

Zeitschrift



Zelko's Type 3 at the VW Spectacular.

September 2024

IN THIS ISSUE:

VW Spectacular 2024
VW Cruise to Mt Wilson
Audi V8 quattro
More Ash articles

Luftgekühlt am See
Cookie's Fish n Chips run
Polo Harlequin
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.

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Treasurer:	David Cook	clubveedubact@gmail.com(treasurer)
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Council Rep:	David Cook	clubveedubact@gmail.com(council)
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:

36 years.

Andrew Dodd Automotive	Vintage Vee Dub Supplies
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30 shows and over.

Aust VW Performance Centre	Shannons Car Insurance
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15 shows and over.

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Canberra VW Centre	VW Magazine Australia
Euro Revolution	

10 shows and over.

Das Resto Parts	Motexion
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See the back page for all 2024 VW Nationals sponsors



Lennox Volkswagen's

German Auto Day

September 22nd
Thoroughbred Park, CANBERRA

Featuring
**The Brand New
ID. Buzz**

VW Show and Shine—\$10 CVD Members / \$15 non-Members—Entry by 9:30am

Support our **German Auto Day** Sponsors for Club VeeDub (Canberra Chapter)

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EAST HILLS CHARITY

CAR SHOW

SUNDAY 29th SEPTEMBER



The East Hills Charity Car Show is a community based event which attracts car lovers from all over NSW. Prizes are offered in a wide range of categories. A great family day out with the goal of the event to support a different charity each year.



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This year the East hills Charity Car Show is extremely proud to be supporting MS Australia

<https://www.msaustralia.org.au/>



www.easthillscarshow.com.au

VW



MICK MOTORS

MAJOR SPONSOR VW WARWICK 2024

WARWICK

OCTOBER 5-6TH

2024



Entries Open
September 1st



• ALL VW 1/8TH MILE DRAG RACING WEEKEND • SHOW'N'SHINE
• SATURDAY NIGHT MOTORSPORT PRESENTATION • ENTERTAINMENT



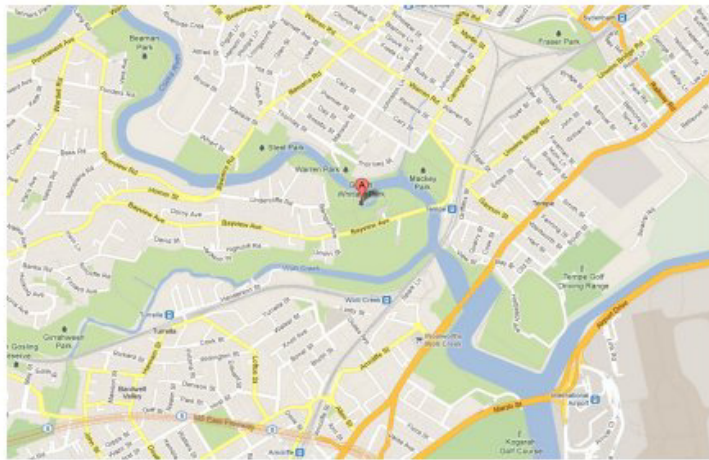
Malcolm
ENGINEERING



www.vwma.net.au



2024 Sydney German Autofest



Sunday 27th October 2024

Gough Whitlam Park

Bayview Ave, Earlwood

Entry gates open 7:30 am to 8:30am

All German vehicles welcome – Volkswagen, Audi, BMW, Porsche, Mercedes etc. Original classics and late models.

\$25 to show your car.

Organised by the Mercedes Benz Club of NSW.

Pre-entry is required - book and pay from the website:

www.sydneegermanauto-fest.com.au





70TH VWCV ANNIVERSARY



MELBOURNE

Day of the Volkswagen 2024



THE VOLKSWAGEN CLUB OF VICTORIA INVITES YOU TO JOIN US AT OUR DAY OF THE VOLKSWAGEN TO CELEBRATE OUR 70TH ANNIVERSARY OF THE LONGEST CONTINUALLY RUNNING CLUB WORLD WIDE!

SWAP MEET | SHOW 'N' SHINE | TRADE DISPLAYS

• SUNDAY 17TH NOVEMBER • YARRA GLEN RACECOURSE •

YARRA GLEN RACECOURSE - ARMSTRONG GROVE - YARRA GLEN (Mel Ref. 275 C1) PUBLIC ENTRY 9am. TRADE DISPLAY & SWAP SITE ENTRY 8am. SHOW & SHINE ENTRIES CLOSE 11am. IN COMPLIANCE WITH YARRA GLEN RACECOURSE HEALTH AND SAFETY REGULATIONS - NO DOGS OR BBQ'S ARE PERMITTED ON THE VENUE GROUNDS.

Yes it's on again!

Boris' Picnic Day

2024



*** **GREAT NEW VENUE !!** ***

When: From 8:00am Sunday 24 November 2024

Where: Sans Souci Park, right near Captain Cook Bridge

Heading South: From Rocky Point Rd, turn right into Riverside Drive.

Heading North: Cross the bridge, turn left into Riverside Drive.

- **Come rain or shine! Free entry. Try to get there early!**
- **Toilets, kids play area, pool, fishing pier close by**
- **Juicy BBQ sausage sizzle, crusty rolls, cold soft drink, hot coffee and tea available. Club shop open.**
- **Display your VW (no judging or trophies). No swap stuff please.**
- **All VWs welcome - air and water-cooled, old and new.**
- **Shine up your VW and we'll see you there!**



For more info:

Phone Boris
(02) 9789 1777

Phone Wayne
0439 133 278

Phone Zelko
0419 807 807



Von der Frau Präsidentin.

Schönen Tag,

What a beautiful end to winter we have had!!! We recently had the long-running VW Spectacular at Nambucca Heads, which many of us drove up to. See Daniel's report and photos in this issue. There was Denlo 70 years of Volkswagen event at Parramatta that had a great turn out of cars new and old, including a celebrity appearance from the new ID Buzz!

Then we had the Shannon's Classic at Eastern Creek with a good showing of Club Vee Dub members attending, though some ticket holders unfortunately didn't show. The month was wrapped up with the Winter European Cruise to Mount Wilson.

September is shaping up to be a busy month also, with two major events on - the Canberra German Auto Day on September 22nd and the East Hills Charity Car Show at Kelso Oval on September 29th! Don't forget to Join the Club VW Convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30 departure.

Otherwise it has been a generally quiet month of business, mostly requests from new members for Historic rego. However we are starting to gear up with organising the 2025 VW Nationals!

Unfortunately a big change heading the club's way soon will be our general meeting location. Strathfield Golf Club have previously allowed our club, along with 15 - 20 other car clubs, to use their premises free of charge - making their money from food and drink sales. However the new management have decreed that from October 1st 2024, it will now cost the club \$350 for the committee board room AND \$2,050 per month for the Sida meeting room, for a cool total of \$28,800 per year. This would soon send us broke, so we will be looking for a new venue. So if you know a nice club with a meeting room at reasonable prices, please get in touch!

There will be more of an update on this at our General meeting on the 19th September at Strathfield Golf Club - which will be our last one there.

Well, that's it for this month!

Take Care and Happy Dubbing!

Lee Woods



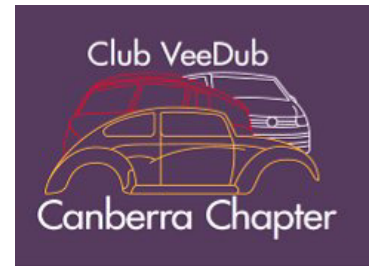
Kanberra Kapitel report.

It is getting warmer! The birds are singing, the grass growing and the VWs are starting to come out of hibernation.

August had its moments, but we had a real good run down to the coast with the annual Fish n Chip run. There were no reported break downs or cars needing running repairs this year, so that was a big plus. Report and photos in this issue.

We have a big September with a charity cruise (ACT Superheros - would be completed by now), German Auto Day (featuring the ID. Buzz) and the monthly Canberra Cars and Coffee is back. Looking forward to a bit more sunshine and doing a few more car related activities!

Last note - don't forget the club has merch available to order via Monaro Workwear in Fyshwick - see the Canberra Facebook page for more details.



Aldred

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.

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 22nd:- Canberra German Auto Day at Thoroughbred Park, Randwick Rd Canberra, 10am to 3pm, Gold coin entry, cars should arrive from 9am. Plenty to do and see for the whole family - Food, drink, coffee and activities to keep the kids entertained. For more information check the Canberra Facebook page at www.facebook.com/groups/ClubVeeDubACTPublic/

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.**

October.

Tuesday 1st:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

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

Saturday 5th–Sunday 6th:- VW Warwick Drags 2024. Two days of all Volkswagen 1/8-mile drag race action! Friday night dyno session. Saturday street parade and car display, scrutineering and practice; evening tappet cover racing and entertainment. Sunday drag racing all day. Round Robin heats, Top VW Shootout for natural and turbo cars. Great food and drink. Air- and water-cooled VWs welcome, stock or hot-rodded. Pre-entry and payment is essential, before Friday 27 September; no entries on the day. Go to www.vwma.net.au/warwick for all bookings and info.

Thursday 10th:- Committee Meeting and magazine pack at new venue TBA, from 7:30pm.

Thursday 17th:- CLUB VW MONTHLY MEETING at new venue TBA. 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 27th:- Sydney German Autofest 2024 at Gough Whitlam Park, Earlwood, 9am-3pm, organised by the Mercedes-Benz Club of NSW. Come join us for the display day for all German makes - Audi, BMW, Mercedes, Porsche and Volkswagen. Bring your VW along (old or new), and join the VW display. Food and drink stalls on site, trade displays, trophies for the best cars. Show cars must arrive between 7:30am and 8:30am. Event tickets are \$25.13 per entrant and our request and preference is to book via Eventbrite. There will be no manual ticketing on the day of the event. The event website link is www.sydneygermanauto-fest.com.au/ The ticketing (car registration) for the event is via Eventbrite and the link is www.eventbrite.com.au/e/sydney-german-autofest-2024-tickets-785533540967 We look forward to seeing you there.

November.

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

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

Thursday 14th:- Committee Meeting and magazine pack at new venue TBA, from 7:30pm.

Sunday 17th:- Day of the Volkswagen Melbourne, held at Yarra Glen Racecourse, Armstrong Grove Yarra Glen. Celebrating 70 years of the VW Club of Victoria. Trader and swapper entry 8am, show and general entry 9am. Show entries close 11am. Keep an eye on the Facebook page: www.facebook.com/volkswagenclubofvictoria/

Thursday 21st:- CLUB VW MONTHLY MEETING at new

venue TBA. 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 24th:- Boris' Picnic Day 2024. Yes it's on again! Come along to Sans Souci Park, just before Captain Cook Bridge at Sans Souci. From 8am - try to get there as early as possible (no reserved parking, first-in first-parked). Free entry. Enjoy Boris' BBQ, show off your shiny VW (old or new) but no swapper stuff please. Asphalt parking, toilets, pool, kids play area and wharf nearby. See you there! Phone Boris on (02) 9789 1777 for more info.

December.

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 new venue TBA, from 7:30pm.

Thursday 18th:- CLUB VW MONTHLY MEETING at new venue TBA. Get the latest VW news and views, plus VW socialising, drinks, trivia, club library, magazine exchange, Christine's raffle and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. This meeting is also the Club Veedub **CHRISTMAS PARTY!** Bring a wrapped present (~\$10 value) for your entry and drinks voucher. Nibbles and hot food provided, and the bar is open. 7:30pm start.

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 412** station wagon for sale. The car is currently in South Africa where it is being restored by Vdubtech, a company that specialises in air cooled VWs. I cannot carry on with the project as I am downsizing so the car is in the market. It is complete but tired, I can send photos if somebody wants them. Point being that I had hunted for this car for a long time as they have become like hens' teeth and it could be a collectors' item for the right person. Please email bk_private@yahoo.com or call me on 0419 348 022 if you need more information. The price is highly negotiable, I will probably accept anything reasonable. Regards, Bert

Wanted:- Type 3 automatic gearbox along with everything else required to install into a manual-equipped car, like drive plate, torque convertor, shifter and shift cable. This is for a friend in Malaysia, where Type 3 Autos were never available for sale. If you can help, please contact Rod at rod.young2@icloud.com



For Sale:- I have some **original alloy trim pieces** to suit a VW Beetle from approximately early to mid-sixties for sale, they are still in the original boxes, although the main box has deteriorated a fair bit; they were bought with the new car and were never fitted and are in as new condition. They would be great for an enthusiast. \$150.00 for the complete kit, more pics available. Please contact Malcolm on 0428 051 771, or email malcolmandjudy@yahoo.com

Wanted:- Hello, I am interested in buying a **VW Golf Mk2**. Cash Buyer. Do any members have one for sale, or do you know where I can find one? If you can help, please contact me. I am in Melbourne. Many thanks, Walther Richert 0490 062464 or email richertw@iinet.net.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



For Sale:- CSP Python Exhaust Type-1 Beetle with Type-1 1300-1600 38 mm. It features equal length tubes and a merged four tube design that takes into account the firing order, leading to a large collector. Internally the collector features an internal deflector, shaped like a pyramid for optimal flow and maximum gas velocity, which improve the torque curve all the way up to peak horsepower and beyond. Because of the movable header pipes, the system can be easily matched even to stroker engines. The stainless steel absorption silencer, specially manufactured for CSP Products, provides the system with a distinctive, sporting sound. It additionally offers an unobstructed path for the exhaust gases to the atmosphere. The pipe connection of the muffler is especially designed to fit the lines of the Beetle and because of



Next Club Meeting:
Thursday
19 Sept.
7:30pm
Strathfield Golf Club.

this there are no clearance problems with the right rear wheel. Here are the features at a glance:

- Header made of stainless steel 1.4512
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- Solid laser-cut flanges
- Made for use with CSP Products heat exchangers or CSP Products J-pipes
- Silencer made of polished stainless steel 1.4301
- High-quality mounting material included
- Various cone diameter inserts (optional)

Brand new, fitted to motor but never run. \$2100. Call Steve 0439 133 354 or email stevecarter@iinet.net.au



For Sale:- 2x 6V Beetle doors with hinges. Good condition with a little surface rust \$100 each. Contact Larry Smith on 0419 637 651 for further information, or email gail27@tpg.com.au

2nd Month ads.

Free to good home:- I have a few sets of VW wheels / tyres that I am looking to give away if someone can come and collect them from my home in Lismore NSW. Hopefully someone from the club may be interested – please get in touch asap before we advertise to a wider audience. Details are:

- **VW Golf < Brescia >** 19 inch x 7.5" Alloy Rims x 4. (ET51) were on a GTI 40 years Edition when purchased. The rims are in as close to perfect condition as possible. No gutter scrapes. They have Pirelli P-zero tyres. The front two tyres show a small amount of wear. The other two show little wear. However they have been off the car for 5 years, so I am not sure how good the tyres are still (New cost for each rim through VW

as an accessory is \$1600; ie, for 4 rims; \$6400)

- **VW Golf < Parker >** 18 inch x 7.5" Alloy Rims x 4 They came with a mark 7



VW GTI The rims are in very good condition. A few gutter scrapes.

- **VW < Pretoria >** 18 inch x 7.5" Black Rims x 2 They were bought as spare rims for my Golf GTI 40 years Edition, but were never used - brand new.

All inquiries please contact Ken on 0413 213557 or email office@lismoreskinclinic.com.au

For Sale:- 1969 VW Beetle, completely restored in 2012. 69' Chassis/engine and 60' body and high back seats/seatbelts. I bought this as my first car in 2005, was used as a daily drive until 2016 and has since been garaged in a shed outside of Goulburn.

Little superficial rust, eg. engine lid in the usual spot. Has been

continually registered with full rego. \$18,000 ONO - hoping to go to a good home - text me to arrange a call 0438 565 564 or email sybkeny@gmail.com



For Sale:- I have a purple 1975 Superbug for sale. Runs well, partially rebuilt engine,

new exhaust, new carburettor, new rear light lenses. Kept undercover NSW rego until April 2025. Asking \$15,000.

Located Southern

Highlands NSW Please contact Anna on 0406 124 307 or email permhollow@hotmail.com



For Sale: My WA plates currently on my VW T3 Syncro. Best offer. Email ricketts.tony@gmail.com



Trades and services directory.

Trades and services directory.

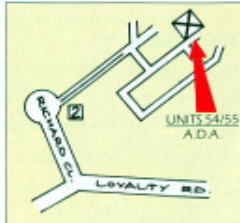
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Trades and services directory.

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.

[vwperformance.com.au](http://www.vwperformance.com.au)

Address: 29 Research Drive, Croydon South, Victoria, 3136

Phone: (03) 9761 4540 or (03) 9761 7917

Fax: (03) 9761-6216

Email: avwpc@vwperformance.com.au



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The GTI Clubsport has followed less powerful Mk8 Golf models in receiving a facelift, with new styling, an updated interior and improved infotainment technology.

Unlike the standard GTI - which has been boosted from 180 kW to 195 kW - the facelifted GTI Clubsport has no more power than its predecessor, though at 221 kW/400 Nm from a 2.0-litre turbo four-cylinder engine it still remains the equal-most potent GTI ever sold.

There are no plans for the Golf GTI Clubsport in Australia as a regular model, a Volkswagen Australia spokesperson said, though it may appear as a special edition similar to the 'Mk7' Clubsport that was sold locally as the '40

Years' in 2016.

In those days Holden was still in business and used the 'Clubsport' name for HSV-modified Commodores, from the VN in 1989 to the 'Gen-F' in 2017. While Holden no longer exists, HSV are still in business and may still own the 'Clubsport' trademark in Australia.

Volkswagen claims a 0-100 km/h time of 5.6 seconds - down from the 5.9 seconds of the standard car, due locally early next year - towards a top speed of 250 km/h as standard, or 267 km/h with the optional 'Race' package.

The Clubsport continues to differ from the regular GTI with more aggressive front and rear bumpers, the former in a new design for the facelift, plus a taller rear spoiler shared with the Golf R.

Buyers can choose between 19-inch 'Queenstown' alloy wheels that are shared with the standard GTI, or optional 19-inch 'Warmenau' forged wheels which are said to be 20 per cent lighter than the same wheels made from a more conventional cast alloy.

Standard are black stripes along the side doors, while an Akrapovic sports exhaust is an optional extra.

The Clubsport is fitted with larger brakes than the regular GTI, plus an electronically-controlled front differential lock, optional adaptive dampers, and a 'Special' drive mode with softer suspension designed for Germany's bumpy and undulating Nurburgring race track.

The steering in the GTI and GTI Clubsport was tuned by a team including Sven Bohnhorst, a former Bugatti test driver.

"With his assistance, it has been possible to transfer some particularly positive characteristics of the steering setup of the Bugatti Pur Sport to the progressive steering,"

Golf GTI EOFY sale.

The 2024 Volkswagen Golf GTI hot hatch has been offered with a saving of up to \$9713 as part of an end of financial year offer.

Volkswagen Australia is marketing the Golf GTI with both option packs as standard - the \$2600 Sound and Style and \$4000 Luxury packages - for \$59,990 drive-away.

It represents a saving of \$6614 to \$9713, depending on where the vehicle is registered, compared to the regular price for an optioned GTI.

In all states and territories except the ACT, the offer is also cheaper than the regular drive-away price for a Golf GTI without options.

The only remaining cost option is Kings Red premium metallic paint for \$300, with every other colour included in the price.

For comparison, a Hyundai i30 N Premium with Sunroof with the eight-speed dual-clutch automatic transmission is \$53,700 plus on-road costs, or \$58,887 drive-away in New South Wales, according to the Hyundai website.

Volkswagen claims the \$59,990 drive-away offer is "better value" than the last of the previous-generation 'Mk7.5' Golf GTI when fully optioned, which lacked many features fitted to the latest model, including a head-up display, ventilated seats, wireless phone charging and lane-centring assist.

The Sound and Style pack includes 19-inch wheels, a head-up display and Harman Kardon stereo, while the Luxury pack includes a glass sunroof, leather trim, heated and ventilated front seats, a heated steering wheel and a power-adjustable driver's seat.

Standard features on the base GTI include a 25.5-cm touchscreen, wireless Apple CarPlay and Android Auto, LED headlights, nine airbags and a full suite of safety technology.

This is a limited time offer so see your VW dealer before they are all gone.

GTI Clubsport.

The 2025 Volkswagen Golf GTI Clubsport has been unveiled in Europe - but as yet there are no plans to sell the joint most-powerful GTI in Australia.



Volkswagen claims.

The Clubsport inherits the new 32.8-cm infotainment touchscreen from the wider Golf range, with new software that pins shortcuts for the air conditioning along the bottom of the display, and illuminates the touch-sensitive volume and air temperature sliders for the first time.

There is also a new IDA voice assistant, which integrates ChatGPT artificial-intelligence technology, plus a new steering wheel with traditional buttons replacing touch-sensitive controls, and a choice of synthetic suede or leather upholstery.

The 2025 Volkswagen Golf GTI Clubsport is due on sale in Europe in the coming months.

Golf R Clubsport.

Meanwhile a hard-core 'Clubsport' variant of the Volkswagen Golf R hot hatch is in the works - but it is yet to be given the green light for showrooms.

The flagship version of the all-wheel-drive Golf R would reportedly follow the mould of the ongoing front-wheel-drive GTI Clubsport, with more power, less weight and stiffer suspension.



"There's another interesting car we are working on at the moment. They [engineers and planners] are thinking about and working on a Clubsport version of the Golf R," Martin Hube, a global spokesperson for Volkswagen, told US publication Road and Track.

"We will have an AWD [all-wheel drive], more track-oriented version, and then the standard Golf R, too. On the one hand, it's a torquey, road-going sports car. On the other hand, because it's a bit heavier, it's not a track tool."

Citing the VW executive, Road and Track says the Golf R Clubsport would offer lower weight, a higher power output and "revised" suspension compared to the regular Golf R - which is about to receive a facelift.

However, the vehicle has yet to be given the green light, and its future is in the hands of the Volkswagen board.

"This car will be a mule for the future. I really hope that we can convince them [the board]," Mr Hube told the publication.

If it comes to fruition - and is built in right-hand drive - the Golf R Clubsport is likely to be at the top of VW Australia's wish list, as one of the top global markets for Volkswagen R vehicles.

It may be one of the last new high-performance Volkswagens with petrol power, as the R division is due to go electric by the end of the decade, and the next Golf is expected to be solely battery-powered.

Volkswagen offers a 245 kW/420 Nm version of the Golf's 2.0-litre turbo engine that was used in the pre-facelift R 20 Years edition, and is expected to feature in the regular facelifted Golf R, due to be unveiled in the coming weeks.

A Clubsport edition would need to extract more power, making for the most potent version of Volkswagen's 2.0-litre turbo four-cylinder engine to date.

The Golf GTI Clubsport is a faster, more aggressive version of the regular GTI aimed at weekend track-day fans, with more power and sharper handling.

An even hotter Clubsport S version of the 'Mk7' Golf GTI in 2016 broke the lap record on Germany's Nürburgring race circuit for front-wheel-drive production cars, though it was later beaten by the Honda Civic Type R.

Volkswagen has tried multiple times to build a faster, flagship version of the Golf R - aside from the 20 Years edition, which had 10 kW more than the regular model - in the last decade.

It showed a Golf R400 concept in 2014 with a 294 kW (400 metric horsepower) 2.0-litre turbo engine, but plans to put it into production were reportedly scrapped in the wake of the Volkswagen 'Dieselgate' emissions cheating scandal.

Volkswagen was also reportedly considering a Golf R with the Audi's 294kW five-cylinder turbo engine, but it too was shelved as it was deemed too close to the related Audi RS3 with the same engine.

More Ford than VW in next Transporter.

The new 2025 Volkswagen Transporter van will be more closely related to its Ford Transit Custom twin than the relationship between the co-developed Ford Ranger and Volkswagen Amarok utes, according to Ford.

Ford executives told Australian media "all" of the "content" in the new mid-size vans comes from the US car giant, and that the Transporter was "evolved from" its Transit Custom twin.

It appears to be a different relationship to the latest Ford Ranger and Volkswagen Amarok utes, development of which was led by Ford, but the Volkswagen includes unique body panels and has a different interior.

The utes and mid-size vans form part of a global partnership between the car giants, which also sees Ford rebadge the VW Caddy city van as the Transit Custom, and use Volkswagen's MEB electric-car platform for two SUVs.

Spy photos and teaser images show the Transporter shares most of its bodywork - including lower front doors, side doors, windscreen and general body structure - and interior with the Transit Custom.

There is different front and rear-end styling between the pair, as well as unique front door windows, VW-specific skins for the interior display graphics, and distinct steering



Vehicle marketing boss, said in 2022.

"The same goes for the Ford. Without our input, the Ranger would not be so good. The partnership allowed us to pool our individual strengths."

Mr Krause said: "There are areas where Volkswagen would take the lead, and other areas where Ford would take responsibility.

"It definitely wasn't one way. Both benefitted from the competence of the partner. The interior was something where we delivered a lot of expertise, specifically in plastic material and the graining of plastics."

Ford executives in Germany were asked if the Transit Custom is better-off for having partnered with Volkswagen to spawn the next

wheels.

Twinning the mid-size vans is said to deliver greater economies of scale to reduce costs, Ford executives told Australian media at a preview drive of the new Transit Custom in Germany.

"The Ranger and this product [Transit Custom/Transporter], the engineering and manufacturing are led by Ford," Peter Watt, communications chief for Ford's commercial-vehicle division, named Ford Pro.

"So all the content that you see in this product is Ford content."

Asked how much collaboration there was between Ford and VW, vehicle integration supervisor for the Transit Custom, Ed Correia, said: "I think as Peter said, we had the lead to develop the ... Transit Custom."

When asked if Volkswagen had any say on certain specifications of the vans - or the proportions of their underpinnings - Mr Watt said:

"The [overall] product content was conceived through Ford, and then the Volkswagen product was evolved from that."

The executives said the Ford E-Transit Custom electric van's folding steering wheel, which tilts back to become a laptop stand or food table, will be exclusive to the Ford.

Asked if there were any learnings or processes from Volkswagen that fed back into the project to improve both vehicles, Mr Correia said: "Not that I can think of, top of my head ... I can't think anything that we changed."

In the lead-up to launching their utes, Ford and Volkswagen were keen to stress how different the Ranger and Amarok would be, and refuted suggestions the VW was a rebadge of the Ford.

Volkswagen established a design team in Melbourne to style the Amarok alongside Ford engineers, though the roof, door handles and mirrors are some of the only body elements shared between the pair.

The Amarok and Ranger share underpinnings and engines, but have uniquely-designed interiors - aside from window switches, indicator stalks and other small parts - and ride and handle differently.

Volkswagen has admitted the new Amarok would not exist without the Ford partnership, and that both the Amarok and Ranger are better off following the collaboration.

"In the sum, the new Amarok is a much better than if we did it alone," Lars Krause, Volkswagen Commercial

Transporter van.

"I'm going to deflect your question slightly and just say the benefit for both partners in this relationship is the scale that you get from partnering together," Mr Watt told the media group.

"That's the real benefit. Both companies are very strong with their engineering and manufacturing capabilities.

He said: "The discussion point was all around how we could work together to get the scale [to meet] ... the market."

The new Transporter is due in Australia early next year with diesel power, following the diesel Transit Custom due imminently, and the electric E-Transit Custom, as well as the diesel Tourneo people-mover variant, in late 2024.

It is expected the Transporter will share the Transit Custom's 125 kW/390 Nm 2.0-litre turbo-diesel four-cylinder engine, matched with an eight-speed automatic transmission.

Europe will be offered a plug-in hybrid - a 171 kW 2.5-litre petrol system shared with the Ford - as well as eTransporter electric models with 54 kWh or 83 kWh batteries, and electric motors with up to 210 kW.

Teaser images show the Transporter shares much of its interior with the Transit Custom, including the upper dashboard and screen layouts, but the VW has a unique steering wheel, and different graphics for the displays.

The new Transporter will offer a Caravelle passenger version, but the Multivan people-mover has moved to a completely different body shell based on the light-duty underpinnings of the Volkswagen Golf and Tiguan, among other VW, Audi and Skoda models.





T-Roc Mk2 spotted.

The 2026 Volkswagen T-Roc small SUV has been spied testing in the European Alps, ahead of its expected arrival in Australia in early 2026.

With Australian details and timing to be announced after its global reveal sometime next year, the second-generation T-Roc is expected to be VW's last new petrol vehicle as it electrifies its line-up.

All new Volkswagens after the 2026 T-Roc are set to be electric, including the next Volkswagen Golf - and its sporting Golf GTI and Golf R versions - which may point to an electric successor to the T-Roc.

However Volkswagen has said it has no plans for an electric T-Roc, despite trademarking the name 'ID.Roc', with its current battery-electric cars using the 'ID' prefix.

The latest spy images have captured the T-Roc testing on-road in the Alps for the closest look yet at the 2026 version, expected to carry over its existing 'MQB Evo' underpinnings shared with the Mk8.5 Golf.

The test car's deceptive camouflage cannot hide a redesigned front grille and LED headlights in a similar style to the 2025 Tiguan SUV, partially visible despite the fake grille shroud and tape - including large stickers to look like brake ducts - covering most of its nose.

Also clearly visible is the smoother side profile leading to a more angular rear windscreen, similar to the 2025 Volkswagen Golf, with a steeper C-pillar side on and larger integrated hatch-mounted spoiler.

The stickered-over tail-lights also show smaller Golf-like versions on the hatch, shown by a shot under braking where only the outside sections of the 'sticker' brake lights illuminate, with three squares lit up.

The 2025 T-Roc will carry over the 1.4-litre



powered.

While VW has ruled out an electric version - for the time being at least - Volkswagen said in 2021 it would offer plug-in hybrid versions of its 'core' vehicles.

At the time, T-Roc was part of the 'core' group, along with other popular Volkswagens including the Golf, Tiguan and Passat.

After launching its first plug-in hybrid in Australia - the 2024 Volkswagen Touareg R eHybrid - into showrooms in March, the local VW arm had ruled out adding more hybrid models to its local line-up.

However, Volkswagen Australia has now said the passing of the federal government's New Vehicle Efficiency Standards (NVES) in May 2024 had 'unlocked' opportunities for more plug-in hybrid vehicles to be offered in local showrooms.

That could mean a plug-in hybrid T-Roc sold alongside petrol-only models, with the possibility of the Golf GTE plug-in hybrid arriving in Australia as soon as 2025.

The Golf GTE uses the same 1.4-litre turbocharged petrol engine as the T-Roc but adds an electric motor for a combined 200 kW. Its 19.7 kWh battery pack offers 50 kW fast-charging and a 100 km electric-only range.

Given the T-Roc and Golf GTE both use MQB Evo underpinnings, a T-Roc plug-in hybrid could arrive in showrooms with the same powertrain if Volkswagen does follow through with an expanded hybrid offering.

VW and Ampol.

Volkswagen Australia has partnered with Ampol to offer VW ID customers discounted public electric vehicle (EV) charging for the first 12 months, as well as customisable home chargers.



The offer will be applicable to customers who purchase an ID.4, ID.4 GTX, ID.5, ID.5 GTX, ID. Buzz and ID. Buzz Cargo when the EVs go on sale in the second half of 2024. The actual charging prices will be confirmed closer to launch.

Ampol currently offers at-home charging solutions for EV owners. Pricing is yet to be published on the Ampol website, but customers can submit an enquiry to receive more information once it becomes available.

The 7 kW home chargers can be monitored by the AmpCharge Driver Portal and receive over-the-air downloadable software updates through Wi-Fi.

Volkswagen says its ID owners can customise their Ampol at-home charger to match the colour of their vehicle.

At the time of rolling out the at-home chargers, buyers will have access to augmented reality software to help 'scan' their garage or carport for suitable locations prior to installation.

Small ID. VWs.

The Volkswagen Group has locked in plans for pint-sized electric vehicles (EV) priced from "around" 20,000 Euro (\$AU32,000). They are due to be unveiled in 2027 in order to fight an onslaught of new rivals from China.

The German car giant announced overnight one or more marques from its 'Brand Group Core' - comprised of Volkswagen, Skoda, Seat and Cupra - will "bring affordable electric vehicles from Europe, for Europe, into the market."



It is unclear if there will be more than one circa-20,000 Euro electric car from the VW Group, and which of the four brands they will be marketed under. The Volkswagen version, yet to appear, has long been nicknamed 'ID.1' in anticipation.

Development is set to be conducted in-house by the Volkswagen Group, after talks with Renault to twin a VW model with the upcoming electric 20,000 Euro Renault Twingo fell through.

In October 2023, General Motors and Honda said they had abandoned plans to jointly develop an affordable electric car - less than six months before Honda announced it was considering a similar project with Nissan.

This new announcement is the latest step in Volkswagen's response to growing electric-car competition from Chinese brands such as BYD, which are increasingly making in-roads in Europe.

The European Union has accused the Chinese government of unfairly subsidising domestic manufacturers to drive down the retail prices of Chinese-built electric vehicles sold in Europe.

Among them, BYD is preparing to launch a European-market version of the city-sized Seagull next year, priced from less than 20,000 Euro.

Fiat and Jeep parent company Stellantis has struck a deal to sell a similarly-priced electric hatch from Chinese company Leapmotor in Europe.

Volkswagen's one or more 20,000 Euro electric cars will be built in Europe - not China - and are scheduled to be unveiled in 2027, though showroom arrivals may not occur until 2028.

Due to launch first are four VW Group electric vehicles priced from less than 25,000 Euro - a VW hatchback, VW SUV, Cupra hatchback and Skoda SUV, all built in Spain - planned for unveiling "as early as the end of 2025".

VW Brussels to close?

Volkswagen AG will potentially shutter its Audi electric-vehicle factory in Belgium to save costs, in what would be a watershed moment for Europe's biggest carmaker.

Volkswagen has never closed a car plant in Europe, but the high-expense Brussels site could become the first due to poor demand for the Audi electric SUV made there. Volkswagen cited additional expenses including from the restructuring for lowering its outlook for the year.

European carmakers have been grappling with poor EV sales, prompting a range of manufacturers including Mercedes-Benz Group AG to rethink plans. Key regions including Germany, Europe's biggest auto market, have removed or cut incentives for EVs, raising the pressure on incumbents with new competitors like China's BYD Co. moving in on their turf. Volkswagen's strong union presence has complicated the company's past restructuring efforts.

Closing the plant would be "a major step in the right direction," Deutsche Bank analysts led by Tim Rokossa said in a note.

Volkswagen reduced its forecast for operating return to as much as 7%, down from a previously predicted high of 7.5%, according to a filing late Tuesday. Additional costs burdening this year's results are expected to total 2.6 billion Euro (\$US 2.8 billion).

Audi's management has been in discussions with the Belgian government about the future of its Brussels factory, which only makes the luxury Q8 E-Tron model and derivatives. Closing it down is only one of several restructuring options, Volkswagen said.

The move is "part of the cost efficiency and re-sizing program taking place at VW," Jefferies analyst Philippe Houchois said in a note. It's "a possible indicator of upcoming restructuring actions across the European automotive industry in coming years."

The Brussels factory opened in 1949 as a Studebaker assembly works, but was contracted to assemble Volkswagens from 1954 and Porsches from 1960. By 1970 the factory had made 795,000 VWs and it was bought in full by VW AG. The millionth VW was built in 1974, and its last in 1975 when it was replaced by the Passat. The Golf was added in 1980. In later years the Brussels factory also built the VW Lupo, Fox, Polo and Audi A3. In 2006 all VW assembly was moved to other plants and the factory became Audi-only.

The site employs some 3,000 people and has been making the Q8 e-tron since 2022. The Deutsche Bank analysts estimated that severance packages alone would amount to a "sizable" triple-digit-million-euro amount.





many various cars.

Night one packing light and sleeping in a Beetle is definitely off the bucket list after waking up to the frost on the windscreen, but worth it to see the sunrise over the beach. After a quick breakfast and coffee with the team it was off to line up for the convoy to Nambucca Heads. The convoy led by the early ovals to mark 70 years of the oval beetle was a sight to see for all. If you weren't a lover of Volkswagens you sure would have been converted by then end of the line up going past as there was a Beetle for everyone in any colour you could imagine! Enjoying the picturesque clear skies over the town we all had the pleasure of admiring the cars and meeting some lovely people. Sharing our journey and back story of the wonderful Volkswagens that lead us to be united as one family.

Leaving the street parade waving goodbye to all that had made the journey was the highlight for the weekend. As we all

VW Spectacular 2024.

A massive thank you to Donna Pell and the team for pulling together such a beautiful event at Valla for all us Veedub nuts to enjoy. Leaving Sydney just before midday to make the four hundred kilometre journey in a early Beetle was about to be the journey of a life time, for I had never travelled so far or attended the spectacular ever before.

On the M1 departing Sydney with the wind in my sails it wasn't long before I met a few other Volkswagens on the road. Only one stop off at Coolongolook for supplies and a dash of fuel, and it wasn't long before I found my place at the holiday park.

Arriving at Valla after the gruelling five and a half hour drive at 105 km/h (65 mph) the entire way, there was joy to see so many Volkswagens and familiar faces welcoming to the place I'd call home over the next few nights. A true gentleman of the dub world Sam offered me a space to park up with his mates Christian and Rebecca with another Beetle and T4 kombi. We all made our way to the Charity auction and grab some dinner. Just walking to the dinner hall was amazing to see so

settled back to our campsites the evening's activities kicked off in full swing, with live music and swap meet had everyone drawn in to grab a bargain. While enjoying the evening wandering around meeting so many new people we had NSW Fire and Rescue demonstrate the 'Blazecut' system on an



engine bay fire in a kombi. We all cherish our cars and wish this would never happen to any. It's good to see the suppression system go off in little under 40 seconds before an unnoticed fire would be a total loss.

Night two capped off with live music and dancing in the main hall was the perfect way to unwind in preparation for the following morning's car show. Settling into a borrowed swag was like a five star retreat compared to night one thanks to Sam. The morning of the car show was the coldest morning with the most spectacular sunrise over deep creek. Before long we were all up and finding breakfast being served up as the holiday park became alive with all the Volkswagens settling into the show and shine for judging during the morning. The endless stream of cars flooding the park would have been near impossible to choose the best top ten as each car was as stunning as the next.

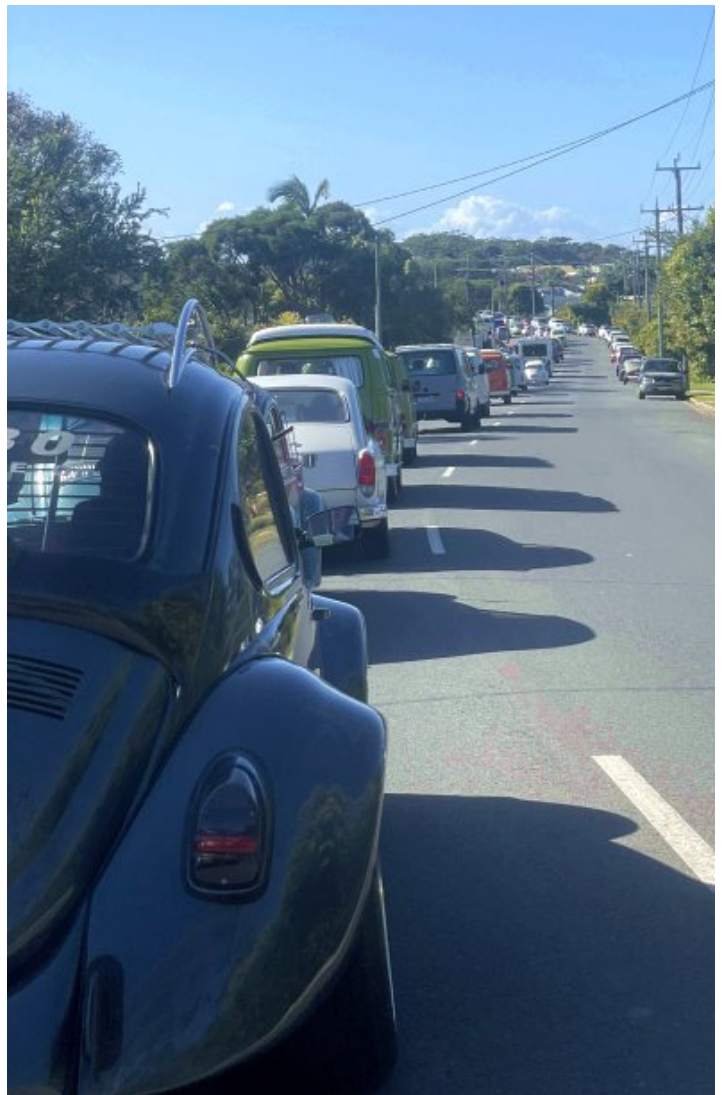




Once the presentation of the top ten people's choice drew to an end, everyone settled in for one more night of celebrations, live music and fireworks to cap off the weekend.

This is where many of us had to turn back home and make the journey home over the hundreds of miles to spread the memories of Valla for another year. I've been truly blessed to bump shoulders with big names in the dub scene and make new friendships to last a lifetime, and yet already counting down till the next Volkswagen Spectacular.

Daniel French





Luftgekühlt am See.

I'm travelling in Austria amongst other European destinations with my daughter, and in advance went looking for VW events that might coincide with our itinerary, as you would.

I got lucky, finding that 'Luftgekühlt am See 2024' ('Air-cooled By the Lake') was being held at Ebersdorfersee, a lake 2½ hours away by hire car from where we're staying, and it's only held once every two years. What an opportunity. I got in contact with Thomas Braun, the president of the Käferclub Obergrabendorf. The town has about 5000 inhabitants, yet it can support its own VW club and this large event, which drew in cars from all over Austria. The furthest



This very car was used in the advertisement for Hazet on the enamel sign.



two cars from 1953



A Typ 147 Frödin.

travelled was from Romania, quite a journey.

As visitors from Australia and me representing the VW scene in Malaysia, we were instant VIPs. I have now travelled to VW events in six countries and I'm constantly impressed by the hospitality shown to international members of the VW community.

Thomas put aside his valuable time as event organiser to treat us to Austrian beer, of course, and to personally show us around the assembled vehicles. The man is a walking encyclopaedia of all things VW. In our chat, it turned out that every interesting tid-bit of VW knowledge which I offered, he had already covered in his own book, *Durchgeboxt* ('Punched Through'), soon to be available in English also.

One thing which they take seriously is involving the next generation of VW enthusiasts. Not only was the venue a



Trimming in leather - way to go to hide those cracks

great child-friendly location with an excellent swimming lake, the children were able to let off balloons and were made judges of a special category in the car show – Kids' Choice.

Rod Young
rod.young@icloud.com



At the end of the trophy ceremony, Thomas called me up to present me with a copy of his VW encyclopedia. I will devour it.



Being Austria, the beer tent was working overtime. We can't be trusted with nice things in Anglo-Saxon countries.

Klub Korrespondenz.

From: jholmesdziuba@hotmail.com
Sent: 24/07/24 08:41 AM
Subject: K-W & Area Bug Club private Members Only FB page

Hi Lee:

I can't recall if I invited you already to our Club's private FB page. I think I did, so please forgive any duplication.

You will receive an e-mail link if you choose to join. This is also for Phil to consider.

Thanks and cheers!

Jennifer Dziuba
Director, K-W & Area Bug Club
www.kwbugclub.org/armaturen Brett/
www.facebook.com/KWBugClub/



Thanks for the invite!!

Warm Regards,

Lee Woods

From: jholmesdziuba@hotmail.com
Sent: 07/08/24 10:04 AM
Subject: K-W & Area Bug Club private Members Only FB page

Hi Lee:

We've been enjoying your Club's posts and I've been adding them to our Club's FB page and newsletter. Glad to see you're on our FB page! Hope it is interesting to you!

Cheers!

Jennifer Dziuba
Director, K-W & Area Bug Club
www.kwbugclub.org/armaturen Brett/
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Klub Korrespondenz.

From: icchon@msb.biglobe.ne.jp

Date: 26/08/24 08:25PM

Subject: Hello from Japan

Dear Lee Woods

I'm Ichiro Takamizawa from Japan!

If you received this email, please send to Ms. Lee

Woods

Sincerely

Ichiro Takamizawa





they classics?

It's an easy mistake to make, thinking some later Volkswagen Golf is going to be as cool as an old air cooled Volkswagen Beetle.

I make this mistake all the time. Most of them never will be, they are just appliances driven by non-enthusiasts.

Immaculate Mk1 Golfs are definitely collectable.

Maybe the Mk3 Golf VR6 is another exception, and some of the later limited edition R32 and GTI models such as the Pirelli and 40 Years. The Passat R36 and Touareg R50 are also collectable.

It may be hard to find any of these performance models that haven't been thrashed.

I'm not sure about the Passat W8, they only sold a handful in Australia.

And imagine the servicing and repair costs.

I could be possibly crazy but I'm just having a little fun.



Air cooled Volkswagen Beetles are just so fun and easy to work on by enthusiasts.

Think of it this way - how many Volkswagen Beetles do you see on the back of trucks going for scrap metal these days?

Ashley Day.

Shannons Sydney Classic 2024.

Here's a photo from the Shannons Sydney Classic today (Sunday 25th August).

It was a grey overcast day and our location was on the grass slope, same as last year.

From the 20 tickets taken by interested members, it was a very disappointing turnout with just 13 cars most of the day. One more arrived after 1 pm. So six tickets went to waste.

I believe that next time we should record the names of all those who take a ticket. And if you don't turn up, sorry you won't be getting a ticket the year after.

Zelko Jurkovic

The old ways are always best.

Sorry to everyone for maybe recommending some model Volkswagens as future classics.

At the time prices were rising with older air cooled cars. It seemed only logical that some later water cooled ones could rise as well, especially if you picked certain models.

It's all a gamble and unfortunately it might not be working out as expected.

Still, who's to know what might happen in the future.

It's not like gambling where you lose all your money, as these now future classics still have a value.

So air cooled Volkswagens are your best bet these days, especially good original Beetles as Kombis and Ghias are a bit harder to work on.

It's always been a safe bet and it looks like it always will be.

So-called future classics are still great vehicles and fun to play with but remember, we are in the future now and are



Juri got his first Kombi when he was just 10 years old a 1964 muffin top single-cab pickup, and he was just 14 years old when he joined us on the inaugural 1992 Winter European Cruise. He hasn't looked back since cruising up here today in his 1954 Barny Ute. Congratulations mate Paul would be looking down today very proud Here's some photos of today's event. Enjoy!
Thank you again and I look forward to seeing you again on next year's cruise to be held on Sunday 31st August 2025.

Split Window Kombi Winter Cruise 2024.

Hi Guys thanks again to everyone who attended and made the effort to bring along your classic Volkswagens to this year's 2024 VW Winter European Cruise to Mt Wilson. It was again another fantastic cruise with dry weather and it was even better seeing everybody catching up & enjoying each other's company which is really what it's all about.

A special mention to Steve Hay, the co-founding member of the Australian Split Window Kombi Klub which formed back in 1991 who made his way back to Mt Wilson to be with us today. Steve was last on the inaugural 1992 Winter European Cruise, and it was great to see you with us again today mate.



Today was a special day, you could feel it in the Mt Wilson mountain air as we dedicated the cruise to and remembered the late Paul McKinley with Paul's brother Hugh by our sides.

Well done to this years following deserved sponsor award winners;

'Best Split Kombi' presented by Andrew Dodd Automotive was awarded to Frank Skubla for his classic 1963 Turkis Green VW Kombi.

'Best Other Attending Volkswagen' presented by Forty Horse was awarded to John & Faye Hughes for their beautiful 1966 Ruby Red VW Type 3 Fastback.

'The Paul McKinley Volkswagen Dedication Award' presented by Simon Barnfield was awarded to Juri Piirlaid for his life dedication to the Vintage Volkswagen.

Cheers,

Simon Barnfield





Remembering Paul McKinley (1960-2024).

The 2024 VW Winter European Cruise to Mt Wilson was dedicated to the memory of our great Volkswagen friend Paul McKinley (1960-2024), who was an original member of the Australian Split Window Kombi Klub. Paul was also at the first ever meeting of Club VeeDub at Parramatta Park in 1985!

Paul also attended the inaugural Winter European Cruise back in 1992 in his Barndoor Single-Cab Pickup which he had recently imported from New Zealand. Paul always wore his hat with pride which went hand in hand with his great smile, but his true-blue smile was even bigger driving his Barny Ute.

Paul was a great conversationalist and he was always interested in what you had to say on a range of topics especially if it was about Kombis.

Paul was a Master Skilled Stonemason from Wiseman's Ferry, a genuine family man with strong values and a real character who will be very missed by all..

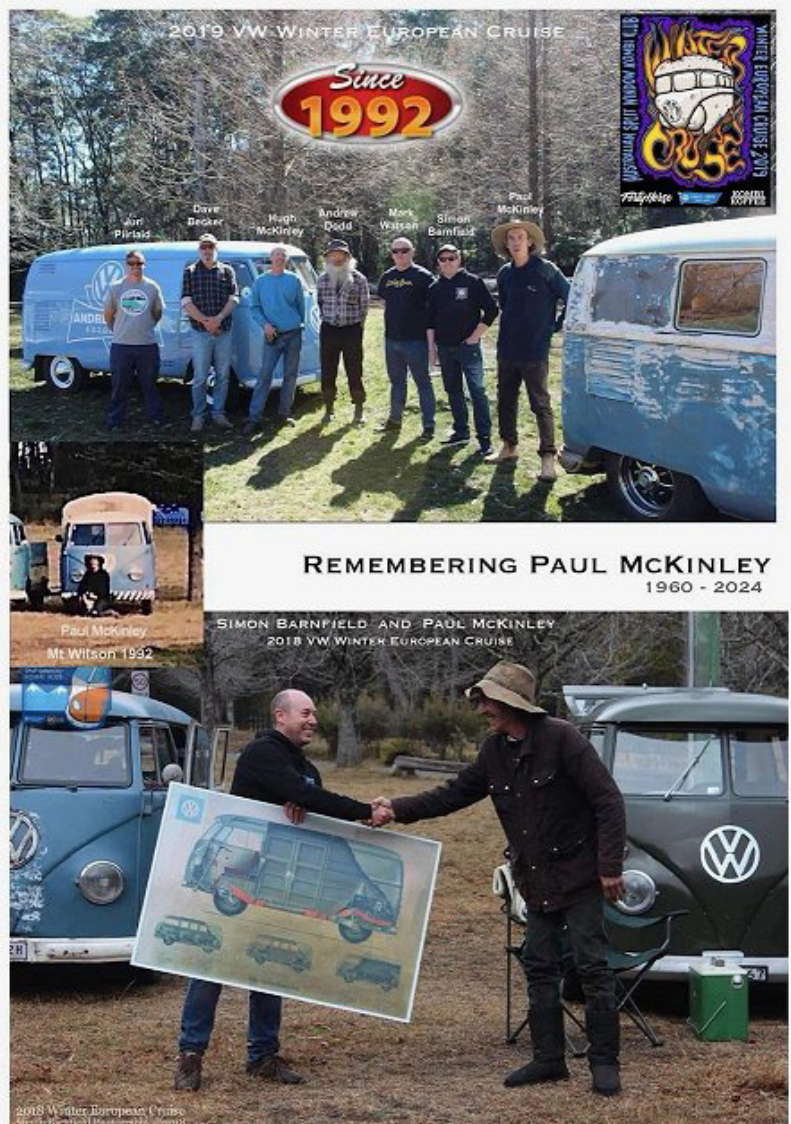
Paul passed away from cancer at home with his family by his side in February aged 63.

In 2017 I awarded Paul the 'Volkswagen Dedication Award' due to his true life commitment to the Vintage Volkswagen.

In honour of Paul I presented 'The Paul McKinley Volkswagen Dedication Award' at this year's 2024 VW Winter European Cruise to Juri Piirlaid.

RIP mate

Simon Barnfield
Australian Split Window Kombi Klub





The four-wheel drive Audi V8 quattro: all the features the well-to-do have come to know and love

Audi V8 quattro a \$120,000 contender!

Sunday Telegraph, Sunday 26 May 1991

Motoring with Wayne Webster 

Even with a V8 engine and four-wheel drive, Audi still faces a long hard road as it attempts to edge its way into the lucrative but cut-throat upper luxury vehicle market.

Audi makes no secret of its ambition to muscle in on Mercedes and start bothering BMW at the top end of the car market.

The company has certainly put the move upmarket into action in impressive style with the Audi V8 quattro, although getting the recognition it deserves and capturing the attention of the buyers will continue to be an uphill battle for the low profile company for some time to come.

But if anything is going to make people sit up, take notice and consider a big spend on an Audi, it's the latest V8 quattro.

Powered by a 3.6-litre V8 engine boasting 32 valves controlled by a quartet of cams, it's an impressive package.

This combination gives the big German executive express 184 kW of power and 340 Nm of torque, giving more than ample performance to run hard and fast on long country jaunts and enough pulling power to make a meal of the daily grind of city traffic.

The thing that makes the Audi unique in the big dollar luxury market is its four-wheel drive capability, a feature which most Australians still tend to equate with off-road muscle or road-running sports cars.

Audi and 4WD road cars go back a long way together, starting the ball rolling back in 1980 when the original quattro stunned the world when it was unveiled at the Geneva Motor Show.

Originally the company intended to build only 400

quattros; when the model finally bit the dust, more than 11,000 had rolled off the production line.

In fact, since 1980, Audi has built more than 183,000 road-going quattros in various models, so it's no secret that the 4WD philosophy is firmly entrenched there.

Given this background it was only natural that when Audi decided to move upmarket and go head-to-head with the likes of BMW and Mercedes-Benz, the car would be a four-wheel drive.

With the V8 providing the power and all four wheels sharing the load, there's no question that in any conditions the big Audi is an impressive package.

The tenacity with which it grips the road, even in virtual flood conditions, combined with the poise of the chassis and the confidence-inspiring handling make it a car to be reckoned with in the \$100,000 plus section of the market.

To make sure it always provides the driver with the optimum level of grip, the V8 quattro also features two automatically-locking differentials.

Having driven the quattro in a variety of conditions, ranging from good to bloody awful, I'm convinced that given a little more ground clearance this car could probably go head-to-head with a full-size off-road in practically any conditions.

Audi also boasts anti-lock brakes and the company's revolutionary Procon-Ten safety system.

Procon-Ten, unlike computer-controlled safety devices such as airbags, is an active system in which the front seat belts and steering wheel are connected to the front of the vehicle via stainless steel cables.

If the car is involved an accident, the cables will tension the belts, reeling them in to keep the occupants firmly in their seats, while at the same time dragging the steering column towards the dash and away from the driver.

As mechanically innovative as it is, the styling of the V8 does err a little on the side of conservatism, although it is worth pointing out that the car does look considerably better in the metal than it does in black and white.

Still, most buyers in the big-dollar neighbourhood where this Audi will live are not looking for radical shapes but rather distinctive and subtle cars, instantly recognisable



but which don't scream "I'm rich, look at me."

The rather elegant, if somewhat understated, V8 quattro fills the bill perfectly. Of course the Audi has to be good, for it does line up in direct confrontation against some staggeringly good machinery, not the least being the Lexus.

As much as it pains me, I've got to say that if I were forced into a decision between the two cars, having to dig into my own wallet, I'd probably edge towards the Japanese machine.

But that decision would be based on simple economics, for with the Lexus enjoying a \$15,000 advantage over the \$120,000 Audi I, like many, would be inclined to take the cash.

As impressive as the Audi V8 is, the Lexus remains the best value upper-luxury car on the market, which is why it continues to outsell its major rivals from BMW, Mercedes-Benz and Jaguar.

Still, buyers who do dig deep for the big Audi won't find themselves missing out on any of life's luxuries.

The quattro has all the features the well-to-do have come to know and love, including electrically controlled everything, including the front seats, leather upholstery, cruise control, a boot-mounted six-disc CD player as part of the removable stereo system, a trip computer and temperature select air conditioning, with everything arranged with an eye towards excellent ergonomics.

Audi may still have a way to go to become a major player in the upper luxury market, but you've got to admit, they've started the trip in grand style.

Wayne Webster

Rego?

Chatting to people about Volkswagens in my real job - septic servicing - we get down to what type of models I have.

I tell them Beetles, Kombis and Golfs - and even a Ghia.

I always mention that I always have 17 classics. Some come and go but always 17 cars, as that is all I have room for.

Always, and I mean always, the next thing out of their mouth is, are they all registered?

I always think that it's a stupid question.

I have to tell them that most of them are complete driving cars. Even the ones pulled apart still start and run but I only ever pull one special one out for rego every year.

My cars are mostly just investments and registration doesn't factor in if you want to make a profit on that car one day.

Investment Volkswagens don't need rego. It's just dead money and they can be bought and sold without it.

Cars can be started and you can still drive them, just not on the road.

Investments can still be driven onto a car trailer and taken to shows and unloaded to display.

They can also be taken to the race track, if desired?

Also you don't even have to ever drive an investment Volkswagen to buy and sell it. Maybe just take it on and off a tilt tray?

Transfer fees don't have to be paid either.

Classic Volkswagen's aren't even worth any more



money registered as vintage rego is non-transferable and normal rego doesn't add much value at all - unless your old VW still has its original rego and plates from new.

Really profits are only small these days and rego, green slips, blue slips, transfer fees and insurance will exceed anything you might make.

Do you want the government to be the only one making a profit off your investment?

Classic investment Volkswagens and Porsches are also put at a big risk of being badly damaged in today's modern traffic.

We have all heard stories of classics being written off two weeks after being put back on the road after restoration.

So I deal in unregistered Volkswagens.

It's the only way for me.

Ashley Day.





We met at Old Parliament House to gather everyone up. Then went down the Kings Highway to the first stop at Braidwood, where some other cars joined us (even someone from Bathurst) and we could view the impressive Model shop, Chocolate Shop and get some coffee.

Then on-wards down Clyde mountain to then pause at Nelligen, where we were greeted by more cars from the South Coast Dubbers club. The last leg is to Corrigan's Beach at Batehaven, where the cars were all parked up and people were able to go to the shops and purchase food.

Generally everyone goes to one of the local fish and

Cookies Cycles Fish n Chip Run.

Every year Cookies Cycles does a drive for charity to fund the Cookies Cycles team in the Superheros Classic Cruise, that supports Camp Quality. Generally we are joined by members of the BMW Car Club Canberra. However, being advertised on the Council of ACT Motor Clubs, any other car club is welcome to participate.



chip shops there. Was great event to meet people, sit in the sun, enjoy the weather and see the cars. Over \$500 was raised for charity.

Cookie thanks those who participated and appreciated their support, as well as sending his thanks to the business that were able to cater for the extra crowd on the way there and at the beach. On the way home the weather changed to be quite wet and windy - but all reports indicate that everyone got back safely and enjoyed their journey.

Kit cars and hot rods.

Everyone knows that I have an excellent and sometimes crazy 'out there' imagination.

Sometimes it works out for me and other times it can get me into a little trouble.

Still, it's all about having a little fun, so I always have one or two cars in the shed I can let my imagination go full crazy with.

Cheap classics that didn't really cost me much.

So having a space in the shed for a new crazy car project, I started to wonder - something anything Volkswagen or Porsche - or maybe a mix of the two?

A mix of the two you say?

Porsches look good but have a reasonably complicated and expensive drivetrain.

Volkswagens have a reliable and inexpensive drivetrain but don't look as good.

This is where kit cars are so good - unless you're not into fibreglass bodies.

When you think about it, an old Porsche body and suspension is about or exactly the same price as a new



fibreglass kit body for a Volkswagen floor pan.

Why not keep everything all metal?

A Porsche body with a Volkswagen engine and gearbox.

Everything ties together easier than you might think, believe it or not and you don't need to do anything to get the wheelbase to look right, it just is right already.

Also if you are prepared to do a little cutting, grinding, welding and thinking, it starts to make a little sense.

In the old days this type of behaviour was looked down on by just about everyone but nowadays people love that sort of thing, I know I do.

So I brought a cheap 911 shell with the suspension and most of the other parts needed and I already have a massive pile of Volkswagen gearboxes and a couple of different performance air cooled engines.

So watch this space.

Pictures are of the 356 that started my imagination going crazy.

My budget didn't extend this time to a 356 body shell, and besides I've already been there and done that before.

They called them outlaws in the old days, nowadays they are just called cool.

Maybe you can let your imagination go full crazy hot rod kit thing next time?

Ashley Day.



Motor Show, where it somehow managed to outshine the Mitsubishi Carisma. Lotus also unveiled something significant at the event, but the name escapes us.

Four cars were removed from the production line: one in Chagall Blue, another in Pistachio Green, one in Yellow, and the other Flash Red, before rising like chameleons from the er, flames of desire. Frankfurt was treated to a spectacle that looked like something created by a body shop when you answered "yes" when asked which colour you'd like.

That should have been the end of the story. Aside from some mildly amused guffawing in Frankfurt and a few column inches in the motoring press, the United Colours of They Did

Polo Harlequin.

Hagerty's Auto News, October 2022

Some of the best inventions were created by accident. Penicillin, the Slinky, the pacemaker, Post-it notes, the microwave oven and safety glass, to name just a few. Then there's the Volkswagen Polo Harlequin - or Harlekin, in the original German.

Okay, the Harlequin wasn't a mistake in the traditional sense. It wasn't the result of an illicit affair involving Mr. Passat and Mrs. Golf. Workers on the Wolfsburg production line didn't get the instructions for the third-generation (6N) Polo horribly wrong. The car - the Harlekin name came later - was born out of the need for a sales tool, designed to showcase the new Polo's modularity and personalization options.

There were four colours: green for paintwork, blue for engine and chassis, yellow for interior and red for special equipment. Building blocks, which can be seen on this fan site, designed to promote the Polo's strapline of 'Klein kann so vielseitig sein,' or 'small can be so versatile.' Legend has it that a bunch of trainees came up with the idea of creating a fleet of ten Polos in 1994 to showcase the modular system better than any brochure could do, with a further ten following in 1995. The multi-coloured Polo, complete with mismatched wheels, appeared in dealer literature, customer-facing adverts and on phone cards (remember them?), and Volkswagen even produced a thousand 1:87 scale models. Cue a rush to open Germany eBay starting in one, two ... you've already gone, haven't you?

If you're still here, you'll be pleased - and perhaps a little surprised - to discover that the story didn't stop there. The Germans hadn't been this excited about something since The Scorpions hit number one across Europe with the whistle-tastic "Wind of Change" and began pestering dealers for a production version of Germany's Amazing Technicolor Dreamboat. Sensing an opportunity, VW's marketing bods set to work creating a Polo Harlekin for the 1995 Frankfurt

What? could (should?) have been consigned to the Big Book of German Automotive Sales and Marketing History. But this was little more than a prelude to the main event.

Volkswagen planned a run of 1000 cars, complete with consecutive serial numbers, certificate, and numbered key rings. Then it appeared in the U.K., land of the Carry On films, naughty seaside postcards, and Mr. Blobby. It was a match made in heaven. Flanked by single-coloured versions of the Volkswagen Polo and Golf at London Motorfair, the four-color Polo stood out like a ... well, a four-color Polo. You'll note from some angles that the roof, C-pillar, and sills are Flash Red; this would have been the car's original colour before it was whipped from the production line to be turned into the automotive equivalent of Neapolitan ice cream. A case of here today, gone tomorrow, or something.

This was a "Version 4" car, which came with a Yellow tailgate, front doors, and front bumper, Pistachio Green rear doors, bonnet, and rear bumper, and Chagall Blue front wings and grille. Customers were unable to specify a colour combination, with Volkswagen promoting this restriction as "an element of surprise." In reality, it was probably due to the company not wanting a surplus of body shells and panels in Wolfsburg.

Volkswagen made no secret of the car's origins. In a



press ad headlined by "No, honestly," it said: "The Harlequin, as it's called, started life as a car show gimmick to indicate the colours available." It went on to promote the Polo range, before concluding: "We've even made one that runs on rabbit droppings." Somebody must have discovered Wolfsburg's sense of humour cupboard in the 1990s.

Based on the 1.4 CL, the Harlequin cost £11,095, which is the equivalent of £20,000 (~A\$38,800) in today's money. For that, you got bespoke upholstery, driver's airbag, GLX "sports" bumpers, clear indicator lenses, darkened rear lenses, and a guarantee that your neighbours would ask whether you'd bought a car from a traveling circus. Still, life's too short to drive silver and grey cars, so fair play to Volkswagen for adding a little colour to our roads.

The best estimate is that Volkswagen built 3,806 Harlequins, including the original batch of 1000, plus 500 raffled in a German McDonald's promotion. Today, there are reportedly 17 on U.K. roads, with a further 41 listed as SORN (Statutory Off the Road Notification - ie no longer registered). Interestingly, the Harlequins are registered with the DVLA as "multi-colored," so this is something you might want to check if you're looking at a fake car. Yes, they do exist.

Not surprisingly, the Polo Harlequin was never sold in Australia.



Twenty-five years on from the launch of the Polo Harlequin, Volkswagen's Dutch importer created a homage to the original using the current sixth-generation Polo. If nothing else, it shows how bloated small cars have become. Once again, Volkswagen insisted that it was a one-off and, 18 months on, it looks like the company is staying true to its word.

The Polo isn't even the only example of Volkswagen going crazy with colours. Volkswagen North America produced a limited number of Mk3 Golf Harlequins for the 1996 show circuit, with a few cars supplied to the Summer Olympics in Atlanta. There are rumours that some of the cars were converted to single-color Golfs by a dealer in the city. What a killjoy.

Since then numerous other one-off harlequin VWs have been produced for promotional purposes. Mexican Beetles, New Beetles, Passats, Tiguan and Touaregs.

We should also remember the classic US Volkswagen advert of the 1960s, designed

The green fender came off a '58.
The blue hood came off a '59.
The beige fender came off a '64.
The turquoise door came off a '62.
Most VW parts are interchangeable from one year to the next.
That's why parts are so easy to get.



to showcase the interchangeable parts of the Beetle. Green wing blue bonnet, beige mudguard and turquoise door - it looks like something that could have sparked the Polo Harlequin idea 30 years later.

Like anything bold or adventurous, the Polo Harlequin divides opinion. To some, it's a novelty act in an otherwise dull but worthy of range of cars. To others, it's a blot on the landscape that shouldn't have made it out of Frankfurt. It's neither as beneficial as penicillin or the pacemaker, nor as useful as the microwave or Post-it notes, but we're glad the Polo Harlequin exists. It's the Slinky of the car world-just don't push it downstairs.

Gavin Braithwaite-Smith





reminiscent of the VW-Porsche 914. However, the roof is not removable, but is firmly welded to the body and covered with an artificial leather skin for stylistic reasons.

The interior is typically simple and elegant for Porsche, but functional. A three-spoke leather steering wheel is a given, as are Recaro sports seats for the driver and

Staccato - the angular hit from Caruna.

Gute Fahrt magazine, 1991

One of the Beetle's distant cousins is the Caruna Staccato - an angular and fast sports two-seater that was created in Switzerland in the 1970s, primarily from Porsche parts.

Carrosserie Caruna AG in Spreitenbach near Zurich not only deals with body repairs, but also produces custom-made custom bodies. The best-known Caruna creations are the Spider Caruna, a wedge-shaped open two-seater with a sports top. Karmann Ghia chassis and Beetle mechanics as well as the convertible versions based on the S-Class sedan from Mercedes-Benz and numerous other body conversions for models from Datsun, Peugeot or Pontiac, to name just a few.

Caruna boss Erwin Schill, a trained coachbuilder and a true master of his craft, was responsible for the design and execution of his first self-built car, the Spider Caruna, and gained important experiences. In 1974 he began his second project: the Caruna Staccato sports car.

"The Staccato," says Erwin Schill today, "should be even better than the Spider." In contrast to the Spider, whose wedge-shaped all-steel body contains the chassis and mechanical components from the Karmann Ghia Coupe and the Volkswagen Beetle, even the floor pan of the Staccato is self-made. It was made specifically for the teaching. The two-door body was created piece by piece based on drawings and hand sketches. It is designed as a safety line and consists of three segments welded together: front section, passenger cell and rear section.

What's striking here, just like the Spider, is the wedge shape and the otherwise smooth surfaces and any lack of chrome trim. The two-seater body is designed as a self-supporting all-steel structure. The bow slopes steeply forward. The battery and spare wheel are housed under the front hood. The tank, also self-made, has a capacity of 75 litres and is installed behind the B-pillar, directly above the gearbox. The main headlights are integrated into the sloping nose and blend harmoniously into the front section.

The rear lights come from the Volkswagen Scirocco 1, the massive safety bumpers from the Saab 99, the windshield - just like the Spider Caruna - from the Marcos 1600, while the smooth rear window is self-made. The roof construction is

front passenger. Technically, the Caruna Staccato is based on the Porsche models 911E and 930 Turbo. The front and rear axles come from the Porsche 911E and the fully synchronized four-speed manual transmission from the Porsche Turbo. The drive unit is the air-cooled six-cylinder boxer engine of the Porsche 911E, an injection engine with a displacement of 2.7 litres and 121 kW at 6200 revolutions per minute.

Motorized in this way, the Caruna Staccato, which weighs around 1,320 kilograms (unladen weight), reaches a top speed of around 205 km/h. All other values largely correspond to those of the Porsche coupe.

In 1976, 1977 and 1978, the Caruna Staccato was exhibited as an 'eye-catcher' at the Geneva Motor Show, which took place every March, and always aroused great interest, especially among the expert visitors, and brought the Carrosserie Caruna many important orders .



In 1980, Caruna introduced open-air Golf to the public. It was a Golf sedan with removable roof halves. Only a narrow bar remained in the middle, a design necessity to ensure the required torsional rigidity. The two removed sheet metal parts of the roof are reused and first thoroughly reworked and then fitted. The two roof halves can be removed in just a few steps and stored in the trunk to save space. You can also have the Golf II converted into an open-air version at Carrosserie Caruna. Technically there are no problems, not even with the mandatory TÜV inspection.

Hans Joachim Klersy



V8 Super Beetle.

Hagerty's Auto News, October 2022

After completing a couple of projects, including a Lamborghini Countach built from a kit, Bryan Ferguson sought a machine capable of astonishing his circle of car enthusiasts. Upon discovering that a Chevy small-block was cheaper than hotting up the flat-four in his '72 VW Beetle, his course of action was set: in January 2019, Ferguson began constructing a V-8 'peoples' car' in his garage.

Growing up Ferguson dreamed of becoming a professional baseball player. Knowing that such hopes seldom pan out, his wise father encouraged him to prepare Plan B. So, Ferguson followed high school with mechanics classes at a vocational school, acquiring skills he's used ever since.

"Dad was right," this 60-year-old craftsman confirms. "Once I became a professional mechanic, I never looked back!" Ferguson spent his career working as an automotive technician for the local Post Office.

Beetle V8 hot rods are nothing new, but Ferguson's home-built Bug is especially creative. The standard approach to marrying a V8 to a Beetle is to erect the concoction atop a Chevy S-10 pickup frame. Knowing he could do better, Ferguson designed his own chassis from scratch. "My perimeter frame made out of 2x2- and 2x4-inch welded steel tubing keeps my engine from poking like an iceberg out of the hood," he explains. "Casual observers don't realize what they're up against until they discover my V-8 emblem or hear the rock and rumble out the back."

Ferguson bought a wrecked '69 Camaro to obtain the 350-cubic-inch V-8 and Turbo Hydra-Matic 350 automatic he needed. That car's front sub-frame and control arm suspension integrated neatly with his tubular support structure. A GM 10-bolt rear axle with a 3.73:1 drive ratio was narrowed seven inches and secured with three trailing links and a Panhard rod. The GM recirculating-ball steering gear guiding the front wheels is power-assisted and connected to a tilt-and-telescope Camaro column and Grant flat-bottomed steering wheel. The disc/drum brake system incorporates a Toyota master cylinder and vacuum booster.

Centerline aluminium wheels carry Continental Pro Contact radials in front (size 155/60R-15) and Firestone Firehawk Indy gumballs in back (size 295/50R-15). Ferguson constructed a 3-inch exhaust system out of stainless steel.

For the bodywork, Ferguson bought his Super Beetle years ago in running condition. If the standard VW resembles

an undersized running back, his 4-inch windshield chop with stock height rear roof pillars yield the look of a hunkered offensive lineman. The wide fenders and adjoining sills are fiberglass moldings. Modern-era BMW kidney grilles, along with a lower opening, feed air to the radiator and transmission fluid cooler. The sparkling headlamps are LED units designed for use in Jeeps while the teardrop tail lamps are trailer components.

Ferguson sprayed the black urethane exterior finish at 4:00 a.m., when it was cold, to keep the insects in his garage paint booth at bay.

This master scrounger equipped his cockpit with buckets from a VW GTI, an aftermarket dash panel, and a homemade centre console. Ferguson stitched the fresh upholstery, including a few red threads, to accent the black interior theme. The custom windscreen and side glass are about the only components Ferguson didn't construct personally in his garage. Start to finish, he needed just under a year to get his V8 Beetle running. At the 2020 Detroit Autorama, Ferguson earned a first place trophy in the radical customs class.

The result is something that would definitely lift Dr. Porsche's eyebrow a notch or two: 300 horsepower (224 kW) combined with an 845 kg curb weight. "Wheelspin is never a concern," Ferguson notes. "When I nail the throttle, the sticky rear tyres are so nicely loaded they leap my car smartly into the next block."

Behind many a sports car sorcerer you'll find a patient spouse. Ferguson's wife imposed only one rule. No work after 10 p.m. or on Sundays. Now that it's done, she forbids the sale of this particular project: "Considering everything he built in our garage over the years, this VW V8 impresses me the most."

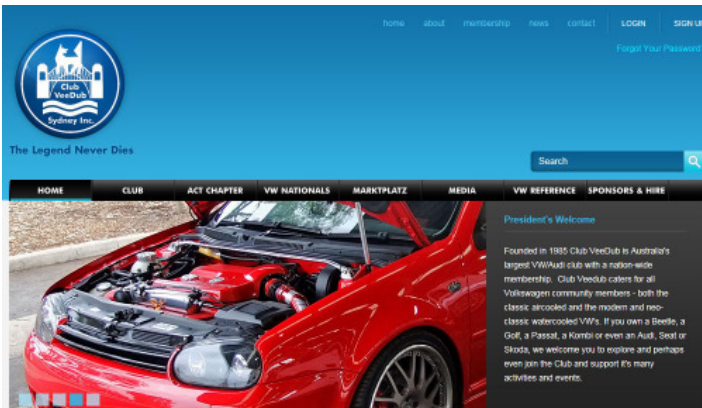


From our website 39.

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?



17/8/23 Hi, my Historic rego is due soon and my renewal papers are at Mortdale LPO since last Friday morning, can someone pick them up please? Cheers Vernon

27/8/23 Hello....i really enjoyed your Motor Code table....but now i am even more confused as before....this week i had to learn that the Typ1 1 AS was build in 2 versions....one with and the other without the Motor Traverse Mounting points....what confused me that there is one Motor Code for 2 versions....now i see from your table that the 1600 AS motor was build from 74 on but i have it in my bus from 1969.....that is confusing even more....So what is so special on this "AS" motor? Klaus

27/8/23 I need to renew membership and the web page does not seem to provide a link for bank transfer Francis

28/8/23 I would like to invite the VW Club NSW to a Car Show at the Blacktown City Shows 100th Anniversary. Can you send me the contact number and email address for the Events organizer so I can send out the information. Ugo

8/9/23 Hi, just wondering if the pictures from the VW nationals were available yet? Haven't seen anything about them. Thanks :) Evan

9/9/23 Hi there! I hope you are all well. Having not had a VeeDub for over 20 years (family and stuff, no money etc!), I finally bit the bullet and bought myself a 1976 Beetle from a guy in Victoria. It's currently on Vic Club Plates, but I'd like to join up with a club in the ACT with a view to getting some Historic Plates for it. It's never going to be a daily drive and

I'd actually like to take it to some events, drives, cruises etc when time permits. Please can you give me some advice on joining up? I've been on the Canberra Charter site, but the contact details page doesn't take me anywhere except a calendar and nowhere to make contact. Many thanks and would greatly appreciate your help! Cheers! Nick.

13/9/23 Hi , I am just a newly registered member, but I am having trouble signing in as first time login, I received a letter with the link but I can't set up password, also does the club magazine get emailed out each month, and also was just wondering how I can get a club sticker for my car. Yours thankfully Peter

14/9/23 Hi I'm John from Castle Hill Volkswagen. I would be interested in knowing more about your club and discussing how we may be able to support it. Please contact me on 0413 816385. Thank you

22/9/23 Hi Hope you're having a great week. I tried the listed mobile number yesterday, so sorry if this is a double up but I need help! For an upcoming commercial shoot, I need a VW Caravelle T3 to film from the outside through the windscreen. If you have club members who own this type of vehicle, I would love to connect with them to find out if this interests them. I would really appreciate any help you can provide. Thank you Amanda

27/9/23 Have original VW dealers w/shop manual for sale from 1969 in top condition. Taree NSW What is best place to advertise Ray

28/9/23 Thank you for reply. I was hoping someone visiting the Old Bar festival was able to call into Taree & inspect manual. Thanks Ray

8/10/23 Hi there i'm keen to join and have my 72 Sbug nearly ready to have roadworthy inspection. I live in Canberra. Should I join for the 50 or 60 dollar option? Shane

9/10/23 Hello I have been a member from 2016. When filling the historic paperwork they ask for a stamp from Veedub . Plus a responsible person for Veedub to sign off . I always get a pink slip but it difficult to get Rego each time .. Can you help Regards Jim

17/10/23 Hi, I have a 1976 Kombi camper and I'm interested in joining Clb VW. Mainly for fun, but also to meet others and learn more about caring and maintenance as well as restoration. I clicked on the membership link, but the page is not available. Hope to connect with you soon. Jody

20/10/23 Hi. Just wondering wether any of your members might be interested in hiring their VW multivan for a TV show. I'm after a 10 - 20 year old van which is not black or white and automatic. It would be used frequently as its a long running show. If any one is interested please have them contacy me. cheers. Lon Lucini, Masada Picture Cars

22/10/23 Hi, I wanting to sell a beetle it's needs work and is not running, I have pictures and will find out the year model. Is it possible to sell through your club. Thank you Karyn

23/10/23 I might have mentioned already before, that I can not open the magazine "Zeitschrift" since a very long time. Maybe it has something to do that I do not have the newest iPad version This is ok, as I am planning and preparing to move back to Germany to live and then I will not be a member of the "VW-Club VeeDub" again, anyway. Kind Regards from Lis

30/10/23 Hi, we own a 76 bay window and would love to know what events are held and whether we can join the club :&. Thank you!

1/11/23 I own a 2013/4 Passat Alltrack and I am trying to find a source of a rear tailgate latch and camera to suit my car. Any assistance with knowledge of good wreckers or OEM parts suppliers would be very much appreciated. I used to do all my own servicing and fixing until I got old (86) and find it difficult to get up if I get down. If any member has a Passat Wagon and has taken the rear hatch lining off I would also appreciate some advice on how it is attached. Ian

5/11/23 Hi , I have been in touch with the club some years ago to get some old clips that would have been taken some years ago in the outback about the 1970's. You did send use a disc of the ads with my Father Terence Peter Logue as a driver. We have moved recently and miss placed the disc. Dad has sins pasted 2 weeks ago at 93 years old. We will be having a private service for Dad and I would like to be able to get these clips again to make a memorial on a memory stick for all 7 siblings and their children. If you can assist that will be great. Thank you Terry.

17/11/23 I'm wanting to sell an original 1974 Kalita buggy. Because it is so rare I am hoping to get to get some advice on the best way to go about it. I would appreciate any advice your club may be able to give me. With thanks Mark

28/11/23 Good morning, My name is Bernard and I reside in Brisbane. I am contemplating purchasing a 1979 VW Beetle. The vehicle is situated at Russel Lea NSW 2046. Could you please recommend a top VW mechanic near Russel Lea who could do a thorough pre-purchase inspection. Also, if I do make the purchase could you recommend a decent transport company who can deliver the vehicle safely to Brisbane 4006 and are reasonably priced. Would appreciate your response asap as the purchase is immanent. Kind regards, Bernard

4/12/23 I have recently bought a 1962 1200 Standard Beetle and was wondering if there is a way to track it's full history from 1962 until now? It's from NSW and coming to Tasmania, had full rego until being put onto Historic registration, and will be going back to full registration once it arrives. I tried CarHistory and got a PPSR Certificate, but that only shows any write off damage or money owing etc. Would love to know the actual history of the vehicle, how many owners, and where it originated from etc. I have been told the Chassis number is 5187379, but if I am reading it correctly off your site, it seems it is a 1963 model. The engine number is D1285062. If you can give me any information or point me into the right direction, that would be great. We don't have a VW Club in Tasmania these days that I know of, and I haven't

owned a VW since 1997, nor been in the VW scene since that time, but I am keen to know as much about the Beetle I have acquired, and be connected to a VW Club to be in touch with other like-minded folk. Thanks, Brendon.

8/12/23 I have a co-worker who wants to sell his 1963 Australian bug. The bug has ragtop, pop outs front & rear. He says 1963 was last year offered in USA. Can you tell me about the 1963 Australian and how to tell if it's authentic plus, a starting price? He says he put new transmission in and new 1776 motor with 5,141 miles. Appreciate any information you can send me or advertisement. Deanna

10/12/23 Hello Just wanted to renew my registration Have attached my renewal paper Would like to know what to do next Thanks Vishal

22/12/24 Hello there, Just reading through the awesome VW history you guys have on the website - best chronological history I've come across! Kudos! Anyway, I saw this reference to a VW Kangaroo logo (I've attached screenshot below) but have never heard of this before? Have you guys got an image or photo you can share? My old man would be stoked to see this. Any info would be most appreciated. And merry christmas! cheers, Johnny

3/1/24 I would like to know if anyone has reported the following 1964 VW stolen. It's been sitting outside our house for a few days now since new year day. Havnt seen it in the neighbourhood before : VOLKSWAGEN BEETLE SEDAN - 1964 Registration expires: 10 March 2024 Also if any one does own and its not stolen we would like to know so that we don't end up call ing council and police to remove it)- Cheers David

11/1/24 Hi I am after a 54-57 VW Beetle for sale , Can you offer any advice on prices and best websites or sydney locations to buy , Regards Steve.

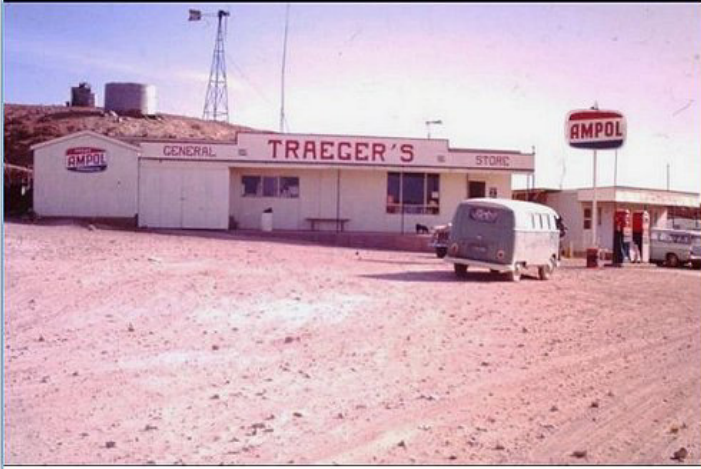
17/1/24 Hello! My name is Jennifer Dziuba and I am the Director of the K-W & Area Bug Club located in Ontario Canada. Our Club hosts the longest continuously run VW enthusiasts' show in Canada I myself own two vintage VWs. I am presently visiting family in Australia and will be here until March 1st 2024. It is my sincere hope to connect with other VW enthusiasts while visiting my mother's homeland. If you could advise me of any opportunities to attend shows or events, that would be most appreciated. I'm presently staying in Wentworth Falls in the Blue Mountains area. Thank you! Jennifer

18/1/24 Hi, I have a 63 beetle 1600s. Looking to sell, does your club have a classifieds for such. Steven.

21/1/24 Hi I have recently taken possession of my Grandfathers 1970 VW Type 3 Squareback and would like to change it over to Heritage rego when the current rego expires in March 2024. I am seeking your guidance please on how best to go about it and to understand the steps? I want to start the process ASAP so I can get everything in place by the start of March. Any advice and assistance you can provide will be greatly appreciated. Regards Nick

Oscar's Scrapbook.

Lynden C Maxfield
20h · 🌐
Traegers General Store/Ampol service station, Coober Pedy, South Australia, 1960s
Source: Coober Pedy Regional Times



We might be old...



But we had great hair, listened to cool music and drove the best cars!

Lynden C Maxfield
18h · 🌐
Haigslea Automotive Service, Ipswich, Queensland, circa 1962
Source: Lost Ipswich



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6 comments 8 shares



1962¹/₂ VOLKSWAGEN

new improvements
more comfort
greater convenience
no increase in price
same easy terms on £191 dep.



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Drop in, drive in today and you'll see the latest improvements to Volkswagen that make it even greater value-for-money. New seat belt fittings that make belt fit-

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Jack

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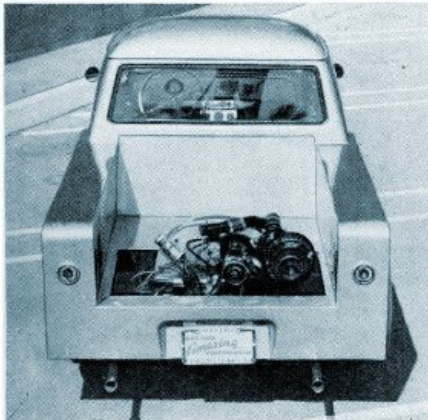
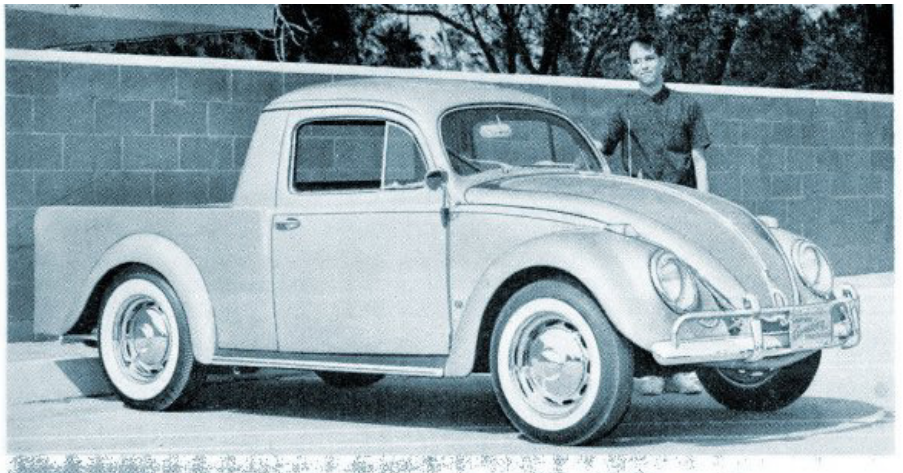
1929

Order name stamped Lukey Mufflers for Cars, Trucks and Tractors at your garage or in VIC. — Lukey Mufflers, 95-3641. N.S.W. Jack Myers, 666-9742. QLD. Lukey Mufflers, 5-2078.

NEW MODEL



Suit VW 40 h.p. late model (from 1962½). With revised heater system. Complete "bolt on". Chromed muffler. \$36.13



"Beetlebomb" pickup

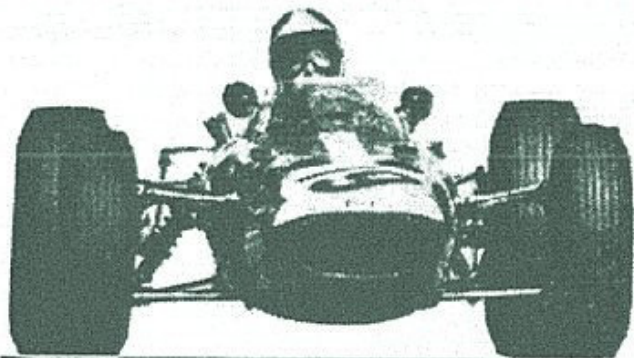
From the front it's just another of those ubiquitous German "beetles." But one peek aft, and you'll think the elves of the Black Forest had a field day.

The high jinks started when Joe Vitone of Riverside, Calif., and his son Darrell (in photo above) got tired of their '55 Volkswagen sedan looking just like its 600,000 brothers. With the help of a body shop, they cut away the rear of the passenger compartment and molded a handmade pickup bed in its place. Wheels are Porsche; shocks, Gabriel in front, Koni at rear. Tiny aluminum flakes in the lacquer give a dazzling finish.

The mild-mannered power plant was bored and stroked, and now boasts a ported and polished 9:1-compression-ratio head, high-lift camshaft, and Paxton supercharger. With an alcohol-fuel mixture, its output tops 80 hp., more than double the stock figure.

RECESSES IN SIDES of pickup bed hold tools and battery. They, as well as the rear engine, will be hidden from view by chromed covers. The tail lights came off a VW bus.

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STEWART · HULME · 32ND
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The late news.

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

80-year old Alma Spratt was rushed to hospital last night with a suppository stuck in her ear. The doctor extracted the item and explained to her what he had found. She replied Ah, I think I know where my hearing aid is.

NSW Minister for Education Prue Carr revealed some interesting statistics on the poor NAPLAN test results this year. She said that one half of the students can't read, half of them can't write, and the other three quarters can't add up.

A Bringelly man who has been waking himself up through the night for 35 years from his loud snoring, has finally found a solution. He is going to sleep in the other room.

A plumber was rushed to hospital yesterday after accidentally swallowing an immersion heater, and a toilet ball cock. He is said to be resting comfortably, apart from occasional hot flushes.

A woman today filed a paternity suit in the Family Court against cricketer David Warner. When asked on what grounds, she replied the SCG, the Gabba and behind the scoreboard at Bankstown Oval.

Robertson farmer Mervyn Purvis today won an Agricultural Innovation prize from the local council. He had been driving a steamroller over his fields, trying to make instant mashed potato.

Some good news on the waterfront. 61-year old docker Craig Smedley said he had never had a day off work sick in his life. He had always made it last at least a week.

Greens leader Adam Bandt has revealed a new agricultural insect spray that won't

harm animals. Instead, it kills all the crops, and the insects humanely starve to death.

A wedding went off very quietly in Narrabri yesterday. The father of the bride put a silencer on his shotgun.

Dolly Parton has recovered from her nasty accident in a revolving door. She is now appearing in a stage production of The Odd Couple.

Tom Turgerton, the world's most superstitious man, was accidentally stuck in a lift today with thirteen busty strippers dressed in black lingerie. He pressed the alarm button.

The Governor of NSW Margaret Beazley was accidentally served a breakfast of muesli mixed with cement, after her chef got the bags mixed up. She later went on to lay a foundation stone.

The Traffic Commissioner, Milton Michelson, was granted a divorce today on the grounds that his wife only ever wore three different nightgowns. A red one, which meant stop on the line; a green one, which meant you may go so long as there are no pedestrians about; and an amber one, which meant you must stop unless you are so close to the line that stopping suddenly may cause an accident.

The well-known Double Bay plastic surgeon, Dr Ralph Smeaton-Grange, is being sued by one of his lady clients for malpractice and overcharging. She told the court she realised he had done a poor job when a friend confided 'a word in your nose - you're paying through the ear for everything.'


Due to short staffing and high demand, Westmead Hospital's Pregnancy Testing Service announced today that there is now a 12-month waiting list.

And the unit's Family Planning officer, who recently gave birth to triplets, has been sacked for failing to report an accident.

British TV chef Gordon Ramsey has just released the details of his latest weight loss diet. It involves eating raw cabbage, lentils, garlic and baked beans. He has already lost 6 kg, and all his friends.

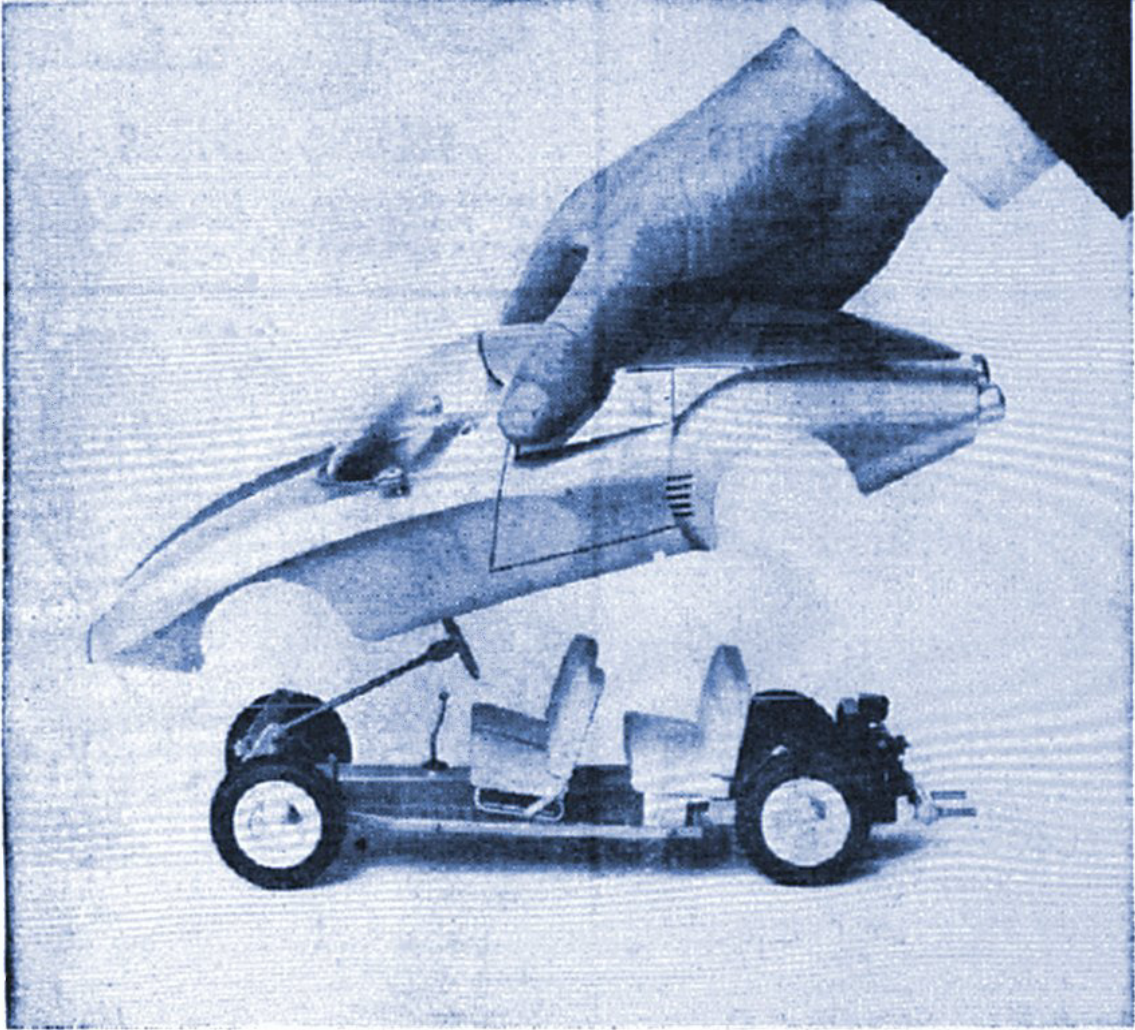
Sport. Following complaints from the Australian team about West Indian bouncers, a performance by the Trinidad Ladies Go-Go Dancers has been cancelled.

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



**HERE'S WHERE TO SEE
THE MOST ADVANCED
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Bankstown	Robert Dewley Motors Pty. Ltd.	70 1311
Blacktown	Lennox Motors (Blacktown) Pty. Ltd.	622 1293
Campbelltown	Sarkis Bros.	2 1739 (C'town)
Camperdown	Lanock Motors Limited	51 3601
Collaroy	Young's Collaroy Garage Pty. Ltd.	98 9755
Drummoyne	Kinsley Pty. Ltd.	81 2365
Five Dock	Lanock Motors Limited	71 8841
Hornsby	Lanock Motors Limited	48 0261
Hurstville	Dick Swanton Pty. Ltd.	57 7996 57 2094
Killara	Lanock Motors Limited	49 4381
Lakemba	Ronstan Motors Pty. Ltd.	759 7713 759 7151
Manly	Freshwater Motors Pty. Ltd.	97 0287 97 3255
Mosman	Mosman Service Centre Pty. Ltd.	90 1234
Parramatta	Lennox Motors Pty. Ltd.	635 5844 637 2139 (Granville)
Penrith	Wards Motors Pty. Ltd.	2 2321 (Penrith)
Rockdale	Motorways Pty. Ltd.	59 0301
Rose Bay	Jack Jeffrey Pty. Ltd.	37 6797
Ryde	The House of David	88 0272 88 0247
St. Leonards	Lanock Motors Limited	43 1351
St. Peters	Motorways (St. Peters) Pty. Ltd.	51 8991
Strathfield	McCallum Motors Pty. Ltd.	74 1286
William Street, Sydney	Lanock Motors Limited	31 7001
Wollongong	Lanock Motors (Sth. Coast) P/L (Sales)	2 2238; (Service) 2 3737
Newcastle	R. H. Taylor (Newcastle) Pty. Ltd.	2 4561
Mayfield	Ron Bower Pty. Ltd.	68 1707 (N'castle)
Cardiff	Cardiff Motors Pty. Ltd.	54 1281 (N'castle)



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