

Zeitschrift



We scored a Gol at the VW Nationals!

June 2024

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Name the part nickname
Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

**A member of the NSW Council of Motor Clubs.
Affiliated with Motorsport Australia (CAMS).**



Club VeeDub Sydney Committee 2023-24.

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Canberra Committee.

President/Secretary:	Aldred Gonzalez	clubveedubact@gmail.com
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Ordinary Members:	Paul Cross; Jim Smith; David Brinton	

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

Club VeeDub membership.

Membership of Club VeeDub Sydney is open to all Volkswagen owners. The normal cost is \$50 for 12 months. Membership with Historic Rego is \$60 for 12 months.

Monthly meetings.

Monthly Club VeeDub meetings are held at Strathfield Golf Club, 52 Weeroona Rd Strathfield, 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 324
Mortdale NSW 2223



Facebook:

www.facebook.com/ClubVeedubSydney/
www.facebook.com/groups/ClubVeeDubACTPublic/

Our magazine.

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

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

Back issues (2003-on) are available at www.clubvw.org.au under the Media - Zeitschrift tag.

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

We thank our VW Nationals sponsors:

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30 shows and over.

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15 shows and over.

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Canberra VW Centre	VW Magazine Australia
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10 shows and over.

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See the back page for all 2024 VW Nationals sponsors

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Westpac Rescue Helicopter Ser



DUBS BY THE LAKE

2024

JUNE

14TH, 15TH & 16TH

Fireworks sponsored by AGL

FIREWORKS
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SPECIAL EVENT
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Show and Shine

TOP 10 VWS

**Cruises Around Beautiful
Nambucca District**

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Thursday and Friday**

**Swap Meet
Saturday Arvo & Sunday**

Charity auction

**Dancing-Sitdown Meal
Live Band**

Dressup theme: Disney

Email
vwspectacular@gmail.com
PH: 0427695203

2024



MT WILSON

WINTER EUROPEAN CRUISE



AUSTRALIAN SPLIT WINDOW KOMBI CLUB



Hi Guys you are invited to the 2024

Annual Australian Split Window Kombi Klub

"Winter European Cruise" to Mt Wilson

in the Blue Mountains NSW

For a BYO Picnic Lunch on

SUNDAY 25TH AUGUST

2024

Split Kombis To Traditionally Lead Cruise

All VWs Welcome

THE DAYS ITINERARY:

From 8.00am: Meet for Breakfast at

McDonalds Windsor (McGrath's Hill)

Car Windsor Road & Groves Ave.

9.30am: Splitting from McDonalds

10.15am: Coffee Stop - The Fruit Bowl Bilpin (depart 10.45am)

11.00am: Arrive at Mt Tomah Rest Area - Photo Shoot, (Depart 11.20am)

12.00pm: Expected Arrival time at Cathedral Reserve, Mt Irvine Road Mt Wilson.

12.30pm: BYO Picnic Lunch

1.30pm: Sponsor Awards

2.00pm: Thanks Everybody For Your Attendance You Can Now Split



Event Contact: Simon Barnfield
Email: kombis2u@gmail.com

Australian Split Window Kombi
VW Winter European Cruise 2024



Von der Frau Präsidentin.

Was für ein Auftritt!
(What a show!)

Where to even begin. This year's VW Nationals had a bit of a facelift with the layout, thanks to VP Stewart! Lots more food trucks, but unfortunately less vendors with some key ones away overseas or down with COVID!

Saturday saw the kick off with a cruise organised by Euro Cruisers, from Prospect Homemaker Centre to Wisemans Ferry. We had great support from both air-cooled and water-cooled cars in convoy enroute to the Wisemans Ferry bowling club for lunch. The car park had more than enough space for the 40 odd cars and the weather stayed fine. Again, thankyou Paul for pulling this all together!

I want to express my sincere gratitude to all the volunteers who helped make the Club VeeDub Sydney 2024 VW Nationals a huge success. Your dedication and hard work did not go unnoticed, and I am deeply appreciative of your efforts.

Early Sunday it was clear and very cold, as traders, swappers and show cars lined up well before dawn. Most of our volunteers were there early, some even camping there overnight, and soon suited up with fluoro vests and radios. The club shop and office were ready, the entry gates were manned and opened right on 7:30am, and it was up and running!!! We had a huge clear out on old merch, and new styles on offer!

The car show entry gate is usually the bottleneck, but this year we had plenty of volunteers to make things run smoothly. This year we moved the desk to the drivers' side - we should have done that years ago. Clipboards with entry forms and tap-n-go payment were run up the queue, so that most cars had them filled out and paid by the time they reached the entrance. They got their stickers and judging forms, their photos taken, and then directed to their parking areas by more of our volunteers.

The traders and swappers were also in place early, and by 9am the show was looking great. By 10am most of the show cars were in place, no one was waiting to get in, and the gates were closed at 10:30. The showgrounds were packed with cars, traders, swappers and spectators, what a sight!

The show categories were almost the same as last year. The Pleydon trophy was retired (both Ray and Shirley have passed away), while the final category is now the David Birchall Car of the Day, in remembrance of Dave and his 36

years of work organising the VW Nationals. His two sons Michael and Stephen were there to choose the winner and hand over the first David Birchall memorial award.

This year we got 219 cars in the show, plus another half a dozen or so belonging to traders who didn't want to be judged. That's one of the highest totals ever, what a great turnout! And 93 of them were on Historic Registration, which is the most ever. They made up 42% of the entries. There were 157 air-cooled cars in the show, just 2 less than last year, while the number of modern water-cooled VWs dropped from 80 last year to just 61 this year. While 63 is the average over the last eight years, it was a relatively disappointing turnout of modern VW owners this time.

By models, there were 69 Beetles across 6 categories (7 less than last year); 42 Kombis in 5 categories (3 less than last year), and 36 Golfs in 8 categories (13 less than last year).

The most popular show category was again Beetle 68-on Modified, with 16 entries (7 less than last year). Beetle 1958 to 1967 Modified had 15 entries (same as last year), as did the Rat class, while Beetle 1958 to 1967 Standard and Kombi T2 1968 to 1979 Standard both had 13 entries - 4 and 6 less than last year respectively. Kombi T2 1968 to 1979 Modified had 10 entries, one more than last year.

As for the water-coolers, Golf 1 1976 to 1983 had 12 entries, 2 more than last year. Golf 3 1993 to 1997 had 8 entries, 3 more than last year. VW Sedan had 6 entries, the most ever. This was a mixture of 1 Bora, 2 Jettas, 1 Passat, 1 CC and 1 Gol (from Brazil).

Some classes saw huge growth this year. Beetle up to 1957 Standard for example went from 1 in 2022 and 2 in 2023 to 7 this year! I wonder where all those ovals and splits have been hiding?! The Rat class has bounced back, from 5 in 2022 and 10 in 2023 to 15 this year. T3 Transporter 1981 to 1992 went up from 5 last year to 8 this time. VW SUV went up from 1 in 2022 and 2 in 2023 to 5 this year, thanks to the five Tiguan that came along.

Most classes were up or down a little from last year, but generally around their long-term averages. Type 3 Standard went up from 4 to 7 this year, while Type 3 Modified went up from 2 to 3. Back in 2017 it was 7 and 10, so modified Type 3s continue to be less popular than before.

There was only 1 Golf Mk2 this year, down from 5 last year. And for some reason Golf Mk6 2009 to 2012 has dropped from 10 in 2022 to 8 in 2023 and just 1 this year. Golf 7 2013 to 2020 dropped from 11 last year to 6 this year.

We currently have the 'VW Commercial' class to cater for all modern Transporters, Caddys, LTs, Crafters and Amaroks. Over the last five years the entry numbers have been 2,2,0,2,1 (this year it was one solitary T6 Transporter; no Amaroks at all). We did get a suggestion prior to the show to expand this category to Best T4, Best T5 and Best T6. A great idea, but as you can see we just don't get the entry numbers for it to work.

Likewise the other VW marques continue to be a problem. Audi entries over the last 5 years have been 2,2,3,5,1. Porsche entries have been 1,2,0,1,1. Skoda/SEAT entries have been 1,0,0,0,0. This isn't sustainable. Next year we will combine all these makes into one 'VW Family' category.

The car show entrants all got voting sheets, which enabled them to vote on up to 20 different cars of their choice. Altogether some 2,383 votes were cast (on 164 different

sheets handed in), far more than the 1,685 cast last year. This shows us that the entrants are really getting into actively voting on the cars in the show - thank you to all who voted this way. Likewise, each spectator entry got a People's Choice coupon which let them choose one vehicle, and 547 of these were handed in. That made 2,930 votes (plus 220 entry forms) for Phil to type into his custom-designed laptop computer spreadsheet. This took all morning and lunchtime, but data entry was complete by around 1:45pm.

In the meantime the boys did a great job marshalling and parking all the show cars, and directing the traders and swappers. Thank you gents! Raymond and his family did a great job in the shop all day, and the new merchandise was very popular, as were Christine's raffles. Many thanks to our club volunteers for all their work all day.

Once the computer had the trophy winners worked out, Sam our photographer had to match the winners with their specific car photos for the Powerpoint presentation. One or two usually go missing and it then takes a few minutes to find the cars in the show and grab another shot. But everything was worked out and done by 2:20pm.

We could then start the presentation a bit earlier than the 3pm schedule, which everyone welcomed. We don't do 3rd place trophies any more, and only the 10 most popular categories had a 2nd. After a long day we pushed through the presentation as quickly as we could and were done just after 3:10pm. Most people immediately started heading home. We still had another hour's work packing up and making sure the venue was as tidy as we found it.

Only 8 trophies remained unclaimed; the winners had already gone home. They have already been emailed and their trophies will be available at our next meeting on Thursday 20 June at the Strathfield Golf Club.

Mit mehr Wertschätzung, als Worte ausdrücken können,
(With more appreciation than words can express,)

Lee Daines



Kanberra Kapitel report.

Hello from Canberra! Winter has arrived and the icy winds with occasional rain have meant that only the brave travel out for one of the irregular coffee meets at the flags.

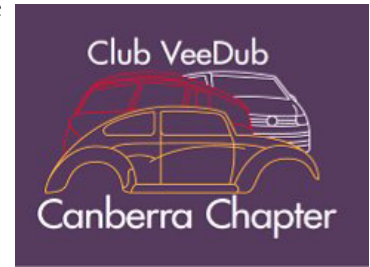
We had a rainy cruise to the AGM at the Murrumbateman Country Inn, where more daily drives were used than the classics. I'm sure that those whom attended got a nice meal and got to talk shop with like-minded individuals. We welcomed in a new committee and thanked those that worked tirelessly for the club in the past year.

Then a number of members either went up early or braved the early morning fog on the trip to the VW Nationals held in Sydney by our parent club. A number of members entered, sold items or just enjoyed viewing the wide range of cars.

We are starting to plan events for when we thaw out - be it charity cruises, cars n coffee and our own marquee event German Auto Day. So keep an eye on our Facebook page for these and we always welcome new faces to join us no matter what you drive.

Aldred Gonzalez

aldred@alamanda.id.au



Klub Kalender.

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

Canberra Chapter events are shown in dark blue. See www.facebook.com/groups/ClubVeeDubACTPublic/ for all info on these events.

June.

Saturday-Sunday 15-16th June:- Dubs By The Lake 2024 at Jerry's Plains Camping Ground, cnr Golden Hwy and Wambo Sts. **Note new dates and location!** Two days of VW fun, camping welcome. VW car show, market stalls, swap meet, food stalls, live music, fireworks, novelty events, raffle, live auction, kids corner and much more! \$12 Family Pass, \$7 VW Entry Pass. \$5 spectators, \$2 kids. All proceeds to the Westpac Rescue Helicopter.

Thursday 20th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

Sunday 30th:- Euro Motorfest 2024, held at Newcastle Foreshore Park, Wharf Rd Newcastle East. All European marques are welcome! Gates open 8:30am, Display entry fee \$10. All proceeds to Variety Children's Charity and Hunter Hospital. Hosted by the MG Car Club Hunter Region. See www.huntermg.com/event/euro-motorfest-2024/

July.

Tuesday 2nd:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

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

Thursday 11th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 18th:- CLUB VW MONTHLY MEETING at the

Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start. This meeting will also be the **2024 AGM**. All committee positions will be vacated and new nominations will be called for. Members are invited to stand for a 2024-25 position!

August.

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

Friday 2nd - Sunday 4th:- Volkswagen Spectacular at Valla Park. Yes it's on again, where too many Volkswagens are never enough. Five days in a beautiful location, with events / cruises / displays on each day. Camp at the Valla Holiday Park or grab a motel / B&B in town (Nambucca Heads). For all information and accommodation bookings (don't delay), go to their website for more details.
www.volkswagenspectacular.com/

Tuesday 6th:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

Thursday 8th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 15th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

Sunday 18th:- Shannons Sydney Classic 2024 at Sydney Motorsport Park, Eastern Creek. Organised by the CMC, it's the largest classic car show in Australia. Club displays, double decker bus rides, trade stands, historic race cars, Concours, and a parade lap of the track for all show entrants. Over 2,000 classic cars! Club VeeDub will again have a Volkswagen display, with 20 spaces booked. Cars should arrive by 8:00am. You must book with our Vice-President Stewart Burke at the monthly meeting to secure your reserved entry ticket and parking space for the day. Please only take one if you are SURE of attending - don't take one then fail to turn up on the day.

Sunday 25th:- Split-window Kombi Winter European Cruise to Mt Wilson in the Blue Mountains NSW. Meet at McDonalds McGraths Hill (Windsor Rd & Groves Ave) from 8am for breakfast. Cruise departs at 9:30am. Coffee stop at Fruit Bowl, Bilpin. Photo stop at Mt Tomah Rest Area. Arrive at Cathedral Reserve Mt Wilson at 12pm for BYO picnic lunch. Trophy presentation at 1:30pm. A free event where all VWs are welcome, but split-window Kombis will lead the cruise. Please ensure your VW is full of fuel and food/drink before departure as there are no shops or servos at Mt Wilson (public toilets are on site.) Contact Simon at kombis2u@gmail.com for more info.

September.

Tuesday 3rd:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

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

Thursday 12th:- Committee Meeting and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

Thursday 19th:- CLUB VW MONTHLY MEETING at the **Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

Sunday 29th:- East Hills Charity Car Show at Kelso Oval, Panania. All classic makes and models welcome. Trophies to be won in numerous categories. Show cars enter through the gates on Marco Ave, off Childs St. A great family day out, food and drink stands, music and entertainment, motor accessory traders. Phone Glen on 0434 360791 for more info. **Join the Club VW Convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30 departure.**

Marktplatz.

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

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

Photos can be included if you provide a JPG. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

New ads.



For Sale:- I have a **VW Type 182 (Safari)** that has been sitting under a cover in my garage for 7-8 years. I would now like to sell it. I have been told \$20,000. Would it be of any interest to your members? For all enquiries please contact me John Henshaw at Cape Schanck, VIC 3939 on my mobile 0418 323 633 or email wjdhenshaw@gmail.com



For Sale:- Could you please advertise my **VW Beetle** in next club magazine please. It's a 1971 VW Beetle with 10 months Historical Registration, Wattle Yellow in colour. New Upholstery, side Boards and Chrome Bumper Bars and Radio. Low Mileage and engine in good condition. \$25k to \$30k or nearest offer Phone Mark on 0409 920 397 or email amanda1971vwbeetle@gmail.com



For Sale:- Howdy, I have a **VW1600 Instruction manual** that came with my grandfather's 1600 that he purchased in 1968. Would someone in your club be interested in it? Especially someone with a Type 3? I'd like it to go to a place it will give

pleasure/get used. If you are interested, please contact me, Simon Njoo on 0410 580 067 or email simon@murphynjoo.com



For Sale:- 1968 Beetle convertible, restored 2014 , has QLD road worthy. Second place VW Nationals 2014 has been garaged for 8 years runs well, professional conversations have all paperwork to support , location northern NSW, \$18,000. Call Mick on 0410 570 663 or email hume2444@gmail.com

For Sale:- Morning team. I'm looking for some advice. I have a stock of **New-Old-Stock exhausts** from an Italian company - Imasaf. Mostly for Italian cars but I have a few (something like 20 pieces) VW fitment for Golf/Jetta Mk2 and Golf Mk1. Mix of centre and rear mufflers. Do you know if any members would be interested in a group buy, or is there a water-cooled specialist in NSW I could speak to? I'm located in Moss Vale, NSW and would appreciate any advice or offers. Contact Leo at leo@petersensgarage.com.au



Next Club Meeting:
Thursday
20 June.
7:30pm
Strathfield Golf Club.



For Sale:- '79 DUB' plates for sale (NSW). I've just transferred my 1979 Westfalia to Club rego (historic plates) and no longer require my '79 DUB' plates. They are in storage at the RMS and I am looking to sell them. Cost \$127 per year to have these on your vehicle at rego time. Asking \$1500.00 Please contact Graeme on 0434 060855 or email graeme@darkgreendesign.com.au

2nd Month ads.



For Sale, 1971 Superbug 'S', 76334 miles, straight body, current rego, drives well. It appears to be in an unmolested state. Requires a bit of work, rust repairs required around front windscreen, a little bit on the panel below the engine cover and a little in the rear quarter panels, low, close to rear of door. Rust repairs have been completed in rear panels adjacent to rear windows, otherwise, looks good. Interior in need of hood lining (comes with a new one to be fitted) seats need re-upholstering. New bumpers and headlight eyelids (all not fitted). I am selling this on behalf of an elderly lady. I can answer some questions but, be aware, I know little of VWs. It is located near Urunga on the north coast. I can send other photos as required. Price to be negotiated. Please contact Ian on 0427 678373 or email iangclark@dodo.com.au

For Sale:- 1990 VW Caravelle GL Syncro. Grey metal-flake paintwork. Purchased in 2014 so I've owned it for 10 years.



Just 136,500 km, and only 9,000 elapsed since I bought it. Factory goodies include electric rear vision mirrors, headlight washers, air-con, heated rear seats, tinted glass, central locking, fog lamps, Eurovox cassette-radio. Accessories include Carat wheels, Carat interior trim, and front nerf bar. Serviced by experienced German mechanic at least annually. I've never driven her off-road. I still love the feeling of driving this beautiful example of the marque, but age has caught up with me. Asking price is \$50,000. Car located in Castlereagh, NSW. Contact Peter Schweinsberg on 0417 411493 or email peter@peterandval.com

EOI - 1973 L bug SA rego, location Mount Barker South Australia. This could be the bargain you have been looking for, Grandma's house sold and I have no place to store it, straight L bug, Martini olive, one patch of rust next to rear window cut ready to weld in panel, rust free doors, 3 sets of full guards, 3 deck lids, 2 sets of wheels inc 15x10 rear good tyres, rebuilt 1641 with twin 34ipc, 2 sets of complete carbs (34ipc), extractors, many parts, can add twin IDA kit (will be extra) low backs on T rails, spare door trims, spare electrics, vintage speed shifter, at the moment it has wide body kit, have all the parts to return to standard or paint the guards and drive a cool bug - goes hard - box smooth and those 15x10 rear rims! can supply pics to only the serious, This car was driven last to Volksfest in Adelaide city 2023 didn't skip a beat, yes it was the multi coloured panel car, will be pick up interstate, car trailer and ute recommended there is lots in the buy - not asking stupid price but not giving it away serious offers only. Brady 0421 518461 SA or Lee 0424 296578 NSW

Trades and services directory.

Trades and services directory.

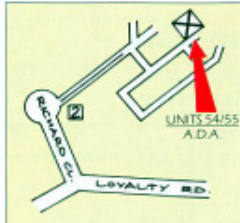
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Trades and services directory.

AUSTRALIAN VW PERFORMANCE Centre

Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with any enquiries you have.

www.vwperformance.com.au

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Touareg facelift.

The facelifted 2024 Volkswagen Touareg SUV due this month may be no more expensive than its predecessor - or even slightly cheaper - despite features previously restricted to \$8000 option packs becoming standard on all models.

Volkswagen says it wants to grow sales of its largest SUV after posting its lowest annual deliveries in 13 years - and price rises of up to \$8750 in 18 months.

Standard on the cheapest Touareg will be a 38-cm infotainment touchscreen and 31.2 cm digital instrument cluster, previously bundled into an \$8700 InnoVision Package that is standard on more expensive versions of the Volkswagen.

Matrix LED headlights, a 360-degree camera, automatic parking, traffic sign recognition, and other features - previously limited to another \$6600 to \$7600 option pack, exclusive to high-grade models, or not available at all - will now be standard across the range.

Despite the equipment boost, Volkswagen says prices - which are yet to be announced - will not increase, and may be in line for a small cut from the \$89,240 plus on-road costs of today's entry-grade 170TDI.

"You can expect a price repositioning of the Touareg facelift, and I don't mean a price increase," VW Australia spokesman Daniel DeGasperi said.

"There are two reasons for that. Touareg does very well with the towing [focused buyer] set, which is great, but the towing set is not big enough to satisfy our volume ambitions for the Touareg, and really, we want to appeal to families.

"In the same way a T-Roc buyer might step to a Tiguan when they have two small kids, we want a Tiguan buyer to be able to stretch not too far into a Touareg."

Mr DeGasperi said the price cut will not be significant, but it will be offset by a long list of new equipment.

"That doesn't mean a drastic price cut, but as you'll see with the level of specifications, we're making a lot more standard now," he said.

Volkswagen is offering a \$12,000 factory bonus on the outgoing, pre-facelift Touareg which has been on sale in Australia since 2019.

The facelifted Touareg introduces a refreshed

look with full-width LED light bars, an updated interior, and a broader suite of advanced safety technology.

In Australia the existing 170TDI, 210TDI Elegance and 210TDI R-Line diesel V6 variants will be joined by the Touareg R plug-in hybrid, priced from \$129,990 plus on-road costs with a 3.0-litre turbo-petrol V6 and electric motor.

Among the new features is the first speed sign recognition system fitted to a Volkswagen passenger vehicle in Australia, after years of availability in overseas markets - and its introduction on the latest VW Amarok commercial ute, which shares its technology with the Ford Ranger.

"It's required a lot of calibration work for the Australian market, and we're pleased to be able to bring it on our flagship model. If a head-up display is fitted, it is obviously integrated into the head-up display as well," said Mr DeGasperi.

Also new for the 2024 Touareg are high-definition matrix LED headlights with 19,200 'pixels' each, capable of highlighting the lane markings or the edge of the road. Plus there's a roof load sensor that adjusts the tuning of the stability control software based on the amount of weight on top of the car, when VW Genuine roof bars are in use.

The rear VW badge is illuminated - a first for a Volkswagen in Australia, and functional when stationary or on the move - and an updated interior with new ambient light strips and wireless Apple CarPlay/Android Auto, which takes up the entire infotainment screen.

In adding new features across the range, features such as four-zone climate control, Dynaudio premium stereo and heated outboard rear seats previously included in option packs are now not available unless buyers spend more than \$130,000 on the R flagship.

The 921 VW Touaregs reported as sold last year was the model's worst result since 2010, when just 374 deliveries were posted (the model was 'running out' before the 2nd generation Touareg went on sale in 2011).

The current Mk3 Touareg has averaged about 1100 to 1200 sales annually since launch in 2019, compared to about 1700 - and a peak of 2568 sales in 2015 - for its Mk2 predecessor. However the latest model has faced stock shortages for much of its life; it is made in VW's Bratislava plant in Slovakia. The city suffered significant flood damage in 2023.





Tiguan power upgrades.

Two of the three variants in the 2025 Volkswagen Tiguan family SUV range, which are due in Australia by this time next year, are set for a power boost as the high-performance R edition prepares to depart showrooms for the time being.

But there are still no plans for a plug-in hybrid variant, which would make it easier for the German car giant to meet upcoming Australian government CO2 emissions targets for new vehicles. Volkswagen has elected to focus on electric cars.

Volkswagen Australia executives said this week there will be three engine variants in the new Tiguan range, all petrols - a 110 kW entry-level variant, and 150 kW and 195 kW versions of a familiar 2.0-litre turbo motor.

The 195 kW (195TSI) version will succeed both the popular 162TSI variant - as well as the 235 kW Tiguan R high-performance model, which has already ended production and is expected to sell out by mid-year.

It's been previously reported a new Tiguan R is in the plan, but it will not arrive at launch, and is not expected for another two years given prototypes are yet to be spotted testing in Europe.

The 162TSI and R five-seat variants currently account for more than half of all Volkswagen Tiguan sales.

More than 2000 examples of the Tiguan R alone were reported as delivered locally last year, and Australia is the number-one market for Volkswagen R performance cars globally - both outright sales, and share of total VW deliveries.

Prices are yet to be announced, however the new model is expected to be more expensive given it is larger, with more power and technology.

The 195TSI R-Line is unlikely to be cheaper than today's model, priced from \$60,590 plus on-road costs with five seats, as VW Australia named it in a media presentation as one of six SUVs it will sell in the \$60,000 and \$90,000 price range by early next year.

A lesser-equipped Elegance version may still slide under the \$60,000 mark. The current 162TSI Elegance five-seater is priced from \$57,090 plus on-road costs.

The new Tiguan 195TSI - with a seven-speed dual-clutch auto transmission and all-wheel drive - matches the

updated Golf GTI hot hatch (due early 2025) for power. It is the first time a non-R Tiguan in Australia can claim this achievement in more than a decade.

"We may launch with the 110 and 195, and then the 150 may be a little bit behind," VW Australia spokesman Daniel DeGasperi said.

Diesel will not return for the new model, nor will a plug-in hybrid (PHEV) be introduced - as Volkswagen Australia focuses on the upcoming electric ID.4 and ID.5 mid-size SUVs instead.

This is despite upcoming emissions targets for new cars planned by the Australian Government, which reward hybrid vehicles that produce little CO2 and would help Volkswagen

offset its less efficient van and ute range.

Volkswagen Australia is preparing to introduce its first plug-in hybrid - the large Touareg R performance SUV - but company spokesman Paul Pottinger said expanding the PHEV line-up to other models is not currently under consideration.

"We've got so many SUVs in that part of the range, and where would a PHEV sit? Because for Volkswagen, it would probably just take up showroom space," he said.

"They're at the point that there's no real necessity. If PHEVs or mild-hybrids came in subsequent generations of ICE [internal combustion-engined] cars exclusively, sure. But that's all going to be driven by what customers want anyway."

Mr DeGasperi added: "Have a look at the specification of the ID.4 Pro [electric SUV], have a look at where ... it will sit in the market, and against a key competitor in that [mid-size electric SUV] segment.

"I think you'll have a look at that specification and go, for a lot of people with a 500-kilometre-plus range, in an [electric vehicle] in a medium SUV body, it's better to focus on that vehicle than maybe a Tiguan PHEV."

ID.4 and ID.5 details.

Volkswagen's Tesla-rivalling twins are on track for Australian showrooms later this year with up to 550km of claimed driving range - and prices estimated to be competitive with a Model Y Long Range.

The 2025 Volkswagen ID.4 and ID.5 electric SUVs are estimated to be cheaper than a Tesla Model Y Long Range - but about \$10,000 dearer than the top-selling Model Y Rear-Wheel Drive - when they arrive in Australia later this year.

Two versions of the more practical ID.4 and coupe-styled ID.5 will be available - the rear-wheel-drive Pro, and





All models are fitted with an enlarged 32.8 cm touchscreen running new-generation software claimed to be easier to use, and augmented by touch-sensitive sliders for volume and air-conditioning temperature are now illuminated, unlike earlier VWs.

Standard features in the ID.4 and ID.5 Pro will include 19-inch alloy wheels, adaptive suspension, matrix LED headlights, Art Velour seat upholstery, power-adjustable heated front seats, tri-zone climate control, and a power tailgate.

The GTX adds unique styling, single-piece sports seats and 20-inch wheels, in addition to its power boost.

The only options are metallic or premium metallic paint - as well as a 'heat pump', which uses excess battery heat to warm the cabin in cold climates and preserve driving

high-performance, all-wheel-drive GTX.

Prices are yet to be confirmed by Volkswagen Australia. However it's understood the Pro may be priced from about \$76,000 to \$77,000 plus on-road costs - or more than \$80,000 drive-away.

It would be positioned similarly to the Tesla Model Y Long Range (\$78,400 plus on-roads), which is all-wheel drive but has a shorter claimed driving range of 533 km than the Volkswagen's 550-556 km.

The Volkswagen twins look to be in excess of \$10,000 more expensive than the entry-level Model Y Rear-Wheel Drive (\$65,400), which accounts for nearly 80 per cent of sales.

However, VW Australia says it is targeting a \$12,000 difference between the ID.4 GTX and a petrol Tiguan R performance with a sunroof optioned.

Given the Tiguan is priced from \$75,890 plus on-road costs - with a sunroof - it suggests about \$88,000 plus on-road costs for the ID.4 GTX.

It would make the VW about \$4000 cheaper than a Tesla Model Y Performance - which can accelerate from 0-100 km/h 1.7 seconds quicker than the GTX, at 3.7 seconds rather than 5.4sec - or \$10,000 dearer than a Model Y Long Range (0-100 km/h in 5.0 sec).

Showroom arrivals for the ID.4 and ID.5 are due to commence in July 2024, after pre-orders opened at the end of March, pending any delays.

Australian models will benefit from an upgraded specification announced in Europe last year, with more powerful electric motors, longer driving ranges and improved interior technology.

The ID.4 and ID.5 Pro will be powered by a 210 kW/545 Nm rear electric motor - up from 150 kW/310 Nm in older European models - and an 82 kWh (gross, or 77 kWh usable) battery for a 0-100 km/h acceleration time of 6.7 seconds.

Driving range is claimed at up to 550 km for the ID.4 and 556 km for the ID.5 in European WLTP lab testing, while charging at up to 135 kW DC and 11 kW AC is available.

Meanwhile the GTX has dual electric motors developing 250 kW/679 Nm for a 5.4-second 0-100 km/h acceleration time, and 11 kW AC or 175 kW DC charging.

range.

Volkswagen says it expects to have enough stock of the ID.4 and ID.5 to meet demand, and is targeting the electric vehicles to fill the gap between a top-of-the-range Tiguan at about \$70,000, and the cheapest version of the larger Touareg at about \$90,000.



VW supports emissions targets.

The factory-backed distributor of Volkswagen, Skoda, Audi and Cupra cars in Australia has expressed its support for the Federal Government's proposed emissions targets for new cars starting next year.

However, it has joined car makers such as Hyundai in calling for a mild softening of the government's preferred choice (Option B) out of three variants of the standard it has proposed, claiming it will be of "most benefit" to Australian consumers.

Volkswagen has been one of the loudest voices calling for Federal Government-mandated emissions standards for new cars even though it is yet to sell a hybrid or electric vehicle in Australia, and its top seller last month was the Amarok diesel ute.

Executives for the German car giant have previously warned Australia would become a "dumping ground" for old engine tech, and that stringent emissions rules would unlock



greater and faster supply of electric cars.

The Federal Government's New Vehicle Efficiency Standard (NVES), due in force from 1 January 2025, is open to a final stage of submissions from the public and car industry on which of the three proposed models - of varying stringencies - should be implemented.

Under all three proposals, targets are set for the average CO2 emitted by the vehicles sold by a car maker each year, with fines handed out for missing the standards, and 'credits' issued for achieving them - which can be sold to other brands which did not meet the targets.

Volkswagen Group Australia - the factory-backed VW, Audi, Skoda and Cupra importer - said in a media statement it supports Option B, with the caveat it is expanded to 'super-credits' from the less stringent Option A proposal.

The super-credits provide 1.5 times the emissions credits for "efficient" petrol, diesel and hybrid cars, double for plug-in hybrids, and triple for electric vehicles.

It would allow Volkswagen to offset significant sales of high-pollution Amarok utes with smaller numbers of electric cars to avoid paying fines.

Volkswagen Group Australia says it plans to launch "up to 10 [electric vehicle] variants" this year - including the first VW and Skoda electric cars locally.

Hyundai Motor Company Australia - the factory-backed importer of Hyundai and Genesis vehicles - has also expressed support for a modified version of the Federal Government's proposal.

"We only have five years to catch up to other advanced markets which have had efficiency standards in place for decades, and that's a challenge," Hyundai Australia chief operating officer John Kett said in a media statement last week.

"We see merit in the Government's preferred Option B, and with some minor aspects of Option A introduced to it, we can hit the proposed target and bring accessible, affordable and efficient vehicles to the market."

However other car brands have called for even less stringent versions of the emissions targets - including Mitsubishi, which this week warned the rules may force manufacturers to inflate prices of high-pollution utes and 4WDs to offset government fines.

It is joined by the peak body for new-car manufacturers in Australia, the Federal Chamber of Automotive Industries (FCAI), which represents brands from ute and 4WD specialists Toyota, Ford, Nissan and Mitsubishi, to electric-car brands such as Polestar and BYD.

"There is a shared commitment from industry and

Government to combat climate change by ensuring zero and low-emission vehicles are accessible and affordable to all Australian consumers," FCAI chief executive Tony Weber said in a media statement earlier this month.

"Most important is that Australian families and businesses can continue to access the style of vehicle that suits their needs for work and recreation.

"On the surface, the targets seeking a 60 per cent improvement in emissions are very ambitious, and it will be a challenge to see if they are achievable taking into account the total cost of ownership.

"The preferred option suggests that Australia considers adopting the type of targets that are currently in place in the United States.

"The targets in that country are supported by significant financial incentives yet the discussion paper makes no reference to any additional incentives to support the uptake of low emission vehicles."

VW Scirocco and Audi TT to return?

The Audi TT and Volkswagen Scirocco may return as battery-electric sports cars using Porsche Boxster and Cayman underpinnings.

A report from Autocar claims the Scirocco (last sold in 2017) and the TT, which went off sale in recent months, may make a return to showrooms from 2028 using an electric Porsche platform, instead of their previous Volkswagen foundations.



Previously the TT and Scirocco were based upon the Volkswagen Golf hatchback - in the Audi's case, the A3, itself using Golf underpinnings - and were both front-engined, front-wheel-drive vehicles.

Volkswagen has confirmed the next-generation Golf (due in 2028) will be only offered in electric guise, including an electric version of the Golf GTI hot hatch.

It will use Volkswagen's new SSP (Scalable Systems Platform) but will not form the basis of a new TT or Scirocco.

Instead, Autocar says the new dedicated electric platform used for battery-powered versions of the 2025 Boxster and Cayman - called Porsche PPE - will underpin as many as four new sports models across the Volkswagen Group.

As well as the 983-generation Boxster/Cayman, TT and Scirocco, the platform could also be used to create a

showroom version of the Cupra Dark Rebel electric concept, shown at the 2023 Munich motor show as a potential rival to the Nissan Z sports car.

The Porsche PPE platform is clearly suited for a two-door sports car and has the stiffness required for a convertible - a TT staple - given its primary role underneath the Boxster convertible and Cayman two-door coupe.

This would easily cater for the Audi TT but would allow the Volkswagen Scirocco a genuine sports car identity.

Adding further credit to the theory is the Porsche PPE's ability to host body styles with low floors to suit sports models, while also allowing different wheelbase lengths, track widths, as well as rear- and all-wheel-drive capability.

It can also house single, dual, and triple electric motor configurations and has a centrally-mounted battery pack - as seen in the 2021 Porsche Mission R Concept - easily catering for the different requirements of various model spin-offs.

The original VW Scirocco debuted at the 1973 Geneva Auto Show and went on sale in Europe in early 1974, six months ahead of the Mk1 Golf on which it was based. Assembled by Karmann of Osnabrück, it was built until 1981 when it was replaced by the redesigned larger and curvier Mk2 Scirocco, which lasted until 1992 (replaced by the VW Corrado). While popular in Europe and North America, none of these models were sold in Australia (though two Mk1 Scirocco demonstrators were imported in 1976).

The Scirocco was not actually sold in Australia until 2011, when the third-generation - based on the PQ35 platform of the Mk5 Golf - was sold exclusively in high-spec 'R' trim as an alternative to the five-door Golf R performance model. However unlike the AWD Golf R, the Scirocco R would remain front-drive only.

Electric ID.7 wagon.

Volkswagen has unveiled its first station wagon with electric power, the ID.7 Tourer - with up to 685 km of claimed driving range and 1714 litres of boot space.

It shows that - at least in Europe - Volkswagen is not ready to let the traditional station wagon body style die with the switch to electric cars.

However, in Australia, it is the introduction of VW's first electric cars that has led to the axing of the slow-selling Golf and Passat wagons.

No local plans for the sedan version of the Tesla Model 3-rivalling ID.7 have been announced, although VW Australia has expressed its interest in the vehicle once it introduces more popular electric SUVs and hatchbacks first. The Tourer wagon is even less likely to be sold in Australia.

The ID.7 Tourer is the showroom-bound version of the 2019 Volkswagen ID Space Vizzion concept, with a reported drag coefficient of 0.24, one of the most aerodynamically efficient wagons on sale.

At 4961 mm long and 1862 mm wide the ID.7 Tourer's footprint is similar to the last of the Australian-built Holden Commodore V8 wagons, with up to 605 litres of boot space with the rear seats upright and slid forward.

It is 73 L more than the ID.7 liftback, and

with the rear seats folded, luggage space expands to 1714 L, compared to 1586 L for the liftback.

Buyers can option matrix LED headlights and 3D LED tail-lights - each connected by an LED light strip - as well as alloy wheels between 19 and 21 inches in diameter.

The ID.7 Tourer's dashboard matches the ID.7 liftback, with a 38-cm touchscreen running Volkswagen's latest infotainment software now housing ChatGPT artificial-intelligence technology.

Volkswagen has addressed complaints of earlier vehicles by adding illumination to the touch-sensitive volume and air-temperature sliders under the touchscreen - and updating its infotainment software with quicker responses and air-conditioning shortcuts pinned at the bottom of the display.

The Tourer can be ordered with a new 'smart glass' sunroof which uses a polymer-dispersed liquid crystal (PDLC) layer capable of switching from opaque to transparent at the touch of a button.

UK publication Autocar reports the ID.7 Tourer will be available with an 86 kWh battery good for 685 km of claimed WLTP driving range, up from 435 km in the liftback.

A smaller 77 kWh battery will also be available, with an undisclosed driving range claim.

The 685 km range rating compares to a maximum driving distance of 815 km for a Volkswagen Passat 206TSI petrol wagon, based on its 66 L fuel tank and 8.1 L/100km fuel consumption claim.

Both versions will be powered by a 210 kW/545 Nm electric motor on the rear axle, which in the liftback is capable of a 6.5-second 0-100 km/h acceleration time. A high-performance GTX version with dual-motor all-wheel drive is due later.

A 10 to 80 per cent fast charge is completed in a claimed 28 minutes, at up to 175 kW in the 77 kWh model, or 200 kW in the 86 kWh version.

Other tech highlights of the ID.7 Tourer include an augmented-reality head-up display now capable of displaying navigation directions from Apple CarPlay or Android Auto, rather than just the car's embedded satellite navigation.

Compared to the ID.7 liftback, the Tourer's lane-centring and adaptive cruise control systems can now assist with lane changes on the motorway, while there is now an exit warning that can prevent a side door from opening into the path of an approaching vehicle or cyclist.

The 2024 Volkswagen ID.7 Tourer is due in European showrooms by the end of this year. An Australian launch is unlikely.



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2024 VW Nationals trophy winners.

(2nd places were awarded for categories with large entry numbers, based on averages from previous years.)



1. Beetle - up to 1957 - Standard

1st: Rhyce Lucas

2. Beetle - up to 1957 - Modified

1st: Daniel French

3. Beetle - 1958 to 1967 - Standard

1st: Mohammad Bamyá

2nd: Mario Nearchou

4. Beetle - 1958 to 1967 - Modified

1st: Koray Mamuk

2nd: Matthew David Ryan

5. Beetle - 1968 onwards - Standard

1st: Evan Ademovic

2nd: Joe Buttigieg

6. Beetle - 1968 onwards - Modified

1st: Narelle Taylor

2nd: Peter Huckstepp

7. Kombi T1 - up to 1967 - Standard

1st: Mický and Bella Vilches

8. Kombi T1 - up to 1967 - Modified

1st: Murray Gracie

2nd: Nik Van't Spyker

9. Kombi T2 - 1968 to 1979 - Standard

1st: Chris Watts

2nd: Kylie Rayner

10. Kombi T2 - 1968 to 1979 - Modified

1st: Molly Villani

2nd: Wayne Lynch

11. Transporter T3 - 1981 to 1992 - All

1st: Máté Bucsi

12. Type 3 and Type 4 - Standard

1st: Trevor Reece

13. Type 3 and Type 4 - Modified

1st: Jeremy Van't Spyker

14. Karmann Ghia - All Years - Standard

1st: Finn Dunleavy

15. Karmann Ghia - All Years - Modified

1st: Karip Mamuk

16. Factory Karmann Cabriolet - All Years - All

1st: Ross Spencer

17. Factory Air-cooled Off-Road and Exotics - All

1st: Stuart Lockard

18. Non-factory Off-road and Buggies - All

1st: Geoff Johns

19. Aussie Convertibles and Kit Cars - All

1st: Doug Spence

20. Rat class - All Years - All Types

1st: Richard Scerri

2nd: Sam Ali



21. Polo, Up! - All Years

1st: Phil Richards

22. Golf 1 - 1976 to 1983

1st: Maher Azzam

2nd: Aaron Serafin

23. Golf 2 - 1984 to 1992

1st: Paul Winter

24. Golf 3 - 1993 to 1997

1st: Alex Elder

25. Golf 4 - 1998 to 2003

1st: David Brinton

26. Golf 5 - 2004 to 2008

1st: Jonathan Prymas

27. Golf 6 - 2009 to 2012

1st: Rocco Murdica

28. Golf 7 - 2013 to 2020

1st: Nathan Williams
2nd: Graham Johnson

29. Golf 8 - 2021 onwards

1st: Ben Woodruff



37. SEAT/Skoda/Cupra - All Years

No entries this year

38. Concours d'Elegance

1st: Bruce Jones

39. People's Choice - Air-cooled

1st: Narelle Taylor

40. People's Choice - Water-cooled

1st: Maher Azzam

41. Pam Withers Award

1st: Xylia Hare

42. David Birchall Car of the Day

1st: Rhyce Lucas

Congratulations to all the winners!

To see the Powerpoint of all the winning vehicles, and all the 2024 Nationals wrap-up, go to:

www.clubvw.org.au/vw-nationals/pastnationals/

30. VW Convertible (Golf Cabrios, EOS, etc)

1st: Ramsen Oraham

31. Sports Coupe (Scirocco, Corrado, New Beetle)

1st: Melissa Bargon

32. VW Sedan (Vento, Bora, Jetta, Passat, Arteon)

1st: Graeme Horsnell

33. SUV (T-Cross, T-Roc, Tiguan, Toureg)

1st: Jonathan Prymas

34. VW Commercial vehicles (T4, T5, T6, Caddy, Amarok)

1st: Stephen Butler

35. Audi - All Years

1st: Chris Niblock

36. Porsche - All Years

1st: Lee Woods





The Audi 100's advanced design gives it exceptional efficiency.

Europe still ahead of the world.

The Sydney Morning Herald, Saturday 16 October 1982

Economy through technology - that's the course being pursued in Europe today to meet the challenge of Japanese low production costs.

A visit to the 69th Paris Motor Show last week provided evidence aplenty that European manufacturers intend retaining their lead in automotive design and technology.

New models, with design features that extend the horizons of technological sophistication and which cost billions of dollars to do so, made their debut.

The dozens of Japanese who descended on them, with cameras, tape recorders and notebooks poised, left little doubt that Europe's latest creations remain the benchmark for the world.

Yet Paris was a salon with only a sprinkling of debutant machines. Only four manufacturers chose it for the world premieres of their new cars, and only one (or, at an outside chance, two) has any prospect of ever going on sale here. Thankfully, it was the one I felt was the 'star' of the show.

Audi's remarkable new 100 - the replacement for the 5E CD - drew gasps of admiration from all who saw it.

Not for its revolutionary styling. On the contrary, the smooth, slightly-rounded lines of this German machine were clearly sculptured from the shape of the existing model, and I



Audi 100... brought gasps of admiration

could even see influences from the NSU Ro80.

Yet the execution was brilliant and the solutions to problems of aerodynamic drag extraordinary in their subtle simplicity.

Here was a conventional three-box body, when the entire automotive world seemed to be going in for notches and hatches and bobbed-tails, which could claim the first under-0.3 wind drag factor of any mass-produced vehicle.

With its wind-beating styling came a new level of fuel economy that Audi boasted "ensured the continuance of the large car."

How was it done? Pure attention to detail, the application of a couple of new production methods and hundreds of thousands of hours in the wind tunnel to smooth out air flow.

Little things such as: bonding the front and rear windscreens to the body frame without using rubber seals, thus providing a smoother line around the windscreen pillars; designing special shrouds for the door mirrors; eliminating the join between the front air dam and the body.

The finished product, properly marketed here, would give Mercedes Benz and BMW a real shake-up.

David Robertson

VfL Wolfsburg finish 12th.

The 2023-24 season of the German premier league football competition, the Bundesliga, has just finished. It was the 61st season of the Bundesliga, which involves 18 professional football teams from across Germany.

The 18 teams play a full home-and-away season, playing each of the 17 opposition teams twice and thus 34 match rounds for each team.

The Bundesliga is one of the world's biggest and most popular football competitions. The Bundesliga gets almost no press or TV news time in Australia, but matches can be watched via the beIN SPORTS streaming service.

www.connect-au.beinsports.com/en/competition/bundesliga

Our team, the VfL Wolfsburg 'Wolves,' was formed in post-war 1945 Wolfsburg as a sports and fitness club for the Volkswagenwerk employees. For years they were just an amateur sports club, competing in regional amateur football leagues. When the professional Bundesliga was formed in 1963, VfL Wolfsburg played in the third-division Northern Region League, where they played for almost 30 years.

In 1992 VfL Wolfsburg finally won through to the second division of the National competition (the 2. Bundesliga), and in 1997, by finishing second in the 2. Bundesliga, were promoted to the first division Premier League for the first time, where they have remained ever since. VfL Wolfsburg won the premier league Championship in 2008-09, their one and only premiership so far, and were runners-up in 2014-15.

Today, VfL Wolfsburg is a fully professional organisation, 100% owned by Volkswagen AG, and they play out of the modern 30,000-seat Volkswagen Arena in Wolfsburg, right next to the VW factory and Autostadt. 'VfL'

stands for 'Verein für Leibesübungen,' or 'Association for Physical Education.' The 2023-24 season was Wolfsburg's 27th consecutive season in the Premier League, and the 79th season of the club's existence.

The 2023-24 Bundesliga got underway last August, with the VfL Wolfsburg squad of 27 players headed by the captain Maximilian Arnold (Germany) and vice-captain Koen Casteels (Belgium). Just 9 of the squad were Germans, and as is typical for European professional football clubs, most of the players were from around the world - France, Switzerland, Czech Republic, Sweden, Portugal, Austria, Poland, Croatia, Denmark, Brazil, and even the USA.

After finishing 8th in 2022-23, the Wolves were looking for improvement this season and they did start well. A home 2-0 win over 1. FC Heidenheim and a 2-1 away win over 1. FC Köln saw the Wolves up in fourth place on the ladder. However a loss-win-loss-win sequence followed, dropping Wolfsburg to eighth. Then a horror run – four losses and a draw saw them drop to eleventh after 11 rounds.

A 2-1 home win over RB Leipzig was followed by two draws, and a 1-0 away win over Darmstadt 98. The Wolves were back up to ninth, and fans were hoping they had turned the corner and would finish strongly. It was not to be – the very next match, the last before Christmas, saw the Wolves lose 1-2 at home to defending champions Bayern Munich.

The break did the Wolves no favours. Resuming in January, the Wolves began with four draws, a 0-1 away loss to Union Berlin, two more draws and three straight losses. Wolfsburg's season was in ruins and they had dropped to 14th on the table. Could they still turn it around and avoid the 16th – 18th relegation danger zone?

An away 2-0 victory over Werder Bremen was Wolfsburg's first win in three months, but was followed by two more losses. The Wolves were still in 14th with five matches remaining. Then came the Wolves' best period of the whole season – three straight wins – over VfL Bochum (1-0 home), SC Freiburg (2-1 away) and a memorable 3-0 win over Darmstadt 98 at home. The Wolves were up to 12th and safe for another year. Unfortunately, that was it for wins. The last two matches were losses to Bayern Munich away and Mainz 05 at home, but this didn't affect their table position.

So Wolfsburg finished the 34-round season with 37 points on the ladder, finishing in 12th place. This year only the top 7 teams qualify for the European leagues, so the Wolves missed out again.

VfL Wolfsburg recorded 10 wins (3 less than last season), 7 draws (3 less than last season), and 17 losses (6 more than last season). There was a slight home ground advantage, with 6 wins at home and just 4 away, and 7 losses at home but 10 losses away.

The Wolves scored just 41 goals all season (16 less than last season) and had 56 scored against (8 more than last season). Their biggest win was 3-0 over Darmstadt 98 at home, while they suffered a 0-4 away loss to Borussia Mönchengladbach, their worst of the season.

The Wolves' top goal scorer was their forward Jonas Wind (Denmark), with 9 goals. Midfielders Lovro Majer (Croatia) scored 4, and Václav Ěrný (Czech) scored 3.

The Bundesliga champions for 2023-24 were Bayer Leverkusen, crowned champions for the first

time since qualifying for the Bundesliga first division in 1979-80. They were announced champions with five matches to spare, following a 5-0 win over Werder Bremen which made them uncatchable. They became the thirteenth different champion in Bundesliga history. They also ended previous holders Bayern Munich's run of eleven consecutive titles. Bayern finished third, behind VfB Stuttgart, and thus remain equal with St George (Australia) with the most consecutive titles by a professional football team – but not surpassing them.

Bayer Leverkusen also became the first Bundesliga team to finish a season unbeaten, ending the campaign with a record of 28 wins and six draws. Second place VfB Stuttgart and third-placed Bayern Munich both had 23 wins, while Stuttgart had one loss fewer. RB Leipzig was fourth with 19 wins and Borussia Dortmund was fifth with 18 wins. These top five clubs qualify for the 24-25 UEFA Champions League.

Sixth-placed Eintracht Frankfurt and seventh-placed TSG Hoffenheim qualify for the UEFA Europa and Conference Leagues.

At the bottom of the table, the two lowest clubs – Darmstadt 98 with just 3 wins and FC Köln with 5 – are both relegated back to the second-division 2. Bundesliga for next season. Darmstadt had only just gone up to the top division last year, so goes back down after just one season. FC Köln are three-time Bundesliga champions and were very strong in the 1960s and '70s but have struggled in recent times. They have been relegated four times since 1998, bouncing back before dropping down again. They had been in the top division since 2018 but now drop back for the fifth time.

These two clubs will be replaced next season by the top two clubs from the 2. Bundesliga this season, which are FC St Pauli and Holstein Kiel. FC St Pauli return to the top grade for the first time in 13 years, while it will be the first time ever for Holstein Kiel.

In addition, the third-last Bundesliga team plays off against the third-top 2. Bundesliga team for the right to play in the top division. This means that VfL Bochum (16th in 1.B) had to play against Fortuna Düsseldorf (3rd 2.B) over two matches. VfL Bochum won 3-0 at home, three days later Fortuna Düsseldorf won 3-0 at their home. That made a 3-3 tie on aggregate. VfL Bochum won 6-5 on the penalty count, so therefore both clubs remained in their respective leagues.

The 2024-25 Bundesliga gets underway in August. You can follow VfL Wolfsburg and join in all the fan activities at www.vfl-wolfsburg.de/en/home



More Beetle Mysteries.

When you're working every day surrounded by old Beetles, you start to notice things which you might not have thought about much before ...



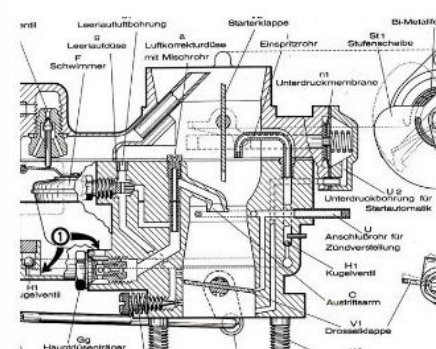
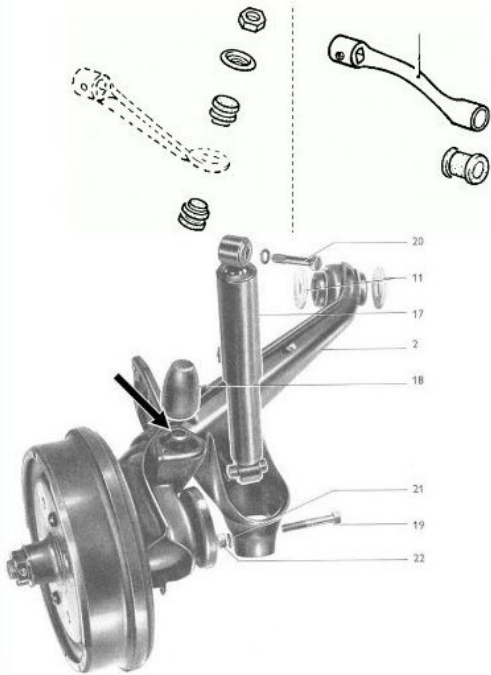
I understand the vestigial square hole being left in Beetle dashboards; it was where the old fuel gauge used to fit. But what about that inverted "C" that's been punched out? They had to go to some trouble to do that.

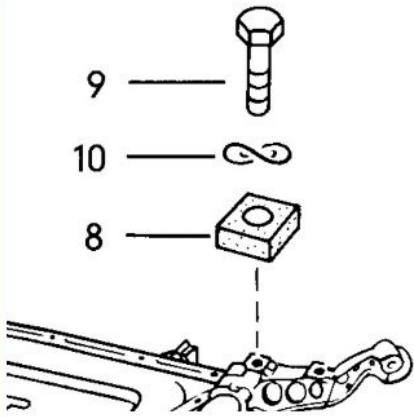
For the 1969 model year, a change was made to the Z-bar after only two years. Instead of the ring-shaped ends on the levers and rubbers either side of the ring, a bush more like the one on a shock absorber was introduced. Why? Did the old-type rubbers wear out prematurely?

In 1968 VW introduced so-called IRS, "Schräglenkerhinterachse" = "diagonal-pivot rear axle", probably as a result of the bad press that swing axles had been getting. But the new design was at first only applied to semi-auto Beetles, not the whole range. Was it a trial of the new design, or could VW not produce sufficient quantities of this expensive design? Only North America received IRS across the board, in 1969.

Still on IRS, Type 3s used these double-bladed spring plates, as did Beetles until 1970, when they went to a single design. Porsche 924, 944 and 968 used single blades. Were the double spring plates a case of VW over-engineering?

From the introduction of the 40-hp (34-PS) engine to the twin-port engines, VW used a vacuum-only distributor. Many of them were discarded when owners changed the carburettor system and the ignition-advance system no longer worked. But why did VW insist on using this cheap, crude design when fitting the earlier combined centrifugal/vacuum-advance gave better performance? BTW, I've never seen this discussed before, but the Solex PICTs had the vacuum takeoff connected to a bifurcated passage which connected to the ported vacuum source just above the throttle plate and to the venturi via a restriction. It was supposed to provide part-load vacuum while cruising and high-speed vacuum due to increased air flow.





For donkeys' years Beetles had this attachment point for the body to the chassis, accessible under the back seat. Then in the 1976 model year it was deleted. You can see on this [1978 exploded diagram](#) that it's missing. Was it all a waste of effort?



The body-to-chassis gasket on Beetles was changed from rubber to self-adhesive polyurethane foam some time in the 70s. The part numbers for the rubbers are: 111 701 605 (A) and 113 701 605 (A) (grouped with 7: Pedals !), but I can't find a number for the foam item. Was the change made in the interests of better sealing or to speed-up assembly? It does seem to be a better solution than hammering down screw tacks, stapling the joints together, then running a bead of sealant down the middle. The foam is not common in the aftermarket, but you can get UK-made ones [here](#).

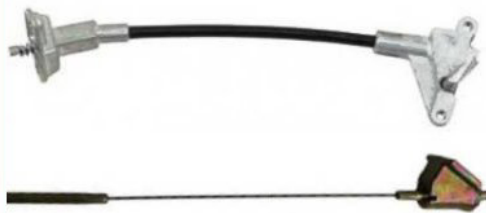


Some VWs that I've come across used shear bolts to attach the steering column. They're very difficult to remove, as the original hex heads got broken off during installation, so why did VW see fit to specify these more expensive bolts? There are [discussions](#) on VW forums about this issue. Three competing theories emerge:

- * The bolts break off at a pre-determined torque during assembly. Any car in an accident without these bolts has been tampered with. VW is in the clear.
 - * The bolts break in the event of a collision to protect the driver. The Golf 2 Bentley manual even states that.
 - * Bolts with no hex head make it hard to steal the car by swapping the steering-column head.
-



The 1967 Beetle is a real oddball. Not the Australian one; that was just a '62 with minor updates; the European/US one. I can understand improvements being introduced and then sticking around, but not one-year-only changes; that isn't economical. According to this [thesamba](#) discussion, 48 pages long, there are at least 20 changes for the '67 Beetle ONLY.



My '68 had a freely accessible fuel-filler flap with no locking mechanism and a recess in the body for your index finger; all fine, because if you wanted to prevent Good Samaritans from topping up your fuel tank, you could always use a locking fuel cap. The designers must have been bored, because for '69 they brought in [111 809 939 A](#), the pull of the cable causing a twisting motion on the locking pin, then for '71, [111 809 939 C](#), where the cable pulls the pin straight back. Both require a matching fuel-filler flap. Then amazingly, for '73, they went back to the old '68 design. What was going on?

Rod Young rod.young2@icloud.com



Ojeda and Hodges become the first back-to-back winners of the Bathurst 6 Hour, in what was the closest 1-2 and 1-2-3 finish in the history of the race. BMWs have won every single Bathurst 6-Hour race since the first in 2016, now eight straight victories.

Just 37 cars finished the 6-hour race, with 21 cars failing to finish.

The race was a thriller at the end as Ojeda fended off Supercars stars Davison and later Thomas Randle to claim the win.

Davison had a reoccurrence of the gearbox issue after the twelfth and final restart, with the Yellow Pages/Race for a Cure BMW M2 Competition of Michael Kavich/Ben

Kavich/Thomas Randle sweeping by to claim second, with the Lynton M3 rounding out the podium, making a BMW 1-2-3.

The second half of the race began with the day's seventh safety car period, as the Class D Beller Motorsport Toyota 86 expired on the exit of The Cutting in a big cloud of smoke on lap 68.

The short safety car period caught out the Megalife Ford Mustang Mach 1 Mustang of Jason Gommersall/Aaron Seton/Ben Gommersall, who lost a lap in the pits executing a driver change.

The next safety car period proved to be a pivotal moment in the race, as one of the key contenders for the outright victory was handed a penalty for passing under safety car conditions.

After the Class C Rent4Race BMW 330i of Cameron Laws/Elliot Cleary/Cody Gillis ground to a halt on the exit of Griffins Bend, the Cameron Crick/Dean Campbell BMW M2 Competition was given a fifteen-second penalty to be served at a green flag pit stop.

Crick then put the hammer down in an attempt to make up those fifteen seconds, engaging in a heated battle with reigning 6 Hour winner Jayden Ojeda as the two battled fiercely with well over two hours left to run.

Crick was on the verge of getting that fifteen second margin when the Class E RaceAway Track Time Mazda 3 of

2024 Bathurst 6-Hour.

The 2024 Hi-Tec Oils Bathurst 6 Hour was run on Easter Sunday 31 March at the famous Mt Panorama circuit. It was the 8th running of the event for performance production cars, which began in 2016 (202 was cancelled due to the covid pandemic).

Entrants are divided into six classes: Class X (Ultimate Performance); Class A1 (Extreme Performance, Forced Induction); Class A2 (Extreme Performance, Naturally Aspirated); Class B (High Performance); Class C (Performance); Class D (Production), and Class E (Compact).

58 cars qualified for the 2024 event, across the 7 classes. There was a great spread of manufacturers competing, including BMW, Mercedes-Benz/AMG, Ford, Holden/Chevrolet, Renault, Toyota, Lexus, Mitsubishi, Mazda and Subaru.

No Audis took part this time (last year's Audi TT had been retired), but there were four Volkswagens taking part across three classes.

The well-known red, yellow and white #222 Harding Performance Golf R of Cem Yucel and Iain Salteri returned for the third time in Class A1.

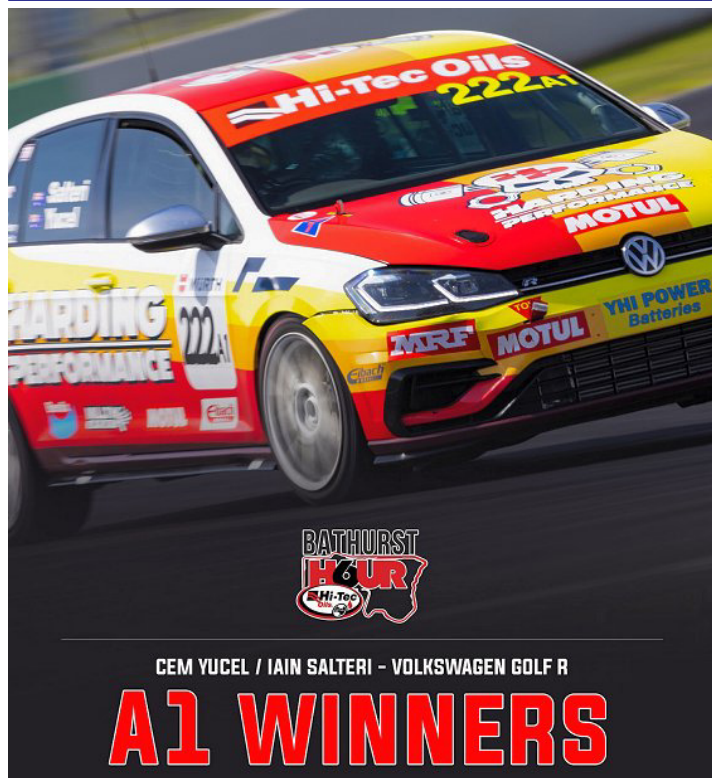
There were two VWs in Class C - the #77 MRPS Lolar AED Scirocco of Patrick Navin and Nathan Halstead, and the #84 AC Store Scirocco R of James Hay, Paul Ansell. Both cars returned after racing last year.

Finally on Class D was the Remax Property Sales Caloundra/Occupational Skills Centre Australia Golf GTI of Matthew Dicoski, Gerrit van de Pol and Stuart Vaughan.

After an entertaining six hours of racing, the Secure Wealth Advisers BMW M4 of Simon Hodges/Jayden Ojeda/George Miedecke won the 2024 Bathurst 6 Hour after another thrilling conclusion to the production car marathon.

The race appeared to be in the hands of the Bruce Lynton Service BMW M3 of Beric Lynton/Tim Leahey/Will Davison, until a gearbox issue for Davison inside the final half an hour helped deliver Ojeda the race win.





Chris Lillis/Josh Muggleton/Nathan Callaghan had looked set to claim Class A2 honours before an issue with their refuelling tower at their final stop meant no fuel could be put into the car.

Class B was won by the all-female crew of Karlie Buccini/Courtney Prince/Suzanne Palermo, with the Team Buccini Racing BMW 135i finishing a very creditable tenth outright.

Class C went to the Ares Group and Trackday Racing HSV Astra VXR of Pieter Faulkner and Matt Slavin in fifteenth outright. The two Sciroccos both finished, 3rd and 4th in class and 31st and 32nd outright. Both the VWs completed 107 laps, 10 laps behind the class leaders.

The battle for Class D was won by the Next Step Earthworks Toyota 86 of Mitchell Wooller and Tim Barwick in sixteenth outright, followed by a BMW 125i a lap behind with another Toyota 86. Unfortunately the Golf GTI of Matthew Dicoski/Gerrit van de Pol/Stuart Vaughan failed to finish, retiring 4 hours into the race and 72 laps.

And in Class E, an overnight rebuild by the 1800 Lasagne/LK Diesel Services team after a crash in Practice Three was rewarded with a class victory, as the Andrew Jackman/Mark Taubitz/Jamie Westaway combination finished in 27th outright.

The overall attendance for the 2024 Hi-Tec Oils Bathurst 6 Hour was 18,033, the third-largest crowd in the history of the Hi-Tec Oils Bathurst 6 Hour.

Scott Tidyman/Ben Shaw/Seth Gilmore tagged the fence at Forests Elbow and came to rest alongside Conrod Straight on lap 86.

Being unable to serve that penalty behind the safety car, Crick had to go about finding fifteen seconds on the chasing pack once again, but had to take their penalty with just over an hour to go.

The race appeared to come back to the DA Campbell Transport entry when the tenth safety car of the day was called on lap 101 when Ryder Quinn had a frightening crash after losing the rear of the Game Over Ford Mustang Mach 1 that was leading Class A2 going through Reid Park and spearing head on into the wall.

The DA Campbell Transport entry then went into limp mode during the resulting safety car, ultimately consigning the Crick/Campbell entry to 24th outright at the finish, nine laps off the pace.

Behind the outright podium in a remarkable fourth place was the Harding Performance Volkswagen Golf R of Cem Yucel/Iain Salteri, an entry that overcame a fifteen-second penalty early in the race in what was an otherwise faultless run. The three BMWs and the Volkswagen all completed 132 laps in the six hours. The three BMWs were only separated by 1.4 seconds at the flag, with the Golf just 1 min 45 seconds back on the same lap.

Apart from finishing fourth outright, the Harding Golf R also won the A1 Class, a lap ahead of the Mark Griffith/Nash Morris Mercedes Benz AMG A45.

What turned into a race of attrition in Class A2 honours was won by the Megalife Ford Mustang Mach 1 of Jason Gomersall/Aaron Seton/Ben Gomersall in fifth outright, having been in contention for an outright top five before falling off the lead lap.

The Statewide Oil Chevrolet Camaro of



Klub Korrespondenz.

From: Jennifer Dziuba
Date: 02/04/2024 02:13:45
Subject: K W and Area Bug Club, Canada

Hi everyone at Club Veedub!

Hope all is well with you fellow Volks Folks! I've been having some difficulty with my e-mail system and am hopeful that we remain connected! I'm looking forward to hearing from you at your convenience! I am pleased to have been able to join your Facebook page within the last few days! Thanks for that!



I thought I'd reach out today to see if you folks received the plethora of e-mails (sorry about that) that I sent to you about 2 weeks ago (no doubt just as you, Lee, were heading off to a honeymoon after your wedding!) They are links to our club website. It has a blog, photo gallery, info on our Bug Out show and lots more!

www.kwbugclub.org/armaturen/brett/

You could also have a look at our Facebook page:

www.facebook.com/KWBugClub/

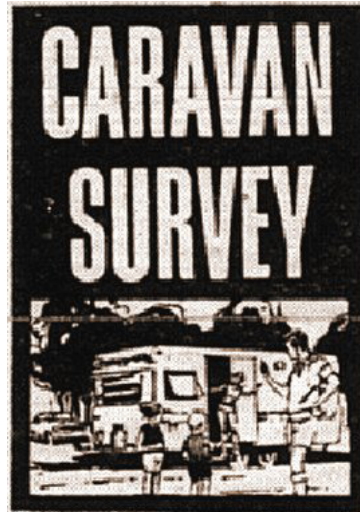
I know that you are all hard at work with planning for the Nationals, and we wish you all the best as you move forward. We are also very busy with the planning of our Club's annual banner event, Bug Out, to be held in July. I was thinking of making up a display board for our spectators and participants to enjoy on the day of Bug Out 42 regarding Club Vee Dub Sydney and wonder if you could give me permission to use images from your website for that.

I hope that what I have forwarded to you has been of interest to you all.

Looking forward to staying in touch!

Jennifer Dziuba

Director
K-W & Area Bug Club
jholmesdziuba@hotmail.com



Drive- your-owns in big demand.

*The Sun-Herald, Sunday 14
May 1978*

Many people like the basic idea of caravanning, but dislike the towing and the lack of compactness.

Motorhomes, converted vans and pick-up campers are built for such people.

Being more compact than caravans they can go places caravans cannot.

They are ideal for holiday makers who like to travel day-to-day and not just drive to a site, stay there for two weeks, and then return.

Because of their more compact size and better manoeuvrability, they are better suited to outback travel than caravans.

And while the caravan industry is currently in a depressed state, the market for motorhomes, pick-up campers and converted vans has never been better.

The motorhome type of unit is the fastest growing segment of this market - and the most expensive.

Motorhomes are usually converted cab-chassis vehicles that have had an accommodation camper built on the rear. There is often an access way between the driver compartment and the accommodation quarters.

A motorhome, with vehicle and accommodation, usually costs in the \$10,000 to \$20,000 price bracket - although you can pay a lot more.

The converted van type of unit is where a commercial van, like a VW Kombi, a Toyota Hiace or a Nissan E20 is modified for accommodation needs.

Most popular of these units in Australia is the Volkswagen Campmobile. It costs \$10,999 with manual transmission.

The pick-up slide-on camper is usually fitted to the tray

An advertisement for Lanoek Motors Pty Limited. The top part features a black and white photograph of a Volkswagen Campmobile. Below the photo, the text reads "DLR505" and "Lanoek Motors Pty Limited". Underneath that, it says "RENT-A-VAN". At the bottom, it provides the address: "c/o Australia Street & Parramatta Road, Camperdown". To the right of the photo, there is a large quote: "a day a week, a month, a year...". Below the quote, it says "take off today in your superbly equipped Volkswagen Campmobile Motel." and "CALL NOW! 512954 or 514741".



The most popular converted van type camper in Australia is the Volkswagen Campmobile. It is basically a VW commercial van with the interior modified for accommodation needs.

All three types of unit are well appointed and most lose nothing to caravans in the quality of fittings.

But a warning. These units are very manoeuvrable and it's not difficult to forget, when driving, just how much gear you may be carrying in the back.

I'll never forget an experience I had in South Australia some years ago.

Driving through a desert region in the north of the State, I came across a fast, winding dirt track.

I was driving a Toyota Land-cruiser station wagon.

Behind me, driving a motorhome, was 'Gelignite Jack' Murray.

I drove the Land-cruiser quickly over the desert track, as did Jack Murray, throwing the motorhome around the bends.

However when we looked in the back of the motorhome later, sugar, tea, coffee, biscuits, broken plates and cutlery scattered the floor. They had fallen from the shelves.

of utilities. It is removable.

The price of the slide-on camper unit varies from \$3,000 to \$7,000 in most cases. In addition to that the buyer must, of course, first buy a suitable vehicle to carry it.

However, these three units have disadvantages compared with caravans.

They are generally smaller than caravans and offer less accommodation. Very large motorhomes such as the US Winnebago may be bigger than a caravan but are very expensive indeed.

In most cases accommodation is restricted to two adults and two children in comfort.

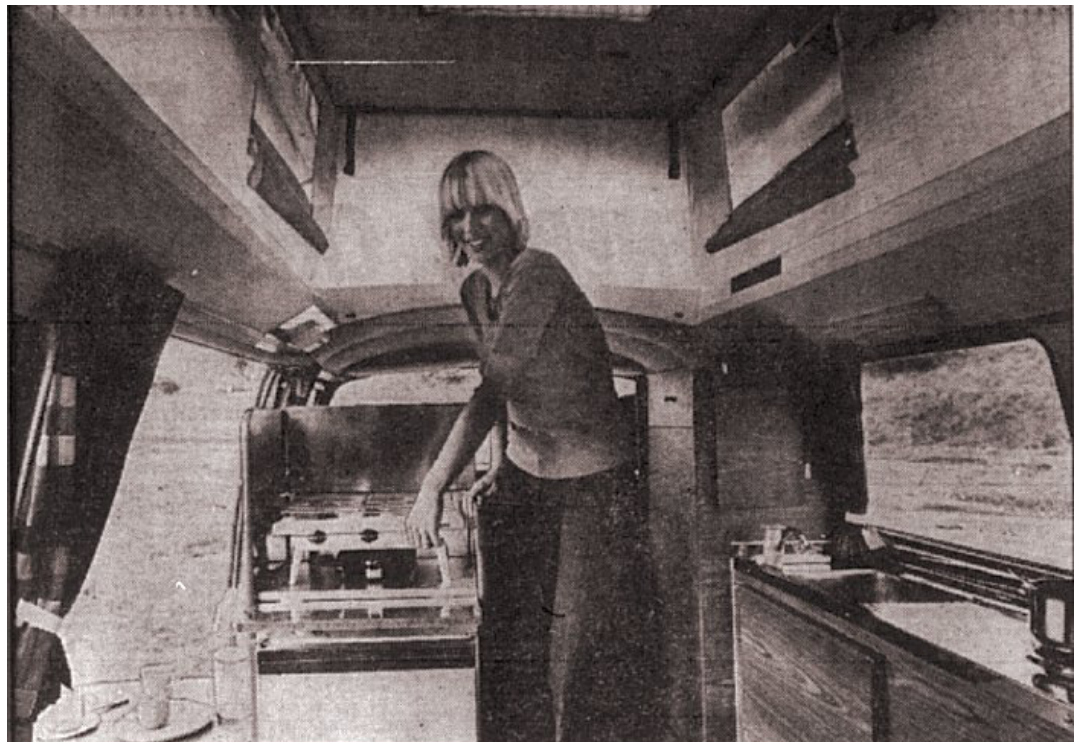
The motorhomes and converted vans also have a mobility problem when camp is set. If you want to drive anywhere, your living quarters has to go, too.

With a caravan, of course, it's simply a matter of unhitching the van and using the tow car for transport.

The mobility problem doesn't exist with the pick-up unit. These units can usually be jacked from the utility.

Driving over the dirt road may have been fun. But cleaning up the mess was not.

Evan Green



The interior of the Volkswagen Campmobile. Accommodation is limited to two adults and two children in comfort.

Write name here ↓

Rod's Name the Part Nickname.



Write name here ↓





Computer Games.

In the mid '90s I read a story by my hero Bruce Anderson, (Excellence Porsche Magazine), about how computers in cars are basically the grim reaper, ready to take it to car heaven.

Also he wrote about how he believed pre-1995 Porsche 911s in twenty years will be worth more than a 996, (brand new at the time).

Has this story proved to be true all these years later?

Firstly there is no doubt that computers have made vehicles substantially better in every way.

Today cars talk to their mechanics and you can even talk to your car, just like K.I.T.T. in the show Knight Rider.

It's all pretty groovy if you think about it.

Unfortunately, Bruce is always right, as time has shown.

I won't waffle on forever so I'll make it simple.

Have you ever tried to have a 20-30 year old personal computer repaired to perfect working order?

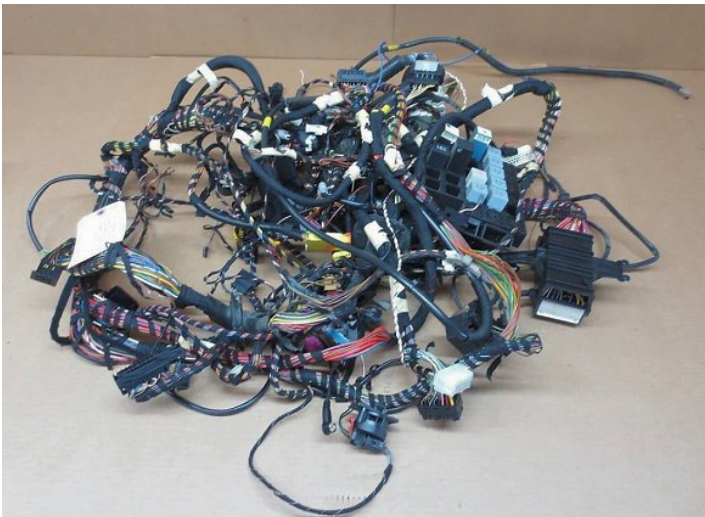
Something like an original Apple Macintosh, or an IBM PC-AT.

Of course you haven't because that would be stupid.

Car computers are no different.

Your car computers will fail easily before an engine or a gearbox in most cases.

This one thing will make a car fail rego (warning lights showing on the dash cluster) and likely most cars



mathematically won't be worth repairing.

Therefore its date with the crusher is sealed because nobody has space for cars that are too expensive to fix, or can't be fixed.

Sure, if the car has a high value, like maybe a 996 Porsche and you live in a capital city you might find someone to fix it, but if you don't live in major city, good luck.

Also it will be expensive to fix.

People explain that cars with metal bumper bars are the thing to collect and basically they are right, but maybe they should explain it as cars without complex computers?

Don't think cars with complex computers will ever be collectable or valuable in the future because you'll most likely be wrong.

The bright side is that new cars are lovely to drive and you should get 20-25 years out of them.

And that's pretty cool.

Your best chance is to sell it to some other poor sap at the 15-20 year range.

Ashley Day.

Exclusivity for everyone.

Years ago, owning a Porsche was something special.

Basically, they were hand-built cars that not everyone could afford.

Only a few thousand of these beautiful cars were made per year, primarily for the American dollar.

Every part of these cars was designed with beauty in mind.

Everything was screwed down tight and made to last.

Obviously you had to work hard to own one and you felt special driving around.

So where's the problem then?

Today's Porsches aren't anything like that anymore.

Mass produced, clicked together rubbish, still made for the US dollar.

So what is a Porsche these days?

I can't tell, maybe just a step above an Audi?

Everything that made them cool in the old days is now gone.



But when something was cool, nowadays everyone wants one.

Mass production made this possible, with over three hundred thousand Porsches produced every year nowadays. In my opinion, it wrecked everything.

If Porsche's mission was to make lots of American dollars, well its dream has come true.

Porsche's revenue in 2022 was 37.6 billion Euro (\$A63.4 billion), about the same as BHP. That's over \$2,000 every second.

It's still a little sad though for us that remember the good old days.

Still, don't let me wreck it for you if you own a newer Porsche.

Everyone should live the Porsche dream, in one way or another, at least once in their life.

Ashley Day.

'60s cars.

In my opinion, there's no doubt that the best looking cars were made in the 1960s.

If you're imagining your dream car, it was probably built in that decade.

The cars had beautiful colours and designs with chrome work everywhere.

My favourite is the Lamborghini Miura (obviously).

What a lovely car and they definitely don't make them like that anymore.

Volkswagen also made some of their best models in that age as well.

Models include the Beetle, Karmann Ghia, Microbus, Type 3, and even County Buggies. In Europe there was also the 411 and the 181 (Thing).

All of them are great cars and definitely great investments - only crash testing wasn't yet a big thing in those days.

'60s cars might look great and be good cars but they don't crash very well.

Yes they might be made of thicker and/or better steel, but these vehicles don't have crumple zones, airbags or even seatbelts in some cases.

They weren't designed around occupant protection. So you definitely don't want to be in an accident where your '60s car hits a modern vehicle.

We all imagine that we'll be okay and most of the time we are but just bear this in mind whilst cruising around.

Give yourself plenty of space on the road and be careful, please!

Keep driving your '60s car on today's modern roads, I bet you get plenty of attention.

Ashley Day.



Steve McQueen and his Speedster

Rod's Answers:

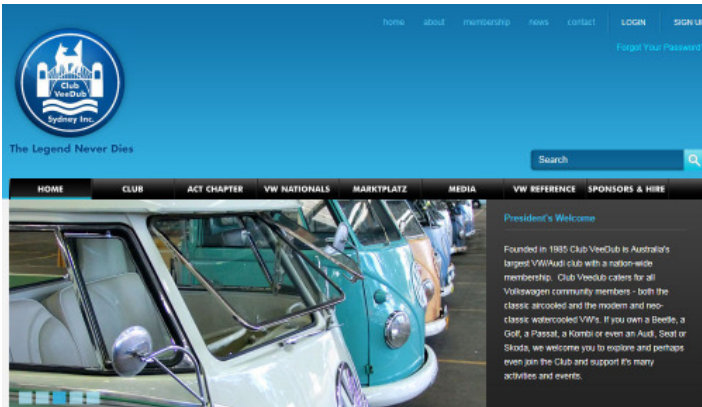
1. Towel rail bumper
2. Bullet indicator
3. Pope's Nose
4. Snowflake tail light
5. Heart tail light
6. Tombstone tail light
7. Elephant's foot tail light
8. Peashooters
9. Hockey stick
10. Dog house
11. Church Key
12. Banana override

From our website 38.

Here are more messages left on our Club website by members of the public. All of these messages were posted a while ago. They make interesting reading and show the sort of enquiries we receive almost every day.

Anyone can post messages on our website, at our Contact Us page: www.clubvw.org.au/club/contact-us/

All of these messages received courteous and informative replies from our committee – usually from Lee, Norm or Phil. Messages about things wanted or for sale were placed in our Marktplatz section at the time. It's great to receive so many diverse messages and requests from VW people everywhere. How would YOU answer these messages?



4/3/23 Hi VWs New Horizons with VW's Vol 2 1965 for 2s 6d is a booklet I just turned up It belonged to my gran who owned new a 1957 VW beetle Does your club have any sort of museum that would be interested in having it or any other similar books ? Kevin

9/3/23 Hi, is it possible to renew my membership by bank deposit? To do this I will need the club's BSB and Account number. Garry

18/3/23 Hi we have beetle parts for sale is any one interested. Please give me a call Thanks Annie

20/3/23 Hi, have just joined the club and am from Sydney but currently living in Switzerland. Wondering if you have any club stickers as I am privileged to run a 1990 T3 Whitestar with all the fruit, in immaculate condition and would love to have a club sticker on the back (am a historic car club member in my district). Also just bought a 1990/1 T3 DoKa in immaculate condition with all papers in NSW (reported to me as the last 2WD imported; from Paul Müller, son of Joe Muller) and it will hopefully get some visits in ACT and Sydney over the next 6 months. Very keen to put it on historic rego also as it is strictly a low-mileage driver. Sean

21/3/23 Hello, I return to Melbourne to visit my aged mother who adored her 60's beetle convertible. Can I rent one for a day to give her a last opportunity to relive the experience? Steve

31/3/23 I own a VW Crew Cab ID# BH698*** and I am looking to find out what year it was made. Can anyone help or

guild me to a page/site that lists ID info on Brazilian VW's
Thanks Howie

1/4/23 Dear President Club Vee Dub I have a question about historic car registration. I have read the information on your website, but I have a further question. I hope you can help. To get a car that is not registered in NSW and had been out a rego for years, to get it registered on historic plates do I need a blue slip or just a pink slip? Regards Alan

5/4/23 Hi there restoring my fathers 1960 bug for my daughter. Having trouble with getting the correct blue colour! I thought it was Brunswick Blue but I see no mention of it in your chart. Additionally I can't get my local paint shop to find it on their computer lists. Any help appreciated. Will send a few photos from my phone when I get a return email address from the club. Tks John

18/4/23 Hi Guys I am based up in the Northern Rivers (Lennox) and looking to join a VW club Currently I am driving a 1957 Kombi and would like to register with a VW club Let me know if there are any conditions of membership Cheers Zoran

25/4/23 Good morning, I have recently purchased a custom VW Beetle with Subaru WRX engine. Can you advise any specialist mechanics that would handle servicing? Thanks and regards. Patrick

11/5/23 Hi, This is Jimmy from in China. We specialized in Rubber gasket for 10 years, hope to find a way to cooperate with you! We supply rubber seal strip, door/window/car rubber seal, swelling rubber seal strip, rubber gasket, etc. If it's suitable for SAMPLES can be sent on request. Thanks and best regards, Jimmy Chun

12/5/23 Hi I just bought my first beetle, and very much interested in joining the club, and need assistance in historical rego, my car will delivered next week, I do have chassis number and engine, How do I start this process ? Thank Bill

19/5/23 I have a range of parts in Canberra for 1800 Kombi if any of your members are interested I can send a list. Warwick

23/5/23 My Beetle is a 74 super/convertible/karmann edition. I am having a hard time finding info on the vin it is a 154 2012 and the engine is AH133963, I need to sell it and have no idea of value. It needs lots of work but is in fair condition. needs a top and electrical of course. Interior needs to be redone but very minimal rust. Any help would be appreciated Karin

28/5/23 Hi, I'm trying to contact the ACT chapter but the email link on your site doesn't work. Please forward me info for your Canberra contact please. Craig

28/5/23 I would like to join the ACT Vee Dub Club. I have a 2022 LWB TDI Multivan & have owned a -62 Beetle, -75 Beetle & an-81 Microbus in the past. John

28/5/23 Hi, ive just bought a Volkswagen Beetle project.

How much information can be extracted from this plate?
Volkswagenwerk AG Made In Germany Typ 11 Heizg. Typ
1/2SS A Prülz. ~~~S43 Fahrgest. Nr. 1191063747 Zul.
Gesamalgew. Kg 1200 Zul. Achstastvorn kg 490 hinten kg
730

30/5/23 Hi. I have a white Night Eos 2010 that had a timing chain failure which damaged the engine and can't afford to repair. Was wondering if club members would be interested to purchase for minimal amount. Good for enthusiasts to repair themselves. It's a beautiful car. Deb

2/6/23 Just wondering if you found the trophy that was missing on Sunday for the Peoples Choice that I was lucky to win. The lady handing them out said that someone would email or call me early in the week to get my postage address. Thanks Alan

7/6/23 Hello! I hope you're doing well. I am coming to the end of a resto project for my 71 Lowlight Kombi. The work is being done up inland of Brisbane, and almost complete! I live in Sydney and plan to have it on club plates to use for weekends runs, club meets etc. I just wanted to enquire about the process of joining, and as it will be unregistered, how I go about an inspection and if this can be done up on the NSW side of the border, I'd love to drive it back down if its possible. Kind regards, Kim

20/6/23 Would you know where I could get or pay for a complete parts manual for a 1969 VW Beetle Sedan? Ray

22/6/23 Hi - How do I join the Club? I am on your website and there appears to be no new member application button for someone who does not yet hold Historic plates on their vehicle. Also - Can I come to the next meeting in Strathfield to join? Many thanks Noel

28/6/23 I have a beetle with a chassis 195102300 , and there's no information in government system, is this common for the old car , if haven't been registered in a while Trevor

7/7/23 Hey I'm just wondering if I could get a historic vehicle registration form completed by you guys? 1967 combi, Have previous owners one for reference if required Please advise Thank you Kath

10/7/23 My wife used to own a VW Beetle as her first car. It is her 70th birthday in September and I would like to hire a Beetle for the weekend of her birthday. Can you give me any ideas as to how I could organise this. We live near Gympie Qld Huby

11/7/23 Hi, I would like to join the Club, not only because it is a condition for Historic Number plates. I have also an Austin Healey 1970 and a motorbike R65 1986 for which I would like to do the same. If I become a member, may I register those other vehicles under the same membership? Thanks, Stefan

13/7/23 I recently joined the VW Club as I inherited an original 1973 Beetle. It's currently not registered and needs a bit of work. I was wondering if you might be able to point me

in the direction of a reputable mechanic and advise on what is needed to obtain a blue slip and then vintage registration. Any advice is welcome. Much appreciated Dragan

17/7/23 Hello, my 1969 Beetle has been off the road for engine restoration for around 18 months, however, nearly ready to get back on the road. It has previously been registered for general road use, however, that has lapsed during resto. It will need blue slip check in the coming weeks. I would like to enquire about the possibility of an Historic Rego with the club once it is ready. I would like to also participate in club events, show days etc. Can you please let me know if this is possible and what the process would be? Many thanks Gav

20/7/23 Hello there, I'm looking to buy a classic 1960s beetle needing some restoration and would love to know how you go about finding one without getting ripped off. Would really like to talk to genuine enthusiasts from your club for advice if that's possible. Thank you Regards, John

21/7/23 Hi, I've got a 1970 fastback that I've just got registered and I plan to join your club and attend your events. I've got a small light weight caravan that I would like to bring but my new registration paper has nothing under GVM. Can you tell me if I can tow with my fastback? Shane

23/7/23 Hi I'm looking for a good specialist mechanic to work on my 61 1200 bug I live in the lower north shore Would greatly appreciate any recommendations I'll naturally be joining when I get the car up here Thanks Steve

29/7/23 Hi, I was wondering if you have a contact for someone who would do a respray on a 1972 superbug. Thank you Karen

31/7/23 Hello I'm looking to join the club for me in my 74 Kombi I've got normal registration but also looking forward to being in the club and changing registration over to a vintage registration so don't know which one to sign up with in your system. thanks. Donna

6/8/23 Trying to email paperwork for rego but it is sending it back can i please have a email address to send it to as i use to send it to Dave my rego is due next week i have been trying to send this fir the last week regards Beau

10/8/23 Hi. I have a Scirocco R (MY2013) for sale. It is in good condition with only 80,000 on the clock. Your members will recognise that this is an uncommon vehicle and I wondered if any of them might be interested. Cheers Linda

11/8/23 Hi team, my partner and I are in the Lake Macquarie area and wanting to hire someone with a 1976 Beetle to drive her to our wedding ceremony in December. Would you have any members in our area that might be able to assist? We are, of course, very happy to pay for any services. Cheers, Steve

16/8/23 1998 be polo open air roof slides back 111000 ok on clock loose gearbox manual runs very well garaged always serviced have bought fed as moving to country Alexandra

Oscar's Scrapbook.



Lynden C Maxfield 17h · 🌐
ewis Motors on the corner of Thurston Crescent and the Highway in Corrimal in the 70's. The VW was a prize in a Corrimal Rotary Club raffle that my father and the Corrimal Rural Bank manager restored, it was also filled with groceries and goodies.
Photo: Garry Jenkins
Source: Lost Wollongong



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Lynden C Maxfield 14 April at 20:11 · 🌐

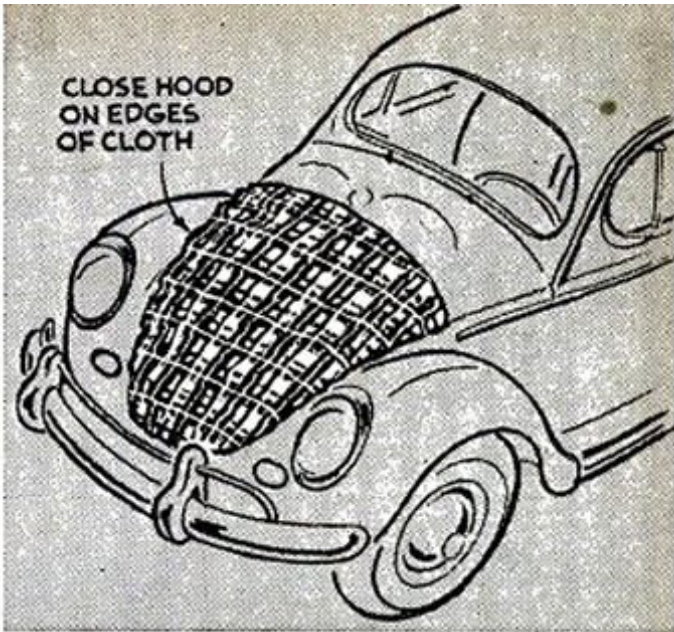
John Zupp Motors, Gold Coast, Qld, circa 1980
Photo: David Schubert



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23h · 🌐



Golden Fleece Service Station Marrickville c1970
Proprietors: Jim Liakatos & Efstratios Piperitis
342a Marrickville Road Marrickville NSW
Photograph courtesy Vasilis Vasilas

Simon Barnfield
1d · 🌐

Golden Fleece Service Station Marrickville c1970
Proprietors: Jim Liakatos & Efstratios Piperitis
342a Marrickville Road Marrickville NSW
Photograph courtesy Vasilis Vasilas

👍 103

5 comments 8 shares

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RY From Rod Young to Rod Young

Sun 4/21/2024 11:31 AM

13 characters on a number plate. It's getting a bit crowded in there.





The late news.

Well that's all for this month. But before we go, here is the late news.

A pizza delivery man was found dead in his car yesterday, covered with olives, anchovies, slices of onion and pepperoni and grated cheese. Police believe he topped himself.

ANSTO today celebrated the opening of their new staff cafeteria at the Lucas Heights atomic facility. The restaurant's speciality will be fission chips.

The Chinese news media have confirmed stories of rioting at the Beijing Zoo, after keepers ran out of bamboo. Reporters said it was panda-monium.

Yet another victim has been found dead, with their mouth stuffed with cornflakes, all-bran and wheat-bix. Police are searching for a cereal killer.

Pope Francis continues to modernise the Vatican, and is now making all his purchases on Ebay. To simplify his payment process, he uses his papal account.

George Giannopoulos, the well-known fish and chip shop owner from Penshurst, retired today after spending his whole life at the deep fryer. However he has little to show for all his years of work - he frittered it all away.

The EU department of agriculture have revealed that the French people never eat more than one egg at a time. The reason is that one egg is unouef.

A ventriloquist walked into a bar yesterday. The man next to him said 'Ouch!'

A man walked into Westmead Hospital's Emergency Department yesterday, completely naked but covered in Glad Wrap. The doctor said I can clearly see you're nuts.

At the American St Patrick's Day celebrations in Washington DC yesterday, the committee raised a toast to the first Irish US President - Barack O'Bama.

A Botany man woke up yesterday morning to find a Jetstar Boeing 737 parked in his backyard. Apparently he had left his landing light on.

The explorer Sir Giles Faulkner has just returned from an expedition in the Antarctic. He sat down for three days at the south pole, and has come back with some very well developed polaroids.

At last night's TV Logies presentation some of the stars revealed their preferred holiday destinations. Hamish Blake likes the Windward Islands as he's into windsurfing; Curtis Stone goes to the Cook Islands because he enjoys cooking; and Sophie Monk likes the Virgin Islands - because she's into nostalgia.

Next month we'll be talking with Arthur Spratt, Australia's oldest working milkman. He has just become a father at 71. And at 23, 52A and the block of units at 116 as well.

Sport. There was consternation at the Ashes cricket reception party at Carrington House in London last night. Catherine the Princess of Wales was speaking with the Australian team and asked David Warner to demonstrate something Australian. So he drank 15 beers, tampered with his balls and urinated against the back fence.

And so it's goodnight from me, and it's goodnight from him.

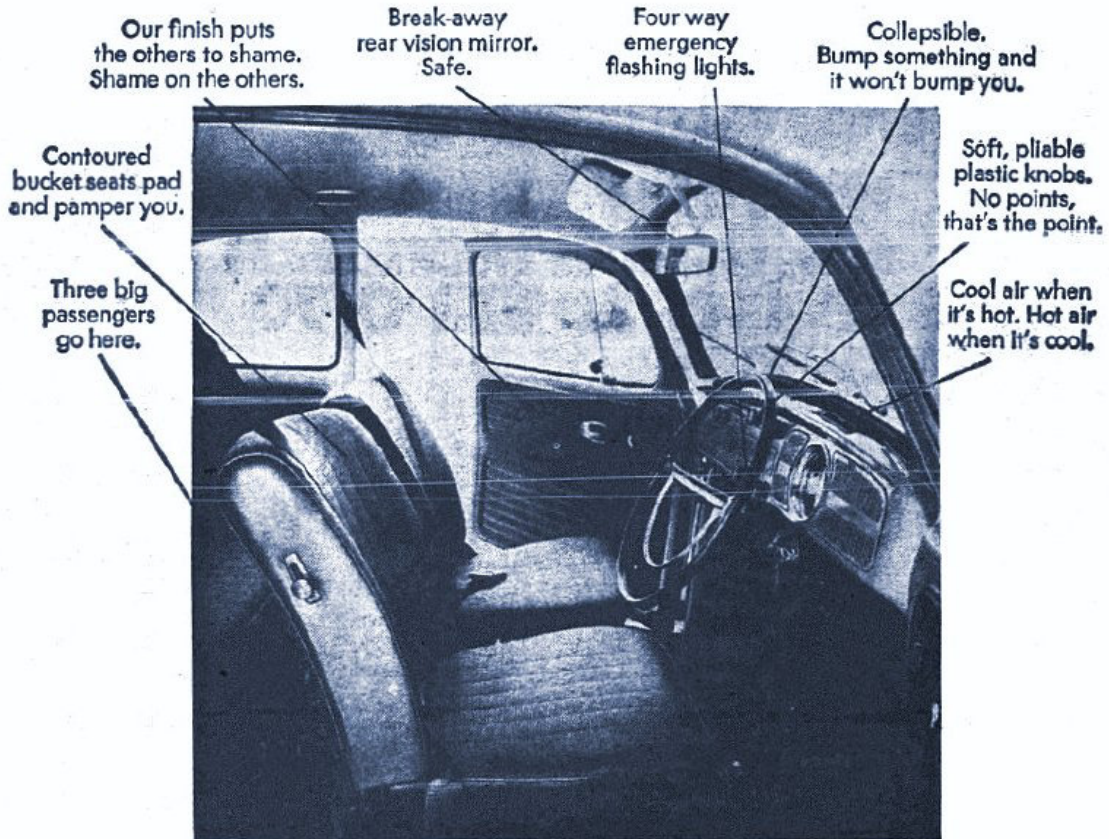
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