

Zeitschrift



The Ora Punk Cat - from China.

October 2024

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**Canberra GAD show
East Hills Car Show
Ora Punk Cat
More Ash articles**

**Denlo 70 Years of VW
Canberra Cars n Coffee
VW Golf turns 50
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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General Committee:	Danny Haynes Wayne Fenech Arthur Margaritas	Eddie Flieta Daniel French Sandy Benic

Canberra Committee.

President:	Aldred Gonzalez	clubveedubact@gmail.com(president)
Treasurer:	David Cook	clubveedubact@gmail.com(treasurer)
Registrar:	Willie Nelson	clubveedubact@gmail.com(registrar)
Merchandise:	Willie Nelson	clubveedubact@gmail.com(merchandise)
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 **110 Wetherill St North, Silverwater 2128**, 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.

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30 shows and over.

Aust VW Performance Centre	Shannons Car Insurance
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Canberra VW Centre	VW Magazine Australia
Euro Revolution	

10 shows and over.

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See the back page for all 2024 VW Nationals sponsors

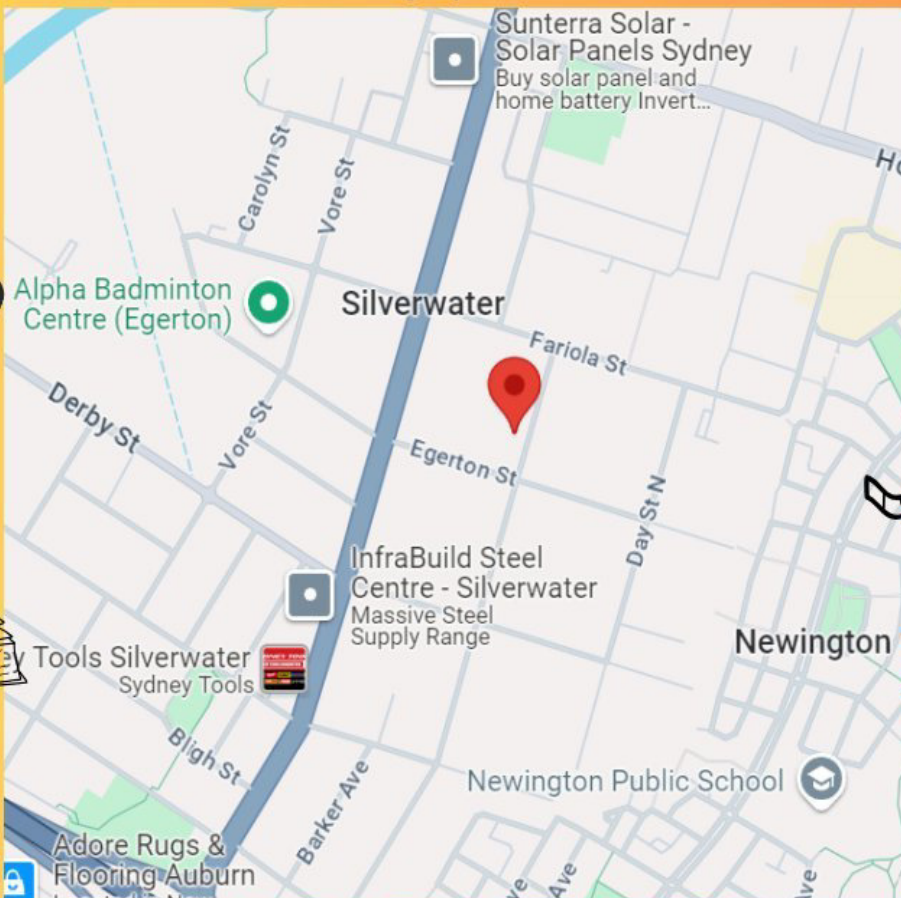
NEW LOCATION



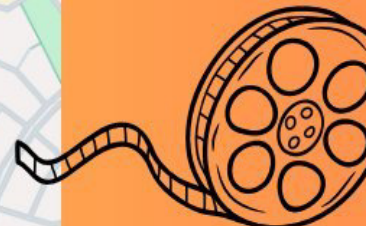
Come check out our new location :

110a Wetherill St North, Silverwater 2128

Bring your car, a few drinks and enjoy our new social monthly meeting!



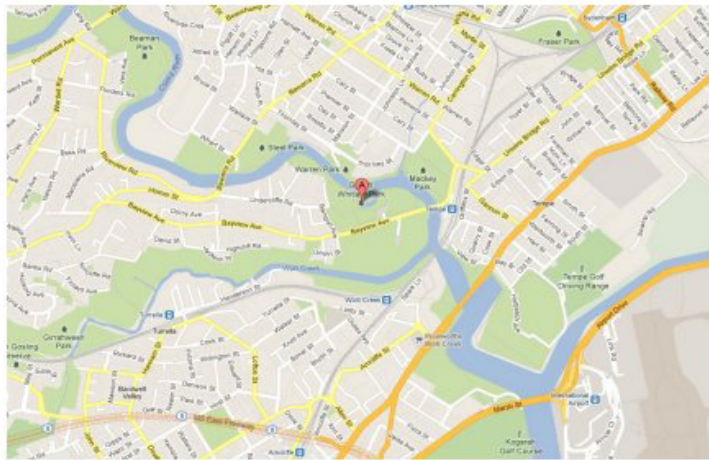
QUIZ TIME?



THURSDAY 17th OCTOBER

7:30pm See you there!!

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.

VOLKS ENTHUSIAST'S CLUB OF SA

WOLFS PRESENT'S



SATURDAY 23rd NOVEMBER

Volkswagen Show & Shine
Top 10 Peoples Choice - Trophy Presentation
Club Merchandise, Traders, Swap Meet Volks
Cafe - BBQ & Ice Creams
Live Music & Dancing

CIVIC PARK

**NORTH EAST RD.
MODBURY**
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4.00pm to 8.00pm
Vehicle entries from 3.30pm

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For more information

www.volksenthusiasts.org.au



Yes it's on again!

Boris' Picnic Day

2024



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

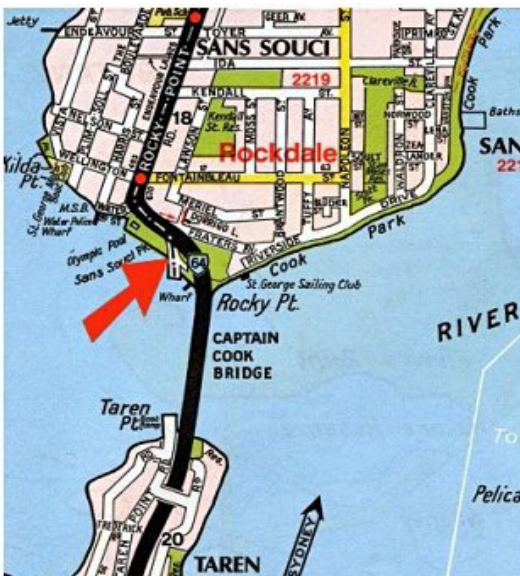
When: From 8:00am Sunday 24 November 2024

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



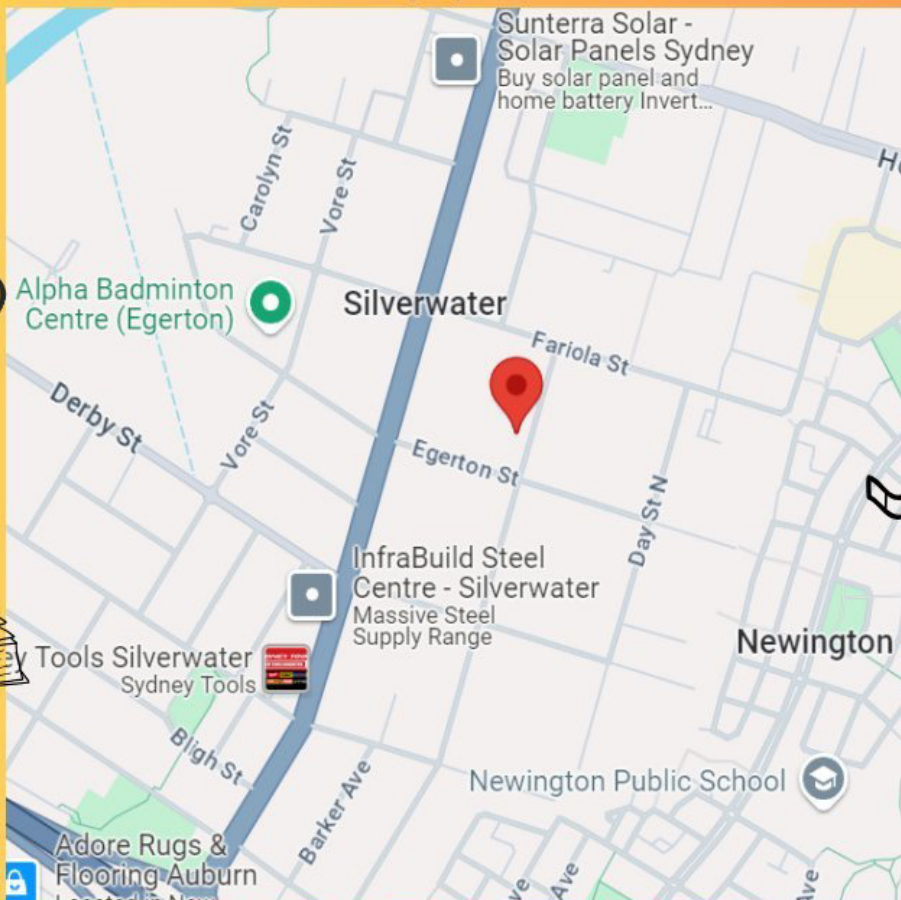
NEW LOCATION



Come check out our new location :

110a Wetherill St North, Silverwater 2128

Bring your car, a few drinks and enjoy our new social monthly meeting!



QUIZ TIME?



THURSDAY 17th OCTOBER

7:30pm See you there!!

Von der Frau Präsidentin.

Schönen Tag,

Another great month of events amongst our VW community! Club VeeDub Canberra had the German Auto Day. Unfortunately due to my work commitments I was unable to make it, but I am looking forward to reading Aldred's report in this issue!

Old Bar Beach festival was on again the October long weekend, it was great to get up there to support this tiny seaside village! Our family brought some non-VW mad friends along for the ride this year we may have converted them to the VW life Stay tuned!

Warwick drags were also on the October long weekend, I'm looking forward to Waynes report next month on his race results!

This month, so far, we have on the third Thursday (17th) our monthly general meeting at our new location (more details below), and on the 27th Sydney German Autofest held by the Mercedes - Benz Club of NSW. Then the Melbourne VW show, and the Adelaide VW show, then Boris' Picnic! Keep an eye on the flyers for all info.

If you missed our last general meeting, some discussions of interest that were held were:

* The Committee will no longer meet up on the 2nd Thursday of each month, we will instead move to an online meeting. This will change in the lead up to the 2025 VW Nationals, where we will again meet face to face.

* Our **GENERAL MEETINGS** will no longer be held at Strathfield Golf Club. Instead we will meet at **110 Wetherill St North, Silverwater 2128** (Adam's workshop).

The library and raffle will be there as usual! We encourage all members to bring their cars, after all we are a social club and who doesn't love chewing the bit over their pride and joy. There will be no alcohol for sale, so please BYO. Soft drinks will be available by the can for purchase. Nibbles, tea and coffee will be provided.

Well, that's it for this month!
Viel Spaß beim Überspielen!
(Happy Dubbing!)

Lee Woods



Kanberra Kapitel report.

A very busy September. Definitely took advantage of the better weather.

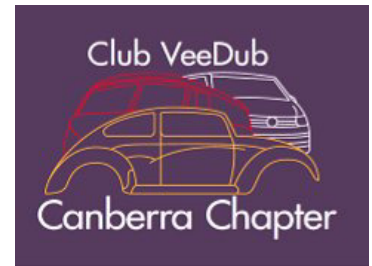
We started with a charity cruise (Camp Quality Super Heroes Cruise) early in the month, ended with the largest Cars n Coffee Canberra has ever seen (over 1300 cars), with the major event for the club in between with German Auto Day 2024. It has been great to see all the wonderful cars over the last month, the passion of the owners and the delight a lot of

the people get with see all the different cars, regardless of brand or age.

As we speed towards the end of the year, look forward to a few more events. I just hope my little Beetle can keep up with the pace and my luck extends to keeping her on the road.

Don't forget to keep an eye on our public Facebook page for any events - club members are also welcome to join our private page as well.

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.

October.

Thursday 10th:- Committee Meeting at home via WhatsApp, from 7:30pm.

Thursday 17th:- CLUB VW MONTHLY MEETING at Adam's workshop, 110 Wetherill St North, Silverwater. GREAT NEW VENUE! Lots of space. Mix with fellow VW enthusiasts and look over their VW - shine yours up and bring it along! Plus all the usual activities - raffle, club library, trivia and entertainment. Tea, coffee and nibbles provided, BYO drinks. 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.sydneegermanauto-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 at home via WhatsApp, 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 Adam's workshop, 110 Wetherill St North, Silverwater. GREAT NEW VENUE! Lots of space. Mix with fellow VW enthusiasts and look over their VW - shine yours up and bring it along! Plus all the usual activities - raffle, club library, trivia and entertainment. Tea, coffee and nibbles provided, BYO drinks. Lots of fun, all welcome. 7:30pm start.

Saturday 23rd:- Adelaide Volksfest at Civic Park, North east Rd Modbury SA, 4pm to 8pm. VW Show n Shine, Top 10 People's Choice and trophies. Trder stands, swap meet, club shop. Cafe, BBQ and ice creams. Live music and dancing. Presented by the Volks Enthusiast Club of SA.



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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 at home via WhatsApp, from 7:30pm.

Thursday 18th:- CLUB VW MONTHLY MEETING at Adam's workshop, 110 Wetherill St North, Silverwater. Lots of space. Mix with fellow VW enthusiasts and look over their VW - shine yours up and bring it along! Plus all the usual activities - raffle, club library, trivia and entertainment. Tea, coffee and nibbles provided, BYO drinks. Lots of fun, all welcome. This meeting is also the Club Veedub **CHRISTMAS PARTY!** Please bring a wrapped present (~\$10 value) so everyone gets a present. Nibbles provided, hot food and drinks available for purchase. 7:30pm start.

January 2025.

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

Thursday 9th:- Committee Meeting at home via WhatsApp, from 7:30pm.

Thursday 16th:- CLUB VW MONTHLY MEETING at Adam's workshop, 110 Wetherill St North, Silverwater. Lots of space. Mix with fellow VW enthusiasts and look over their VW - shine yours up and bring it along! Plus all the usual activities - raffle, club library, trivia and entertainment. Tea, coffee and nibbles provided, BYO drinks. Lots of fun, all welcome. 7:30pm start.

Sunday 19th:- VW Summer Cruise 2025 to Stanwell Park - to be confirmed.

Sunday 26th:- Australia Day VW Display at Glenbrook - to be confirmed.

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 the following to add to the for sale section: **VW Type 4/Kombi 2-litre heads.** Fully reconditioned with guides, valves, springs, etc. \$800 Located Hawkesbury NSW. Contact Nathan on 0405 018 433 or email njsansom@hotmail.com

For Sale:- 1972 limited edition Beetle collectors edition 1972 15 millionth sold number 825 good condition one owner with books and original silver key, just thought someone might want to buy. If interested please contact me at philtier61@hotmail.com cheers Phil



For Sale:- 1966 VW Beetle 1300. Much loved, restored in 2012. 20,000km on a rebuilt 1600 engine. TMI interior, located in Hornsby, currently on club rego (not transferable). Some rust, regularly serviced by A. Dodd. \$23,000 ono. Contact Patrick on 0423 164 782 or email patrickgarrity@bigpond.com.au

For Sale:- I have 4x 1978-79 model VW Golf diesels, 2 good for parts only 2 complete need restoration Plus many spares.

Stored on a property for some years. Will consider any offer on the lot . Advise if any interest. Email Collyn at collyn2010@hotmail.com

For Sale:- I have some very old VW beetle owners manuals and brochures and was wanting to know if anyone would be interested in them. They belonged to my late father. Contact Bronwyn at bronwestern@optusnet.com.au

2nd Month 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

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



Next Club Meeting:
Thursday
17 Oct.
7:30pm
Adam's workshop.



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



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

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- High-quality mounting material included
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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

Trades and services directory.

Trades and services directory.

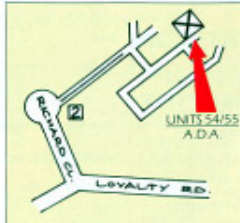
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AUSTRALIAN VW PERFORMANCE Centre

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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wheel drive.

The only options for the updated city SUV are paint colours and pre-paid service plans, as option packs containing extra features have been removed and absorbed into the three model grades.

See the 2024 Volkswagen T-Cross in your local Volkswagen showroom now.

2024 Volkswagen T-Cross price in Australia:
T-Cross Life - \$33,990 plus on-road costs (up \$3000), or \$34,990 drive-away
T-Cross Style - \$37,490 plus on-road costs (up \$4000)
T-Cross R-Line - \$40,990 plus on-road costs (up \$4900 vs Style with R-Line Package)

Face-lifted T-Cross.

The facelifted 2024 Volkswagen T-Cross city SUV has reached Australian showrooms with a longer equipment list and new styling - but with price rises of up to \$4900.

The updated T-Cross has gained refreshed exterior styling, an updated dashboard with new screen sizes, smarter headlights, new soft leather-look dashboard materials, and more advanced safety systems.

Prices have risen by \$3000 for the base model - or up to \$4900 for Volkswagen's new R-Line flagship variant - coinciding with longer lists of standard equipment across the line-up.

Now standard on the entry-level Life variant are LED headlights, wireless phone charging, a digital instrument display, adaptive cruise control, lane-centring assist (new on the T-Cross for 2024), blind-spot monitoring, rear cross-traffic alert and a proactive occupant protection system.

Many of these features were either once available in extra-cost option packs that have now been discontinued, exclusive to more expensive model grades, or not available at all on any variant.

The Life is being marketed with a \$34,990 drive-away offer at launch - with no end date announced - representing a saving of a few thousand dollars compared to its standard drive-away, based on its RRP of \$33,990 before on-road costs.

It compares to \$34,757 drive-away in NSW for the most affordable version of the similarly-sized Toyota Yaris Cross, which has hybrid technology, but is not as well equipped.

New features for the T-Cross Style include a 26-cm instrument display, wireless Apple CarPlay/Android Auto, and satellite navigation - all previously in the \$2200 Sound and Vision Package - while items such as matrix LED headlights are new for any model for the 2024 facelift.

The R-Line is now a standalone model variant rather than an option package, but it has incurred the largest price increase of \$4900, comparing the new variant to the old T-Cross Style with the R-Line pack.

All variants are powered by an unchanged 1.0-litre turbocharged three-cylinder petrol engine developing 85 kW and 200 Nm, matched with a seven-speed dual-clutch automatic transmission and front-

Golf R update with more power.

The facelifted 2025 Volkswagen Golf R hot hatch has been revealed with more power and a revised look, ahead of Australian showroom arrivals due early next year.

The all-wheel-drive Golf R inherits similar design and technology updates to other Golf variants, as well as the most powerful version of Volkswagen's 2.0-litre turbo four-cylinder engine to date.

Australian showroom arrivals are due in early 2025, at the same time as facelifts for the regular Golf and front-wheel-drive Golf GTI.

It will be sold exclusively as a hatchback in Australia, as the Golf R wagon has been dropped locally - though it continues in Europe.

The updated Golf R may be the last of its kind with petrol power, as the next generation Golf due towards the end of the decade is expected to go electric.

The 2025 Golf R is powered by the 245 kW and 420 Nm version of the familiar 2.0-litre turbo engine used in the 2023 Golf R 20 Years special edition, and now fitted to the related Audi S3.

It is an increase of 10 kW over European versions of the previous Golf R range, and Australia's now-defunct wagon, both of which carry an emissions-reducing petrol particulate filter also fitted to the new 245 kW model.

However, it is a bigger 10 kW/20 Nm boost over the existing Australian-market Golf R hatch, which lacks a petrol



particulate filter.

Volkswagen claims a 0-100 km/h acceleration time of 4.6 seconds for the hatch - 0.1 sec quicker than Europe's 235 kW/420 Nm hatch, and 0.2sec faster than Australia's 235 kW/400 Nm version.

The top speed in Europe is 250 km/h for the regular model, or 270 km/h with the R Performance package standard in Australia.

UK publication Autocar reports the seven-speed dual-clutch automatic transmission shifts 100 rpm later in Comfort mode, and produces 'pops and crackles' from the exhaust when lifting off the accelerator pedal around 2500rpm.

Exterior changes include updates shared with cheaper Golf models - slimmer LED headlights, new LED tail-light graphics and illuminated VW badges - plus a new front bumper.

Optional new 19-inch 'Warmenau' forged alloy wheels are claimed to weigh 8 kg each.



Inside, there is a larger 32.8-cm touchscreen with new software claimed to be easier to use, including climate controls pinned along the bottom of the screen, and an IDA voice assistant with ChatGPT artificial intelligence to answer general knowledge questions.

There is now illumination for the touch-sensitive volume and air-temperature slider controls under the screen, in response to customer and media feedback.

However the Golf R has not ditched the touch-sensitive buttons on the steering wheel, which have been criticised for being fiddly to use across the Golf range, though Volkswagen says their responsiveness has been "optimised".

The 32.8-cm digital instrument display offers a range of views including a centrally-mounted or horizontally-oriented tachometer.

The R sports seats remain available with nappa leather or fabric upholstery. Carbon-fibre dashboard inlays debuted in the 20 Years edition are now offered on the standard car.

A torque-vectoring rear differential - capable of sending all torque at the rear axle, which is up to 50 per cent of the engine's total, to either rear wheel - remains fitted in Europe's R Performance pack, as do adaptive dampers.

Exclusive to the Golf R is a Drift setting, which sends all of the rear-axle torque to the outside rear wheel to break traction and initiate a slide, as with the previous model.

There remains a 'Special' mode, which places the engine and gearbox in their sportiest settings, but reduces the firmness of the dampers to suit Germany's Nurburgring Nordschleife race track.

Available in Europe at launch is a Black Edition

variant - with 19-inch black Estoril wheels, black brake callipers and exhaust outlets, and darkened badges and headlight trim.

The 2025 Volkswagen Golf R is now available to order in Germany, priced from 53,795 Euro (\$AU86,750).

The current model - which is better equipped than Europe's un-optioned Golf R - is priced from \$70,590 plus on-road costs.

ID.Golf delayed until 2029.

The battery-electric Volkswagen Golf will not go on sale until 2029 - more than a year later than planned - after delays in development meant its 2028 launch trimming could not be met.

According to German publication Manager Magazin the ninth-generation Golf is to be all-electric - using VW's electric vehicle prefix to become the 'ID.Golf' - will be delayed by 15 months after a Volkswagen board meeting in early July 2024.

The delay means the ID.Golf may not arrive in Australian showrooms until 2030, pending any further setbacks or product strategy changes.

The decision was reportedly made after it was revealed software for the brand-new Scalable Systems Platform (SSP) underpinning the ID.Golf will need more time for development.

Some SSP-based models may still make the originally-planned 2028 showroom debut, but in smaller numbers - with mass-volume not occurring until the following year.

The report says SSP hardware delays have impacted the development of the in-house software, meaning several vehicles using the platform would be launched "unacceptably" close together for the car maker's liking.

Instead, Volkswagen moved to delay multiple upcoming SSP models with some facing additional wait times of up to three years before they reach showrooms.

This could also see the first electric version of the Volkswagen Golf GTI, which was previously planned for 2029, now delayed until 2030 or even 2031.

Volkswagen boss Thomas Schafer confirmed in late 2023 the SSP underpinnings would be used on the next-generation Mk 9 Golf set to go on sale in 2028 - now moved to 2029.



Confirmation the Golf would use the SSP construction followed an announcement in April 2023 introducing the new platform as part of the brand's revised electric vehicle approach.

This included three new electric Volkswagens: a compact front-wheel drive SUV - an electric alternative to the T-Cross - an electric Tiguan SUV, and a flagship "premium market crossover-cum-SUV".

The report from Manager Magazin says the T-Sport - a large electric SUV - has suffered the longest delay, with its on-sale being moved from 2028 to 2031.

German newspaper Handelsblatt, which lifted the lid on a Tesla whistleblower in early 2023, says there are also the same 15-month delays to other electric Volkswagen models expected to use the SSP platform.

This includes the next-generation ID.4, which the ID.Golf will slot below in terms of size and price, now also expected in 2029.

Advancements the SSP brings include Level 4 autonomous driving capability, which could soon be legal on Australian public roads.

With 800-volt technology, the new platform also promised longer driving range, faster 350 kWh charging - including bi-directional charging - as well as a new modular battery construction.

Helping development may be the collaboration announced between Volkswagen and US electric car brand Rivian.

In June 2024, the two car makers entered a joint venture to co-develop a Software Defined Vehicle (SDV) in a deal worth up to \$US5 billion (\$AU7.38 billion).

Volkswagen is still on track to unveil a cut-price city-sized electric car in 2027 aimed at around the 20,000 Euro (\$AU32,000) mark, but it is yet to be confirmed for Australia.

Sales of electric vehicles have stalled in Europe in recent months. Several car makers have revised their electric car approach in 2024, including Mercedes-Benz and Ford, with Alfa Romeo saying the result of the US election on 5 November 2024 could change its electric vehicle strategy.

Earlier in July 2024, British brand Ineos suggested constantly changing government regulation surrounding emissions and electric vehicles was a key factor in its decision to delay its Fusilier 4x4 indefinitely.



VW Argentina was established in 1980 after taking over the local Chrysler business, and began assembling Hillman Avengers badged as the 'VW 1500.' Later the VW T2 Transporter, VW Gol hatch and sedan were also made in Argentina. The old plants were closed and the brand new General Pacheco plant opened in 1995, making the Polo sedan and Caddy small van. In 2007 the VW Suran small SUV began production, based on the small Fox hatch.

The Amarok began production in 2010, but with the Gol ending production in 2021, the Amarok was left as the only VW model made. However in 2022 it was joined by the VW Taos small SUV - a Chinese design originally named the VW Tharu and very similar to the T-Roc, slightly smaller than a Tiguan.

According to Volkswagen, more than 740,000 first-generation Amarok utes have been produced, with the model making up almost 29 per cent of the segment in Argentina.

It's the second major facelift for the original Amarok, with the vehicle receiving new styling in 2016 - six years after the ute was launched, which Australia did see.

Along with a revised grille and bumper, the new front end receives updated headlights, fog-lights, and what appears to be a full-width LED daytime-running light.

While no images of the ute's rear have been published at this stage, changes are expected - with spy photos from 2023 showing a camouflaged tailgate and lights.

It's expected the upgraded model will also receive a host of safety updates, helping to ensure its viability into the 2030s. The last model was criticised for lack of rear seat curtain airbags in Australia, for example.

The 'Nueva Amarok' will remain South American only, as Volkswagen Australia remains committed to the much more modern second-generation model.

Australian new-car sales data for the first half of 2024 shows the Amarok is on track to hit its sales target of 10,000 vehicles in 2024, after initially falling short of its expected 8000 sales by 17 per cent in 2023.

Old Amarok updated.

A new look has been unveiled for the Volkswagen Amarok - except the facelift is for the original 2010-2020 model, no longer on sale in Australia.

While most international markets now only offer the second-generation Amarok based on the Ford Ranger, Volkswagen still sells the original Argentine model in South American markets.

Volkswagen made the decision to continue to build the first-generation Amarok to ensure its Argentinian factory remained open, rather than switching to the second-generation Amarok, which is built at Ford's factory in South Africa (as opposed to Australia's Ford Ranger, which is built in Thailand).

Petrol Golf to continue.

The petrol-powered Mk8 Volkswagen Golf hatch currently in showrooms around the world - including Australia - may still be on sale in 2035, considerably longer than any other generation of the famous nameplate.

Speaking with the Dutch version of Top Gear, Volkswagen technical boss and board member Kai Grunitz

said the Mk8, which first went on sale in 2019, could continue well into the next decade, as late as 2035.

That's when the European Union (EU) ban on the sale of new petrol and diesel cars comes into force, with Volkswagen set to introduce an electric Golf in 2029 and an electric Golf GTI performance version in 2030 (or a year or two after - see previous story).

Mr Grunitz didn't specify which Mk8 petrol Golf models would continue, meaning a petrol-powered Golf GTI and flagship Golf R may be sold alongside electric offerings.



The Volkswagen tech boss told Dutch Top Gear that safety regulations may also render development of a new petrol-powered Golf too expensive, further ruling it out and extending the life of the current model, which will be updated for Australian showrooms in 2024.

With the Mk8 petrol and Mk9 electric Golf sold side-by-side, the Mk8 would become the longest-serving Golf on sale in Europe by some margin, with previous models typically in showrooms for less than a decade.

While the original 1974 Mk1 was manufactured for 35 years (the South African 'Citi Golf' production ended in 2009), it was only sold in Europe until 1983, a run of 9 years. The Mk2 ran for 1983-1991, 8 years, the Mk3 for 1991-1998, 7 years, and the Mk4 for 1998-2003, just 5 years. It should be noted that versions of the Mk3 were built in Mexico until the early 2000s and China somewhat longer (especially the Jetta/Bora version), while the Mk4 was built in Brazil until 2014.

The Golf Mk5 was sold in Europe from 2003-2008 (5 years), and the Mk6 from 2008-2012 (just 4 years). The Mk7, designed to use the new MQB modular platform and correct some shortcomings of the Mk6, was sold from 2012 to 2020 - 8 years.

So the Mk8's potential 16-year tenure would be the longest of any generation Golf in Europe - and Australia too of course if it continues in local showrooms.

The 2019 Mk8 used a heavily updated version of the 2012 Mk7's MQB (Modular Transverse Matrix) platform, making its underpinnings even older.

However Mr Grunitz also said the MQB platform is so well developed - with early issues now well and truly ironed out - there's no need to invest in a new version to replace the petrol and diesel-powered Mk8 offered globally.

The MQB platform has been updated several times and is used by numerous other vehicles in the VW range, such as the Passat and Arteon, Touran, Tiguan, T-Cross, Polo and T-Roc, Caddy and the new T7 Multivan. Many vehicles from

other brands within the Volkswagen Group also use the latest MQB platform, including the Skoda Octavia, Superb, Kodiaq, as well as the Audi A3, Q3 and Q6.

Jetta lives on in USA.

The 2025 Jetta sedan sold in North America will be one of the oldest 'new' cars sold by Volkswagen, following a second styling update that debuted this month.

The latest seventh-generation Jetta debuted in 2018, made in Mexico as the previous model had been, and sold in the US where it has been popular for decades, although not quite as popular as it once was. It is also built and sold in China as the VW Sagitar. However it wasn't sold in Australia; we discontinued the Jetta at the end of the sixth-gen model in 2017.

In lieu of an all-new model - amid declining sedan sales globally - Volkswagen US has treated the current car to its second facelift in six years.

There are obviously no plans for the Jetta to return to Australia, given it is only built in left-hand drive, VW has axed its sedan range locally in lieu of future ID. electric sedans, and it is such an old model.

However for the Americans, new for the Model Year 2025 Jetta are restyled front and rear bumpers, new LED headlights with a full-width light bar, an LED tail-light bar, new 17- and 18-inch alloy wheels, and a pair of new exterior colours.

Inside, there is a new dashboard with the 20.3-cm infotainment touchscreen now mounted in a 'tablet' style on the dashboard, similar to the T-Roc SUV, rather than integrated into the fascia, while touch-sensitive climate controls replace physical dials and switches.



Wireless Apple CarPlay and Android Auto, as well as satellite navigation are now available on more affordable models, while there are new cloth, microfibre/synthetic leather-look, and Vienna leather upholstery choices depending on model.

The sportier variant of the Jetta - badged GLI - is the final Volkswagen performance car to offer a six-speed manual transmission after the axing of the manual Golf GTI and R this year.

It uses an older 170 kW/350 Nm version of the Golf GTI's 2.0-litre turbocharged four-cylinder petrol engine powering the front wheels, with the option of a seven-speed dual-clutch automatic transmission.

Exclusive to the GLI are larger brakes, a 'VAQ'

electronically-controlled limited-slip front differential - in addition to 'XDS' torque vectoring by braking - plus adaptive dampers and a sports exhaust with dual outlets.

Meanwhile, regular Jetta models use a 1.5-litre turbo four-cylinder developing 118 kW and 250 Nm, matched with an eight-speed automatic gearbox.

All updated Jetta models will be sold with VW's latest Travel Assist semi-autonomous driving system combining adaptive cruise control and lane-centring assist, plus a wider suite of advanced safety features.

The 2025 Volkswagen Jetta is due in US showrooms by the end of this month, with a lower starting price of \$US21,995 (\$AU33,100) compared with its predecessor.

VW Saviero replacement.

There's a new small ute on the way from Volkswagen, but don't expect it in Australian showrooms anytime soon.

Volkswagen has confirmed a new pick-up is on the way at its factory in Brazil, along with an \$A830 million investment in the production facility.

Unlike the Volkswagen Amarok, which use a ladder-frame chassis and is a twin-under-the-skin to the Ford Ranger, the new VW model is expected to be a small monocoque ute, sharing its underpinnings and most of its bodywork with models like the Polo, or the T-Cross.



Brazil has made a small Volkswagen ute for decades, based on the local VW Gol, and called the VW Saviero. The first generation appeared in 1980, with a front-mounted air-cooled VW Beetle engine. Modern 1.6-litre VW water-cooled engines were fitted from 1985. The second Gol/Saviero generation in 1994 was a joint-venture with Ford, under the AutoLatina agreement (which also created the Sharan people mover in Europe). The third and last Gol/Saviero generation appeared in 2008 and continued until 2022. The Gol hatchback ended in 2022, replaced by the VW Polo, but the Gol-based Saviero pickup is still in production.

Known locally as the 'half-tonne Bakkie', the Saviero ute has been very popular with buyers in South America and is sold in countries across the continent and into central America too. It was even sold in Egypt and Taiwan, as the VW Pointer.

The upcoming Saveiro replacement will probably be based on the VW Polo and could be badged the Taroko, based on new trademark filings by Volkswagen - and VW's current



naming convention which favours models starting with 'T', such as the T-Cross, T-Roc, Tiguan, and Touareg.

While the Brazilian-built ute will likely only be produced in left-hand-drive, Volkswagen's South Africa Managing Director, Martina Biene, said "there is hope" for a right-hand-drive half-tonne ute manufactured in VW's South African plant in Uitenhage (where the Polo is already made), but ruled out converting a model manufactured in Brazil from left-hand-drive.

Though the right-hand-drive version has yet to be officially confirmed, Volkswagen Australia has said the model isn't under consideration at this time for our local market.

A blue and white advertisement for Cloughs. At the top is the Cloughs logo, which consists of a blue rectangle with the VW logo on the left and the word 'CLOUGHS' in white on the right. Below the logo, the text reads: "VW" OWNERS WE ARE OPENING on SUNDAYS For the Sale of Spare Parts. Below this, it says: 9 a.m.-12 p.m. Commencing 2nd November, 1975. Then: "OPEN NOW FOR NEW and USED VEHICLE SALES". At the bottom, it says: CLOUGHS 55 Canterbury Road. BANKSTOWN 70 4915 70 4934. The entire advertisement is enclosed in a blue border that looks like a document with a folded corner.



ACT GAD 2024.

It was a nice and sunny start to the morning of Sunday 22nd September for arriving at Canberra's Thoroughbred Park, the latest in a string of venues over the last 10 years or so to host the Canberra German Auto Day (GAD).

The Canberra BMW club (many thanks to Graham Ball) were the head organizers this year, and they did a great job of rallying together the various German marques for the event, including a new naming sponsor (Lennock Volkswagen) and bringing a number of minor sponsors, food vendors and charities onboard.

We were very lucky for our local VW dealer to arrange with Volkswagen Australia for the upcoming ID.Buzz to attend this year. This was the centerpiece being displayed right next to the spectator entrance.

It was an exhausting day for those that helped organize the event. For the Club Veedub (Canberra Chapter) we organized our own Show n Shine event, as we have for a number of years during German Auto Day. There were 54



entries this year - a little bit down from previous years. However, people came from all over NSW and even up the Hume from Victoria.

It helps that GAD coincides with another major Canberra springtime event so that people from interstate can make a weekend of it. Really appreciate everyone who made an effort to attend and bring a varied amount of cars for spectators and other enthusiasts to enjoy.

The award winner spreadsheet is attached - thanks to our judges who donated their time to oversee the cars and pick their favorites in the given categories.

I'd like to thank those that turned up early to help park the cars and setup the club gazebo. Also thanks to those who helped at the registration desk to deal with the incoming paperwork. Finally, those that aided in the cleanup and tear-



	Category	Car	Owner
1	Best - Standard BEETLE	44 - Beetle (orange)	Robert Stewart
2	Best - Modified BEETLE	1 - Chop Top (black)	David Cook
3	Best - Standard KOMBI	35 - White Kombi	Tony Schiavello
4	Best - Modified KOMBI	4 - WRX Kombi	Neil Smith
5	Best - Standard TRANSPORTER/CADDY	21 - Brown Muffin	David Boardman
6	Best - Modified TRANSPORTER/CADDY	50 - Syncro (blue)	Rick Toutounss
7	Best - Standard TYPE 3/KARMAN GHIA	11 - KG (white)	Eric Grimm
8	Best - Modified TYPE 3/ KARMAN GHIA	147 - Das Postal (green)	Matthew Kooman
9	Best - Standard GOLF	13 - Mk4 R32 (blue)	Vaughn Joyce
10	Best - Modified GOLF	27 - Mk3 Cab R36 swap	Alex Elder
11	Best - Standard POLO/SCIROCCO/UP!/EOS	73 - Eos (black)	Mikayla Gonzalez
12	Best - Modified POLO/SCIROCCO/UP!/EOS	19 - Scirocco Typ 53 (white)	Bill Shelley
13	Best - Standard PASSAT/BORA/JETTA/ARTEON	N/A	N/A
14	Best - Modified PASSAT/BORA/JETTA/ARTEON	32 - Bora VR6 (blue)	Nic Brace
15	Best - Standard AMAROK/TIGUAN/TOUAREG/T-CROSS/T-ROC	N/A	N/A
16	Best - Modified AMAROK/TIGUAN/TOUAREG/T-CROSS/T-ROC	25 - Tiguan R (white)	Jonathan Prymas
17	Best BUGGY/BAJA/Kit Car	17 - Buggy (blue)	Marty Kilpatrick



down. And especially, once again thank those that entered and gave the judges a varied amount of cars to consider for awards.

Also like to thank our club sponsors: Lennox Volkswagen, A&R VW Repairs, Northside Euros and Canberra VW Centre Tuggeranong. Look forward to GAD 2025 next September!

Aldred





Canberra Cars n Coffee.

Sunday 29th September and an early start for most, meeting 'at the flags' to cruise in together. As going to same venue as GAD 2024, we though a quick cruise up Northbourne Ave and into the event car park was a breeze...

Didn't expect to be in a queue for close to 30 minutes. Cars were coming from everywhere and everything log jammed at the entry gate.



Once we had parked, losing one or two of our convoy being directed elsewhere, it was time to find some coffee and look at the cars. There were all sort there, from Datsuns to Lambos. Nothing felt out of place amongst the sea of people and cars that were parked at the venue.

We'd even heard that the organizers had to close the gates and direct more cars to an overflow.





Was a great morning to be out amongst the multitude of owners and spectators. I don't know if the number of cars that turned up can be repeated, but compared to the previous venue and record of close to 500 cars, this was unprecedented.

Big shout out to the organizers and look forward to their next event (possibly late October?).

Aldred





Denlo 70 Years of VWs.

On Saturday 31 August 2024 Vee Dub owners were invited by Denlo Volkswagen Parramatta to join them on a charity cruise celebrating the past, the present and embracing the future of 70 years of Volkswagen in Australia (the first VWs were sold here in March 1954).

We gathered at Denlo Volkswagen in Parramatta, which had many flash new vehicles to look around at, plus the classic VWs that turned up for the day. This was the first time Denlo had organised a VW Drive Day and what an unforgettable a day it was.

There was a great mix of classic Beetles and Kombis and Denlo had the new full electric ID Buzz. We had 15 classics for the cruise along with the ID Buzz and some modern VWs driven by Denlo staff.



The cruise took us up the M4 on a very pleasant sunny morning, we were heading to Megalong Tea Rooms where Denlo had pre arranged coffees for all. The wind picked up the closer we got to the top of the mountains but that did not stop the classics from cruising along. The cruise down into Megalong included a photo opportunity. Everyone got to mingle and chat about everything VWs while enjoying the nice hot coffee.

After this pit stop we headed back up Megalong and cruised to a Blaq, restaurant and Bar in Blackheath. Denlo had organised a lunch and drinks. Lunch was magnificent along with the company (so were the drinkies). We then got to hear





from the recipients of the monies raised from this charity cruise, 'Rizeup,' a remarkable organisation that supports families impacted by domestic violence on their journey from violence to safety.

Denlo provided a goodies bag for each entrant which was related to 70 years of VW (cap, sticker, pen, water) All monies raised which totalled \$1,660.00 went to Rizeup to assist with their cause. Denlo also organised professional photographers and videographers on the day. Many of the pics and vids have been uploaded to their facebook page.

In conjunction with Denlo, we anticipate to organise another Drive day next year, so I encourage you all to come along. The entrant fee was minimal compared to what was provided to us on the day. Cheers to Denlo for a well organised day.

Giddy Up!

Kylie Rayner



25%.

I don't know if you believe it or not, but only about 25% of people service their vehicles properly.

I love my cars and even I'm guilty, for example, maybe I don't change the DSG fluid in the gearbox as often as I should, as well as other things like non genuine servicing and factory recalls.

It's all a number's game, drive the car and pass it on to someone else spending as little as possible along the way.

Totally unrelated, a lot of people at the moment don't even have insurance on their vehicle, which I don't recommend.

So you see everyone pushing the limit to save a little money here and there.



What does this mean to you?

Well if you're looking for a second hand vehicle you have a 25% chance of finding one that's been serviced properly.

The other 75% may need some extra servicing to catch up or may even be beyond that.

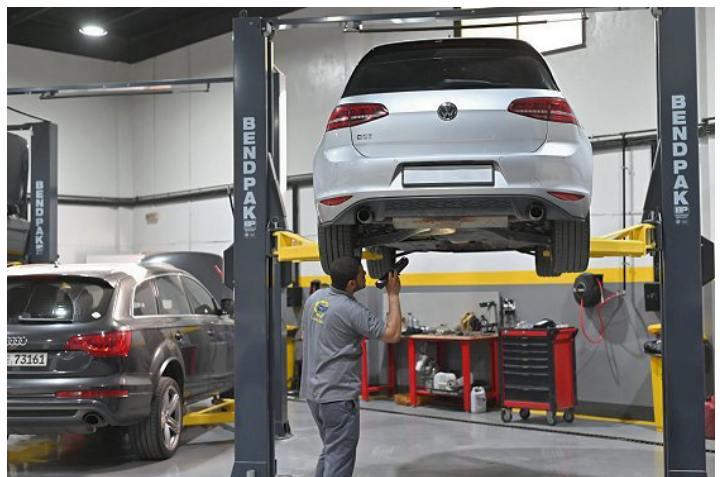
So technically, it's not easy to find clean used cars but they do exist.

Especially if you are prepared to have some catch-up servicing done.

Good luck and as always, take your time, do your homework and get the best car you can afford.

Thanks

Ashley Day.





East Hills Car Show.

The annual East Hills Charity Car Show was recently held on Sunday 29th September at Kelso Oval at Panania. This year the show was supporting the Australian Pancreatic Cancer Foundation.

It was another great collection of most popular makes and models from the '60s, '70s and '80s, but unfortunately it was a very poor turnout of VWs.

We were supposed to meet up at McDonalds at Moorebank for coffees, then cruise together to the show and arrive (and park) together. But what a pathetic turnout - Phil was the only VW there.

And the same for the show itself - only Noah in his Kombi ute, and a Herbie replica in the whole of the gathering. Peter did bring his custom black Beetle and Phill had his Polo GTI, but both were parked in the street outside.

It was still a great show, with the BBQ going, coffee vans and trader stands. Organiser Glen Waud JP even sang with the band before he performed the trophy MC duties later





on in the day.

A great show to look at a great variety of classic cars on a sunny Sunday. But except for those mentioned, not supported by our club members, which was very disappointing.

Chewbacca Porsches.

For a year or two I drove past a particular house in Kemps Creek on my way to work.

I always thought that I could see a Porsche 911 under a truck tarp, cluttered with a whole lot of other things.

You might be like me and be very good at spotting Porsches under covers.

On a very windy day, whilst driving past, I noticed that the cover had blown up a little and I could see that it was in fact a half-dismantled 911.

As I went past, I said to myself "Aha I knew it, it is a 911."

I did a quick U turn, pulled up and knocked on the door.

The lady that answered the door gave me a really strange answer when I asked about the car.

I won't go into details but it didn't make any sense to



me at all. She rambled off on another subject and didn't answer my questions.

In the industry we call this the 'Chewbacca Defence.'

It comes from an episode of South Park, and was a strategy to distract and confuse the jury with a total red herring. In the court case the cartoon lawyer asked the jury why an 8ft Wookiee like Chewbacca would want to live on Endor with the much smaller Ewoks? "It does not make sense, you must acquit!"



Johnnie Cochran uses the Chewbacca defense against Chef in the *South Park* episode "Chef Aid".

Believe it or not the very next day the 911 was gone; bear in mind it had been there for a couple of years or more.

Obviously it was stolen or more likely an insurance job, such a shame.

This type of story has happened to me a few times now over the years.

Trust me that I'm good at finding other people's Chewbacca Porsches.

The moral of this story is as follows.

Tarps don't protect cars and can possibly cause more damage in the long term.

Covers are there because people don't want you seeing the car for one reason or another.

Of the hundreds of cars I have owned, I have never brought an outdoor car under a tarp.

In general, stay away from cars under tarps and don't put yourself in potentially dangerous situations of finding stolen vehicles in strangers' yards.

I have found myself in dangerous positions with very angry people wanting to smash my mobile phone or worse because I took photos of a stolen Porsche on their property.

Nothing good ever comes from cars outdoors covered in tarps.

Ashley Day.



stylings. The one exception is the ID. Buzz, a modern interpretation of the iconic VW Type 2. However, no equivalent ID 'Beetle' has been released as yet - and may never be. For Europeans the 1950s and '60s were times of hard work, rebuilding and recovering from the ravages of the war. Retro designs of that period are not popular - hence the failure of the New Beetle in Europe. They much prefer cool and sharp modern designs, such as the Golf GTI. So it was left to the Chinese to recreate the Beetle. Volkswagen China has business partnerships with two Chinese makers - Shanghai (SAIC) and First Automotive Works (FAW), first established in the 1980s to make Passats, Santanas, Golfs and Jettas in China.

The Ora Punk Cat.

The automotive industry, like many others, hasn't been immune to the phenomenon of replicas - or, in plain language, outright copies. For many years it was the Japanese, but nowadays China, in particular, has become a source of vehicles that bear an uncanny resemblance to established models from major manufacturers. From sports cars to SUVs, from sedans to coupes and even large trucks, the Chinese have heavily borrowed and reinterpreted famous Western car designs..

Just a few examples (and Google them to see what we mean) - the BAIC BJ80 is a copy of an older generation Mercedes G-Wagen, and their Huansu C60 is a copy of the Lamborghini Urus. The CH Auto Lithia looks like a shortened Audi R8. The electric Eagle EG63330K looks just like the '50s BMW Isetta. The Landwind X7 is a straight clone of the Range Rover Evoque - and was actually stopped after legal action from Land Rover. The Lifan 320 is a rather poor copy of the BMW Mini, while the Shuanghuan SCEO is a more direct copy of the first generation BMW X5. The Suzhou Eagle Carrie is more bizarre - it's rear is a copy of the Porsche Macan, while the front is Ferrari F12 Berlinetta. The electric Weikerui V7 is a straight copy of the VW Up!

This trend continued in 2021 when Ora, a brand under the umbrella of Great Wall Motors, unveiled the Punk Cat EV concept at the Shanghai Auto Show. The car's looks immediately sparked conversation due to its undeniable similarities to the iconic Volkswagen Beetle. This wasn't the first time, nor would it be the last, that a Chinese automaker drew inspiration from a beloved design.

For decades, the Volkswagen Beetle, affectionately nicknamed the 'people's car,' has held a special place in automotive history. Its instantly recognizable curved silhouette and rounded headlights have transcended generations, solidifying its status as a cultural touchstone. While it was discontinued in most world markets in the late 1970s, replaced by the Golf, it soldiered on in Brazil until the 1990s and Mexico until 2003. The later Golf-based 'New Beetle' designs were not popular, and the discontinuation of the 2nd gen 'new' Beetle in 2019 left a void for some enthusiasts who yearned for a modern take on the classic design, particularly with the burgeoning electric vehicle (EV) market.

While VW has released its 'ID' range of electric vehicles in recent times, most are thoroughly modern

Today the Group also makes the full ID- electric range, as well as VW Polos, T-Rocs, Tourans and Tiguan, as well as China-only VWs such as the Lavida, Teramont, Sagitar, Magotan, Lamando, Tacqua, Talagon, and Tavendor, as well as numerous petrol and electric Audis and Skodas. China is VW's biggest world market, and the Volkswagen Group is the largest auto group in China.

But Volkswagen Group China does not make any 'retro' VWs. Instead, Great Wall Motors, with no connection to VW, took on the challenge. Formed in 1984 as a pickup truck maker, GWM later created other subsidiaries such as Haval (SUVs), Wey ((luxury SUVs), Tank (rugged off-roaders and SUVs), Sar (luxury EVs), and Ora (small EVs).

GWM created the Ora brand in 2018 to concentrate solely on EVs. Supposedly the 'Ora' name stands for 'Open, Reliable, Alternative.' Their first models were the iQ crossover, and R1 city car - later named the Black Cat. This was later followed by the White Cat in 2020.

Ora deciding to name their vehicles something-'Cat' is reportedly based on a Deng Xiaoping's famous quote: "No matter if it is a white cat or a black cat; as long as it can catch mice, it is a good cat."

The iQ was an angular, modern-looking vehicle, but the tiny Black Cat started the 'retro' look for the range - it looked very similar to a Fiat 500. The larger and more upright White Cat looks like an older Toyota Rukus or Nissan Cube.

The Ora 'retro' trend continued in 2020 with the release of the Ora Good Cat, a curvy Polo-sized electric hatchback that is also sold as the Funky Cat in some markets - and as the GMW Ora in Australia, where it has been sold since 2023. It was styled by former Porsche designer Emanuel Derta, and looks mostly like a Japanese or Korean small hatch. Its nose however looks like a miniature Porsche 911, or even a bit VW Beetle-like to some observers.



The Ora Porsche inspiration continued with the Ora Lightning Cat, a larger all-electric mid-size sedan that looks like a clone of the Porsche Panamera, but again with a 911-style nose.

In March 2022 Ora revealed its latest creation, the Punk Cat EV.

The Ora Punk Cat

You can see at one glance that the ORA Punk Cat's design pays homage to the iconic Volkswagen Beetle. While the inspiration is unmistakable, the Punk Cat carves its own niche with a significant size difference over the VW Type 1. One of the most striking differences between the Punk Cat and the Beetle is the body style. The Punk Cat boasts a practical four-door hatchback layout, catering to modern needs for easier passenger entry and exit, thanks to a much longer wheelbase.

This is a stark contrast to the classic two-door design of the VW Beetle, apart from a handful of coach-built 4-door conversions by Rometsch in the 1950s. VW would not make a 4-door car until the 411 in 1968 - and even then the wagon was still 2-door. The 1970 VW K70 was four-door, but no wagon was produced. The first proper 4-door range was the Passat in 1973.



Beyond the extra doors, the Punk Cat takes things a step further by being considerably larger in all aspects. It measures a substantial 4750 mm in length, 2004 mm in width, and 1730 mm in height. Compare this with a 1968 Beetle (4030 x 1550 x 1498 mm). The wheelbase, a crucial factor for interior space, clocks in at 2920 mm, compared with 2400 mm for a Beetle.

To put these numbers in perspective, the Punk Cat is as long as a Tesla Model Y. In terms of width, it matches the Audi e-tron GT, a high-performance electric car. Its height is comparable to the Subaru Forester, a well-known mid-size SUV. Perhaps the most surprising comparison is the wheelbase, which matches the first-generation Porsche Panamera, a luxury sportback known for its spacious interior.

Great Wall Motors' decision to create a significantly larger vehicle than the Beetle is a strategic move to avoid copyright infringement lawsuits from Volkswagen. The substantial size difference creates a more distinct design identity for the Punk Cat. A noteworthy feature is the



presence of electronically released doors, similar to those found in Tesla vehicles. This eliminates the need for physical door handles, contributing to a clean and streamlined aesthetic.

The Punk Cat's interior is much less like the VW Beetle's - it's more a blend of modern and retro. The significant size increase of the car translates into a spacious and practical interior, a stark contrast to the sometimes cramped quarters of the original Beetle (by modern standards).

Stepping inside the Punk Cat, you're greeted by a two-tone upholstery scheme that evokes a sense of US-style vintage elegance. Chrome accents are used liberally throughout the cabin, adding a touch of sophistication. Notably absent from the production version, compared to the concept car, are the bold black and white chequered floor and the excessive gold trim.



These elements, while visually striking, might have been deemed a bit too ostentatious for everyday driving. The centrepiece of the Punk Cat's cabin is undoubtedly the dashboard. It features a massive twin-screen setup, with one screen positioned in the centre console for the driver's control and another on the passenger side for entertainment purposes. This dual-screen layout is a hallmark of modern car design, offering a user-friendly and tech-forward experience.

The Ora Punk Cat isn't just about aesthetics; it packs a punch under the bonnet as well. Initial plans for the Punk Cat



called for a single electric motor with a modest 125 kW. However, as the car neared production, Great Wall Motors opted for a more powerful option. The Punk Cat now boasts a powerful electric motor from United Electronic, churning out a healthy 220 kW. This translates to a more spirited driving experience compared to the original concept. When it comes to range, the Punk Cat caters to a variety of needs. Two battery pack options are available.

The base model comes equipped with a 47.8 kWh battery, offering a driving range of approximately 400 km on a single charge. This is a practical range for everyday commuting and errands. For those seeking extended range, higher-end models boast a larger 59.1 kWh battery, capable of traveling up to 500 km before needing to be plugged in. Whispers on the internet suggest that a potential future variant might include a dual-motor, all-wheel-drive configuration exceeding 370 kW. However, concrete details about this high-performance version remain scarce.

While the Ora Punk Cat has captured the imagination of car enthusiasts worldwide, its availability remains limited, it is only available for purchase in China. Great Wall Motors has secured design patents for the Punk Cat in Europe and Australia, hinting at a possible future launch in these regions. The Punk Cat boasts an affordable starting price in China, ranging from approximately \$14,943 to \$20,696 depending on the battery pack chosen.

This competitive pricing could be a major selling point if the Punk Cat eventually makes its way to other markets. However, the market is already saturated with established electric car manufacturers. For example, in Europe, the Punk



Cat would face stiff competition from brands like Volkswagen with its ID range, Audi e-trons, Porsche Taycan, Mercedes EQC, BMW i3 and Opel Corsa-e, as well as numerous other makers such as Renault, Peugeot, Volvo, Fiat, Nissan and Tesla. These established players offer a range of electric vehicles catering to different needs and budgets.

A year later a slightly revised version of the Ora Punk Cat was shown in China, called the Ora Ballet Cat. While using the same body shell and mechanicals, the overt VW styling cues were toned down and changed - the headlamps, taillights and styling cues were revised, and new paint and trim combinations attempted to 'blur' the connection to the VW Beetle. The Ballet Cat is especially aimed at the female buyer demographic.



For example, the four trim and equipment levels of the Ballet Cat are called the 'Alice Edition,' the 'Nutcracker Edition,' the 'Sleeping Beauty Edition,' and the top model, the 'Swan Lake Edition.'

Will be interesting to see if the Ora Punk Cat or Ballet Cat ever make to export markets, especially Australia. I wouldn't hold your breath.

But is it legal?

The design raises the question whether Volkswagen can sue Ora for copyright infringement.

Copyright law is complex and international, but there are agreements in place for countries to respect each other's laws. Suing Ora in China would be difficult, even though Volkswagen might have a case.

The arrival of the Ora Punk Cat, a Chinese electric vehicle with an undeniable resemblance to the iconic Volkswagen Beetle, has sparked a debate on intellectual

property rights in the automotive industry. While Volkswagen hasn't built a modern electric Beetle, the German firm did recently trademark the name 'e-Beetle,' hinting at a possible future electric version - or just protecting its intellectual property. This raises the question if Volkswagen has a legal case against the Ora Punk Cat's design.

The answer hinges on the complexities of international copyright law. There isn't a single, unified body overseeing copyright across the globe. However, agreements like the Berne Convention establish a framework for nations to recognize and respect each other's intellectual property laws. While the specifics might differ, the core principles of copyright protection hold similarities across countries.

In this scenario, even if Volkswagen believes the Punk Cat's design infringes on their Beetle's copyright, pursuing legal action presents significant challenges. Navigating the Chinese court system, particularly against companies potentially backed by the Chinese government, can be a daunting and lengthy process.

Making any Volkswagen case harder still is that GWM is further distancing the car from its VW Beetle looks. A recent show vehicle from fellow subsidiary Wey shows the same body shell but with a large '40s Chrysler-style grille and flat bonnet, and an extended square bootlid. It's looking less and less like a VW.



In any case, the number of Chinese copies of European and US models, past and present, already illustrates that protecting your designs from copy cats is very difficult, if not impossible.

Rubbish Chinese VW Beetle copy.

The Chinese have produced a bizarre Volkswagen Beetle rip-off - and we're not talking about the Ora Ballet Cat, a four-door electric car in the style of the Beetle, which is painstakingly produced by the GWM Group (see previous article).

No, this Chinese VW Beetle is crude and very poorly made. You can't even call it a real car. It is a product of Wecan, a company based in Qingdao, a city halfway between Beijing and Shanghai.

Wecan specialises primarily in the manufacture of trailers and food trucks based on Western models from the

past. Their electric motors are only used to make the vehicles easier to move over short distances, as these vehicles cannot be registered.

The company's flagship is a trailer with stainless steel walls, reminiscent of the famous Airstreams from the United States. The range continues with vehicles that can travel under their own power - but not too fast and not too far.

Wecan mounts fibreglass bodies with a retro look on a square tube chassis equipped with an electric motor, to make a trailer that serves as a kitchen, ice cream parlour or shop. Everything is customised according to the customer's order (Some people will remember retro ice-cream vans).

There are trolleys that imitate various versions of the three-wheeled Piaggio Ape, as well as replicas of the Citroën Type H (1948-1981) and the VW T1 'Bus' (1949-1967). But don't get too excited - by "replicas" we mean almost caricature-like copies of the original vehicles. Some are not even moulded from the real cars, but from 3D models designed by Wecan. And most of them have the charm of a Revell model kit glued together by an eight-year-old.



The new product of the day is the Wecan Beetle, a rather nasty VW Beetle clone. The body is a one-piece fibreglass block that connects the mudguards to the central body and integrates them in a single casting. Visually, it is reminiscent of the 1968-on model, with upright headlights, slightly larger windows and sleek slab bumpers. However, some readers are also reminded of the torsion bar models built after the 1303, such as the last 1976 Aussie model or the even later Mexico Beetle. Whatever the case, its dimensions correspond to those of the real Volkswagen, but that's about it.

According to the Wecan price list, the car comes with a complete lighting system, but the attachments in the photos have nothing to do with the original. The handles and knobs are disproportionately large and were certainly made from material that was already available at the factory. The





windows are fake - the window is one-piece and the pillar is a black painted line on the glass. The strangest thing of all is that the bodywork appears to sit well above the chassis. The wheels and tyres also protrude from the wings.

Inside, the Wecan looks even less like a VW Beetle. The floor is smooth, without the centre tunnel (so does it have any structural strength??) The dashboard is also smoothed and simplified, and there is a small digital display. There are two pedals, with the brake pedal hinged at the top. The seats are upholstered in artificial leather and are thin. Both the door glass and the windscreen appear to be solid, and a layer of polyurethane attempts to dampen the heat.

The rear-mounted electric motor is powered by a pack of ordinary lead-acid batteries. With this configuration the car reaches a top speed of 35 km/h and can cover 80 km between two charges (which take between six and eight hours).

This is sufficient for the purposes expected of this Chinese Volkswagen dummy: Wedding rides, short trips for tourists, advertising appearances and window displays.

It should be noted that Volkswagen has never officially sold the original VW Beetle in China; the first VWs sold there in the early 1980s were Passats and Golfs. If you don't have a Beetle, take a Wecan.

headlight rims are wrongly shaped, and the rear taillights are Model A Ford-style, mounted over the blanked-off 'elephants foot' indents that can still be seen in the moulding.

The bumpers, also made of fibreglass, are painted silver and mounted much lower than their original position, giving the curvature of the front wings a strange appearance. They look like a casting of post-'75 bumpers, when the blinker lenses were mounted in the bumper rather than on the front guards. But on these bumpers the blinker holes are blanked off. Turn signals are included, but at the front are trailer-style square units tacked onto the guards below the headlights.

The engine lid might have started as a moulding of a '68-'70 lid, with no cooling slots, but a box-shape bulge has been added, and the number plate light deleted. The original engine cooling grille under the rear window has been deleted (covered up). Whoever took the body moulding left fender beading in place, so the beading outline can still be seen. Likewise, the former chrome body strips are also part of the body mould.

The running boards have been removed entirely and the side mirrors are motorbike mirrors - mounted on the A-pillar of the doors. And speaking of the doors, they are attached to the body with cheap-looking hardware store gate hinges. They don't match the bodywork. The door vent



And anyone who believes that this Beetle from the multiverse is cheap is mistaken. In China, its FOB (export) value is US\$7,513 or around \$A11,000 at the current exchange rate. If you order more than five units, you will pay US\$6,990 (approx. \$A10,280) for each one. In the US you could still find quite good original Beetles for these prices.

From Motor1.com

Thank you to Simon Matthews



The VW Golf turns 50.

What's the difference between a 'generally important model' and a model that redefines the company's future? An easy explanation could be this - the Passat is one of Volkswagen's most important models on a global scale, but the Golf is a true icon that has its own place in the history of the entire automotive industry. It marked a revolutionary shift for the Wolfsburg-based company, replacing the legendary Beetle and setting the stage for a new era of compact cars.

The Golf nameplate turns 50 this year and VW has presented historic Golf models from its collection on numerous occasions over the European summer. So why it was so special?

Why Do We Love It?

Undoubtedly, the Golf is still remembered as being a breakthrough model, not only for Volkswagen but for the entire industry. As a replacement for the beloved Beetle, it represented a departure from tradition and signalled Volkswagen's transition from rear-wheel drive and rear-mounted air-cooled engines to front-wheel drive with front-mounted, water-cooled engines - a ground-breaking shift that defined a new era for VW.

It was more than just a popular car, though. For many people from all around the world, this was the first car they ever bought brand new. It was a very reliable car that could easily do the job of a daily driver and was very easy to maintain. On top of that, it was very frugal making it the perfect choice for young families.

And let's not forget about the Golf GTI. One of the hot hatch pioneers, it was launched in 1976 and quickly became popular with its more powerful engine, larger tyres, and sportier design tweaks. The total production of the GTI version far exceeded VW's expectations, reaching more than 462,000 units during the Mk1 life cycle. It is still regarded as the ancestor of all modern hot hatches but according to some, that is debatable since models such as the 1967 Simca 1100 Ti and the 1971 Autobianchi A112 Abarth arrived earlier, but didn't sell in anywhere near the numbers of the Golf GTI.

When Was The Car Launched?

The Golf made its debut in Europe in May 1974. It took Volkswagen more than two decades to complete the final concept and design of the replacement for the Beetle. The process involved dozens of prototypes going back to the '50s, with different engine layouts, overall shapes, and interior designs. The final design of the Golf was known as the Type 17 and began production at Wolfsburg in March 1974.

In 1975 the hatchback reached the US market, under the Rabbit moniker. The first examples were manufactured in Germany and exported to North America. In 1978, VW started local production of the model at its Westmoreland plant. The later models were very Americanised, with unique grilles and lights, plush interiors and different trims.

It was also assembled in Australia from its debut there in early 1976, but with the factory sold to Nissan there were



numerous quality control issues. Local assembled ended and 1977 models were fully imported - at much higher costs, which ended Australian sales in 1980. The Golf was much more a success for VW plants in South Africa, Mexico and Brazil.

What Engines Did It Have?

Depending on the market, the first-gen Golf was sold with a range of inline-four engines with a displacement of between 1,093 cc and 1,781 cc. The most powerful GTI models had either a 1.6- or 1.8-litre engine depending on the model year with power of up to 110 bhp. Two years after its initial launch, the hatch also got a 1.5-litre diesel engine, later replaced by a larger 1.6-litre unit.

As far as the design is concerned, Giugiaro's involvement in the development process commenced in January 1970 when he was invited to Wolfsburg. He was tasked with a design brief outlining a C-segment car featuring a two-box body in both three- and five-door versions. Giugiaro infused his design with his distinctive "origami" or "folded-paper" style, characterised by sharp corners and flat planes. Notably, he would later regard the Mk1 Golf as the pinnacle of his career in design.

Did It Sell Well?

The success of the first-generation Golf was nothing short of remarkable. The car quickly gained popularity, and by 1976, Volkswagen celebrated the sale of the first million units. Upon its discontinuation in 1984, more than six million units were produced and delivered to customers around the globe. The model was so popular and successful in certain regions that VW kept producing it in a modified form on the South African market for the next 25 years.

Over time, the cumulative sales of all Golf generations made it the most successful European car and the best-selling Volkswagen of all time, with over 37 million units delivered to date.

Here's One Fun Fact About The Golf

In 1975, Volkswagen introduced air conditioning as an option in its home market. While that's interesting enough for a small car in the middle of the 1970s, one other fact amazed us from today's perspective - VW offered a retrofit AC option to existing Golf owners together with a larger battery.

Brian Potter

House of David Volkswagen
Lane Cove Road North Ryde NSW 1970



Klub Korrespondenz.

From: asbarnfield@gmail.com

Sent: 27/8/24 12:10:43

Subject: the House of David, North Ryde

Hi Phil,

Check this out!

A photo of the House of David Volkswagen dealership, 'Eden Park,' 297 Lane Cove Road North Ryde, taken in 1970.

They were a renowned Volkswagen dealer from 1956 to 1980, on probably the largest block of land of any Australian VW dealer.

They were run by a family of orthodox Jews – hence the biblical name 'House of David.'

They were a landmark VW dealer for many years. After they eventually closed, the land was subdivided and a new industrial estate built on the land. All the buildings in the photo have been demolished and today it's unrecognisable.

The Shell service station is still there today, on the corner of Waterloo Rd. Until the early 1990s there used to be a 'House of David' painted sign still visible on the besser brick wall on the side of the Shell servo, but it has since been painted over. The vegetation has also grown since the 1990s.

In the background you can see the North Ryde Skyline Drive-In theatre – the amenities block in the middle and the swings underneath the screen. Like almost every Sydney drive-in, it closed in 1984, demolished and an industrial estate built on the site.

The long building on the top left, with the long row of tall thin windows, is the LNC Industries head office for Volkswagen Australia. It had just been completed, and officially opened by the Premier of NSW, Sir Robert Askin, the previous September (in 1969). This office survived until

LNC lost the Australian VW franchise in 1987, and LNC was broken up by 1990. It was demolished and another modern industrial estate built on the site.

Today 'Eden Park Drive,' a short cul-de-sac, curves through the land where VW Australia's office used to be, and ends on what was House of David land.

The carpark, garden and building on this side, where the photo was taken from, is also long gone. Today the location is the modern Courtyard Sydney hotel. Trees have grown up all along the main road.

Photo from the NSW State Archives.

Simon Barnfield

From: Medika.Thorpe@sbs.com.au

Sent: 27/8/24 13:57:10

Subject: VW Club enquiry

Hi there,

My name is Medika, I'm a producer at NITV/SBS and I work on a TV program called 'Going Places with Ernie Dingo'.

We recently did a story with a family in Ulladulla who are proud VW owners and collectors, and we would love to include some images of VW's in Australia back in the 60s/70s.

I found the attached images on your website:

Do you know who owns copyright of these images and if there are any licences / fees involved to use?

Please let me know if you require further information.

I look forward to hearing from you soon.

Kind regards,

Medika Thorpe



That's a pretty blurry reproduction and it has a watermark across the top. Not ideal!

To get a better copy, you could try contacting Lloyd Davies at the Volkswagen Club of Victoria. In the early 2000s he and his brother Rod produced a superb 'coffee table' book called 'Volkswagen in Australia - The Forgotten Story.' The book is full of wonderful

Hi Medika,

Thanks for your email and inquiry about our club website.

Those two photos were originally from 1960s and 1970s Australian VW sales brochures, the orange car from 1976 and the other from 1967 (the vertical white line is the page crease!)

The original Australian VW company went out of business in 1968, and the later importer (LNC Industries) in 1990, so the production companies of the time no longer exist. Today's Volkswagen Australia has only existed since 2001.

So as far as we are aware, there are no copyright issues on these images, they are 'public domain.' You are welcome to use them if you wish, as well as any others you find on our website. We would appreciate a small acknowledgement to 'Club VW Sydney' if you do.

Kind regards

Phil Matthews
Editor, Club VW Sydney

From: Medika.Thorpe@sbs.com.au
Sent: 9/2/2024 10:23:06
Subject: RE: VW Club enquiry

Hi Phil,

Happy Monday! Apologies for my late reply.

Thank you so much for your email and all the useful information about the VW company, important to know.

Also, thank you - it would be great to use those two photos, and if I see any more on your website, I'll be sure to flag it with you first. We will absolutely acknowledge 'Club VW Sydney' in our credits.

Just one more thing - there is a video we were also interested in using but couldn't find the source - here's the link: www.youtube.com/watch?v=meb9-RqRzuI

Have you seen this video before, and would you happen to know the source? Is this also part of the original VW Australian company production. Would it be in the public domain now?

Best,

Medika

Hi Medika,

Yes that was 1966 Australian TV ad, probably produced by the advertising agency DDB on behalf of Volkswagen Australasia. 1966 was the year that the Aussie model went from a 40 bhp 1200 engine, to a 50 bhp 1300 engine; hence the theme of more performance along the beach.

Yes it would be in the public domain now.

period photos that you might find useful.

But in addition, there was a limited 'collector's edition' that included a DVD of various Australian films and ads of the time. He might have a better 'archive' copy of that particular ad.

Good luck!

Kind regards

Phil Matthews
Editor, Club VW Sydney

From: jholmesdziuba@hotmail.com
Sent: 17/9/24 02:26:15
Subject: Hello from Canada: K-W & Area Bug Club

Hi Lee,

Hope this finds you doing well. We thought you might like to see our most recent Club newsletter. Here is the link:

https://drive.google.com/drive/folders/1DmNAW6OHZL4ccSCYmZ-yZkLcVrGs9Edz?usp=drive_link

Our back issues can be found here, if you are interested.

<https://drive.google.com/drive/folders/1iC-85HrrOjAgKrSzEHFBnDO7QDnjWkjr>

Our driving season is just winding down here in Canada as autumn is now almost upon us. Many of our Members

store their cars for the late fall and winter seasons, whereas my Little Beetle is in my garage and I can usually count on more days of driving even as other cars are slumbering!

Take care. We look forward to hearing about what you folks are up to when you get a chance to share! As well, if I could gain access somehow to your 2024 editions of your monthly publication, that would be terrific. I appreciate your consideration of that.

Kind regards,

Jennifer Dziuba
Chairperson, K-W & Area Bug Club





The VW Beetle could have been also part of the list, dating back to 1945 (not counting the few hundred assembled as KdF-Wagens during the war), but production finally ended in Mexico in 2003 after 21.5 million had been built. Unlike the Chevy and Ford, and numerous other big sellers such as the Toyota Corolla, VW Golf/Jetta, VW Passat and Honda Civic, the Beetle remained essentially the same vehicle throughout its run.

However it was the car's name that was never constant. Internally it was always the VW Type 1, with subdivisions such as the Type 11 (Beetle sedan), Type 13 (Superbug), and Type 15 (Cabriolet). But for customers, the car was originally just sold as the 'Volkswagen.' Later,

when other models appeared, it was sold as the 'Volkswagen 1200', 'Volkswagen 1300,' or 'Volkswagen 1500.' The 'Beetle' name wasn't officially used for the car until the 1970s, close to the end of its run.

Even then, 'Beetle' or 'Bug' was used only in English-speaking countries. Most countries had their own individual names. To the Germans, it was the Käfer; the French called it the Coccinelle and the Italians the Maggiolino. The Dutch knew it as the Kever; the Portuguese called it the Carocha and it was the Brouk in the Czech Republic and Boble in Norway. In Mexico it was Vocho; in Brazil the Fusca and Escarabajo in Argentina. There are dozens more examples from almost every country of the world.

And the Golf 4-based 1998 New Beetle, and Golf 6-based 2011 Beetle, used the Beetle name but they are different vehicles.

However, there's another VW that have stood the test of time, and it's the Transporter.

With 13 million units sold worldwide, the VW Transporter celebrated its 70th birthday in 2020 and currently stands as the world's longest-running and best-selling commercial van nameplate. The very first Transporter rolled off the Wolfsburg production line November 1949 and went on sale in Germany in February 1950. It was also known as the Bulli, Kombi, Splitty, VW bus, or microbus. It's now on its sixth generation and approaching its seventh. Let's take a little trip down the memory lane.

The VW Transporter.

When you think about vehicles that have stood out the test of time, the first on your list would probably be the Chevrolet Suburban. The first one entered production in 1935, and it's the longest-surviving vehicle nameplate in the world - although of course it's been redesigned many times and is currently in its 12th generation. We also note that Suburban production was paused during World War 2, with none made 1943-45. Production restarted in 1946 and has continued to the present day.



The Ford F-Series trucks will also be a likely candidate, dating back to 1948 when the first of the F-Series pickup family first appeared. Like the Chevy, it's been redesigned many times and is currently in its 14th generation. The Ford F-Series has been the biggest-selling pick-up truck in the US since 1977, and the biggest-selling vehicle overall since 1981. Over 40 million have been sold since 1948.



The T1 (for 'Transporter, 1st generation') started out as a hand-built panel van prototype based on a Beetle floorpan in 1949, but this proved lacking in strength. It was quickly redesigned with a unitary body and was launched in 1950 as a rear-engined panel van, combination cargo/passenger van,

and eight-seat microbus. Production moved to a dedicated Transporter factory at Hanover in 1956 and it was also assembled around the world, in Mexico, Brazil, South Africa and Australia. By 1967, around 1.9 million units of the Transporter T2 have been sold.



The second generation Transporter (T2) appeared in Germany in 1967 (and 1968 in most markets), and was much improved with more space, increased safety, better aerodynamics, suspension, brakes and a bigger 1600cc engine. It later had the option of auto transmission and VW Type 4-based 1.7, 1.8 and 2.0-litre twin-carb engines (and later fuel injection). It was also assembled in Australia, up to the end of 1976, with the last few years becoming fully imported.



The third generation (T3) appeared in Germany in 1979 and was again completely redesigned, with a spacious modern body, lower floor, much bigger access doors and improved mechanicals such as coil-spring suspension and improved digital 2.0-litre engines with hydraulic tappets. The more powerful and efficient 'wasserboxer' 1.9-litre engine appeared in 1984, and enlarged further to 2.1 litres in 1987. For the first time, 'Syncro' AWD models (built by Steyr-Daimler-Puch in Austria) were available.



The fourth generation (T4) appeared in 1990 and was a major departure by moving to Golf-based front-engine front-drive, a much more modern body with full-length flat floor, and a choice of short or long wheelbases and two different roof heights. The tail gate could either be lift-up or double doors. Engine choices later included the Audi-based 5-cylinder, and the VW VR6. The T4 could also be bought as a cab-chassis for custom body designs to be fitted. As a VW 'Model 70' according to its VIN, it was the first VW Transporter to NOT be a Type 2.



The fifth generation (T5) appearing in 2003 was a further development of the Transporter theme and for its home market came in a huge number of models, body styles and trim levels. 4- and VR6-cylinder petrol engines, 4- and 5-cylinder TDI diesel engines, and panel van, half-panels, cab-chassis, single- and double-cab pickups, crew-cabs, kombis, taxis and shuttles; and Multivan or Caravelle people movers. A factory California camper conversion was available. The range was facelifted in 2009.

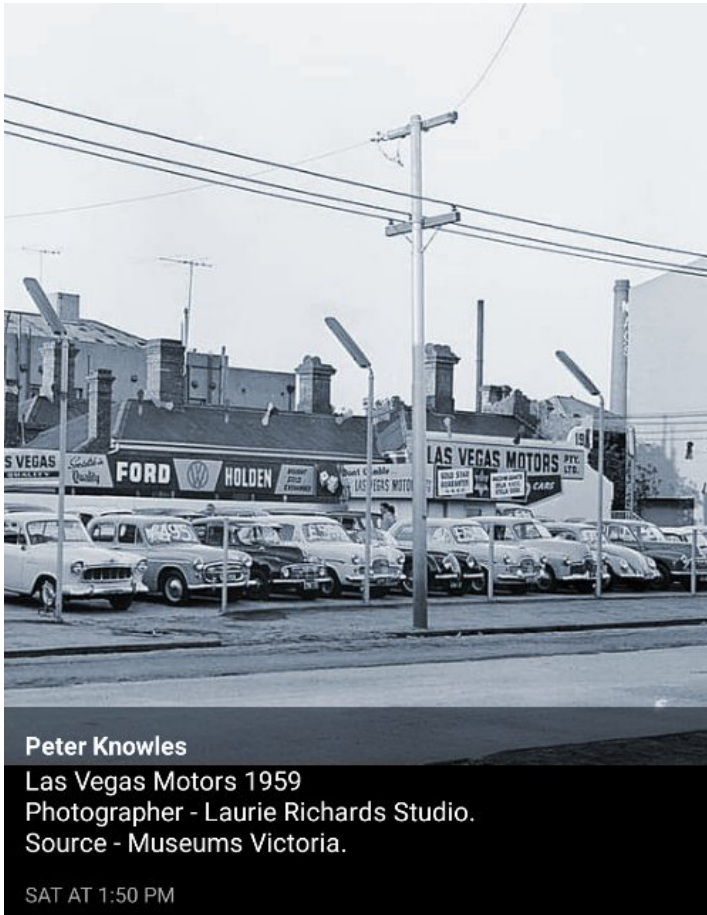


The sixth generation (T6) appeared in 2015, more as a major facelift of the T5 rather than a completely new design. There were panel changes to the nose and tail, and new Euro 6 engines were available. Volkswagen claimed further refinements to ride, handling and noise levels.

So to today, where the T7 Transporter range is to be split to two branches. The VW-based T7 Multivan (2022) is an all-new body design on the MQB platform, with petrol, diesel or hybrid options. It will be solely a passenger vehicle; the Multivan is the only version. For the commercial side, VW will use the Ford Transit van as a basis to create a new Transporter, in the same way that the Amarok is a Ford Ranger.

Even as a Ford, the VW Transporter will continue on!

Oscar's Scrapbook.



Peter Knowles
Las Vegas Motors 1959
Photographer - Laurie Richards Studio.
Source - Museums Victoria.
SAT AT 1:50 PM



Marriage is a relationship where one person is always right and the other person is the husband.

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Invitation

You are invited to inspect the new, remarkable Volkswagen in our Showrooms—NOW! You'll be truly amazed at its unconventional yet sensationally effective specifications — and even more amazed when you experience its riding comfort and performance during a trial run.

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- 38-40 Miles per gallon!
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£893 (incl. tax)

Gilbert & Roach, Church Street, Parramatta, have been appointed service and distributing dealers for the internationally famous Volkswagen.

The new 1954 model is now being previewed at their modern showrooms just across Lennox Bridge.

It is a well-known fact that meticulous care is taken by the "V.W." manufacturers before appointment of motor distributors as Volkswagen Service Centres.

The manufacturing company takes pride in its appointments, assured of outstanding service and reliability from organisations handling the distribution and service of the Volkswagen.

Wednesday, May 12, 1954



JOHN LAWS
 Every evening at 4.00
 and Sunday morning
 on the
BRIGHTER
2UE
FIRST IN SYDNEY



Empty trailer gets lift piggyback on rear of Volkswagen above.

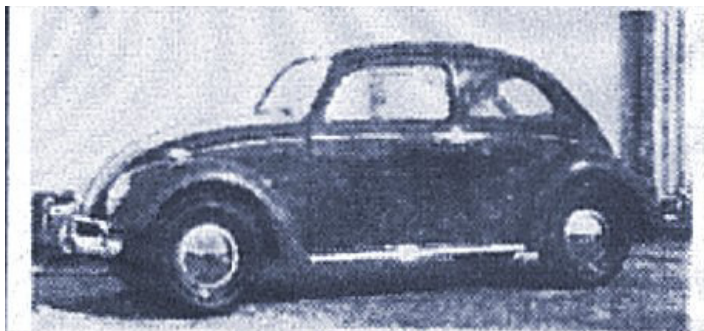


Back on roadway, it's a luggage carrier riding on single wheel.

Trailer rides piggyback when not hauling load

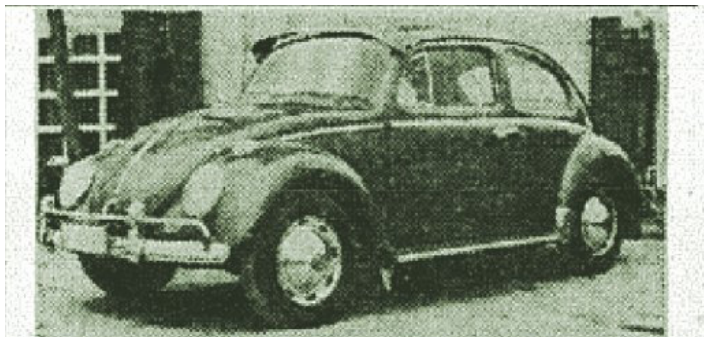
Need more luggage room in one of those small foreign cars? A Swiss manufacturer has come up with one solution: a tiny trailer that hauls up to 220 pounds in tow, rides piggyback when empty.

Transition from towing position to piggyback is made by removing the single wheel and swiveling the frame around on its hitch to where it can be secured on the back. The wheel then bolts to the trailer bed. Price in Europe is \$125 to \$225.



66 VW 1300

Don't buy a new one & miss this! Only 1400 miles. Royal blue only one month old. Save £150 at only **£795** ➔



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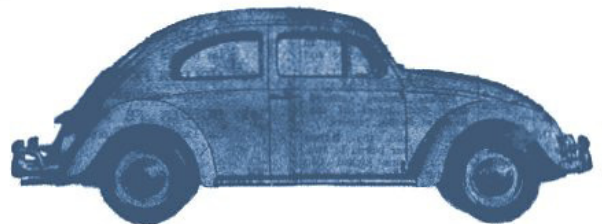
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MEAGHERS MACHINERY

PHONE 2 and 1082 (After Hours)



The late news.

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

Due to heavy fog in Sydney last night, the Sally Field stage production of the Flying Nun at the Capitol Theatre had to be diverted to Melbourne.

In Canberra today the Department of Defence have announced a new pay scale for Army personnel. It is heavily in favour of the more senior NCO ranks. A new recruit commented that it was fine for the sergeants and corporals, but it was a nasty blow to the privates.

In Canberra today Prime Minister Anthony Albanese was flying the flag at half-mast at The Lodge. When asked why, he replied that he was half expecting the King to visit.

The Miss Australia contest in Brisbane last night was won by Miss Wapping. Second place was Miss Not Quite So Wapping, while third place was Miss Absolutely Piffing.

The Federal Treasurer Jim Chalmers announced his plans today for Australia's small shop keepers - a lower counter.

There was a dramatic rescue in the South Pacific today, when 22 buxom dancing girls and 1 young deck hand were picked up after being marooned together on a desert island for six months. The women were said to be in very good health, but the young man met with an unfortunate accident. He was blown over by a gust of wind and carried off by the ship's cat.

8,000 cases of imported fruit were stolen yesterday from the Port Botany container terminal. A police spokesman said it would have taken a gang of dock thieves at least four hours to do that. A member of the Waterside Union replied that whatever happens in the tea break was none of their concern.

Sydney Water CEO Roch Cheroux read stories to children yesterday as part of Education Week. He read them The House at Pooh Corner.

The favourite for the amateur Woodworking Championships at the Showground this week was Mrs Cynthia Crump, with her home-made mahogany desk. However she was disqualified. Her legs were not straight, and when the judges banged her bottom her drawers fell off.

With bakers still out on strike, the bread shortage continues. A woman was seen by the pond in Centennial Park this morning, throwing IOUs to the ducks.

Elon Musk announced today that Tesla has joined forces with Fisher-Price. They will produce a new electric car that appeals to young children - it comes with a built-in rattle.

The NSW Medical Association held a demonstration down Macquarie St today, with dozens of doctors protest marching and carrying their own handwritten signs. Unfortunately, no one could read them - except for one chemist who happened to be passing by. He told the doctors to come back in 20 minutes.

A man with a wooden leg was stopped by police yesterday. He had been hopping down the road on his wooden leg, while at the same time pouring treacle over his bald head. He told police he was going to a fancy dress ball as a toffee apple.

The Berlei company today released a stylish new design of bras. It's called the 'sheepdog' - it rounds them up and points them in the right direction.

Sport. The Irish Water Skiing Championships had to be cancelled this week. Organisers said they had looked all over the country but could not find a sloping lake.

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

A black and white advertisement for a Volkswagen Golf. At the top, the VW logo is on the left and right, with the word "CLOUGHS" in large, bold, sans-serif letters in the center. Below this, "VW GOLF" is written in very large, bold letters. Underneath, it says "Wheels Car Of The Year" in a smaller font, followed by "IMMEDIATE DELIVERY" in large, bold letters. Below that, "MANUAL & AUTOMATIC" is written in large, bold letters. In the center of the ad is a photograph of a dark-colored Volkswagen Golf with its rear hatchback open. At the bottom of the ad, the address "CNR CANTERBURY RD & STACEY ST, BANKSTOWN" is written in large, bold letters. Below the address, the phone number "707 2700" is written in large, bold letters. At the very bottom, in a smaller font, it says "PARTS MON-FRI, 8-5.30, SAT, 8-12, Sun, 9-12".

A PUBLIC ADMISSION FROM VOLKSWAGEN.

If you took away our legendary reputation for economy and reliability, outstanding re-sale value, dependable service and engineering excellence, the Golf would be much the same as our competitors' cars.



Volkswagen Australia Pty. Limited (A Division of LNC Industries Limited).

Petrol or diesel economy. VWN1928

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We wish to extend a sincere *thank you* to all of our sponsors below, who made the VW Nationals 2024 possible. Please support them, because they support us.

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