

ZETTSCHEIT

July 2005



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**A CLUB VEEDUB SYDNEY PUBLICA-
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Club VeeDub - The Legend Never Dies

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VW Nationals Coordinators:	David Birchall (02) 9534 4895 Bob Hickman (02) 4655 5566

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

Club E-mail

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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

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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



**Flat Four Vee-Dub Club of Sydney proudly presents
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THE ALL VW SHOOTOUT

6th November 2005

New Venue: Michael Wendon Centre, 62 Cabramatta Ave, Miller

Enjoy a fabulous display of VW's in the comfort of an indoor venue. Food and drinks available, public swimming pool facilities also on the same premises (separate entry fee applicable). There will be many types of VWs on show as well as swap meet stalls and dealer displays. All VW types, air cooled and water cooled are invited to enter, trophies will be awarded in a wide range of categories. Pre-entry is highly recommended.



Show opens to Public at 9:00 am, all entrants to be in place by 8:15.

Entrants, sponsors and dealers can contact Murray (ah) 9-618-2205 for more information or please e-mail info@flatfour.org. Further details and pre-entry forms will be posted soon on the club website <http://www.flatfour.org>



Presidents Report

At this months meeting, we will be holding our Annual General Meeting for 2005, all committee positions will become vacant. Please don't be shy, come along and stand for a position we are always looking for people to help out. I know we will be requiring a Vintage Registrar, as Peter has decided to stand for the coming year.

Unfortunately I wasn't able to attend all of last months events, the Kangaroo Cruise and the visit to the Model Farm at Luddenham, however I was quite impressed by the number of cars that turned up to see the new Herbie movie at Bass Hill Drive Inn, I believe that one of the Flat Four people counted over 120 VWs attending. Oh by the way the food hasn't changed in 20 years, the last time I went to see a movie at the Drive Inn

Thanks to all members for organising these events.

There are still some cabins left for our run to Sawtell at the end of August, ring the park direct to make a booking, for this casual weekend.

Also we have tickets available for the CMC day, which is on the same weekend as Sawtell. You need to have a ticket to attend this event, so come along to the meeting or give me a call.

Précis of Committee and General meetings:-
VW Nationals Drag Day, Winter Break Sawtell, German Auto Fest Canberra, Club Vee Dub Canberra proposal, Boris Picnic Day, Flat Four Shootout

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



July

Thursday 21th:- CLUB VW MONTHLY MEETING & AGM 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

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

Thursday 11th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park).

Thursday 18th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, films, trivia, and plenty of prizes. **Lots of fun, all welcome. 8:00pm.**

Sunday 21st:- Club Tomago Show & Shine (Tomago Road, Tomago) from 9am

For all collectable and interesting cars including veteran, vintage, classic, hot rods, customs, street machines and motorcycles.

Registration and Set up from 7.30am

Entry is \$10.00 for pre-registration or \$15.00 on the day

Entry fee proceeds to Camp Quality
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Cardiff Lions Club will be providing catering for breakfast and lunch

Charity Auction – 12.00pm

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Spectator entry is \$2 per adult (children free)

Rain Day date 4/9/05

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VW Winter Break at Sawtell 26th –30th. See centre lift-out for more info

Shannons Eastern Creek Classic. 27th & 28th

September:

Thursday 1st:- Magazine cut-off date for articles, letters and 4-sales.

Thursday 8th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park).

Thursday 15th:- 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.**

24th and 25th German Auto fest in Canberra

October:

Thursday 7th:- Magazine cut-off date for articles, letters and 4-sales.

Thursday 14th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park).

Saturday 15th:- State Mine Jazz 2005

The Lithgow State Mine Heritage Park & Railway is arranging a jazz concert to be held on the afternoon of Saturday 15 October 2005. Renowned jazz band Galapagos Duck are appearing. State Mine Gully Road (off Atkinson Street) Lithgow.

As part of the event there will be a display of vintage motor vehicles. Club members are invited to attend and are being offered one free admission to the event for each vintage car displayed. Tickets are valued at \$20.00 per head.

There will be blacksmithing displays, sausage sizzle, espresso coffee stand and wine tastings in conjunction with the concert.

We will need to know numbers of cars attending two weeks prior to the event.

Contact Steve on (02) 6353 1812 or by email at highground@swiftdsl.com.au if you have any queries or require more information.

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.**

Sunday 16th:- Oktoberfest at the Hubertus Country Club, 205 Adams Rd Luddenham. Contact Raymond sales@clubvw.org.au more details soon.

November:

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

Sunday 6th:- Flat Four Shootout at Liverpool. See page 6 for more info.

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


Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, films, trivia, and plenty of prizes. **Lots of fun, all welcome. 8:00pm.**

Sunday 27th:- Day of the Volkswagen 2005. Yarra Valley Racing Club Armstrong Grove Yarra Glen. Trade and swap meet entry at 8am. Gates open at 9am. Entry for Show & Shine closes at 11am sharp. Ring Richard on 0418527862

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.

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In addition to appearing in the club magazine all ads will be appear on our club website www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. Photos for ads can be posted to or emailed to webmaster@clubvw.org.au

PLEASE NOTE: All classifieds will first appear in our club magazine to give our club members first chance to see them. They will be transferred to the club website on the 3rd Thursday of the month. Non members can post a cheque or money order for \$10.00 to: Club VeeDub Sydney c/- 14 Willoughby Cct Grassmere NSW 2570.

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For Sale:- 1978 Kombi Camper parts, pop-top \$180, all doors \$180 each, KBS 15 inch mag and tyres \$550, Aluminium bulbar \$350, pushbutton reverse gearshift \$120, entire front end unit \$250, rear end \$80 per side. Water tank, sink, pump & plumbing. Sunvisor. All other parts, except engine & gearbox available. Plus heavy-duty roof rack for T3 Transporter \$220 the pair. Cronulla area ph 0418 681 769

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For Sale:- VW Beetle, 1960 1200 sedan, one owner for 43 years. Beautiful original condition, emerald green, period accessories, 95,000 original miles, reconditioned cylinder heads and clutch in April 2005, driven regularly, rego February 2006. nothing to spend, just drive and enjoy APJ-65L. \$7,800 negotiable. Car is in Port Stephens NSW, 2 1/2 hours drive from Sydney. Phone 02 4981 9181 or 0400 458 223



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For Sale:- 1971 Type 3 Squareback. Manual. Registered till Feb 2006. Started off as restoration project until my daughter got hold of it. Body is rough but engine runs sweetly. Michelin tyres, German h/duty muffler. Bentley & other workshop manuals & some spares included. I want the car to go to someone who will treat it with some respect. Asking \$1,000 (or

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realistic offer) I can email photos or answer questions phone Phil ah:(02)9528-7854 before 9pm or email:sawyers4@tpg.com.au

For Sale:-VW Beetle 5/73 L bug, unreg, near new Chassis, little rust in shell, Interior stripped, on wheels motor and gear box out, many spare mechanical & body parts, would prefer to sell the lot Price very negotiable.
Also For Sale:- Ford falcon 6 cyl EA Rego 20/7/05 with Pink slip ,Air & Steer, Good Condition \$1500.00 ONO. Call Tony Mobile 0402560054 or 97573743

For Sale:- 1973 1600 Beetle. In Tropical Cairns, Far North Queensland, \$6,500(Negotiable) Immaculate, All Stock Standard, No Modifications, Tinted Windows, New Hood lining and Carpet (Jan '05) Roadworthy Certificate, Service Receipts Past 9 Years 6 Months Rego (exp Nov 2005) Contact: Fiona 0428 364 626 or Matt 0409 640 930

For Sale:- 1997 VW Golf GL, 2.0 litre, central locking, twin airbags, Automatic, Air-conditioning, Power Windows, Immaculate condition, low km's. registered 25/07/05. Regretful sale, first to see will buy, Asking \$9,600.00 ONO contact John on 0408 224 075

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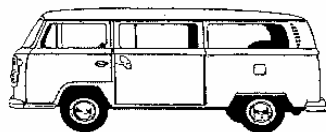
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New location, 19 Hobart Street Riverstone NSW 2765

For Sale:- I need to sell my prize possession, a 1963 beetle that I have rebuilt from the ground up over a period of 5 years some 6 years ago. This is not an easy thing for me to do. She has been to a few of the V.W national shows and even scored a trophy in 2002. we've done approximately 6000 mile together since she went back to the road in 1999. She has 10 months rego and her trailer has atrox 6 months rego. they must go as a job lot as they were built that way and to split them would not be cool. She must go to a good home that will cherish her as I have. If any of your members can help me relocate her I will assist in any way I can. I am located in Goulburn and would be happy to travel up to Sydney if any one is genuinely interested. If you can assist me I will send some more piccies to you. At the V.W. nats this year I was asking \$8500 for her but was contacted only by tyre kickers and would-be's-if-could-be's. Price is very negotiable at present due to tightening budgets and a baby due in approx 5 and a half months. Call Jeffrey Dine 0419611244

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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or email d.ennis@optusnet.com.au

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Wrecking:- 1963 split window Kombi no seats or motor. Speak to Matt on: BH 9540-7402 AH 9523-1371

For Sale:- My 1964 Bug is reluctantly offered for sale (my wife has just bought a family car!). Originally purchased from Australian Volkswagen Performance centre, it has travelled only 6443 Km since rebuild. It features rose pearl on black duco, full body kit, customised interior (red on grey) with full instrumentation, worked motor, modified suspension, front disc brakes, alarm, front seat belts front and rear, stereo, 12 volt electrics, chrome 2 piece wheels (245 front 265 rear). This bug has great looks, performance and handling and is registered to September 2005 (Victoria ONK 245). I am asking \$10,000 (neg.) for my wonderful bug. Please contact Alastair or Rhonda on (03) 97861120 or, 0439 861 120 (me), 0407 054 482 (Rhonda) or via email alastairwood@bigpond.com



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For Sale:- 1972 Type 3 Squareback, 1600 dual carb engine, runs but rough (carbies need work) New exhaust J-tubes and muffler, Replaced all bushes, ball-joints, tie-rod ends, bump-stops, etc for front suspension (steering box needs replacing) Front beam is in good condition, Have all bushes for rear suspension but have not fitted them, Body is rust free except for grill under

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windscreen to airbox (leaks into car) Interior in fair condition, have carpets (2nd hand) but not fitted, Cargo rubber mat in good condition, Weber 34ICH (manual chokes) carbies and extra manifolds (came off working Type 3) Spare cooling fan bellows, 2x spare engine hanging mounts, Spare air box with blower motor (unknown condition) Ideal for restoration due to body condition. Rego till 18th June 2005. \$1000 or offer. Contact Matt at home (02) 9877 6847 or Email: super1302@iprimus.com.au

For Sale:- 1964 Type 3 Notch Back, Buttercup Yellow, converted to 12 volt, dash and interior restored, 5 new tyres, paint job 7 years old, 2 bumps on body, 7 months rego, runs well, reluctant sale \$4,500 ono. Call Michelle on (02) 4951-3993."



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

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

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D-38446,
Wolfsburg Germany.
Tel 00 495361924954 Fax 00 49536152010
e-mail address:

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It costs 25 euros (approx \$40.00) and it takes 4 to 5 weeks for the research. You can pay by cash, Visa card MasterCard or you may do a direct deposit into their account.

Joe Buttigieg

Scandal rocks VW

July 8, 2005 Berlin: Germany has been shaken by allegations of bribery and fraud at Volkswagen, Europe's largest carmaker, and in particular claims that employees took prostitutes on business trips.

A senior executive, Peter Hartz, a friend of Chancellor Gerhard Schröder, dismissed as "absurd" allegations that members of the company's powerful works council went on luxury pleasure trips paid for by Volkswagen. It is alleged that the trips were approved by Volkswagen's board and included the services of prostitutes.

Mr Hartz has vowed to fight the allegations of bribes and kickbacks, made by a Volkswagen "insider" in the reputable Munich newspaper *Süddeutsche Zeitung* and repeated in the German media.

"No one in the management board knows of such bribery proceedings and no one on the board would have approved them," he said in a statement.

Mr Hartz, the brains behind Germany's controversial labour market reforms, also denied that he had approved the pleasure trips, some of which cost up to €30,000 (\$48,000).

The informant said the works council had been "bribed" by the board for more than 10 years. "Pleasure trips" to Brazil and elsewhere by company jet were approved by the board, "including flying in luxury hookers", the insider alleged.

Mr Hartz is seen as the public face of Volkswagen.

The scandal has dragged in other executives. Klaus Volkert, the head of VW's works council in Wolfsburg, last week said he was stepping down over his links with a Brazilian woman.

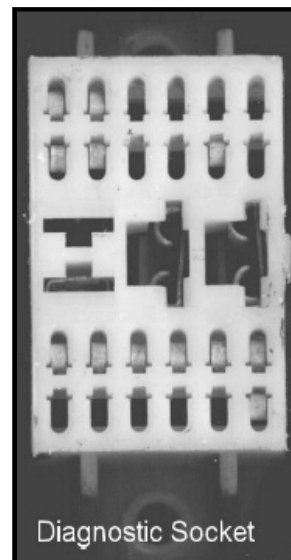
The woman, identified only as Adriana B, was allegedly given regular payments from the company and lived in a flat paid for by Volkswagen. The company is alleged to have bought a house for Adriana B in Brazil. Adriana B denied she was having a relationship with Mr Volkert.

"I have not committed any crime," Mr Volkert said. "I have not received any financial advantages in connection with this business nor have I allowed other people to do so to the detriment of VW."

Telegraph, London

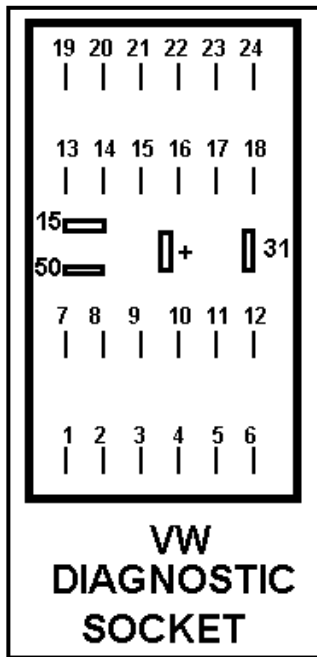
What is this plug in my engine bay?

by Jim Mais



The plug (actually "socket") was introduced mid-year on 1971 Type 1, 2, 3 and 4 cars. It was connected to various electrical points in the car, which was supposed to enable a computer at the VW dealership to "diagnose" the performance or

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malfunction of certain engine/electrical characteristics, unfortunately the diagnostic computer never made it to Australia.

Many changes were made during the few years the plug was in existence. If your wiring is not exactly as shown in the diagrams, it is likely that a feature was added or removed.

The diagrams are specific for the Type I (Beetle and Ghia) but should be correct for the other cars as well.

The items monitored were:

Rear lights: (Tail, Brake, Turn) The tail light connection was dropped later.

Rear window defogger.

Battery condition and charging circuit.

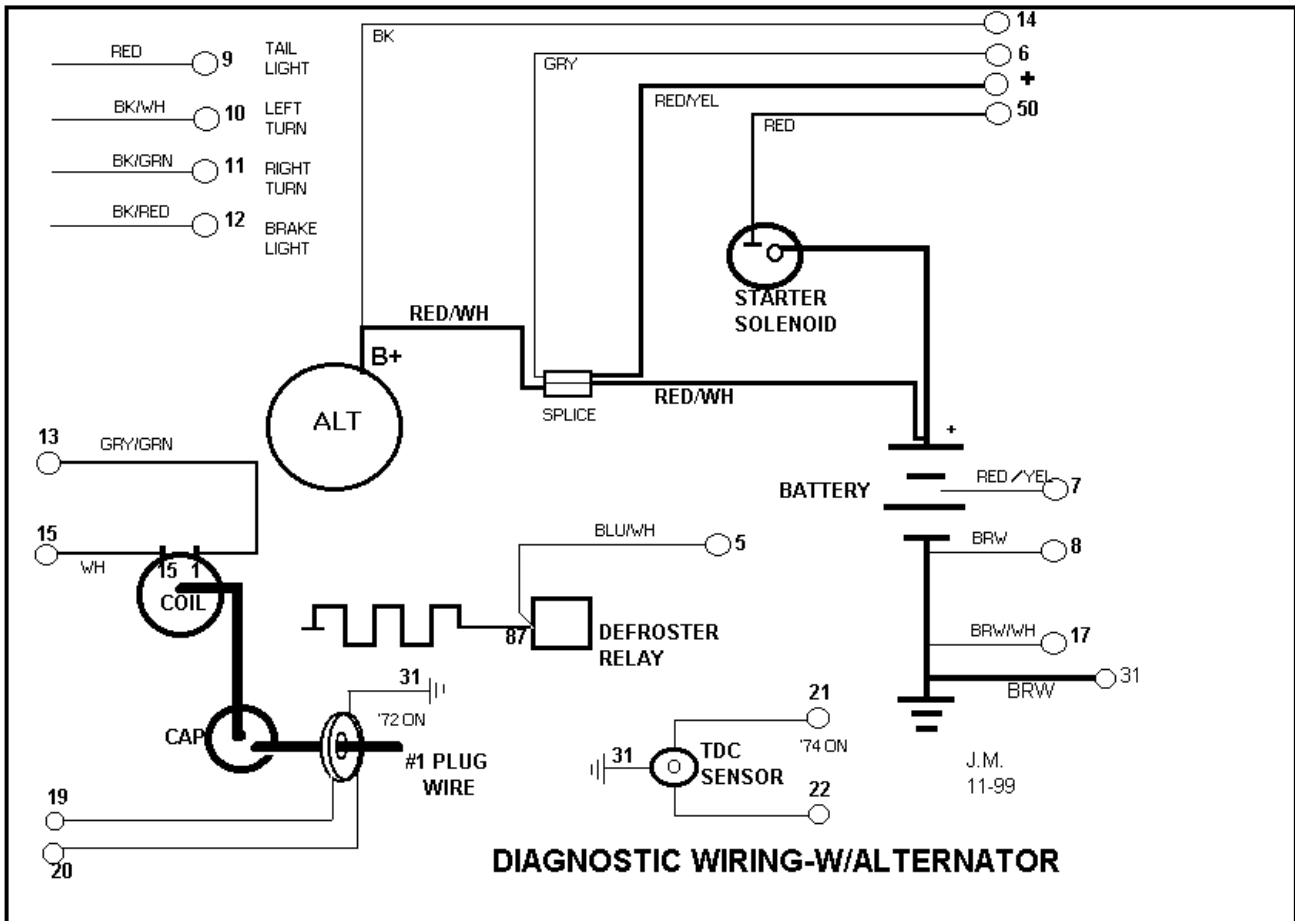
Engine compression.

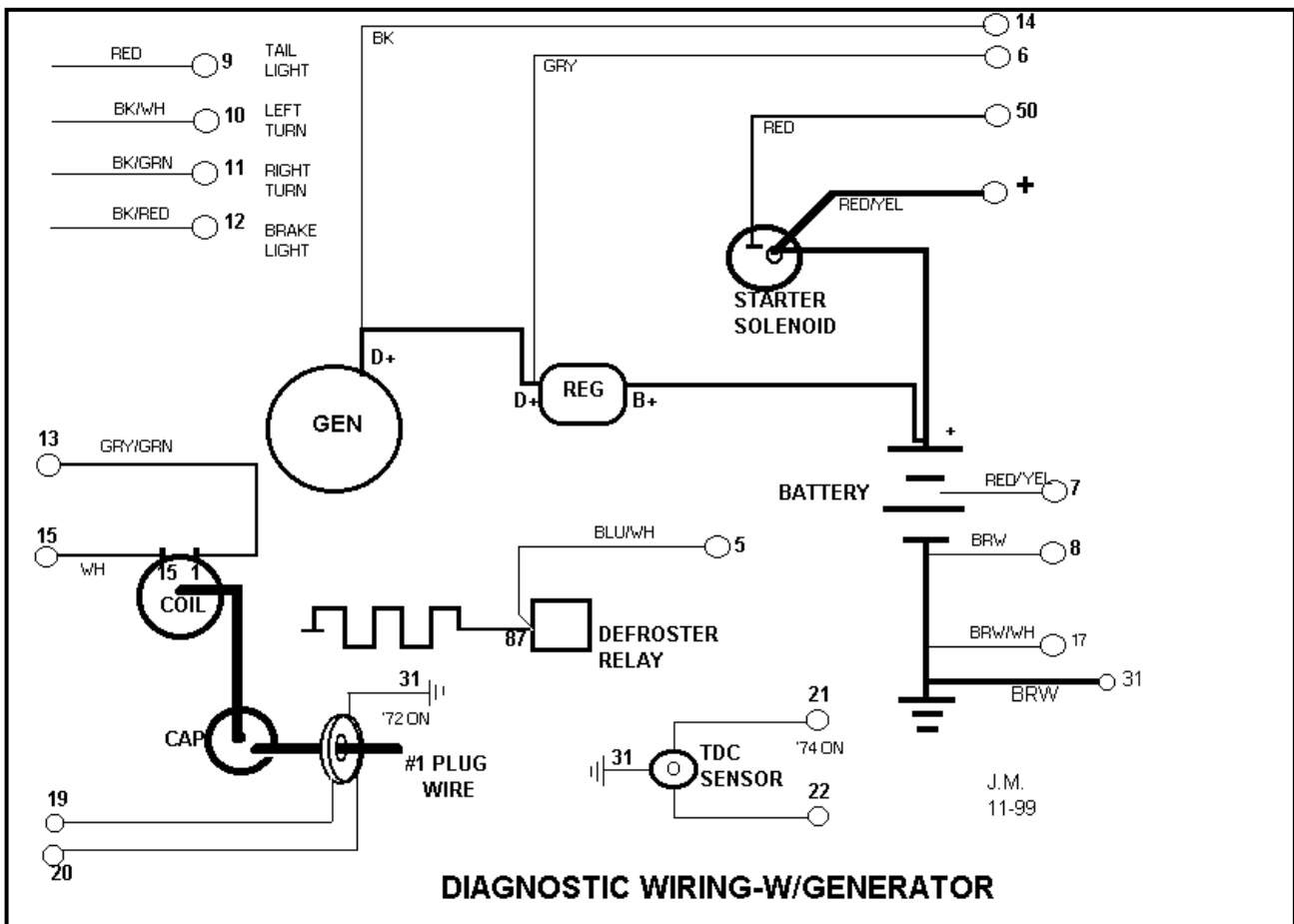
Ignition Timing.

PIN NUMBERING

I have shown the actual wiring on two separate diagrams, one for generator equipped cars and one for alternator

Pins 9, 10, 11 and 12 are connected to the tail, turn signals, and brake light wiring. Note that the computer could only tell whether voltage was reaching these lights; not whether the lamp was burned out or not. (It would be possible to monitor current draw via the battery ground strap shunt, but I don't know whether this was actually implemented.)





Similarly, the connection to the rear window defroster relay (pin 5) only told whether the relay was supplying power to the heating element.

Various checks could be made on the battery circuit. The open-circuit voltage is measured from pin 31 to pin +. With the engine running, charging voltage could be measured. It was also possible to apply external load currents while observing the battery voltage.

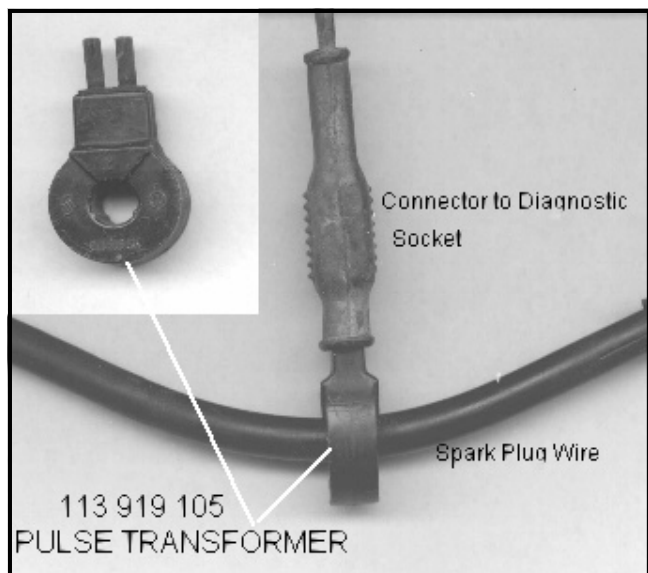
Generator (or alternator) charging current was obtained by measuring the voltage drop across a specific length of wire. The ends of this wire were connected to pins 6 and 14. On the generator, this wire is the one running from D+ to the regulator. On alternators, the wire runs from B+ to the battery wire splice.

Battery electrolyte level was checked by means of a special probe built into one of the battery centre cells. (Try and find one of those today!) The probe is brought out to pin 7.

The battery ground strap has two wires attached to its ends and going to pins 8 & 17. These

connections measured the voltage drop across the strap when the starter motor was cranking the engine. (The computer could operate the starter by applying power to pin 50, also handy for operating the starter from the engine bay.)

The computer would "see" a series of current spikes corresponding to the compression stroke of each cylinder in turn. The magnitude of these current pulses was translated into rough values



of compression pressure and used as a measure of engine condition.

Engine idle RPM could be calculated from pulses received at pin 13 (from the points opening and closing). Point dwell was also estimated from this signal.

A hand-held timing light could be used to check the timing setting.

In late '71 or early '72, a small pulse transformer was added to the #1 spark plug wire and produced a signal when #1 plug fired. This signal was fed to pins 19 & 20. The transformer is pictured here. There is no physical connection to the plug wire; current flowing through the plug wire merely induces a voltage pulse in the transformer winding.

Beginning in '74, a sensor was added behind the flywheel to detect TDC.

As far as I know, this sensor was a variable reluctance type of pickup.

The flywheel had a steel pin on its backside, which swept past the pickup face to create the pulse.

The combination of the TDC sensor and the #1 plug wire pickup allowed the computer to accurately determine initial timing setting and even to observe timing advance with speed change.

Epilogue

The diagnostic program was quietly dropped in the late 70's; I don't have an exact date. There must have been considerable production cost involved in all the special wiring and sensor devices. It's doubtful whether the program ever had any significant effect on sales.

Capalaba VW show

May 2005

Klub VW Bayside chapter

In May this year I attended a show at Capalaba (just outside Brisbane), well organised by the Bayside Chapter of Klub VW.

As with all shows of our marque, represented was the weird, the wonderful and the hidden.

For the weird, you needed look no further than the green Kombi with the caravan body grafted behind the cabin – we're talking serious body modifications here people, all neat and tidy coachwork, and probably fun in a strong cross-wind, but also highlighting the strength of Kombi engineering. Then there was the Baja Bug owner who took advantage of the recent rains and found a convenient puddle of muddy water to park in for the day.



VW Winter Break

26 — 29 August 2005

Official Program



**Sawtell Beach Caravan Park
Lyons Road, Sawtell NSW**

Plenty of cabins & camping spaces, you make the booking on 02 6653 1379 number directly with the caravan park.

Booking Code: ClubVeeDub -

Toll Free number for the park 1800729835 and the web address www.sawtellbeachcaravanpark.com.au

Caravan park is walking distance from town centre.

Catch up with your VW friends in a relaxed atmosphere.

Participate in activities or just veg out.

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

All VW enthusiast and clubs are invited to attend.

For more information on alternative accommodation please visit:

www.sawtellnsw.com.au

www.sawtellrealestate.com.au

Organised by local members of Club VeeDub Sydney



Friday: Evening, Welcome BBQ

Saturday: Morning, Cruise to hinterland hotel for lunch.
Afternoon, twilight prawn tasting, \$10 per head BYOD
Daytime, Coffs Markets, Beach driving
Evening, Dinner in town.

Sunday: Car display on Village Green.
Beach driving.
Swap Meet.





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For the wonderful, there was the blue Kombi camper, in excellent condition and taking the tribe for a day trip, the group of Meyers Manx Buggies *Photo on previous page*, the rebuilt Type 182 with Porsche fan cooling kit or the



restored split window Kombis in enviable condition But what really caught my eye were two beetles – firstly, a 'Colibri Green' 1978 Karmann Beetle imported into Oz from the UK this year. This thing was ORIGINAL – engine and mileage, body panels and paintwork, no welding or modifications and with GT wheels,



on the clock.

As for the hidden. Sitting in the carpark was a blue R32 Golf - the first I've seen on the roads and inconspicuous badging the only evidence of something special. There was also a Beetle - bodied drag car sitting on it's trailer, with ducted electric fans mounted above the engine barrels. - The owner must have really wanted those last



couple of horses !

To finish, there was a trade/swap area with it's dealers, trade stands, adapter kits, cars and all those things you know you shouldn't buy, but then you spot that must have bit of Volkswagen whatever.

original 'silver' hood and cover - it gleamed! The other Beetle was a 1961 model that had been stored under a house in Mt. Gravatt since 1968 with 11,870 miles on the clock, a full tank of fuel and kept in registration till purchased in August 2000 by the present, and only second owners. *Photo top right*. Like the Karmann this vehicle was in excellent condition – original interior, engine, even original under bonnet cardboard and spare tyre – all with 13,000 miles

A most pleasant way to spend the afternoon.

Regards

Graham Bruce

THE TOY DEPARTMENT

Hello again, hot off the press this month are two new Hotwheels castings due in October this year.

Due to be released in the US by Mattel are of a split window ute and yes a Karmann Ghia, as you can see they are still in bare metal with colours yet to be decided.



Also if you are treasure hunt collector of Hotwheels, an unusual occurrence has taken place. Where normally the treasure hunt series are in groups of 1 to 12 there is a 13th, in fact it numbered 13 of 12?



This number 13 is a VW drag bus as shown here in black with yellow flames.

The catch is you have to live in US or have a reliable resident friend to assist. To get one of these you must buy 20 Hotwheel cars and send in the bar codes to receive a voucher, when you have 4 vouchers you can redeem them for one of many mystery cars including the following 3, Black drag bus, Baja in yellow, or black and white oval beetle.





I recently also picked up one of these new Matchbox super wheels kombis in two tone green.

Happy hunting

Tony Bezzina

Michelin lets the air out of future tyre innovation

Michelin announces two fitments for its revolutionary non-pneumatic Tweel™

DETROIT, M.I. (January 9, 2005) – Today at the North American International Auto Show (NAIAS) Michelin showcased a potential future for mobility, an integrated tire and wheel combination missing one ingredient that is vital for traditional tire performance...air. The company unveiled the first real-world fitments for its revolutionary "Tweel" – which operates entirely without air. View the photo gallery.

"Major revolutions in mobility may come along only once in a hundred years," said Terry

Gettys, president of Michelin Americas Research and Development Centre in Greenville, S.C. "But a new century has dawned and Tweel has proven its potential to transform mobility. Tweel enables us to reach levels of performance that quite simply aren't possible with today's conventional pneumatic technology."

Michelin's Tweel is in production and available as an enhancement for future iBOT™ mobility systems. Invented by Dean Kamen, the iBOT™ mobility device has the ability to climb stairs and navigate uneven terrain, offering mobility freedom impossible with traditional wheelchairs. Additionally, Segway LLC's Concept Centaur, a prototype that applies self-balancing technology to a four-wheel device, has also been equipped with Tweel to increase its performance potential.

Beyond these first real-world applications, Michelin has additional projects for Tweel on construction skidsteers and a variety of military vehicles. The most intriguing application may be Michelin's early prototype Tweel fitment for



passenger cars. The mobility company released video of promising Tweel performance on an Audi A4.

"The Tweel automotive application, as demonstrated on the Audi, is definitely a concept, a stretch application with strong future potential," said Gettys. "Our concentration is to enter the market with lower-speed, lower-weight Tweel applications. What we learn from our early successes will be applied to Tweel fitments for passenger cars and beyond."

Benefits of Tweel™:

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Michelin continues to advance the performance of the radial tire in areas such as rolling resistance, wear life and grip. In the short-term, the lessons learned from Tweel research are being applied to improve those conventional tire performances. In the future, Tweel may reinvent the way that vehicles move. Checking tire pressure, fixing flats, highway blowouts and balancing between traction and comfort could all fade into memory.

About Michelin:

The heart of Tweel innovation is its deceptively simple looking hub and spoke design that replaces the need for air pressure while delivering performance previously only available from pneumatic tires. The flexible spokes are fused with a flexible wheel that deforms to absorb shock and rebound with unimaginable ease. Without the air needed by conventional tires, Tweel still delivers pneumatic-like performance in weight-carrying capacity, ride comfort, and the ability to "envelope" road hazards.

The world's largest tire maker, Michelin (www.michelin.com) manufactures and sells tires for every type of vehicle, including airplanes, automobiles, bicycles, earthmovers, farm equipment, heavy-duty trucks, motorcycles and the space shuttle. The company also publishes travel guides, maps and atlases covering Europe, Asia, Africa and North America. Headquartered in Greenville, S.C., Michelin North America employs 23,000 and operates 21 plants in 17 locations.

Michelin has also found that it can tune Tweel performances independently of each other, which is a significant change from conventional tires. This means that vertical stiffness (which primarily affects ride comfort) and lateral stiffness (which affects handling and cornering) can both be optimized, pushing the performance envelope in these applications and enabling new performances not possible for current inflated tires. The Tweel prototype, demonstrated on the Audi A4, is within five percent of the rolling resistance and mass levels of current pneumatic tires. That translates to within one percent of the fuel economy of the OE fitment. Additionally, Michelin has increased the lateral stiffness by a factor of five, making the prototype unusually responsive in its handling.



MotorEx 2005

Future of Tweel™ Technology:

For Michelin, Tweel is a long-term vision that represents the next step in a long path of industry-changing innovations. Fifty years ago, Michelin invented the radial tire and there is no question that radial tire technology will continue as the standard for a long time to come.

This year's Motorex was held at the Homebush Showground on the 2nd and 3rd of July. The venue is superb, conveniently located and the show is one of the best on the show car calendar.

Motorex is an all-embracing show featuring hot rods and street machines, vintage, veteran and classic cars, motorbikes and racing cars. The show is its fourth year and has evolved and improved through a number of formats.



Trophies were awarded this year for all categories of vehicles and club displays. One has to admire the effort that goes into preparing and presenting the hot rods and street



machine vehicles, works of automotive inspired art rather than functional motor vehicles.

Three Cub VW member's cars were on display representing Beetles of the 50's, 60's and 70's. Club members were on hand all weekend to answer questions and reminisce about the days when the cars on show were cherished members of the family or a neighbour's pride and joy. Of course we all look back at the past through rose coloured glasses and some of the yarns spun were a little fanciful.

The show was well attended on both days and I for one enjoyed the weekend.

Ken Davis

VW 1500 S proved its reliability with four world records

As a friend of Professor Dr. Helmut Krackowizer wrote in his obituary: "... apart from his motorcycle passion, he also (my father) was forced to have a profession to earn his living...".



Picture above: leaning at the left car, driver's side: Professor Dr. Helmut Krackowizer And this was the profession of the public relation manager at automobile companies. At the beginning of the Sixties he had been with Porsche in Salzburg as PR boss.

As even in later years he always had been on the search for interesting contributions or actions for the press. He discovered in his archive that in 1964 the still valid long-distance record for series automobiles with 1,5 l capacity had been hold by an Adler-Trumpf, made in 1935 (driven on the AVUS Berlin). Therefore he thought it was at the time to break this record. That record in 1935 was made over 10.000 km with an average speed of 126.3 km/h. There had been also a record attempt of Ford already in January 1964, but over the distance of 15.000 km with an average speed of 119.73 km/h.

In April in the same year thus 12 Austrian journalists got ready to break this record on the racing course of Monza (Italy). Naturally not without asking before the FIA whether "national records" were also recognized when achieved abroad. And then between 7th and 12th April 1964 four new world records with two completely standard VW 1500 S (sedan and Variant) were driven!



Picture above: Wheel-drive into steep curve.

The cars were driven around the clock, about 80 laps between each driver change. The time ran along when refueling, with the oil change, with the driver change and with the tire change, evenly from start to finish. There were moments of shock and moments of entertainment - as the singing original of a racing course caretaker, "Mr. Caruso", who searched the 4,259 km long race course each morning with the bicycle for stones or lost screws or run over rabbits... But despite many smaller and larger obstacles, despite the mental difference of the 12 "driving journalists", despite one car failure - only the second got through - and when all is said and done it were called:

World record!

4 days (96 hours) - 12.096,103 km = 126.001 km/h

5 days (120 hours) - 15.132,082 km = 126.100 km/h

15.000 kilometers: 118 h 57.57,1 = 126.086 km/h

10.000 Miles: 127 h 19.51,1 = 126.390 km/h

Altogether the last car drove 3.793 laps, which corresponded to a travel time of 127 hours 47.40

minutes and a mileage of 16.154,500 km! The fastest lap with the winning car, by the way, were driven, of course, by my father with an average speed of 143,832 km/h in the 10. lap. Unfortunately this record of the Austrian journalist team kept not for a long time. Already one month later, between 14th and 20th May 1964, Ford fetched back the records over 15,000 kilometers and 10,000 miles again - with a Ford Corsair GT, likewise in Monza.

And finally about "records 1964" - the fastest record of the year 1964 obtained by Craig Breedlove with "Spirit of America" in Bonneville (USA) on the salt lake: 1 mile by 843.590 km/h... Of course I have not told you every detail of the record week at Monza of VW. But that would lead here too far. In a few months again there will be a tale about another record attempt - records on the motorway at Salzburg-Grödig - I found some original running logs! Thus, until next month, March, yours Peter Krackowizer - and as always: © 2002 copyright Peter Krackowizer (text and photo).



Picture above: the gentleman with helmet and racing driver overall - Professor Dr. Helmut Krackowizer

VW in alphabet upset

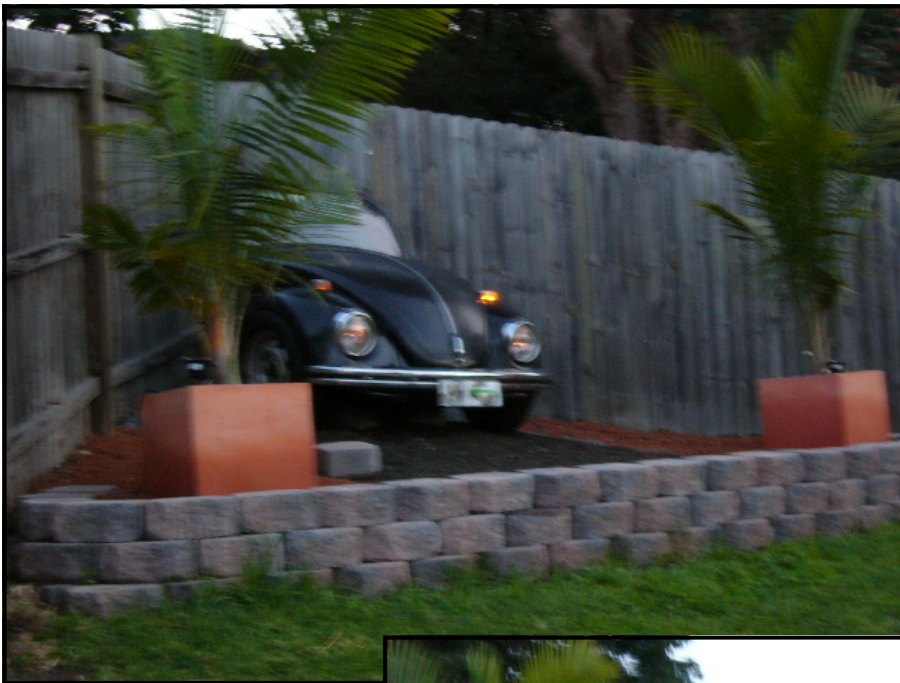
VW has been thrown into turmoil this week with news that its licence to use two consecutive letters of the alphabet has expired. Renewing the licence would cost millions, leaving the German firm with the choice of forking out or changing its popular abbreviated title. "This is a familiar problem," observed Leighton Buzzard, Doctor of Letters at St. Angreavsie College, Oxford.

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"Ford's cash reserves were severely drained in 1970 after it bought the letters 'RS' for a sporty Escort. Fortunately, in 1973 they hit upon a way to make some of their money back by leasing the letters to Porsche." Sources in Wolfsburg are unlikely to find such a neat solution and some spies suggest that the firm may have to opt for the cheaper 'WV' combo. "This would make the company name Wagensvolks," says one insider, "which means 'car people' in German. Actually, that's quite nice. I don't know why we didn't

think of that before. If we weren't known as 'people's car' in future it would certainly make the Phaeton less laughable." However, some commentators believe that, to avoid making their familiar badge look 'top heavy', the car giant will dig deep to retain the rights to its current abbreviation. No one knows how much these rights will cost but it may well top the £200 million Michael Jackson paid back in 1970 for the rights to both 'ABC' and '123'.

Bug in the garden!



Proposed Club VeeDub Canberra chapter

Greetings from the nations capital! I ' m your storyteller for tonight, come and sit down by the fire (it is chilly here in Canberra) and let me tell you a tale.....

In the beginning, the world was constructedno wait a minute, too early, let me skip forward a bit ... ahh, here we are. Yes. During some troubled times, the world knew that something good had to come from the constant chaos. And so the creator (whom we will call ' Ferdinand ') designed something wonderful for the peoplea people ' s car. And this car was to become famous across the world. I am sure the creator would not have dreamt that its popularity would still be high, so many years after its initial design. Of course, the company has been making different models ever since, in various shapes and sizes, for single people or families.

Canberra is no different to Sydney - we have quite a number of VWs travelling around the streets. Some of them have seen better days, others look like they have just driven out of the showroom. Whether it be a new model Golf or an old Kombi, there are plenty here.

A few months ago, a handful of people met in a small Canberra pub, intending to raise a VW Club to bring all of these owners together. From there it has progressed, to the stage where we are ready for form a club. And what better way to do it, than to make it a small chapter of Club VeeDub?

At your AGM in July, we hope to gain permission to officially become the Canberra Chapter of Club VeeDub, so that we can participate in activities with your club, but involve as many Canberra VWs as we can. We will still be members of Club VeeDub (Sydney), but just fly a banner with a Canberra name. Our members will run activities and cruises and submit photos and stories to the Club newsletter. We will just add a bit of Canberra flavour to the pot.

So who are the people behind this proposal? Grab your coffee and I'll take you through our ' sub-committee ' , so that you know whom we are.



First, there ' s Steve - he started his dubbing days driving a friends Kombi, before finding a little 77 Golf, which he bought as a second car. At that stage he bought it so his then wife would have a run-around, but soon ended up taking ownership of the car himself because it was so much fun to drive. Since then, Steve has had a bunch of water-cooled VW's, including 3 Mk1 Golfs, a Mk2 Jetta, a Mk3 Vento and of course his current ride, the Mk2 GTI.



Next in the team is Mark - he has had three kombis. Mark started off with a 1970 van with a good 1600, then bought a camper 2l auto and performed a total rebuild of the motor and auto and sold the camper a few years later. After being out of the VW scene for a couple of years, he picked up the local rag in WA and stumbled across three Dual cabs, one splitty and two bays.

The dual cab that Mark bought was used as a

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daily runner and had lots of "extra fruit" namely a very nice 1835. The car was in pretty good nick and he was happy to pay the full price of \$2800 in 2002. Within a week he had the car repainted, new jarrah gates (his wife had called the car her 'outdoor setting', because of the cost to replace the gates with Jarrah), and a VW check, and the car was looking new. He even shocked the old owner as to how much could be performed in a week! Mark has just replaced the



engine and is a very happy dubber.

Continuing around the table, we have Dimitris - he has a 1971 Super Beetle, which has served as his student car while he was in uni. Now it is retired and it is going through a slow, never-ending restoration. Dimitris is still at the beginning but his goal is clear, he wants to restore the car as close to its original condition as possible. He is driving it to as many club events as he can, and Dimitris think it's way more reliable than his other newer car!

And lastly, I should include myself - Bruce. Currently the lucky candidate to have become secretary for our band of merry men, I have just recently moved to Canberra from country NSW. My daily driver is a ratty-looking '69 bug, which actually belongs to my #1 daughter. I



have a current project in the garage, and next after that will be my early bug, which I will need to get ready for #2 daughter. I have owned a few VWs in the past but not known too much about them, and am enjoying learning bits about them now.

So that's our team. We have a lot of people interested in joining once we are officially 'on the map' and have planned our first activity to be the German Autofest in late September this year. Of course, we would love to see as many of the club brethren there as can attend. The weekend will consist of a twilight cruise (with photographic opportunities) and a group dinner on Saturday, and the actual German Autofest show on Sunday. You can get further details from us on the Internet at: <http://www.classicVW.net/club/cc2005/>

At time of writing, we are attempting to get a contingent of our committee to the Club AGM so that we can discuss the proposal first hand. We are excited at the idea of becoming part of your club and look forward to meeting all of you over the coming months.

Anyway, the fire has died down now, take the rest of your marshmallows with you and go and hit the sack. That's enough excitement for one night!

Bruce Walker, Secretary Proposed Canberra Chapter.



Proposed logo

Photos from Kira's Kangaroo cruise

Thanks to Raymond Rosch for the photos

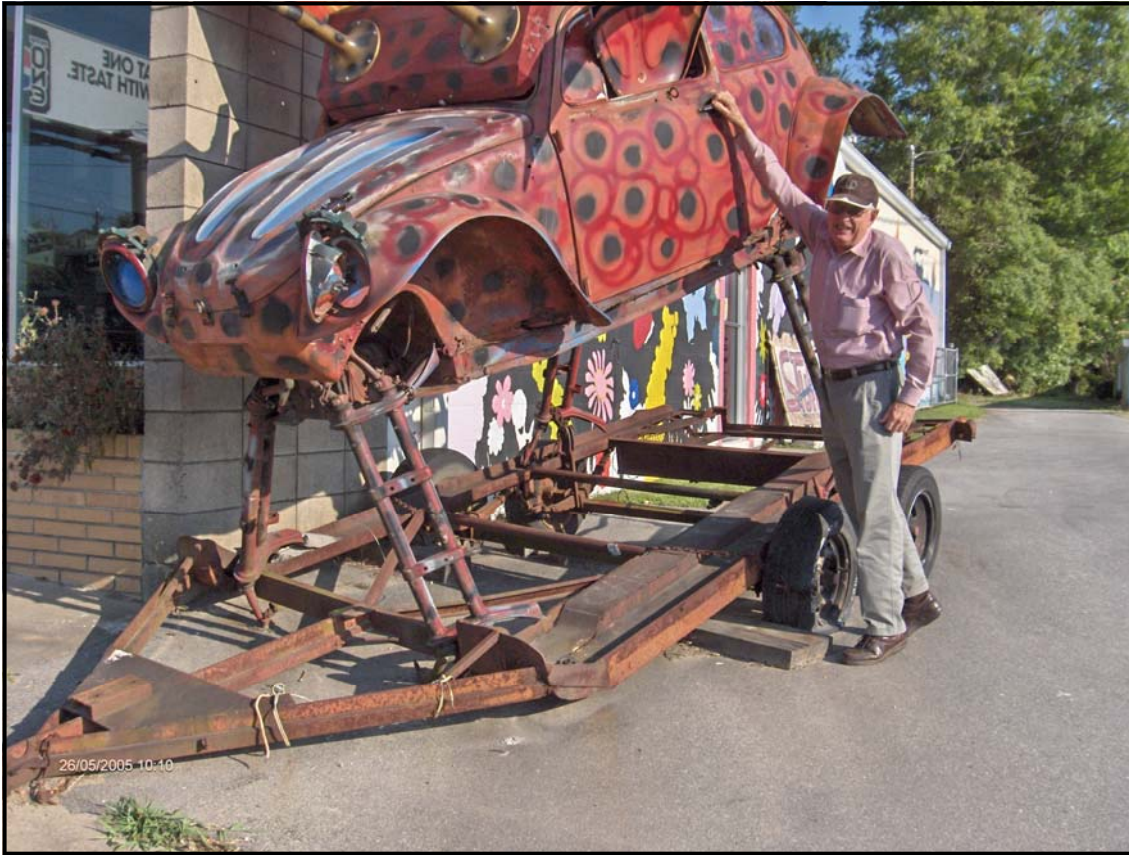


More photos from Kira's Kangaroo cruise

Thanks to Raymond Rosch for the photos

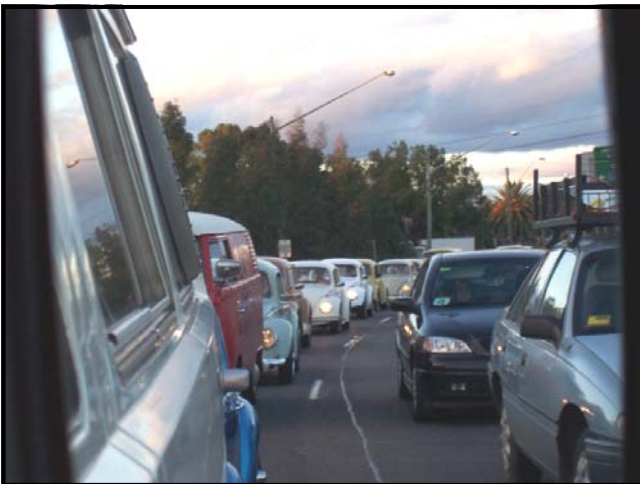


Club members Max and Helen Nixon found this unusual bug in Tallahassee USA.



Photos from Herbie Fully Loaded at Bass Hill drive-in

Thanks to Raymond Rosch for the photos



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