanger.

A manually regulated air conditioning system is the next equipment level and can be ordered for

all body types, as the pump injector diesel engines deployed in the Transporter have optimised efficiency and therefore do not generate enough heat in winter for the interior.

It is a series standard on the minibus with seats and an option for the box body that a fuel-powered auxiliary heater is used.

This automatically sets the preselected temperature and always provides the heating of the vehicle with exactly the amount of heat required.

For the transport of goods that are sensitive to frost during longer periods when the vehicle is parked, an additional heating is available at an extra charge. It has a fitted cargo compartment partition, which also heats the driver's cab for the European winters.

The list of equipment available continues depending on the professional application. For example, alongside an electrical roof fan a compressor gives the preparation for deployment as a fresh goods delivery vehicle with additional cargo compartment ventilation also available, as well as for the box body.

Volkswagen Commercial Vehicles also sets standards in the dimension of the brake system, consisting of four single plunger-floating callipers and all-round ventilated brake discs.

The brake discs of a 16-inch running gear decelerate the engines of up to 128kW and the brake discs of a 17-inch running gear brake the 173kW V6 engines in all Transporter variants, while the manually operated handbrake affects the rear wheels.

A series-standard four-channel ABS and a traction control system (TCS), which is also standard equipment and intervenes in the engine management, round off the active safety package.

An engine drag torque control (EBC) and an electronic differential lock (EDL) are also on board as standard.

The electronic stability program (ESP) is



available for the minibus with seat preparation and for the Shuttle as an option as of the 96kW (130bhp).

Volkswagen Commercial Vehicles was the first manufacturer to offer a brake assistant alongside the optional ESP in the van segment, as surveys showed that 4 in the case of full braking drivers usually do not press the pedal firmly enough to reach the control range of the ABS.

From October 2004 Owner/Driver

New Golf GTI Is BBC Top Gear's Car Of The Year

Volkswagen's new Golf GTI has been crowned Car of the Year 2005 by BBC Top Gear. At a prestigious ceremony held at The Groucho Club in London last night, Jeremy Clarkson, who both hosts the popular television show and writes for the top-selling magazine, presented the award to Dr Bernd Pischetsrieder, Chairman of the Board of Management, Volkswagen AG.

The awards represent the views of both the team on BBC 2's Top Gear, the UK's most watched motoring programme, and expert road testers at BBC Top Gear magazine, the country's most popular motoring monthly.

The new GTI fought off tough competition to come out on top as Car of the Year. Clarkson, writing in the awards issue of Top Gear, was particularly impressed with the new turbocharged FSI powerplant: 'The 2.0-litre engine is probably the strongest link of what's a fairly unburstable chain. There's no lag at all and even if you can't be bothered to change gear, there's always a bagful of torque on hand.' He was also highly complimentary about the handling, steering, practicality and distinctive, yet subtle, styling.

'The simple fact of the matter then is that no matter how you cut it, the Golf is either brilliant or excellent in every single area. It's fast, it handles well, it's easy to park, easy to run,



socially acceptable anywhere, comfortable and well made to boot,' Clarkson continued. Small wonder, then, that the new GTI took the winner's place on the podium.

The new Golf GTI has received a rapturous reception from motoring experts in the run up to its UK launch in January, with glowing reviews and numerous group test victories. With evocative styling cues, sharp handling and brisk, aurally pleasing performance, the new generation is a deliberate hark back to the qualities that made the Mk I such a hit following its launch in 1976.

In summing up the reasons why the GTI took the coveted award, Clarkson wrote: 'This new Golf is an absolute sensation.'

The 2.0-litre FSI 200 PS engine uses homogenous direct injection and turbocharging to achieve highly flexible power delivery – peak torque of 207 lbs ft is produced between 1,800 and 5,100 rpm. Yet despite this tractable quality, the new GTI is still exciting to take to the red line, where it produces lively performance.

Prices for the GTI start at £19,995 (RRP on the road), for the three-door with manual gearbox, rising to £21,820 for the five-door version with Volkswagen's revolutionary DSG (Direct Shift Gearbox) transmission. Full specification details and on-line ordering are available at www.newgolfgti.co.uk. A number of customers have already placed orders for their cars and will be taking delivery very soon. Retailers are also able to take orders and will have demonstration vehicles ready to try shortly.



Volkswagen Group Australia Announces New Managing Director

Mrs Jutta Dierks has been appointed to the position of Managing Director, Volkswagen Group Australia effective from 1 January 2005.

Currently Mrs Dierks is Director of Sales in the Northern part of Germany where she is responsible for 124 Volkswagen dealers who will sell more than 50,000 Volkswagen passenger vehicles in 2004.

Mrs Dierks brings extensive overseas experience from two prior international assignments for Volkswagen – in 2000 and 2001 she was Vice President of Sales and Marketing at FAW-Volkswagen in Changchun, P.R. of China and from 1992 to 1996 she was based in Prague, Czech Republic as Finance Director for the Volkswagen/Audi importer.

In addition, Mrs Dierks has also worked in Volkswagen's parts business as General Manager for Europe, Africa and the Arab States.

Mrs Dierks is married and has two grown-up daughters.

Volkswagen Golf Wins Australia's Best Cars Award

Volkswagen's all new fifth generation Golf (1.6-litre Trendline model) has won Australia's Best Cars Award (Best Mid Size Car under \$28,000).

The Best Cars Award is judged by Australia's motoring organizations representing more than 6.3 million motorists. It is Australia's most comprehensive and reliable consumer focused new car testing and award program.

Announcing Golf's award, the Australia's Best Car judges said: "On the road, Golf impresses with its solid feel, quiet and comfortable ride,



sure-footed handling and excellent braking." They added: "The Volkswagen Golf Trendline has no equal for design and functionality and bests most of its peers for on-road abilities."

Other finalists in the category were the Mazda 3 and Subaru Impreza however the judges concluded: "The Volkswagen Golf Trendline excelled in safety, security, standard features and ergonomics."

Rainer Grimm, Managing Director of Volkswagen Group Australia said: "Competition in this segment of the Australian market is intense and we are delighted that the Best Cars judges have identified that the Golf has an edge over all of its rivals."

"Australia's Best Cars Awards has a very scientific and methodical process judged by the motoring organizations from each state and is recognized for its integrity and honesty," Mr Grimm added.

In Australia the Volkswagen Golf is available with a choice of four engines – 1.6-litre and 2.0-litre FSI petrol and 1.9-litre and 2.0-litre TDI diesels.

The 1.6-litre Trendline (manual transmission) has a recommended retail price of \$25,490.

Golf's success in the Australia's Best Cars Award mirrors similar success internationally, including 'Car of the Year' from 'What Car' magazine (UK).



Uncompromising Safety: Five Stars For The Touareg

Wolfsburg/Madrid, November 25th 2004 - The Volkswagen Touareg has been awarded five Euro NCAP stars. This also puts the popular SUV at the top of its segment in terms of safety.

Scoring top marks, a total of five stars for frontal, side and mast impact, the Volkswagen Touareg has achieved the highest possible score within the internationally recognised Euro NCAP safety tests. Euro NCAP also classifies the vehicle's child safety as outstanding, awarding it four stars.

This is the result of perfect interaction between the Volkswagen Touareg's structure and its standard safety features. Amongst others, these include two-stage front airbags, seat belt pretensioners on all outer seats, side airbags and curtain airbags.

The Euro NCAP organisation was founded in the mid-90s. Amongst other agencies, it is comprised of the European Commission, the International Automobile Federation's (FIA) Foundation for the Automobile and Society, the ADAC (German Automobile Club), the German Federal Ministry of Transport, Building and Housing and other European transport ministries.

In Australia, the Touareg was awarded the 2003 '4WD of the Year' by Overlander magazine to join other similar awards from respected American publications Motor Trend and Car & Driver.

Priced from just \$69,900 (V6), there are six Touareg models offering a choice of V6 and V8 petrol engines plus five cylinder and V10 turbo-diesel powerplants.

Announcing the Euro NCAP result, Volkswagen Group Australia's Managing Director, Mr Rainer Grimm said: "Top marks in the Euro NCAP testing is a result of Volkswagen's

dedication to advancing vehicle safety with every new model and provides real peace-of-mind for Touareg customers."

Future-Oriented Technologies Revolutionize Active Vehicle Safety

Volkswagen Group Research showcases driver-assistance technology of the future

Wolfsburg, Germany - The future belongs to innovative driver-assistance technology. Sooner or later, these systems will revolutionise active vehicle safety - much in the same spectacular way that electronic stabilisation programs (ESP) have recently done. Matthias Rabe, head of Group Research at Volkswagen AG, says, "Tests conducted by Volkswagen's accident research unit show that ESP can reduce the risk of losing control of a vehicle by as much as 80 percent." It is at precisely this juncture that the new systems come into play. Their objective is to prevent accidents using control technology such as an automatic emergency brake assist (BA) or the attention control feature that keeps drivers from falling asleep at the wheel. For the first time ever, Volkswagen AG now presents nine such future systems, and in doing so reveals how the vision of a car smart enough to prevent accidents will become reality in the near future.

Driver-assistance systems of the future:

Work is ongoing to refine the automatic emergency brake assist (ANB - Automatische Notbremse) developed on the basis of engineering solutions already being applied in series production. Vehicles featuring this system will be equipped with the radar sensor used in automatic distance control systems. This sensor provides information on the distance to the vehicle ahead or to any obstructions. Hence, if the ANB should conclude that a braking manoeuvre could reduce the impact of an impending accident, it will initiate a hard stop in order to keep the severity of the accident to a



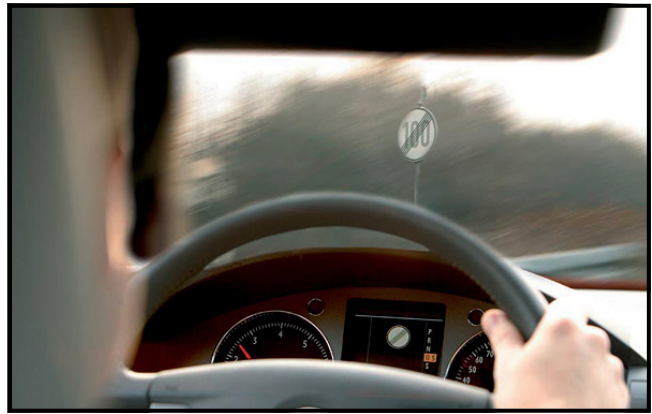
minimum.

According to an analysis undertaken by the Volkswagen accident research unit, 18 percent of all accidents are attributable to drivers veering off the road. Volkswagen accident research has now come up with a system to counteract this phenomenon: the lane departure warning system (or LDW), which is already close to reaching series maturity. This assistance feature can identify a vehicle's position in relation to lane boundary markings by way of cameras integrated into the vehicle. If the vehicle should deviate too strongly from its ideal course of travel, the system will send out a warning to the driver before he potentially goes off the road.

Traffic Signs Recognition System

And a camera installed in the cockpit to monitor the driver's blinking movements will also eventually help to save lives, given that 25 percent of all road deaths are attributable to the sleepiness of drivers. The attention control system developed by Volkswagen Group Research is aimed at eliminating the risk of driver inattentiveness. The camera keeps a constant track of the frequency and duration of eyelid movement. If it perceives the driver to be at risk of sleepiness, the system will warn the driver ahead of time to take a break from driving and recover to a state of full attention.

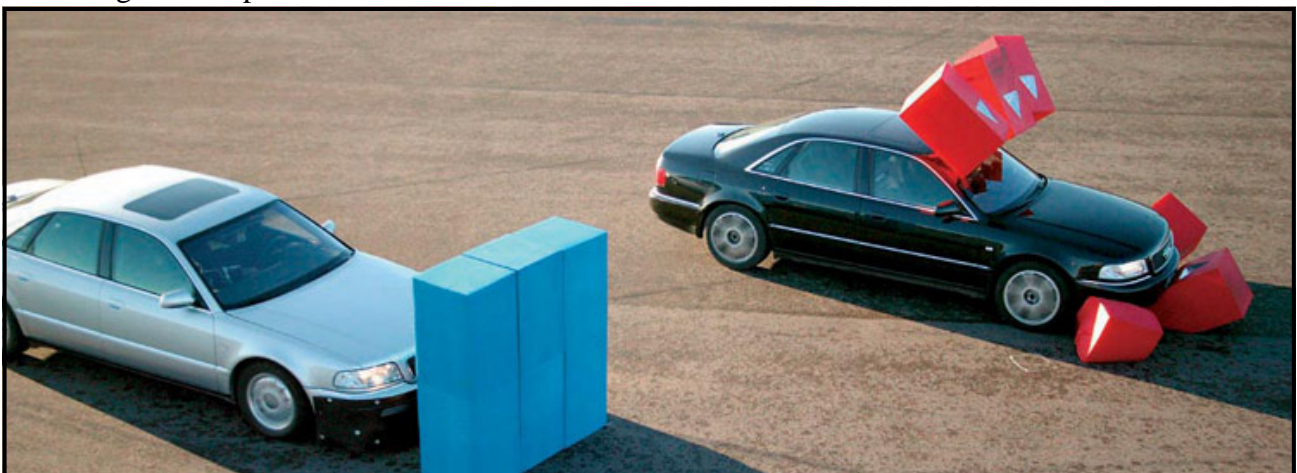
Prescribed speed limits can often change during the course of travel along a road, and the road signs are not always easy to follow. The traffic signs recognition system developed by Volkswagen Group Research will offer a new



quality of comfort and safety in this area. The system incorporates a digital display, which informs the driver of all the respectively applicable road signs along the motorway.

The automatic distance control (ADC) already used in the Volkswagen Phaeton and the Audi A8 is activated when the speed control system determines the need for driver response. The next-generation ADC+F2S (F2S = follow to stop) system will be able to automatically bring the vehicle to a full stop behind the car ahead if necessary. It will also be possible to generate a collision warning, to brake ahead of a stationary obstacle, to identify bends in the road ahead and to perform light braking manoeuvres ahead of curves.

The job of the integral handling control system is to integrally regulate all active components (drive, brakes, steering, running gear) in any given situation. What makes this system so revolutionary in comparison to the active vehicle stability control systems used today - primarily in borderline situations - is the continued optimisation of vehicle handling and the fact that such handling can be easily individualised,



meaning software is used which enables a vehicle's running gear to be variously set from sporty to comfort handling at the mere push of a button.

Enhanced Night Vision System

A system developed by Volkswagen Group Research allows drivers to choose between the assisted or automatic parking features. As the vehicle passes a parking spot, the system ascertains the dimensions of the available space and of any obstacles. Once it has evaluated this sensory data, it automatically calculates the ideal parking manoeuvre. The driver then presses the button which activates the parking assistant, and the car steers itself into the space in reverse gear.

The project to develop a system which perceives vehicle surroundings involves recording a complete take of all surroundings (360 degrees) using all available sensory data and combining this data to create a holistic model of the vehicle environment. The data generated provides a picture of the ambient setting and the given situation in such a way that the driver assistance systems will be able to identify any risks (e.g. blind spots before a lane change).

The perception of vehicle surroundings requires incorporation of a further system - one, however, which can also function independently. It is the enhanced night vision system. This system uses an infrared unit to identify pedestrians or any possible sources of hazard. After identifying pedestrians and their



position or distance from the vehicle, the system informs the driver of the potential risk they pose.

VW in alphabet upset

VW has been thrown into turmoil this week with news that its licence to use two consecutive letters of the alphabet has expired. Renewing the licence would cost millions, leaving the German firm with the choice of forking out or changing its popular abbreviated title. "This is a familiar problem," observed Leighton Buzzard, Doctor of Letters at St. Angreavsie College, Oxford. "Ford's cash reserves were severely drained in 1970 after it bought the letters 'RS' for a sporty Escort. Fortunately, in 1973 they hit upon a way to make some of their money back by leasing the letters to Porsche." Sources in Wolfsburg are unlikely to find such a neat solution and some spies suggest that the firm may have to opt for the cheaper 'WV' combo. "This would make the company name Wagenvolks," says one insider, "which means 'car people' in German. Actually, that's quite nice. I don't know why we didn't think of that before. If we weren't known as 'people's car' in future it would certainly make the Phaeton less laughable." However, some commentators believe that, to avoid making their familiar badge look 'top heavy', the car giant will dig deep to retain the rights to its current abbreviation. No one knows how much these rights will cost but it may well top the \$200 million Michael Jackson paid back in 1970 for the rights to both 'ABC' and '123'.

Volkswagen Golf Plus

One of VW's big arrivals for 2005 will be the unusual Golf Plus, a car specifically designed for people who like the normal Golf but wish it was it was very, very slightly bigger. "That's right," agreed a man who appeared to be from Volkswagen. "But of course that's not the only market for the Golf Plus. We also believe it will appeal to another group of people - those who like the Touran but wish it was very, very slightly smaller. As a result, we believe the number of people who will like the Golf Plus is literally several. And some of them don't work for Volkswagen. Probably".

(Please note, the 2 articles above are fictitious)



Vintage Rego Day 5th December 2004



Lobbed into the car park of Kyeemagh RSL Bowling Club at approx 10.30am, only to find three club stalwarts, looking at their watches,

Well what a great day it was!! My boys and I



left Katoomba at 8.30am, and had a beaut cruise down the hill to Penrith, really got the old Bus shaking along the M4, the reactions you get from some people when you overtake them in a Historic Plated vehicle, looks of amazement.

and shaking their heads, and wondering where I'd been for the last hour.

Sorry fella's, we'll advertise the time and give an actual street address next time.



Club VeeDub - The Legend Never Dies



As the day had turned very hot, my boys set up the awning and camouflage net on the old army bus, which provided some shade, whilst all the necessary paperwork was filled out and stamped as the members turned up.

I'd not met before, good company, cold beer, lovely cars what more could you want. Packed up and gone by 2pm, home by 3.45pm and enjoying the cool mountains breeze.



Now I must mention that a small number of members with Historic rego, failed to advise me they were not coming, I must reiterate that for your Historic Plates to be renewed, they must be stamped and signed by me, the Clubs Vintage Registrar, and the club requires, that all Historic plate vehicle owners be "ACTIVE" club members. Those who fail to turn up to the minimum three events with their vehicle, will not have their RTA forms stamped by the Club, and the RTA may ask for the plated back.

To all who turned up today, a BIG thank you for a great day and we're looking forward to a bigger and better day in 2005.

At noon we adjourned to the Bowling Club for a lovely lunch and open bar, you've no idea how nice that first beer tasted.

Peter Macqueen.

Lots of great conversations, met club members

(Thanks to Luis Guarch for the photos)



2004 Volkswagen Golf R32

The Good: Stylish & sporty exterior. Good ergonomics inside. Powerful engine. Sporty exhaust. Great steering feel and aggressive suspension. Functional interior.

The Bad: Made for a small niche market. Seats too bolstered for larger adults and not comfortable for long rides. Ride is too stiff for bumpy roads. Has the feeling of an import tuner, so teenagers want it but cant afford it, and the 30 something crowd is looking for something more mature. Very low production numbers means real world price near MSRP.

VW has been building pocket rockets since the early eighty's. Its long-term knowledge of how to do it right in Germany has been copied by many automakers from Asia to the US. Volkswagen shows off their expertise in this new model named the R32. This little Golf is a fire-breathing dragon, utilizing the newly developed compact 3.2-liter V6 engine. It is packed with every tweak you could expect from a manufacturer, and of course its 4Motion all-wheel drive system simply adds to the excitement of driving this little beast.

The R32, with a sharp handsome exterior and enough modifications to enter it into a SCCA race, stands uniquely apart from its other Golf siblings. Body cladding is bold and very low to the ground. The large front apron features three large mesh grills, of which the driver's side grill is filled in with plastic. The side skirts are subtle and flow with the overall design well. The rear apron features lower air channels and large dual chrome tipped exhaust pipes. Even dark tinted rear taillights and a small spoiler on the roof adds to the hot look of this little machine.

The R32 is powered by a small and compact 3.2-Liter V6 making 240 horsepower and 236 pounds of torque. This is the same engine used in the Porsche Cayenne and the recently tested Audi TT

3.2. The R32 uses a six speed manual transmission with a smooth hydraulic clutch. A 4Motion all-wheel drive system with a Haldex differential sends power to all four wheels, grabbing the pavement without any slippage. The R32 is also loaded with anti-slip regulation, electronic differential lock, and an electronic stabilization program with brake assist.

The R32 weighs less than most other cars with a V6 engine, hence acceleration is very impressive. Zero to sixty takes just 6.1 seconds. And the quarter mile comes in at 14.5 seconds with a 98 mph speed. The engine revs freely, with a nice soft clutch and great transmission, everything is perfect for spirited driving. The shift gate offers a nice feeling of engagement that most other cars lack today. Body lean and sway is very low, as you would expect. The sport suspension features independent front McPherson struts and a fully independent multi-link rear suspension with dual-link trailing arms. The suspension is lowered with stiffer springs



and thicker anti-roll bars as compared to GTI models. In normal daily driving the R32's setup offers smooth handling without any bounce but hit a pothole or an uneven road surface and you will surely feel the jolt. Braking is also well done with the blue coloured 4-piston brake callipers on large front and rear discs brakes.

Stops from sixty take only 113 feet, and that brings this Golf into Porsche territory.

The R32 loves high speeds and getting there is quick and effortless with plenty of growl. Power in every gear is there when you need it. Even in sixth gear, passing on the highway is done smoothly and with confidence. VW made this car for the autobahn and the R32 is highly stable at those speeds. Road feel is excellent and the feeling of a solidly built machine is evident.

We recently tested the Audi TT, which also features the same engine but felt much more planted with its wider track, and this great feeling is lacking in the R32. The R32 is sticky and low to the ground, but the shape of the car and seating position do not make it feel like a superb driving machine. If you look at numbers the story changes back to a high performance vehicle, we could easily pull .84 G's on a turn in our track. Serious wheels and rubber adorn



the R32. 7.5 x 18 inch alloys with Goodyear 225/40 ZR summer performance tires with the V pattern on their treads look great. The four-wheel drive system pushes you forward evenly, with low levels of noise from the undercarriage. The dual exhaust system produces very nice sound, specially around 3-4,000 RPM. Put the car in sixth gear and a deep growl is felt inside the cabin. The sound is also great as you get in and turn the key; a high-pitched rumble from the exhausts really puts a smile on your face.

The interior is slick and adorned with leather. What grabs you first are the very large Konig racing style seats with R32 logos. Authentic brushed aluminium trim is used in the centre console and on the doorsills, with polished aluminium pedals add to the street-tuned machine look. We found that the seats were not very comfortable for long rides and for large people. The seat bottoms had bolsters that were just too high and were not adjustable causing you to sit with your legs crammed together. We think that if you are going to make an extreme car, it should be adjustable to all drivers. The seats made this car very uncomfortable to drive, not to mention that they made the interior feel smaller as well. Try to turn and look at the back seat and all you are likely to see is the other seat right next to you. Because of the width of the seats, our arms had a difficult time trying to fit down the sides to adjust the backrest. Everything is manual we might add, and we think they should be powered in such an expensive vehicle; perhaps even having buttons on the door is best if VW ever chooses to follow our recommendations. The driver's seat moves forward and aft and has height adjustment to move the back bottom of the seat up, as well as manual adjustment of back lumbar cushion to push it outward quite a bit. A lever allows the entire seat to move and tilt forward for rear entry. The amount of room in the rear passenger compartment is just enough to hold two small buddies for a quick ride. However, the high roofline and boxy design creates a lot of headroom for both front and rear passengers. Behind this is a small luggage compartment that is deep enough to hold small items. There is also a cover for this area to hide your belongings from view.

We did not like the feeling of the R32 headliner in the cabin, touch it and you might feel that scratchy feeling that makes you twinge as if someone has scratched their nails on a board, we suggest Microfiber or Alcantara which would be more fitting for this modified car. The leather used inside did not feel or look of high quality. It was fitted tight, making for a smooth and slippery seat. In the rear passenger compartment, the large rear windows do not open, and it can get a bit claustrophobic in the back with those large seats

right in front of you. It would be nice if those windows could roll down. At high speeds, we also found a bit too much wind noise entering the cabin from the front pillars and the high level of engine sound can get bothersome on long trips.

Another difference between the R32 and a standard Golf is the sport steering wheel. This has to be one of the thickest sport wheels we have ever seen. Its just has a massive diameter on top and on the bottom with wide grip areas probably double the size of a normal steering wheel. Some will like it a lot and others will think it's a bit overdone as in the seats.

The functionality of the interior is very good. The radio controls are easy to understand and use, as are the temperature controls. The only fault we could find would be to raise the temperature control area a bit higher. We liked the blue coloured lighting on the instrumentation clusters. It was a fresh change from green and red found in other cars. The Monsoon sound system with 8-speakers was just great. We liked the integrated CD player and cassette deck as one unit. There is an optional 6-disc CD changer available, but we found that using an Apple IPOD with FM transmitter beats anything else hands down. There is no need to get CD changers anymore once you experience the joy of having your entire music library in the palm of your hands.

The hot hatchback is back from Volkswagen. Does anything else compare to the R32? Well nothing is exactly in the body style of the R32 so if that is your main concern the decision is easy. When looking at price, you can buy a whole range of other cars for around the same price with similar horsepower and more room.

The Volkswagen R32 is suited for a niche market. The extreme nature of the ride and handling make us believe it would fit well with the younger twenty-something crowd, however many owners in USA are around the age of 30. We found that many teenagers absolutely love this car. The exterior look, with its low profile aero package really makes the R32 stick out on the road. Owners of the Golf, especially in Europe, routinely buy a standard Golf and tune everything: engine, suspension, aerodynamics and the interior. Volkswagen looked at this and in particular, the growing tuner market in the US, and offered the R32 as a factory tuned vehicle. Right out-of-box, the buyer gets what so many in the past have spent countless hours - and money - doing. The R32 should meet the demands of this market segment very well. We saw it first hand, from the looks and smiles that this car got. The market will be small, but for those who grew up with the Golf, this will be a dream come true.



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