

Zeitschrift



VWWatercooled Summer Cruise to Stanwell Park.

February 2013

IN THIS ISSUE:

**VWWatercooled cruise
Monte Carlo pizza night
The Travel Bug
Hand-me-down Hero**

**Summernats 2013
Australia Day Carnivale
Shiny Stuff
Plus lots more...**



Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2012-13.

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Autofest/Events	Simon Mead	0411 270 260
Registrar:	Iven Laufer	(02) 6254 1142

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 1135 Parramatta NSW 2124	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:

25 years.

Volkswagen Group Australia	H&M Ferman
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Classic Vee-Dub	VW Classic Kirrawee
Custom Vee Dub	VW Magazine Australia
Euro Automotive	Westside Mufflers
Gold Coast Vee Dub	Wolfsburg Auto Melbourne

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

where volkswagen power comes to play



VW MAGAZINE
SYDNEY VOLKSWAGEN
Show Down 2013
FEBRUARY 23RD



VWMA DRAG RACE SERIES

SYDNEY DRAGWAY

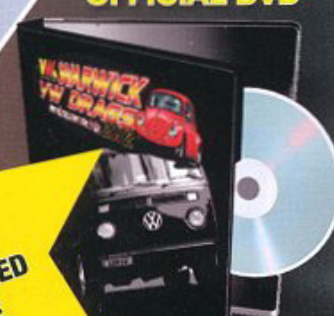
ROUND 1 SATURDAY FEBRUARY 23RD 2013

- DAY/NIGHT 1/4 MILE VW DRAG RACING
- VW RACING BRACKETS STOCK TO PRO
- TOP VW SHOOTOUT • SHOW'N'SHINE
- RC DRAG RACING • ENTERTAINMENT
- TWILIGHT CRUISE • FOOD • DRINK

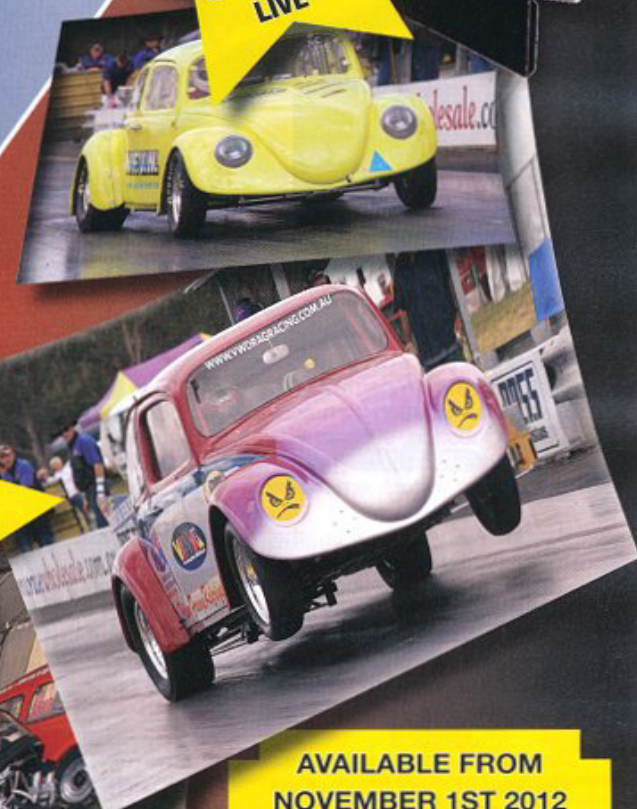
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PITS, STREET PARADE,
SHOW'N'SHINE, INTERVIEWS

THIRLMERE FESTIVAL OF STEAM

Sunday 3rd March 2013

The 2013 Thirlmere Festival of Steam is a great escape into our railway past - it's Australia's biggest rail heritage festival, featuring the largest number of steam locomotives to be found anywhere - five steam locomotives in operation!

The Festival is a fantastic day out for all the family, with all the fun of a country fair. Thirlmere village comes alive with a street parade, vintage steam machinery and historic vehicles, food, music, country crafts and displays. Over a hundred market stalls will offer their produce, craftwork, toys, snacks and specialty foods for sale.

The Festival is centred on historic Thirlmere Railway Station and Australia's largest display of historic locomotives, carriages and rail memorabilia at the Rail Heritage Centre, Thirlmere. A popular feature of the Festival is the huge variety of operational steam locomotives, all in operation on the day to provide frequent vintage steam train trips on the Thirlmere Heritage Railway to Buxton and back.

The ever-popular gala parade features bands, floats, performers and displays from local groups, car clubs and businesses, while classic and historic vehicles (including VWs) will line the streets. The parade starts at 1.00 pm. The Steam Festival also has lots of attractions especially for children, including miniature train rides, model train layouts and amusement rides of all kinds.

Entertainment through the day will include 'Music in the Park' from 9.30 am. The music program includes jazz, folk, and country music, and features bands and singers from Picton High School, as well as other popular and acclaimed local acts.



It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2013 at Thirlmere, NSW, on **Sunday 3rd March 2013**.

All of the car clubs will be located together on both sides of Westbourne Avenue. Please enter from the northern end of Westbourne Avenue, as entry from all other locations will be prohibited. Please ensure that all members are in position by **no later than 9:30am**. There will be overflow parking for latecomers, but it will not be near the show cars. The earlier you arrive the better chance of a good spot. **Join the Club Veedub convoy from Uncle Leo's Caltex Servo, Liverpool Crossroads, at 7:15am for a 7:30am departure.**

The festival hours will be from 10:30am through to 5:00pm. Apart from the parade, which starts at 1:00pm sharp (marshalling from 12:30pm), vehicle movements will be kept to a minimum.

While there is no limit on the number of club display cars, we will be restricting parade vehicle numbers to **2 per club** to allow the parade to move freely and to reduce traffic snarls. If your club could select their appropriate vehicles to enter the parade and let the parade manager know on the day, that would be appreciated. The owners would then be required to ensure their vehicles are made available at the marshalling point in Westbourne Ave at the appropriate time (12:30pm). If they are not there on time, they will not be participating in the parade.

Please don't hesitate to contact me by phone (02) 4677 2462, mobile phone 0409 952 874 or email krmodels@gmail.com



Keiran Ryan, Events Manager

www.thirlmerfestivalofsteam.com.au

MOTORFEST

Saturday 9th March 2013

Hawks Nest Oval

with car display facilities for a maximum of 350 vehicles

A fun day for the whole family

Proudly sponsored by local business

Proceeds to local charities

Public entry by gold coin donation



Further information

John Sharp 02 4997 1081

Juergen Seil 02 4997 0014

Old Car Social Club

9th Annual Show & Shine Sunday 17th March 2013 At Flower Power, Moorebank

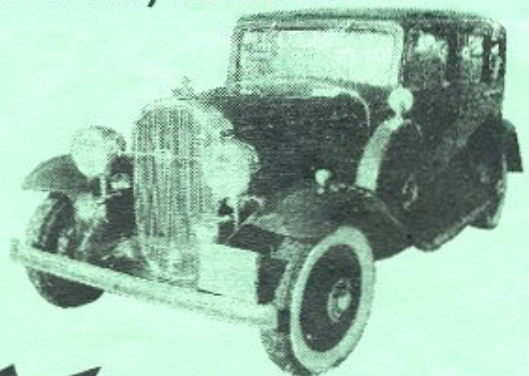
In conjunction with
The Lions Club of the City of Liverpool,
in aid of Diabetic awareness

Gates open 7.30am
Cars in position by 9.00am

Trophies will be presented at 2.00pm

We invite you to bring your classic beauty
(Car, Hot Rod and Commercial) to show at

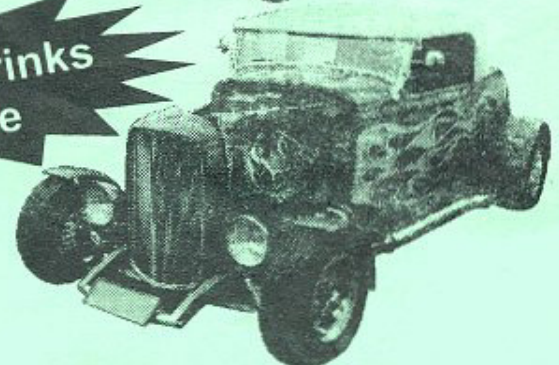
Flower Power
Newbridge Road,
Moorebank



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Entry Fee: Display Cars \$10.00 (includes Driver and passenger)
Spectators \$2.00, Family \$5.00

Entry form available at www.oldcarsocialclub.com.au

For further enquiries contact: Neil - 0405 385 235, Jim - 0417 244 213

www.adgraphix.com.au





Mercedes-Benz Club of NSW Presents:

SYDNEY GERMAN AUTOFEST 2013

Car Show & Family Picnic

SUN 24 MARCH 2013 Cars in place
9:30AM for 10:00AM

Gough Whitlam Park, Bayview Ave, Earlwood

Event Director: Nick Harris 0408 228 305

www.mbcnsw.org.au \$10 p/car entry fee



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VW Nationals 2013.
25th & 26th May.

VW Show Day,
Fairfield City showgrounds
Sunday 26th May 2013

Super Sprint,
Wakefield Park, Goulburn
Saturday 25th May 2013

Contact: David Birchall
(02) 9534-4825



The Legend Mover Dies

www.clubvw.org.au

Von dem Herrn Präsident.

Hi all,

Well, we had two great events to kick start the year - the VW Water-cooled Summer Cruise on Sunday 20th January, and the Pizza and Pasta Restaurant Night at Monte Carlo Pizzeria at Riverwood on 2nd February.

Both events were very well attended, with good weather both times. See the reports with photos in this issue.

Coming up this month is the Sydney VW Drag Racing at WSID on the 23rd. This is a great event that brings together lots of VW enthusiasts. You don't have to race your car as there is plenty of activity during the day to keep you interested. This is the second year of this event and we are very lucky that Craig and VWMA team choose to use the Sydney track as the venue. The event was previously held in Portland Victoria, so their loss is our gain.

There are some interesting events coming up soon, so keep an eye on the club calendar in the magazine or on the club website.

The VW Nationals will be here again before we know it. Planning is well under way. We will need some help setting up, packing up and during the day. If you can lend a hand at either the Supersprint or on show day it would be much appreciated.

Chris Fraser is again our Supersprint secretary. He has the paperwork in at CAMS now so entries will be open shortly, and we will again have a raffle for one entrant to have their entry fee refunded. This only applies to early entries and there will be a dollar penalty for late entries and entries on the day.

Speaking of the Supersprint - our club is very short on CAMS trained officials to help on the day. If you would like gain your CAMS qualifications please contact Rudi 0418 442 953 and he will tell you how to go about it. It's a great way to become involved in motor sport.

After the Nationals, don't forget our Winter Break in Sawtell. It will be held over the weekend 2-4 August. Bookings are now open, so contact the caravan park on 1800-729835 to make your booking - tell them you're with the VW Club.

See you soon,

Steve Carter



Kanberra Kapitel report.

Happy February to you all. The weather is still treating us to daily changes, making it hard to plan sometimes but that seems to be life these days. We've had our first Chapter meeting for 2013 and have planned the following events:

Saturday 23 Feb - Canberra AGM - the locals should have just received an email about this one, this year we're off to race some slot cars, and then will have an AGM for the Chapter. You don't have to participate in the slot cars, but we would love a good rollup. Saturday 23 Feb, 1.30pm at Way2Fast Slotcar Raceway, Units 4 and 5, 80 Wollongong St,

Fyshwick (www.way2fast.com.au). It will cost \$22 per hour for the racing, or come along to watch and attend the AGM. We'll be voting in the office bearers for 2013, all the usual positions will be open - see the email or contact us for more info.

Sunday 17 March - Shannons Wheels 2013. Please note that you will need drip trays (all cars), and you need to get there early as the gates will close during the morning. We are negotiating on a final position in the Park so stay tuned for more info. Gold coin entry for everyone attending.

Sunday 28 April - V Dubs In The Square carshow - this is a new event being organised in Albury. Club members stated they wanted to travel a bit further for events, this should be perfect. More details to come as we don't have much as yet. Save the date!

25 / 26 May - VW Nationals - Supersprints at Goulburn (Saturday), and the carshow in Sydney on Sunday. Lets try for a big turnout this year from the locals. More to come.

19 / 20 October - Centenary of Canberra Rally - whilst this is later in the year, interested members need to submit an expression of interest to attend, and pay a deposit, by 01 March. There are a lot of details on the National Trust website, <http://www.nationaltrust.org.au/act/Rally>, including a draft program, and details of the rally, leaving Jervis Bay, travelling through Tarago and arriving in Canberra. If you would like to be a part of this historical event, go to the website, download the registration form, and submit it as soon as you can to secure a spot.

Talk to you all soon,
keep on dubbing.

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.**

February.

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 23rd:- Sydney VW Drag Racing at WSID, Eastern Creek. Day/Night 1/4-mile drag racing. VW Bracket Racing, stock to pro. Top VW Shootout, Show n Shine, Twilight Cruise, entertainment, plenty of food and drink. Presented by VW Magazine Australia - visit www.vwma.net.au for more information.

Monday 25th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

March.

Sunday 3rd:- Thirlmere Festival of Steam 2013 at Thirlmere, NSW. Steam train rides, steam museum (Trainworks), model railways, bands, dancers, food and drink stalls, kids rides, traders, 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 (2 VWs max) at 1pm.

Thursday 7th:- Magazine Cut-off Date for articles, letters and For-Sales.

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

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

Sunday 17th:- Old Car Annual Show and Shine at Flower Power, Moorebank. We invite you to bring your classic VW to display. Gates open 8:00am. \$10 entry; \$2 spectators. Trophies will be presented at 1:30pm. Phone Noel on 0409 601827 for more info. **VWs meet first at McDonalds, Reevesby**, cnr River and Milperra Rds, at 7:30am. Then we can all arrive (and park) together.

Thursday 21th:- 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 24th:- Sydney German Autofest, organised by the Mercedes Benz Club of NSW. This year it will be at Gough Whitlam Park, off Bayview Ave Earlwood, just near Unwin's Bridge. cars to be in place by 9:30am. \$10 entry fee. Contact Nick Harris (MBClub) on 0408 228 305 or events@mbcnsw.org.au for more info.

Monday 25th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

April.

Thursday 4th:- Magazine Cut-off Date for articles, letters and For-Sales.

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

Thursday 18th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus

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

Monday 29th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

May.

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.

Saturday 25th:- VW NATIONALS Supersprint at Wakefield Park circuit, near Goulburn. VW racers wanted! CAMS licence required. Phone Rudi Frank on 0418 442 953 for more information.

Sunday 26th:- VW NATIONALS 2013 at Fairfield Showgrounds. Australia's biggest Volkswagen show - 45 show categories, trade stands, swap meet, new VW display, kids rides, entertainment, great food and drink, VW fun all day. Phone David Birchall on (02) 9534 4825 for more information.

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

June.

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

Thursday 13th:- 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.

Sunday 23rd:- Norm's Fish n Chips Run 2013. Relaxing family VW cruise! Details to be advised.

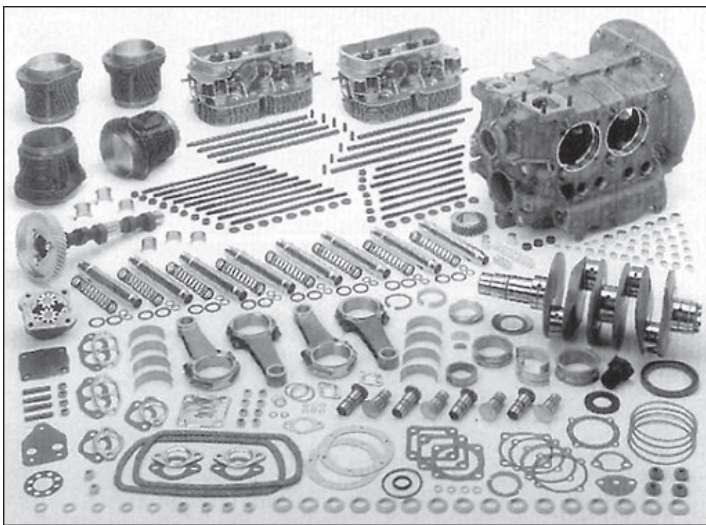
Monday 24th:- Canberra General Meeting at the Canberra Labor Club, 16 Petrie Plaza, Civic, at 7:30pm.

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:- 1972 VW Superbug, completely restored inside and out. Full respray, new interior, new headlinings, trim, front boot lining, new heads, chrome tinware, dual carbs, bluetooth stereo, and much more. Priced well below cost. Asking Price \$14,900.00 Contact Garry Braams on (Mobile) 0425 360 002 or email gazdog1960@gmail.com

For Sale:- 2-litre Kombi engine, recently reconditioned. Honed, new rings (std), new std big-ends, new std mains, new gaskets throughout. All parts from Vintage Veedub Supplies. POA. For more information contact Robert White on (Mobile) 0419 304 863.

For Sale:- 1978 2-litre Kombi Camper. A1 condition. Mid-section pop-top, sunroof, aluminium bull bar, driving lights.

Kenwood radio-CD, roof rack, wide wheels. Engine recently overhauled by Wolfsburg Motors (Sydney). Same owner for 32 years. Logbook covering every service / repair. Engine manuals, VW literature. Rego until October 2013. \$16,500. Phone John on (02) 9999 2993. Car is at Bayview, Sydney.

For Sale:- 1970s Kombi tent to sell, in good condition. Attaches to side of van with centre pole. Comes with bags and pole asking \$350. Contact Bob Mark on (02) 4234 0930 or (mob) 0437 675 969. markfami@tpg.com.au

For Sale:- 1969 VW Beetle, metallic purple. 3rd owner, semi restored - must sell! Regretfully my beloved buggy must go. Now I have 2 small children it is time for her to go to a new home. I have a 13 year work history log, mainly with 2 mechanics, 1 mechanic was family for 5 years of her life, so was looked after and serviced often. Semi restored 3 years ago, all rust removed and re-sprayed metallic purple (Violene) by the amazing Andy's Restorations at Kurnell. Family has owned 5 beetles spanning over 40 years. My baby's details are below:-

- Mainly 2 mechanics over whole duration of ownership (reputable VW specialist C and S Automotive Padstow)
- New paint in 2000.
- New doors in 2000.
- New side trims in 2000.
- New carpet interior and trim replacement as of January 2013.
- New Kenwood CD/MP3 January 2013.
- New glove box and bonnet lever as of January 2013.
- Serviced as of 2013.
- New muffler as of December 2012.
- Interior professionally cleaned and car detailed January 2013.
- New re-dipped bumper in 2012.
- New silver trims in 2012.



- Desirable Ronal mags
- Clean engine.
- Some rust in bonnet grill and guard at front, otherwise clean.
- Tinted windows.
- New window spray bag.
- Car cover.
- Service book for year.
- Working speedo, lights, wipers, window spray, odometre and petrol gauge.
- 13 year work history log with receipts in the thousands - detailing all works.

Always more work for an enthusiast, ready to go first car, or someone who always wanted to own a VW Bug. So much cash and love in this baby, selling for much under spent value. VW2311 personalised plates NOT included sorry, number plate BI55NF.

Garaged at Wolli Creek, could organise delivery South (Wollongong), City Sydney CBD, Inner West (Rozelle) or depending of sale price towed as far North NSW (Taree). Slightly negotiable on price to the right owner, expect me to cry on your shoulder if you're the lucky new owner! Can view more photos on gumtree.com.au and carsales.com.au. \$9k ONO. Contact Allison on 0405 137 910.

2nd Month Ads.

For Sale:- 1997 VW Golf VR6. Still a fast and quality car by today's standards. Great fuel economy and performance. Original 2.8 VR engine (208000+km). Car has had essential work done to cooling system, suspension (Bilstein shocks and Neuspeed springs), MSD ignition system (stops coil pack cracking), Phillips CD/DVD/FM/AM/Bluetooth stereo, all receipts AND serviced regularly by myself and recognised VW mechanics (Ben Durie Auto, Camden GTI, Hunter VW). Selling due to needing a change. Owned by enthusiast but needs some cosmetic TLC (front + rear bumper). Asking \$6000 o.n.o. OR swap for Beetle Superbug (1600) or Type 3. Advertised on Club VW Magazine and Website Only! Call or Email for photos. Asking Price \$6000. Contact Lachlan Hemsworth on 0432581805 (BH) or email lachieh@hotmail.com

Wanted:- Hi, I hope a Club VW guru can help me. I have a January 1954 3-fold ragtop sedan. LHD, factory L41 black. Anyone know or remember my rare car here in Australia? If you have any information, please contact David (Brisbane) on 0412858895 or email dnicholson42@optusnet.com.au

Joe's Tamworth trip.

Tamworth was on again this year. I left on Wednesday 23 January at 2.40pm and arrived at Burning Mountain rest area at 8.00pm where I spend the night. The next morning I left at 7.50am and arrived in Tamworth at 9.20am, a total of 385 km. It's been almost 10 years since Slim Dusty passed away, however he still commands a legion of die-hard fans and a family that carries on his name and his music.

This year they had a very special Slim Dusty tribute show - All For Slim - starring members of the Slim Dusty

family, including his wife Joy McKean, daughter Ann Kirkpatrick and her son James, as well as other talented cast of special guests. A string of concerts, album re-releases and tributes to him have ensured that somewhere in Australia someone is playing a Slim Dusty song every day - either on radio, live in a show, in the shower or on those new-fangled smartphones and iPods.



Australia's favourite country partners of Kasey Chambers and Shane Nicholson were singing in Peel street (not busking!) just to say thank you to their fans who make the trek to Tamworth every year to celebrate with them.

Sharing the fun was Jayne Denham who hit the country music scene a few years back with great original songs and albums that earned her the nickname of 'The Ute Chick'. Look her up on YouTube! This year I didn't capture any stars to pose with my Kombi, but I was happy to catch up with Johanna Hemara who was yodelling away in Peel street attracting large crowds. I got a shot of her with my Kombi last time (see cover Feb 2012). The local VW dealer, Woodley's Motors in Tamworth, had an Amarok in front of the Golden Guitar.

The weather was warm but not unbearably hot and I was able to sleep comfortably in the Kombi. I'm so glad I



Trades and services directory.




Building No:167
Unit 1, 143 - 155
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NSW 2210
m: 0437 042 386
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didn't go the week before when the temperature reached 45 degrees on the Friday. I left Tamworth on Saturday morning and came home via the Putty road - 401km.

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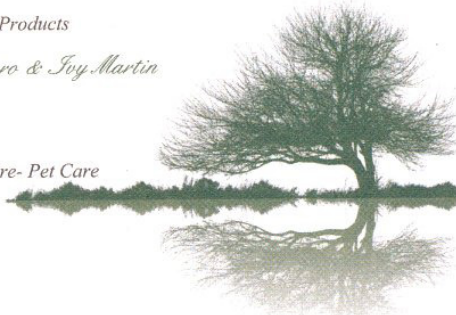
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Wheels COTY 2012 – VW just misses out.

Wheels Magazine's Car of the Year is still Australia's most prized automotive award for excellence. The magazine claims its award is the oldest continuous gong of its kind in the world, having been first announced in 1963 (Renault 8). The original intention was to promote excellence in the Australian car manufacturing industry, and until the mid-'70s imported vehicles were not eligible for the award. Locally-assembled Volkswagens twice won the award – the Passat in 1974, and the Golf in 1976.

But with a shrinking manufacturing base and local reliability and quality issues, the award rules were changed to allow imported vehicles to be eligible. At first this was condemned by the local industry, unions and media, but it enabled local products to be judged on a global platform. The first imported car to receive the award was the Honda Accord in 1977. Since then the award has been given to locally manufactured vehicles on 11 out of 28 occasions. On three other occasions – 1972, 1979 and 1986 – no cars were considered worthy.

What a pity that LNC Industries never imported the German Golf 1 GTI in 1978, as several of the major VW dealers of the time were urging. The GTI would surely have won the 1979 award! And perhaps the Golf 2 in 1986 as well (especially the GTI 16V), had it been imported then.



Apart from the two VWs, some other good cars have won Wheels Car of the Year over the years (Mercedes 380SE, S and C classes); some ordinary ones (the Commodore has won five times, the Falcon three times); and some duds (Morris 1100, Holden Gemini and Camira, Leyland P76, Mitsubishi Nimbus, Nissan Pulsar to name a few). Since VW's resurrection in Australia from the mid-1990s to now, VW has won the Wheels award twice more. The Golf 6 won in 2009, and the latest Polo won in 2010. VW Group Australia has all four Wheels award trophies in a glass case at the Chullora head office. I wonder where the hell the 1974 and 1976 award trophies have been all these years?! LNC lost the VW licence in 1987; Ateco, TKM and Inchcape have come and gone, and VWGA didn't even exist until 2001. The new Chullora HO only opened last year. But they look great!

Anyway, this year's 50th anniversary field was one of the toughest ever. 35 eligible new models launched in 2012 had to be whittled down to 10 worthy contenders. It was an eclectic mix of sports cars and SUVs, hatchbacks and hybrids.

After the first round of examination and testing, the first five to be eliminated were the Audi Q3, Honda Civic hatch, Hyundai i30, Mercedes ML SUV and Opel Astra. The next round of testing eliminated the BMW 3-series, Mazda CX5 and Holden Volt, which left two cars remaining.

But sadly for we VW fans, the last car to be eliminated was the VW Up!



"Any baby car that makes it through the tortuous challenge of COTY's initial proving-ground test is something special," said the Wheels report. "Volkswagen's Up!, a tiny 3.5m-long hatchback with a 1.0-litre three-pot engine and an entry-level price of \$13,990, redefines the class benchmark. It makes giant leaps in refinement, comfort, performance, efficiency, safety and dynamics for its class, and, in so doing, almost flawlessly hits most of the COTY criteria.

"Volkswagen has clearly designed the Up! for an urban environment, yet prospective customers should also be aware that it delivers a far broader potential, which eliminates most of the compromises of its jiggling and jolting rivals. That ability to go beyond being just a city car is the Up's great achievement. In the final reckoning, the Up's value and lack of an automatic transmission held it back."

The overall winner, as we predicted last month, was the Toyota 86/Subaru BRZ. It is the fourth win for Subaru, and surprisingly the first ever for Toyota (although the Lexus LS400 has won previously).

Record year for VW of America.

The US new vehicle market rose to 14.5 million units in 2012, on the back of rising demand for mid-sized and small cars in a nation once famous for its 'bigger is better' car philosophy.

The 2012 result – which saw 14,492,398 passenger cars, SUVs and light commercial vehicles sold across the country – was the strongest since 2007 before the market was rocked by the global financial crisis. Sales increased 13.4 per cent from 2011, the third straight year of double-digit growth, and the first such growth streak since the early 1970s.

General Motors ended the year with 2,595,717 sales – up 3.7 per cent – giving it a 20.3 per cent share of the total new vehicle market. Fellow Detroit-based rival Ford Motor Company finished a close second with 2,243,009 sales, an

increase of 4.7 per cent over 2011.

Toyota Motor Corporation rebounded fiercely from a natural disaster-affected 2011. Sales soared 26.6 per cent to 2,082,504, boosted by strong sales of the new US Camry, which strengthened its position as the country's top-selling passenger car. Its sales jumped by about one-third.

The Camry was one of five small or medium cars inside the top eight, with each of the US-made Honda Accord and Civic, Nissan Altima and Toyota Corolla also enjoying double-digit percentage growth in 2012.

The US has not lost its passion for traditional pick-up trucks, however, with the Ford F-Series and the Chevrolet Silverado once again the most popular new vehicles in 2012. F-Series sales rose 10.3 per cent to 645,316, while the Silverado inched ahead 0.8 per cent to 418,312. Together with their Chrysler-owned Ram Trucks rival, the trio combined for 1.36 million sales last year.

Chrysler also enjoyed a strong 2012, with sales jumping 20.6 per cent to 1,651,787. Other solid improvers included Honda (1,422,785 sales, up 24.0 per cent), Hyundai Group (1,260,606 sales, 11.4 per cent), Nissan (1,141,656, up 9.5 per cent) and Volkswagen Group (615,281 sales, up 30.0 per cent).

VW sales had risen inexorably, from 2 in 1949 to 1,214 in 1953; 72,555 in 1957; 186,260 in 1961 and 357,144 in 1965. A record 423,008 Beetles were sold in 1968, when total VW sales were 569,292. But VW's best-ever year in the USA was 1970, with 569,696 sales – 405,615 Beetles, 99,012 Type 3s and 65,069 Transporters. The oil crisis and new Japanese and domestic small cars saw VW sales slip to 334,515 by 1975, when the new Rabbit and Dasher (Golf and Passat) appeared. But instead of arresting the slide, the new models could not stop sales slipping further to 201,670 in 1976.



The new US Rabbit factory in Pennsylvania helped sales back up to 293,595 in 1980, but after that it was a gradual decline. VW sold the factory in 1988, by which time sales were down to 168,800. The last Transporter (T4 'Eurovan') was sold in 1993 and the model discontinued. VWoA was sourcing from Brazil (Fox) and Mexico (Jetta) to reduce costs, but sales had still slipped to a record low of just 49,533 in 1993. There was serious talk of Volkswagen withdrawing from the US market altogether – Americans just didn't seem to 'get' the modern range and their hearts were still in the air-cooled era. Dud advertising campaigns such as the 'Fahrvergnügen', 'German Engineering' and 'Drivers Wanted' series didn't help.

The debut of the Golf 3-based Jetta (Vento everywhere else) in 1994 helped sales recover to 115,110 in 1995, and 135,900 in 1996. But it was the US-designed Concept 1 and subsequent Golf-based New Beetle in 1998 that turned the tide. At last, a modern VW that appealed to the air-cooled VW fans! Sales improved back to 283,000 in 1999, and 355,650 in 2001 as New Beetle fever took hold. However as the novelty gradually wore off, sales slipped back to 302,686 in 2003, 235,140 in 2006 and 213,454 in 2009. Dud models like the Phaeton and the Chrysler-built Routan minivan, and lack of European models like the Polo, Scirocco, Touran, Sharan and Transporter still hindered recovery efforts.

However a new era began as VWoA opened a new factory in Tennessee, to build a US-only 'mid-size sedan' (US Passat) to take on the Camry. The Golf 5 was again sold as the 'Rabbit', while the Jetta 5 was the most popular US VW with 40% of all VW sales. In 2010 VW announced plans to become the largest car company in the world by 2018, with US VW sales to be 800,000 by then – a seemingly impossible task when sales were just 256,830. But sure enough, sales increased to 324,402 in 2011 – the highest since 1975 – and now 438,133 in 2012, the highest since 1973. Add in the record 35,043 Porsches and 139,310 Audis, and the US VW Group's total sales were 615,281, the highest ever. VW of America is already forecasting US VW sales to grow another 83% in the next five years.



So the USA will soon join Australia in having its long-time sales record, set back in the air-cooled era, finally beaten by the modern range. VW's Australian long-standing record set back in 1964 was beaten in 2010, and 2012's Aussie sales were the highest ever.

VWoA is well on track to record 800,000 sales by 2018 – and sales of the latest Golf 6-based Beetle are just beginning. Some analysts have predicted the US car market could grow as high as 15.6 million units.

VW CrossBlue SUV.

The Volkswagen CrossBlue concept has made its world premiere at the 2013 Detroit auto show, previewing a new mid-sized seven-seat production SUV designed specifically for North America.

Currently planned only for left-hand-drive production but being studied for right-hand-drive markets like Australia, South Africa and the UK, the 5.0m-long CrossBlue is larger than Volkswagen's existing Tiguan (4.4m) and luxury Touareg

(4.8m) SUVs but is set to be priced somewhere in between to make it more accessible to big families.

Based on the Volkswagen Group's versatile MQB platform – the same one that underpins the Golf 7 and new Audi A3 – the Volkswagen CrossBlue concept is powered by an innovative plug-in hybrid system that combines a clean diesel engine, two electric motors, a lithium-ion battery and a six-speed dual-clutch transmission. Volkswagen stressed one of the strengths of the platform was that it could support hybrid propulsion systems as well as conventional petrol and diesel powertrains.



The 140 kW/400 Nm 2.0-litre four-cylinder diesel engine works in tandem with the 40 kW/180 Nm front-mounted electric motor and 85 kW/270 Nm rear electric motor for a combined system output of 225 kW and 700 Nm. Harnessing all that power, the VW CrossBlue can accelerate from 0-100 km/h in 7.5 second, and go on to reach a top speed of 204 km/h.

More impressive is its efficiency, however, with the plug-in people-mover officially rated at just 2.1 litres per 100km on the combined cycle (!!)

The Volkswagen CrossBlue can also operate in pure electric mode for up to 33 km at a top speed of 75 km/h, with the rear motor solely responsible for propelling the car.

Other efficiency-enhancing measures include brake energy regeneration and a 'coasting' function, where the engine and electric motors are decoupled from the drivetrain when the accelerator pedal is released.

Although the concept features six individual seats, Volkswagen says the production version of the CrossBlue will feature seven in a 2-3-2 configuration. There's 335 litres of cargo space available with all three rows of seats in place, 812 litres with the third row folded forward, and a van-like capacity of almost 2000 litres on offer with the second row pushed flat.

Practicality meets high technology in the cabin, with the centre console boasting a 26-cm touchscreen that provides access to all infotainment functions, the 3D maps of the navigation system, and the status of the hybrid system.

Second- and third-row passengers don't miss out either, with iPad Minis integrated into the headrests and a Fender audio system sending soundwaves throughout the cabin.

The production version of the Volkswagen CrossBlue is expected to go on sale around the middle of the decade in North America and China, and perhaps later in RHD markets like Australia.

Updates and new models coming.

Volkswagen will launch all-new generations of three existing models within three years, and debut three new SUV models in less than five years.

With all-new Volkswagen Passat, Tiguan and Polo models on the not-to-distant horizon, Volkswagen technical development manager Dr Ulrich Hackenberg confirmed the product timeline at the recent Detroit auto show, saying the all-new Passat (for European and Australian buyers), will be the first to launch sometime next year.

Volkswagen showed an R-style Performance concept version of the American wide-body Passat at Detroit, utilising a 184 kW 1.8-litre version of the company's all new EA888 turbocharged direct injected engine.

While a production version of the Passat Performance concept remains unconfirmed, Dr Hackenberg did confirm that the next 'slim body' Passat for European and Australian buyers will "definitely" include a performance flagship variant. "It (Passat) will be replaced in 2014, based on the MQB platform," he said.

Since the Volkswagen Passat R36 was dropped from the lineup in 2011, the German mid-sized sedan has been without a high performance flagship (except for the CC V6 – which is no longer a 'Passat'). Detroit's Passat Performance concept is an indication of the high outputs Volkswagen can get from a relatively small capacity four cylinder powerplant – a pointer to the new generation 'Euro' Passat R.



According to Dr Hackenberg, the "Tiguan successor is due, I think, 2015," is also based on the high-tech modular transverse matrix (MQB) platform, which will underpin everything from the Polo to Passat in their next generations.

The Tiguan compact SUV will be squeezed by production versions of the Cross Coupe concept, likely due the year after, and the new CrossBlue mid-sized SUV shown at Detroit, which will be a late 2014 model for the US, where it will be produced only in left-hand-drive.

Asked why right-hand-drive models won't be made initially, particularly considering Australia's appetite for Territory-sized SUVs, Dr Hackenberg clarified the situation.

"I didn't say that we aren't able to make it in right-hand-drive. But the biggest market we're making a decision about is left-hand-drive. If the market is big enough we can make it right-hand-drive. Because MQB [platform] can be right-hand-drive."

Dr Hackenberg also admitted that the sub-compact SUV segment is growing in many markets, including Australia, and that Volkswagen must provide a contender. It will probably be based on the Up!-sourced Taigun concept, as shown on the cover of last month's Zeitschrift.

"I think it's necessary. We are working on it. Volkswagen is usually not the first. But when Volkswagen comes, we offer good performance."

An arrival date somewhere around the 2016 mark is expected, the time the Polo is also due for replacement. Although Dr Hackenberg wouldn't confirm the exact timing for the new light hatch, he revealed that development of the next generation light hatch is advanced.

"It's based on the MQB 'zero'. MQB has several levels – it will be the lowest level. But the Polo is still quite strong."

Two new Caddys.

The Volkswagen Caddy Maxi range of commercial vans has been expanded with the addition of two new models, one focused on efficiency and one on flexibility.

The Volkswagen Caddy Maxi Van 250TDI with BlueMotion Technology is the most economical model in the range and the first Volkswagen commercial vehicle to feature the environmentally conscious technology.



Incorporating a 75 kW/250 Nm 1.6-litre turbo-diesel engine with stop-start tech and battery regeneration, the Volkswagen Caddy Maxi Van 250TDI with BlueMotion Technology sees average fuel consumption fall to 5.2 litres per 100km – down 0.6 L/100 km compared with the outgoing Caddy Maxi Van 250TDI – while CO2 emissions drop 16 grams per kilometre to 136 g/km.

The new, more efficient Caddy Maxi Van comes standard with a five-speed manual transmission, while its specifications and \$27,990 price tag match those of the Caddy Maxi Van 250TDI it replaces.

The Volkswagen Caddy Maxi Crewvan seeks to maximise space and vehicle flexibility by employing a three-seat split/fold rear bench that can be folded forward to increase load capacity from 1.6m³ to 3.9m³ or completely removed for 4.1m³.

Volkswagen says the Caddy Maxi Crewvan's maximum load length is 2.25 m (with seats removed) with a payload limit of 709 kg – for models equipped with the standard five-speed manual transmission. The Caddy Maxi Crewvan sits on 16-inch steel wheels as standard, and features, as per the Caddy Maxi Van, rear barn doors. A tailgate is also available as a no-cost option.

Powered by a 75 kW/250 Nm 1.6-litre turbo-diesel engine and offered with a seven-speed dual-clutch DSG automatic transmission, the Volkswagen Caddy Maxi Crewvan delivers a combined fuel consumption figure of 5.9 L/100km and CO2 emissions of 155 g/km.

Priced at \$1500 more than the equivalent Caddy Maxi Van, the Maxi Crewvan starts at \$29,490.

Volkswagen Caddy Maxi - new model prices:

Volkswagen Caddy Maxi Van 250TDI with BlueMotion Technology – \$27,990

Caddy Maxi Crewvan 250TDI five-speed manual – \$29,490

Caddy Maxi Crewvan 250TDI seven-speed DSG – \$32,490

Golf 7 in April.

The current entry-level Volkswagen Golf 77TSI will be ditched when the all-new seventh-generation small car arrives here in late April.

"We've created a new entry model [and] added a lot of equipment," confirmed Volkswagen Group Australia managing director Anke Koeckler. "I can't say anything [more] at this stage."

General manager of marketing, Jutta Friese, did however confirm that the 77TSI would not be retained in the range, saying that "it wouldn't make sense."

That strongly indicates that Volkswagen will choose the 1.2-litre turbocharged four-cylinder with 63 kW and 160 Nm as its new entry-level engine, rather than the same-sized engine tuned to deliver 77 kW and 175 Nm – outputs that match the current 77TSI – that is also available overseas.

Doing so would create a larger performance 'jump' to the 103 kW/250 Nm 1.4-litre turbocharged petrol engine that will also be available in the Golf 7 line-up.



Confirmed by Friese, the launch of the Golf 7 in this country will herald the re-introduction of a Golf with a torsion beam rear suspension in place of the multi-link suspension used in all models since 2005, but only for the entry-level car – all Golfs with less than 90 kW get the simpler, cheaper rear suspension design.

Questioned whether the entry Golfs may take a step backwards in terms of dynamics, Friese replied that "I am not an engineer, I cannot say." There were no entry-level Volkswagen Golf models at the international launch late last year.

Volkswagen executives wouldn't be drawn into pricing speculation, however the marketing boss was surprised to

learn that initial rumours were that Golf prices would rise on the switch to Mk7.

Friese also acknowledged that regular driveaway pricing during the Golf 6 run-out period improved sales volume substantially.

“Other manufacturers offer a really good entry driveaway deal,” said Friese. “We offer [driveaway pricing] across the range, with the exception of maybe the Golf R.”

But boss Koeckler said that the run-out deals seen with Golf 6 would not continue with the brand new Golf 7.

“There’s no need to do it [driveaway pricing],” she said.

VW chases outback mining sales.

Volkswagen Group Australia (VGA) is targeting mining companies Rio Tinto and BHP in 2013, with the hope of securing lucrative sales contracts for its commercial vehicle range.



Speaking at a recent media conference in Sydney, VGA managing director Anke Koeckler confirmed the aim for this year.

“Especially now with Amarok, we want to go into the mining areas. We want to be approachable to Australians.”

While acknowledging that Toyota has a stronghold on the mining sector with its commercial vehicle range, VGA director of commercial vehicles Phil Clark added that mining companies are now demanding ‘five-star vehicles’ as rated by the Australian New Car Assessment Program (ANCAP), and this gives high-tech Volkswagen an edge over its Japanese rivals.

“We’ve got mining companies pursuing us,” said Clark. “[Toyota] HiLux is a four-star vehicle; Amarok is five star. There’s only two or three companies [with five-star utes].”

Despite the opportunity, Clark stressed that “we have to come with a really good offer [for mining companies].”

Volkswagen says its first and foremost priority is to improve its reach into rural areas, and particularly “expand our service points in WA and North Queensland,” according to Clark. Currently there are no country VW dealers in WA except for Kalgoorlie (although Young’s VW at Geraldton will open soon), and none in non-coastal QLD except for Toowoomba. The last VW dealers in Carnarvon and Mt Isa closed in the late 1970s.

He cautions that Volkswagen therefore isn’t expecting immediate and rapid sales growth in the mining sector.

“We can’t do it overnight. You [mining companies] can’t afford any downtime, so we must expand our service network first.

“We’re doing it [expanding] in a manner that we’re only doing it once.”

Despite targeting rural areas, Volkswagen says it has no plans to make genuine factory bull bars available on its commercial vehicle range like most ute rivals. It also cautions against using aftermarket bull bars, which may affect the operation of the vehicle’s passive safety systems and its overall crashworthiness.

Volkswagen’s Australian arm saw its commercial vehicle sales increase 52 per cent in 2012, with 12,050 units of Caddy, Transporter, Caravelle, Multivan, Crafter and Amarok sold last year.

The latter ute, in its first full year on sale, contributed 6,700 sales to the total. The HiLux-rivalling Amarok is also expected to be Volkswagen’s strongest proposition to mining companies.

Touareg V8 R-Line.

The Volkswagen Touareg V8 TDI R-Line will top the German manufacturer’s local line-up when the 800 Nm luxury SUV lands in Australia in March.

The flagship Touareg R-Line becomes the first V8-powered model in the range since 2006, when Volkswagen phased out the high-performance petrol variant from the first-generation line-up.



Powered by a 4.2-litre turbo-diesel engine with 250 kW and 800 Nm, the new Volkswagen Touareg TDI V8 R-Line becomes the second-most powerful Volkswagen ever offered in Australia, trailing only the now-discontinued first-generation Touareg R50 (which had a 258 kW/850 Nm 4.9-litre twin-turbocharged V10).

While lacking that car’s true ‘R’ pedigree, the second-generation V8 R-Line more than counters it with enhanced performance, slashing one second off the R50’s 0-100km/h time (5.8 secs) while using 27 per cent less fuel on the combined cycle (9.2 litres per 100km).

The new Touareg V8 is also significantly more powerful than the top-spec 3.0-litre V6 diesel of the current range, which produces 180 kW and 550 Nm and takes 7.6 seconds to reach triple figures from rest.

Differentiating the Touareg R-Line from the rest of the range is a sporty bodykit with unique front and rear bumpers, side sills and rear spoiler, as well as 21-inch alloy wheels, dark-tinted rear windows, dual oval chrome exhaust outlets, LED tail-lights and R-Line badging.

Inside, the new range-topper benefits from push-button start, four-zone climate control, 12-speaker premium audio system, electrically adjustable heated leather steering wheel with paddle-shifters, front sports seats with three-position memory, heated rear seats, two-tone Nappa leather upholstery with stitched R-Line logos, stainless steel scuff plates and pedals, and aluminium trim inserts.

A series of safety features are also added to the standard equipment list, including adaptive cruise control, Front Assist with City Emergency Brake, Side Assist lane change assistant, proactive occupant protection system, 360-degree Area View camera system, and a tyre pressure monitoring system.

Volkswagen Australia will reveal pricing of the new Touareg R-Line closer to its showroom launch in March. The V6 4XMotion tops the current price list at \$83,990, suggesting a starting price for the V8 closer to \$100,000.

Golf R sneak peek.

The next-generation Volkswagen Golf R has been teased encased in an online ice cube ahead of its unveiling on February 11.

Volkswagen's flagship high-performance hot-hatch will be 'thawed' in 11 days time on the brand's German website, giving us our first look at the all-new model before it makes its international debut at the 2013 Geneva motor show on March 5.



It's unclear at this stage whether Volkswagen plans to reveal the Golf R production car at Geneva or if it will show a near-showroom-ready concept car as it did with the Golf GTI at last September's Paris motor show.

The teaser image conceals most of the meatier details of the Volkswagen Golf 7 R, although it's clear the signature Rising Blue paint and black alloy wheels of the current model will carry over into the new car.

The next-gen Golf R is expected to feature a slightly detuned version of the new 2.0-litre turbocharged four-cylinder from the upcoming Audi S3. Its output should fall somewhere between the 221 kW/380 Nm Audi and the 199 kW/350 Nm of the current Golf R (188 kW/330 Nm for

Australia's hot-weather climate) – giving it a decent advantage over the 169 kW and 350 Nm of the upcoming Golf GTI 'Performance Pack' variant.

Like the current model, six-speed manual and six-speed dual-clutch automatic transmissions will be employed to send drive to all four wheels.

The new Golf R is expected to go on sale in Australia in 2014 following the arrival of the standard Golf 7 range in the coming months, and the Golf GTI later this year.

Expect more details of the new Golf R to be revealed following its digital defrosting next month.

VW to fix service problems.

Volkswagen's fast growth in Australia left it struggling to keep up with customer complaints. Now Volkswagen Group Australia has stepped up efforts to halt its customer satisfaction slide, establishing a new in-house customer care centre overseen personally by company managing director Anke Koeckler.

Stung by a poor showing in the 2012 JD Power customer service survey and unhappy with its previous outsourced customer service performance, Ms Koeckler has declared that the main focus will be on improving customer satisfaction across the board.

She sits in on customer complaint meetings, and has arranged for the new customer care operators to be sited close to the executive offices in the company's 12-month-old headquarters in Chullora, in Sydney's west, to improve lines of communication.

Of 80 new workers added to the company staff last year, half were assigned to VGA after-sales, in customer service, parts and service operations, in an effort to overcome shortcomings, not just in Volkswagen care but also its related Skoda subsidiary.

Ms Koeckler also confirmed that VGA is also considering capped-price servicing across its range to further improve its image. She said it was too early to say if or when such a program could be implemented and whether it would include all models, including light commercial vehicles.

VW is trialling capped price servicing on its new Up! city car at the affordable end of the car market where most rivals already offer such a service.

"We have to get customers from other brands in this market, and some of those customers might have the perception that our service is expensive," she said. "This (capped price service) is one way we can do that."

Volkswagen originated fixed-price servicing in Australia in the 1950s with its efficient Service Booklet system and legendary VW dealer support. However this was



phased out at the end of the air-cooled era in the 1970s when VW's Australian factory was sold to Nissan, and most VW dealers closed or moved to other makes.

Today Volkswagen is Australia's fastest-growing full-line vehicle brand with sales growth of 22 per cent last year. This growth has stretched its resources, both in dealerships and at company headquarters.

VW could manage only 12th place in last year's JD Power customer service index rankings – down seven points year-on-year and 34 points behind the industry average.

Ms Koecker said she had been concerned at the survey results, which were topped by rivals Honda and Toyota.

"That is why we are employing these extra people and why we have established our own customer care centre," she said.

Ms Koecker said she had been unhappy with the performance of the previous outsourced customer care centre, and so had decided to integrate it into the company for better control.

She said VW also had made some personnel changes in the aftersales area.

"We have to make sure we have focus – as do the dealers," she said.

She said the growth of VW sales in Australia meant VW's customer care service had to grow too, but said that while the level of inquiry had grown, the level of complaints had not grown significantly.

The centre was brought in-house in October, with all direct customer calls now being handled out of Sydney.

"This is just one piece of the puzzle, but it is a touch point for the customers to us, so we have to make sure we do it well," she said.

Anecdotal reports suggest

Volkswagen has been plagued for several years by niggling engine, DSG gearbox and electrical problems with its cars; high service costs at dealerships, and shortages and long waits for genuine spare parts. The frustration of customers has been reflected in the survey results.

A year ago, VW unveiled its giant new parts warehouse next to its new headquarters, announcing it would not only handle VW and Skoda parts but also Audi component supply.

HOW SUPER SERVICE KEEPS YOUR VOLKSWAGEN NEW — *year after year*

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Volkswagen's Service Policy makes care and maintenance a logical, economical and easy plan. Equipped with your **Service Booklet**, supplied on delivery along with the meticulous **Instruction Manual**, you simply go to your authorised VW agent at the prescribed intervals.

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No guesswork! No need to rely on your memory! No wear and tear due to faulty maintenance! For example, when your VW has clocked 21,000 miles it will have a complete inspection, consisting of 16 separate mechanical and structural checks — ranging from the shock absorbers, to the clutch, to the rubber door-buffers! If a screw has been working loose, it will be adjusted, and a potential repair job will have been nipped in the bud.

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VEP.744
WHEELS, June, 1957 59



The Toy Department.

As time goes on we are seeing more and more remote control technology in model cars, and most recently model cars that are being operated by an iPhone application.

Let's spare a thought and go back the '60s and '70s, when model car designers were putting a lot of effort into making models that operated and had moving parts to create that 'coming to life' effect.

This month we feature the Corgi and Gama 1/43 models which in most cases the models had at least one operating feature.

Firstly the Corgi 1/43 pickup truck which many of you know came in white and brown, and also originally came in the racing car club trailer set and a very rare set to find complete with original box.



In this case the detail and thought that has gone into the tool box is very good for its time and if you are lucky to pick one these up it was even a better to find it with all the tools in place and undamaged.

Also the 1/43 scale Gama tow truck which came with a pulley system and wind up handle for the tow hook, other versions like the cherry picker and extension ladder van that were in the "work horse" series.

In the emergency vehicle theme was this police van and to my surprise this had a very elaborate flashing siren system



which meant that with the rolling of the front wheels which made contact with the electrics within the model and 1.5v battery neatly hidden away inside the van made the flashing light work.

This is where I need your help. This model needs to have a 1.5 v screw in type bulb anything higher will not work, so if anyone out there has a spare 1.5v screw in bulb very similar to the screw in type that were on some Christmas tree

lights some years ago somewhere in a garage or attic and with any luck please drop me line.



Tony Bezzina
kbezzina@bigpond.com

ACT Summernats 2013.

Canberra buzzed with the sounds of Summernats #26 over the first weekend in January, and the event once again lived up to its reputation as Australia's mecca for lovers of modified automobilia.

Touted as the largest car festival in the southern hemisphere, organisers claim more than 100,000 spectators over the four days, there to ogle 1767 vehicle entries - up 10 and 15 percent respectively over 2012. Earlier co-owner Andy Lopez said the 2013 Summernats was the most successful in the event's recent history.

"Initially, we had thought last year's 25th anniversary event, which attracted 90,000 people and 1500 entrants, would be hard to beat," he said. "By November, we knew we were on track to exceed both figures and we have finished up with 101,486 visitors and 1767 entrants."

While the family-friendly formula Mr Lopez and his colleagues have been pushing since they took over the event four years ago has contributed to the growth in numbers, other factors have played an important role in turning Summernats support around from its earlier 'yobbo' image. "We have added new attractions, new reasons to come, to the mix," he said. "We had 10,000 people rocking along to the [hip hop group] Hilltop Hoods on Friday night and 15,000 watched the qualifying rounds for the Burnout Masters."

The 26th running of the event kicked off on Thursday with the public Citycruise along Canberra's main drag

(Northbourne Avenue), where over 200 unique vehicles attracted an estimated 30,000-strong crowd.

Other traditional events included the Show and Shine on the main arena, Top 60 indoor show, the Burnout Comp, Go-To-Whoa, grass driving events, Horsepower Heroes dyno comp, and the Sound Off car audio competition.

A severe lightning storm forced the cancellation of Saturday evening's 'Supercruise' on the main arena, but stage performances including legendary rock group Rose Tattoo continued once the storm cleared.

One unique event for Summernats 26 was the establishment of a Guinness World Record for 'the most simultaneous burnouts'.

Guinness representatives stipulated at least 50 vehicles would be needed to warrant a record, but a total of 69 drivers volunteered on the Friday, all simultaneously spinning their tyres for over 30 seconds. Individually, the best burnout was awarded to Peter Grmusa on the Sunday, with his Ford XA Falcon ute earning him the title 'Burnout Master' of Summernats 26.

The coveted 'Grand Champion' top overall honour went to Mick Fabar with his Zero'd XR Falcon sedan, for his prowess across both show and street criteria.

Fabar's Falcon was built in conjunction with Bond University to maintain a neutral carbon footprint, using recycled or (somewhat) environmentally-friendly components where possible, and a relatively green 7.3 litre V8 turbodiesel drivetrain - still producing more than 450 kW.

Traditionally, Summernats has a reputation for being all about burnouts, V8s and superchargers, but the modern-era event attracts an eclectic mix of cars to rival any car event worldwide.



Summernats 26 hosted entries ranging from a V8-powered FSM Niki, a 400kW Nissan-engined Holden Camira, a twin-turbocharged Rolls Royce Silver Shadow, to restored and original classics, muscle cars, hot rods, and drag cars.

Another sign of the event maturing was the praise from the ACT Police regarding patron behaviour. There were just two arrests and three summons issued for traffic offences, and 50 vehicles were issued with defect notices over the four days. One vehicle was seized and impounded after a member of the public reported the driver for doing a burnout in Lyneham. Overall, police issued 81 Traffic Infringement Notices and made 19 cautions during the four days of the event - most of these issued in EPIC or surrounding suburbs. "The effective working relationship and cooperation between event organisers, police and ACT government directorates had been



a significant contributor to the event's success," ACT Police's Rod Anderson said.

Further fruit of these efforts was recognised recently with Summernats organisers, ACT Government and the Exhibition Park venue signing an agreement to continue hosting the event until at least 2020.

As the Summernats crowds began making their way back to homes in all parts of Australia late on Sunday, police warned they were maintaining a "high visibility" patrol presence. They said any fans tempted to emulate the antics of their burnout heroes on the public roads would do so at their peril.

The Volkswagens are there.

The Council of ACT Motor Clubs invited all affiliated car clubs to attend the 26th annual SummerNats on Sunday 6th January 2013, and display their cars from 9am to 3pm in the centre arena. Club VeeDub (Canberra Chapter) participated, along with many other car clubs in Canberra and surrounding regions. The Canberra Chapter had four very keen members attend for what turned out to be a very enjoyable day.



The photos taken on the day shows a very pink Beetle (Peter) in great company with a white T1 'split' double cab Kombi (Tavis), a blue T2 double-cab Kombi (Mark) and a white T3 single cab Kombi (Stuart). A pleasing aspect of the day was the fact that we were able to get the first three series of Kombis side by side, which looked absolutely fantastic.

Stuart

Extra note: thanks to everyone who attended and showed their VWs at the display. Bruce



VW Watercooled Summer Cruise. Sunday 20 Jan.

Sunny January means time for the annual VW Watercooled 'Summer Cruise', now in its seventh year! Our webmaster Aaron is the organiser. He has made it a tradition to head down to Stanwell Park, where there is plenty of space, shade and of course the beach.

As usual he called for some volunteers to help with leading the cruise, as well as a couple who don't want to cruise and would like to come down to Stanwell Park early to help him setup the marquees, BBQ and all that. Aaron posted the details on the very popular vwwatercooled and VWGolf.net forums, and it was also posted on the air-cooled aussieveedubbers forum (as it's open to ALL VWs).



The VWs met at the usual departure point, Uncle Leo's Caltex servo at the Liverpool Crossroads. The watercoolers like a bit of a sleep-in, so it wasn't necessary to get there until about 10am. Rudi was already there in his Superbug at 9:45 when Phil arrived in his Golf 3, then Brian in his Golf 5, Steve in David's Superbug and Zoran in his Golf Wagon followed shortly after. By 10am quite a few Golfs, Ventos, Jettas and Polos were arriving, mostly driven by young guys and girls from the forum.

The car park was soon pretty full. There was plenty of time for a coffee and snack, a refuel and a healthy VW chat as the owners stood around. As the scheduled 10:30 departure

time approached the young guys were all chatting away and taking snaps of the VWs on their phones. The oldie club members decided to head off slightly early and avoid the jam.

The official route for the day was going to be a simple one: Down Campbelltown Road/Hume Highway and through to Appin, from Appin to Bulli Pass then down and onto Lawrence Hargrave Drive across the Sea Cliff Bridge and into Stanwell Park. The trip was ~67km and took about 90 minutes at a good pace.



The two Superbugs of Steve and Rudi lead the way, with Brian and Phil's Golfs following. We're not sure how much longer the young guys waited, but they never caught the oldies. Aaron suggested a quick stop in Appin to re-group (Park Opposite Appin Public is nice and easy to get at), but the Club VW guys headed straight to Stanwell Park without a stop.

It was an enjoyable cruise, but the Police were around Campbelltown in numbers so speeds had to kept under





control. The run down Bulli Pass is always fun, and the road through Thirroul, Scarborough and Coalcliff always a pleasure – even on Sundays.

The early VWs parked on the kiosk side of Stanwell Park beach reserve, under the trees, and Aaron had already set up the Club VW tent and BBQ. Rudi took charge of the BBQ and soon had the snags sizzling as the others enjoyed a drink.



It wasn't long before all the younger Golfs started to arrive, parking together with great enjoyment and wandering over to the tent for a free sausage sandwich. It was the biggest turn-out yet for the Watercooled run, a terrific reward for Aaron's hard work.

In fact for the first year ever Aaron did not need to take any food home; all the sausages and buns were gobbled up and

some guys even wandered over to the kiosk for ice creams. If anything we could have done with some extra (especially the onion which ran out very early on). Aaron has said he will make sure that doesn't happen next year.

Thank you so much Aaron for putting on such a wonderful and exciting cruise today for all the VW enthusiasts, old and new, It was a pleasure being part and supporting both forums and Club VW. We really appreciate you going to all the trouble in setting up and purchasing all the food for all us hungry people after such a pleasant drive through the twisties.

It was great to see quite a mixture of old and new VWs and meet new faces. Thank you once again! Such a nice bunch of Volkswagen enthusiasts we have here. I can't wait for the next one!





Australia Day CARnivale 2013.

Actually, 26 January is my favourite day of the year. A chance to spend the day, usually a fine and sunny one, showing off my VW pride and joy, and chatting with all who stop to admire. Our VW club was assigned to arrive at the Domain car park at 7.30am and to depart in convoy at 8.30am. This allows time for a second breakfast of sausage on a roll (with onions, please) and a cuppa, which is provided free of charge by the Lions Club. At 8.30 we were led off and directed to the usual shady spot along St. James Road at the rear of the Supreme Court of NSW. There were 8 VWs in attendance:

- Ken's immaculate yellow Superbug.
- Jeff's striking red/orange Superbug.
- A white 76 Beetle. (Please let me know whose it is).
- Shirley's fine white fastback Type 3.
- Ray's sparkling blue 59 beetle.
- Peter's spectacular red "billet" Beetle.
- Wayne's amazing blue Kombi.
- My blue 60 Beetle survivor.

This year the event was sponsored by Supercars D'Elegance (an Australian marketing and events company) and included a display of supercars (Ferraris, Lamborghinis

etc), and another of Concours standard vehicles, as well as the usual vast collection of everyone else's automotive treasures along Macquarie, Hunter and Bent Streets. We all agreed that the total number of cars attending was lower than previous years, but I think that there was plenty to look at and the crowd in attendance was huge.



I had placed a few interesting props in the car: old luggage, period camera and spare parts in original packaging, and this attracted plenty of comment and photos. I also noticed that the other VWs were getting plenty of attention from people strolling by. Of course, we have all heard the way the conversations start. "My father had one ...", "I used to





have one ...”, I want one ...”, I used to repair them ...” etc. Most people have a story to tell. This is where the fun is, if you have the stamina, to listen to all the old fellows’ stories and advice on lubrication and maintenance and correct driving techniques. Not to mention the young ladies pleading for photographs of each other in the driver’s seat. Luckily, my wife Joan and I took turns fielding questions and listening to the stories. The day was warm and windy, which was a lot better than the forecast rain.



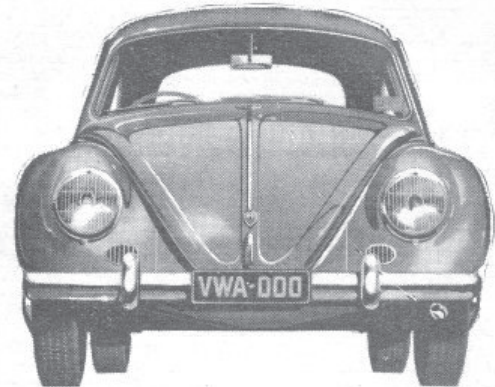
One of my tips for the day is to find time to make your way to the lower ground of St. Stephens Church on Macquarie Street for the Devonshire Tea. It is a cool refuge in that quiet and restful sandstone chamber, and the volunteer ladies are friendly. It was a busy day. All of Macquarie



Street’s historic buildings are open to the public and reasonable lunches are available at a few cafes nearby. Circuits of the CBD were available, for gold coin donation, in the buses of the vintage bus fleet and kid’s concerts were provided all day in Hyde Park north.

At 5pm it was time to go and the marshals made sure that we were on our way. It is an easy escape route from where we were located, so we quickly exited the city passing the hordes of people still making the most of the public holiday. This is a wonderful opportunity for the club to take part in a popular major event and I can’t wait for next year.

Peter James



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1967



Monte Carlo Pizzeria night at Riverwood. Saturday 2 February.

On Saturday the 2nd of Feb, Dad and I went to the VW club Pizza and Pasta night at Monte Carlo Pizzeria at Riverwood. Dave Birchall was the organiser and it was also his idea to wear Hawaiian shirts. Last year I was the only kid there, but this year Kira and Bettina were there with their friends.



It was very cold and we were supposed to wear Hawaiian shirts or dresses. I was going to wear a shirt that Grandma got me from Hawaii, but it was too cold so I wore a plain long sleeved red shirt and hoodie. Dad still wore a Hawaiian shirt, but had a thermal top underneath!

We got there at 6:45pm and saw Boris parking his ute in the parking area behind the restaurant. We were going to park next to him, but there were shopping trollies in the way so Dad drove the Golf down to the underground part. Boris was waiting for us as we got out and locked up.

Dave had booked a huge long table out on the footpath, and there were already about ten people there. Wow, Raymond and Grace were there, with Kira and Bettina !! Plus





them were quite hard. The grown-ups were all talking and laughing.

My tummy was full of pasta and drink, but then the pizzas came out! Monte Carlo's pizzas are very yummy and Dad and I go there lots so I knew what they were like. But Kira had never tried them before. We asked for a cheesy Margherita, which was super yummy! Dad loves the Special with everything on it, but I don't like capsicum. They were also serving vegetarian, Mexicana, Ham & Pineapple (yuck) and Meat Lovers.

Dad was drinking beers but he showed me they were special ones from Germany called Bitburger Drive – with 0.0% alcohol! He was

happy he could drink as many as he liked and still drive. He had to borrow Brian's bottle opener. Brian was drinking ginger beer. Kira and I had Cokes.

By the time all the pizzas were gone and some of the grown-ups had coffee, it was after 10pm and we were getting tired. Dad stood up and called me over, so I said goodbye to Kira and gave her a big hug. Everyone was going home, so we packed up and walked back to the Golf.

We had a fantastic time. Thank you Dave for organising it. I hope we go back to Monte Carlo Pizzeria again soon!

By Lily ☺

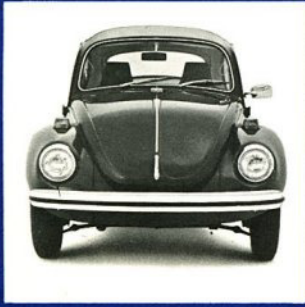
Bettina's boyfriend Brandon and his family too. I went straight over and sat with them at the end of the table. Dad sat next to Brian and Steve.

We were having lots of fun chatting when I noticed that Dad wasn't there anymore! It was OK, he had just walked across the road to the Woolworths bottle shop for beer.

Soon our long table was full, maybe 40 people altogether. Nearly everyone was wearing Hawaiian shirts, even though it was still cold. There were a few people I didn't know but they were all having a good time.

We had three waitresses looking after our big table, and they brought us out drinks and garlic bread to start with. Dave said we were having the banquet, so there would be lots of yummy things to choose from. The next thing to come out were the BBQ seafood snacks. The crumbed cabanossi was yummy!





This Volkswagen now comes with a trip to Europe.

Via Euro-Drive Tours and  Lufthansa German Airlines.

local Volkswagen distributor. A \$200 deposit is required and the balance four weeks prior to taking delivery. Your Volkswagen can be collected from Stuttgart, Wolfsburg, Hanover, Osnabruck, Wiedenbruck Frankfurt, Frankfurt Airport, Hamburg, Hamburg Airport, Munich, Bremerhaven, Cologne, Cologne Airport,

The Travel Bug.

Lufthansa 'Jet Tales', May 1973

To more and more people these days, the first beautiful sight they see in Europe is their own car, waiting for them in any one of 15 locations in Germany. Through the Volkswagen Overseas Delivery Scheme, your own Super Bug (or any other current European VW model) can be ordered before leaving Australia and waiting for you to take delivery on arrival.

Travelling through Europe is easy and lots of fun when you drive yourself, especially when the European purchase price is lower than the Australian one.

How much does it cost? Here's an example:

VW Super Bug	DM 6,207.21
International Registration	17.00
6 Months Public Liability Insurance	561.80
11% German tax	746.46
	DM 7,532.47
	(AU \$2,281.05)

The current Australian retail price of a VW Superbug is \$2,798.



Here's all you do: Select the model you want from the range of Beetles, Station Wagon, Microbus, Campmobile, Karmann Ghia and Audi luxury vehicles. The complete range is available in either left or right hand drive, to Australian specifications. You can also select some factory fitted options and accessories at low prices.

Having selected the model, place an order with the

Dusseldorf.

The normal time required to process an overseas delivery order is eight weeks. However, deliveries can often be arranged at much shorter notice if cable communication is used.



One of the many benefits is the guaranteed repurchase plan, one that is frequently an attractive alternative for the medium term European visitor. This enables you to sell the vehicle back to VW on agreed depreciation terms, subject of course to the observance of correct servicing and normal wear and tear consistent with the vehicle's mileage. The plan is merely an offer to the purchaser - you are under no obligation to exercise the repurchase agreement.

A typical example of the repurchase plan would be: Fully Equipped Westfalia Campmobile Purchase Price: AU\$4,140. Re-purchase after 3 months' use at 70% of its value: AU\$2,900

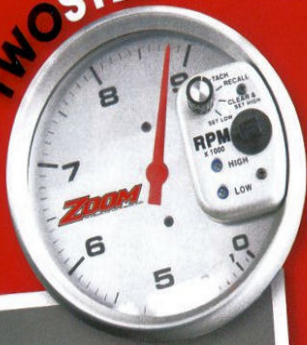
The repurchase plan enables you to motor throughout Europe (and even sleep in it with a Campmobile), travelling where and when you wish, in the knowledge that the car will be repurchased at a guaranteed price.

You can arrange to have your VW shipped back to Australia through your state VW distributor (Lanock Motors Ltd in NSW). He will give you the information how to make the necessary arrangements and advise you of customs duties, etc.

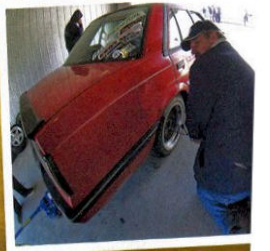
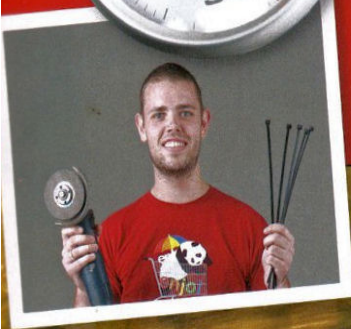
The VW Overseas Delivery Scheme is just one of the many ideas Lufthansa is able to give to passengers travelling overseas - for those who get the bug to travel.

WORDS: DAVE CARTER

TWOSTEP



HAND-ME-DOWN HERO



In the year or so I've worked here and over the number of articles I've written, one thing has become abundantly clear to me: in the majority of cases, automotive enthusiasm is passed down like a family heirloom from parent to child. Whether it be a gifted first project, access to a well-stocked tool chest or an expansive knowledge that can be called upon with a simple 'Hey Dad', the guys who've been doing it since before we were born normally have a big hand in kick-starting what will develop into a lifelong passion.

For me, it started at a very early age, sharing a childhood bedroom with the Club Vee Dub photocopier and helping to staple together the club magazine each month. My father, Steve, first got into the VW side of things working at the spare parts department of a Volkswagen dealership in Bankstown where he met my mother who was in need of a new aerial for her Beetle.

From there he was offered a mechanic's position at Powertune, now able to hot-up Bugs during the day as well as in his spare time. This was many moons ago and for the last 25+ years Steve's been helping people out at the side of the road for the NRMA, expanding his encyclopaedic knowledge from his favourite manufacturer to encompass all others.

Somewhere in there, Dad bought his 1972 Superbug when it was just over a year old and when I came along in '91, the thing was still around to give me some of my earliest motoring memories. Ignoring Mum's warnings that it constantly smelt like petrol and that I probably shouldn't be riding in it, I occupied the passenger seat pretty much every time Dad was behind the wheel, constantly finding excuses to tag along.

Turbocharged and capable of low 12-second quarters, this thing was certainly no slouch and as a young lad I loved watching a whole bunch of V8s and performance-oriented vehicles get hosed by a little old Bug. It was this car that got me hooked on not only the Volkswagen scene, but the feeling of a highly strung turbocharged engine violently coming on boost.

While I would have to wait some time for a boosted beast of my own due to the vehicle restrictions placed on the P-plate holders of my generation, the world of Volkswagen performance was well within my reach and Dad was more than happy to show me the ropes. While my friends at school were getting Playstations and skateboards for their 16th birthdays, I got a 1974 Superbug that quickly became our first father and son project.

Over the five years I've owned it, the Beetle has gone from being the car that taught me how to drive without the modern conveniences of power steering and ABS, to my daily driver and now sits in the driveway as a weekend toy. Over time it copped a full respray, a 944 Porsche rear-end, a half-cage, some 17-inch BBS wheels and a 1904cc engine with duel Dell'Orto carbies that I helped Dad piece together in our garage. While it's by no means a rocketship, it handles like it's on rails and has served me well both on the street and at the occasional supersprint.

I have faithfully followed Dad's passion for Volkswagens and the Dak-dak scene is still one that I hold very dearly, but everyone has to find their own thing, and for me it was drifting. Of course, it all came about innocently enough: buying a humble R31 Skyline to serve as a daily and a larger car for my university car pool while the Bug was being resprayed. The night-time skid pan drift events out at Eastern Creek were starting to get big around this time and I thought I'd give it a crack, instantly becoming hooked.

Recently graduating to my full licence, our current project has been turbocharging the 300,000km+ straight-six in the 31 so that I can really start punishing some rubber. A Holset HX35 turbo on an eBay high-mount manifold with some GT-R

injectors was the plan for a simple and cheap combo that would stand up to a bit of abuse and could be upgraded further down the track when things started to break. Sounds pretty easy right?

While there have been plenty of headaches, I'm almost grateful for the numerous roadblocks we've faced in this project and the many that have come before it. Dad likes to say that he treats me as his apprentice and it's a position I'm extremely grateful for. There's not a day or night that goes by in the garage that he won't teach me something new, whether it be an unorthodox but ultimately practical solution to a problem that I would have stood head-scratching at on my own.

I can honestly say that I would not be where I am without my Dad. His passion for mucking around with modified cars has now become my own and his comprehensive collection of Zoom magazines, stretching consecutively back to issue one, has motivated a career choice that I thoroughly enjoy.

So if you find yourself in the same boat, don't wait for that over-commercialised day of the year to let him know it. Pick up a slab of his preferred beverage and let him know how you feel where it counts – in the shed!

Dave Carter



in the fine polishing scratches and to provide a surface that will buff easily and provide a high degree of lustre. Soft buffing wheels and buffing compounds literally melt the copper coat into the polishing scratches while, at the same time, bring the surface up to a high gloss. The next step in the chrome plating process is applying a protective coat (0.008 to 0.015mm) of nickel. Nickel is extremely rust-resistant and adds greatly to the lustre of the surface, but it tarnishes easily and causes a slightly yellowish cast to the surface.

Shiny Stuff.

Think of plating as you would painting. Instead of spraying, an electrolytic process is used to apply metal. The procedures are similar, and the reasons behind the coatings are the same - decoration and protection. The single most important step in any plating process is the first one ... and that's stripping, cleaning, and preparing of the parent metal. Oil-covered parts are usually soaked in degreaser, painted pieces are immersed in a stripping solution, old nickel-plated items are electrically charged and lowered into a sulphuric acid strip, and rusty corrosion is loosened by 'pickling' in hydrochloric acid. The parent surface must be totally free of any cover before it's ready for polishing.

The second part of this time-consuming surface preparing process lies in the area of polishing. Polishing actively removes metal from the parent surface to create a blemish-free face. Nicks, dents, corrosion marks, pits and scratches must be polished out to bring the surface to a high lustre before it can be covered with a coat of metal. There is a reason behind this painstaking preparation process and that is that plating reflects the surface on which it is placed because of the reflective nature of the plating process.

Chrome – Hard or Harder

In the case of chrome plating, the process goes something like this. After the parent surface has been thoroughly detailed, a heavy coat of pure copper is deposited on the surface of the parent part. This initial coat is used to fill

The final step is an actual flash coat of decorative chrome, which is both rust and tarnish resistant. This extremely thin coat of chrome uses a chromic bath process that was originally developed back in the late '20s when motorists complained about the yellowish cast and tarnish of the heavy nickel plating on the brightwork of their cars. The answer to the problem was a thin layer of chrome that gives off a bluish tinted surface.

An alternative to the 'decorative' chrome plating described above is Hard Chrome Plating. Hard chroming isn't nearly as shiny, but it is the way to go if a part needs to have a hard, heat and wear-resistant surface. Hard chroming is a one-step process whereby the chrome is deposited directly on the parent surface without having to go through the copper and nickel stages. Valve stems and piston rings are often treated in this way.

Brass, Gold and Silver Plating

Brass plating, or the steps that a plater needs to take to brass-plate a surface, is exactly like the steps followed for chrome plating, except after the surface has been nickel plated it's 'flash' plated with pure brass. However, brass has a tendency to tarnish, so its surface is sealed with a clear, baked enamel coating.

Gold (if you're feeling rich) and silver plating follows the same stripping, cleaning, polishing and copper and nickel-coating sequence as both chroming and brass plating, except both gold and silver plated surfaces don't usually require a



clear top coat. That's because both gold and silver do not tarnish as quickly as brass, and the coats of gold and silver are much thicker than that of brass so a fine cleaner can be used, although both these surfaces can be clear-coated to reduce maintenance.

Cadmium Plating

Corrosion-resistant cadmium is extremely expensive, but the time a plater saves by not having to buff parts or go through the copper and nickel cycles makes cad plating more cost effective. Correctly plated, a cad-coated surface will have a flat, brushed silver look. What's more, a cad-plated surface can be dipped in a gold iridite solution that will give it an



iridescent sheen. However, cad-plating's main attribute is that it's very corrosion resistant and is said to be much more durable - especially in an environment where salt water, heat, and gravel-covered road surfaces are prevalent - than chrome plating.

Hydrogen Embrittlement

One of the negative side effects of the electrolytic plating process is what the metallurgists call "hydrogen embrittlement". An atom of free hydrogen is formed during plating. Hydrogen, being the smallest element on the atomic scale, is able to enter the granular structure of the parent metal and eventually cause a certain amount of crack-producing inflexibility, or worse yet, embrittlement. Also, any nick, scratch or check in the surface of an electro-plated part can also migrate to the parent metal. It seems that the hydrogen given off by the deteriorating chrome can lead to embrittlement. Even a plated part in a non-stress location can crack, a problem called 'static failure'. And other failures can occur from welding over a plated area or from heating and straightening a component and not having it baked after it's been re-plated.

Baking an electro-plated surface in an oven is the one way to get rid of free hydrogen before it gets rid of your part. Baking forces or pulls the free hydrogen out of the microscopic pores and cracks on the surface of the parent metal. Plated parts are typically baked for four hours at 190-200 degrees C.

Anodising

It is true that aluminium can be chrome-plated. The surface is buffed to a high lustre and put in a zincate solution that deposits a thin layer of zinc on the polished surface, after which comes the copper-nickel-chrome steps. However most platers shy away from chroming aluminium because of the



wide coefficient of expansion between chromium and aluminium. Consequently, a process called Anodising is used. Anodising is also an electrolytic process where the surface to be anodised is immersed in a solution of sulphuric acid whilst being charged with electric current. This process produces a thin, porous, wear-resistant barrier layer of aluminium oxide. An anodised surface has a flat, brush-like texture and appears much like cad plating. However, the microscopic pores will readily absorb dyes, allowing anodised parts to be finished in any colour of the rainbow.

Because the aluminium oxide is porous, a two-step sealing process is used to cap off the pores to keep outside contaminants from adversely affecting the dyed surface.

Powder Coating

Powder coating, in essence, is a process where the surface is given a low-voltage charge of electricity that attracts and retains a fine powder of epoxy or polyester that has been fogged or sprayed on the 'charged' surface. The powder-coated surface is then placed in an oven and baked for approximately 15 minutes at between 180 and 200 degrees C. The result is a glossy but rust and impact-resistant surface that is practically impervious to rock chips and fuel spills.



With a little imagination a VW enthusiast can chrome, brass, gold, silver, cad, anodise or powder coat anything he wants, and can end up with an astonishing assortment of colours and surface textures that are both protective and eye-tractive.

Simon Matthews

The Coca-Cola myth.

I still keep getting guys telling me how clean n shiny my rusty bolts would end up if I left them overnight in a jar of coke. Is there any truth to this?

Bright & shiny? Myth.

But rust-free? True. (Okay, sorta true.)

Coca-cola (and most other soft drinks) contains phosphoric acid. After eating the enamel off your teeth it gives you the extra zing Americans expect in their soft drinks. Coca-cola also contains carbonic acid, created whenever carbon dioxide is dissolved in water. Both are effective de-rusting agents. But not very fast. While Coca-cola is acidic, and while the acids it contains are specific 'getters' of oxides, they are quite dilute; as rust removers they don't work very fast. Raising the temperature and leaving the part in the solution for several days is usually required. If you want to remove the rust. But if you simply want to break the bond on a rusted nut & bolt, an overnight soak should do it.



The real question is why someone would use Coca-cola when they are literally surrounded by more effective - and less expensive - rust-removing agents. You can buy various acids, including phosphoric, from Mitre 10 or Swadlings, and you probably already have a few around your house. Tile cleaners often use hydrochloric acid, and every old car battery contains some sulphuric acid.) Plain vinegar is an effective cleaning solution. And if all you want to do is loosen a rusty fastener then you should be using a penetrating oil such as WD-40 or RP7.

Got rusty bolts? The least expensive method of restoring them is simple reverse electrolysis. That is, a

conductive solution (salty water will work) plus a battery charger. Look it up. There are many sites on the internet devoted to cleaning metal.

Electrolysis — You gotta clean the thing first.

Yeah, I know... it's a mess. But the odds are it's an oily, greasy mess. And there may still be some paint under all that rust. Electrolysis does not work on grease. Nor paint. You'll end up removing the rust from all around the greasy or painted part... which may be what you want but usually isn't. So degrease it.

A hot solution of lye (ie, the traditional 'hot tank') is the time-proven method. Of course, if you get some on you, you tend to jump around and make funny noises. TSP - tri-sodium phosphate - is a more benign getter of grease and does a pretty good job on paint. Just keep boiling the dirty part until it's down to Basic Rust then pop it into your electrolytic bath. Be sure to use real tri-sodium phosphate. There is a common household cleaner with the BRAND NAME of 'TSP' that does not contain any phosphates at all. Paint department usually carries the good stuff - you use it to scrub old paint before laying on new.

Same holds true for your iron electrodes. If you clean them before wiring them up, they will have more effective surface area.

Handiest clamps I've found were pieces of copper pipe. Cut off a piece about an inch long, wrap your wire around it and solder, then drill the thing to accept at least three sheet-metal screws. Slide over the re-bar, tighten the screws, connect the wire and away you go. The re-bar gets eaten up but the clamps will last just about forever.

If you've used a concentrated salt solution for your electrolyte then you'll need to BOIL the part in clean water once the rust has been removed. The derusted, boiled part will develop a haze of rust as soon as you lift it from the boiling water so be ready to deal with it. Either give it a shot of primer as soon as it's dry or hose it down with WD-40. (I don't recommend the use of lye as an electrolyte. Any salt (as opposed to acid) will work. I use washing soda.)

A big advantage to electrolytic rust removal is that it only takes away the rust, not the metal attached to it. With sand blasting, everything goes — and leaves a surface that's rough as a cob.

Save the Coca-cola for rotting out your teeth the way God and the American Dental Association intended. If you got rust, there are smarter, less expensive ways to get rid of it.

CCing your heads.

Most folks arrive at this point not because they are building an engine but because they are repairing one. Doing a valve job on a VW engine alters the chamber volume. Or they've dropped a valve and have had to replace one of the heads. Replacement or repair of a head alters the chamber volume, and chamber volume is a factor in the compression-ratio equation. Before they can re-assemble the engine they have to measure the chamber volume and re-compute the CR to ensure the repair work has not upset the compression ratio.

Measuring chamber volume is easy to do and the procedure is all the real service manuals for the VW engine. But just to keep all the information in one place, I'll give you a quick sketch of the procedure.

Using the catheter-type syringe and a sealing disk similar to those shown in the photo, you should be able to measure the volume of a Volkswagen combustion chamber to within 2 cc. That is, if you measure it a multiple number of times your results should not vary from the average result by more than plus or minus 1cc. (As a general rule, always measure each chamber at least three times.)



Here's how: Install a spark plug in the head and torque to spec. If the valves are not perfectly fluid-tight, pop them out and put a light smear of Vaseline on their sealing surfaces. Level the head in both directions then smear a light coat of Vaseline around the periphery of the sealing disk and drop it into the chamber. If the sealing disk is 10 mm or thicker it will be heavy enough to stay in place by itself (the specific gravity of cast acrylic sheet is only 1.19). For thinner sealing disks you'll need to hold them in place with your thumb while filling the chamber or add a few grams of weight to their edges.

The disk(s) doesn't have to be perfectly round. You can saw the thing out with a jig saw, smooth the edge with a file and you've kept it to within a millimetre or two, it will work perfectly well. Nor do you need five holes in the disk as shown in the factory workshop manual; you can do a quick check with just one.

Using a suitable fluid, fill the chamber and the hole through the sealing disk. Subtract the volume of the hole from the total. Do both chambers. For OHV engines I think you'll find 'wetter' water does a better job than the traditional kerosene. This is because you need to measure the chamber several times and average the result and that means you have to remove all of the fluid from the chamber. With a flat-head engine it's pretty easy to simply wipe the chamber dry but with an OHV the kerosene tends to cling to all the nooks & crannies. So use water with a drop of wetting agent (such as liquid detergent) as your fluid - this lowers the surface tension, reducing the water's tendency to form beads. When it comes time to dry the chamber, simply dump it out, slosh it with a bit of alcohol then blow it dry. Alcohol is hygroscopic - - it will mix with any remaining water and once mixed with alcohol it takes only a modest blast of air to dry even the deep recess around the spark plug's insulator.

A quick check using the syringe shown in the photo will allow you to determine the volume of your combustion chambers to within 2 cc (i.e., plus or minus 1 cc). To compute

your compression ratio use the largest volume you measured as the factor in the CR equation.

That's it. If you're a shade-tree mechanic you're all done. Good luck in the contest.

(But if you want to read about it in much greater detail, I'll see you back here next month).

Air Filters.

The only truly reusable air filter is an oil-bath type, and even that requires the coir baffle to be washed with kerosene from time to time, the oil bath changed and so forth. Filters of treated paper are almost as good at trapping small particles as an oil bath. Once trapped, they are discarded. 'Reusable' filters that do not include some disposable element for trapping fine particles are suspect, since the particles you want to worry about are too small to be removed by conventional cleaning methods.



Oil bath air filters are based on a fundamental principle of physics, wherein the greater mass of any particulate matter, as compared to the mass of a molecule of air, prevents the particle from negotiating the sharp bend introduced in the air stream, causing the particle to collide with the pool of oil and become trapped.

Paper, cloth or other filters are based on the labyrinth principle. In tests, oil-bath (or water, for large stationary engines) have proven to be more efficient, albeit larger and messier and requiring more maintenance.

Off-roaders use paper filters only because oil-bath types do not stand up to the jolts. Military off-road equipment such as tanks and armoured troop carriers use a combination of centrifugal and labyrinth principles. The centrifugal filters are either active (i.e. consuming power) or passive, using ducts and vanes to create a vortex in the airflow. Labyrinth filters usually have a reusable outer filter and a disposable inner filter, the former for coarse material, the later for fine.

Your Volkswagen's oil bath air cleaner may look clunky and out of date, but if properly maintained it does a better job protecting your engine than a paper air filter.

Bob Hoover



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Maybe you thought we were in a rut. When all the time we were really in the groove.

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