

Zeitschrift



The 2017 VW Tiguan.

November 2016

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Mobilgas cars in Carnarvon

Peter Keegan article

Kinsley Pty Ltd gone

ACT Marques in the Park

Lego Kombi lights

VW Tiguan road test

Plus lots more...



The Legend Never Dies

Club VeeDub Sydney.

www.clubvw.org.au

A member of the NSW Council of Motor Clubs. Also affiliated with CAMS.



Club VeeDub Sydney Committee 2016-17.

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VW Nationals Committee:	David Birchall Bob Hickman, Eddie Fleita	(02) 9534 4825
Motorsport Captain:	Rudi Frank motorsport@clubvw.org.au	0418 442 953

VW Motorsport Committee:

John Ladomatos	Brian Walker
Craig Adams	Martha Adams
Norm Robertson (JP)	Eddie Fleita

General Committee:

Shirley Pleydon	Charlie Attard
Zelco Jurkovic	Sue Monaghan
Conie Heliotis	

Canberra Committee.

Chair:	Bruce Walker chair@canberra.clubvw.org.au
Secretary:	Mandy Conway vicechair@canberra.clubvw.org.au
Registrar:	Iven Laufer (02) 6254 1142
Merchandise:	Mandy Conway merchandise@canberra.clubvw.org.au

Club VeeDub membership.

Membership of Club VeeDub Sydney is open to all Volkswagen owners. The cost is \$45 for 12 months.

Monthly meetings.

Monthly Club VeeDub meetings are held at the Arena Sports Club Ltd (Greyhound Club), 140 Rookwood Rd, Yagoona, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

Correspondence.

Club VeeDub Sydney
PO Box 1340
Camden NSW 2570

Our magazine.

Zeitschrift (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. We welcome all letters and contributions of general VW interest. These may be edited for reasons of space, clarity, spelling or grammar. Deadline for all contributions is the first Thursday of each month.

Opinions expressed in Zeitschrift are those of the writers, and do not necessarily represent those of Club VeeDub Sydney. Club VeeDub Sydney, and its members and contributors, cannot be held liable for any consequences arising from any information printed in the magazine.

Back issues (2007-on) are available at www.clubvw.org.au under the Media - Zeitschrift tag.

Articles may be reproduced with an acknowledgment to *Zeitschrift, Club VeeDub Sydney*.

We thank our VW Nationals sponsors:

29 VW Nationals.

Volkswagen Group Australia	Klaack Motors
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C & S Automotive	Vintage Vee Dub Supplies
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25 years and over.

Shannons Car Insurance	Wolfsburg Motors St Peters
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20 years and over.

Aust VW Performance Ctre	Mick Motors
Indian Automotive	North Rocky & Import Parts

15 years and over.

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10 years and over.

All Metal Bumpers	Classic Vee Dub
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Antique Tyres	Volksmuller
Black Needle Auto Upholstry	VW Classic Kirrawee
BWA Auto	VW Magazine Australia
Camden GTI Performance	Wolfsburg Auto Melbourne
Canberra VW Centre	VW Magazine Australia

5 years and over.

Custom T-Shirts	Mountain Mechanics
Expert Signs	Quik Strip Bankstown
Exoticars Service Centre	Rod Penrose Racing
Just Kampers	Subarugears
Motexion	Volkscare Melbourne
MacKellar Service Centre	Westside Mufflers

*Please have respect for the committee members and their families
by only phoning at reasonable hours.*

• 'T' MODEL FORDS • AUSTIN '7's • STATIONARY ENGINES •

HOT RODS

•

OPEN WHEELERS

•

MILITARY

•

SPEEDWAY

•

EARLY CARAVANS

•

The Friends of Linnwood
Invite you to attend
An open house and bike display day
at historic Linnwood House
25 Byron Road, Guildford

\$3.00 Admission to house

Sunday 13th November 2016



OUTFITS

•

TRACTORS

•

GO KARTS

•

MOTORCYCLES

•

MICROCARS

The **TREVOR THOMAS** BIG BIKES & LIKES DAY

Vehicles can park on the front lawn of Linnwood House from 10 a.m.
The 'vehicle display' will celebrate the contribution to Australian motoring by the late Trevor Thomas. All Commercial, Military, Classic and Vintage, Veteran and Hot Rod vehicles are welcome.

Sue's Transport Books will donate prizes for the winners of judged vehicle categories. Anyone interested in obtaining a trade site on the day should contact Dorothy Warwick the President of the 'Friends of Linnwood House' on (02) 9632 9203.



• SCOOTERS • EARLY 4WD • TRUCKS •

KURRAJONG-A-BUZZ

Proudly Promoting Pollinator Week

Sunday 20 November 10am - 2pm
Kurrajong Village

- Fun activities throughout the village
- Bee specialists, insect hotels & honey
- Plants to create a pollinator paradise
- Kids zone with bug activities
- Free family event

A KURRAJONG COMMUNITY FORUM EVENT

It's on again! Boris' VW Picnic Day & Swap Meet 2016

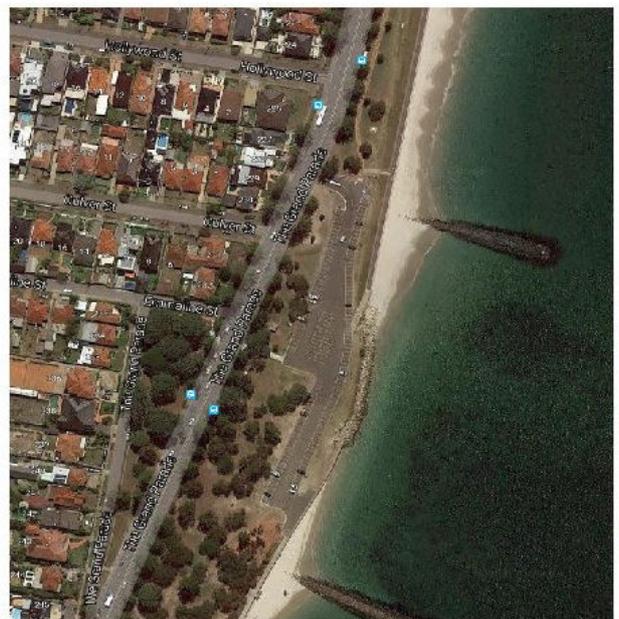
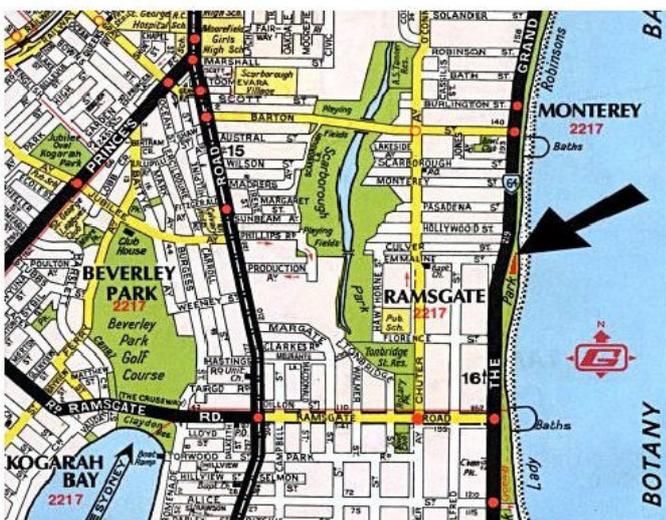
*** **NEW VENUE THIS YEAR** ***

When: From 9:00am **Sunday 27th November 2016**

Where: Ramsgate Beach carpark, right beside Botany Bay.

Enter from The Grand Parade heading south. Turn left just past Hollywood St. Note - you can't turn right heading north.

- Come rain or shine! Toilets on site.
- Juicy sausage sizzle, cold soft drink, hot coffee and tea available. Club shop open.
- Car Display (no judging or trophies)
- VW Swap Meet - clean out your garage!
- \$5 general entry. \$10 for swappers.
- All VWs welcome - air and water-cooled, old and new.



motorworldsydney.com

Thursday 1 December – Sunday 4 December 2016



[HOME](#) [TICKETS](#) [WHAT'S ON](#) [EVENT INFO](#) [VISITOR INFO](#) [EXHIBITORS](#) [NEWS](#) [CONTACT](#)



AUSTRALIA'S ULTIMATE AUTOMOTIVE FESTIVAL

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Tickets on sale Now!

[Book Now](#)

WHAT'S ON

Check out the full event program now

[Read more](#)

MEGA TEST FEST!

Take to the track!

[Read more](#)

DREAM RIDE AUSTRALIA

A fundraiser for Special Olympics Australia

[Read more](#)

MWS NEWS

Get all the latest news and updates on MotorWorld Sydney

[Click Here!](#)

SIGN UP!

Sign up to our newsletter for the latest news and updates

[Sign up now](#)

Meet at Uncle Leo's Diner, the Crossroads, Liverpool, at 9:30am, departing at 10:00am, stopping at Appin and finishing at Stanwell Park at 12:30pm.

If you are not up for a cruise, head straight to Stanwell Park and meet us under the Club VW Marquee.

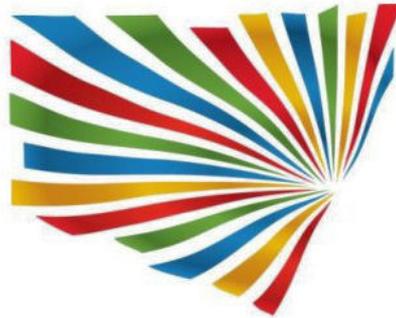


The 11th Annual VW Watercooled Summer Cruise 2017

Sunday the 22nd of January!

Families and kids are all invited, with a free BBQ lunch of snags and rolls along with ice cold drinks. There is a great playground and of course the beach! All donations on the day will go to the cancer council.

**Contact Craig - 0404 184 893
Steve - 0490 020 338**



AUSTRALIA DAY IN PARRAMATTA

CARnivale

Thursday, 26th January 2017

*To register **on line** go to: www.australiaday.com.au/carnivale*

If you register on-line you do not need to use this form

Entries will close on Friday 18th November 2016 or earlier if all spaces have been filled.

REGISTRATION FORM

First Name:.....Surname:.....

Address:.....

Suburb:.....Postcode:.....

Phone:.....

Email:.....

Name of club you belong to (if applicable):.....

Display with this club? YES NO

Vehicle Make:.....

Model:

Year: (Must have been built before December 31 1986 or be an identical model run-on)

Rego. number:.....

If you have **not** registered on-line, mail this form to:

Major Events, Parramatta City Council, PO Box 32 Parramatta, NSW 2124

Enquiries: Vehicle Co-ordinator John Flower 0403 442 046 or jflower@parracity.nsw.gov.au

Von dem Herrn Präsident.

Hi all, there have been plenty of events to attend over last few months as the springtime usually brings out the good weather. You can read reports about some of them in this issue.

Unfortunately rain ruined the Community Fair and car show at the Tyndale School, and I think only one VW ventured out. Even Carl Moll, who told us about the event, wasn't able to make it. A pity, as it would have been a great day otherwise.

Still, there are even more events coming up. We have been invited to display our VWs at historic Linnwood House next Sunday 13th November. Likewise, we have been invited to display VW Beetles at the Kurrajong-A-Buzz spring pollination Festival on 20th November. There is special reserved parking for the VWs, which should try to arrive before 9am. Plenty of things for the rest of the family to see and do.

Boris' Picnic Day is on again on Sunday 27th November, at Ramsgate Beach. Please note the new location. This is always a fantastic day, so check out the flyer to find out all the details.

In December our monthly meeting will double as the club Christmas Party. We hope to see everyone at the Greyhound Club on Thursday 15th. Food and drink will be catered; don't forget to bring a wrapped present to the value of \$5 or so to qualify for free drink coupons. Come along to celebrate the end of another fun VW year.

Craig Adams has stepped up to organise the VW Summer Cruise. See the flyer in this issue for dates and times. As usual we will be starting the cruise from Uncle Leo's to Stanwell Park, and we will again have the Club marquee and BBQ set up at the beach. It's a great day, so don't miss it.

Jeff is organising another run in February, this time to the new Gosford Classic Car museum. This is not only the biggest car museum in Australia, but the biggest in the entire Southern Hemisphere! More details and a flyer for this one next month.

See you soon,

Steve Carter



Kanberra Kapitel report.

Wow, its already November! This month the Canberra Chapter attended the Marques In The Park car show, which is a large multi-club show in the northside of Canberra. We put on a great display, there should be a report elsewhere in the magazine. Thanks to everyone who came along, I hope you enjoyed the day.

By the time the magazine comes out we will be organising our final events for the year, as well as the first few for 2017. On Sunday 13 Nov the ACT Scale Model Society is

running their model competition, this year they are having a special 'VW Beetle competition'. We are working on some details to see if we can get some members to display their cars outside.

On 11 December, we will be attending a Carols event (like last year) and are awaiting more details....but please mark the date in your calendar. We'll keep January free for everyone to spend time with family. In February we are looking to run a cruise to Captains Flat, and in March should be the Shannons Wheels carshow.

As the year closes I hope everyone is making some arrangements for a good holiday break, catch you all soon.

Bruce



Klub Kalender.

***** All information correct at time of printing but subject to change - events are sometimes altered or cancelled without notice. Check www.clubvw.org.au for the latest information and any changes.**

November.

Sunday 13th:- Big Bikes and Likes day at historic Linnwood House, 25 Byron Rd Guildford. Classic VWs are invited to attend an open house and classic car/bike display. All commercial, military, classic, vintage, veteran and hot rod machines welcome from 10am. \$3 entry to the historic house. Trade stands, food stalls, tea and coffees. Contact Dorothy (Linnwood House) on (02) 9632 9203 for more info.

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, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 20th:- Kurrajong-a-Buzz community day at Kurrajong Village. To celebrate Pollinator Week, Club VW Sydney have been invited to display VW Beetles at the free family fun and pollination information day. There will be a kids activity zone, a sausage sizzle run by our local Rural Fire folks, cake stall run by our Kurrajong Nursing home group, and lots of activities in our cafes. Kurrajong Rural Fire service have arranged exclusive parking for the first 10-12 VW Bugs. Please arrive before 8:30am to get into position before the event starts. Other VWs welcome to attend but will have to park elsewhere. Contact Lyn Ward on 0411 107456 for more info.

Sunday 27th:- Boris' Picnic Day 2016. Yes it's on again – at a **NEW LOCATION**. It will be held at **Ramsgate Beach** carpark, about 1km north of last year's position. Head south on The Grand Parade and turn left into the entrance just past Hollywood St. You can't turn right coming the other way. Display your VW, sell/swap VW parts, Club stand, BBQ sausage sizzle and refreshments. Shine up your VW and enjoy

a day by the water! \$5 entry, \$10 for swappers. For more info contact David Birchall on (02) 9534 4825.

Monday 28th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

December.

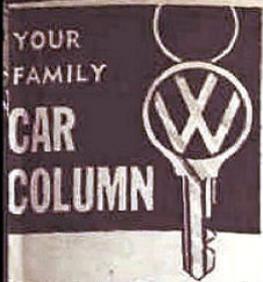
Thursday 1st:- Magazine Cut-off Date for articles, letters and For-Sales.

Saturday 3rd - Sunday 4th:- MotorWorld Sydney at Sydney Motorsport Park, Eastern Creek. A dynamic, interactive automotive festival. Come and test drive your hero car on track, road or off-road circuits; compare brands and models for yourself, or experience them through a series of live demonstrations. Hundreds of cars and motorbikes across 40 brands will be in action on four test drive tracks, four additional drive experiences and demonstration arenas for the most interactive automotive festival ever to be held in Australia. A total of 10,000 test drives are available on track, street and gravel, and many more highlights for visitors to participate in. Educational activities for kids, training programs for young drivers, competitions and high speed challenges for the experienced. If you wish to attend this event with your car, contact Steve Carter. The Club's preferred days to attend the event will be either Saturday 3 December or Sunday 4 December. The date is yet to be confirmed depending on numbers for either day. The sooner you can confirm your interest, the sooner we can book our spots. Numbers are limited.

Thursday 8th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (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, raffles, trivia and plenty of prizes. Lots of fun, all welcome. **This meeting is also the Club Veedub Christmas Party!** Bring a wrapped present (worth about \$5) to receive free drink coupons. Warm nibbles, snacks and drinks provided. 8:00pm start.

Monday 19th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.



Why Miss TV swings along in VW



Introducing, this week — Bernadette Russell, talented Melbourne TV songstress.

When I collected my £500 prize for winning a 'Miss TV Test' I also collected at least 100 suggestions on how to spend it.

They ranged from holidaying in Suva to buying uranium shares. Somewhere around suggestion No. 245 I was advised to invest in a Volkswagen. Now, almost two years later, I'm still thanking the day I invested in a Volkswagen.

Three day driver
I had my licence for only three days when I took delivery of my pert green VW. Naturally I was a little nervous at the thought of my first solo drive. But as I slipped behind the wheel, all my nervousness disappeared. The sweet note of the purring engine... the gears that almost select themselves... the steering that responds to a touch of the finger — all added up to a wonderful feeling of confidence and security.

Straight to Surfer's
I don't think I fully appreciated my VW until a girl friend and I drove 2,600 miles to Surfer's Paradise and back. Nothing — not a single thing — went wrong. So, whenever we saw a stranded car, and we saw more than a few — we were grateful that it was a Volkswagen we were driving.

Service in Southport
At Southport in Queensland I took my blue VW Service booklet out of the glovebox and handed it over to the local VW Service Agent. As always, the unique booklet (with its touchers showing lubrication and maintenance to be carried out) was a passport to cheerful, competent service.

Take the key
My advice to you is to take the key to this personality car as soon as you can — all you can lose is your heart.

At only £971 (including sales tax) or £230 deposit (Free Sickness and Accident Benefits Plan protects your repayments), Volkswagen is Australia's best family car value.

For free illustrated literature about Volkswagen send this coupon to Volkswagen Distributors Pty. Ltd., 67 Queens Road, Melbourne, S.C.2.

Name _____
Address _____
Postcode _____
Indicate if for school project.

January 2017.

Thursday 5th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 12th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (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, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 22nd:- VW Summer Cruise 2017. Meet us at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 9:30am for coffees, photos and VW chat. Cruise departs at 10:00am. Brief stop at Appin, then to Stanwell Park by 12:30pm. Families and kids welcome, with gold coin BBQ sausage sizzle and drinks. Large grassy park with kids playground, kiosk and nearby surf beach. All profits to the Cancer Council. All VWs welcome, new and old.

Thursday 26th:- Australia Day CARnival at Parramatta Park. Celebrate Australia's birthday in 2017 with a day-long program of events. Hot air balloons, BBQ festival and cookoff, family zone with kids' activities, rides and concert; Hot 100 party and bar, main stage concert and main fireworks at 9pm. Huge vintage and classic car show. Pre-bookings essential. On-line registrations open on 14 October. Go to www.ausdayparramatta.com.au for more info.

Monday 30th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

February.

Thursday 2nd:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 9th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 16th:- 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, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 19th: Jeff's VW Cruise to the Gosford Classic Car Museum. Join us for a run to the largest car museum in Australia! Meet at McDonalds at Mt Colah (513 Pacific Hwy, cnr

Lady St) at 8:00am for breakfast/ coffee. Cruise together to the Gosford car Museum - special reserved parking area for VWs. Discounted entry (normally \$20 adults kids \$14). Stop at the Pie In the Sky cafe on the way home! Contact Jeff on 0402 280242 for more info.

Monday 27th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

March.

Thursday 2nd:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 9th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 16th:- 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, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Monday 27th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

May.

Saturday 27th:- VW Nationals Supersprint at Wakefield Park, Goulburn. Unfortunately Eastern Creek is not available this year so we are trying to secure Wakefield Park. More details soon.

Sunday 28th:- VW Nationals 2016 at Fairfield Showgrounds, Sydney. Australia's biggest Volkswagen show! 45 show categories, concours class, trade stands, swap meet, new VW display, kids rides, Club shop, German dancing, musical entertainment, great food and drink, VW fun for the family all day.

Marktplatz.

Marktplatz ads in Zeitschrift are free. All ads should be emailed to editor@clubvw.org.au

All ads will be published here for two months. All published ads will also appear on our club website, www.clubvw.org.au.

Photos can be included on the website but not in Zeitschrift. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

New Ads.

Wanted:- I'm looking to buy a **Type 3 Sedan** ('notchback'.) I have been searching the various websites for a decent type 3,

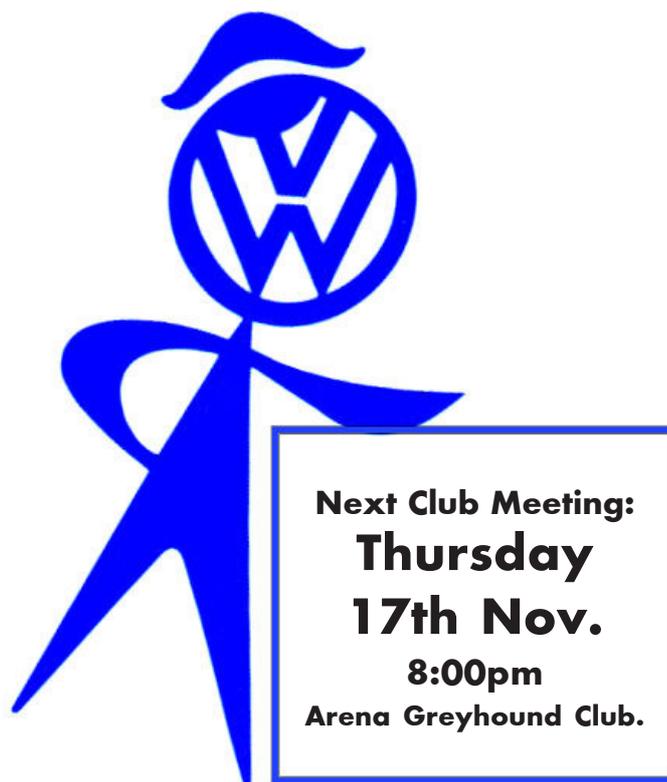
the only ones out there are either too expensive or they are cheap but require a lot of work from looking at the photos. Having been through 2 other "back to bare metal" restos I don't really have the stomach, or cash, for another one. So looking for car that while not concours is in good condition & close to original condition with minimal work to be done. If you can help, please contact Mr Glen Coutinho on 0418 640188 or email glencoutinho@hawgood.com.au

For Sale:- I have an old **Bosch Kombi distributor** without vacuum advance, VJ4 BR8, plus some extra parts, unused since late 60's. Contact me if you are interested in buying it. Also I have **9 different VW service manuals** - 1300 beetle, 1600 TLE, Passat, Golf etc. You are welcome to have them free, so if any of your members live over this way, or coming over to the beaches, they could pick them up and you may be able to sell them to make a bit of cash for your club. I'll just be happy to know someone is getting some use out of them. Ken Watkins. You can ring me any time on (02) 99132646 or email ken.watkins@gmail.com

For Sale:- 1976 Kombi Westfalia Camper. Completely original inside and out including seat fabrics, orange carpet, cooker, cooler, stool & panelling. Purchased in UK in 1976, shipped to Aust. in 1977. One genuine owner. Car is in mint condition, has been lovingly cared for & maintained. Service books and other documents available. Inviting expressions of interest. Contact Kate Cerrone on (02) 4473-7932 (BH); (Mobile) 0421 199 120 or email kate_piggott@hotmail.com

For Sale:- If members are interested, I have a **71 Type 3 TLE** for sale. No urgency but willing to let go. Price range \$6500 to \$7500 Registered and daily running. Contact Mr Myron Cheney on 0468 572726 or email mccheney@froggy.com.au

For Sale:- I have a **69 notchback auto** in barn condition low miles and all there on blocks and not driven for over 10 years





VOLKSWAGEN

MOTORING

● *The Volkswagen success story has been such that its sales now rank second only to Holden.*

THE VW began a long way behind scratch. It was small and noisy, with only two doors and no orthodox boot.

Today the car's popularity still confounds those early critics who refused to have anything to do with it back in 1954, when VW first came to Australia.

But the car's good qualities have overcome its shortcomings—and the new £13,000,000 factory in Clayton, Victoria, is proof that VW is here to stay.

From a woman's angle, the VW can be thought ugly. I prefer to call it businesslike.

I like:

- The excellent seating and the comfortable driving position.
- The fact that controls, both hand and foot, are easy to operate and reach.
- The beautiful gearbox.

● The well-above-average finish, inside and out.

● The feeling of reliability in the engine. In fact, in the whole car. This has been demonstrated time and time again by VWs in round-Australia trials.

● The improved riding and the noise reduction in the 1960 model.

● The safety angle for children in the back seat. There are no doors or opening windows to worry about.

by
BETTY MCKAY

(VW are considering an attachment for the passenger's seat—a form of safety catch to stop the back tipping forward under sudden braking. This would be a great boon to mothers who hang baby-seats there.)

● The planned economy of preventive maintenance and

the 34 m.p.g. around town no matter how hard you drive.

● Above all, I like the fun of driving the VW. And the cost of that fun, £971, hasn't altered a penny since 1954.

But I don't like:

- Only one sun vizor.
- The new overall floor mats. They are harder to keep clean than the original type.
- The absence of a petrol gauge.

Hint for the week:

Sensible parking is a sign of the good driver. Firstly, practise at home until you are skilled. Then park only where you don't obstruct traffic flow or drivers' vision. Don't park on corners, on the crest of a hill, and avoid parking on main highways—find a side street. The modern concrete strips in the centre of roads are restricting the traffic flow greatly. Don't add to the chaos by thoughtless parking.

THE AUSTRALIAN WOMEN'S WEEKLY — June 22, 1960

for sale, For more information contact Mr Michael Thompson on 0458 181704 or email 4670mat@gmail.com

For Sale:- I've sold my VW and am moving overseas shortly. I still have a **chromed engine 'dress up' kit** that I didn't use. It's new and still in the storage container, includes all tinware and fan shroud for an upright Type 1 1600 VW motor. Can you please give Nancy a call on 0410 616 931 to arrange pickup in Springwood.

2nd month Ads.

Wanted:- I am looking for an original Volkswagen Beetle Drivers Door Weather Shield to suit 1968 – 1976 model. I

am prepared to pay according to condition. Please contact Graham Ingram on (02) 4441 1166 or email gkingram@bigpond.com

Wanted:- I am after the following items for a 1971 Type 3.
* Front & Rear Sway Bars (after market) New or Used
* Either Dellorto FRD34 Complete Kit OR Weber ICT34 Complete Kit (new or used) to suit Twin Port Heads.
I am prepared to pay according to condition. Please contact Graham Ingram on (02) 4441 1166 or email gkingram@bigpond.com

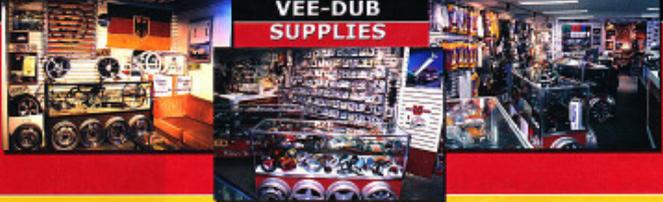
For Sale:- Have In Stock 15 new **Bosch Distributor Caps** Part No GB 207 If Interested can have all for \$150. Have also in stock 4 sets **Ignition Leads** Suit 1973-1983 Volkswagen Golf, Passat 8 mm Silicone @ \$20.00 Each Contact Mr

Trades and services directory.

Unit 1
11B Harp Street
Campsie NSW
Australia 2194

Tel: 02 9789 1777
Fax: 02 9718 8704

VINTAGE
VEE-DUB SUPPLIES



KOMBI GHIA TYPE III BEETLE

KYE GENE BERG CB PERFORMANCE DELBERTO

WWW.VINTAGEVEEDUB.COM.AU

WOLFSBURG MOTORS PTY LTD

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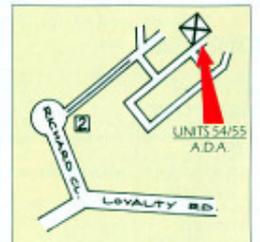
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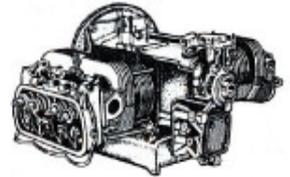
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Countdown to one million Australian VWs.

The one-millionth Volkswagen to be sold in Australia, since the original release of the Beetle way back in 1954, is getting very close now.

As detailed here previously, VW had sold 940,038 vehicles in Australia from 1954 up to the end of 2015. In the Sept issue we listed all the individual year totals over that time for you to add up yourself.

Now we add VW's sales so far for 2016. Including the latest figure for October, VW's monthly Australian sales for 2016 have been:

January	4,341	July	4,193
February	4,922	August	3,893
March	5,316	September	4,380
April	4,732	October	4,869
May	4,565		
June	5,933	Total so far:	47,144

So adding 940,038 to the 2016 total so far gives us **987,182** VWs in total, to the end of October.

That means just 12,818 to go to reach one million.

At the current average rate of 4,714 vehicles per month for 2016 so far, the one-millionth VW will be sold in 2.7 months from the end of October. That means some time in the second half of January 2017.

Stay tuned for a further update next month.

Aussies keen for Amarok V6.

Australians are lining up to have a crack at the new Volkswagen Amarok V6 TDI ahead of its launch this month, according to VW's local commercial vehicles division.

Despite precious little marketing, the lure of a six-pot diesel has prompted more than 2,000 people to request test drives here, spurred on by little more than generally fairly positive media reviews in VW club magazines such as this one, and on motoring websites.

"It's been slightly overwhelming because we're heavily oversubscribed. We've done no marketing at all... basically if you do a word search you can find a VW Australia microsite where you can register your interest," Volkswagen Commercials Australia director Carlos Santos said this week.

"We've had 2000 register asking for test drives. We're going to get just 300 this year. It's a nice problem to have, but we have nowhere near enough," he added, though said supply would loosen when V6 production shifted from Germany to Argentina next year.

Local sales of the VW Amarok, pre-update, are running about the same in 2016 compared to the same period last year, belying strong overall segment growth. However, its sales are enough for about 6 per cent market share (behind all its Thai-made rivals). A healthy supply of V6 models next



year would boost this considerably.

The Amarok V6 has a key selling point against rivals such as the five-cylinder Ford Ranger and Mazda BT-50, and the four-pot Toyota HiLux, Holden Colorado, Isuzu D-Max, Nissan Navara and Mitsubishi Triton.

Despite its extra cylinder or two, the Amarok V6's 3.0-litre engine actually has a 200cc smaller displacement than the Ranger/BT-50, and the same as the D-Max. However, its 165 kW/550 Nm outputs are class-leading, even if its expected 3.0-tonne braked towing capacity isn't.

Volkswagen will offer the V6 exclusively in 4x4 Highline and Ultimate dual-cab guises, with lower grades retaining the 2.0-litre four-cylinder diesel unit.

VW Up! to return?

We all loved the Volkswagen Up! (yes, VW's official name includes an exclamation mark). It was a car that almost deserved to have a silly punctuation in its name, it was that good a thing in a dull part of the market.

But, like buyers, many reviewers were left flabbergasted by the lack of an automatic transmission option in Australia. There was a five-speed semi-automatic option for the car in Europe, but it wasn't deemed suitable at the time when the VW Up! was on sale locally.

Volkswagen Australia managing director Michael Bartsch is like many of here in VW enthusiast territory – a sympathiser for the tiny little VW hatchback. So much so, that he admits he wants to play in that segment again.

"Without digging a hole for myself, yes, we're always looking at what we can do in that segment. The Up! was a



fantastic car," he said.

"I've driven the Up! in Europe, and I love it. It's fantastic. I really think there's an opportunity for a car like that. I live in the middle of the CBD in Sydney, and on Saturdays and Sundays I wish I had a car the size of the Up!," he said.

"What we want is a manual and an automatic Up!," Bartsch said before saying that he didn't know if there was a new gearbox in the works for the city car.

"That's a little bit too specific," he said. "But we've made it clear that in that segment we need an automatic transmission, or whatever we call it these days – DSG, or whatever the case may be – but we definitely need it. It's an urban vehicle, a city vehicle: you need an automatic transmission."

It seems highly unlikely that a new automatic transmission would be added to the Up! at this point of its life-cycle: the car was launched internationally back in 2011, which means it would be close to the end of its current run.

Perhaps the next-generation Up! could be the one we get, then... Stay tuned.

Skodas are cool, says VW boss.

Skoda should not simply be positioned as a 'cheaper Volkswagen' in Australia, says VW's local boss, Michael Bartsch. Instead, it must be defined as a strong and worthy brand in its own right, with its own distinct values to lure a different sort of buyer.

In fact the best parallel for Skoda, according to Michael Bartsch, is with Saab and Volvo in the 1970s and 1980s — European premium brands for people who think outside the box.

Skoda's positioning in Australia is markedly different to its European heartland. There, the Czech member of the Volkswagen Group is sold principally on practicality and price.

Here in Australia (where it is comparatively free of Eastern European brand baggage), its products represent sharp value – see the Octavia for a good example – but generally aren't much cheaper than their Volkswagen 'equivalents'.

In fact, the average selling point of a Skoda is more than \$40,000, with the Octavia RS hot wagon easily its top-selling car here.

"Remember where Saab used to be in the '70s and '80s, and where Volvo used to be?" asked Bartsch. "A brand that sort of marched to a different beat, after someone who does individual research and has very individual values.

"They're doing very well with [Superb], why? It's not inexpensive. It's for people who aren't marching to the same drumbeat as others.

"I think the brand positioning and what they stand for will be well communicated in the product substance and styling. People make a very clear choice based on styling and engineering as distinct from, 'that's



from the VW group and its cheaper or dearer'. I don't think that'll work."

Here is where we mention that the flagship Superb 206TSI 4x4 wagon sells for \$52,690.

VW Group corporate communications general manager, Paul Pottinger, added to this, saying: "The prime example of that is Octavia RS; at first everyone said that's a [Golf] GTI wagon, that was the common wisdom. That's much less prevalent now, it's seen as a product in its own right."

Despite this, Skoda is still a minnow in Australia – not that this necessarily hurts its branding. It has attained 2,721 sales so far this year (about even against last year), with the Octavia family representing about half these sales. This puts it ahead of Peugeot.

The highly anticipated 2017 Skoda Kodiaq seven-seat SUV will arrive in Australia around August next year, following on from its world premiere at this October's Paris motor show. In 2018, the all-new Golf MQB-based Yeti will arrive.

VW e-Crafter.

Hot on the heels of being named the 2017 International Van of the Year, the new Volkswagen Crafter large van has gone electric – in concept form, at least.

This is the Volkswagen e-Crafter, a fully electric parcel



mover aimed specifically at congested city van operators. It's based on the all-new Volkswagen Crafter large van that is due to arrive in Australia late in 2017.

The plug-in e-Crafter has a top speed of 80 km/h, so when the electric production version eventuates in 2017, don't expect to see it on the freeway. We won't see it, anyway: Volkswagen Australia isn't planning to add electric or hybrid vehicles to its range for quite a while yet.

Powering the Volkswagen e-Crafter is a 100 kW electric motor that produces 290 Nm of torque, teamed to a 43 kWh lithium-ion battery pack.

According to VW, the van can be recharged in 45 minutes, and it has a range of 208 kilometres.

As for the space on offer, the e-Crafter has a payload of a huge 1709 kilograms, and the cargo space is generous at 11.3 cubic metres.

You can tell the e-Crafter apart from the regular Crafter thanks to its C-shaped daytime running lights (like you get on an e-Golf) and Reef Blue metallic paint, and inside there's a power meter instead of a tachometer, there's blue stitching and a unique interior finish, too, apparently.

Transporter Sportline.

A new Sportline variant of the latest T6 Volkswagen Transporter has been released for overseas markets, transforming the humble light-commercial vehicle into an uber-cool people-mover.

Based on the 2016 Volkswagen Transporter Kombi Highline variant, the new Volkswagen Transporter Sportline is said to combine "sporty" design features with additional equipment to "give driver and passengers an even more comfortable and engaging ride."

Riding on lowered suspension and 18-inch 'bi-colour' black and silver alloy wheels, the six-seat Transporter Sportline features unique front and rear bumpers, carbon-fibre mirror caps, along with "trapezoid styling bars with puddle lights". It also has a neat rear wing and 'Sportline' badging to top off the exterior look.

The cabin hasn't been overlooked either, with the Sportline receiving embossed, black and red leather upholstery, 'Sportline' floor mats, and a Discover Media touchscreen with satellite navigation.

Volkswagen Commercial Vehicles UK also says the



first raft of Kombi Sportline models built will additionally receive LED headlights and tail-lights, front parking sensors, a USB input, and App Connect for smartphone integration.

Powered by the regular T6 Kombi's engine and gearbox combination, the Sportline is motivated by a 132 kW 2.0-litre four-cylinder turbo-diesel engine paired with a seven-speed dual-clutch DSG automatic.

Priced in the UK from £36,295 (\$63,000), the 2016 Volkswagen Transporter Sportline might be the one that's grabbed your attention, but our pick would be to wait for the 150 kW six-speed manual version – or even the long-wheelbase variant – available for order from later in the year ahead of a 2017 delivery. Boom!

Though this model won't be sold locally, Aussie T6 Transporter fans can still get into a 132 kW/400 Nm short-wheelbase six-speed manual TDI400 for \$40,590 (before on-road costs), or opt for a seven-speed dual-clutch DSG for \$43,490 (before on-road costs).

Golf and CC updates.

The anticipated 2017 Volkswagen Golf update and the recently spied 2018 Volkswagen CC have surfaced online.

The refreshed 2017 Golf was already expected to make its debut at October's Paris motor show, but these leaked images offer a first look at what showgoers will see.



As always with the Golf range, styling updates for this mid-life makeover are relatively light-on. Standout tweaks include a new look to the integrated daytime lights, with the GTI model's familiar red band extending into the frames of each LED unit.

The GTI's front bumper also looks to be subtly updated, with even larger hairclipper fins that appear to be inspired by – although not identical to – the new 40 Years birthday special.

Updates elsewhere are a 'blink and miss it' affair, with all sheet-metal carrying over unchanged, although a new wheel design can be seen in these images.

With the refreshed Golf likely to debut in Paris, expect an Australian debut to occur in the first half of 2017.

The all-new Volkswagen CC, although never in line to sell as strongly as the iconic Golf range, is perhaps the bigger news today.

These new images reveal that the new CC, spied testing in heavy camouflage just days ago, confirm speculation that last year's Sport Coupe Concept GTE would inform



If you're expecting big external changes with this update, it's probably time to prepare a cup of tea, a Bex, and have a good lie down.

The prototype had its front fascia almost completely obscured by disguise, so it's safe to assume that the Golf will receive an updated grille, modified lower air intakes, and new internals for the headlamp units.

No other disguise is present, but we'd be surprised if Volkswagen isn't also preparing new tail-light graphics as well.

Although the cars pictured here are high performance Golf R models, similar changes are likely being prepared for more affordable variants in the range.

Inside the cabin, there will be the usual raft of trim fiddles and upgrades. The revised Golf may even receive an updated set of infotainment units, possibly with larger screens and added gesture control functionality.

It's unknown at this stage if there will be any changes to the drivetrains offered throughout the Golf range.

the look of this new-generation offering.

As expected, the sports-styled companion to the new Passat sedan has taken on an even more coupe-like profile than its predecessor, along with a more muscular shape.

The concept's dual LED daytime light design carries over, but the big diving grille design has been swapped for a more familiar look.

The themes at the show car's rear have also transferred faithfully to production, with the integrated boot-lid spoiler now softer but still prominently featured.

Timing for the new CC's premiere is still to be confirmed, but don't be surprised if it turns up in Paris alongside the refreshed Golf. If that occurs, watch for an Australian debut to occur around this time next year – if not sooner.

High-speed Beetle LSR.

The 2016 World of Speed event last month at the Bonneville Salt Flats in Utah, witnessed a heavily modified Volkswagen Beetle reach a speed of 330.111 kilometres per hour.

Of course this is not your typical Golf-based Beetle

Golf R update spotted.

A prototype of the facelifted Volkswagen Golf R wagon has been spotted roaming around in the European Alps and speed testing at the Nurburgring.

Industry talk has it that the updated Golf will debut during the northern autumn, quite possibly at the Paris motor show, which kicks off at the end of the month. With the seventh-generation Golf nearing its fifth birthday, the timing for a facelift seems to be right.



that you can buy from your local VW dealership. The Beetle LSR (Land Speed Record) has the same 2.0 litre turbocharged four-cylinder engine that is available in the overseas 2016 Beetle R-Line, but – of course – it's seen some very significant modifications.

To achieve a massive 543 horsepower (405 kW), or over 600 hp (447 kW) at the crank, THR Manufacturing modified the heads, and added new parts such as turbochargers, camshafts, pistons, a limited-slip differential and connecting rods.

Helping the air glide over the bright yellow Beetle at such speed is a lowered (or 'slammed' in Volkswagen dude talk) suspension setup, and the tyres were wrapped around the iconic Salt Flat rims.

To make the Beetle LSR lighter, the interior was



stripped and a roll cage installed along with a harness and racing seat. Helping to slow it down were two parachutes hooked on to the rear, which no doubt, would've been an impressive sight.

Don't dream of getting a stock Beetle this powerful, as the only Beetle now available in Australia (before final stocks run out) is a 1.4-litre turbocharged engine that will reach 100km/h in 8.3 seconds.

VW Teramont spotted in China.

The Volkswagen Teramont, rumoured to be one possible name for VW's much awaited seven-seat SUV, has been photographed completely undisguised in China. At the same time, clear new renderings have surfaced in the European press.



Reports in the US suggest that Volkswagen headquarters has loosened its reigns somewhat, allowing its North American arm to name its new three-row, seven-seat SUV. The Americans have had such success with naming of VW models before – Thing, Rabbit, Dasher, Quantum, Routan...

Sized to compete with the Ford Explorer, Mazda CX-9, Toyota Kluger, the Teramont will be larger but more basic and less expensive than the current Touareg that's due for a new generation soon.

Design-wise, the new Teramont is very closely related to the CrossBlue concept car, which made its debut at the 2013 Detroit motor show. The only major difference appears to be a very Toyota-like upkick of the bottom of the rear-most side window.

Compared to the concept car, the production vehicle has a chunkier set of dual level headlights that are bisected by a chrome bar, which continues on from the grille.

At the rear, the tail-lights have been reshaped and their graphics given a corporate makeover. The designers have also added a chrome strip that blends in with the car's reversing lights.

The cabin of the Teramont looks very much the CrossBlue's, admittedly, almost production-ready interior.

The car pictured here is a V6 model, probably powered by a version of VW's 3.6-litre V6. While the CrossBlue featured a plug-in hybrid drivetrain, reports indicate that

entry-level versions of the Teramont will feature a normal VW 2.0-litre turbocharged four-cylinder engine.

According to AutoSina, the Teramont will make its official debut in November. If true, the SUV will probably premiere at the Los Angeles motor show, which takes place in the middle of the month.

Volkswagen Australia has already indicated that it is interested in the coming 7-seat model, but with the model designed with the USA and China in mind, it's unconfirmed yet if it will be built in right-hand drive.

Audi to quit LMP1.

Volkswagen's ongoing US-market diesel scandal is turning out to be an expensive problem for the German automaker. Even though earlier rumours of VW selling of some of their brands turned out to be baseless, VW is still looking for ways to economise. One recent settlement in the US is expected to cost the company up to \$14.7 billion, for example.

In light of this, Audi could be pulling out of the highest class of endurance racing, which it has dominated for years. A report from Germany's Auto Motor und Sport, indicates that Audi has already finalized the automaker's departure from the World Endurance Championship's top-tier LMP1 class after the end of the 2017 season. Another report by Autocar cites an unnamed insider who corroborates the LMP1 exit rumours.

The report fingers the VW Group's ongoing diesel scandal's financial fallout as the main culprit for Audi bowing out of LMP1, but the VW group is moving away from diesel technology in general. Audi's LMP1 car, the R18, utilizes a V6 turbo-diesel engine. The Porsche 919 Hybrid, on the other hand, uses 2.0-liter turbocharged V4 engine that runs on petrol. It has defeated the Audis at Le Mans the last two years.



Audi has won the legendary 24 Hours of Le Mans 13 times since 1999, making Audi an unstoppable force in endurance racing until last year. Porsche, Audi's corporate sibling, reentered endurance racing with a LMP1 competitor of its own in 2014 and won the constructor's championship last year. Audi's decision to leave LMP1 could give Porsche a shot at creating its own Le Mans-winning dynasty (again). Autocar reports that Audi is expected to continue fielding cars in other WEC classes, like GT3 and GT4, and perhaps even enter Formula E.



1957 Mobilgas cars in Carnarvon.

I have recently acquired a copy of my Grandfather, James St Jack's old slides which have been digitised. There are hundreds of beautiful photos which are, in my opinion, very high quality for that era.

There are several of the 1957 Mobilgas trial cars while in Carnarvon WA. I read your article on the trials and thought you may like to have a copy of these photos. The VWs can be

seen in a few photos but are very prominent in one photo in particular. Two of the kids in the fourth photo are my uncles Colin and Michael, who are in their seventies now.

My Grandfather was the sergeant of police in Carnarvon at the time which probably explains why he had such a good camera.

Seems a shame to keep these photos to ourselves as I am sure that others would enjoy them.

In the third photo you can see 'Greg Cusack' painted on the VW's engine cover. He was the Canberra VW dealer at the time and competed in motor sport for many years. He was





one of the first drivers and builders of Formula Vee race cars in the 1960s. In this event he came sixth (VWs finished 1-2-3-4-5-6); but he went on to almost win the next and last Mobilgas Trial in 1958.

I can see the eventual winner Laurie Whitehead's VW in the second shot, parked next to the Holden no 53. It's the grey VW with the rectangular dark blue square and VW symbol on the bonnet. Laurie also won the '55 Redex. He was once a journalist with the Melbourne Herald, and had his own VW dealership in St Kilda, Melbourne, in the 1960s. I understand he passed away many years ago.

I hope your members find these shots interesting.
Best Regards

Carl St Jack
Safety Bay
Western Australia





October.

Unlike last year, where it was grey and drizzly, this year saw a cloudless blue sky and a warm sunny day, perfect for showing off classic cars.

Jeff was first to arrive, at around 7:30am, and got a good spot for the VWs in the centre. He was soon joined by Wayne in his Kombi and Laurie in his Beetle, and by Kylie in her Kombi. The grassy show area soon filled up, with later arrivals having to park wherever they were directed. There was one white Beetle and a split Kombi parked away from the Club VW group.

One reason the Burwood Festival is such a great car show is the number of other activities to see and do all day. There are kids' carnival rides; police, fire, SES and NRMA displays; dozens of exotic food and drink stalls; performing arts shows; sports activities;

Burwood Spring Festival. Sunday 16 October.

This year the Burwood Spring Festival and classic car show celebrated its 25th anniversary. It was promoted as the biggest family-friendly festival in the inner west. It takes up all of Burwood Park, with some of the nearby streets closed off too.

Normally the festival is in September, and has clashed with the German car show in Canberra every year. This time, though, the council moved the Burwood Show back to



pony rides; model boats on the lake – all the fun of the fair. Plus Westfield Burwood just across the road.

On such a beautiful sunny spring day it was surprising and a little disappointing that more VWs didn't come along. Still, those that did come had a very enjoyable day.

The CMC provided some judges to inspect the cars and award trophies in over a dozen categories. Wayne won another trophy for his blue Kombi.

My Beetle Cabriolet.

Hi there, I am relatively new in Sydney and have recently purchased a 1974 Karmann Convertible Super Beetle 1303LS. Everything seems good on the car except that the front brakes are meant to be disc brakes (I think), and not drum brakes. The company selling the car is Motorman Imports in QLD (Owner's Name is Paul and his father Derek).

I have learned that Beetle Cabriolets were never sold new in Australia, so any model such as mine must have been privately imported from Europe or the USA at some stage by a previous owner – or by an import company for resale, as mine was.

In Germany the equivalent 1303S models did have disc brakes on the front, plus the 1600 engine. However the USA



market Super Beetle models had drum brakes.

I never took the time to send your Editor Phil an answer about his email. I would like to thank you for sending me a response as it was very helpful in my purchase. I got the car and it's an absolute beauty, and I am very happy.

Again thank you for taking the time to answer to my email in such a helpful and extensive way, not many did. Have a fantastic day.

Aline Geuther



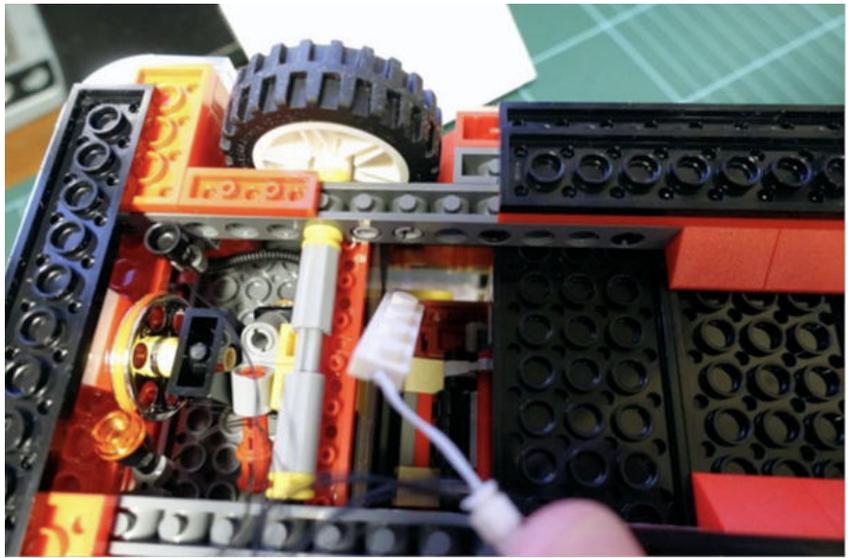
Lego Kombi lights up for Christmas.

By guest-Toy Department writer Paul Cheetham

Always scouring Ebay for something different in VWs, I came across a LED light kit for the Lego Kombi which I have now assembled and displayed.

For someone in this world to think of an aftermarket light kit; then design it, manufacture it and sell it to a limited market is really amazing.

The kit was ordered, and soon received from Hong Kong was a small envelope containing tiny wires, Lego lights and their connections, all joined together as one like a tangled fishing line. Power source is by one of the USB rechargeable power banks (not supplied).



Assembly and installation instructions, complete with pictures, came by a link to an 11-page download document which was almost impossible to understand. The LED lights were to replace the headlights, parking lights and rear lights – plus one more for the interior cabin which will be the highlight of the camper vehicle.

Of course the trick is to ensure re-assembly of the same detailed vehicle, once the many small Lego pieces are removed and replaced with the LEDs, once in place shining bright as they would by night.

Front end plate removal is first and all goes to plan. The bottom vehicle back plate is removed for wiring to be routed. The front bumper is removed and working lights installed with same wiring. The rear plate bumper is removed – THEN the engine is also removed to direct the wiring

with lights attached. As anyone knows there is very little room around VW engines and the realistic Lego model is no exception. So after careful disassembly of the motor assembly I put the wiring harness and lights attached up the rear end bumper area.

Next is the install of the interior light, so off comes the camper roof gently. The wiring and connected fluoro-type light slips from floor area through the window frame area next to door and up to ceiling.

I located my USB power stick and joined the connector to finally see the light at the end of the Kombi.

You have gotta admit, it is pretty damn impressive with these working lights and the real thing is even better. The colours of what is now a 'Christmas Kombi Camper' are now more distinguishable with LED lights, and now VW will have a place under the tree.

Paul Cheetham





ACT Marques In The Park 2016.

On Sunday 30 October, ACT ran its annual Marques In The Park, which is a car show open to all affiliated car clubs, and showing all makes and models.



Club VeeDub attends each year and puts on a great display. This year was no different with a great selection of cars arriving for display. Included this year was a project split Kombi on a trailer, which shows the restoration progress by date-labelling of new steel going into the body.



The day went well until the weather started to change, starting with the first gust of wind that took our gazebo (and Mandy with it). Luckily there were no injuries and Mandy managed to control the gazebo enough to steer it away from club cars - well done!

Thanks to everyone who attended, I hope you enjoyed your day.

Bruce



improved for space, too. There's a great deal more room in the second row outboard seats, and ISOFIX child seat attachment points are fitted for those with little ones.

Then you have the other smart bits: in the higher-spec models, the flip-up tables like those you get on an aircraft are pretty cool, and speaking of cool you've also got rear air vents, including temperature controls in the mid-spec model and up. There's a huge ceiling-mounted drop-down storage box between the front seats, too.

The cockpit is so much nicer up front, now – the old Tiguan was around for ages, and its dash design really left a lot to be desired.

With the new model, though, there's a stunning change: the big digital instrument cluster is easily the most modern of any SUV in this class, and there's a huge media screen with touch controls, too.

The requisite connectivity is accounted for, with Apple CarPlay and Android Auto phone connectivity standard, as well as Bluetooth. Some models have sat-nav (Comfortline and above), but all models have a rear-view camera.

Storage has been completely rethought up front, too, with plenty of little storage areas and a pair of funny little cup holders that pop out. Neat.

There are big door pockets that are flocked, which is great for stopping things from rattling around but not so good if you're a snacker – expect chips and chocolate to be a bit of a pain.

The specification you choose will determine the trim you get inside, and also the inclusions you get. And if you get any version with the 4Motion all-wheel drive system, you have a rotary dial selector for different drive modes.

The base model Tiguan Trendline has front-wheel drive with a smaller petrol engine, but if you like the spec of the Comfortline model there's a diesel version too. You can get the most powerful petrol and diesel engines in the top-spec Highline versions.

If you go for the base model Trendline – from \$31,990 plus on-road costs for the manual or \$34,490 for the DSG – you still get 17-inch alloy wheels, LED tail-lights, city emergency braking with forward collision warning, high speed autonomous braking, lane-keeping assistance, front and rear parking sensors, a multi-mode rear-view camera, auto

Testing the new Tiguan.

Good: Much bigger inside and notably more thoughtful; great standard safety equipment across the range; top quality interior finishes and presentation; strong engines across the range; dynamically tight

Bad: Mid-spec model misses out on some nice bits that it should have; options packs aplenty; not as cheap as rivals

Prices: \$31,990 - \$49,990

Our Rating: 8.5/10

When it comes to new model launches, they don't really get more vital for VW than the all-new 2017 Volkswagen Tiguan.

It looks completely different from how it used to: it's bigger in nearly every direction. It has new underpinnings and drivetrains, and it has stepped up a level in terms of pricing and equipment, too. But is it any better than it used to be?

We attended the launch of the 2017 'Mk2' VW Tiguan to find out, by sampling the new model across its various trim levels.

The all-new Volkswagen Tiguan ushers in a new styling language for the brand's SUV range – it is boxier, more muscular and while from some angles it looks like a miniature version of the Touareg, it's much sharper in its entirety.

More important than its looks, though, is the fact the new Tiguan is more spacious inside. The previous model was always short on space compared to its rivals, particularly in the boot area.

But that's not the case anymore. The boot is now capable of swallowing 520 litres of stuff, where it used to hold just 395 L.

And while the boot is now a lot bigger, it can expand even further thanks to a sliding second row seat that allows up to 615 litres of luggage storage, which VW claims is the best in class. If you flip these seats down, you've got 1655 L – huge.

Not only is the boot significantly more usable, the back seat is vastly



headlights, rain-sensing wipers, and that 8.0-inch media screen. There's no dodgy plastic wheel on the base model, either: it gets a leather-wrapped tiller.

Step up to the mid-spec Comfortline (from \$36,990 FWD; AWD from \$41,490 to \$42,990 depending on engine) and you get satellite navigation, a stunning digital instrument cluster, front fog-lights, storage draws under the seats, a luggage net for the boot, tri-zone climate control, and roof-mounted storage boxes.

And in the top-spec Highline (\$48,490 petrol – arriving early 2017; \$49,990 diesel) you get LED headlights, 18-inch alloy wheels, power tailgate, leather seat trim, heated seats, electric driver's seat adjustment and more. And based on the impressions we got at the launch, the high-spec models – with their non-halogen headlights and larger wheels – certainly have more appeal.

So, in the mid-spec Comfortline model you get cloth trim and the seats are manually adjustable, while the dearer Highline models get leather trim, and the lower-spec Trendline version has a cloth trim that's not as classy. Further, the low- and mid-range models have a key, where Highline variants get push-button start.

No matter which model you buy, you get seven airbags (dual front, front side, full-length curtain and driver's knee protection), tyre pressure monitoring, lane keeping assistance, semi-automated parking and a driver fatigue monitor.

So, which cars did we actually drive at the launch? We started off in the top-spec diesel Highline R-Line, jumped to the base model petrol Trendline, and had some time in a Comfortline, too. Sounds like a lot of lines, right? We'll work our way back from the top.

The R-Line pack is only available with the petrol and diesel Highline variants at a cost of \$4000, and it adds an eye-catching R-Line body kit, R-Line interior trim with embroidered logos on the seats and grey piping alongside the black leather, black headlining, stunning 20-inch alloy wheels, adaptive chassis control and progressive steering.

It is, without doubt, the choice for buyers who want the most dynamically capable and also remarkably comfortable Tiguan model out there. Despite riding atop 20-inch rims with low profile rubber, the adaptive dampers remarkably managed to iron out pockmarks and small potholes in the road surface during our drive in the Byron hinterland.

The steering, too, is more precise and accurate than the lower-spec versions, with the progressive system designed to offer more response from less input. It is linear and nicely weighted in comfort and normal drive modes, but can be a little too resistant in sport mode.

Those dampers make a massive difference when you're dealing with rough surfaces. On dirt the Tiguan was quite malleable and playful, slipping enough to allow you to think the R-



Line bit held some form of close relationship to WRC, but also controlling itself nicely in the off-road mode. Choosing that mode adjusts the way the car's ABS and traction control react, as well as its shifts and throttle response.

Because the 162TSI engine isn't on sale yet, we had to make do with the 140TDI, a 2.0-litre four-cylinder diesel unit with 140 kW of power (at 3500-4000rpm) and a healthy 400 Nm of torque (from 1900-3300rpm). It has a seven-speed dual-clutch automatic and all-wheel drive, and there are paddles if you want to take matters into your own hands.

The drivetrain was good, with just a little bit of lag low in the rev range and some hesitation from a standstill, as we've come to expect from vehicles equipped with this type of transmission. It revved quite freely for a diesel, operating best between 2000-3000rpm, with smooth gearshifts at speed.

One thing we'll say about the trim of the Highline R-Line – which is a \$50K-plus offering – is that it's pretty cheeky to still ask buyers to spend more money for a sunroof. If you buy a high-spec Hyundai you get a glass roof as standard.

From there we stepped into the base model Trendline 110TSI. It's powered by a 1.4-litre turbocharged petrol four-cylinder engine with 110 kW of power (at 5000-6000rpm) and 250 Nm of torque (from 1500-3500rpm). It can be had with a manual transmission for \$31,990, but we had the \$34,490 auto model with the seven-speed DSG. All Trendline models are front-wheel drive.

That model – the cheapest auto in the range – certainly





What about ownership? The Tiguan has a six-year capped-price servicing campaign, with maintenance due every 12 months or 15,000km – prices are yet to be revealed. All VW models have a three-year, unlimited kilometre warranty.

The all new Tiguan is definitely better than the old one, and it could well be the best medium SUV in this segment. The base model is extremely impressive, and so is the Highline when equipped with the R-Line pack. So if you're spending mid-thirties or near-fifties, you're catered for. As for the Comfortline? It would be nicer if some of the Highline's goodies had been included, but was a very nice drive.

Vehicles provided by Volkswagen Australia, the distributors

Matt Campbell

7 things I liked.

The all-new 2017 Volkswagen Tiguan is exactly what it says on the box – all-new. But amongst the plethora of new features and extra kit, there are some standouts.

After spending plenty of time in the all-new Tiguan, these key features leapt out at us, begging for attention.

So what are these standout features? Here's my pick of the seven cool things about the stylish medium SUV you simply can't ignore.

1) It's big!

The Volkswagen Tiguan used to be a small SUV, but now, according to VFACTS, it slots into the medium SUV segment. So, naturally, everything is going to be bigger.

It's 30mm wider than the previous-generation Tiguan, which is especially noticeable when three adults are seated in the back without shoving shoulders, and it's even possible to cross your legs because the second row can slide forwards and backwards.

The seats-up cargo space is a sizeable 520 litres, which Volkswagen claims to be 53 per cent larger than the sales-leading model in this segment (Mazda CX-5). That said, it does fall short of other popular offerings like the RAV4 (577

doesn't feel it from the inside. Sure, the cloth trim isn't stunning, but the seats are ultra comfortable and supportive, and the interior finishes and presentation are top notch.

The engine isn't underdone, either. The little 1.4-litre turbo has more torque than the old 1.4 twincharged (supercharged and turbocharged) powertrain in the previous base-model Tiguan, and it offers good response on the move, decent take-off prowess, and smooth gearshifts.

The new base car is about 65kg lighter than the previous one, too, and as a result it feels more nimble on the road despite being larger in almost all directions. It steers with more alacrity, rides nicely, and sits flat through corners, too. And even on damp roads, we didn't notice any wheelspin under acceleration (that'll appease the 50 per cent of buyers in the medium SUV market that choose FWD models).

The Comfortline model comes with either a detuned diesel or a 2.0-litre four-cylinder turbo petrol engine, with 132 kW of power (from 3900-6000rpm) and 320 Nm of torque (from 1500-3940rpm). This one has a seven-speed dual-clutch automatic gearbox with paddleshifters.

The engine is strong, with excellent response down low in the rev range, even with four adults on board. The DSG does exhibit a little bit of lag at low speeds, but it's not as bad as some of the previous-generation versions. The gearshifts are pretty snappy, but there are no paddle-shifters in this spec. The Sport driving mode makes it even speedier in terms of its throttle response, but the steering – again – gets to a point where it's just a bit silly in terms of the resistance.

Thankfully there's an individual mode to allow you to tailor different aspects of the drive experience, but you can't adjust the suspension in this model. That said, the ride is generally good, a little firm but nicely composed. It can be a tad clumsy at the front-end over really sharp bumps at speed, but maybe just slow down a little before tackling those speed humps.

One thing we were unsure of in the Comfortline was the specification of the car. It has a key that you have to turn rather than a smart key with a button, it has manual seat adjustment and cloth seat trim, and those halogen headlights hardly scream "premium for the people", which is what VW is saying the new Tiguan is...





litres) and X-Trail (550 litres).

The Tiguan is also 65 kilograms lighter than the previous model, so with all that extra luggage space, there's no need to worry about weighing the car down too much.

2) The rear-view camera

This is no ordinary rear-view camera. If you've bravely taken your Tiguan off the asphalt or perhaps it's been caught in heavy rain, selecting reverse could leave you with a muddy or fuggy image on the display screen. Not anymore.

Once the windscreen wiper stalk has been pushed to activate the rear window washer, it also automatically cleans the camera with a jet-powered spray.

3) The open/close boot

We've seen it before – when the car senses that you're in range, it unlocks. Then, you wave your foot under the car for the boot to open (or it might just open when you stand behind it).

But, Volkswagen has gone one step further. On the key fob, and on the boot lid, are two buttons. One is to leave the boot open when you walk away, and the other is to have the boot close itself once you step away from the vehicle.

This is especially handy when you have child on arm, phone on ear, dog on leg and no hands to press the automatic close button. If you forgot something in the car and walk back while the boot is still closing, it will stop. Every car in the world needs this, stat!

4) R-Line Pack

Get it. Get it now. For \$4000, you can buy a whole lot of sexy.

It includes the R-Line body kit which matches perfectly with the 20-inch alloy wheels that fill out the guards nicely. Sit inside and you'll spy the R-Line interior trim, with neat grey piping on the black leather seats and grey embroidered R logos. One feature that isn't grey is the headlining, which the R-Line pack replaces with black.

But it's just not the things that are in front of your face that matter. The pack also includes progressive steering and adaptive chassis control, which softens up the ride in comfort mode and makes it feel more sporty in sport mode.

A lot of kit for \$4000, huh? It's available on the diesel and petrol Highline variants only, though, so get ready to spend up.

5) Active Info Display

This is a first for the Tiguan, and is only available on the Highline and Comfortline variants when bought with the Driver Assistance Package – so, as with R-Line, it doesn't come cheap.

The traditional instrument cluster and gauges are replaced with a crisp and clear high-definition digital display that can be tailored to suit you.

On the huge 32-cm screen you can choose to view different elements: satellite navigation mapping, off-road information readouts, drive assistance details and car performance info. Really, the sat-nav is so big you don't need to even look at the centre infotainment screen for your next turn – it's all in front of your eyes. Neat.

6) Five engines

No other SUV in this segment has a choice of five engines. All engines come with BlueMotion fuel-saving technology, including stop-start.

There are three entry-level 1.4-litre TSI petrol engines, and – as far as factory claims go – they are incredibly economical, listing between 6.0 and 7.0 litres per 100 kilometres, with the top-end petrol engine pumping out 132kW of power. The next step up is the 110TDI four-cylinder inline turbo diesel in the Comfortline, which has 40 Nm of torque more than the petrol, at 340 Nm.

And if you want some added performance, the 140TDI diesel is available in the Highline, with a 0-100km/h time of 7.9 seconds – just 0.2sec shy of the 132TSI Comfortline petrol engine.

There's a 162TSI engine coming soon, too: a 2.0-litre petrol with 162 kW/350 Nm – the same outputs as the VW Golf GTI.

7) Tray tables

One of the best inventions on an aircraft is the tray table. Not only does it make for a great cuppa holder, but it's also handy for the laptop or a book.

Well, Volkswagen has brought an element of Lufthansa to the Tiguan, by featuring tray tables attached to the back of the front seats, and there are pop-out cup holders in the sides of them, too.

These handy tray tables first appeared in the first-generation Tiguan, and they are fitted to the Comfortline and Highline variants.

Mandy Turner



Kinsley Pty Ltd gone.

Since the end of VW's classic air cooled era in Australia in the late 1970s, most of the remnants of former Sydney VW dealers of that time are slowly disappearing.

The former head-office of LNC Industries, the VW Australia parent company of that time, was at North Ryde but it was demolished and redeveloped into an industrial estate in the 1990s. Prominent VW dealers such as Lennox Motors at Parramatta, McCallum Motors at Strathfield, Provincial Motors at Liverpool, Robert Dewley Motors at Bankstown, Wards Motors at Penrith (and later Chris Heyer Pty Ltd at Kingswood); Jack Jeffrey at Bondi Junction and House of David at Ryde were all demolished and replaced by high-rise apartments, hotels or industrial complexes many years ago.

In more recent times we've documented the demolition and redevelopment of Lanock Motors Camperdown (June 2011 issue of Zeitschrift); Lanock Motors Maroubra (Sept 2012); Greg Cusack Pty Ltd in Canberra (June 2014) and Lanock Motors Wollongong (Aug 2014). Now, another former Sydney VW dealership of years gone by has just been demolished.

Kinsley Pty Ltd was located at 77-79 Victoria Rd at Drummoyne, on the left hand side of the road as you drove north-west from the Iron Cove Bridge towards the Gladesville Bridge. They were initially an Austin-Morris dealership (later united under the BMC name), but in 1960 they also took on selling and servicing Volkswagens.

Their premises on Victoria Rd was divided into two. Number 77 continued on as Kinsley Pty Ltd, selling BMC cars and trucks, while the garage and showroom next door at number 79 was renovated slightly and became the Volkswagen sales and service outlet. Rather than use the Kinsley name, which was well associated with Austin-Morris, it traded under the name Birkenhead Motors.

This must have caused some inconvenience, however, because in 1962 Kinsley gave up their BMC franchise and became solely a Volkswagen agent. The two premises were combined, the Birkenhead Motors name was retired, and the business carried on as Kinsley Pty Ltd.

They were a successful dealership throughout the 1960s, selling and servicing VWs to many thousands of VW customers in inner-west Sydney. They often provided support and sponsorship in Formula Vee, and also in the Catalina Rallycross series at Katoomba in the early 1970s, where VWs were so successful.

Kinsley was one of the VW dealers chosen by LNC Industries to sell and service the Audi model when it was first introduced in 1967, first the Audi Super 90; the 100LS in 1970, and the popular Audi Fox (a deluxe booted version of the Passat) in 1973.

Interestingly, when LNC Industries also took on the national distribution rights for the Japanese Subaru in 1973, and most VW dealers became joint-Subaru



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dealers, Kinsley did not. They would stay loyal to VW-Audi until their demise.

Kinsley was there for the introduction of the Passat in 1974 and the Golf in 1976; the year the Beetle also came to an end. Sales declined after all models became fully-imported in 1977, and even the Golf and Passat Diesel models of 1978-79 could not halt the decline.

Kinsley Pty Ltd went out of business in 1981. Their dealership was locked and boarded up and sat empty on Victoria Rd for several years. I was able to stop by one afternoon in 1982 armed with a screwdriver, and I souvenired the large blue and white metal 'VW Service' sign that was still mounted on the garage wall. It sat in my own garage for years afterwards until I eventually donated it to Boris at Vintage Veedub Supplies (along with a similar 'VW Diagnosis' sign I had taken from Cloughs at Bankstown!) Unfortunately I couldn't get inside, so who knows how many old VW parts and collectables might have been lying forgotten in the cupboards, the workshop or up in the attic space?

Being still in a prime location, the site couldn't stay empty for long and was eventually renovated and reopened as a Bob Jane T-Mart. Apart from an occasional repaint, the site remained almost unchanged over the many years since. It was still the original VW dealer building with the original entry to the workshop at the rear. And in spite of the bright yellow paint, you could still see some dark blue VW paint if you looked closely up the narrow side passageway.



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excavators. The kitchen, bathroom and aluminium window shops further down were already completely gone, as was the United petrol station next to Bob Jane. There was a big hole where the underground tanks had been. Excavation for underground parking and sinking for concrete piles was already underway.

I visited just in time to see the excavator demolishing the last of the Bob Jane / former Kinsley VW dealership

And so the business continued on, until I drove past last week. Almost the entire block, from the newer store next door right up to the next intersection, was boarded up and being quickly demolished by several large

building. It had been completely cleared out, and only the frame and cladding was still standing although quickly being torn down. There was almost nothing left except for several large piles of scrap steel and aluminium to be taken away.

In the 10 minutes it took me to chat to the site supervisor – who told me that a 5-storey shopping and apartment complex was being built – I watched as the last of the old VW dealership bit the dust. She had no idea that the old Bob Jane T-mart – which she said was 'ancient' – had once been a VW dealership.

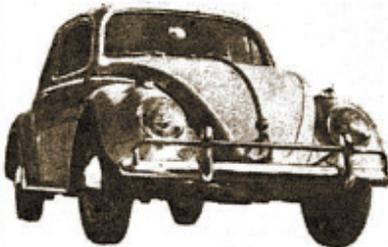
It's sad that another former VW dealer has gone forever. But at least I was there to see it go.

Phil Matthews

VOTE 1

KINSLEY

for



VOLKSWAGEN

Authorised by KINSLEY PTY. LTD.
77 Victoria Road, Drummoyne. WA2365



Peter Keegan is a 27-year-old printer from Orange, N.S.W. His name is just visible on the driver's door.

The quickest Beetle in the world.

Australian Hot Rod, February 1972

When Adolf Hitler initiated the Volkswagen he envisaged a car that everyone could buy, that would be cheap and reliable to run. It wasn't to have staggering performance, so the body shape was as simple as possible. And the VW has remained basically unchanged over the last 40 years.

Except for one Beetle. An orange car, belonging (predictably) to a young man from Orange, N.S.W. Peter Keegan's Volkswagen.

The stock-bodied, innocuous little car has run through the 1320 ft quarter mile in just 11.29 seconds, with a best speed through the traps of 128 m.p.h! (206 km/h). To top it all off, Peter won Gas Eliminator at last year's National Championships, knocking off the most formidable gas cars in the country one by one. Many people reckon it's the quickest VW-engined VW in the world. It holds the National B/G record of 11.36 secs.

Peter is an easy-going, quiet-spoken 27 year old printer. It's typical of the man that the name 'Thunderbug' was sign-written on his car just prior to the Nationals. It had run unnamed for two years before that.

If you look very closely on the driver's door you'll see Peter's name hand-painted in half-inch letters and faded by time. That's Peter's only concession to vanity.

His wife asked him why he didn't write his name in larger letters on the car. "Because everyone knows me,

anyway," he explained.

Just what makes this little car a Goliath-killer par excellence?

Its engine puts out around 275 bhp, although it hasn't been dyno-tested. With a fibreglass bonnet (or boot, whichever term takes your fancy), the whole car weighs in at 1230 pounds (560 kg), giving it an excellent power-to-weight ratio.

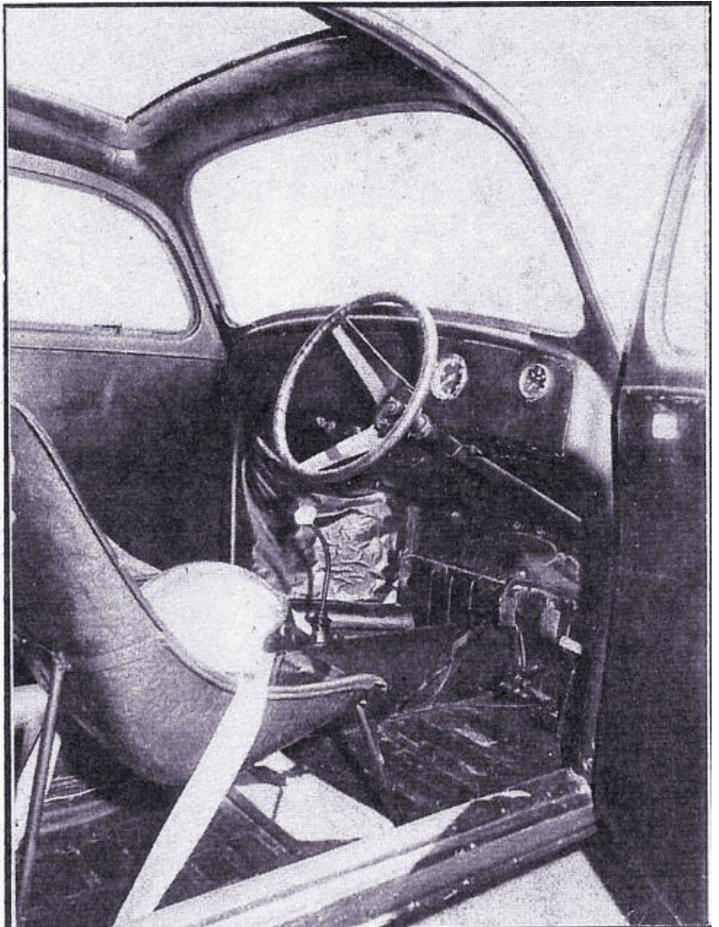
The engine has been done up by Norm Campbell, Orange's friendly VW dealer. Peter provided the stroker crankshaft and Marshall supercharger, and Norm put it all together.

Norm's renowned in the district for his 100 mph "stock" VWs. They were good enough for Peter to take out a third in the State hillclimb championships at Bathurst a few years ago.

The body and chassis are from a wrecked VW that was straightened out by Peter's brothers, Brian and John, who own a panel-beating shop.

The interior of the car is, of course, stripped completely, leaving only two fibreglass bucket seats. The sunroof was replaced by a sheet of tinted perspex, although this is to be re-moved soon as it causes glare problems. The four-cylinder 1600 cc VW engine has been fitted with a 82mm-stroker SPG roller-bearing crank to take it to 1800 cc, and bored out another 200 cc to give it its current displacement of 2000 cc. The pistons and barrels are from standard VW hot-up kits.

The grind for the Wade cam came from an American magazine, but Peter wouldn't divulge its specifications. "No point in making the opposition too hot," he said.



Interior of the car is very Spartan. The skylight is filled in with plastic.

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Compression has been kept standard at about 8.5:1, and the Marshall blower pumps 12-15 psi (0.8 to 1.1 bar). An extra sump and double oil pump keep the oil flowing in quantity - an essential for any racing engine.

Methanol is pumped by twin 1 3/4" SUs. A recurring problem before the Nationals was the flywheel's propensity for coming adrift. Peter tapered the crankshaft to try and get it to hold - and this solution seems to have worked, as the little VW made run after run at the Nationals with consummate ease.

The car has been converted to 12 volts, but the stock distributor has been retained and has worked very satisfactorily, despite the engine's high (7000) r.p.m.

The extractors used to empty into one exhaust pipe, like those of fellow VW pedaller Earle Krygger, but when Peter fitted four megaphone exhausts and oversize exhaust valves he immediately clipped 4/10ths second from his times.

The megaphones were made from sheet steel, cut to size and rolled up into cones.

The gearbox is a standard Type 2 VW unit, with a 1:1 top gear and 4:1 diff. Third gear has been altered. Peter claims that first is "too low", but taking off in second hasn't altered his ETs or speeds appreciably.

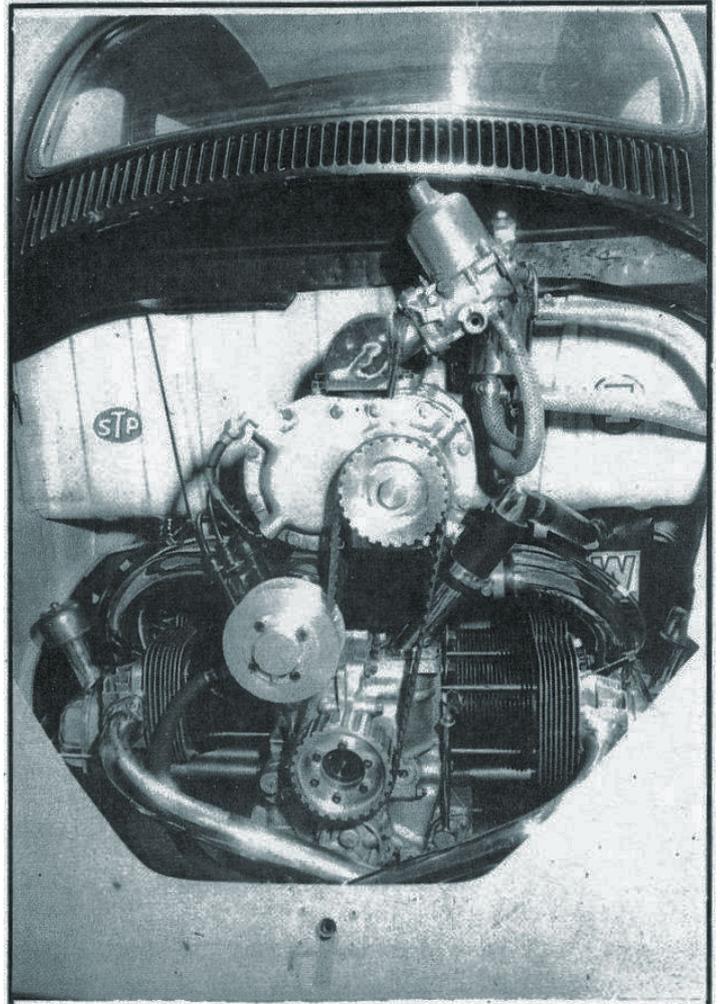
Greatest headache of the whole has been that old VW bugbear (no pun intended)—the clutch.

It's currently fitted with a Porsche plate, but this wasn't the final solution. What it needed was more powerful pressure exerted to cope with the torque of the blown engine.

Finally Peter made up a twin diaphragm, which he didn't really expect to work but which immediately stopped the clutch slipping. Others have subsequently followed his example.

The pedals and cables had to be strengthened, and it makes staging a bit hard. "You can't feel the clutch at all", said Peter. But it's a small price to pay for a reliable transmission.

The old torsion bar set-up has been done away with at the front, and a tube axle and shockers fitted. This has also lightened the front end considerably.



The four-cylinder engine displaces 2000 c.c. and runs twin 1 3/4" SUs and a Marshall blower. Electrics are stock standard.

At the rear the rebound stops have been lengthened, cutting movement down to about an inch (25 mm).

The car used to shudder appreciably, and Peter thought the suspension was the trouble. A check revealed nothing amiss, however. The problem turned out to be that the engine was moving on the chassis! A couple of extra mounting brackets soon locked it down.

The car is currently running racing tyres at the rear and Michelin radials out front, but a proposed conversion to M&H slicks should (Peter hopes) get the car into the 10s.

He's also looking towards a nine-second VW rail. If he takes his time about it, perhaps he won't be driving it himself. His wife has recently given birth to a son, and Keegan Junior



was eyeing his father's car almost professionally . . .

He'll have a good teacher. Peter displays superb control when the Christmas tree starts winking. He's never red-lighted.

Editors' note – Peter continued to develop this car in the early 1970s, lightening it further with a roof chop, increasing the engine to 2200cc with huge welded heads and 1.6 Chevrolet rockers, increasing boost to 1.6 bar and adding two more SU carbs. His VW ran 10.9 @ 128 mph (206 km/h) at Castlereagh in 1972, the first 10-second VW anywhere in the world, and he improved to 10.89, then 10.69 a couple of months later.

In 1973 he gained cigarette sponsorship, and his VW was painted up with 'Camel Filter' logos. In 1976 at Castlereagh his VW ran a best of 10.29 seconds at 132.74 mph (213.7 km/h),. It was the fastest four-cylinder car (of any type) in Australia. In 1978 Peter took the VW to New Zealand to race a five-match series against NZ's top drag racer, Allan Lim in his 7-litre Chev V8-powered Ford Escort.

Peter won three out of the five races, taking the series win and recording an all-time best of 10.20 sec @ 139 mph (223.8 km/h).

Peter raced the drag VW until 1982, when he sold it (minus engine) to Darrel Yates, who later raced it with a 2180 cc 48-IDA engine for a number of years. It is now in the hands of fellow VW drag racer Ron Richardson, who is currently restoring it to its 1970s setup.

Peter Keegan used the 2200cc Camel Filters supercharged engine in a hillclimb car in the 1980s, which he later sold to Dave Butler who now runs it as a successful (and very loud) drag car. Peter still lives in Orange and has attended the VW drags at Warwick as a spectator in recent years.

Preventative Maintenance secret of VW sales success.

The Manly Daily, 23 April 1964

Wherever in this world highways and byways exist, you will, in the course of your travels, meet up with the VW symbol – adorning the Volkswagen sedan we know so well, a sleek Karmann Ghia, or one of the VW Commercial Vehicles; on smart Showrooms and on official VW Service Stations.



Marketed in over 120 countries of the world - including Iron Curtain countries - VW is a truly international automobile and Volkswagen a truly international automotive organisation. In many countries VW is the top seller and in most others it is among the best sellers.

The parent company, Volkswagenwerk A.G., of Wolfsburg, West Germany, is now the third largest automotive manufacturer in the world. It is, in fact, the largest automotive plant in the world under one roof. Its spread of interests reaches the four corners of the globe with subsidiary companies, and manufacturing, assembly or distribution plants, operating in Australia, Brazil, South Africa, United States and Canada. The Australian enterprise, now nearing completion of a £12,000,000 expansion programme, is one of this nation's largest industrial undertakings and one of the 'top four' in the automotive industry here.

The secret of the success and remarkable popularity of Volkswagen lies not so much in its unique design or its extremely high quality as in the incomparable service, backed up by the most modern equipment, which every VW receives in more than 120 countries in the world.

It is the policy of Volkswagen to help, advise, protect and, above all, to serve the customer. In fact, the after-sales service is as good as the car itself.

Aware of the fact that its decisions will vitally affect many thousands of people, the great world-wide organization of VW is constantly ready to provide its customers with first-class service by trained and skilled mechanics in modern, properly equipped workshops.

Volkswagen encourages its dealers to make an effort to maintain a "home attitude" in which every owner, irrespective of whether he owns one sedan or a fleet of commercial vehicles, is treated as a friend and guest.

It is the aim of all dealers, big or small, to win and keep their customers by giving them value for their money,

intelligent service and personal attention.

Even the car itself was conceived with this policy of service in mind.

There are few, if any, other cars in which a new engine can be installed in an hour, or a front axle changed in a few minutes.

And it is so seldom that these things are necessary in a VW. The life of the parts is so long, and the needs of the vehicle so small, that there is scarcely a vehicle the world – even the most expensive ones - to equal it.

The influence of such factors on the economy of the car cannot be overlooked.

A lot is said about savings in initial purchase price, insurance and registration costs, but little is said about the losses incurred when a vehicle is sold - and these often amount to ten times as much as the alleged savings.

With the VW these losses are kept to a minimum. The VW service, providing regular maintenance and lubrication, adds greatly to the long life and peak performance of the vehicle.

This fact, and other features, such as consistency in body style and construction, quality to the last detail, and absolute dependability and confidence – are the reasons for the extremely high percentage re-sale value of Volkswagen.

VW is proud of its 'Service Before Sales' policy, and the organisation which maintains it at a peak of efficiency. With steady expansion and constant improvement the VW owner can indeed look forward to a bright future.

Booklet is the key to famous VW Service.

The Manly Daily, 23 April 1964

Proper maintenance of a car today involves more than just greasing and changing the oil every now and then, as was fairly common practice in the past.

Today, with the advancement of technical knowledge, the modern car has become a precision-built product, incorporating the latest technical improvements and designs. It requires regular maintenance and care by highly skilled specialists.

Volkswagenwerk adopted the policy of "Service Before Sales", and their world-wide system of preventive maintenance has brought an entirely new conception of automotive care, so familiar to VW owners.

The application of the VW system is contained in the Service Booklet, which specifies the components to be inspected and lubricated in accordance with the mileage of



the vehicle.

There are in fact two Service Booklets, the first one covering service up to 30,000 miles; the second from 30,000 to 60,000 miles.

The booklet is supplied with every VW leaving the Sales and Service centre and should accompany the vehicle throughout its life, because its careful use ensures the customer of the following benefits:

SAFETY: In today's heavy and fast-moving traffic the life of a motorist and his passengers greatly depends on the operating efficiency of his vehicle. Only by regular lubrications and inspections can possible defects be discovered and rectified, thus preventing later costly repairs and accidents.

DEPENDABILITY: The car today is a necessary form of transportation in the modern living. An owner expects his car to be in good condition, always ready to fulfil his transportation needs. The VW system of Preventative Maintenance ensures that the car always in first class condition and that the owner is safeguarded against delays caused by temporary failure.

PRESERVATION AND LONG LIFE: Few products operate under such varying conditions as a car. It must stand up to all types of road conditions, be subjected to varying climates and endure many different driving habits. Owners seldom see the wear and tear these factors cause on a vehicle. With regular service as laid down in the VW booklet, wear is kept to minimum, increasing the life of the car and reducing depreciation.

LOW MAINTENANCE COST: Expert attention by authorised VW Service Stations, who specialise in the vehicle and are familiar with the factory requirements, will ensure that the customer gets the most economical maintenance and lubrication service obtainable.

HIGHER RE-SALE VALUE: When an owner decides to sell his VW the booklet will add to the value of the car, because it is proof that the vehicle has had regular attention. The buyer can be sure that he is getting a car in first-class condition. The booklet also prevents unscrupulous people from "winding back the clock."

These are all advantages which EVERY Volkswagen owner gets with his vehicle. It is no wonder that VW Preventative Maintenance was won acclaim throughout the world.



My trip to Clayton.

Volkswagen Club of NSW 'Club News,' January 1964

During my holidays in October, I was honoured to be a guest of Volkswagen Australasia for 2 days.

At 8.00 p.m. I left Mascot terminal and on arrival at Essendon I was met by one of Mrs. Ogden's assistants and taken to the plant. Here I met other Public Relations personnel (one whom you all know - Pat Whitaker - former President of the VW Club Melbourne). After lunch I started my conducted tour of the plant. A pair of protective glasses must be worn in certain areas due to small flying particles.

Proceeding from the office to No. 2 Plant is quite an operation - passing through various gates; sign language is used, such as 1 finger means No. 1 Plant to the gate keeper, two fingers No. 2, and one finger crossed above the other is Fans Tour. Once all this is settled you are on your way.

The most obvious place to start is in the press room, where I saw sheets of flat steel, one piece of which was placed in a press and out came a flat mudguard (not crumpled). This is then moved to another press and is placed in a mould which shapes it, then to another machine which cuts out tail light holes etc., then the side is crimped where it bolts onto the body, thence to a drilling machine which simultaneously drills all the holes in the guard for bolts.

Whilst all this is happening on one side, on the other the same thing is happening to doors and other components. When each piece is finished it is placed on conveyor hooks which transports them to their next stop. From the press room (which is unusually situated on the first floor, enabling easy maintenance and removal of off cuts) components move around the roof by means of overhead conveyors in the ceiling. There is three miles of this system to carry parts to the assembly lines. I was told that there are sufficient parts continuously moving through this system to enable several weeks production.

Next we moved to the component checking room. In here there are jigs and devices for accurate measuring (10% of all components are checked to ensure that there is not the slightest variation of the 5,008 parts of a V.W.) A complete 'master' jig of the body is set up, and when a front mudguard is placed in its natural position there is not a fraction of variance from the mould. There are only three of these devices in the world - one in Germany, one in Australia and one in South Africa. However the checking for this accuracy is to ensure that should you take your Volkswagen overseas you would be able to replace a mudguard etc. anywhere and be confident that it would fit perfectly.

Back to the workshop, where such panels as the rear quarter panels have to be joined together with the inside panel. These are spot-welded at close intervals, then all body panels converge. Here the panels are placed in a jig. Rear quarter, front and tail are spot-welded together. The final operation in this section was the placing of the turret - this was very surprising - when this was placed in position the four corners were fit by hand, and there would not be a fraction of an inch gap anywhere. This is an example of the craftsmanship at the plant.

The body is then transferred by overhead rail to a moving assembly line. Here the turret has the edges rolled. I

Team Thoughts.

Some members keep their club strong,
Whilst others join to belong.
Some dig right in, some serve with pride,
Some go along just for the ride.
Some volunteer to do their share,
While some lay back and just don't care.
On meeting days some always show,
While there are those who never go.
Some pay their dues ahead,
Some get behind for months instead.
Some do their best, some build, some make,
Some never give but only take.
Some tag behind, some let things go,
Some never help their club to grow.
Some drag, some pull, some don't, some do.
Consider, which of these are you?

Norm Robertson

Ten ways to ruin a Club.

Volkswagen Club of NSW 'Club News,' April 1964

DON'T come to the meetings.
BUT if you do come, come late.
IF the weather doesn't suit you, don't even think of coming.
NEVER accept office, as it is easier to criticise than do things.
NEVERTHELESS, get sore if not appointed to the committee, and barge out fuming.
IF you are appointed to a committee, never come to committee meetings.
NEVER do more than is absolutely necessary, but when others roll up their sleeves and do it, howl about how the club is run by a clique.
NEVER sign up new members. "Let the Secretary do it."
DELAY your debts as long as possible. If not, don't pay them at all.
IF asked by the chairman to give your opinion on a certain matter, tell him you've nothing to say. But afterwards tell everyone how things should be done.



(BELOW) Volkswagen Administrative Offices and Australasian Central Spare Parts Store.

vehicle, checking for possible spots where it may leak. Having passed all the inspections the vehicles are driven out onto the 'test track'. This consists of railway sleepers bolted together forming a figure eight. Here it is checked for squeaks and rattles. When all of these operations have been thoroughly tested the vehicle is given the O.K. and is ready to be delivered to a distributor of this vast V.W. organization.

So when you see a Volksie shiny bright in a showroom, waiting to be chosen, go in and have a look at it and see if you can make head or tail of my description of its manufacture.

Also during the afternoon I sat in on a meeting of the VWA Social Committee. This group arranges dances, golf days, bowling etc. At this particular meeting arrangements were being made

was surprised at this operation as I would have thought that it would be done first while it was in the press, but it is done with a portable machine like a large grinder and they start at the rear and just move forward leaving a perfectly rolled edge. Also on this line the doors and bonnets are fitted. The doors are held slightly open by wire as the next process is the undercoating.

This is amazing. The body moves along the overhead rail and is lowered into the tank which holds (from memory) 7,000 gallons of paint. Going in, the body just looks like a metal shape, but after it has been completely submerged and lifted back up, it is shiny and definitely could not be mistaken for anything but a Volksie. As it moves to the baking oven the paint is still dripping from it.

When it emerges the shiny finish has changed to a flat grey shade. All bodies pass through the tank no matter what the final colour is going to be, as this is also the conservative coat against weathering. Bodies are hand sanded and undergo four paint operations, passing through ovens after each. Bodies are then moved onto a moving assembly line where interior trim is done. Hood linings etc and appropriate colour trim on door panels. All models now have matching colour strips between body panels to match the duco instead of black as on previous models, making a small but definitely a very noticeable improvement. Also I know the generator and fan is balanced and engine pieces such as carburettors etc. are fitted. Then the engine, body, chassis and wheels are finally combined giving the finished product.

The car is then started and accelerated onto a type grid, where a braking test is carried out. When the car brakes suddenly on this area, there are four bottles on the side wall of the area each containing fluid which moves when the brakes have been applied. Fluid in all bottles rise to the same level if the brakes are functioning correctly. Should they not be the same a brake adjustment is carried out. Also on the walls of the test area are mirrors mounted in positions which enable the driver to test all electrical installations such as headlights, tail-lights, brake lights and blinkers, from within the vehicle.

When all of these have been checked the vehicle is moved forward into a spray bath. This area has high-pressure water sprays which are focused on various parts of the

for the Annual Christmas Picnic for the children of employees. This meeting was unusual; we sampled lollies to see if they would be suitable for 'Little Willie' to eat. Without a doubt it would be wonderful to work at the 'Beetle' factory.

I have never learnt so much in such a short time (half a day).

On Friday morning a sightseeing tour of Melbourne was on the agenda, and this I enjoyed very much.

At 2.00pm I was picked up from a very impressive new shopping mall and taken to the VWA Public Relations office again. Here Pat Whitacker showed me many films, one of which included a V.W. bearing the unusual plate 'Antarctica 1.' This film showed the Volks going through its paces in the snow and ice of the Antarctic Region. The main base for this car is at Mawson. From here trips are made to inland areas, towing a sled at times. For short trips the fuel consumption of the Caterpillar vehicles is too great, also leaving these tracked vehicles for other work. The handling and performance was good.

Then Pat took me through the engine reconditioning section. Here worn engines are completely dismantled. Each piece is then thoroughly checked. Should there be a fault which cannot be rectified the piece is scrapped. The remaining pieces are cleaned, then rebuilding is then commenced, using good sections plus new pieces where necessary. Each engine is then checked on a dyno for R.P.M, H.P. and fuel consumption.

I am sure that everyone must have been very pleased when it was time for me to leave because of the many questions I asked.

If every owner could see all that I saw, he would be even more proud that he chose a V.W. (as I did four years ago) from the many cars on the market.

My thanks again to Mrs. Ogden, and all at the VWA plant, for two days I shall always remember.

Yvonne McKeahnle.

Valve Job Tool.

The Volkswagen engine uses poppet valves, as do all other cars today. The exhaust valves are the weak link in any engine but especially so in air-cooled engines, be it Pratt and Whitney or Volkswagen. If we want to keep tabs on our engine's condition all we need do is keep track of the condition of our exhaust valves since they are the first part to fail. Of course, we never allow them to fail, we merely keep track of their condition and when they tell us they are about to fail, we pull the heads and give them a 'valve job.'

To keep track of them we use the leak-down test, pulling the heads any time the leak-down is more than twenty percent or thereabouts. To do a 'valve job' means to remove the valves and restore the worn parts to spec. In about eighty percent of all cases the worn part is the valve itself, but other parts associated with the valve - the valve guide, the valve seat or the rocker arm - may also require repair or replacement. Since replacing the valves is the most frequent chore, that's what I'll talk about here, with a minor mention of the other valve-related components as we come to them.

The valve is opened by the cam but it is closed by the valve spring, which we must compress in order to remove the valve. The valve spring is held in place by a retainer and a pair of valve keepers. That is, the retainer fits down over the stem of the valve and rests on the valve spring. The stem of the valve has a pair of grooves into which the valve keepers fit. When so fitted, the valve keepers lock into the grooves and wedge into a tapered bore in the retainer, which sits on top of the valve spring. So long as the spring is in its proper position and is not damaged, the valve will not come loose, even though it may be actuated several times per second.

The valve spring is a coil-type compression spring that is progressively wound; the turns nearest the head having a higher ratio of turns per inch. This allows for easier opening. But like all springs, the Volkswagen's valve springs are effected by heat and age. VW valve springs typically take several million actuations before showing any sign of weakening. In a vehicle, the stock VW engine needs a valve job after about thirty thousand miles of service but Flying Volkswagens are rarely of stock displacement (which is less than 100 cid). Flying Volkswagens may be as large as 140 cid (2300 cc) and their valve wear is a function of the work they do, which may be several times that of a vehicular engine. These non-stock 'Big-Bore Stokers' may need a valve job as frequently as every ten hours... or as infrequently as every



two hundred hours, depending on how the engine is used.

The Volkswagen is a robust little engine that, like all Otto Cycle engines, provides a wealth of precursors of impending failure. So long as the engine is properly assembled and operated within its limitations by a pilot who has learned to recognize those clues, it is as reliable as any other engine in its class. But this puts a heavy burden on the pilot, who must be able to recognize those clues.

In an aeroplane the condition of the valves is determined by a leak-down test, which is performed periodically, the length of that period determined by the manner in which the engine is used. The leak-down tests (ie, wet and dry) reflects the amount of wear of the valves and rings, with the valves wearing at a much faster rate than the rings.

To perform a valve job we must remove the heads from the engine and the valves from the heads. Exhaust valves are replaced rather than reground but the intake valves may be reground and re-used.

When doing a valve job we check the valve springs against the spec in the work-shop manual. The diameter of the valve dictates the amount of spring tension needed to achieve proper closure. In specifying one valve tension but with a very wide tolerance for both the intake and the exhaust, you are seeing one of the many compromises Volkswagen made to keep down the price. For example, when the spring pressure is given as 96 lbs (+/- 6lbs) it is fair to assume that the smaller figure (ie, 90 lbs) should be used for the exhaust and the larger figure (ie, 102 lbs) is used for the intake valves.

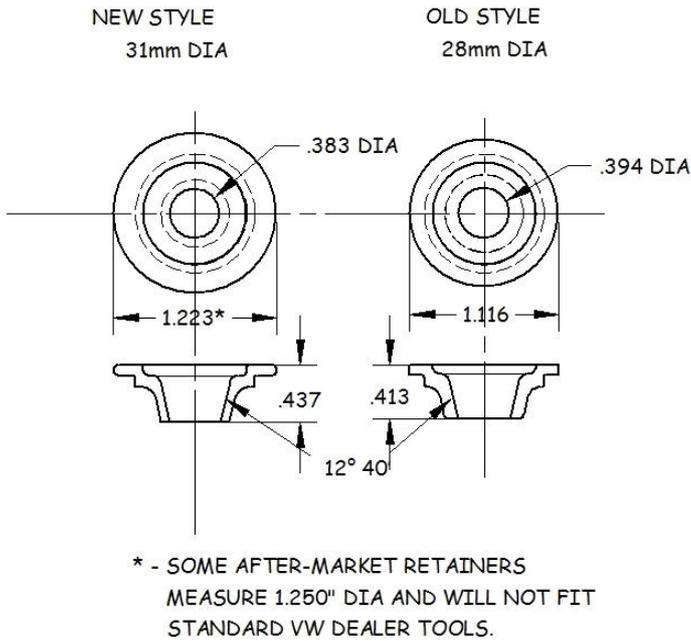
One of the more interesting features of the Volkswagen engine is that each lobe of the cam actuates TWO valves rather than one. That is, the intake valve of the #2 cylinder is actuated by the same cam lobe that actuates the intake valve of the #4 cylinder. The action of the cast iron cam as it wipes across the face of the cast-iron cam-followers (ie, the 'tappets') is the engine's major source of metallic residue, which in turn is the main source of wear in the engine's bearings and oil pump. To minimize this wear the wear-factor of the cam must be exactly twice that of the cam followers. The pressure of the valve spring plays a critical role in the wear-factor of the valve train as a whole.

The assumption here is that you have only EIGHT valve springs. What you'll want to do is create the best possible match from BANK to BANK.

If you are running stock heads... meaning you are using valves of stock diameter, the spec for your valve springs is 126, +/-9 at a compressed height of 1.32". Which may be translated as 117 for your intakes and 135 for your exhaust.

Doing a leak-down test, the 'wobble' test and doing a valve job are common chores for those of us who drive or fly behind a Volkswagen engine. Given that my life literally depends on the quality of the work done to my engine, it should come as no surprise that I'm unwilling to trust any work done by a mechanic who is NOT certified by some agency or authority equally concerned with the quality of his craftsmanship. Since there is no such agency for auto engines converted for flight it seems logical that I do such maintenance myself. There are a few tools specific to these tasks. They are available from most of the larger after-market retailers who specialize in VW parts. But it is the nature of the Volkswagen philosophy that the tools may also be fabricated by the individual mechanics. Volkswagen used to provide a

VW VALVE SPRING RETAINER



booklet of dimensioned drawings for such tools but no longer does so.

The first illustration in this article shows the two most recent types of valve spring retainer used on Volkswagen engines. As you can see, we need to provide for a retainer approximately 1-1/4" (31.75 mm) in diameter. Once the tool makes secure contact with the retainer we need to provide a downward force to compress the spring. It doesn't take much - about half an inch will do. We then use a scribe or other pointed tool -- a sharpened nail will work -- to free the keepers from the grooves in the stem of the valve. Once the keepers are freed, they are removed but kept sorted according to the valve from which they came. A magnetized scribe works best or you can use a magnetic pencil.

For those of you without a metal lathe, making a tool that fits over the valve retainer is the most difficult part of the job but as you can see from the photos there are any number of workable options. And those rivets you see started out as regular nails. Just cut them off short.

As a point of interest the Single Port (SP) head shown in the photos is a junker. The spark plugs were installed WITHOUT anti-seize compound, a necessity with regular spark plugs and aluminium heads. Both of the spark plug holes have been stripped until they are almost smooth.

The shade-tree fix for a stripped spark plug hole is to install a Heli-Coil (a brand name), which is coil made of wire having a diamond-shaped cross-section. The inner diameter of the coil matches that of the spark plug whilst the outer diameter matches that of a special tap that is sold with the Heli-coils as a kit. The Heli-Coil tap is threaded into the hole WITHOUT drilling it to a larger size.

There is another type of spark plug repair kit which uses a metal sleeve having it's ID threaded for the spark plug and it's external thread of some larger diameter, usually that of a regular size. This type of repair requires the spark plug hole to be opened up to a larger size, usually with a drill. To use this type of repair kit on a Volkswagen engine that is still in the vehicle the mechanic needs to use an angle-head drill-

motor or a reamer, since there isn't enough room to use a regular drill-motor. (Clearly, this does not apply to aircraft installations.)

Unfortunately, the point over looked by shade-tree mechanics is that ANY form of spark plug hole repair that involves the use of a coil or sleeve must not be used on an AIR-COOLED engine (!!) The sleeve or coil upsets the resistance -- both thermal and electrical -- of the spark plug.

The fact this type of repair is allowed on WATER-COOLED engines fitted with aluminium heads is taken by non-professional mechanics to mean the procedure may be used on ANY engine. Sadly, this is not true.

So how DO you repair a stripped spark plug hole? Working from the chamber-side of the spark plug hole you hog out a crater of generous proportions, pre-heat the head to about four hundred degrees and go at it with TIG (or even MIG, if you've got the right equipment) ...and fill the crater with molten aluminum. The head is then put back into the oven, the oven is shut off, and the head(s) are allowed to cool to room temperature.

(Did you notice the implied plural? The plural does not refer to the fact VW engines have two heads but to the fact it is not economically practical to repair damaged heads one at a time. What you do is wait until you have about two dozen damaged heads then tool up to do them all at once.)

But here in Southern California, with more than twenty-one MILLION registered vehicles(*) - and more air-cooled Volkswagens than anywhere else in the country, there was another option.

During that period (circa 1970's) for small shops such as mine, it was worth while to find a bigger shop that regularly overhauled heads on an assembly-line basis in batches as large as 250. They would allow small shops to add their heads to the batch, inspecting them to ensure all of the preliminary work had been done, and done to their specs. They would then do ONLY the welding, charging a nominal fee.

The point here is that the proper repair of a VW head with a stripped spark plug hole is to weld it up and re-machine it. For someone FLYING behind a Volkswagen engine, if it suffers a stripped spark plug hole your best option is to replace the head, since the repair would cost more than a replacement head. But don't forget that any replacement must





be an EXACT match for the old head, meaning identical chamber volume and valve train geometry.

And this time remember to apply a dab of anti-seize compound to the first few threads... and then wipe it off. The tiny amount that will remain deep in the threads is all you need.

A handy way to prevent cross-threading a spark plug is to install it full-depth using only your fingers. It will then take little more than one turn to achieve the required torque-spec (22 ft/lb). And be sure that's done with a NEW WASHER. (They've got them at the real automotive parts places; don't waste your time in those chain-store auto parts retailers.)

Finally, I recently read a post where a fellow stripped his heads because his spark plugs projected into the combustion chamber. This would NEVER happen on a properly assembled engine, where checking the projection of the plug is a standard step during pre-assembly.

If the proper plug projects too far you will want to add a solid copper washer between the regular washer and the body of the spark plug. That is, you want your new, crushable washer to be in contact with the head on at least one side. Spark plug manufacturers provide solid copper washers as well as new, crushable washers. They're usually racked in the 'Dorman's' trays (those orange & black trays taking up wall space in the back of the store) :-)

The secret.

The very first article I uploaded when I created my blog was called 'The Ugliest Toolbox.' Somewhere on the 'net are the illustrations showing how to cut and drill the pieces of metal which, when riveted together, become a clunky but serviceable toolbox, large enough to hold a tin-benders basic kit of tools. The late Jim Holland and I are guilty of showing local Boy Scouts how to make the toolbox, which was a bit of a scam since what we wanted to teach them was basic sheet-metal work, including riveting. And we did, for a couple of years way back when I was still in the Navy.

I mention it here because there were two groups of guys making toolboxes when Google pulled my plug. I eventually got re-connected but a

strange thing happened to one of the groups. They decided the toolbox was too basic and stopped working on them, which kinda reminded me of the Ugliest Toolbox.

I suppose there are such things that are too simple to justify our attention but the most valuable lesson contained in the Ugliest Toolbox is how to rebuild or restore a Volkswagen, write a book, extend your house, or do anything else. And if that sounds impossible, it's not.

Wonder how you'll ever get it finished? Wanna know the best kept secret of the ages? Wanna know

how you can rebuild or restore your own Volkswagen project? Well... okay, I'll tell ya. But you got to promise to keep it a secret.

Here it is: **Do something every day.** That is, something leading toward the completion of whatever it is you're trying to do, such as overhauling your antique VW, building a house, writing a book, building a boat or aeroplane from scratch... It doesn't matter what you're building. Or rather, trying to build. The secret of success is to do something every single day. It doesn't matter what it is... drilling a single hole, setting a single rivet or whatever, what matters is that you Do It! Every day. No exceptions or excuses.

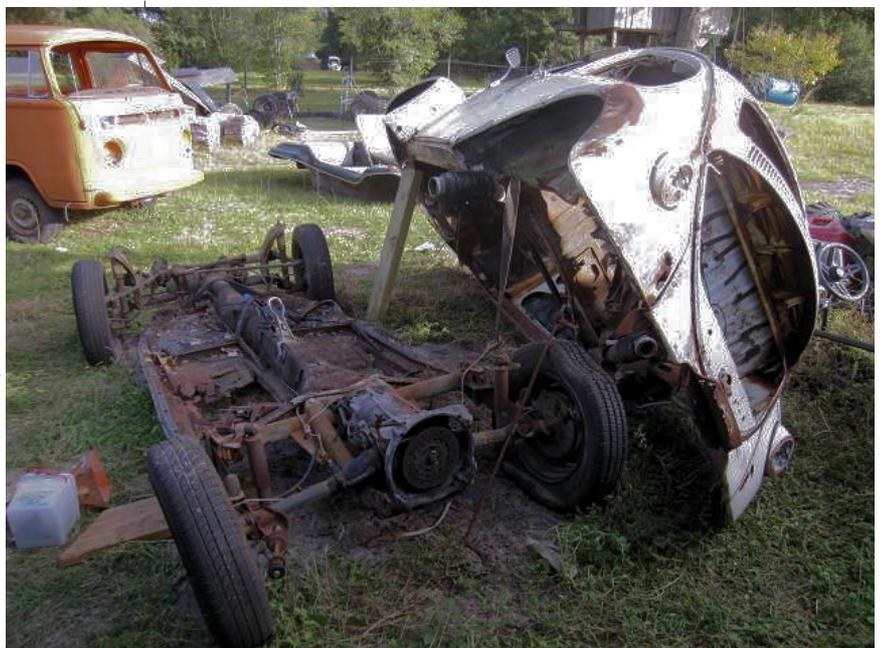
Here's why it works: Every project has a finite number of steps. If you do even one of those steps every day you will eventually run out of things to do; the project will be finished.

No, you can't make bargains with yourself, such as promising to do five things next Saturday instead of one thing every night for the coming week. That's not allowed. You have to do something every single day.

What you're doing here is developing the habit of doing something every day.

Yeah, it sounds kinda wacky. But it works.

Bob Hoover





Relaxed and confident—that's lovely, titian-haired Valerie Cooney, on television, or driving her Volkswagen.

"Volkswagen—always in the picture"

says TV and radio star Valerie Cooney

Almost any evening you'll see attractive Valerie Cooney on television, hear her on radio compering a fashion show or contributing to panel shows such as "Leave it to the Girls". On the screen and over the airwaves she's relaxed and smiling, but between appearances she's an amazingly busy person. Caring for her husband and

daughter and rehearsing for her shows occupies every waking minute. "I don't know what I'd do if I didn't have my Volkswagen to rush me around; it's always in the picture", says Valerie. "It's wonderfully quick in traffic, practically parks itself, and just **never** lets me down. My car's got to be reliable—show business won't wait for anybody!"



The star keeps a TV date in her VW. "I often wonder if other VW owners get the same pleasure out of driving that I do", Valerie says. "The VW's

gearchange is so smooth, the steering is so light, everything's just where it should be . . . and I'm always at ease behind the wheel."

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A high-fashion occasion, and a compering job for Valerie. "At the grandest affair, I always feel important arriving in the VW—it belongs in the most distinguished company", says Valerie. "Yet it's equally at home on shopping trips . . . holidays . . . in so many things!"

Checking her car in at an Authorised VW Sales and Service Centre, Valerie presents her "passport"—her VW Service Booklet. "I don't have to think about what attention my VW needs to keep it so reliable and economical—VW Service takes care of it all!"

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Heater/demister included.

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