

Zeitschrift



Tony Bezzina's Christmas Kombi.

December 2013

IN THIS BUMPER CHRISTMAS ISSUE:

**Boris' Picnic Day
VW wins WRC!
Blacktown Drive-In
VW at Mark Foy's**

**Ron Croft's anniversary
The Toy Department
Nulon factory tour
Plus lots more...**



Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2013-14.

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Motorsport Captain:	Rudi Frank motorsport@clubvw.org.au	0418 442 953

VW Motorsport Committee:

Brian Walker	Aaron Hawker	John Ladomatos
Andrew Corless	Norm Robertson (JP)	

General Committee:

Laurie & Gwen Murray	Shirley Pleydon
Leigh Harris	Grace Rosch
Norm Elias	Quentin Robbins
Eddie Fleita	Jeff Swords

Canberra Committee.

Chair:	Bruce Walker	wvevents@dodo.com.au
Vice-Chair:	Rhiannon Walker	rhiannon_w@live.com.au
Secretary:	Iven Laufer	laufers@bigpond.com
Treasurer:	Bruce Walker	0400 119 220
Registrar:	Iven Laufer	(02) 6254 1142
Merchandise:	Jay Pozzi	jay_1965vw@hotmail.com

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 Greyhound Social Club Ltd., 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	or	Club VeeDub (Secretary) 14 Willoughby Cct Grassmere NSW 2570 (02) 9534 4825
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Our magazine.

Zeitschrift (German for 'magazine') is published monthly by Club VeeDub Sydney Inc. Members with email details receive *Zeitschrift* as a full-colour PDF from our website. Printed black and white copies are available in limited numbers at the meetings.

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; late submissions will be held over.

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 are available as full-colour PDFs from the Editor at the monthly meeting - please bring your own USB stick. Old issues (2006-on) are also available at www.clubvw.org.au

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

We thank our VW Nationals sponsors:

26 years.

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Antique Tyres	Red Van Tyre Colouring
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Canberra VW Centre	VW Classic Kirrawee
Classic Vee-Dub	VW Magazine Australia
Custom Vee Dub	Westside Mufflers
Euro Automotive	Wolfsburg Auto Melbourne
Gold Coast Vee Dub	

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



Club VeeDub - Canberra Chapter

Christmas lights cruise

Saturday, 14 December 2013



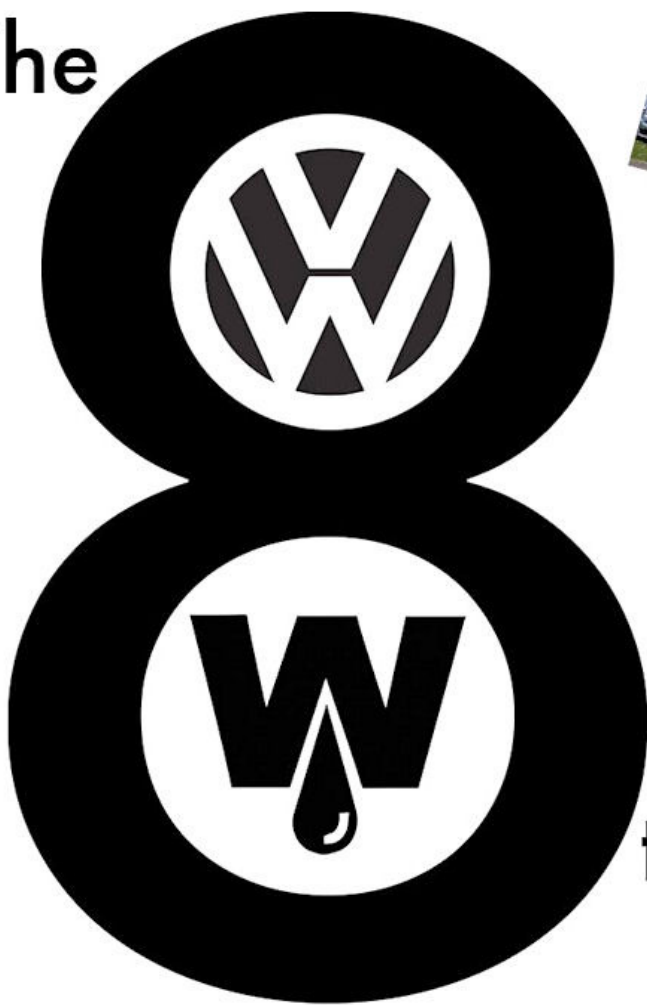
Club members to meet at **6.30pm**, **Russell Carpark**,
for a cruise to Telopea Park for a bite to eat.

Please bring a **picnic basket** or something for the BBQ.

We then set off as the sun sets, 8.30pm, for a tour through
Canberra's suburbs to find those festive bright lights!

Please ensure petrol tanks are full.

The



Annual Watercooled Summer Cruise January 19th 2014



Meet at Uncle Leo's Diner, the Crossroads, Liverpool, at 10:00am, departing at 10:30am and finishing at Stanwell Park at 12:30pm. If you're not up for a cruise head straight to Stanwell Park and meet us under the Club VW Marquee.

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. Donations will be collected with all proceeds going to the Cancer Council.

Contact Aaron Hawker - 0413 003 998

Highlands Steam & Vintage Fair

Hosted by the Oberon Heritage & Collectors Club Inc

7th, 8th & 9th February 2014

Rally ground at Oberon Rugby Leagues Club, Lowes Mount Road,
Oberon NSW

Featuring historic machinery, vintage & classic car display, steam traction engines, steam portables & stationary engines, vintage trucks & lots of tractors. Including tractor treks, fun tractor pull, car & truck rally, the Flying Pieman organ, market stalls, drum maker, chair maker, timber working, military displays including the Lithgow Living History Group.

Free entry for exhibitors, on site camping available (limited space).

- Friday 7th Set-up day, tractor trek and car & truck road runs
- Saturday 8th Street parade at 10am followed by all the action at the Fair Ground
Public admission: Adults \$10, children and concession holders \$5, families \$25
- Sunday 9th Early bird tractor trek and displays till noon. No entry charges.

CONTACT:

Jim Hawkes 02 63361934 after 6pm
Mail: PO Box 313 Oberon NSW 2787
Email: hawkesjim54@gmail.com
Web: www.highlandssteam.org.au

Plus:

Oberon Tarana Heritage Railway
Oberon RSL Sub Branch Museum
The Wood Guys - Oberon
Web: www.oberontractortrek.com



VW Pizza and Pasta Restaurant Night

Let's start off 2014 with a Pizza and Pasta night at Monte Carlo's Pizzeria at Riverwood. Great Italian food, best pizzas in southern Sydney.

Bring Your Own Grog.

Don't forget to wear your best Hawaiian shirt!



Saturday 15 February

From 7:00pm



**Monte Carlo Pizzeria
208 Belmore Rd
Riverwood**

**(parking in the rear - enter laneway
off Cairns St)**

Ring Dave Birchall on 9534-4825 to confirm your booking and numbers - leave a message if no answer. Name and number of people attending! Close-off for booking is Wednesday 12th Feb.



Where Volkswagen power comes to play



VW SYDNEY SHOWDOWN

- ALL VW DRAG RACING ○
- 1/4 MILE DIAL YOUR OWN ○
- NOVICE TO PROFESSIONAL ○
- NON-ELIMINATION COMPETITION ○
- TWILIGHT CRUISE ○
- PIZZA RUN ○
- SHOW'N'SHINE ○
- TRADE / SWAP ○
- RC DRAG RACING ○
- FAMILY FRIENDLY ○



SYDNEY DRAGWAY NSW SATURDAY FEBRUARY 22ND 2014
LOG ONTO WWW.VWMA.NET.AU TO REGISTER TODAY...



Enjoy a weekend away with your loved one.

Club Veedub Sydney
27th VW Nationals show.



24th May 2014 Super Sprint, Wakefield Park, Goulburn NSW.
25th May 2014 VW Nationals Show, Fairfield City Showground NSW.
Contact David Birchall (02) 9534 4825 or clubvw.org.au

Von dem Herrn Präsident.

Hi all,

Well, Santa will be coming soon; I hope he has a few presents for you. The only club event left in the year is the Christmas Party, held in conjunction with General Club meeting. It's on Thursday the 19th of December at the Greyhound club.

Don't forget to bring along a wrapped Christmas present to the value of \$5.00 (marked boy or girl). This entitles you to a free drink tokens on the night. There'll be plenty of free nibbles and snacks. See you there!

I couldn't attend Boris' Picnic Day at Dolls Point as I had to work that day. From all accounts it was a good day with great weather, so thanks to all those who helped run the day.

We recently had a Nulon factory tour which was very well attended. Phil took a few photos on the night and he said he would put them in this issue of the magazine.

There are many great events coming up next year two great events to start the year off. Firstly is the VW Summer Cruise on Sunday the 19th of January. See the flyer inside this issue for more information.

Merry Christmas! See you soon,

Steve Carter



Kanberra Kapitel report.

Happy Summer to you all. In November we had the annual Marques In The Park carshow at Belconnen. Simon set up for the club and we had a very small turnout - the weather didn't help. Thanks Simon for running that one. We also had a few starters for the Day of the VW in Victoria, who reported a great event and well worth the trip.

On Saturday 14 December we are having our annual Christmas Lights Cruise. There should be a flyer in the magazine. Bring something to eat for dinner (ready to go, or we'll be near a BBQ if you want to cook), and a full tank, ready to cruise around the lights. Jay and Chris are running this one, thanks!

Upcoming events for 2014 include:

- February - the AGM / Bowling event
- March - Wheels carshow
- April - Gold Creek cruise
- May - cruising to Berri for their car show, as well as the VW Nationals in Sydney later that month
- June - we're working on a cruise to the Bungendore markets.

We report on all of these events in our minutes which all members with current email addresses should see. If you don't get emails from Iven or myself please let us know so that we can correct that. There won't be a club meeting in December; the next one will be 27 January at the Labour Club in Civic. We'd love a big turnout for our AGM in

February and would relish any input and help from members who'd like to assist with the club.

On behalf of the Canberra committee, a Merry Christmas to everyone in the club. Stay safe on the roads, and we look forward to catching up with everyone soon. A particular thanks to the local members who helped through the year with the various tasks - it may not look like we're busy from the outside but it takes commitment to be working for the club. I certainly am appreciative of everyone's time from 2013.

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.**

December.

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. **This meeting is also the Club Veedub XMAS PARTY!** Bring a wrapped present (~\$5 value) to receive free drink coupons. Nibbles and snacks provided. 8:00pm start.

Monday 30th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

January.

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:- VW Summer Cruise 2014. Meet at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 10:00am. Cruise departs at 10:30am and finishes at Stanwell Park at 12:30pm. Or just meet us at Stanwell Park if you prefer. Families and kids are all invited, with free BBQ sausage sizzle and drinks. Kids' playground nearby, large grassy park and the kiosk/beach nearby. Bring your own picnic if you wish. All donations to the Cancer Council. All VWs welcome - water and air cooled. Phone Aaron on 0413 003998.

Sunday 26th:- Australia Day CARnival in Macquarie St, Sydney. Entries have already closed but last year's VW attendees will have already been contacted and hopefully entered. For Concours, Vintage, Veteran and Classic cars. Contact John Flower on (02) 9513 2035 for more info.

Monday 27th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

February.

Thursday 6th:- Magazine Cut-off Date for articles, letters and For-Sales.

Saturday 8th & Sunday 9th:- Highlands Steam and Vintage Fair at the Oberon Football Grounds, Lowes Mount Rd Oberon. Historic vintage and classic cars, steam engines, vintage tractors, military display, pipe organ, timber workings, market stalls. Saturday has 10am street parade, then action at the park. \$10 entry, \$25 family. Sunday has tractor trek and displays until midday. Contact Jim Hawkes on (02) 6336 1934 or email hawkesjim54@gmail.com

Thursday 13h:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Saturday 15th:- Pizza and Pasta Restaurant Night at Monte Carlo Pizzeria, 208 Belmore Rd Riverwood, from 7:00pm. Great Italian food, best pizzas in southern Sydney. BYOG. Don't forget to wear your best Hawaiian shirt! You must book your place with David Birchall (02) 9534 4825 - leave a message if no answer. Leave your name and number of people attending. Closeoff is 2 weeks before - 1 Feb.

Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Saturday 22nd:- Sydney Showdown VW Drag Racing at WSID, Eastern Creek. 1/4-mile drag racing, dial-your-own time. Novice to Pro! Non-elimination competition. Top VW Shootout, Show'n'Shine, Trade/Swap, Twilight Cruise, Pizza Run. Family friendly! Plenty of food and drink. Presented by VW Magazine Australia. Visit www.vwma.net.au for more info and to register.

Sunday 23rd:- VW Kombi and Beetle Display at the Penrith Regional Art Gallery, 86 River Rd, Emu Plains. In celebration of their Holiday+Memory exhibition. You must pre-book to display your VW. Contact Dimity Mullane on (02) 4735 1100 or email dmullane@penrithcity.nsw.gov.au for more information - see Marktplatz New Ads this month.

Monday 24th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

March.

Sunday 2nd:- Thirlmere Festival of Steam 2014 at Thirlmere, NSW. Steam train rides, Trainworks railway useum, model railways, bands, dancers, food and drink stalls, traders, kids' rides, classic car display. **Club VW Convoy meets at Uncle Leo's Caltex at Liverpool Crossroads (UBD 288 D6) at 7:30am for a 7:45am departure.** Arrive by 9:30am. Street parade (max 2 VWs) at 1pm.

Thursday 6th:- Magazine Cut-off Date for articles, letters and For-Sales.

Saturday 8th:- Tea Gardens Hawks Nest Motorfest, held at Hawks Nest Oval, Yamba St Hawks Nest. Exhibits of Veteran, Vintage, Classic and Unique cars and motorcycles, plus displays, stands, music, food and drink. Special display area for VWs. \$10 per vehicle. Be there before 9:45am, trophy presentation at 1pm. For more information contact Phil Hoare on (02) 4997 0082.

Thursday 13h:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Monday 31st:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

April.

Thursday 3rd:- Magazine Cut-off Date for articles, letters and For-Sales.

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

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

Monday 28th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

May.

Saturday 24th:- VW NATIONALS Supersprint at Wakefield Park Circuit, Goulburn. VW racers wanted, air AND water-cooled. Stock is OK. CAMS Licence

and helmet required. Phone Rudi Frank on 0418 442 953 for more information.

Sunday 25th:- VW NATIONALS 2014 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids'rides, German dancing, great food and drink, VW fun all day. Phone David Birchall on (02) 9534 4825 for more information, or see www.clubvw.org.au

Marktplatz.

All ads should be emailed to: editor@clubvw.org.au
Classifieds are free for Club Veedub Sydney members, and \$10.00 for non-members. 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.

Non-members please post us a cheque or money order for \$10.00, payable to: Club Veedub Sydney, c/-
14 Willoughby Cct, Grassmere NSW 2570.

New Ads.

For Sale:- VW Genuine Parts from 1960-1974 model Beetles and Kombis. Engine overhaul parts, main bearings (std and oversize), conrod bearings, cylinder heads, clutch parts, gearbox mountings, tail pipe and damper kits, blinker switches, starter motors, generators, alternators, and many hard-to-get original NOS VW parts. Contact Lorenze on (02) 9630 1048 (Northmead).

For Sale:- Beetle parts, 1965 Boot lid and 2 doors, wheels 5 stud, wide steel 14inch wheels, some with tyres some without. Generators, carbies, distributors including 009, steering wheels, steering columns some with keys etc, front ends, tow bars etc. **Type 3 parts:** Bonnets, engines, 4 stud 14inch wheels with tyres, lights, speedo, radios, gearbox in very good condition. For these and more, contact Sal at Blacktown on 0423 409 718.

For Sale:- I have a 1972 VW Superbug that needs a home. I'm in the hunter valley. 76000 original miles on it. Unregistered, 1600 engine. Original all the way. I'm moving up the coast in 5 weeks and need to sell. I know what it's worth, so no time wasters please. Contact Jason Moulds on 0468 959 165 or email jlamoulds@hotmail.com

For Sale:- I have a set of brand new **50/50 rear lenses** for 1960/61 Beetle. Also a set of same lenses half red/half white if anyone is interested. I am located in Newcastle NSW. Please contact Bass Santarelli on 0402261343 or email santa1@exemail.com.au

For Sale:- I have a few parts and a couple of manuals from a **1974 VW 1300** I once owned. Please let me know if I can hand them over to Club or anyone who may be interested. Contact Peter Le Mesurier on Canberra on 0406 378 036 or email plemesur@pcug.org.au

For Sale:- Hi was hoping you could help me please. I have a **1967 Aussie VW** and have half restored it but due to personal reasons I can't complete it. Would you be able to help me find someone who might be interested in it. I can help with photos and such. Chassis type is 19 if that helps. Engine No is German letters above and I can make out the numbers f0583456. Please contact Mr Bryan Bird on (02) 8707 2292 or email birdy64@live.com.au

For Sale:- Hi, I would like to put my lovely **1967 VW Beetle** for sale with your website & newsletter/magazine. I want her to go to a good home. She is registered, new clutch, runs beaut. Thank you. For more information, contact Annie Brisley on 0417 657 284 or email abrisley1@gmail.com

For Sale:- T4 Transporter parts – Only the items listed are available:

- * Passenger seats (in very good condition) – Genuine VW passenger mini-bus seats (centre or rear) with mounting bolts and seat belts. Configuration: 1 x double & 1 x single seats with headrests. Included with the seats are internal moulding panels (LWB) and floor carpet – mostly complete, top mouldings are missing.
- * Both front doors (with glass and winders)
- * Impact bar (rear)
- * Impact bar covers - front and rear
- * Wiper mechanism (complete) suit lifting tailgate
- * Cabin heater / air-conditioning unit
- * Engine drive belt pulley unit
- * Bonnet (hood for the Americans out there)



* Passenger side front mudguard
* Driver side front mudguard (damaged - impact hole)
* Grille (damaged)
* Nose panel
* Internal sun visors
Job Lot: Asking \$1850. Reasonable offers considered.
Contact Pete Polkinghorne on 0403 348 980 (after 5.30pm daily), or email pete.polkinghorne@gmail.com

For Sale:- Rebuilt VW 1776cc motor. Suit all models. \$1900.
Contact John Ladomatos on 0449 236 076 for further details,
or email johnladomatos@y7mail.com

2nd Month Ads.

For Sale:- VW Type 1 floorpan with ball joint front end, in good condition asking \$50.00. Floorpan located at Lapstone NSW. Please contact Ray on 4739 2814.

Wanted: About a dozen VW Kombis and Beetles to display at the Penrith Regional Gallery on Sunday 23 February 2013. The Gallery is running a Holiday + Memory exhibition that celebrates the annual holiday experience of mid-twentieth century Australia. The main gallery will house the visual art exhibition including works by over 25 artists like Ken Done, Max Dupain and Noel McKenna. Lewers House will be turned into a Summer Holiday House from the 50s-70s and Ancher House will be transformed into a lounge room commemorating the holiday slide night of old for a fulsome Holiday suite. On the closing Sunday of the exhibition 23 February I'm planning a display of the iconic VW Beetle and Kombi vehicles for everyone to enjoy. If you can display your VW, please contact me. **Dimity Mullane**, Penrith Regional Gallery & The Lewers Bequest, 86 River Road Emu Plains NSW 2750. Phone (02) 4735 1100 or email dmullane@penrithcity.nsw.gov.au

For Sale:- JS beach buggy - unfinished project. 1600 Motor has been rebuilt and all chrome cowling Included in sale: Chassis, Body, 2 brand new buggy/racing seats, lights, tyres, and various parts Any questions, just give me a call. Asking Price \$5,000 ONO. Phone Tony on (Mob) 0416 192 573 or email ton16v@optusnet.com.au

For Sale:- 1971 VW Beetle. Honey Brown Colour. Good condition. Sydney. Asking Price \$6000.00 NEG. Call Gerry on (mob) 0415 194 492.

For Sale:- 1995 VW Golf 3 GL 2.0. Manual, 5 doors, RED. REGO 10/14. Serviced every 6 months by VW dealer. In Showroom condition, Trophy winner at VW Nationals 2013 Original/ Standard. I take it for a drive on some weekends ONLY. Always garaged. 132000 kms. Perfect for the VW Golf connoisseur or collector. \$6300. Contact Carlos mob. 0419 276 636. (Camden) or email cbonini@dodo.com.au

For Sale:- I have a heap of VW parts, bodies and a Beetle with motor and a 1975 Passat single head light which goes all to sell and take. Anyone interested would be great. From my Dads estate and we have no real interest in keeping them. If you are interested, please contact Geoff Oakley on 0410 688

852 or email geoffoa75@gmail.com

Wanted:- I am in urgent need of a rust free (I'm hoping) **R/H side door to fit a 71 Beetle**, or a reasonable straight one maybe - or both inner & outer lower repair sections. The car is in the beaters NOW. I have been surprised to hear the door is F#*KED, and as it is my daily driver, I'm in pickle! Needless to say, a rapid response would be warmly appreciated. If you can help, phone John Gleeson on 0410 114 783 or email theresegleeson@hotmail.com

Ron Croft – 50 years of VW service.

Ron's wife recently let slip that her husband will celebrate 50 years of servicing Volkswagens, in January 2014. Ron is a long-time member of our club, and is the proprietor of C&S Automotive at Padstow, an equally long-time supporter of our club and sponsor of the VW Nationals. Plus Ron is an all-round great guy.

Ron began his apprenticeship with Lanock Motors at their Five Dock branch, in January 1964. In those days Lanock Motors had their head office and main sales outlet on William St in the city (the 'auto alley' of the '60s), while their commercial vehicles and used cars were sold at 'Carsell Park' in Camperdown, on the corner of Parramatta Rd and Australia St. Lanock Motors also had a sales and service branch at St Leonards (on the corner of Herbert and Frederick Sts), which doubled as their spare parts warehouse.

Lanock Motors' Five Dock branch (61 Parramatta Rd) was initially set up in 1956 as a vehicle distribution yard, but soon became a normal VW sales and service outlet. It was quite a large facility, stretching all the way back from its



General view of Lanock Motors Ltd., Five Dock Branch.



Reception area of Lanock Motors Ltd., main Service Station at Camperdown.

Parramatta Rd frontage, to Queens St behind. As well as a VW showroom and service workshop, Five Dock also included a VW body shop and panel beaters' with a baking oven, a VW accessories store, and the official VW factory training classroom. All young VW apprentices across the dealer network were sent there to learn the theory and practice of Volkswagen service, overseen by Lanock Motors Service Manager Bruce Butler. Ron was given official VW factory training at this facility, and given work in the Five Dock VW service bay.

In 1967 Ron moved to the main Lanock Motors service branch at Camperdown, which was located in the sawtooth frontage workshops facing Australia St. It was the largest VW dealer workshop in NSW, and for a few years in the 1950s and 1960s had a layout known as the 'tunnel of love' – VWs were driven in one end, serviced and cleaned along a line, then driven out the other end.

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In 1970 Ron moved to another official Volkswagen dealer, Muller and Muller Pty Ltd at Lakemba. They had begun as an independent VW repairer in the late 1950s, then gained official VW dealership status (initially called Muller and Markwell) in 1968 when the previous Lakemba VW dealer, Ronstan Motors, went to Toyota. Ron stayed at Muller and Muller for ten years, working on VWs through the introduction of the Passat in 1974 and Golf in 1976, the last Beetles in 1977, and the Golf diesel from 1978.


In 1980 Ron decided to branch out and start his own business closer to home, and together with fellow VW mechanic and friend Ted Savage, formed C&S Automotive (from Croft and Savage) in 1980. From the start they were happy to work on all makes, but with a special preference for

Volkswagens, and specifically newer watercooled VWs and Audis. Today Ron is probably the most experienced watercooled VW specialist in Sydney.

Ted retired in 2007, but to this day, after 34 years, Ron continues on at C&S Auto at Padstow, giving high quality service with a smile and a friendly face to all his Volkswagen customers (and a few others as well).

Happy 50th
 VW anniversary Ron!

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Klub Korrespondenz.

G'day VW Challengers,

Recently, during a search of some old hot rod magazines looking for any VWs that raced land speed, I found one I was not aware of.

Now land speed is defined as any top speed time trials of 1/2 mile or kilometre more in length, as recognised by the F.I.A. In a seventies Hot Rod publication I found a story on Hot Rod Magazine over the years and in the retrospect on the October 1954 issue, there was a photo of a 1953 Volkswagen Beetle competing in half mile time trials put on by the Cal-Neva Timing Association up north in California.



The Bug was driven by Dick Katayanagi and the top speed was a rousing 61.21 miles per hour (98.55 km/h) over the half mile airport course. And this was a 25-bhp, 1131cc VW engine. Dick later went on to work with the NHRA's infamous Safety Safari that helped make quarter mile drag racing the sport it remains today.

On another note, below is a link to the Hot Rod Magazine FaceBook site with a great photo of Juan Cole working on the Late Night Air Cooled Karmann Ghia (ex Britt Grannis Bonneville Ghia) at the Mojave Mile and Magnum this past October. Congratulations on the coverage guys!

<http://blogs.hotrod.com/hot-rod-races-the-mojave-mile-86497.html/mojave-mile-vw-karmann-ghia/#.UpLzB8iglj4.facebook>

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VW not to blame for fatal crash.

A Victorian coroner has ruled there were no systematic safety faults with the Volkswagen Golf being driven by a woman who died in a crash in Melbourne in 2011.

Coroner Heather Spooner said there was no evidence that the 2008 Volkswagen Golf 5 GTI of 32-year-old Melissa Ryan suddenly lost power, suggesting it was more likely that she was distracted by a hands-free telephone conversation she was having at the time of the crash.



Ryan died in January 2011 when her Volkswagen was hit from behind by a truck and crashed into a barrier on the Monash Freeway.

Ryan's family believed a defect with the car that caused it to suddenly lose power was responsible for her death, and called on the coroner to investigate the issue after approximately 300 other Volkswagen owners made similar claims of losing power in their cars.

Reports from the Federal Government's department of infrastructure and industry and Volkswagen Group Australia found no evidence of faults with the type of vehicle Ryan was driving, leading the coroner to her conclusion.

The car involved in the crash has been destroyed, making it impossible to conduct further testing.

Ms Spooner said the most probable cause of Ms Ryan's death was that she was distracted while having a hands-free mobile phone conversation with a friend at the time of the crash.

Spoooner recommended VicRoads consider a complete ban on using mobile phones when driving and suggested the development of in-vehicle technologies that prevented drivers from using phones while behind the wheel should be a subject of further research.

Ryan's family expressed disappointment with findings, saying they believed too much emphasis was placed on her telephone conversation and the report of the police major collision unit, which did not attend the crash scene, and hoped for a more comprehensive review of the complaints from other Volkswagen drivers.

Volkswagen Group Australia issued a statement today shortly after the coroner's findings were handed down, offering sympathies to the Ryan family.

"Our sincere thoughts and sympathies remain with the Ryan family in what are tragic and very distressing circumstances," the company said.

"Volkswagen Group Australia has refrained from making detailed public statements on the coronial inquiry out

of respect for the family and the coronial process, and will refrain from further comment.

"We thank the coroner for the thoroughness of the inquiry and the manner in which it was conducted.

Volkswagen Group Australia has fully co-operated with authorities and has actively assisted the coroner in her investigations.

"Volkswagen Group Australia acknowledges the coroner's findings that the vehicle did not contribute to the cause of the accident. Volkswagen Group Australia repeated this position throughout the investigation despite a number of reports which tried to link the tragic accident with a completely unrelated recall matter.

"Volkswagen Group Australia would like to reiterate that there is no correlation between the coronial inquest and the recent reports concerning the current transmission recalls.

"The vehicle at the centre of the coronial Inquest had a manual transmission with no identified issues while the recalls only relate to certain Volkswagen vehicles with DSG transmissions.

"Customer safety and satisfaction are the highest priorities for Volkswagen Group Australia and have been so since Volkswagen began operations here almost 60 years ago.

"Since 1954, Volkswagen has sold more than 800,000 vehicles in Australia and has more than 300,000 vehicles on the road today and is one of the top 10 selling brands in Australia."

More VW recalls.

The Volkswagen Group is recalling approximately 2.6 million vehicles around the world over three safety issues relating to the cars' dual-clutch transmissions, fuel pipes and electric systems.

Volkswagen says electric malfunctions may occur in the power supply of its DQ200 seven-speed dual-clutch DSG automatic transmission if synthetic oil is used, and has recommended customers use mineral oil instead.

The DSG recall affects roughly 1.6 million Volkswagen, Audi, Skoda and Seat vehicles globally, and approximately 11,000 in Australia. Six-speed DSG and manual gearboxes are not included in the latest recall.



Volkswagen Australia says it will notify all affected owners of vehicles with seven-speed DSGs filled with synthetic oil and advise them to visit a service department for an oil change.

The local division says it is currently about 40 per cent of the way through its recall of 25,928 DSG-equipped vehicles announced in June, and says customers who have already brought their vehicles in for that recall are not affected by the new announcement as the oil in their gearboxes has already been replaced.

Around 800,000 Volkswagen Tiguan SUVs have been recalled to replace a potentially defective fuse, which may blow, resulting in failure of one of the two vehicle light circuits, in turn causing individual light functions to fail.

The recall affects Tiguan models built between 2008 and 2011. Volkswagen Australia says roughly 16,700 Tiguans will be recalled in Australia, with the cars' defective fuses to be replaced by fuses with a stronger surface coating.

Additionally, 239,000 Volkswagen Amaroks have been recalled to assess the fuel pipes of their 2.0-litre TDI four-cylinder diesel engines, which may develop a leak within the engine compartment.



Volkswagen will fit a chafe protector to the affected points of the fuel lines of recalled vehicles to avoid any accidental damage.

Volkswagen Australia is currently investigating how many local Amarok customers area affected by the recall.

Now on the front foot after the company was widely criticised for its handling of June's DSG recall, Volkswagen Group Australia managing director John White said the brand would ensure the recalls were conducted "promptly and efficiently".

"We apologise in advance for any inconvenience that this may cause our customers," White said.

"We will notify our dealer network today and will commence planning for the rollout of these recalls immediately.

"Customer safety and satisfaction are the highest priorities for Volkswagen Group Australia."

Australia's Best Car Awards.

It's been another successful year for Volkswagen at the 2013 Australia's Best Car Awards, organised together by Australia's national motoring associations the NRMA, RACV, AA and RACQ. This month the recently launched Golf GTI took out the 'Best Sports Car under \$50,000' category, while the Touareg was once again named 'Best Luxury SUV'.

Volkswagen Group Australia's Managing Director, John White, was delighted to receive these two accolades. "With the Golf GTI topping the sports car category and the Touareg winning the luxury SUV segment, it really does go to show the wide range of exceptional vehicles Volkswagen has on offer today," he said. "The Golf GTI continues to lead in the segment it created, proving the model is the right blend of thrills, driveability and practicality."



The judges agreed, praising the GTI for its fuel efficiency, performance, build quality and style.

According to the judges, "On the open road, the engine delivers its best in effortless fashion, powering the hatch along at highway speeds without ever raising a sweat. Around town at city speeds, the Golf is equally at home."

Volkswagen's large SUV, the Touareg, emerges as Best Luxury SUV against some expensive competition.

"The Touareg is the right blend of quality, value and class-leading style. It's an exceptionally capable vehicle which will carry you in comfort and style, on and off the road," said Mr White.

The judges once again lauded the Touareg V6 TDI for its third win. "While there's no shortage of Luxury SUVs taking the fight to the Touareg in this class, few deliver as solidly across all Australia's Best Cars scoring lines as the big Volkswagen. Touareg V6 TDI is a bona fide all-rounder both on road and off, it can tow a heavy load, and do it all in comfort," said the judging panel.



'Australia's Best Car Awards', now in its thirteenth year, places the country's most popular vehicles through rigorous testing and analysis to determine the best vehicles on offer for consumers. It is the nation's most comprehensive and independent customer-focused vehicle testing and awards program.

More details on the Best Car Awards, plus similar awards by CarsGuide and Drive, will be published in the January issue of Zeitschrift.

Subaru overtakes VW in USA (not Australia).

Subaru USA has set an annual US sales record for the fifth consecutive year, outselling Volkswagen of America in 2013, with two months to spare.

Last year in the US the Volkswagen Group outsold Subaru by more than 100,000 vehicles, but this year it's a different story.

To the end of October, Subaru leads Volkswagen by almost 5000 vehicles, selling 347,890 cars compared to 342,962 Volkswagens.

Subaru sales increased 32 per cent in October and 28 per cent across the first ten months of the year. Volkswagen, however, posted an 18 per cent decline for October and was down four per cent for the first three quarters.



US sales are a source of frustration for Volkswagen executives, with the group's chairman, Ferdinand Piech, admitting to Bloomberg, "We understand Europe, we understand China, and we understand Brazil. But we only understand the United States to a certain degree so far."

Volkswagen's record sales year in the USA was back in 1970, when 569,000 Beetles and almost 200,000 VW buses were sold. Americans have since never embraced the modern VW range, despite a US factory operating in Pennsylvania building Rabbits (Golfs) from 1978 to 1988. VW sales dropped to below 50,000 in 1993, when the German maker considered withdrawing from the USA altogether.

The New Beetle was designed especially for the USA, and allowed VW sales to recover to 350,000 by 2000. Sales dropped again to 213,000 by 2009, but since then a new factory in Tennessee making US-spec Passats has recovered sales to 438,000 in 2012. Future US VW models remain uncertain; the Phaeton and Chrysler-built VW Routan minivan were failures, while the T5 Transporter/Caravelle, Amarok, Crafter, Caddy, Up, Polo and Scirocco are not imported. Even the Golf 7 is yet to appear, as VW of America sources its Jetta/Golf from Mexico rather than Germany.

Meanwhile Americans continue to love SUVs. Sales of the Subaru Forster have increased 137 per cent to 121,581,

accounting for more than one in every three vehicles sold in the US by the Japanese manufacturer. These are assembled in the joint Subaru/Toyota plant in Lafayette, Indiana.

In Australia, Volkswagen and Subaru shared distributors and dealerships from 1973, when LNC Industries also took on the Japanese franchise. Subaru overtook VW in local sales in 1977. Both Subaru and VW were imported by TKM in the 1990s, but both makers reverted to factory distribution in the 2000s. Volkswagen finally regained their sales lead over Subaru in 2011 after 34 years, and so far this year are well ahead with 45,240 sales (to October) compared with 32,308 for Subaru (down 4.9% on 2012).

CrossBlue Coupe.

Revised specifications of the Volkswagen CrossBlue Coupe concept have been announced, suggesting the German car maker is refining the vehicle ahead of a potential launch later this decade.

A rival to the likes of the Range Rover Evoque, the five-seat plug-in Volkswagen CrossBlue Coupe concept initially debuted ahead of April's Shanghai auto show.

Now just days out from its US premiere at the Los Angeles auto show, Volkswagen has revised the efficiency claims of its 305 kW/700 Nm hybrid powertrain, which comprises a 220 kW/500 Nm turbocharged 3.2-litre V6 petrol engine, a lithium-ion battery and two electric motors – a 40 kW/180 Nm unit at the front and an 85 kW/270 Nm unit at the rear.



Originally claimed to achieve a hybrid-mode combined cycle fuel consumption figure of 3.0 litres per 100 km and a pure electric range of 33 km (with the rear motor exclusively powering the concept to speeds up to 120km/h), the LA-bound version has been revised with a figure of 3.4L/100km and a 20.9km range.

The four-wheel-drive concept's total claimed hybrid range has also been reduced from 1190km to 917km.

The CrossBlue Coupe concept's acceleration and top speed claims remain unchanged at 5.9 seconds 0-100 km/h and 236 km/h respectively.

With no public explanation for the alterations, the only obvious difference between the two specifications is the cars' centre tunnel-mounted lithium-ion battery. Originally a 9.9 kWh item, the updated concept has an energy capacity of 9.8 kWh.

Based on the Volkswagen Group's MQB platform, the German car maker says, if it were produced, the CrossBlue Coupe could be fitted with conventional four- and six-cylinder engines able to be run on petrol, diesel, or compressed natural gas (CNG).

Volkswagen head of design Klaus Bischoff said the CrossBlue Coupe concept will "undoubtedly have an influence on future SUV models".

10 million Mexican VWs.

Volkswagen recently celebrated the production of 10 million cars at its Volkswagen de México manufacturing facility in Puebla, Mexico. The 10-millionth car was a Volkswagen Beetle GSR, a limited edition, 1970s-inspired Beetle that went on sale in the United States last month.

"This is an important milestone and symbol of Volkswagen's long-term commitment to the North American market," said Jonathan Browning, President of Volkswagen of America, Inc. "It's only fitting that the milestone car is a Beetle in light of this being the 75th anniversary of the car. Puebla has been manufacturing quality Beetles and other Volkswagens for the United States for nearly 50 years, and continues to play a key role in our growth strategy."



Volkswagen Puebla is the largest automobile manufacturing plant in North America, and the second largest Volkswagen manufacturing plant in the world. The company has investments of more than \$5 billion planned in the U.S. and Mexico in the next three years to lay the foundation for further growth in the North American market.

Puebla began manufacturing the original VW 1200 Beetle in 1967. Since then, the plant has produced more than 3 million Beetles (including the New Beetle and current Beetle), and currently manufactures the Beetle, Beetle Convertible, Jetta and Jetta SportWagen for the U.S. market. The Jetta SportWagon is sold as the Golf Estate or Golf Wagon in other export markets, such as Australia. The Mexican plant will begin production of the 7th generation Golf for the North and South American markets in early 2014.

The 2014 Beetle GSR is a retro-themed yellow and black model inspired by the Europe-only 'Yellow Black

Racer' of the 1970s. The GSR features the new EA888 turbocharged and direct-injection 2.0-liter TSI engine, giving it more power, torque and better fuel economy. Only 3,500 of the special edition Beetle GSRs will be built. VW of America sells the Beetle, Beetle Convertible, Eos, Golf, GTI, Jetta, Jetta SportWagen, Passat, CC, Tiguan, Touareg, and Routan vehicles through approximately 600 independent U.S. dealers.

Volkswagen de México's Puebla plant is the biggest automobile factory in North America. All the processes needed for complete car production, including the machining and assembly of engine and axle parts and body stamping, are performed on-site. The production capacity is approximately 2,500 vehicles per day. In 2012, the plant produced 604,000 vehicles, setting a new production record. Approximately 84 percent of this volume was exported to the world markets. The company has approximately 18,350 employees.

Another new VW factory in China.

The Volkswagen Group and its Chinese joint venture FAW-Volkswagen have opened the new vehicle production plant in Foshan, Southern China. In just under two years, the Group has constructed a highly-advanced, resource-efficient car manufacturing facility at the new location in Guangdong province. First-stage production capacity is 300,000 vehicles per year. It is planned to double capacity in the medium term. The first vehicle to leave the assembly line in Foshan is a seventh-generation Volkswagen Golf. The Audi A3 will also be built in Foshan from the end of 2013. The Foshan plant is the first VW production facility in China based on the modular transverse toolkit (MQB) and can simultaneously build Volkswagen and Audi models.

"Volkswagen in China stands for both green mobility and sustainable growth. Our new plant in Foshan combines state-of-the-art technology with particularly efficient resource management," Prof. Dr. Jochem Heizmann, President and CEO of Volkswagen Group China, said. "This new plant creates 6,500 skilled jobs and will systematically foster new talent. We are thus laying the foundations for an innovative and sustainable automotive industry in Southern China."

The Foshan facility was the first car factory in China to receive a Triple-Star Green Building Award, the highest state award available for environmentally compatible factory design. 100 percent of the plant's wastewater is treated and reused, and almost 90 percent of the waste and packaging material from the production process is recycled. Like all Volkswagen plants in China, Foshan has been certified to the ISO 14001 standard. The new factory ranks as the most modern and one of the most environmentally-friendly car manufacturing plants in China.

China is the Volkswagen Group's largest sales market worldwide. In 2012, the company delivered more than 2.81 million vehicles to customers in the country. In the first eight months of this year, deliveries rose by 17.9 percent compared with the comparable prior-year period to 2.05 million vehicles.

FAW-Volkswagen was established in 1991, 40% owned by the VW Group and 60% by China's First Auto World Group. The first two vehicle production plants, one in Changchun and one in Chengdu, were established by utilizing plant and equipment from the closed VW plant in Pennsylvania. VW Golfs, Boras, Jettas and Passats were built in a variety of generations and local names (such as Sagitar, Magotan and Jetta Koenig and Pionier). The first FAW Audis were assembled in 1995. The one-millionth FAW-VW was built in 2004, the three millionth in 2009 and one millionth Audi in 2010. In 2011 FAW-VW made one million VWs in just 8 months.



Today FAW-VW builds the VW Bora, Jetta Night, Sagitar, Golf and Magotan (Passat) and several modern Audi models. VW's other Chinese partner, Shanghai-VW, is equally large and makes another 1.2 million VWs a year, including the Santana, Polo, Polo Lingqu, Lavida, Passat, Tiguan, Touran and numerous Skodas.

The Volkswagen Group is building four further plants in China this year and over the next few years. By 2018, the number of employees will have increased from the present 75,000 to 100,000, and annual production capacity will have risen from around 2.6 million to over four million.

VW Routan dead (again).

Volkswagen halted production of the Routan minivan in late 2012 due to low sales volume, but there were reports swirling around that it would live on and continue production alongside the closely related Chrysler Town & Country and Dodge Grand Caravan. But now VW says that it will indeed stop Routan production for good, The Detroit Bureau reports.

Chrysler hasn't built a single Routan for VW in 2013. The Detroit Bureau reports that some 2014-model Routans have been built, but they aren't for sale to the public – they are fleet-only affairs.

VW of America conceived the Routan in the mid-2000s to fill a US-market gap for a VW passenger mini-van. European VWs such as the T5 Caravelle/Multivan, Sharan or Touran were not possible due to high import duties, so VW needed to source a domestic alternative. A joint venture with



Chrysler and their Windsor, Ontario (Canada) factory resulted in a Volkswagen-badged version of the Chrysler Town & Country / Dodge Grand Caravan minivan. It has the usual Chrysler 3.6, 3.8 and 4.0-litre V6 engines and Chrysler 6-speed auto.

VW originally intended to sell between 45,000 and 50,000 Routans per year in the USA and Canada, where 700,000 minivans are sold each year. But since it was introduced for the 2009 model year, annual sales of the minivan have averaged only 11,500 units. VW has sold just 57,683 Routans altogether in five years.

Piëch won't step down just yet.

German newspaper Handelsblatt reports that sources close to Volkswagen's chairman (and former CEO) Ferdinand Piëch have said that the 76-year-old chairman will step down amidst health problems. But VW is denying the reports, according to Reuters.



Piëch is a grandson of Ferdinand Porsche, original creator of the Volkswagen. He is the son of Louise (Porsche's daughter), and thus also the nephew of the late Ferry Porsche. He worked at Porsche from 1963 to 1971, designing the 906 and 917 race cars. In 1972 he moved to Audi, where he designed the 5-cylinder engine and the Audi 80, 90 and 100 saloons. He also instigated the famous AWD Audi quattro and its WRC rally car development. He moved to Volkswagen in 1993, replacing Carl Hahn as VW Chairman. He greatly expanded the Volkswagen Group, bring VW back to

profitability and purchasing Lamborghini, Bugatti, Bentley and Scania. He retired as VW CEO in 2002, instead heading up the VW Supervisory Board.

A VW spokeswoman said, "Dr. Piëch is in the best of health and will remain supervisory board chairman of Volkswagen for a long time."

Handelsblatt also wrote that Piëch wanted current VW CEO Martin Winterkorn to take over as chairman, and that finance chief Hans Dieter Poetsch also might be considered for the position.

4.88 million VW cars to October.

Volkswagen Passenger Vehicles has delivered 4.88 million vehicles so far from January to October this year. That is 3.4% more than the 4.72 million during the same 10 months last year. VW handed over 511,400 vehicles to customers in the month of October alone (2.0% more than October 2012).



"Deliveries by the Volkswagen Passenger Vehicles brand made satisfactory progress in October despite the ongoing economic uncertainty in some regions. We continued to grow in the Asia-Pacific region where deliveries in China, our largest single market, remained very encouraging," VW Sales and Marketing Manager (VW Passenger cars) Christian Klingler, said in Wolfsburg last week.

Business on the overall European market remained difficult, with Volkswagen Passenger Vehicles delivering 1.37 (1.44; -5.3 per cent) million cars in this region in the period to October, of which 682,200 (719,100; -5.1 per cent) units were handed over in the Western Europe region (excluding Germany). At 464,100 (501,300) units, new car deliveries to customers on the home market of Germany from January to October were down 7.4 per cent. Volkswagen Passenger Vehicles handed over 220,500 (223,100; -1.2 per cent) vehicles to customers in Central and Eastern Europe in the period to October, of which 129,900 (137,200; -5.4 per cent) units were delivered in Russia.

In the North America region, Volkswagen Passenger Vehicles grew deliveries in the period to October by 0.9 per cent to 513,100 (508,500) units, of which 343,000 (357,400; -4.0 per cent) models were handed over to their new owners in the United States. In the South America region, deliveries

from January to October declined by 13.9 per cent to 602,500 (699,700) units, of which 454,000 (546,500; -16.9 per cent) were handed over in Brazil.

By contrast, the positive momentum for the brand in the Asia-Pacific region continued in the period to October with Volkswagen growing deliveries there by 16.2 per cent to 2.20 (1.89) million vehicles. 2.02 (1.71; +17.9 per cent) million vehicles were delivered in China (including Hong Kong) during the same period. In contrast, deliveries in India declined to 51,000 (57,400; -11.0 per cent) units.

Australian Volkswagen sales for October were 4,910, down 11.7% on October 2012. The Golf scored 1,967 sales for the month, the ninth-best-selling car on the market and out-selling the Holden Cruze. Year-to-date Volkswagen sales (January-October inclusive) are 45,240, just 1.2% less than the same period last year. VW is still confident of matching last year's result for the entire year.

As for VW's world-wide competitors, Toyota Motor Corp is still the world's best-selling car company so far in 2013, but General Motors and Volkswagen are closing in.

Figures for January-September shows Toyota sold 7.412 million vehicles over the nine-month period, up less than one per cent on the same period last year. Its group-wide global sales tally includes sales from its affiliate brands, Daihatsu Motor Co. and Hino Motors Ltd.

In comparison, US giant General Motors sold 7.25 million vehicles, representing a 4.6 per cent rise on the same period last year, while Volkswagen sold 7.03 million cars during the same period, up almost five per cent year-on-year. However, Volkswagen's sales figures exclude its Scania and MAN truck brands, which combined account for around 200,000 vehicles a year.

Volkswagen has previously stated that it intends to reach the 10 million sales mark before 2018.

Golf awarded the 'Golden Steering Wheel' award 2013.

Volkswagen's Golf has once again secured one of the year's major car industry accolades, the 'Golden Steering Wheel 2013'. The award was presented recently in Berlin to Dr. Heinz-Jakob Neusser, Volkswagen Brand Development Manager. Volkswagen also received the Golden Steering Wheel for Advertising, with the judges praising the launch



campaign surrounding the new Golf 7. The marketing award was accepted by Christian Klingler, Volkswagen Sales and Marketing Manager.

The internationally acclaimed 'Golden Steering Wheel' was awarded by AUTO BILD and BILD AM SONNTAG for the 38th time as the prize for outstanding new releases in the car industry. Along with over 200,000 readers, a jury comprising motoring journalists, technicians, racing drivers, designers and celebrities took part in the voting. The Golf prevailed over its competitors in the category Small/Compact Cars.

"This new accolade represents both recognition and motivation for us. The Golf is and remains an undisputed bestseller, of which more than 30 million have been produced to date. We are certain that the Golf, with its many drive and safety systems, is well equipped for the future in the coming years", Dr. Neußer said at the presentation ceremony.

The award ceremony also included the presentation of the 'Golden Steering Wheel for Advertising' to Volkswagen for its campaign "Der Golf. Das Auto." The choice of the best campaign was made by means of a multi-stage process involving public internet voting, as well as evaluation by a jury of eleven individuals including representatives from the advertising sector, media agencies and market research institutions.

"The aim of advertising is to touch people – through authentic, human, appealing and clear messages. I am delighted that we succeeded so well in doing that with this campaign and were able to win over not only the jurors and the majority of the readers, but above all the purchasers of the new Golf," said Klingler upon receiving the Golden Steering Wheel for Advertising.

Besides the Golden Steering Wheel, the seventh generation of the Golf has already won numerous accolades, such as 'World car of the Year 2013', 'Auto Trophy', 'Best Cars 2013' and a Wheels Magazine 'Gold Star Value Award' for the Golf 90TSI. The major Australian annual car awards will be announced in the new year.

Volkswagen Group tops global R&D investment ranking.

The Volkswagen Group is the world's largest private sector R&D investor.

That is one of the key findings of the European Commission's annual 'Industrial R&D Investment Scoreboard', based on a sample of 2,000 international companies from various sectors of industry taken in 2012. With research and development costs of 9.5 billion Euro (7.2 billion Euro in 2011), the Volkswagen Group tops the study's ranking for the first time, and is the only German company in the top ten.

"For us, the latest findings from the European Commission's study are further confirmation of our strategy. Faced with tough global competition, Europe must focus more systematically on environmentally-friendly technologies and competitive products. Investment in research and development is both the foundation and the

prerequisite for that, which is why the Volkswagen Group will continue with targeted investment in its innovative strength. We will remain a powerhouse of ideas for the European automotive industry", Prof. Dr. Martin Winterkorn, CEO of Volkswagen AG, said.



The research and development activities of the Volkswagen Group with its team of over 40,000 R&D specialists focuses on expanding the Group's model range and continually improving the efficiency of vehicles, technologies and drivetrains. A large share of the Group's investment is dedicated to achieving a further significant reduction in the CO2 emissions of its new vehicle fleet. As a result, these efforts center on the electrification of the vehicle portfolio, improving the efficiency of the engine range and expanding the choice of alternative drive technologies.

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The Toy Department.

Merry Christmas to all and a Happy New Year – I hope your Christmas stockings will be bursting with new VW toys this year.

By the time you read this edition of the Toy Department it will be some 3 weeks since Schuco Germany came through with their promise to release the 1/18 scale VW T2a camper - which has been 3 years in the making, but certainly well worth the wait.



Like all the others every door every part including the roof is fully operational with fabric curtains and pop top – it really is a superb model.

Schuco surprised us all as not only did they release the long anticipated red version but also a green one too.

As always there are limited editions and are limited to 500 in each colour and will mainly be available on line commencing in Germany.



This 1/18 scale limited edition 'last model Mexican Beetle' also made by Schuco has just as much detail and superior finish as the T2a camper.

Recently also on Ebay I came across this 1/16 split window bus. It is remote control with working headlights and plays music. It comes in red and green. It appears to have a European charger which may need an Australian converter which is available at all good electronic shops. For \$40.00 plus postage it's not bad stocking filler.



Recently Sun Star have expanded their range of 1/12 models to include a 23 Window Samba Deluxe Bus with operational rag top roof, and a one millionth edition 1955 Beetle as seen here.



Expect to pay between \$260 and \$285 for the Kombi but you are getting a very detailed and large model. Merry Christmas to all!

Tony Bezzina
kbezzina@bigpond.com



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theatre. It has just been reopened after a six-month multi-million dollar rebuild and renovation, with new digital projection and upgraded FM radio sound system, rebuilt 'Happy Days' '50s style diner, new kids play area and an outdoor sunlounge viewing section.

Melbourne got Australia's first drive-in in 1954, in Burwood, but Sydney had to wait two more years. Greater Union (now called Event Cinemas) and Hoyts combined to make a joint operation to construct and operate 'Skyline' drive-in theatres. Consolidated Drive-Ins, as the joint venture was called, opened the first Sydney Skyline drive-in at Frenchs Forest on 23 October 1956.

Flat Four VW club run to Blacktown Skyline Drive-In.

Here's the pictures I took for the Drive-In event. It was good to get together with the Flat Four guys, as we hadn't done that for a while. We only knew about this event a couple of days beforehand from their website and the aussieveedubbers forum, and Aaron posted an email to all our members.



We met at McDonald's at Prestons at 4.00pm on Saturday 16 November. There were 16 members from the Flat Four Club; they had 4 Kombis and one 'ring-In' while we had Phil and Lily in their VW Bora, myself in the Kombi, Craig and Martha in their 1972 Beetle and Kathie (hope I spelled the name right) and Alex in their 1976 blue and white Kombi. A pretty good turnout for such short notice. At about 5.00pm we started our drive to Blacktown. The Flat Four guys decided to take a short cut and get on the M7 (they had etags), while we took the long road to the Drive-In via Cowpasture Road, Wetherill Park and the Great Western Highway and arrived at the Drive-In about 5.50pm.

Blacktown is Sydney's last remaining drive-in movie

Two more opened the very next night, another Consolidated Skyline at Dundas, and a competing 'Metro' drive-in at Chullora owned by MGM (who ran theatres in Australia in those days). MGM's main theatre in Sydney city was the St James, next to David Jones. It debuted *The Love Bug* when it opened in late 1969, and was demolished in 1971 for an office block. But the MGM Chullora Metro drive-in was a twin drive-in, holding 1,320 cars in two fields and was the largest drive-in in Australia (until the 1,470 car Clayton twin was opened in Melbourne a few years later). Bass Hill Skyline opened in 1957, as did the independent Star Drive-in at Matraville. The Caringbah and North Ryde Skylines opened in 1958. That made seven. Consolidated applied for licences to build more drive-ins at Arncliffe and Fairfield, but Arncliffe was refused and Fairfield was delayed until 1965, when it opened as the independent El Rancho. It joined the Skyline group in 1969.

Blacktown Skyline was opened in 1963, followed by more Skylines at Penrith and Liverpool in 1967, and Warriewood in 1971. The Narellan Gayline was another independent, opened in 1968. It was apparently the family's name. Today there is a Gayline Drive in Narellan, which used to be the entrance road into the drive-in, but today it's all houses. The last Skyline to open was Parklea, in 1977, which made 14 drive-ins altogether.



The Consolidated venture broke up in the 1970s, and the two companies ran their own chain of Skylines. Hoyts Skylines were at Bass Hill, Caringbah, Dundas, Frenchs Forest, Parklea and Penrith, while Greater Union Skylines were at Blacktown, Fairfield, Liverpool, Matraville, North Ryde and Warriewood. MGM also pulled out of Australia, and its assets were sold to Greater Union. Chullora was sold to developers and closed in 1978. Today it's the Big W shopping centre and the Islamic school next door.

Blacktown was twinned in 1984, and Bass Hill in 1988, but all the rest were closed. Today Dundas, Matraville and Warriewood are high-density housing, North Ryde and Frenchs Forest are industrial subdivisions (Frenchs Forest has a Skyline St where the drive-in used to be). Fairfield is the Mary McKillop school, Liverpool is a retirement home, Parklea is Parklea Markets and Caringbah is a Bunnings, McDonalds and Red Rooster. Penrith's layout ramps, entrance road and demolished foundations are still there - as a carpark for the UWS Werrington campus.



In the 1990s Greater Union stopped using the 'Skyline' name for their remaining drive-ins at Bass Hill and Blacktown. Do you remember the fantastic Herbie movie night we had at Bass Hill in 2005? Bass Hill finally closed in 2007 and is now high-density housing, although there is a Greater Circuit and a Union St on the site. Blacktown remained but became run down until its recent renovation.

The entry fee was \$10 a person, pretty cheap for a double feature. We all watched Turbo in Field 1 which started at 8.30pm, and those who were willing to spend the night watched the next movie Thor which started at 11.00pm till about 12.30am Sunday morning. I was told that if the weather was a bit kinder, the place would have been full of hot rods but as it turned out the cold weather and rain threatening to come down in buckets, only a few hot rods were there. Still plenty of cars there including a Model T Ford and some Chevs and early type Holdens and many other custom vintage cars.

If you enjoy junk food, the American style diner was the place to eat out. They had many types of burgers, beef with fries, southern chicken burgers and Happy Cow burgers for \$8.00 each. I enjoyed the banana sundae with ice cream and cream. The atmosphere was 'Happy Days' feeling and I had that happy feeling looking at those beautiful girls in their short striped red and white skirts who were serving us during the night. Phil said Lily enjoyed playing on the swings but they haven't quite done them properly; they need to be lit with fairy lights, and the wood-chip safety base got on her



shoes and clothes and later into the car.

We wandered around and looked at the other changes the drive-in had made. We soon saw how Event Cinemas had funded the renovations - they had sold off a large chunk of the drive-in's land to developers, and a large hotel called the Atura Blacktown has been built up. It takes up all the old entrance road and about a third of the original Field 1 on the south side. The original screen had to be demolished, and a new smaller one built much closer in as the land was lost. Some of the car positions are not usable due to the boundary fence being in the way. And the lights from the hotel windows are right beside the screen, which is really annoying. The whole thing is a bit of a schemozzle.

If you didn't have an FM radio or 'accessory' ignition switch in your car, there was the option of borrowing a small radio from the diner. You hand in your licence and when you return the radio back, they give you back your licence. Watching the movie with the sound coming from the portable radio wasn't all that good. It was a bit like the tinny window speakers that drive-ins used to use. Blacktown still has those ones on the poles as a heritage display, but they are bolted in place and don't work. If the weather was fine, I would rather watch the movie sitting down on those layback chairs provided for you in front of the diner.

Anyway I left half way during the Turbo movie because it started to rain heavily and it wasn't much fun watching a movie with the rain pelting down on the windscreen. Congratulations to all those members who came along, it was still an enjoyable experience and I hope we can do it again when the weather is fine.

Joe Buttigieg





almost 100 VWs watercooled to aircooled in attendance.

This location is perfect, with the sun and sea breeze with back the drop of Botany Bay. There are plenty of passing walkers, joggers and cyclists, many who pause to take a look at these popular cars (and buy a BBQ sausage roll). There were three Herbies in attendance, which also helped to draw the old and young in for a peek.

The quality of cars on the day is a credit to their proud owners (how do they get such straight panels?) A good showing of cars on Historic Plates also gives their members a chance to clear the chokes on the run to the Bay. We want to see

Boris' Picnic Day. Sunday 24 November.

Boris's Birthday Picnic Day for 2013 was held at the usual venue, Cook Park at Dolls Point on the foreshore of Botany Bay.

It was a huge success. The variety and number of cars and vans was an excellent cross section of Volkswagens, with

more cars on Historic Plates attending these events.

Missing this year was Lily's fabulous cup cakes, maybe next year (she was at a birthday party that day while I was home crook - Ed).



Brian Walker made a guest appearance, this being his first outing since his big op.

As always the BBQ tag team provided the food and drinks to car owners and lookers and the odd dog. Yes, no one goes hungry (or thirsty) at a Club VeeDub event.





Thanks to all who turned up with their pride and joys and Club VeeDub volunteers who provided a well run day. Thanks also to Peter James for the photos.

If you missed Boris's Birthday watch for our next club run to Stanwell Park in January, hosted by Aaron, and bring your vehicle.

Norm Robertson

Nulon factory tour. Wednesday 27 Nov.

On Wednesday evening, 27 November, our club was invited on a tour of the Nulon factory at Moorebank. This involved a classroom-style talk on oils and lubrication, with questions and answers, followed by dinner, a tour of the plant and free samples to take home!

We met at the factory premises, a brand new facility in a new estate just off Anzac Rd at Moorebank, near Wattle Grove. There were a dozen or more VWs, old and new (mostly older ones) in attendance.

Nulon was founded by Leon Simons in 1980, with just 9 specific lubrication products amid tough competition from global and Australian businesses. But his drive and enthusiasm for the industry has led to Nulon becoming one of Australia's most successful business stories.



Today Nulon remains a proud Australian family-owned company, and sons John and Greg Simons (both joint managing directors), continue to take the company from strength to strength with more than 70 high performance products and a new multi million dollar state of the art production facility that were were about to see.

After a long car park gettogether and chat, we went inside to the main meeting room for the talk. The Nulon tech guys went through how engine oils work, and how technology has changed and improved the product over the years. The workings of multigrade oil was explained (Volkswagens should NOT use mono-grade oils any more!) and then modern synthetic oils and how they are different, and in most cases, better than mineral oils – at least for modern VWs. The various different oil standards were explained, such as VW's own '500 series' oil codes. Finally the guys went through the large range of Nulon's various products and how they work.

There were a few questions from the racing VW guys, with Nulon recommending more deluxe fully synthetic oils



for those harsh conditions. We did remind the Nulon tech guys that air-cooled VWs use oil as a cooling medium as well as lubrication – their oils must absorb and release heat, not resist it as modern synthetics do. That, plus the lack of oil filter and a short oil change period (just 5000 km), rules out expensive synthetics for air-cooled street VWs.

We then stopped for dinner – Nulon provided Pizza Hut pizzas for everyone, plus soft drink, tea and coffee. We munched and chatted amongst ourselves and with the Nulon guys, who were happy to answer all our questions.

We split into four groups, and were then taken on a tour of the factory, which is divided into four basic sections, as well as additional areas such as the laboratory, offices, lunchroom and facilities.

The delivery and storage was the first area. Tanker trucks arrive with the basic hydrocarbon components, which



are pumped into the indoor bulk tank farm where bulk fluids are stored. Each storage tank has its own dedicated supply line to eliminate contamination. The tanks are made of premium stainless steel, carbon steel and HDPE plastic depending on the fluid being stored. The entire area is bunded to ensure that in the unlikely event of any spillage the area will remain environmentally safe. Each bulk fluid also has its own dedicated delivery pump and valves. All are computer controlled.

Next we saw the production area, where the raw materials are blended. Nulon uses a state of the art computer controlled system to ensure the consistency of all the blends produced. The formulations are pre-stored in the system, with the operator simply identifying the recipe required and the tank in which it is to be blended. The system automatically opens valves, turns on pumps and adds bulk fluids in the correct sequence while also controlling heating and agitation of the blend. The system prompts the blender to make small additions of additives when necessary and advises of the quantity to be added. These additions are made via the small add tanks that are below at the front of the blend tanks.



No expense was spared to create this state of the art production facility, with premium stainless steel pipes and 5,000 to 10,000 litre blending and filling tanks. All blending and filling is done by weight, for complete accuracy, with each tank sitting on electronic load cells which accurately monitor the weight of the blends and feed the information to the high tech computer control system.

All of the Nulon facility is kept under insulated protective cover to prevent any variants that the local climate can offer, ensuring the product stays consistent throughout the whole facility. To prevent contamination between chemicals, each product line has its own dedicated pump and delivery system from initial receiving to final blending and packaging. This ensures that no cross contamination occurs at any stage, thus providing the highest quality and consistency of every product. To further enhance this - each blend is processed through its own dedicated filtration unit to remove any foreign material before filling occurs.

Each process is overseen by a fully trained dedicated professional to ensure finite quality control from the delivered raw products to the finished oils, lubricants and coolants Nulon offers. All blends are also constantly tested in the laboratory against strict quality control guidelines before



being cleared for transfer to the packaging area.

Nulon's semi-automated processing line uses state of the art filling, capping and packing processes. The filling area of the factory is separated from the rest of the production area to make it safer for the team and prevent any cross contamination between products.

The vast majority of Nulon's coolants and engine oils are filled and packed on a specifically designed filling line. This Australian made line consists of an in-feed conveyor, a four-head filling machine, automatic capper, batch coder, auto taping machine and a carton labeller.

Once the packaging of the product is done, the



completed boxes are stacked in the warehouse. Aisles are wide to provide maximum visibility for the safety of forklift operators and pedestrians alike, and to provide quicker loading turn-around time. The storage area is as safe as it could be - with all flammable and dangerous goods, such as aerosols, stored in separate caged areas.



We returned to the meeting room for a final coffee, and the Nulon guys had opened numerous boxes of product for us to take as we wished. The Nulon guys quizzed us on the model, age, condition and usage of our VWs, and offered us oil, or additives as appropriate. Some also took gearbox additives, or fuel cleaners, and even octane boosters.

Everyone left extremely impressed and grateful for Nulon's generosity. It was a fantastic night, and everyone certainly enjoyed themselves and learnt a little about their car and its fluids. And I suspect the sales of Nulon products may go up a little bit!

Thank you to everyone at Nulon for a fantastic evening.

Phil Matthews

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Volkswagen wins the 2013 World Rally Championship.

What a spectacular season! Volkswagen Motorsport took out all three Championship titles in their WRC debut year – Drivers, Co-Drivers and Manufacturers Championships. The VW team also rounded off the 2013 rally year with another victory; a final triumph at the last event of the year, Rally Great Britain in November, made it the tenth overall success in the 2013 season for the Volkswagen team.

In the very first rally of the season, the famous Monte Carlo Rally back in February, the VW team finished just 1 minute 39 seconds behind the winning Citroen of 9-time champion Sebastien Loeb. VW's first win was celebrated in February at the very next event, in the freezing cold of the Swedish Rally. Further victories followed in Mexico, Portugal, Greece, Italy, Finland, Australia, France and Spain. VW finished second in Argentina, and only missed the podium altogether at Rally Deutschland.

A triumphant conclusion to a fantastic season: World Champion Sébastien Ogier and co-driver Julien Ingrassia took victory at the final rally of the year in Great Britain. The successful duo fought hard for four days up against the most difficult conditions and confidently held onto their lead. "Simply fantastic, I am so happy," beamed Ogier as he crossed the finishing line to complete the rally. "A really big thank you to the whole team, the car performed perfectly. A great season for me. I hope we will defend the title in 2014!"

Team-mate Jari-Matti Latvala also put in a great performance, as he was able to celebrate a spectacular second place in the overall standings. Latvala racked up a final stage win with a time of 2:38.5 minutes over the Great Orme course, the last Special Stage of the season.

The team of Andreas Mikkelsen/Mikku Markkula also showed remarkable pedigree on the road at the Wales Rally GB: Mikkelsen once again demonstrated his potential with two fastest times on Saturday. The pair ultimately recorded an impressive fifth place in the overall standings at the rally.

Sébastien Ogier, Volkswagen Polo R WRC #8, said "This is the perfect end to a perfect season. I am very happy, and extremely proud of this win, as the Rally Wales is one of

the toughest on the calendar. Things have not always gone to plan here for me in recent years. We just tried to maintain the gap through to the finish today. Now that the season is over, I can look back on what has really been an incredible year. The team did a fantastic job in our debut year. They made this fantastic success possible by providing me with a magnificent car."

Jari-Matti Latvala, Volkswagen Polo R WRC #7

"Second place at the final round of the season is a decent result, but I had hoped for more at my 'second home rally'. Our pace was basically okay, but unfortunately I made too many small mistakes to put Sébastien Ogier under any real pressure. I was really hungry to win this rally for a third time in a row, but Séb produced a perfect performance. When he is in this kind of mood, he is virtually unbeatable. Looking back on my first season with Volkswagen, it has definitely been a rollercoaster ride, but I now feel right home in the Polo R WRC."

Jost Capito, Volkswagen Motorsport Director:

"You could hardly wish for a better end to what has been a fantastic WRC season for us. A one-two, with all three drivers in the top five – the Rally Great Britain was our most successful rally of the season. We witnessed a magnificent duel between Sébastien Ogier and Jari-Matti Latvala. And a very mature and quick Andreas Mikkelsen, who was challenging for a spot on the podium. Unfortunately it was not quite to be for him, despite showing plenty of fighting spirit. We can have high hopes for all three Volkswagen drivers in the 2014 season. We have not suffered one engine failure during the 2013 season, nor have we lost a single chassis as a result of a crash. That is extraordinary."



The World Rally Championship was first contested in 1973, as an expansion of the previous European Rally Championship. Initial rally cars were Group 2 and Group 4 production-based cars, with Alpine-Renault, Lancia Stratos and Fiat Arbarth the most successful cars of the early era. The Drivers' Championship began with the 1979 season, when Sweden's Björn Waldegård became the first World Champion in his Ford Escort RS2000.

VW's Audi subsidiary was the first to enter an AWD rally car with the mighty Audi quattro in 1980, and powerful Group B rally cars were allowed from 1982. These allowed

almost unlimited modifications and unbelievable power outputs, ultimately more than the F1 race cars of the time. Audi won the World Manufacturer's Championship in 1982 and 1984, while Audi drivers Hannu Mikkola and Stig Blomqvist won the Drivers' World Championship in 1983 and 1984. Audi's Michelle Mouton and her co-driver Fabrizia Pons became the first female winners of World Championship rallies, and were extremely popular with the rally fans. The Group B rally cars, such as the ultimate short wheelbase Audi quattro Sport S1 of 1986, developed over 660 bhp and could accelerate 0-100 km/h in 2.3 seconds – on gravel! The WRC was then the most popular brand of motorsport in the world.

A series of fatal crashes in the 1986 season forced the FIA to outlaw Group B rally cars – they were just too fast to race, with no margin for error. Audi withdrew from the WRC and concentrated instead on the American Trans-Am series and Pikes Peak (which they both won), and later the German DTM and Le Mans sports car racing. The WRC reverted to production car-based Group A and WRC classes, with a fraction of the power of the old Group B cars. Lancia, Subaru, Mitsubishi, Peugeot, Ford and Citroen have been successful in the years since.

Apart from other VW Group vehicles from SEAT and Skoda racing in the lower WRC2 categories, Volkswagen had otherwise never competed in the WRC, until their debut season this year. After three consecutive years of winning the Dakar Rally, VW Motorsport was looking for new challenges and decided to enter the WRC. After some trial events in the 2012 season, Volkswagen entered a full team for the first time in 2013 – and became World Champions.

The Polo R WRC exceeded all expectations in its very first year of rally sport. The rally Polo is manufactured in Hanover, but its body comes from the Pamplona plant in Navarre, Spain, where the road version of the popular VW Polo car is made (LHD versions that is; all RHD Polos are made in South Africa). The brand-new world rally champions Sébastien Ogier and Julien Ingrassia visited the Pamplona factory just 24 hours after competing in Rally Spain, to see the successful car model being manufactured for themselves.

"It's great to be here and to be able to share our success with the enthusiastic workers at the Volkswagen plant in Pamplona," said Sébastien Ogier. "The success that we have all jointly achieved would not have been possible without some fantastic cooperation – cooperation that made the Polo R WRC the best vehicle competing in this year's World Rally Championship."

The road model of the Polo, which is now available in its fifth generation, has scored a number of successes too and has reaped numerous awards in recent years, including: Car of the Year 2010, World Car of the Year 2010, World Green Car of the Year, Golden Steering Wheel, Green Steering Wheel, Car of Reason, Best Cars, Auto Trophy and the red dot design award. It has also scored top marks in the Euro NCAP and Japanese NCAP crash tests.

Volkswagen celebrated winning the 2013 World Rally Championship with three special advertising actions, called "special stunts", at VW Group headquarters in Wolfsburg. All town signs now bear a yellow plate that reads "City of the World Rally Champion*". In addition, the large Volkswagen sign on the factory power station has been decorated with a blue-and-white medal ribbon. There is also a special



installation on Wolfsburg's "Mittellandkanal" consisting of a "champagne" fountain set up on the canal bank with an XXL poster of the victory ceremony in the background.

Five days after successfully concluding the season in Rally Great Britain, they all came together once again: the drivers, the co-drivers, the mechanics and engineers, and everyone who works at the Volkswagen Motorsport premises in Hanover. Such a big gathering could have been a bit much, but instead the event proved to be one big party.

Some 500 invited guests including the members of the Volkswagen Board of Management Dr Heinz-Jakob Neußer and Dr Arno Antlitz, and also the spiritual father of Volkswagen Motorsport's participation in the WRC, Dr Ulrich Hackenberg (now a member of the Board of Management at Audi), joined the sponsors and suppliers for an evening fit for world champions at the Peppermint Pavillon in Hanover.



A brief round of interviews with the board members was followed by a film of the WRC year, featuring all of the best Volkswagen moments in the course of a fantastic WRC season. The drivers and co-drivers were also celebrated, and were then able to tuck in to the flying buffet together with all the other guests – before being called back onto the stage for a party game called 'Rally-Dally'. This involved the three WRC driver/co-driver duos Sébastien Ogier/Julien Ingrassia, Jari-Matti Latvala/Miikka Anttila and Andreas Mikkelsen/Mikko Markkula, and also the legends Carlos Sainz and Luis Moya, putting their rally knowledge, their dexterity and their sportiness to the test – for which they were rewarded with a standing ovation.

The party then continued into the early hours of the morning with performances from the band Streetlife Family and music provided by DJ K.C.

We look forward to Volkswagen defending their WRC titles in 2014!

VW service at Mark Foy's.

It was interesting to come across this news item, from the Sun-Herald, Sunday 10 January 1960.

Along with today's Myer and David Jones, and the former Anthony Hordern's, Buckingham's, McDowell's, Farmers, Waltons and Grace Bros, Mark Foy's was once a famous Sydney department store. They are usually remembered for their impressive former home, which covers almost a complete block of the city bounded by Liverpool, Elizabeth and Castlereagh Streets, and almost down to Goulburn St.

Mark Foy's first retail outlet in Sydney was a short stroll up the road in Oxford Street. It was established in 1885 by Francis (1856?-1918) and his brother Mark Foy (1865-1950) and named in honour of their Irish father Mark (senior) who had run a drapers store in Bendigo and then Melbourne. Following the death of Mark Foy senior (1830-1884), the operation of his store in the Melbourne suburb of Collingwood was taken over by his partner William Gibson, and became the well-known department store Foy & Gibson.

The innovative and flamboyant Francis Foy drove the company in its first decades. The Oxford Street store was extended just two years after it was established. A London buying office was set up in 1890, and the business grew from being a draper to a full department store. As well as clothing, fashion accessories and jewellery, Mark Foy's supplied all manner of home furnishings. A furniture catalogue from around 1901 claimed that Mark Foy's could supply the front door mat, back door mat and every item of home furnishing in between. Departments represented in the catalogue include: furniture, art drapings, beds and bedding, carpets and linoleum, crockery glassware and furnishing ironmongery, lamps and lampware, toilet ware, refrigerators and kerosene stoves.

Mark Foy's massive new city store was opened in 1908. Known as 'The Piazza' and designed by architects McCredie & Anderson, the three-storey store (two floors + basement) with turreted mansard roof was partly modelled on the grand Bon Marche department store in Paris. This impressive building, with three ornate street frontages, created the expression, "you've got more front than Mark Foy's." Inside it featured chandeliers, ornate tiling, marble, grand staircases and a sumptuous ballroom. It also had Australia's first escalators.

Business was so brisk that another new building was erected in 1913 on the eastern side of Liverpool and Elizabeth Streets to house the furniture and carpet departments, and then one year later yet another building was constructed nearby in Elizabeth Street for ironmongery and hardware. A knitting factory and bulk store were erected in Goulburn Street in 1920, and the 'Target' woollen mill was

Retailer turns to motors

MARK FOY'S LTD. is planning further expansion—into the motor vehicle business.

The company will handle sales and servicing of Volkswagen vehicles.

The new activity will be run in conjunction with the group's parking station located in Elizabeth Street opposite its main retail store.

It will act as a sub-agent for Lanock Motors—a division of L.N.C. Industries Ltd.

The company expects to begin selling Volkswagens in mid-January.

The expansion into motors follows on closely the interesting move downtown last month.

This was the opening of the Mark Foy's "little shop" on the corner of King and Elizabeth Streets.

The shop, which opened three days before Christmas, is concentrating on the sale of high fashion frocks.

The initial trading is understood to have been very favourable.

Success of the "little shop" could eventually lead to grander things. An important point is that the company owns the building in which the shop is located.

Another significant point was the recognition that "Down Town" shopping was not to be ignored entirely in favour of the current popular trend to suburbs and country.

This Mark Foy's move was like the earlier policy of another "up-towner" Anthony Hordern which acquired the adjoining Pitt Street stores of Hordern Brothers and McCathies.

It is possible that these moves could presage more redevelopment of city retail sites.

The two current developments definitely lend interest to Mark Foy's shares.

And with expansion to the suburbs at Fairfield and Parramatta mooted, the company must be considered a growth stock.

established in the Sydney suburb of Mascot in 1921. Finally, architects H.E. Ross & Rowe made considerable extensions to the main store in 1927-30, creating a six-storey building but keeping the style sympathetic to the original. Mark Foy's benefited from being located next to the Museum underground railway station, which opened in 1926. Francis Foy had chosen the site well, the architects even making provision in the original 1908 design for a subway entrance to connect the station directly to the store (which still exists).

By 1926, Mark Foy's Autumn/Winter catalogue indicates its range of goods had expanded to encompass sporting goods, a pharmacy, perfumery, optometrist, hairdressing saloon, florist, framers, stationery and book department, toys, luggage, brushware, kitchenware and tools. The 1932 catalogue added a mail order and delivery service for groceries.

In those days, before large suburban shopping centres existed, all the major department stores were based in the city (and on Broadway), and people made the special trip into town to do their shopping.



Mark Foy also built the Hydro Majestic Hotel at Medlow Bath in the Blue Mountains, as a hydropathic resort complete with Swiss doctor and spa water from Baden Baden, Germany. With characteristic flair Foy provided a wide range of recreation facilities and amusements with excellent cuisine, and made it one of the most fashionable resorts in Australia. Many international celebrities patronized it: Melba and Clara Butt sang in the casino; Bertha Krupp donated one of her grand pianos; Sir Arthur Conan Doyle stayed there and was inspired by the Blue Mountains bushland to write *The Lost World*. In 1908 Tommy Burns trained there for his fight with Jack Johnson, and that year and 1925 it was host to visiting American fleets. Australia's first Prime Minister, Edmund Barton, died of a heart attack in his room there in 1920.

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Foy retired from active participation in the retail business in 1918 and travelled extensively in Europe, Asia and the Pacific. He died aged 93 in 1950 after a fall in his garden at Bay View, and was buried in the Catholic section of South Head cemetery. His estate was valued for probate at £68,981. He was survived by two sons and two daughters. The family were released by the Equity Court from a direction in his will that he be reburied in an elaborate tomb to cost £32,000 built in an acre of bushland at Medlow Bath.

Mark Foy's continued to do great business during the 1940s and 1950s, with a reputation as one of Australia's foremost fashion stores. The building was gaily decorated for the first Royal Tour by the Queen in 1954, and for the visit of US president LBJ in 1966. But their fortunes began to suffer in the 1960s, like many large city retailers, due to changing demographics and shopping patterns. New suburban shopping malls opened at Top Ryde in 1957, Hornsby in 1961, Warringah Mall in 1963, Miranda in 1964 and Roselands in 1965, signalling a permanent shift to the suburbs and away from the city. As Grace Bros had already done with Parramatta, Chatswood and Bondi, Mark Foy's opened branches at Eastwood and Burwood in 1965 and 1966 but these did not last.

In 1968, the company was taken over by fellow department store McDowells Ltd, who had a large store up on Park St, opposite Town Hall. McDowells were in turn acquired by Waltons in 1972. Waltons had already bought former department stores Marcus Clarke (1966) and the famous Anthony Horden and Sons (1969). Mark Foy's original store continued to trade under the Mark Foy's name until it was leased by Grace Bros in 1980. The Mark Foy's name was removed and it was renamed 'Grace Bros Piazza.'

The Waltons group was purchased by flamboyant businessman Alan Bond in 1981, after which it suffered massive financial losses and was broken up in 1983, with most Waltons stores becoming Venture or Norman Ross stores. Director Gerry Harvey was sacked, and quickly started his new chain, Harvey Norman. The Norman Ross (formerly Waltons) group went out of business in 1991. Meanwhile after trading for a couple years, Grace Bros closed the doors of the former Mark Foy's centre in 1983, and retailing finally ceased at the famous old 'Piazza' building. Grace Bros had been taken over in 1983, becoming part of the Myer group, and all other city and suburban Grace Bros stores were rebranded as Myers in 2004.

After two years of restoration and redevelopment, the old Mark Foys building was reopened in 1985 as a complex of state courthouses. It contains the Local and District

Courts, court services and the NSW Sheriff's Department, as well as the NSW Court library. In 1991 the court complex was renamed the Downing Centre, after the former Attorney General and Minister for Justice Reg Downing.

Many elements of the old Mark Foy's department store have been preserved and highlighted in the Downing Centre rebuild, including much of the interior finework and decoration, and the Mark Foy's name in the external tiling. The building is listed on the Register of the National Estate. A prominent 'Mark Foys' sign also still exists in the Museum station entrance tunnel.

As well, the heritage brownstone Mark Foy's warehouse in nearby Goulburn Street has been preserved and converted into residential apartments known as Sydney Mansions, also with the Mark Foys name still prominent on the outside.

The Mark Foy's Volkswagen Service initiative must have not proceeded, as Mark Foy's were never listed as an authorised service centre in the 1960-61 VW agency listings. The former hardware building and its service basement on Elizabeth St, opposite the Mark Foy's piazza and in between the Salvation Army headquarters and Australia Hall (at one time the Mandolin cinema), still exists today. It has been



converted into studio apartments, with the Delezia coffee shop on the ground floor, with a towering new apartment building to the rear. The façade and exterior décor of the old frontage still looks exactly like it did in Mark Foy's day – and when it may, or may not, have been a Lanock Motors Volkswagen service garage for a while.

Phil Matthews



The state you're in.

Queensland

The owner of a Volkswagen spare parts business on the Gold Coast was confused about paying an invoice on the property improvements, so he decided to ask his secretary for some help with the mathematics.

He called her into his office and said, "I need some help. You graduated from the University of Queensland. If I was to give you \$120,000 and this accrued interest, minus depreciation, how much would you take off?"

The secretary thought a moment, and then replied, "Everything but my earrings."

Tasmania

A senior citizen in Hobart driving his 1965 VW said to his passenger, "When the end of the world comes, I hope to be right here."

When asked why, he replied, "I'd rather be in Tasmania 'cause everything happens here 40 years later than in the rest of the world."



Northern Territory

The young man from NT came running into the store and said to his mate, "Johnno, somebody just stole your Kombi ute from the parking lot!"

Johnno replied, "Did ya see who it was?"

The young man answered, "Nah mate, I couldn't tell, but I remember his number plates."

South Australia

A VW man in Adelaide had a flat tyre, so he pulled off on the side of the road, and proceeded to bare his buttocks behind the car at passing motorists.

A visitor from Sydney noticed the scene as he drove by, and was so curious that he turned around and went back. He asked the fellow what the problem was.

The man replied, "I got a flat tyre."

The passerby asked, "But what's with the exposed bum?"

The man responded, "When you break down in SA they tell you to bare your bum as people will be happy to 'service you'. I never did understand it neither."

Western Australia

A WA highway patrol pulled over a car on the main road. The copper asked, "Got any ID?"

The driver replied, "about what?"

Victoria

A policeman noticed a guy unloading bags of garbage out of his Kombi, and dumping them onto the ground at the local park. The copper pulled up and asked, "Hey, why are you dumping garbage in the park? Don't you see that sign right over your head?"

"Yep," he replied. "That's why I'm dumpin' it here, 'cause it says: 'Fine For Dumping Garbage.'"



New South Wales

A senior citizen drove his brand new 188 kW Golf R out of the dealership. Taking off up the road, he pushed it to 120 km/h, enjoying the power of the hot Volkswagen.

"Amazing," he thought as he flew down the F3, pushing the pedal even more and watching the speedo climb to 140, then 160 km/h.

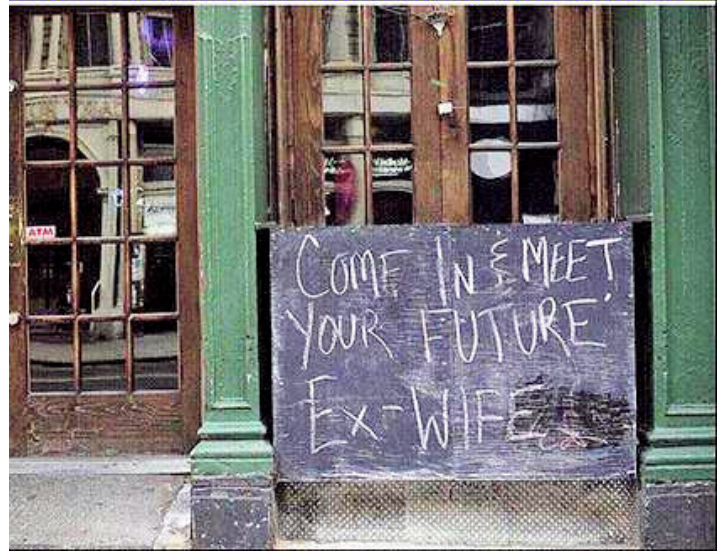
Looking in his rear view mirror, he saw a highway patrol car, blue lights flashing and siren blaring. He floored the Golf to 180 km/h, then to 200 km/h, and he started to leave the Commodore behind. But before it reached its electronic limit of 250 km/h, suddenly he thought, "What am I doing? I'm too old for this!" He slowed, and gently pulled over to await the copper's arrival.

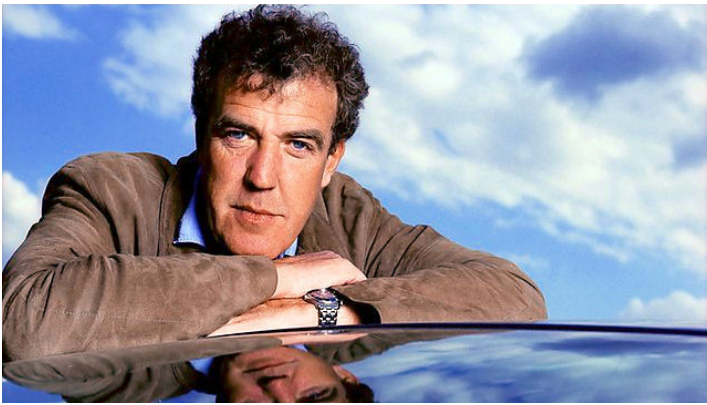
Pulling in behind him, the copper got out of his vehicle and walked up to the shiny new VW. He looked at his watch, then said, "Sir, my shift ends in 30 minutes. Today is Friday. If you can give me a new reason for speeding – a reason I've never before heard – I'll let you go."

The old gentleman paused then said, "Three years ago, my wife ran off with a policeman, I thought you were bringing her back."

"Have a good day, Sir," replied the copper.

Pub blackboards.





Name That Car.

BBC Top Gear, 1995

A year ago my wife and I spent nearly every moment of free time trying to think what to call our baby.

We knew it would be a girl so that narrowed the list down a bit, and we knew Janet was right out, so that narrowed it down some more. Losing Enid, Barbara, Denise and Brenda helped too.

I wanted to fit knives to the wheels of her pushchair and call her Boadicea, but eventually we went all conventional and settled on Emily Harriet. It was a tough job.

But can you imagine how hard it must be to think of a name for a new car, a name that not only works in any language but which, all over the world, conjures up the right image?

You can, of course, choose any word in any dictionary anywhere in the world, or, if that's too limiting, you can make up your own word like Ford did with the Mondeo.

The trouble is that most of the best words have already been used by the Americans. Surely, the best car name of them all is 'Thunderbird' which says it all. Roll up at a party, announce that you have a Thunderbird and when you go, all the best-looking girls will go too.



Except if you've been beaten to it by Mr Mustang Man. It doesn't matter that the Mustang in question has a feeble 2.3-litre engine and would lose a tug-of-war battle to a bat, the name says otherwise. The name says, 'Hey girls. I'm hung like a donkey.'

Then there's the Pontiac Firebird and Trans Am, the Dodge Charger, the Chevrolet Corvette, Dodge Viper and the Plymouth Superbird. These guys really know how to get the pulse racing.

The person who came up with Maestro, on the other hand, does not.

Indeed, choosing the right name for a car is a European blind spot. Maserati were definitely on the right track when they used to name their cars after winds - the Ghibli, the Khamsin and the Bora, as did Volkswagen with the Passat, Scirocco and Bora. And no one is going to say Diablo is all wrong for that piece of rolling thunder made by Lamborghini. Diablo is Italian for Devil.



But don't think all is well. Remember, this is the continent where cars are called things like Cordoba, Montego and Metro. Ford, for heaven's sake, has named all its lesser models after sizzling girly mags: Fiesta, Escort and so on.

Renault have had an even tougher time. They tried to call the 21 estate a Nevada, but the US state said no and then Daihatsu said that 'Chamade' was too close to their 'Charade' and it must go too. Thankfully, it was never sold in Britain, but they became so desperate recently, they called a top spec 21 the 'Manager'.

That will go down in history as the stupidest name of all time even though Fiat have tried for the title more than once. Their seventies hatchback became known in Britain as the 'Strada' (road) because the original name, 'Ritmo', was shared with an American sanitary towel.

Since then, we've had the Fiat One, the Fiat Type and the Fiat Point which are all fantastically wrong.

But for almost unbelievable wrongness, look no further than Japan where I see the new, and completely bland, five-door Mitsubishi is called the 'Carisma'. That's like calling the Rover 400 the 'Power Blaster'.

Mitsubishi have been in trouble before, with the Starion, which was going to be the Stallion until an American importer misunderstood a Japanese person's attempt at pronouncing the Ts.

Daihatsu take the Japanese honours though for calling one of its new cars the 'Clever Little Fellow'. This is not a bird puller, but is better, I guess, than the Nissan Spam. It hasn't happened yet but there's time. There's time.

I mean we already have the Nissan Silvia, the Nissan Gloria and the spectacular Nissan Cedric.

All of which proves that letters and numbers are always going to be more successful than names, if the car is in any way serious.

BMW, for instance, would never dream of giving one of its Teutonic masterpieces a silly name. No, a 5-series car with a 3.0-litre engine becomes a 530. Very German. And it's the same story at Mercedes where you have the C class, the E class and the S class. You know where you are.

Likewise Audi, with their A4, A6 and A8.

But even this can lead to problems. I can never help smiling while driving along behind a BMW diesel because the badge says TDS, and that, as anyone who can do speed writing knows, is a short form for tedious.

Citroen came a cropper too with its Visa Diesel which it tried to sell here as the VD.

And what about the so-called sporty Toyotas which they called the TRD. Only missing a 'U'.

Here are some more of the best worst car names I've seen.

Mazda LaPutta, a tiny econo-car sold only in Japan. The car's name actually derivates from the book Gulliver's Travels by Jonathan Swift, but try to explain that to Spanish speakers. For them, it means "the whore".

Mitsubishi Pajero, the world-famous 4WD/SUV that was good enough to win the Dakar Rally not once but three times so far. But did you know that the Spanish version ended up as "Montero"? The reason, as you probably did know, is that 'pajero' is Spanish for 'wanker.'



Nissan Moco was another tiny Japanese city car. It was only marketed in Japan as such; otherwise it would have been another bad 'pick' for Spanish speakers. 'Moco' is Spanish for 'booger.'

Buick LaCrosse is a Camry-like mid-sized luxury car that replaced the Buick Century and Regal. When Buick launched the LaCrosse in Canada, they were probably thinking of the strange field sport featuring helmets, body pads and funny sticks with nets on them. But that's Lacrosse. In French-speaking Quebec, the meaning of LaCrosse is, of course, masturbating teenagers.

Chevrolet Nova, the boring US economy car of the '70s. General Motors had a very famous fiasco in trying to market the Nova car in Central and South America. "No va" in Spanish means, "It Doesn't Go".

Opel Ascona was the medium family car made by GM's German sibling. The first RWD version appeared in 1970, but it ended up as the FWD 'J-car' from 1981 to its death in 1988. Holden Camira anyone? Now why couldn't 'Ascona' mean "little flower" or "cute worm," which would have been cause for just mild embarrassment? Nope - instead, it means female genitalia in Northern Spain and parts of Portugal.

Honda Fitta and Mercedes Benz Vito – an unlikely tie between the Japanese small car better known as the Jazz, and the German delivery van. What do they have in common?



Well, consider this. Why should only Spanish speakers have genitalic cars? 'Fitta' in Swedish and Norwegian means a rude word for ladies' bits, as does Vito. In fact, Honda caught the mistake and now sells it as the 'Fit', but only in Japan, China and America.

Daihatsu Charade. The car the computer created! It's not really a car, it's just pretending. This was one of those tinny, buzzy econo-boxes that was not merely humiliating to drive, it embarrassed its owner each time its name was uttered. "I drive a Charade." Ain't that the truth. Good-bye, prom date!

Dodge Swinger. You'll also find ads for these on the back pages of adult magazines. Okay, it was the '70s, but still - why not just call it the Dodge STD?

AMC Gremlin. Do you really want to own a car named after annoying small problems that keep coming back, and are next-to-impossible to fix? Courtesy of the same folks who brought you the Pacer.

But if you want the best name story of them all, you need to go back 40 years, to Japan, where Toyota was busy designing a new small car which would be sold in America.



And it wasn't until the very last minute that the American importers convinced their Japanese masters that Toyopet would make the car more appealing than the intended name: Toyolet.

"Hello. I drive a Toyolet."

You sure do buddy. You sure do.

Jeremy Clarkson

Hard shifting in the VW Bus.

The Volkswagen shift linkage provides a crisp, positive feel. In the Bus, positive engagement is achieved with no more than finger pressure. If your Bus is difficult to shift it is good evidence there is a problem in the system.

The shift linkage used in the Bus is slightly longer and more complex than that used in the Beetle sedan, and has two additional friction points.

The longer gearshift lever provides the extra energy needed to overcome the additional friction.

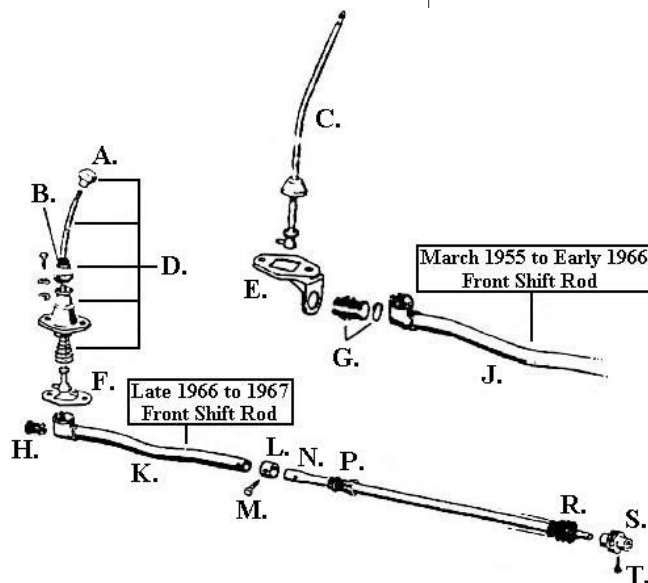
There is a significant difference in the shift-linkage mechanism used on Buses built before August 1966, and those of later vintage. I've no direct experience with shift-linkage for Buses more recent than 1968 (that is, the T2), so these comments may apply in a general sense but are specifically directed toward the older split-window Buses.

The condition of the transmission mounts is the most critical factor in how well your Bus shifts. The three mounts, one front and two rear, support the transmission so as to align the shift rod in the nose of the transmission with the shifter-rod attached to the gear-shift lever in the cockpit. An elastomeric coupler is used to join the two rods at the transmission and any deterioration of the mounts or coupling will make shifting more difficult. Original equipment couplers are available from a number of suppliers. Use of after-market urethane couplers is not recommended due to poor quality and high noise transmission.

Running under the cargo bay, the shifter-rod is contained in a housing, supported by two nylon bushings attached to the shifter-rod. The 'lifetime' bushings wear out and must be replaced after about 150,000 km of service. Replacement calls for removal of the transmission, disconnecting the shifter rod at the front and removal from the rear. The bushings are available from Wolfsburg West and are not expensive. 211 711 185A for Buses up to mid-1962, -185B for Buses built between 1962 and Aug 1967. Cost is \$2 and you need a pair of them. If your Bus has accumulated over 150,000 km it may be wise to plan for removing your tranny the next time you do the clutch and to pull the shifter rod and replace the bushings.

The Bus shifter-rod is a two-piece affair with the shorter front piece extending from under the cockpit floor to just behind the front axle, bent so as to clear the steering gear and torsion tubes. The two pieces are connected with a rigid coupling and a locking screw that is safety-wired in position. This is where the coupling rod is disconnected prior to removal. The shorter front piece may then be removed to the rear once the gearshift lever is removed.

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On early Buses the front section of the shifter rod was very similar to the system used in the sedan, with the same Guide Plate and Bushing P/N 111 701 259A. Fortunately, the bushing is very easy to replace on the Bus.

On Buses built after Aug 1966 Volkswagen used a different bushing arrangement and Guide Plate, the latter having a pin on the Guide Plate on the same horizontal plane as the shifter-rod and engaging a nylon bushing installed in the end of the shifter-rod. The new bushing part number is 211 711 197 and costs a buck.

Your shift linkage is basically a straight rod extending from the bottom of the gear-shift lever to the nose of the tranny. Any deviation from that straight line will contribute to shifting problems. The shifter-rod is supported at each end and by two bushings along its length. Any wear in those supports will contribute to shifting problems.

The transmission is secured to the chassis independently of the shifter-rod. Any misalignment of the tranny will cause a kink in the shift linkage system at the shifter-rod coupler. And will contribute to shifting problems, etc. and so on.

If your Bus shifts with difficulty or does not have that clean, crisp feel that is one of the delights of driving a Volkswagen, you are probably experiencing the result of accumulated wear or deterioration in the linkage system. The various manuals explain how to check for deteriorated tranny

mounts and couplings, and dismantling your gearshift lever and inspecting it will tell you if the shifter plate or lever is worn. Replacing any worn parts will restore the system to like-new operation, assuming the problem is not inside the transmission, something you can check by disconnecting the coupling and running it through the gears by hand.

If the transmission is properly lubricated, which means changing the lubricant every two years immediately dealing with a leaky boot, the tranny is capable of delivering 750,000 km of service (when was the last time you changed your tranny's lube?)

If you've dealt with hard shifting by replacing the stock gearshift lever with an after-market shifter, you may have simply

masked a problem in your linkage. Most after-market shifters alter the leverage ratio, allowing less shift motion at a cost of greater effort on the part of the driver. But that greater effort could also be scrubbing the life out of your bushings or bending your shifter rod. Before installing an after-market shifter it would be wise to do a complete overhaul of the linkage. And when you overhaul the linkage, the odds are you'll find you've no need for that expensive shifter :-)

Sermonette

It is the nature of parts that move to wear out but in a well designed system, one provided with a comprehensive schedule of periodic maintenance, the wear may progress at such a slow rate that we will tend to forget reality: If we use it, we are wearing it out.

When we begin to take reliable service for granted we are courting catastrophic failure. The only thing we should

take for granted is periodic maintenance, and even then to question it closely. Volkswagen built their vehicles with many 'lifetime' parts, such as the grommets in the shift linkage, for which they provided no periodic maintenance nor recommended overhaul period. Having used up our vehicle's designed 'lifetime' we now have an obligation to repair what we have worn out.

VW head baffles.

With more than 21,000,000 Type 1 air-cooled engine's-worth of experience, you can bet your bippie Volkswagen knew what they were doing with regard to the cooling system. Everything you see on the engine is there for a purpose and the only thing you will gain by leaving something off is a reduction in the engine's useful life.



One of the most critical parts on VW heads is the small air-dam located on the underside of the head between the combustion chambers. Without this air-dam in place most of the cooling air reaching the heads is lost. With the air-dam in place, the gush of cooling air is obstructed and directed to either side, bathing the underside of the combustion chambers. When the cooling air is slowed down in this manner two things happen. The air picks up more heat since it is in contact with the heads for a longer period of time. The second – and more important thing – is that the pressure of the cooling air above the heads will rise.



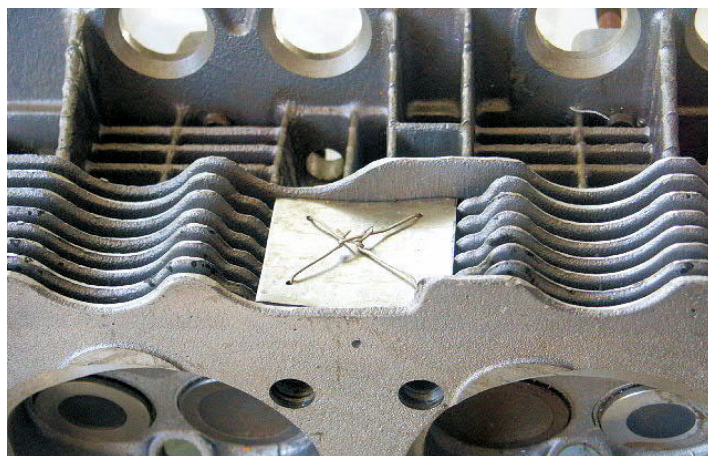
Didja get that? The cooling air pressure goes up with the air-dams in place.

It is that subtle increase in pressure that allows the cooling air to be forced toward the corners of the heads, out toward the exhaust valves – the hottest parts of the engine, where it is needed most.

All of the new heads I've seen in the last five years or so did not include the little air-dams on the underside between the chambers (ie, where the thermostat rod goes). They are also missing from most overhauled heads. As the Mechanic-in-Charge it is your job to ensure they are in place.

I make these out of 0.25 mm stainless steel shim-stock, secured with fine stainless steel safety wire.

I cut the air-dam to fit with scissors (!) then drill a small hole near each corner. I drill one hole through the middle fin in the centre of the area to be covered by the air-dam, and thread two lengths of safety wire through the hole, then thread the wires through the four holes in the air-dam and work it down the wires until it rests flat. Then I simply cross the wires, twist them tight, snip off the ends and press the twists flat against the air-dam.



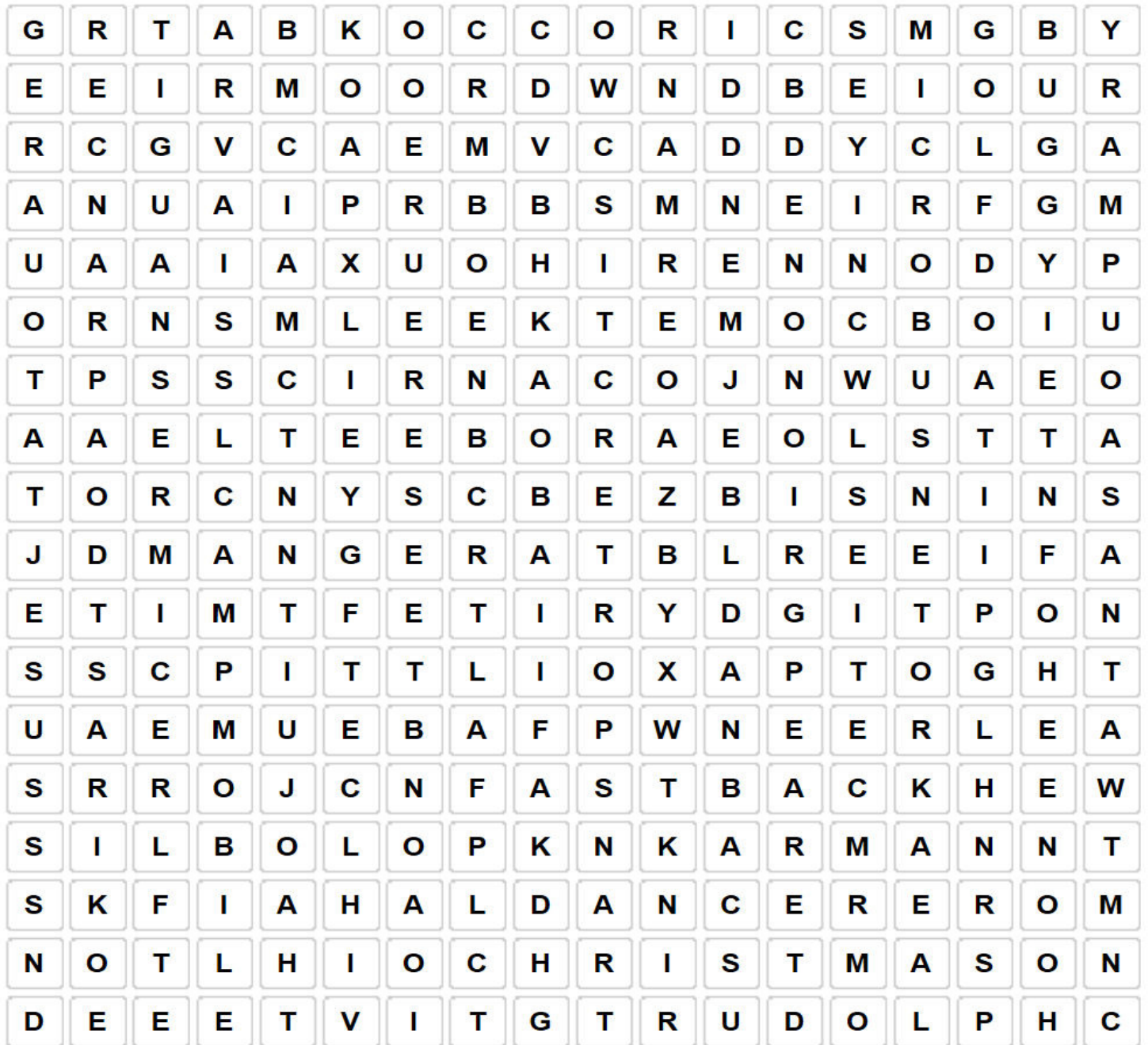
Yeah, I know – Mexican-built Beetles don't have them installed. Nor do they use a thermostat. But you're comparing apples to oranges. The stock 1600 engine built for domestic (ie, Mexico) use is fitted with dished pistons, giving it a compression ratio of only 6.6:1, allowing it to run on low octane Mexican gas. In that configuration it is DERATED to just 45-bhp. This engine uses multi-point fuel injection. Cooling is handled by the engine's on-board computer which automatically reduces the injector on-time as the cylinder head temperature increases.

You can improve the cooling ability of your heads by a considerable amount if you abrade the fins with COARSE media. (I use #80 sand.) DON'T blast anything else on the heads but DO try to get down between the fins. Mask-off the chambers, all of the studs, the exhaust ports, inlet port & sealing surface, and the entire valve gallery, taking special care to insure the gasket rail remains mirror-smooth.

Abrading the fins increases their surface area; the more area, the more heat that can be transferred to the cooling air.

Note: Normally, abrasive media is NEVER used on non-ferrous materials; heads are usually cleaned with walnut shells. But this procedure is now commonly done by the manufacturers of aircraft engines as a means of improving the head's cooling ability.

Bob Hoover



Lily's Christmas VW Find-a-Word.

See if you can find all of these Volkswagen and festive words in this special Christmas puzzle. The words can be left-to-right or right-to-left, up or down, or diagonal! There are 45 words to find! Can you find them all?

I hope everyone has a fantabulous Christmas!

Love Lily ☺

AMAROK
BEETLE
BETTINA
BLITZEN
BORA
BRIAN

BUGGY
CABRIOLET
CADDY
CAMPMOBILE
CHRISTMAS
CLUBVW
COMET
CUPID
DANCER
DASHER
DONNER
EOS
FASTBACK
GOLF
GTI
JESUS
JETTA
JOSEPH
KARMANN
KIRA

KOMBI
LILY
MANGER
MANX
MARY
MICROBUS
PASSAT
POLO
PRANCER
RUDOLPH
SANTA
SCIROCCO
SYNCRO
TIGUAN
TOUAREG
TRANSPORTER
UP
VIXEN
VOLKSWAGEN

A better life for the farmer's wife

... with a Volkswagen all her own



The woman who drives her own Volkswagen gets more out of life and is able to give more — to her family, her friends, her community. Taking the children to school or parties, shopping where the bargains are best, playing her part in church or local affairs . . . there's no need to wait for a husband's free time or a friend's good nature.

Volkswagen handles so surely, is so comfortable to ride in that even a new driver feels at home the moment she takes the wheel. Volkswagen's reliability, economy and long life are famous in 120 countries.

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*Volkswagen — a wonderful way
to say "Merry Christmas"*

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