

# ZETTSCHRIEF

January 2005



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**A CLUB VEEDUB SYDNEY PUBLICA-  
TION**

Proudly a member of the Council of Motor Clubs



# CLUB VEEDUB SYDNEY Committee 2004 – 2005

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VW Nationals Coordinators:	David Birchall (02) 9534 4825 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

We wish to thank our continuous  
17 Year VW Nationals Sponsors

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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

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

## 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**

# **VW Winter Break**

**26th — 29 th August 2005**

**Sawtell Beach Caravan Park**

**Lyons Road, Sawtell**

**02 6653 1379**

Plenty of cabins & camping spaces, you make the booking on above phone number directly with the caravan park.

Caravan park is walking distance from town centre.

Car display on Village Green.

Beach driving.

Swap Meet.

Local drive scenic drives.

Coffs Markets

Big Banana

Catch up with your VW friends in a relaxed atmosphere.

Participate in activities or just veg out.

Sawtell is on the Mid North Coast, just south of Coffs Harbour.

All VW clubs are invited to attend.

More info soon.....

Organised by local members of Club VeeDub Sydney

# Club VW Illawarra

Presents

## VW's at the POINT

Sunday 13th February 2005

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

Enter your car in the exhibition and enjoy some of the following attractions on offer:

Sandon Point Beach

Bike tack from Thirroul to Wollongong

Picnic in the park

Band at the exhibition

Hot food & colds available

Trophies will be for Peoples choice & Nippers choice

Exhibition of vehicles \$5.00

Swap meet sites \$10.00

Spectator entry will be GOLD COIN donation

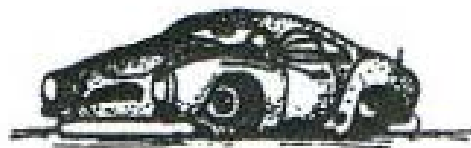
Cars will be able to leave at any time during the day

Exhibition will start at 9.00 am and all cars to be cleared by 2.30 pm

Proceeds go to Sandon Point Nippers

Enquiries call Steve Maone on 0413 725 958

**BAD**  
*Little*  
**BUG-GERS**  
V-DUB CLUB  
QLD INC



Invites all Volkswagen Drivers to  
"DUBS BY THE PUB 2005"  
on

Sunday the 13th of February

Come one come ALL to the Bad little Bug-gers annual event.  
All VW's are welcome, big, medium, small – air or water cooled.  
If it's a *VW* we want to see it!

We will be cruising from Boondall to the Ettomogah Pub and  
of course the more *VW's* the better!

Cost: \$10 per vehicle, with the first 300 receiving an event sticker  
And Dubs magazine.

Location : Boondall Entertainment Center to sign up.

Meeting Time : 7:00am

**New Departing Time : 8:30am**

For all enquiries please call

Eileen and Andrew on	(07) 3824 5539
Troy Brumpton	0405 030 802

Or

[www.blbv.org.au](http://www.blbv.org.au)

## Presidents Report

Hi all, sorry I omitted to say last report, I would like to wish you and your families all a Merry Xmas and a Happy New Year. The December meeting was very well attended, with some 70 or so members enjoying our evenings festivities. Many members brought along prizes for the raffle, with everyone winning a prize. Thanks to Christine, Shirley and all the other members for bringing along prizes on the night.

So did Santa give anyone a VW gift over Xmas ??

Our next event will be the Club meeting on Thursday 20th followed by the NRMA Australia Day festivities held in the city on Wednesday 26th. You need a entrants pass to bring your car along, these have already been sent out, all club members are welcome to come along on the day.

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.

Keep on Kruzin



## Club Calender

### January

**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).

**Sunday 13th:- VW's at the POINT**, see page 5 for more info.

**Sunday 13th:- Dubs by the Pub**, see page 6 for more info.

**Sunday 13th:- Newcastle Euro car show at Lambton.**

**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:- Annual Sydney Super Swap. Hawkesbury Showground, Racecourse Road, Clarendon.** Opposite Richmond RAAF Base. For more info call 0410 44 7927 or Email [superswap@optusnet.com.au](mailto:superswap@optusnet.com.au)

**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**

### April

**Thursday 14th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). No magazine assembly this month as the VW Nationals issue was the April issue.

**Thursday 21st:- 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.**

### May

**Thursday 5th:-** Magazine cut-off date for articles, letters and 4-sales for January.

**Thursday 12th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park).

**Thursday 19th:- 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.**

### August

**VW Winter Break at Sawtell 26th –30th.** See page 4 for more info

**Shannons Eastern Creek Classic. 27th & 28th**

### September:

**24th and 25th German Auto fest in Canberra**

## 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](http://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](mailto: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:- 1976 Karmann Convertible Beetle.** Lagoon Blue. US import with right-hand drive modifications. Original condition. Fuel injected with factory a/c. Disc Brakes fitted rear. Negotiable on price. \$23 000. QLD. Contact Stephen on 0417 732723

**For Sale:- 18ct Gold VW emblem men's ring.** This ring was Custom made and I paid well over \$1000, I am selling it for \$500.00 ono. It's a quite unique & eye catching item. If you're interested, I can email pictures of the ring. Call Nelson on 0293424224 or 0411196111 or [latinlvrbizmail.com.au](mailto:latinlvrbizmail.com.au)


**For Sale:- 1975 Kombi, 2L,** excellent condition, 8 seater or 5 seater + bed, dolphin blue, Pioneer head deck and speakers, sports steering wheel, heaps of rego, \$5900. Don't have room for it anymore. Phone Glen Egan on 0412208426.

**For Sale:- 1974 VW PASSAT TS COUPE,** one owner since new, recently resprayed, seats reupholstered, dash board reskinned, registered until July 05, new tyres, glass sliding sunroof, garaged since new-driven occasionally since 1999, original purchase receipts, service log books and workshop manual. lots of other spares included in sale. asking \$2900.00 can be viewed at Box Hill NSW contact Peter on 0419 383 222 or 02 9627 1246

**For Sale:- House to suit car enthusiast. Picton \$599,000,** in popular Green Hills Estate. Three Bedroom residence located on a superb 7740m2 (1.9 acre) parcel. three way bathroom, s/s heater, single garage under roof, larger truck shed approximately 12m x 20 m with high opening



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directory



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**For Sale:- 1967 Beetle**, 30,000 miles since new, has been in storage since 1977, only registered from 1967 – 1977, still has the last rego label attached, comes with log books and receipts. 12 volt, spare motor. Very original, this car deserves to be restored by an enthusiast. Call Leanne on 0423 165 414 \$1,500 ono

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Andrew Rankin



Call Andrew Rankin in Glenmore Park on  
4737 8499 Mobile 0410 787 607

**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

**KLAACK MOTORS** ★




★

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

**2A LACKEY STREET FAIRFIELD 2165**

**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 on 0408 202666 or 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



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**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

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9821 2519  
FAX: 9821 3652

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.

In those 29 years it has only travelled 88,400  
Klms! If it sounds like I am trying to build it up,  
you are right, because I would dearly like to see it  
go to someone who will look after it as much as I  
have, and not to a wrecker's yard, which sadly is  
my only other option. I can no longer afford the  
time to maintain it in its present condition. \$5,000  
ono.

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

**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

**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)



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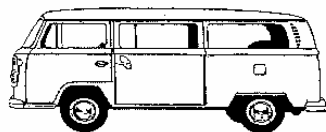
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PAUL

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Mobile 0407 296 370

Fax 02 9627 4374



New location, 19 Hobart Street Riverstone NSW 2765

**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

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**For Sale:- 4 As new Chrome Mangel Wheels, 6 x 15to 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**

**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 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!



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

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Contact Raymond Rosch  
0408 207 228 or  
[sales@clubvw.org.au](mailto:sales@clubvw.org.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

**For Sale:- Famous VW Automotive business, Stockers Siding Garage,** as featured in the 1st edition of VW Australia magazine.

Repairs to all makes & models, especially VW's. Beautiful Tweed Valley - 30 mins Gold Coast - 40 mins Byron Bay.

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Fax: 02 6677 9377

E-mail: [ajaysau@yahoo.com.au](mailto: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

**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)

**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](mailto:ricktout@optusnet.com.au)

## The last Australian Beetle

From Modern Motor, May 1977

After an Australian sales run of more than 22 years, the Volkswagen Beetle has succumbed.

The Volkswagen Beetle phenomenon is one that will never be repeated in industrial history, as we know it.

The, philosophies, design and engineering-employed in the production of the Beetle over the past 40 years have proved one important thing: that it can be done:

The success of the Beetle as a mass produced, multi-functional vehicle over those years has been largely responsible for the establishment a Volkswagen as-a household word around the world.

It was with these thoughts in mind that we drove the last VW Beetle in Australia. The car, one of about 50 still left in stock, will be placed in VW's Australian museum as being, representative of all of the Beetles sold in Australia since the introduction of the car-in 1954.

Current sales figures for the little bug now run at 20 million, worldwide, and more than 260,000

## Club VeeDub - The Legend Never Dies

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in Australia-alone.

But to think that the Beetle is dead would be wrong, for they are still being put together at a rate of 1500 per day worldwide, 350 of those at the West German factory.

The production peak for the Beetle was reached in November 1971, when a total of 5900 Beetles were being assembled, 4300 in West Germany.

Though the drop-off in production is significant in illustrating the decline of the model, it in no way indicates a decline in the parent company, which is now responsible for the production of a completely new and equally successful line of VW models: They include the Passat, Scirocco, Golf and Polo in passenger vehicles and the well-known range of light commercials and leisure campers, available in a wide range of configurations for local and export markets.

However, it's the last Australian Beetle that really concerns us now.

It's difficult in many senses to look at the 1977 Beetle as a new car. The reputation good or bad that surrounds the particularly unique aspects of the Beetle have had 40 years to evolve, and have a good deal to do with the legend of the Beetle and its success as a people's car.

If you'd never driven a Beetle, the initial reaction was usually one of mild shock, experienced not only by drivers but also by unsuspecting passengers, particularly in wet weather:

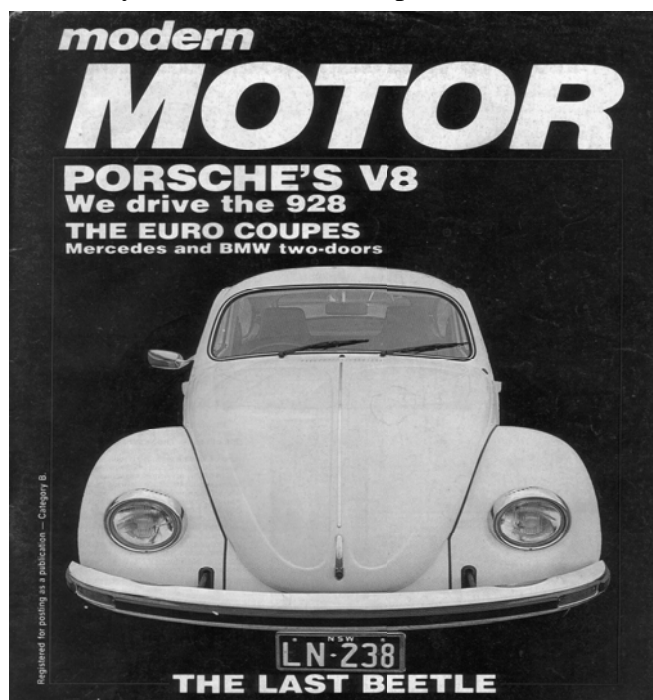
Recollections will probably vary from one person to another: For instance, horrific tales of driving across the Sydney Harbour Bridge with a, 25 knot crosswind blowing your VW from one lane to another were common. Similarly, tales about the Ws rather curious handling characteristics could hardly be described as complimentary, and no doubt there are many of us who break into a cold sweat when we recollect the times our everlasting Bug lifted both outside wheels and seemed to roll over in slow motion while the contents of the car floated through the air as if suffering the effects of weightlessness.

All this, you might think, would turn people away from VW. Not so, and the reason is basically simple. The one great thing the VW Beetles had in their favour was that they were cheap to buy, cheap to run, as reliable as Old Nick, and maintained an incredibly high resale value.

The car's popularity amongst the younger set had a dual foundation.

First, it was cheap enough to be a new first car for literally generations of drivers, and with a little bit of modification to suspension and engine, plus a set of radial tyres, the humble VW Beetle took on many of the cult aspects of a sports car, without the heavy expense or insurance commitment. With young drivers, these considerations were of critical importance because most of their decisions concerning purchase of a motor vehicle were governed by the money they could afford to outlay.

The second important feature about the Beetle was that it was such a basic car in its most standard form that modifications to the interior and mechanicals were, in varying degrees, almost mandatory. The cult that evolved around Beetle modifications included specialist books and magazines on the subject of customising, car clubs, race meetings and a vast range of ancillary industries built up around the VW



Beetle ethos.

In effect, what began life as a humble 1200 Beetle could, at reasonable expense, be turned into a fire-breathing drag car, a Formula V open wheeler, a rally-cross special, a sand buggy or even a power plant for a light aircraft.

The sales philosophy behind the Beetle was centred on the car's reliability and economy - and the appeal of those features was largely responsible for the car's continuing success over 40 years.

Though it could hardly be described as a high-performance engine in its standard form, the Beetle proved to be an ideal city car. Its reliability under all climatic and topographical conditions was reason enough for its wide acceptance. However, good as the car was, its run had to come to an end, and one of the major factors contributing to its demise in Australia was the introduction of stifling engine modifications required under the determinations of Australia's Design Rules (ADRs).

Though the 1.6-litre engine in the Beetle is a vast improvement over the well-known 1200cc unit, its performance is severely limited compared to the Beetle's replacement, the Golf.

The standard cross-ply tyres are another drawback, and though they are fitted in an effort to maintain the initial low cost of the Beetle, they limit its handling potential seriously, especially in greasy road conditions.

Volkswagen's decision to launch the Super Bug in February 1971, showed just what could be done with the 1.6-litre engine.

Accordingly, the Beetle underwent the most drastic and significant body design changes of its long history. The nose was bubbled, the windscreen was curved, and the front track was widened.

Suspension changes were also effected with the incorporation of double joint rear suspension of the Porsche type. Fuel consumption on the 1.6-litre Super Bug was better than 8.5 litres per 100 kilometres, while that of the latest Beetle is only

9.2 litres - a sad consequence of the ADRs.

Power and torque has also suffered, though the weight on the base Beetle stand at 780 kg compared to 870 kg for the Super Bug.

Of course, the comparison isn't really a fair one, but it is interesting to see just what our design rule restrictions are doing and why it has been necessary to come up with vehicles designed and built along the lines of the Golf.

Steering on the '77 Beetle was characteristically light, and gave a floating sensation unless a heavy load was placed in the front luggage compartment to help make the wheels track better. Again, radial-ply tyres can help in this area.

Interior space in the little Beetle has always been pretty good, though access to the rear luggage compartment is now more difficult than the old rubber strap retainer routine.

The interior design of dashboard, steering wheel and controls is vastly improved over earlier models, with a padded steering wheel giving good positive control at the wheel and a much safer impact zone than the old cast metal job.

Probably one of the biggest complaints about the Beetle was the poor seating the cause for more sore backs and numb bums than many of us would like to remember.

Rationalisation of the model range in 1976 after the introduction of the Golf saw the Beetle revert to a combination of past model features. The Superbug body style was dropped in favour of the older VW 1300 type body. That meant a return to the flat windscreen, less bulbous front and rear ends, the relocation of the old front guard indicators, though the newer 1600cc motor was retained.

It wouldn't be fair to test the Beetle as a new car, because it's not and now, despite the application of cosmetics and an improved interior, the Beetle is dying. The best we can do is remember the Beetle as it was. The lady isn't a shadow of her former self.

# THE TOY DEPARTMENT

I have seen some real fine examples of some put

During the Christmas break I had the opportunity to build two model kits. The kits I am referring to are the Hasegawa brand, and in particular the 1/24 scale blue delivery van and 1967 type 2 pick up.

As I have previously indicated, putting together model kits is not one my strengths, however these Hasegawa kits are not too complicated to put together.



together kits, some which have been sprayed with air brushes and even some detailed modifications

If you consider the following basic tips you can accomplish your task and enjoy your model without gluing your fingers together.

Always wash your parts in warm soapy water before assembly, this assists with paint adhesion.

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Use a precision needle cement applicator rather than the old style cement tubes

Before gluing chrome parts remove some of the plating with sand paper or a blade for better bonding of parts.

Assemble most of the body and then spray paint your model using a light coat of primer, followed by 2 or 3 light coats of final colour allowing for drying in between coats.

Use clear craft glue for all window or clear plastic parts to avoid the foggy reaction.

Take your time

When it comes to painting I found that if you are just starting out, using one colour spray paint gives a fine consistent finish.

Also surprisingly using mat spray paint gives an excellent finish. I painted my pick up in grey primer and it looks great. Also, yes black mat comes up well too!

Some of those \$2 spray paints work just as good!



Consider some signage for your model. I cut out some Heinz and Arnott's labels from grocery items and applied them with some diluted wood glue, which also dries clear.

In this edition I have included examples of some model kits.

Other Items of interest

For those of us who are serious about our interest, the following items may also interest you.

BigW is selling single bed doona covers with large spilt window kombis printed on them. Also at Big W, men's T- Shirts displaying a military Split window Kombi.

You also may be familiar with the Solido 1/18 Microbus model. It appears that someone has got hold of the mould and has produced a ceramic version of this model, less any interior.

This I would not put into the category of a model, as it is very ruff indeed, nor is it worth the \$20 price tag,.... but thinking out side the square, it would look really good positioned in a fish tank, you would only have to remove the metal base plate, as the rest is ceramic.

You can see these in two- tone red and blue at the 'Ware house' discount stores.

In the mean time I am giving the fish tank some more thought.

Tony Bezzina





## The Race Touareg

Volkswagen presents a new version of the Dakar Rally car



The 27th Dakar Rally started on New Year's Day 2005, this time from Barcelona. And Volkswagen's Marathon Rally Team will be there with the Race-Touareg again. The latest version of the rally vehicle was presented to the public for the first time at the Paris Motor Show.

The Race-Touaregs being used will be driven by driver-navigator teams with a degree of success behind them already. The most prominent newcomers to the Volkswagen Marathon Rally Team are four-times rally champion Juha Kankkunen, who will be contesting the 2005 Dakar Rally with co-driver Juha Repo. The two Finns will actually be driving the Race-Touareg for the first time in the finale of the FIA World Cup – the UAE Desert Challenge from 11 to 15 October in Dubai. The means that, alongside Jutta Kleinschmidt (2001) and Bruno Saby (1993), Volkswagen's squad will include a third former winner of the Dakar Rally (1988).

The Race-Touareg in detail: Its exterior is spectacular, and its inner values are just as convincing. The Volkswagen Race-Touareg bears the name of the model family from the main series, but this is a motor sports vehicle that has been built without compromise for desert rallies. Under the leadership of Eduard Weidl, a team of Volkswagen engineers and external specialists designed the Race-Touareg. Less than seven months passed between the start of construction and the test drive of the first prototype.

The tubular space frame, which only weighs a third of a tonne, contains all the articulation points for the units, body and wheel suspension and also acts as a roll cage at the same time. High-strength aircraft steel guarantees a tensile strength of up to 700 Newton metres per square millimetre – after all, the FIA roll test covers loads corresponding to around 16.9 tonnes for a defined area. At the same time, the design also focused on achieving the lowest possible centre of gravity.

All four wheels of the Race-Touareg are guided by double wishbone axle units on the front and rear axles and each have double spring and shock absorber elements. The spring travel is limited by regulation to 250 mm. In spite of the large ground clearance, which requires a relatively high position of the lower wishbone, a kinematic suspension system has been achieved that guarantees good-natured driving properties.

The TDI technology that is so pioneering in series production is being used by Volkswagen in marathon motor sports too. Even in the 2003 Dakar Rally, the Volkswagen Tarek achieved a double victory in its class with TDI drive. The Race-Touareg is powered by an in-line five-cylinder engine. Its cylinder capacity of 2.3 litres is defined by regulations. In order to come into the category of up to 1750 kg minimum weight, the cylinder capacity may not exceed 3500 cc. With a turbo diesel engine, a factor of 1.5 has to be included – which means that the capacity may not exceed 2333 cc. An airflow limiter of 39 mm is obligatory.

Over 450 Newton metres torque is applied to the all-wheel drive via a sequential six-gear transmission supplied by X-Trac. The central differential and front and rear axle differential are designed mechanical compensating gears. Because any form of electronic control ("active differential") is forbidden under the regulations, all three differentials have mechanical and viscose locking facilities.

The appearance of the Race-Touareg is not only striking and eye-catching – it is also completely practical. Thanks to the short overhangs, even steep driving slope angles are no obstacle. The

entire body shell is made from carbon fibre and only weighs around 50 kg.

### **Dakar VW team leaves Wolfsburg with 21 vehicles and 62 people en route to Dakar**

While the works drivers Robby Gordon, Juha Kankkunen, Jutta Kleinschmidt and Bruno Saby together with their co-drivers Dirk von Zitzewitz, Juha Repo, Fabrizia Pons and Michel Périn completed a question and answer session for numerous media representatives and fans and signed hundreds of autographs, the impressive convoy of competition and service vehicles prepared for the journey to Barcelona, where the world famous desert rally will start at New Year after two days of scrutineering. In addition to the driving and navigational expertise, logistics are a third important element of the competition that finishes on 16th January in the Senegalese capital city. As a result, the smallest of spare parts, the tyres, mechanics and team boss, all the material and every person must be transported more than 10,000 kilometres; every formality must be observed and a strict time schedule followed.

#### **Superb logistical feat with advance planning**

The planning and coordination of this extensive supply chain, moving over two continents for more than a fortnight, is the domain of an extremely experienced Volkswagen employee: Paco Crous, involved in motor sport since 1962, experienced his first Dakar Rally in 1983. Incredibly, the Catalanian will participate in the

Desert Classic for the 18th time in January 2005. Together with other team personnel, the 59-year old Spaniard plans the deployment of more than 60 personnel for the second Dakar Rally appearance of the Race-Touareg. "Together with Team Manager Peter Utoft, a team diagram is drawn up, explains Paco Crous. "The travel itineraries, flight and hotel bookings, time schedules, loading plans and other pertinent instructions are derived from this, all of which is summarised in a handbook for each employee."

Apparent trivialities such as the transport within Europe gains importance: How do the employees, whose vehicles have to be available for technical scrutineering, get to and from the hotel and rally centre in Barcelona without their fleet? How and when will which material be transported by the European Support Team from Germany to Spain?

#### **Responsibility for all vehicle categories**

A total of 21 vehicles from Volkswagen will start as authorised participants in the competition and service-vehicle categories of the Dakar Rally. In addition to the four Race-Touareg vehicles for the works drivers, nine production based Service-Touareg cars, one twin-axle, four three-axle and a single four-axle truck of varying construction are also included in the fleet. Two trucks are also entered in the truck category, which can provide direct help on the stages. These "knights in shining armour" require the same level of meticulous preparation as the four Race-Touareg cars, as they are nevertheless race vehicles as defined in the rally's T4-Regulations, which follow exactly the



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same route as the cars and motorcycles. Klaus Leihener is responsible for the preparation and race logistics of all trucks and again drives one of the two Race-Trucks.

The transport boxes, each tailored individually to suit Volkswagen's requirements, are loaded according to detailed equipment plans. The freight for the Race-Touareg comprises of no less than 360 pre-mounted wheels and tyres, 32 complete suspension units, 60 driveshafts, 16 propshafts, eight front and eight rear differentials and seven gearboxes. Every Service-Truck is stocked with at least 5,000 individual components. As the Race-Trucks must successfully master all the dune and pass crossings and, in the worst case, tow one of the four works drivers' competition cars to the finish if defect, the payload of the twin-axle trucks must not be completely exceeded. Therefore, a Race-Truck only contains about 1.4 tonnes of the most important materials required for mechanical 'first aid'. Fresh supplies are taken from the Service-Trucks at the bivouac in the evening. Volkswagen has ordered 25,000 litres of fuel from the organiser for the entire caravan, which consists solely of diesel powered four-wheel drive vehicles.

The nine Service-Touareg vehicles, specially built to transport the technicians, mechanics, and other personnel, benefit directly from the impressive basis concept of Volkswagen's premium segment all-terrain vehicle. Based on the top-of-the-range V10 TDI, a team, lead today by Christoph Beck, had already developed a three or four-seat escort vehicle for the two

'Dakar' events in 2003 and 2004, which in addition to being equipped with a roll-cage, race seats, two spare-wheels, an extra fuel tank and water tank also has a roof mounted box.

### Planning for the unpredictable

In addition to these 21 vehicles, two extra four-axle trucks of a sub-contractor are on stand-by for the transport of tyres, wheel rims and other large components. Additional vehicles – for instance at the start in Barcelona or in and around the bivouacs in Africa – are provided by the local Volkswagen dealer network. "Today we have the plannable part of the event behind us", knows Paco Crous. "The critical phase begins after that, which is characterised by unexpected developments, quick decisions and improvisation. This is exactly what makes the Dakar Rally so appealing."

Wolfsburg (29th December 2004). It is regarded as probably the longest distance in motor sport: The entire 8,956 kilometres of the Dakar Rally, which the Volkswagen works team attacks from the 31st December, means the absolute limits of stress and strain will be tested during the 17-day marathon.

An incredible 5,431 kilometres must be completed under the most adverse conditions against the clock – nearly the total distance of all the Formula 1 races in a season.

Volkswagen works driver Jutta Kleinschmidt is convinced, "The layout of the route this year is particularly challenging. The long stages, the



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tricky terrain in Mauritania and many special features suggest the demands will be extreme." The organiser has again increased the degree of difficulty for the 27th running of the world's most famous desert rally: Regulation changes and also daily distances of 600 kilometres or more guarantee even more excitement.

The number of GPS coordinates supplied by the organiser for each stage is severely decreased and, as a result, the navigation on each stage more complicated because of the reduced number of reference points. Also, two marathon stages without evening service at the 'marathon-bivouac' means that 1,207 and 1,487 kilometres must be completed without 'chase-team' support between the 6th and 7th and 12th and 13th January respectively. In addition, radical dune formations, pass crossings and other inestimable route characteristics promise an incredibly exciting competition. Jutta Kleinschmidt, who scored a stage victory during the Volkswagen Race-Touareg debut one year ago, is convinced: "It will once again be a very, very hard and challenging Dakar Rally."

Wolfsburg (30th December 2004) The first hurdle is cleared: The Volkswagen works team completed technical and administrative scrutineering on the 29th and 30th of December for participation in the 2005 Dakar Rally with the four Race-Touareg cars and all 23 accompanying vehicles in Barcelona under clear blue skies and temperatures around three degrees Celsius.

Motor sport Director Kris Nissen and the four

work's drivers Jutta Kleinschmidt, Juha Kankkunen, Bruno Saby and Robby Gordon are confident going into the 27th running of the world's hardest desert rally which starts in the New Year with a prologue outside the Catalonian capital.

Kris Nissen (Volkswagen Motor sport Director) "I'm feeling relaxed about the forthcoming start. The employees and I have done a great deal since last year, after the 'Dakar' we participated in three additional rallies, completed six tests and undertook continuous development. We are well prepared. I'm particularly pleased with the composure and harmony within the team. As far as the prologue at New Year is concerned, the stage is purely a showcase event for the spectators who will be presented with a fantastic start to the rally in Barcelona. The real competition starts properly in Africa on the 3rd January."

#310 – Jutta Kleinschmidt (D)

"Barcelona is a fabulous location to start the rally. I love this place, and in fact toured the city and enjoyed the typical Tapas the day before technical scrutineering. The people here love motor sport. The prologue on the beach will certainly be sandy. I'm hoping that the conditions for the second prologue in Granada on the 2nd January will be dry as last year the track turned into a complete mud bath due to the rain. I always feel sorry for the lovely new cars. I've been very active over the last few weeks. I was at a navigation event in Hanover, and whilst I was there completed a short function check with the new car."



#313 – Juha Kankkunen (FIN)

"I'm really pleased that it's finally going to get under way. It is my first 'Dakar' since my victory in 1988. However, I'm not nervous. After all I've been competitively involved in motor sport for 25 years and am familiar with the various challenges and different vehicles. In the meantime I feel very as one with the Volkswagen Race-Touareg. I drove the vehicle for the first time almost six months ago. Since then we have tested intensively and I competed in my first rally in Dubai."

#307 – Bruno Saby (F)

"A lot has changed in the team since last year. The car was completely new a year ago at the 2004 Dakar Rally. Even at that time the team made a good impression, and the Volkswagen Race-Touareg was reliable from the word go. Since then both the team and car have made big steps forward, that's why, although I'm not really an optimist, I'm looking forward to the rally. The car is much easier to drive and adapts much better to the different conditions than it did twelve months ago. However the 'Dakar' is long and a great many surprises lie in store – I've learnt this during my previous twelve starts and as a journalist. If we mount the podium on the 16th January I'd be very, very happy."

#317 – Robby Gordon (USA)

"I'm really very anxious, as the Dakar Rally will present me with many premieres: I drive a diesel car for the first time in competition. Apart from one start at the Race of Champions in the Grand Canaries, the prologue at New Year is my first race in Europe. I have absolutely no 'Dakar' experience, it is my first desert rally, and I'm driving for the first time with Dirk von Zitzewitz as co-driver. I have however done my homework well by speaking to the other drivers and testing, and I'm convinced that I will learn a huge amount here. I'm already really looking forward to my first start with Volkswagen and am proud to be able to compete for Europe's largest automobile manufacturer."

## New Beetle Ragster



In celebration of Volkswagen of America's 50th Anniversary this year, Volkswagen commissioned their design group to put together a special New Beetle design study called the Ragster. Essentially a "chop-top" New Beetle, various cues point to the heavy-duty aftermarket and customization market with racing bucket seats, huge Brembo brakes, 19" wheels and more. While Volkswagen has no plans to produce the Ragster as a production model, the concept does give clues to the New Beetle's forthcoming facelift from the window-line down. The facelift will be more evolutionary than revolutionary with new creases in the sheet metal around the fenders and front bumper giving the car a slightly more angular look. Expect to see the face lifted car later this year.

The Volkswagen press releases follows below:

Wolfsburg / Detroit, 9. January 2005 - It's a statement, an automotive way of life. More than 800.000 drive one, the Volkswagen with the perhaps most famous design in the world: the New Beetle. For the North American International Auto Show in Detroit the German company presents the hot potential of the design classic – with a study on the New Beetle





Ragster. Its most visible characteristic: a drastically dropped roof with a large ragtop.

Ragtop + Speedster = Ragster The development team based the Ragster on the reinforced convertible, shortening the A-pillars by about 90 millimetres and creating a set u-shaped roof fixing for the Ragtop's frame. It becomes instantly clear where the „Hot Rod“ with its ragtop and speedster dimensions got its name.

New design: The Ragster shows new visual ways. And this does not only hold true for the top. The fenders, bumpers, headlights, taillights and 19" aluminium rims are all newly designed as well and more progressive and sporty than ever. Newly designed interior: Racing car bucket seats, sports car type steering wheel with integrated engine start button (right side) and ragtop control (left side), centre console and the extremely clean designed cargo area.

Power? Anything goes: The drive - A powerful gasoline engine or a high torque TDI are imaginable. Although it has yet to be determined which motor will be built and if the study will be produced in series - Anything goes. Just as in Concept 1, the study on the New Beetle, which also started in Detroit. - A great place for a world premiere...

## Kari Meier The Kamei story



During the 1952 Motor Show in Geneva, Karl Meier presented the first spoiler on a Volkswagen Beetle (top). This was the initial step in the success of his auto extras business. Karl Meier soon became 'Kamei', a name now synonymous with innovation, quality and style.



Other accessories soon followed, such as a glove compartment under the dashboard, the removable interior boot lid (trunk cover), head and arm rests, foot rests and the first "soft" safety flower vase!

This car started the evolution of Kamei into what it is today. It was also the inspiration behind the Beetster show cars.

Original Beetle featured: (top to bottom next page): Armrest, glove compartment under the dashboard, trunk cover, head rest. The iconic 'Flower Vase'

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Today Kamei -with over 50 years experience- co-operates with the car industry, and continues to produce high quality aerodynamic and practical products.

Kamei continues to develop and exhibit show



cars to promote their latest car styling innovations. To follow up on the success of 2001's Beetster concept, based on the new Volkswagen Beetle, Kamei produced 2003's Beetster II: a fully functional, sporty two seater fun car.

Kamei's car styling additions enhance the Beetster's appearance with Headlight Trims, Front and Rear Covers, Exhaust Pipe Covers, Door Handle Covers, Footboard Covers and Stone Guards. Inside are a range of auto extras such as Centre Armrests, Cushions and the now traditional flower vase.

Kamei's experience in aerodynamics has helped develop a one of the finest ranges of roof boxes on the market. All Kamei boxes are wind tunnel tested to ensure the best airflow possible. All are made from 'Durokam' - a modified UV-protected ABS plastic developed by Kamei to optimise weight, stability, and impact resistance. All boxes have hydraulic struts to hold up the lid and come with an impressive 6-year guarantee!

Of particular interest may be the new symmetrical Grizzly range - a box which you can mount so that it opens either from the left or the right hand side. With the Grizzly L you may well have space on your roof bars for two boxes, one e.g. for dry gear, the other for wet sailing gear.



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