

# ZEITSCHRIFT

February 2005



## 20th ANNIVERSARY ISSUE!

**Club Veedub Turns 20!**

**News From Germany**

**August Horch Museum**

**The Toy Department**

**Roadside Blues**

**...Plus all the usual stuff in your bumper souvenir issue!**

**Old Zeitschriften**

**Herbie Rides Again**

**V6 Caravelle**

**Motoring Firsts**

**Dead Race Tracks**



**A CLUB VEEDUB SYDNEY PUBLICA-  
TION**

Proudly a member of the Council of Motor Clubs



## CLUB VEEDUB SYDNEY Committee 2004 – 2005

President:	David Birchall (02) 9534 4825
Public Officer:	Bob Hickman (02) 4655 5566
Vice President:	Leigh Harris (02) 9533 3192
Secretary:	Bob Hickman (02) 4655 5566
Assistant Secretary:	Andrew Rankin (02) 4733 2848
Treasurer:	Martin Fox 0411 331121
Editor & Webmaster:	Steve Carter 0413 811 186
Librarian:	Simon Matthews (02) 9898 3665
Video Librarian:	John Vellis (02) 97300248
Tool Librarian:	Bob Hickman (02) 4655 5566
Merchandising:	Raymond Rosch 0408 207 228
Trivia Pro & Quiz Masters:	Phil Matthews (02) 9773 3970 Simon Matthews
Raffle Officer	Christine Eaton (02) 9520 4914
Vintage Registrar:	Peter Macqueen 0419-016-392
General Committee:	Frank Watkins (02) 4626 1132 Belinda Godfrey Ray Pleydon Shirley Pleydon Joe Buttigieg David Johnston Danny McFaddyn Carl Moll Michael Said
VW Nationals Coordinators:	David Birchall (02) 9534 4895 Bob Hickman (02) 4655 5566

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

Monthly Club meetings are held at Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the third Thursday each month at 7:30 PM. All members and visitors are most welcome.

All mail should be addressed via the Secretary,  
c/- 14 Willoughby Cct Grassmere NSW 2570

Zeitschrift is produced monthly by Club VeeDub Sydney. Classified ads are free to members, send your add to the above address or send an email to the editor. We welcome all letters and contributions, which will be published if

## 2005 VW Nationals

Good Friday March 25th  
Easter Saturday 26th  
Easter Sunday 27th

We wish to thank our continuous  
17 Year VW Nationals Sponsors

Volkswagen Group Australia  
Andrew Dodd Automotive  
Blacktown Mechanical Repairs  
Brookvale Spares  
Bruce Geddes Automotive  
C and S Automotive  
Hellbug  
Klaack Motors  
S.K.H. Motors  
Stan Pobjoy's  
Racing Engineering  
Vintage VeeDub Supplies  
Volksbahn Autos Pty Ltd.  
Home Page  
[www.clubvw.org.au](http://www.clubvw.org.au)

### E-mail

President:	david@clubvw.org.au
Vice President:	leigh@clubvw.org.au
Editor:	info@clubvw.org.au
Vintage Registrar:	pmacqueen-ad@pnc.com.au
Secretary:	hicko@idx.com.au
Treasurer:	martin.fox@sleworldwide.com.au
Merchandising:	sales@clubvw.org.au
VW Nationals info	david@clubvw.org.au

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.

# **FREE! - VW Dyno Day 2005**

## **Sunday, 6th March**

Well here's the news folks. The Volkswagen Dyno Day will be held on the Grand Opening of the brand new purpose built CBB Workshop and Showroom. The dyno now sits in the ground with no pesky ramps and exhaust fumes will head straight out the massive door!

The day will be Sunday the 6th of March 2005 (pending the "on-time" completion of the building, please call prior to check!)

The Dyno will be FREE FREE FREE for Volkswagens only (including exotically powered Volkswagens so you Subie guys are welcome).

There will also be a sausage sizzle and drinks available for the masses.

This is a few weeks before the VW Nationals and a perfect opportunity to roll the car up and get a diagnostic report of your VW's performance and tune.

It's even a great day for spectators.

Being on a lazy Sunday and at NO COST there is no excuse for anyone to miss the day!

The new CBB Workshop is nearing completion and is located in Penrith, west of Sydney. It's at 21 Peachtree Road Penrith (02) 4722 9313. Bring your VW, see you there!

# Hawks Nest Motor Fest – 2005

Saturday, 12 March 2005

Myall Park Sports Oval

A Hawks Nest Community Aid Event Day for

Tea Gardens Hawks Nest Surf Life Saving Club Inc. Tea Gardens Hawks Nest Meals on Wheels Inc. Community Clinic Bus

Hosted by the Tea Gardens Hawks Nest Motor Club Inc.

Classic, Vintage, Veteran, Sports cars and motorcycles Fire Brigade, Police, Ambulance & Emergency units and Surf Life Saving Club on display

Food & drink stalls Join us in this unique local event

For further info contact: John Sharp President 4997 1081 or Secretary Juergen Seil 4997 0014

## A reminder from the Vintage Registrar

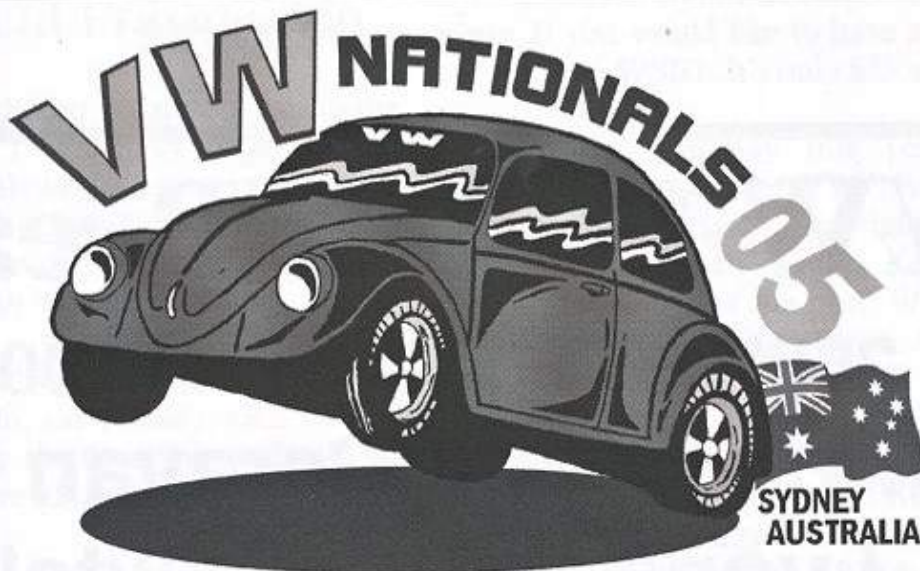
Just a short but very important reminder members! If you have a vehicle on HCRS / Historic plates, you must inform me of **all** your vehicles movements for the following reasons:

- The RTA requires that the Club run a day book registering all "H" plated vehicles movements.
- You have agreed to abide with Club VeeDubs requirements on this subject.
- Should you have an incident involving your "H" plated vehicle and you have not informed the Clubs Vintage Registrar, your insurance could be null and void.
- Should the RTA wish to inspect the clubs day book, and can prove that it is not current, or that certain club members are abusing the privilege of the HCRS system, the club can and will be held in breach of the RTA HCRS regulations, and could if they wished, revoke all "H" plates associated with Club VeeDub.

Note: All events listed within Zeitschrift are sanctioned by the club's committee **BUT you are still required to notify me of the vehicles movements.**

All I ask members, is that you keep me informed of when you are going out to enjoy your Volkswagen. You can do this by contacting me on 0419-016-392, or e-mail, pmacqueen-ad@pnc.com.au

So enjoy your Volkswagen, I know I do. Peter Macqueen, Vintage Registrar



Good

Friday

**25th March 2005**

**Western Sydney International Raceway (WSID)**

1/4 mile Drag Racing Grudge & Bracket

Racing from 9.00am till 4.30pm

\$55.00 to race

\$15.00 spectator entry. Children under 12 free

Entry forms will be available from [www.wsid.com.au](http://www.wsid.com.au)

Please enter directly with WSID if you wish to race 02 9672-1320. There will also be other types of vehicles racing on the day as part of the VW Nationals event.

**PRE ENTRY IS A MUST.**

If you wish to stay on into the evening, there will be a Burn Out competition being staged from 6.00 pm.

Racing requirements will be as with an ANDRA sanction street meeting, so current safety requirements must be adhered to.

Racing will be open for all makes and models of cars both street and racing.

Grudge, Bracket & King of the Hill.

Gene Berg Trophy for the fastest street registered VW will be awarded.

Bracket racing is a test of endurance and skill, not how powerful your car is.

**Easter Saturday 26th March**

**Navigation and Sight-seeing Run** through south-west Sydney. Bring a partner! Meet at the Greyhound Social Club, 140 Rookwood Rd Yagoona, at 9:30am. We finish at a mystery destination for a relaxing lunch and boutique beers.

**Easter Sunday 27th March**

**Show & Shine at Fairfield Showgrounds, Smithfield Road, Prairiewood.**

Huge undercover area for Show & Shine, Dealer Displays and Swapmeet.

Gates open at 8:00 am.

If you want a good position, or you want to park with your mates, get there early!

Car show entries close at 11am. Presentation is around 3pm.

Entry fee is again \$10.00, children under 16 free. Undercover Swapmeet sites are \$20.00 each Car show entry is \$10.00 per category, maximum of 3 categories per car.

# **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.

Booking Code: ClubVeeDub -

Toll Free number for the park 1800729835

and the web address [www.sawtellbeachcaravanpark.com.au](http://www.sawtellbeachcaravanpark.com.au)

More info soon.....

Organised by local members of Club VeeDub Sydney

## Der Bericht Präsidenten

Our monthly run in January was to the NRMA Australia Day display in the Sydney centre. We had about 10 or so cars attend, and we were well positioned at the St James Square area. Thanks to Ray Black for organising this with the officials.

This month will be the Illawarra Club Show day at Bulli, on Sunday 13th. It will have happened by the time you read this, so hopefully you have all remembered to attend this event.

It is with regret that I have to advise you of the passing of one of our club's early patrons. Peter Matthews, father of members Phil and Simon Matthews, passed away on Friday 14th January 2005. Peter was a strong supporter of our club in the very early days, with some of the first meetings held at the Matthews household at Padstow. Together with his wife Ann, they would listen intently to the club's activities, and encourage his sons to get involved. Peter loved Volkswagens; his first car was a 1954 Beetle, and the 1959 Beetle he owned for 19 years from new is shown on this month's cover. As Peter often said to his sons, "You'll miss me when I'm gone." The club has sent flowers and our thoughts are with the family.

Long-time H & M Ferman worker, Lionel Francis passed away last week. For those that were in contact with Fermans, Lionel would be the main person to talk with when ordering Volkswagen parts. He was an easy going chap and will be missed by many people.

Don't forget that the VW Nationals are only 6 weeks away! So start shining up your VWs for our Drag Day, Nav Run and Display Day. We need volunteers to help out with parking, swap meet areas and the club stand. Please call me if you can spend some time on Easter Sunday March 27th.

The VW Nationals 2005 Drag Day will be held this year on GOOD FRIDAY

25th March, NOT on Saturday as in previous years. If you would like to have a run, please come out to WSID. It's only \$55 to race.

Easter Saturday this year will see something new for the VW Nationals. We will be having a navigation/sight-seeing run, similar to the Carters' Krauty Kaper and the Fish n Chips runs of the past. We will finish at a nice watering hole for lunch. More details next month.

Précis of Committee and General meetings:- VW Nationals, Raffle prize for Nats, Public Liability Insurance, VW Nats jobs, Illawarra show day, NRMA display day.

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 Kruisin



## Klub Kalender

### February

**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, Claredon.** Opposite Richmond RAAF Base. For more info call 0410 44 7927 or Email 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

## March

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

**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.**

**Good Friday 25th Easter Saturday 26th  
Easter Sunday 27th:**

## VW Nationals '05

See page 5 for details

## 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**

## Marktplatz

*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:- New Autolinea aluminium Type 1 case.** Brand new still in box. \$750. Phone Rudi on 0418 442953.

**For sale:- 1956 oval window beetle. Top Pre 57 VW Nationals 1990-91.** 1650cc motor 36mm Dellortos, tuned extractors, port and polish, cam. 4 wheel discs (new discs and pads). Adjustable Ball joint front end (new adjusters, shocks), 15"x6" V4 Simons Wheels (with fairly new rubber), space saver spare. Fresh swing Axle Gear Box, Short Shift Kit,



Trade and services  
directory



OFFICE: 9651 3870  
Fax: 9651 3746

**TOWN & COUNTRY**  
ACCOUNTANCY & TAXATION SERVICES

MICHAEL SAID  
Principal

PUBLIC ACCOUNTANTS  
REGISTERED TAX AGENTS  
SPECIALISING IN SMALL  
BUSINESS CONSULTING

P.O. BOX 217  
ROUND CORNER 2158

Custom Interior Trim (Cobra), Alloy 4 point Roll Cage, White 2 pak Paint (Nissan Classic White) Detailed undercarriage, Freshly built Spare 1600cc Motor-Twin Kadrons (inc. exhaust) Sacrificed at this price, must sell. \$8500 ONO Phone 0401 357 143

**For Sale:- 1972 Beetle. Good Original condition.** Much loved daily driver, well maintained, always garaged. Good tyres rego to October 2005. Only selling to make way for my Type 182! Asking \$3600 to a good home. Call Simon on 0438 839 398 (mob) or (02) 9415 1817 (evening) or email sbender@hcf.com.au

**HOME LOANS**

REFINANCING HOME EQUITY

INVESTMENT LOANS

*We give good advice.*



Andrew Rankin




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

**For Sale:- New colour number plates, red with white writing NSW plates. AVW NUT \$2,500 ono Ring Ian on (02) 4955 0203**

**For Sale:- Hot Wheels VW Bus - Lucky Charms - One of the best looking Hot Wheels buses around. \$50 each FREE postage within Australia. Contact Luis - 0412 605 692 or email: Lg\_71@hotmail.com Plus more other VW toys, accessories for sale.**

**KLAACK MOTORS** ★



★

★


★

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

**2A LACKEY STREET FAIRFIELD 2165**

**For Sale:- 1971 Beetle 1500, Believe matching numbers, most trim and parts still OK, not the original colour, needs restoration, Stored with motor in running condition some 6 years ago, a good restorer, asking \$1850.00 ONO please contact Stewart on 9602 2815**

**For Sale:- 1961 Beetle (pan # 3643652 January '61) yuck mustard in colour, good original interior, 12 volt conversion, rebuilt gearbox, strong "H" series 1500cc engine goes well. Unregistered last 12 months, pan solid, no structural rust, suspension and brakes very good. Current owner does not want to see her little Bug broken up, would love to see her go to an appreciative enthusiast. It's a good project. Asking \$900 ono. Vehicle at Katoomba, contact Peter 0419-016-392 or Heydy 4782-1052**



VINTAGE AND CLASSIC VEHICLE INSURANCE AND AUCTIONS

- Agreed value means agreed value. If the car is a total loss you will receive the full sum insured.
- You have the option to choose your own repairer.
- Lifetime guarantee on repairs.
- In the event of total loss you will have automatic retention of the wreck, depending on the policy.
- No Blame = No Excess.
- Laid up cover for vehicles being restored or repaired.
- Free windscreen one per year without excess.
- Personal belongings and tools up to the value of \$400 - Subject to excess.

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

**For Sale:- Two pre-1970 Bay Window Kombis and two post '71 Kombis.** These 4 Kombis are sitting in a yard in Mittagong, current owner has collected them from

Trade and services  
directory

**S.K.H. MOTORS**

Specialising in V.W. Spares, Repairs  
and Reconditioned Motors.



ALSO JAPANESE, FORD, HOLDEN, ETC

7 IRAKING AVE.  
MOOREBANK, 2170

PHONE: 9602 6059

9821 2519

FAX: 9821 3652

**V WING COUNTRY**

ABN: 92 003 268 933

Reconditioned NEW & Used Parts

Specialising in  
Volkswagen Spares

Service & Repair  
TO All Models



PETER

Ph: (02) 9627 6209

50 Princes St Riverstone NSW 2765

**Rivo Auto Electrical &  
Air Conditioning Repairs**

ABN 53645030760

PAUL

Phone 02 9627 1874

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

around the area over the last few years and would like to see them gone. The Blue 1970, wide five-stud wheel model, is a very good and straight resto project, surface rust only in cabin floor, Roof sunburnt, all panels and sills clean and straight, no engine. The other three are panel and mechanical donors only, asking \$1200 ono for the job lot. Contact Ken in Mittagong 0408-225-002, or Peter Macqueen 0419-016-392.

**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. \$3250 BUT offer negotiable! call 0419625017

**For Sale:- 1 pair of calipers & brackets to convert a Beetle to the large Type 3 calipers.** All parts are used and the calipers will need refurbishing. The stub axle will need to be modified to accept the brackets, existing caliper ears will need to be cut off, the splash guard holes need to be increased in size. They use DB2 pads. \$150 ono plus postage Call Steve 0413 8111 86 or webmaster@clubvw.org.au

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

**For Sale:- 2 X Racing Harnesses, ERG brand,** SFI approved, 5 point with 3 inch web. Date stamped January 2003. \$50 each. Contact UCH 02 9316 3174 bh

**Wanted:- VW Kombi glovebox Owner's Guide.** My Kombi is a 1974, so I would prefer that particular year (August 1973). My current one is the wrong year, and some of the pages are stuck together (don't ask me how). I've

Trade and services directory

been watching Ebay but they don't come up very often. If you have one, give me a ring. Phil, 0412 786339.

ABN 45 070 734 314  
Tel: 9534 1077



All Bug & Mechanical Repairs  
New & Second Hand Spare Parts

Unit 1, 143 - 155 Bonds Road, Riverwood NSW 2210

**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 latinlvr@bizmail.com.au



Specialising in;  
TRIM RESTORATION  
SMALL REPAIRS  
FULL RETRIMS

VINTAGE CARS TO COMMERCIAL TRUCKS  
SEATS, HEADLININGS, CARPETS,  
TOONEUS, DOOR TRIMS & CONVERTIBLE  
TOPS CUSTOM DESIGNS

02  
4777 5566

**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

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

**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 roller doors three phase power, halogen lights, 10 ton hoist, 20m x 40m dressage area provision, steel fencing, horse yard, located in popular Kent Road. This property is ideal for a horse owner, car enthusiast, truck owner or tradesman. Make your appointment to inspect. Call Ray White Picton 02 4677 1302 or email:



COLLISION REPAIR CONSULTANTS  
NORTHMEAD INDUSTRIAL ESTATE  
UNIT 5D 23-25 Windsor Rd Northmead 2152  
Telephone 9630 3300 or 9630 3303 Fax 9890 8091  
Email embassy@zipworld.com.au  
Web www.embassysmashrepairs.com.au  
John Walker Lic No. 100

Trade and services directory



**CLASSIC VEE-DUB**  
Pty/Ltd

www.classicveedub.com.au

36 Bridge St.  
Rydalmere  
2116 N.S.W  
Sydney Australia

phone: (02) 9638 4200  
fax: (02) 9638 4266  
George: 0412 434 762

1342402229, Engine no. 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:- 1957 Oval window Volkswagen Beetle**, with late 1600 twin port engine, adjustable front suspension, Porsche 356 wheels and hubs, new clutch, painted purple two-pack paint, 10 months rego, excellent condition, asking \$5700 ono. Contact Wendy on 02 4782 6827 or 414 893 480.



**KORSCHE**  
**KAR**  
AUTO RECYCLERS

VW Spares – New & Used full restoration available  
VW Cars bought & sold  
Unit 1C / 9 Nell Road  
West Gosford NSW 2250  
Phone (02) 4325-7911 DL 12602

picton.nsw@raywhite.com

**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

**For Sale:- VW Karmann Ghia 1963**, original condition, 2nd owner, coupe, manual, two-tone (white/brown), engine no. 7002400. \$15,000. If you have email, contact Michelle magustin@vichealth.vic.gov.au, or Ph 03 9667 1343.

**For Sale: 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 tyres, one of the last examples manufactured in Australia. May 2005 rego, sailed through last service, VIN



**GROOVY**

Raised POS-A-COLOR LETTERING is now available in red or white on most popular sizes of POS-A-TRACTION TORQUE-MASTER TIRES. Stays sharp & beautiful for the life of the tire. Cleans easily.

**TORQUE-MASTER**  
IDEAL FOR STREET & SHOW CARS

**STAGGER-BLOCKS**  
FOR OFF-ROAD & DUNE BUGGIES

**PERFECT FOR VOLKSWAGENS — STREET OR SHOW!**  
The POS-A-TRACTION TORQUE-MASTER (C70-15) tubeless tire offers excellent traction... beauty and top breaking performance. Fits most standard wheels. No spacers required. Available in R/W or blackwalls. Get with it... Go Pos-A-Traction!



**BRIDGESTONE**  
SUPER-WIDE RACING TIRES  
Now Distributed Nationally by Inglewood Tire Co., Inc.

THESE ARE ALL NEW TIRES... NOT RECAPS or RETREADS

Our latest Catalog and  
88" of Pos-A-Traction Racing Stripes for only \$2.00

**POS-A-TRACTION**  
TIRES

(Division of INGLEWOOD TIRE COMPANY, INC.)  
Dept. VWG, 1105 E. Redondo Blvd., Inglewood, Calif. 90302  
Telephone: (213) 678-1101

The Originators of Wide Treads and Wide Oval Type Tires

## Club Veedub Turns 20!

Welcome to the 20th Anniversary edition of Zeitschrift! It's hard to believe that our Veedub club is 20 years old already; where on earth has the time gone??

I was involved in the formation of Club VW, as we called it then, back in 1985 when the VW scene was quite different from how it is today. VW clubs around then were into dirt motorkhanas rallies and bush bashes, as there were a lot more VWs around then and they weren't considered to be precious classics like they are now. It was very difficult to buy hot-up or resto VW parts anywhere and VW-only events were non-existent.

We formed Club VW to fix these problems, as we were a group of enthusiasts who loved their VWs for what they were, not for how fast they could be made to bash around a dirt track. Our first gathering was at Parramatta Park on 10 February 1985, where 19 VWs gathered together for an organised chat and a picnic. We all agreed to proceed with our new club, so after a first committee meeting (at my house!) we organised another run, this time up to St Albans. I think we ought to have another run up there after the Nationals are over!

Our first meetings were held at Granville Town Hall, followed in later years by Concord RSL, Auburn RSL, Auburn Soccer Club and now the Greyhound Club. Zeitschrift has come a long way since the old days of using an awful black ink Gestetner wax stencil copier! Zeitschrift is German for 'magazine', in case you are wondering.

We grew steadily until 1988, when we ran the first VW Nationals. This was the first large, professional VW show to be held in Sydney and began a tradition that is now in its eighteenth year, bigger and better than ever! The Nationals really woke up the VW scene in Sydney, and today we all reap the benefits of all the hard work put in by Dave Birchall, Bob Hickman and all our members too numerous to mention!

I believe today we have the ideal environment for VW enthusiasts. Club Veedub is large and financially secure enough to put out a fantastic magazine; host a

brilliant and much awarded website; buy library books, magazines, tools, videos and DVDs for free use by our members, and organise any VW event you care to name. Yet, we have tried to make the whole thing fun at the same time. Our meetings are always entertaining—no moving and seconding the motion stuff—and we have a great bunch of people that makes getting together a joy. There really is something for everyone.

Happy birthday Club Veedub!

Phil Matthews

President 1985	Chris Edwards
President 1995	Ivy Martin
Vice President 1985	Rod Young
Vice President 1995	David Birchall
Secretary 1985	Phil Matthews
Secretary 1995	Rod Young
Editor 1985	Phil Matthews
Editor 1995	Paul Tagg Nikki Davis
Treasurer 1985	Luis Guevara
Treasurer 1995	Caro Martin
Promotions 1985	Stephen Muller
Promotions 1995	Caro Martin
Restoration Pro 1985	John Hall
Vintage Pro 1996	Boris Orazem
Modification Pro 1985	Rod Young
Technical Pro 1995	Rod Young
Social Officers 1985	Alice Brandjes Julie Pride
Magazine Committee 1985	David Birchall Steve Sagud
Raffle Officer 1985	Steve Carter
Raffle Officer 1995	Christine Eaton
Librarian 1995	Frank Watkins
Golf Pro 1995	Ron Croft

## Older Zeitschriften

The first issue of Zeitschrift was February 1985:



It was made of only 5 sheets of A4 paper, stapled together. The cover was photocopied (at my work!) while the rest was printed with a Gestetner. This involved a two-layer wax stencil, which was fed into my Dad's Olivetti portable typewriter. The page was then typed (using no ribbon, just the hammers), with any mistakes having to be patched with a hard-drying fluid like pink toenail polish. Photos could not be done. Drawings could be done by scratching the stencil with a sharp point, like a pair of compasses.

The finished stencil was then fed onto the Gestetner drum. Some machines were electric, but our machine was a hand-cranked example that we borrowed from Darryl Donald at Rogate Spares. As the crank turned the drum, thick black paste-like ink was forced through the porous drum surface, through the stencil (cut by the typewriter) and onto the

paper as it was drawn past it. All going well the wet printed page was then ejected into the tray, but more commonly it would jam or stick to the drum. It was a filthy, gooey machine to have to clear out. Old clothes were a necessity!

Address labels were hand-written for the first few issues, but we bought our first computer in June 1985. This was not a PC, but an Olivetti TES501 Text Editor, about the size of an upright piano. It could store 128K on two 5" floppy disks, and had an LCD screen that showed one line at a time. System memory was a mighty 8K (that's 8192 bytes!) It was over \$10,000 when new in 1981, but we got it second-hand for \$200. I used it until the July 1986 issue, when it had a fatal hardware failure. Rod Young had bought an Apple II by then and was able to take over. The Olivetti went to Simsmetal shortly after that.

Now let's look at the fifth anniversary issue, February 1990:

Rod Young had been controlling the

Club  Sydney FEBRUARY 1990



# Zeitschrift



Last Word  
Fuelin' Around  
Ez Libris VW Em  
Olives Away Twice  
Having it Both Ways  
Flanback - Gene Berg  
Hiding The (Blue) Spot  
Capacity For Performance  
Fewer Pounds - More 'Go'  
Volkswagen in South Africa  
Would You Believe 'Stock' 1500 = 100 hp?  
They Don't Conduct Rallies Like That Any More

Edited by: Dave Long

REGISTERED BY AUSTRALIA POST. PUBLICATION NO 898 7363

magazine for three years, but with the excellent idea of farming out the editorship of

individual issues to different people (like Steve Carter does now—that's how cum I'm doing this month's). Dave Long edited the February 1990 issue.

The magazine was much improved over my early issues. All pages were now printed on large A3 sheets, folded and stapled into an A4 format by PrintMail at Artarmon. The cover was thicker, mono-colour and glossy. Printing and formatting was done by Rod on his Apple IIe, which allowed different fonts, right justification, two columns, and page headers and footers. Column sheets were pasted onto a layout sheet, with pictures and photos and decoration added later. Advertisements were possible. Dave Long provided many interesting technical articles over a long period of time and he always made interesting reading.

Here is the 10th anniversary issue, from February 1995:

**ZEITSCHRIFT**

Club VeeDub Sydney Inc.

February 1995

Club VeeDub 10th Anniversary Issue!

Club Early History  
 VW Golf Success  
 Neues Aus Amerika  
 Syncro Transporter  
 How to Impress Your Wife  
 Ask Herr Doktor

Neues Aus Deutschland  
 Bagging the Concept 1  
 NRMA Motorfest  
 Beetles in Mexico  
 Valentine Suggestions  
 And Lots More....

Proudly Edited by Phil & Simon Matthews

Passat • Kombi • 1303 • Audi • Kübelwagen • Golf • Beetle • Jetta • 1302 • Polo • Hebmuller • Seat

Cabriolets • Variant • Scirocco • Split Screens • Karmann Ghia

The editorship in this era was shared by Paul Tagg and Nikki Davis, having taken over from pro journalist Phil Lord. I

volunteered to do this special anniversary issue. For the first time we used Microsoft Publisher, and I designed a two-column template with Club VeeDub page footers. I used it for a few more guest issues, but Paul and Nikki's single column layout survived another couple of years. Steve Carter changed the format again when he took over the editorship in August 1996, when he also began using MS Publisher. It makes things so much easier. The only pain is having to update every couple of years. I still use Publisher 2000, while he has already gone up to Publisher 2002. Of course, my version cannot read his files!

**ZEITSCHRIFT**

February 2000

IN THIS ISSUE

Club member, Leigh Harris's 59 Turbo Beetle Group 7 Supersprint series in review  
 New Beetle concept "Dune"  
 The Toy Department  
 Beetle mania 2888  
 Humour

and much more....

A CLUB VEEDUB SYDNEY PUBLICATION  
 www.clubvw.org.au

Here's the Feb 2000 (15th anniversary) issue. Steve has much improved the cover design and the general layout, and today's issue is a further evolution. The coming of the internet has made the job vastly easier, but PCs, MS Publisher, CD burners and Snap printing have also helped. Steve's latest innovation is USB memory sticks for transferring the file to the printers.

Technology marches on!  
 Phil Matthews

## Neues Aus Deutschland

### Volkswagen Launches All-New Caddy

Volkswagen has set a new benchmark in Australia's growing compact delivery van market with the launch of the all-new Caddy.

Based on the platform of Volkswagen's all-new fifth generation Golf, the Caddy provides a choice of 1.6-litre petrol or 1.9-litre turbo-diesel engines, a massive 750kg carrying capacity, both side and rear doors for easy loading and a comfortable, ergonomic interior.

Styling of the front end shows Caddy's



links to the all-new Volkswagen Golf, but the large surface grille and grey plastic bumper endow its own distinctive appearance.

Inside, Caddy also shows its Golf lineage with passenger car-like comfort and generous cockpit space. As well, there is a range of features designed to make life just a little easier for couriers and other delivery van customers – a thoughtful example being the roof-mounted storage bin perfectly sized to accommodate clipboards and the other sorts of paperwork normally carried by small van drivers.

Factory-fitted air-conditioning is standard across the range, along with seat belt pre-tensioners, CD sound system and height-adjustable front seats which feature additional storage compartments underneath.

Front independent suspension is straight from the all-new fifth generation Golf. Caddy also gains the new electro-mechanical power steering that has received so much praise with the Golf – turning circle is a mere 11.1 metres.

Volkswagen Commercial vehicles designed a two-leaf-spring rear suspension especially for the Caddy in response to the variable payloads that are the 'MO' of all delivery vans. Progressive damping is achieved by load-dependent dampers that change their characteristics in response to the compressed path.

Everywhere you look, Caddy shows the experience of Volkswagen Commercial Vehicles, with features tailor-made for delivery van operators. For example the stylish, modern design offers lots of smooth space on the sides for the easy application of signwriting, and the doors do not intrude into the cargo area, which provides six foldaway lashing eyes to secure load of all shapes and sizes.

At the rear, two different size (asymmetrically-split) large double-wing doors provide a loading height of 1137mm. The doors can be ordered with or without windows and can be opened to 180 degrees for quick and easy loading (a vital consideration for operators of these vehicles who stop frequently).

The standard sliding door on the left side enables easy access. But if that's not enough, Caddy can be ordered with an optional second sliding door on the right side. The cargo compartment has trim covering the inside of the cargo area up to window line, providing protection for the outer body skin.

Volkswagen launches the Caddy into an Australian market segment that is growing but has not until now offered a diesel powerplant.

Caddy provides the 1.9-litre direct injection turbo-diesel (TDI) engine that is also available with the Golf. With 77kW, it is the most powerful of Caddy's three engines and with its healthy maximum torque of 250Nm available from as low as 1,900 rpm, it is a joy to drive in the city environments that are normal for these sorts of vehicles.



Average fuel consumption of the 1.9TDI is as low as 6.1 litres per 100 km giving a theoretical range of almost 1,000 km from the 60 litre fuel tank.

Similarly, Caddy's 1.6-litre petrol engine also comes from the Golf. This lively engine has four valves per cylinder, delivers 75kW at 5,600 rpm and maximum torque of 148Nm at 3800 rpm. Zero to 100km/h takes only 13.7 seconds. Standard transmission in both versions is a five-speed manual.

### 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 (like Germany's ADAC) 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).

### Volkswagen's New Beetle 'Miami'

Warm weather, bright colours and summer are here and Volkswagen Dealers are celebrating with the launch of the limited edition New Beetle 'Miami'.

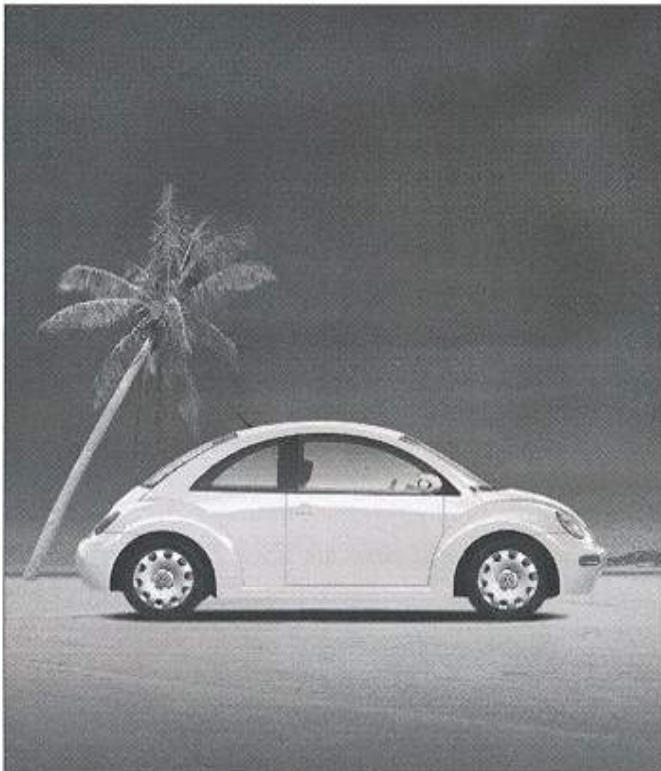
Priced from only \$25,990 (5-speed manual), the New Beetle Miami is a cool car at a sizzling price, but you will need to move fast as only 300 are available Australia-wide. In keeping with the 'summer' theme, the New Beetle Miami is only available in three hip colours – Cyber Green, Sunflower Yellow and Platinum Grey.

Under the bonnet is Volkswagen's zippy 1.6-litre engine and while the Miami brings the New Beetle to a new level of affordability, don't think for one second it skimps on any safety or luxury features.

Standard inclusions are dual front and side airbags, ABS anti-lock brakes, air-conditioning, a six-speaker CD sound system, remote central locking and engine immobiliser, power steering, power windows, power/heated door mirrors and illuminated vanity mirrors.

Even in the weekday commuter traffic, the New Beetle has always been stress-relief

on wheels and the limited edition even comes with a unique 'Miami' decal to shed the winter blues and remind everyone that you're a summer person...you might even dream that you're heading down that famous road from



Miami to Key Largo.

Your peaceful state-of-mind is enhanced with the knowledge that the New Beetle's curvy good-looks also represent one of the world's safest bodyshells. But you would expect nothing less from Volkswagen, Europe's number one automotive brand, and New Beetle features a strong passenger safety cell, anti-intrusion door beams and front and rear crumple zones.

Zippering to the beach – or whatever else you do in summer – is easy in the New Beetle Miami thanks to its standard 1.6-litre powerplant that delivers 75kW of power at 5600 rpm and peak torque of 148Nm at 3800 rpm. Zero to 100 km/h happens in just 11.6 seconds and this fuel efficient engine delivers a meager combined city/highway fuel consumption figure of just 7.7l/100kms.

Ride and handling is superb – thanks to independent front suspension with McPherson struts, coil springs and an anti-roll bar and a rear torsion beam design with an anti-roll bar.

Taking mates or your children with

you for some summer fun? No problem – New Beetle Miami has 'Easy-Entry' front seats that fold forward for quick access to the rear. Or if there's just two of you and heaps of gear, you can fold the rear seats flat to boost the luggage area to a very handy 527 litres.

Announcing the limited edition New Beetle Miami, Volkswagen Group Australia's Managing Director, Mr Rainer Grimm, said: "The New Beetle was designed with just one thing in mind – fun. And from the moment it first appeared, the New Beetle has been bringing a smile to the faces of people around the world. Now, with the limited edition Miami model, Australian customers will have the broadest smiles of all as they can buy a New Beetle at a tremendous value-for-money price."

### World's Top Automotive Brand

Toyota has displaced Mercedes-Benz as the world's most valuable automotive brand in the fourth annual global brand survey published by BusinessWeek magazine. The Toyota brand was valued at US\$22.67 billion, ranking it ninth among all global brand names - automotive or non-automotive. BusinessWeek magazine noted that Toyota's improved standing was due to "rock-solid quality and the edge in hybrid cars". Toyota is the only Japanese brand in the top 10.

Toyota's brand value has risen from US\$18.58 billion in the first 100 Best Global Brands survey in 2001, an increase of 22.0 percent in just three years. Other automotive brands ranked in the top 100 are Mercedes-Benz (11), BMW (17), Honda (18), Ford (19), Volkswagen (48), Porsche (74), Audi (81) and Nissan (90).

BusinessWeek employs leading brand consultancy Interbrand Corporation to compile the brand value rankings. To make the Top 100, brands must be global, generating significant earnings outside their home markets, and have sufficient marketing and financial data publicly available for preparing a reasonable valuation.

BusinessWeek is the world's largest business magazine with a worldwide circulation of 1.2 million copies and 5.6 million readers a week.

## Herbie rides again in VW's film and television revival

Volkswagen cars are to become stars of the cinema and television screen again after the German group signed a ground-breaking product placement deal with American entertainment group NBC Universal.

The Volkswagen Beetle was an unlikely matinee idol in the 60s and 70s, thanks to the adventures of Herbie, whose film career was launched by the Love Bug and stretched to three more big screen outings, a TV series and a TV movie.



The owner of the NBC TV network and the Universal film studio will feature Volkswagen products in films, DVDs, TV programmes and its theme parks worldwide. In exchange, the German car manufacturer will feature NBC Universal movies and TV shows such as ER and Van Helsing in its promotions.

The tie-up between a major advertiser and an entertainment group formalises a relationship between the corporate and media worlds that has been growing at a rapid pace over the past decade. The growth of personal video recorders, which allow viewers to skip TV advertisements, and other forms of advertising such as the internet, have encouraged broadcasters to seek new ways of placing advertisements in front of TV

watchers.

Product placement is also a common component of Hollywood film financing. In recent years the James Bond franchise has become a marketing outlet for British Airways, BMW and Omega watches, while some film critics last year objected to repeated references to Converse Allstars trainers in the Will Smith vehicle, I, Robot.

"We are very proud to be in business with a creative and dynamic company such as Volkswagen," said Ron Meyer, president of Universal Studios. "Our historic alliance underscores how important corporate partnerships have become in attracting customers."

Volkswagen will be offered product placement, a presence at Universal film premieres and on DVDs and joint promotional campaigns. The contract also gives Volkswagen a say in creating new TV programmes and allows the company to take part in "on-air film-related promotions".

Product placement on TV, the inclusion of a product in a programme in exchange for a payment to the broadcaster, is banned in Britain. Flextech, co-owner of the UKTV channels, is among the broadcasters in favour of a more relaxed regime. Charles Allen, the chief executive of ITV, said last year that product placement has "a part to play" in commercial broadcasting.

Andy Roberts, the executive buying director at media buyer Starcom Motive, said product placement in Britain would have to be more low-key than its American equivalent. "Certainly there's a greater need for advertisers to look at how they can get inside content or get closer to it.

"It's a route that they have to take. You can see how it is less of an issue in the US, where the regulatory environment is more liberal, but it is frowned upon in the UK.

"I support advertisers' motives for wanting to get involved in editorial in a genuine way, but it is critical that it is genuine. There is no point in having overt product placement a consumer can see through."

## The August Horch Museum

Audi's August Horch Museum has opened its doors in Zwickau after two years under construction.

"We have been working toward this day for a long time - and I think we can be proud of the result," said Rudolf Vollnhals, Director of the August Horch Museum Zwickau GmbH.

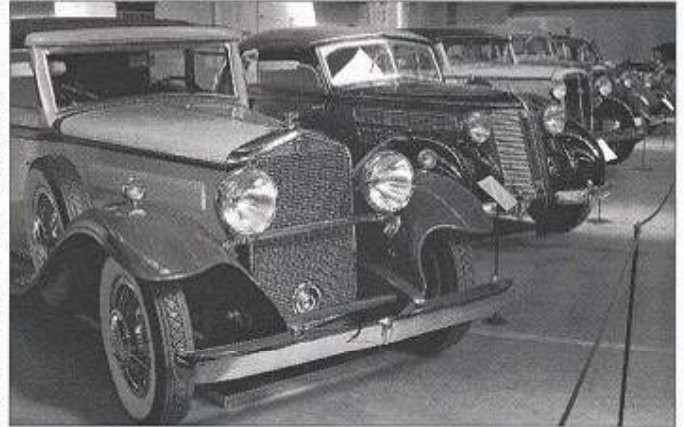
This month, the museum finally opened in a fitting venue - the birthplace of Audi - the original factory where August Horch established the Audi Automobilwerke GmbH in 1910, on the road formerly known as Walter Rathenau Strasse in Zwickau, now renamed Audi Strasse. Building work has taken two years, at a cost of nine million Euro. AUDI AG, together with the town of Zwickau, is an equal partner in this non-profit making company, and committed 6.6 million Euro to the project.

The purpose of the company, which was established in 2000, is to run the museum and document automobile construction in Zwickau where August Horch started to build his cars exactly 100 years ago. The museum's collection includes some very unusual and even unique exhibits connected with early automobile construction.

The story of the August Horch Museum began in 1988 during the German Democratic Republic (GDR) era, when a small exhibition was set up in a former dining hall in the Sachsenring factory - in part of the plant that used to house the Audi factory. Although VEB Sachsenring went into liquidation following German reunification, the historic collection survived and was maintained by means of financial grants. The historic building, however, was in such a poor state and the available money so limited that only a significant commitment from business and industry could secure the museum's future. AUDI AG saw it as its duty to take action with a view to preserving the company's historic roots.

The exhibition area was extensively redesigned and extended (to 2500 square

metres). By lowering the floor in the basement, it was also possible to increase the height of the rooms. The installation of large windows improved the appearance of this area. The museum's designers had another special idea for this section of the museum, installing a simulation of the original Leipziger Strasse dating from the Zwickau of the 1930s, which was constructed so that vehicles from this era could be parked in front of this façade.



For visitors, the permanent exhibition starts on the upper floor with the luxury Horch and Audi models. The particular highlights in this section are the 1936 Union Type C racing car and the 1914 Audi Type C in which August Horch won the Alpine Rally, the toughest event of its kind in the world at that time. In addition, there is the last surviving 1916 Horch 25-42 hp truck and the chassis of a 1927 Audi Type M.

Another very unusual exhibit is one of the oldest Horch engines - the first 14-17 hp four cylinder engine from 1904. The oldest vehicle in the exhibition is a Horch 12-28 Phaeton dating from 1911. There are also some special set pieces, such as an exact reproduction of an Auto Union AG German Motor Show stand from the 1930s and a historic filling station.

However, the exhibits are not only from the pre-war era. There are six rooms in the basement documenting the history of the Trabant. The exhibition also contains examples of a popular GDR export, the H3A truck, and a 1969 "Repräsentant" built to carry guests on state occasions. The most modern exhibits are the VW Polo and the one millionth Passat - in both cases cars built in

VW's Mosel factory near Zwickau.

There are 50 automobiles on display, together with hundreds of smaller exhibits. In the new August Horch Museum there will also be a designated area for special exhibitions. The first of these will be "Prototype Construction in the GDR Era".

The August Horch Museum in Audi Strasse (previously Walther Rathenau Strasse) in Zwickau will be open from September 11th 2004 onwards. Opening hours: Tuesday to Thursday from 9 a.m. to 5 p.m. and Friday to Sunday from 10 a.m. to 5 p.m. Closed on Mondays.

### Audi Historical Background

The four rings of the Audi badge symbolise the brands Audi, DKW, Horch and Wanderer, which were later combined under the umbrella of Auto Union. Auto Union and NSU, which merged under Volkswagen ownership in 1969, made many significant contributions towards the development of the car. AUDI AG was formed from Audi NSU Auto Union AG in 1985. Together with the two traditional companies Auto Union GmbH and NSU GmbH, Audi Tradition nurtures and presents the deep and diverse history of Audi. The Audi museum mobile at the Audi Forum Ingolstadt is open from Monday to Sunday, from 9 a.m. to 6 p.m.

## V6 takes VW Caravelle past 200km/h

January 25, 2005

By Les Stephenson, South Africa

Permanent all-wheel drive – the company calls it 4Motion – as well as a 3.2-litre V6 engine that comes with the option of an auto/sequential gearbox have been added to VW SA's T5 Caravelle multi-purpose vehicle range.

All-wheel drive, also with the Tiptronic option, has also been made available in the 128kW, 2.5-litre turbodiesel-powered Caravelle.

VW is claiming "fastest in class" with a 0-100km/h time of 10.6 seconds and a top

speed in excess of 200km/h from the 173kW / 315Nm V6 on both the two and all-wheel drive versions.

The automaker is also claiming extraordinary fuel-consumption figures for the V6, especially considering the vehicle's bulk: 12.9 litres/100km in general use for the tiptronic and 13.4 for the manual 4Motion. Open-road driving, the company claims, will give 9.9 and 10.6 litres/100km respectively.

The Caravelle V6 has anti-lock disc brakes all round, traction control and an electric differential lock and the whole plot rides on 17" alloy wheels shod with 235/55 low-profile tyres.



The MPV has the normal equipment of the Caravelle range, but adds leather upholstery to the deal. Big-bucks options include satellite navigation (R15 000) and cruise control (R3 500), parking proximity sensors and a power tailgate.

Power sliding side doors cost another R10 000.

Like all VW's, the Caravelles will be delivered with a three-year or 120 000km warranty, a 12-year anti-corrosion warranty and a five-year or 60 000km maintenance plan.

Service intervals for the TDI are 15 000km, with a mandatory oil change every 7 500km until low-sulphur diesel becomes available countrywide in 2006.

### Prices

Caravelle 2.5TDI 128kW 4Motion - R395 860  
Caravelle 3.2V6 Tiptronic - R399 500  
Caravelle 3.2V6 Manual 4Motion - R410 500

## THE TOY DEPARTMENT

In recent times I have been approached by many people about the availability of model dual-cab Kombis, which are very rare. I must confess that my collection is limited to only a couple of 1/87 Brekina models.

In my search for these models I came across a web site dedicated to the model kombi pick up, Ute, or dual cab. The site is actually called VW truck toys.

The following images and many others can be found at [www.dropgates.com](http://www.dropgates.com) There are other great links, which are most interesting to say the least.

The site boasts examples made by Tekno, Corgi, Husky, Bandai, Shuco, and many others.

These models owned by many are sent to the site and displayed for all to enjoy and comment on.

Finally the large image is of a real life stretched kombi also found at the drop gates web site; you would have to agree that it is a kombi that you would have to die for!

Tony Bezzina





## Motoring Firsts

The first photographic speed trap was invented in 1900 when a camera which took a sequence of photographs to 'prove the pace of autocars' was submitted to the Parisian Prefect of Police for trials.

America's first recorded speeding fine was \$10, imposed on L.T. Shelvin of Minneapolis in 1902 for exceeding 10 mph in his automobile.

The first garage to cater for commuters by car was the City Garage of 34 Queen Street, London, which in 1902 offered 'most convenient and appropriate storage (for) automobilists who live within 20-30 miles of the city and would like to drive in and out on their cars.'

The first roadside petrol pumps were installed in the USA in 1906. The first drive-in 'gasoline station' with island pumps was built in Detroit in 1910 by the Central Oil Co.

'Sleeping Policemen' (or speed humps as we know them today) were first used in Glencoe,

Illinois, in 1907.

The first car to cross Australia south-north was a 25hp Talbot driven by Murray Aunger and Harry Dutton. They left Adelaide on 30 June 1908 and arrived in Darwin 51 days and 3,540km later. The car can be seen in the National Motor Museum, Birdwood SA.

The first three-colour traffic lights were installed in Detroit in 1919. The first electronically synchronised traffic lights were installed in Houston, Texas, in 1922.

The name 'motel' was coined by Arthur Heinman in 1924 and the first motel—The Motel Inn—opened at San Luis Obispo, California, on 12 December 1925.

The last US state to introduce driving licences was South Dakota, in 1954.

## Roadside Blues

Forget the skin-flick fantasies of the roadside mechanic scoring on a daily basis with leggy blondes stranded by a broken down Porsche 911. When John Calabrese gets a holler for help it usually comes from the shallow end of the gene pool

NRMA patrolman John Calabrese knows stranded car owners aren't the most rational breed. Take the woman who locked the keys in her car. They're in plain view, along with a handbag, mobile phone and sundry other valuables, in the middle of an expansive shopping centre car park. All that was missing was a neon sign saying 'steal me!' She races off, finds a phone, calls for roadside assistance and frets heavily during the 45-minute wait at the collection point before Calabrese picks her up.

"She was quite panicky at that stage, and you could see why. I got back to her car (it was still there) and she calmed down a bit. 'How long's this going to take?' she says.

"Well I took a look and said 'Not so long.' She'd left the window open. It wis right down, so I just reached in, undid the door and opened it. What can you say?"

Tact is obviously a prerequisite of Calabrese's job, but are many car owners *that* stupid? After 10 years on the job, Calabrese is generous. "Some people... ahhh ... they just drive their cars. They put the key in, turn it, it goes. If they put petrol in, it keeps going. And when that doesn't work, they call us."

But listen long enough to his verbal case histories, and you uncover enough material to argue a powerful case against Darwin's theory of natural selection. Take the hordes who've locked the keys in the boot, only to be rescued, egg-faced, by Calabrese flicking the remote boot release, or folding the rear seat down.

Then there are the well-intentioned types who hear something about the importance of checking the car's oil level. They pull in at a servo and undo the filler cap. Sure enough, it looks pretty empty. They tip in four litres of Castrol's finest, and still it looks empty. In goes another four. "By this stage," says Calabrese, "oil is dripping out

everywhere and the car won't start." He'd see that, on average, once each month, along with a host of diesel vehicles filled inadvertently with ULP, and vice-versa.

Because the EPA takes a dim view of petrochemicals decanted into the storm water drainage system, it's an expensive, though usually not terminal, mistake.



Number one with a bullet on the road service hit parade is the humble flat battery, followed by the flat tyre. He says changing a flat tyre and discovering the spare is deflated, is a common scenario. So too is the driver who simply wouldn't know how to change a tyre.

But getting some vehicles going again actually requires skill. Calabrese carries quick-setting epoxy putty for temporary repairs to cracked radiators, leaky welsh plugs and damaged thermostat housings. There's special, reinforced tape for blown heater/radiator hoses, to allow the car to limp off for replacement with the radiator cap loosened to drop the system's pressure. He'll dehydrate wet high-tension leads with a Porta-Gas burner, blow distributors (remember those?) dry with compressed air and even pump up slashed tyres with a slow leak, and follow you to the nearest repairer.

He says while he rarely gets stumped



by a problem— "All cars work basically the same way, if they've got fuel and spark, they go" - there are specifics to watch for. He knows early model Camrys throw cam belts, while Commodores do electric fuel pumps and Falcons are synonymous with crook fan belts.

Biggest complaint with exotics is, again, flat batteries. That's because they typically sit in the garage, unused, for weeks. And thermostats can be a real problem. "Some are just too hard to get to on modern cars. We have to get them towed."

Calabrese knows, just as doctors do, that everything the patient tells you is not to be taken at face value. He's lost count of the times a half-hour's worth of roadside tinkering while awaiting the cavalry's arrival has merely added to the underlying problem.

"If I ask, 'Have you done anything?'" most people say 'No', even though the firing order's all wrong, or whatever."

He even carries 10 litres of fuel, sold to the disconcerting number of motorists who, through ignorance or over-confidence, fail to heed their fuel gauges' warnings. Many motorists in this position adamantly claim they have enough fuel for (say) another 20 kilometres. Which would be an incredibly skilful deduction, if it were true. That would be around two litres in plenty of cars cruising at 60 km/h, or around one-thirtieth of a tank.

Best thing about the job? "The members are almost always really glad when you turn up," says Calabrese. "And they're even happier when you get them going again. How many other jobs offer that?"

There are, of course, exceptions. Take the guy in the L300 Express, who learned the expensive way that turning up the radio isn't the most cost-effective way to deal with strange mechanical noises. "He gets on the freeway," says Calabrese, "and there's a knocking noise. He thinks it's the gearbox. It gets louder and louder over 15 kays or so, and then the van just stops. I turn up, jump underneath, and there's a fist-sized hole in the side of the engine block indicating a thrown rod. I get up, and the owner says, 'You gonna get me going again, or what?'"

## Dead Race Tracks Today

In the March and May 2004 issues of Zeitschrift, there were articles about some of the former motor race circuits of NSW that are no longer. Older members would remember tracks with names like Gnoo Blas, Catalina, Maroubra, Mount Druitt, Amaroo and Penrith, among others. I was inspired to visit a few of them, to see if there was, in fact, anything that could be seen of them today. This is what I found.

### Amaroo Park

It's hard to believe this tight little



circuit is no more, having closed in 1998. The previous main entry off Annangrove Road is still there, and you drive into the Amaroo Park Industrial complex. However the old entrance road soon ends in a dead end, only 100m in. New blocks of housing land cover the old entrance road and you can go no further.

To see the site of the old circuit, you have to about-face back to Annangrove Road, turn into Joylyn Rd and then the short Amaroo Rd. This takes you to what was once the starting straight, at the top of what was once the grid. The lower straight is now the entrance driveway to a large house built at the bottom corner (Ron Hodgson)

Amaroo Rd turns left and follows the old straight up the hill and over the famous crest. Houses are built either side of the road. At the start of the Brabham Ford loop, where

## Club VeeDub - The Legend Never Dies

the track dipped and turned right, the road ends. The track has been obliterated by a house and property.



No more of the old circuit exists. All the bitumen has been removed, the land graded and subdivided, and built on. Only the natural amphitheatre of the surrounding hills would ever tell you that this was once Amaroo Park race circuit.



The pit garage still exists, however, but it is now on private property and you can't get near it.



### Warwick Farm

This former circuit was located within the grounds of Warwick Farm racecourse. The circuit began inside the racecourse track, crossed outside into the northern lands and a long straight, then turned back via some esses and so back into the racecourse centre and the start via wide loop around the inside. It closed in 1973.

It's not possible to see inside the racecourse unless you go on race day, and I can think of nothing more boring than watching horses. I therefore can't tell you what the inside of the racetrack looks like. Instead, I parked at the Hungry Jacks on Hume Highway and walked down the outer fence of the racetrack land, and popped in through an open gate.



I immediately saw what used to be the old Hume Straight. It is much more narrow and rough now, and is used only to exercise horses. The remaining bitumen is crumbling.

From a nearby rise I tried to spot the esses and turns back towards the racetrack, but long grass and other horse tracks obscures



the layout. The Dunlop and Shell bridges that once crossed the circuit are long gone. I left before any security guard spotted me.

### Marsden Park (Berkshire Park)

This former WW2 airstrip was the venue for only two race meetings in 1946-47. Cars raced down one side of the gravel strip, turned at the end and raced back up the other side. The site can be reached just off Richmond Road.

The airstrip directly crossed First, Second, Third and Fourth roads at 90 degrees, about halfway along. Today the land is occupied by semi-rural housing and market gardens, and it's difficult to spot where the airstrip circuit lay. However, the straight gravel circuit does show itself in a number of places if you know where to look.



you can still drive around. It's much more narrow than originally, and has been altered a little bit to make a complete circuit, but it's great fun to drive around. The site would, in fact, make a great place for a Club VW picnic. Hmm, leave that with me...



Hard to imagine it once being an airstrip, let alone a racing circuit!

### Mount Druitt

This was also a former airstrip circuit, with a sizeable outward extension at the southern end. It closed in 1958, and much of the extension was covered in housing when the suburb of Whalan was built. However the airstrip segment and some of the extension still exist in Whalan Reserve, off Debrincat Avenue.

The straight entrance into the Reserve is what used to be the airstrip straight section. You can drive along the entire length, with only a little detour around tennis courts.

At the very bottom, among the grassy parkland, is a section of the old extension that



### Brooklands, Werrington

Reports that the old north banking of this pre-war oval track still existed are, sadly, wrong. Nothing exists today to show there was once a banked super speedway here.



## VW NATIONALS SPONSORS 2004

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

All Metal Bumpers	0438 765 097	Mick Motors Qld	(07) 3266 8133
	or 0438 765 098	Mirrorfinish	(02) 9822 8127
Andrew Dodd Automotive	(02) 9683 2184	Mobile Model Cars & Toys	(02) 9543 5364
Australian VW Performance Vic	(03) 9725 5366	NRMA Vintage Classic Insurance	1800 646 605
B P Muswellbrook	(02) 6543 3047	North Rocky Mechanical Qld	(07) 4922 0111
Battery World	131 760	Predator Cars	(02) 9584 9488
Ben Durie Automotive	(02) 4950 8248	Reliable Automotive Services	(02) 9438 3830
Blacktown Mechanical Repairs	(02) 9627 6209	Rivo Auto Electrical	(02) 9627 1874
Bob Whyms Automotive	(02)9838 7373	S K H Motors	(02) 9602 6059
Bookworks	(02) 9740 6766	Shannons Classic Car Insurance	1300 139 006
Brooky Parts Plus	(02) 8788 8888	Sharpbuilt Qld	(07) 4635 6554
Bruce Geddes Automotive	(02) 9533 3040	Stan Pobjoy's Racing Eng.	(02) 6654 6946
Canberra VW Centre	(02) 6253 1481	Stokers Siding Garage	(02) 6677 9246
	or (02) 6293 1941	Suitable for Framing	(02) 4646 1648
C & S Automotive	(02) 9774 3340	TCCA Motorsport	(02) 9436 3668
Cheap Sleeps	<a href="http://www.cheapsleeps.com.au">www.cheapsleeps.com.au</a>	Trakka Design	(02) 9472 9000
Classic Vee Dub	(02) 9638 4200	Turquoise Ink Products	0411 099 925
Cupid Wedding Cars	(02) 9837 0231	Unicap Pty Ltd	(02) 4777 4006
Custom Bugs & Buses	(02) 4722 9313	V A Spares	(02) 4328 3880
Cruisin Car Carpets	(02) 9820 5877	V Force	(02) 9743 1247
Defender Safety	(02) 9838 8986	V&K Semos	(02) 9542 7765
Doctor Mosha VW	(02) 9596 1817	Vintage Vee Dub Supplies	(02) 9789 1777
Discoverer Campers	(02) 9632 1304	Volksbahn Autos	(02) 9688 2933
Eclipse Detailing Supplies	(02) 9799 0379	Volkshaven	(02) 4626 5255
Harding European Qld	(07) 3276 7477	Volksworld Qld	(07) 3357 5887
H & M Ferman	(02) 9533 2722	Vollkommen Art Vic	(03) 9543 7804
Hellbug Engineering	0427 914 997	VW King	(02) 9534 1077
Indian Automotive	(02) 4731 6444		or AH (02) 9596 1817
Independent Roil Distributors	(02) 9793 7583	Wayne Penrose V W	(02) 4272 5644
	or 0415-745-682	Wheel Warehouse	1800 225 299
Interspray Pty Ltd	(02) 9725 4585	WHM Buggies Australia	(02) 4455 5588
Klaack Motors	(02) 9724 5901	Wolfsburg Motors	(02) 9519 4524
Korsche Performance Centre	(02) 4325 7911	Wurth Fasteners Australia	1300 657 765
Kurt's Precious Metal	(02) 4283 4444		



Volkswagen Group Australia