

Zeitschrift



Australia Day 2025 at Glenbrook.

February 2025

IN THIS 40th ANNIVERSARY ISSUE:

Club VW turns 40!
 Australia Day Glenbrook
 Our new meeting venue
 More Ash articles

Miracle VW Bus
 VWs coming in 2025
 Rod's Life Project 15
 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.

President:	Lee Woods l.woods@hotmail.com.au	0414 952 509
Vice President:	Stewart Burke stewart.burke@me.com	0403 481 636
Membership:	Mohammad Banya mohammad.banya@gmail.com	0450 003 098
Treasurer:	Bob Hickman hicko@iinet.net.au	0418 613 394
Editor:	Phil Matthews editor@clubvw.org.au	0412 786 339
Vintage Registr:	John Ladomatos johnladomatos@y7mail.com	0449 236 076
Vintage Assistant:	Wayne Fenech	0439 133 278
Social Media:	Daniel French daniel.french2011@gmail.com	0414 328 062
Social Events:	Kylie Rayner krkombi@gmail.com	0401 135 381
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Tool Librarian:	Bob Hickman hicko@iinet.net.au	0418 613 394
Merchandising:	Adam Daines adam.daines@hotmail.com	0404 984 648
Assistant Merch:	Oscar Daines	
Raffle Officer:	Christine Eaton	(02) 9520 4914
Motorsport Captain:	Rudi Frank bigrudivw@gmail.com	0418 442 953
VW Nationals Committee:	Lee Woods Steve Carter Zelko Jurkovic Sam Nadile Daniel French	0414 952 509 Bob Hickman Eddie Flieta Sandy Benic Phil Matthews
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	

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.

Club VeeDub monthly meetings are held at **Canley Heights RSL Club**, 26 Humphries Rd, Wakeley NSW 2176, on the **third Monday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

Correspondence.

Club VeeDub Sydney
PO Box 1340
Camden NSW 2570



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 Friday of each month.

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

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

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

We thank our VW Nationals sponsors:

36 years.

Andrew Dodd Automotive	Vintage Vee Dub Supplies
H&M Ferman	Volksbahn Autos Pty Ltd
Stan Pobjoy Race Engineering	

30 shows and over.

Aust VW Performance Centre	Shannons Car Insurance
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North Rocky Mechanical	

20 shows and over.

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Harding Performance Cars	Wayne Penrose Automotive

15 shows and over.

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BWA Auto	Volkscare
Canberra VW Centre	VW Magazine Australia
Euro Revolution	

10 shows and over.

Das Resto Parts	Motexion
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Mackellar Service Centre	Volkwerke

See the back page for all 2024 VW Nationals sponsors

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



We've moved!

From February 2025 our Club VW monthly meetings will now be held on the THIRD MONDAY of each month

Next meeting:

MONDAY 17th FEBRUARY
7:30pm at

CANLEY HEIGHTS RSL
26 Humphries Rd, Wakeley

- Enjoy the Delights Brasserie and the lounge and bar areas
- Central location off Cumberland Hwy and Elizabeth Drive
- We have use of the Club's auditorium for our meetings
- Please wear your Club VW shirt if possible
- Please join the Canley Heights RSL as a member – just \$3 per year, or \$9 for 5 years

For more info contact Bob Hickman on 0418 613 394



www.canleyheightsrsl.com.au/





Gerringong Lions Club Motor Fest / Car Show Saturday 15th February



Michael Cronin Oval Blackwood St Gerringong

\$10 entry fee per car. Variety of food and drinks on site. Lots of cafes, coffee shops and local markets nearby.

All proceeds to Lions Childhood Cancer Research Foundation

Once again we invite members of Club VeeDub Sydney to attend. Space will be allocated for the VWs to park together, so long as you pre-book. Prizes will be provided to winning vehicles in a number of categories.

YOU NEED TO CONFIRM ATTENDANCE BY MID-DECEMBER 2024, PER:

Lions Club Contact:

Stefanie Allison 0410 626 199

Email: gerringong.nsw@lions.org.au

JOIN THE CLUB VEEDUB CONVOY! Meet at McDonalds at Heathcote (cnr Princes Hwy & Wilson Pde), from 7am for a 7:30am departure. It's 95 km (1 hr 10 min) to Gerringong.





The Council of ACT Motor Clubs inc. presents

Famous Wheels 2025

Heritage Motoring Enthusiasts'
Autumn display for all marques

Celebrating everything Famous



Queanbeyan Showgrounds

Sunday 16th February

Exhibitor entry from 7:30am to 9:30am

Public entry from 10:30am to 1:30pm

Sponsor: Famous Insurance Brokers

Held in conjunction with the ***Queanbeyan Market***

enquiries: info@cactmc.org.au

web: www.cactmc.org.au

Dubs By The Lake 2025



February 21st-23rd



MUSWELLBROOK SHOWGROUND NSW

VW/LIMBO
GRASSEVENTS
HUBCAP TOSS
LIVE MUSIC
MARKET STALLS

FAMILY PASS \$12
VW PASS \$7
ADULT \$5
KIDS \$2

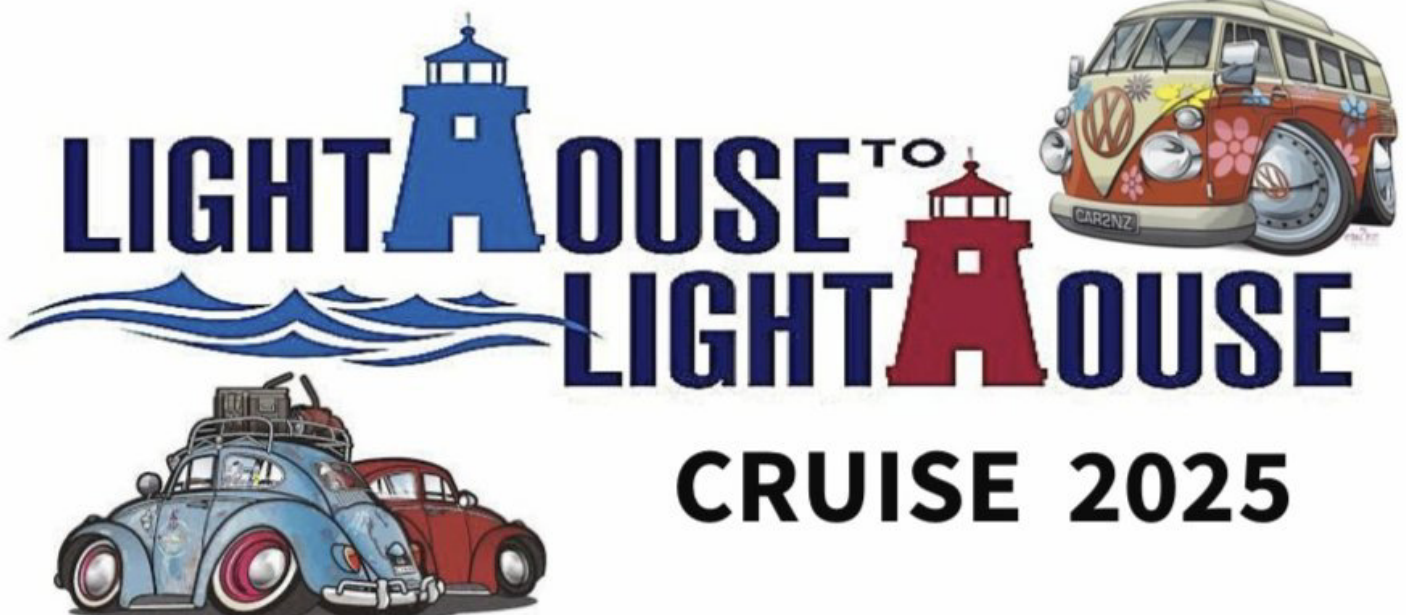
VW CRUISE
FOOD STALLS
KIDS CORNER
SWAP MEET
LIVE AUCTION
RAFFLE

Tickets available online at sticky tickets or at the gate on the day

ALL PROCEEDS GO TO THE WESTPAC RESCUE HELICOPTER



**It's Time to Dust off Your VWs, It's on Again!
FLAT FOUR'S Lighthouse to Lighthouse Run.
Come and Join the FUN, Rain, Hail or Shine!**



Date: Saturday 8th March 2025

Time: Meet from 3:00pm Depart: 3:30pm.

**Meeting Point: Old Wollongong Lighthouse,
Flagstaff Hill Park, Wollongong.**

Finishing: Kiama Light House, Kiama.

**Afterwards, you can enjoy one of the many Restaurants and Cafe
Kiama has to offer Or Join a Few of US at Kiama Leagues Club.**

**For more Info. visit [FlatFour](#) on FaceBook
and/or Phone [Kevin 0417480905](tel:0417480905) or [Rod 0416173859](tel:0416173859)**



SHOW 'n' SHINE



Sun 23rd March '25

Gates OPEN – 7.30am

\$10.00 Entry

BBQ / Raffles

**Kelso Park North,
Softball Complex Milperra
Enter via Henry Lawson Drive**



Contact Stuart - 0418978155

club

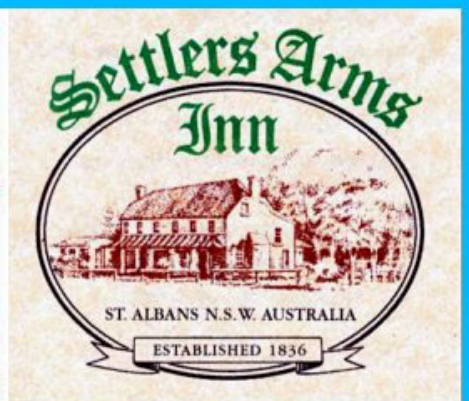
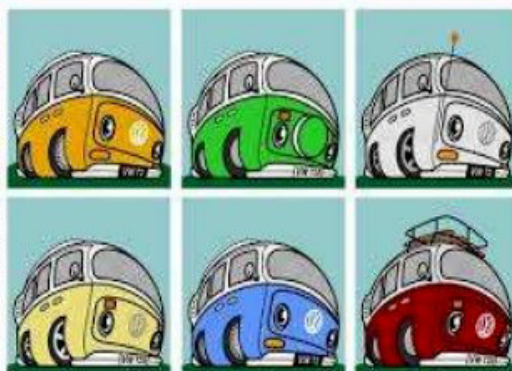
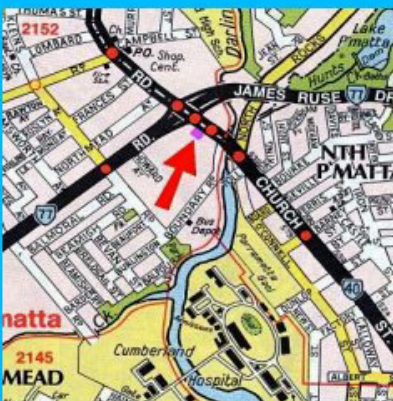


40TH

ANNIVERSARY CRUISE!

SUNDAY 13TH APRIL

- ❖ *Meet at Hungry Jack's at North Parramatta (near Supercheap Auto) from 8:30am*
- ❖ *Depart about 9:30am after having a relaxing brekkie and coffees. Take your info sheets.*
- ❖ *Follow the Navigation instructions and answer the trivia questions along the way! (hint: bring a friend or co-driver along to help!)*
- ❖ *Finish at Settlers Arms Inn at St. Albans for lunch and drinks. All tarmac roads; no dirt or gravel! :) Organised by Phil and Kylie! :)*



2025 VW NATIONALS

Presented by Club VeeDub, Sydney
Celebrating all cars made by the Volkswagen Group

over 40
Trophy
categories

\$10
Spectator
Entry



\$30
Show n Shine
Entry

Swap
Meet!

SUNDAY MAY **25** 2025

FROM 7:30AM

FOOD TRUCKS

SHOW AND SHINE

LIVE MUSIC

Fairfield Showground
443 Smithfield Rd, Prairiewood NSW 2176

Von der Frau Präsidentin.

Schönen Tag,

Well, that's January done and dusted!!! And what a year 2025 has shaped up to be so far!

We unfortunately had to postpone the 2025 Summer cruise this year due to the extreme wind and weather that was happening around Sydney and Wollongong, and the emergency work being done by the SES. We might consider another suitable date in the coming months.

February and March will be nice and busy with lots of events occurring!

Gerringong Motorfest at Mick Cronin Oval, Blackwood St Gerringong, is happening on Saturday the 15th February put on by the Gerringong Lions Club to raise money for childhood cancer research, which is always a great cause! We're meeting at Maccas at Heathcote for the cruise down there. Beware of scam Facebook sites with wrong info - you always pay on entry at this show, never on-line beforehand.

Then Canberra's Shannons 'Famous' Wheels car show will be held at Queanbeyan Showgrounds on Sunday the 16th February from 7:30am. Celebrating everything famous! Held in conjunction with Queanbeyan markets. Hosted by the Council of ACT Motor Clubs - see our Canberra Chapter's Facebook page for all info.

Dubs by the Lake is on again, being held this year at the Muswellbrook Showground. All monies raised are being donated to the Westpac Rescue Helicopter, a service we hope to never use but glad to know it's there when needed! It's a weekend long event from the 21st to the 23rd February!

Flat Four will have their annual Lighthouse to Lighthouse cruise on the 8th March from Wollongong to Kiama. It's always an enjoyable day to catch up with our friends and take our VWs for a drive. With any luck the blowhole will be putting on a great show too! Then Flat Four follows that with their Kelso Park Show n Shine on Sunday 23 March.

And in April we will be celebrating our club's 40th birthday with a signpost trivia cruise from Parramatta to St Albans on Sunday 13th April. The same venue as the club's first run back in 1985! Follow the instructions, spot the clues and answer the questions. Bring a co-driver or helper!

We were going to join the Cars n Coffee at Berrima next month, but there's so much on we'll give it a miss for the moment. Mabe after the Nationals?

Our big news this month and moving forward, you will find us at our new meeting place - Canley Heights RSL Club - and on the third MONDAY of every month! I know there has



been a lot of change with venues over the past 6 months. However we have settled on a great location. The club has asked our member to join, at a whopping cost of \$3.00 per year or \$9.00 for 5 years! This will also give you a discount on food and beverages purchased in the club!

We'll be in the auditorium, so come along on Monday 17th February, see our new digs and join the RSL. Don't forget to wear your club shirts if possible!

Wenn nur alles im Leben so zuverlässig wäre wie ein Volkswagen

(If only everything in life was as reliable as a Volkswagen)

Until next month,

Lee Woods



Kanberra Kapitel report.

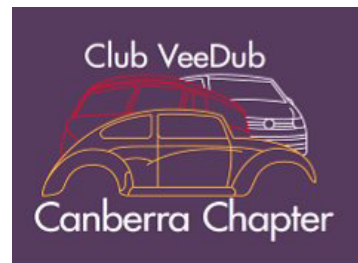
We are now well into 2025 and already into the new Chinese Year -Wie die Zeit vergeht!

January was more for off-VW events, with Summernats and the Festival of Speed held in Canberra, catering for all types of motoring enthusiasts. There were no club specific vehicles in these. However, there were VWs represented (yes, air cooled as well) and VW group cars in the mix across both events.

Coming up in Feb we have Famous Wheels 2025 and most likely another Thoroughbred Park Cars n Coffee event.

Keep an eye on the Facebook page updates on these and always happy for event suggestions.

-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.

February.

Monday 10th:- Committee Meeting at Canley Heights RSL Club, 26 Humphries Rd, Wakeley.

Saturday 15th:- Gerringong Motorfest 2025 at Mick Cronin Oval, Blackwood St Gerringong, from 9am. Organised by the Lions Club of Gerringong for childhood cancer research. Over 350 cars, from classics to vintage, to sports cars and hot rods will be there. Variety of food and drinks available. Town markets on the same day. Entry is \$10 per car. You will need to pre-book your place - email: gerringong.nsw@lions.org.au
Join the Club VW Convoy from McDonalds Heathcote (Princes Hwy and Wilson Pde) from 7am for a 7:30am departure - 95 km and 1 hr 10 min to Gerringong.

Sunday 16th:- Canberra Shannons 'Famous' Wheels car show. Held at Queanbeyan Showgrounds, with gates open for entrants from 07:30 and spectators from 10:30. Heritage motoruing enthusiasts' Autumn display for all marques. Celebrating everything famous! Held in conjunction with Queanbeyan markets. Go to www.cactmc.org.au for more info. Hosted by the Council of ACT Motor Clubs.

Monday 17th:- CLUB VW MONTHLY MEETING at Canley Heights RSL Club, 26 Humphries Rd, Wakeley. Come and see our new meeting venue in the club's auditorium! Please join the RSL Club while you're there, it's only \$3 per year or \$9 for 5 years. Central location, plenty of parking. Enjoy the club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

Saturday-Sunday 22-23rd:- Dubs By The Lake 2025 at Muswellbrook Showground, Rutherford Rd Muswellbrook. Two days of VW fun, camping welcome. VW car show, VW cruise, market stalls, swap meet, food stalls, live music, hubcap toss, VW limbo, live auction and raffle. Kids' corner and lots more. \$12 family pass, \$7 VW entry pass, \$5 spectators, \$2 kids. All proceeds to the Westpac Rescue Helicopter. www.facebook.com/dubsbythelake/

March.

Tuesday 4rd:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

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

Saturday 8th:- VW Lighthouse to Lighthouse Cruise, organised by Flat Four VW Club. This run is open to all VWs, old and new. Come along and join the fun, rain hail or shine. Meet at Wollongong Lighthouse, Endeavour Drive, Flagstaff Hill Park at Wollongong, from 3:00pm. Depart 3:30pm for a cruise to Kiama Lighthouse. Then afterwards to Kiama Leagues for food and drinks. For more info contact Kevin on 0417 480905. **Join the Club VW Convoy from Uncle Leo's BP Roadhouse at Liverpool Crossroads, from 1:30pm for a 2pm departure. 75 km and 55 min to Wollongong.**

Monday 10th:- Committee Meeting at Canley Heights RSL Club, 26 Humphries Rd, Wakeley.

Monday 17th:- CLUB VW MONTHLY MEETING at Canley Heights RSL Club, 26 Humphries Rd, Wakeley. Come and see our new meeting venue in the club's auditorium!

Please join the RSL Club while you're there, it's only \$3 per year or \$9 for 5 years. Central location, plenty of parking. Enjoy the club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

Sunday 23rd:- Flat Four VW Show and Shine at Kelso Park North Softball Complex, Henry Lawson Drive Milperra. Gates open 7:30am. \$10 entry. BBQ and raffles. Join our friends from Flat Four for a fun day. Contact Stewart on 0418 978155.

April.

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

Friday 11th:- Magazine Cut-off Date for articles, letters and For-Sales.

Sunday 13th:- Club Veedub 40th Anniversary Cruise. Celebrate our club's 40th birthday by coming on a navigation run to the same destination as our first run in 1985! Meet at Hungry Jack's at North Parramatta, off Church St near Supercheap Auto, from 8:30am. Bring a friend to navigate! We'll depart at 9:30am after coffees. Follow the instructions, spot the landmarks, answer the questions. Cruise to St Albans (where we went in 1985!) for a beer and a country pub lunch if you wish. All tarmac, no gravel roads! (we made that mistake in 1985...) Trophies for 1st and 2nd.

Monday 14th:- Committee Meeting at Canley Heights RSL Club, 26 Humphries Rd, Wakeley.

Monday 21st:- CLUB VW MONTHLY MEETING at Canley Heights RSL Club, 26 Humphries Rd, Wakeley. Come and see our new meeting venue in the club's auditorium! Please join the RSL Club while you're there, it's only \$3 per year or \$9 for 5 years. Central location, plenty of parking. Enjoy the club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

May.

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

Friday 9th:- Magazine Cut-off Date for articles, letters and For-Sales.

Monday 12th:- Committee Meeting at Canley Heights RSL Club, 26 Humphries Rd, Wakeley.

Monday 19th:- CLUB VW MONTHLY MEETING at Canley Heights RSL Club, 26 Humphries Rd, Wakeley. Come and see our new meeting venue in the club's auditorium! Please join the RSL Club while you're there, it's only \$3 per year or \$9 for 5 years. Central location, plenty of parking. Enjoy the club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

SUNDAY 25th: VW NATIONALS 2025 at

Fairfield Showgrounds, Smithfield Rd Prarieewood. Our biggest VW show of the year is on again! 44 peer-judged categories, plus special judged Concours and perpetual trophy categories including the David Birchall Car of the Day. VW trader and market stands, new car display, swap meet, kids activities, music and entertainment, great food and drink, VW family fun all day. Gates open 7:30am.

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 been working on VWs for over 50 years. I have an old set of **VW engine cases** that I don't know the year – maybe 1956? The pics are of that case. And I would like to sell these cases. Please email Rick Kuehn at redman53_2001@yahoo.com

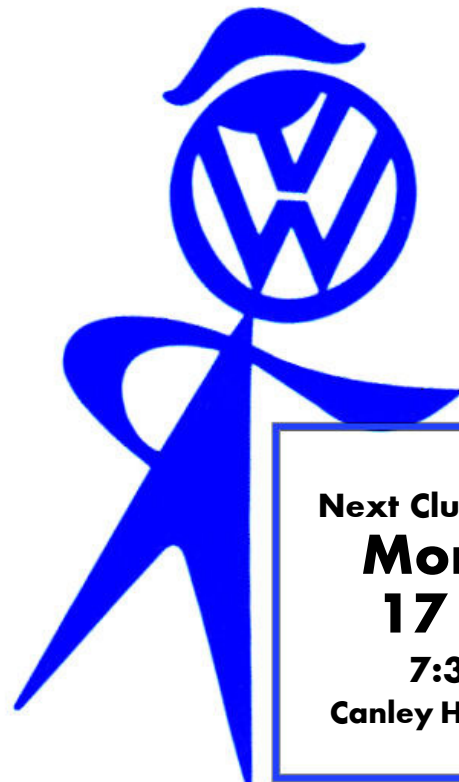
For Sale:- **VW Type 14 Karmann Ghia**, 1963-64 Australian delivered. Chassis :5998726 Colour: Metallic grey (originally Anthracite) with Pearl White roof. Interior: Grey carpet, correct cream/beige door panels, new lining. Back Story: Unfinished project. (I never thought i would say that) Can you finish it? I have owned this car for 30 years and have been working on it seriously for the past ten years. It is 98% finished but I don't think I can get it on the road. I'm 68 and always have so many projects on the go (including a Kombi



camper) I'm ashamed to say I will probably never finish this one. Most of the parts were imported from KGPR in California. I've lost count of the cost! The aim of the rebuild was to make the vehicle look similar to the original but drive, handle and ride like later models. From what I've seen over the past few years this vehicle would sell of around \$60k if it were on the road. I'm admitting defeat and offering it for \$45k to get back my garage and to move on. I have dozens of photos and a written description. I am in Newcastle. Please email me and I will send you more information. Contact David on 0405 108284 or email david.flack3@gmail.com

2nd Month ads.

For Sale:- 1985 T3 Kombi Transporter Trakka camper. I purchased it in 2016 in very good condition, by which time it had had a respray. I basically wanted to improve it further, so I have added electric power steering which has transformed the driving experience. A totally rebuilt 2.1 Wasserboxer delivers the power via the 5 speed manual gearbox. Twin 40 mm Weber carbs give a great throaty



Next Club Meeting:
Monday
17 Feb.
7:30pm
Canley Heights RSL.



sound. It has Factory air conditioning, retro steering wheel, interior is in fabulous condition. Fuchs-style Porsche rims c/w Pirelli tyres add style and grip. Km on the clock read 98,300 but the engine has done around 2000 km since rebuild. Spares include an extra set of alloys and tyres (not Fuchs) as well as four original rims. I also have a steel bull bar in good condition. I would consider serious offers around the \$35,000 mark. Contact me for more photos and info. Paul McLelland, Springwood, NSW 0403 937258 or email pmcllland43@gmail.com

For Sale:- 1964 VW Beetle, Standard. Original 1200cc engine and 4-speed all-synco gearbox. High Originality: I've had it for 25 years (it was my first car) and I upgraded to 12-volt and had the engine reconditioned when I first got it, but other than that it's all original. For the last ten years while I've been overseas it's been garaged at my Dad's house and he's driven it once a month. It's had full standard rego in NSW up until the end of last year. \$27,000 ONO Currently garaged at Castle Hill, please contact Alicia on 0424 676 100 or email brown.alicia@gmail.com for more information.



For Sale:- Windows for '64 to '67 VW Bug - 1 x rear, 1 x drivers side front & 1 x small drivers side and 1 x passenger side rear window as per photos \$250 the lot ono. Located in Forbes. Contact Graham on 042 8516815 or email grahamjdick65@gmail.com

Here's another Canberra Chapter flag event photo from January (thanks to Ben Mallie for photos)

- Aldred



Trades and services directory.

Trades and services directory.

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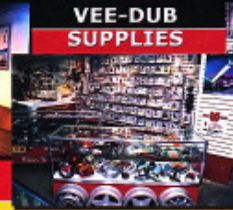


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Trades and services directory.

Trades and services directory.

AUSTRALIAN VW PERFORMANCE Centre

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

www.vwperformance.com.au

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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taken - whether they are to the roof, the top of the seatbacks or the parcel shelf - but on paper, they are up 115L, 150L and 130L respectively compared to the Tiguan Allspace.

Plug-in hybrid power is available on the Tayron in Europe, but only with five seats - which may limit its appeal for Australian showrooms.

The Tayron has a body different from the Tiguan to account for its larger footprint - with a distinct rear window pillar treatment - though components such as the front bumper and doors appear to be shared to reduce costs.

Matrix LED headlights are available on the outside, as well as alloy wheels up to 20 inches in diameter in Elegance and R-Line

model grades, and an animated LED tail-light bar that includes a standard-fit illuminated Volkswagen badge.

Inside, the Tayron's dashboard is distinct from the Tiguan - with illuminated 'TAYRON' wording ahead of the front passenger - while genuine open-pore wood finishes are available to help justify the seven-seater's price premium.

There's a choice of 32.8-cm and 38.1-cm touchscreens, offering wireless Apple CarPlay and Android Auto, satellite navigation, and on models with the larger screen, an IDA voice assistant incorporating ChatGPT AI technology.

As with other new Volkswagens, most of the vehicle's functions run through the touchscreen - or touch-sensitive controls elsewhere in the cabin, including illuminated volume and air temperature sliders under the infotainment display.

The fiddly touch-sensitive steering wheel controls of the outgoing Tiguan Allspace have been ditched, in response to criticism from customers and media.

Mirroring the latest Tiguan, the Tayron's gear selector has moved to a stalk behind the steering wheel, and in its place a new multi-function rotary dial fitted that can be set to control the audio volume, drive modes, or ambient interior lighting 'mood'.

A 26-cm digital instrument cluster sits ahead of the driver, while three-zone climate control, wireless phone charging, a Harman Kardon premium sound system and a tilting and sliding panoramic sunroof are available.

Microfibre or leather trim is used for the upholstery in flagship variants, which also offer power-adjustable front seats with ventilation and massaging.

Tayron confirmed for Australia.

The 2025 Volkswagen Tayron is due to replace the Tiguan Allspace in Australia by the end of this year, as the company's seven-seat rival for the Hyundai Santa Fe and Kia Sorento.

The Tayron name was previously applied to a sportier and slightly larger sibling to the outgoing Tiguan - which was sold exclusively in China, where it was built in the VW-FAI factory in Tianjin, China.

Now Volkswagen has gone global with the second-generation Tayron, which will be built in VW's Puebla (Mexico) and Wolfsburg (Germany) plants, as well as in China. It will be the successor to the Tiguan Allspace seven-seater, which is bigger than the car it replaces - and wears styling more distinct from its new-generation Tiguan five-seat sibling.

Australian showroom arrivals are due in late 2025, after the new short-body, five-seat third-generation Tiguan arrives in the second quarter (April to June).

The Tayron inherits the advances made with the latest Tiguan, including an all-new interior with a super-sized 38.1-cm touchscreen, and an updated range of petrol, diesel and plug-in hybrid engines.

Measuring 4770 mm long, 1852 mm wide and 1660 mm tall, on a 2791 mm wheelbase, the Tayron is 36 mm longer overall and 13 mm wider than its predecessor for improved cabin space - but no larger between the front and rear wheels, and slightly lower for a sportier look.

Compared to the new five-seat Tiguan, it is about 230 mm longer nose to tail, with an extra 114 mm between the front and rear wheels, to accommodate the third row of seats.

Access to the third row is through a one-touch sliding mechanism for the 60:40 split-folding second-row seats.

Boot space is a claimed 345 litres with all seven seats in place, expanding to 850 litres with the third row folded, and 1905 litres with the second and third rows of seats stowed.

It is unclear how these measurements were



Powering the Tayron is the same range of engines as the Tiguan, across petrol, diesel and petrol-electric plug-in hybrid propulsion.

Petrol engines include a 110 kW/250 Nm 1.5-litre turbo four-cylinder with mild-hybrid technology and front-wheel drive, as well as a top-of-the-range 195 kW/400 Nm 2.0-litre turbo four-cylinder with all-wheel drive.

A pair of diesels will be available in Europe - 110 kW front-wheel-drive and 142 kW all-wheel-drive versions of a 2.0-litre turbo four-cylinder - but these aren't expected to come to Australia.

European customers will also be offered two plug-in hybrids, each combining a 1.5-litre turbo-petrol four-cylinder engine with an electric motor and 19.7 kWh battery for system outputs of 150 kW or 200 kW.

Volkswagen claims electric-only driving ranges of "over 100km" for the plug-in hybrids, as well as 50 kW DC and 11 kW AC charging capabilities for their batteries.

Dual-clutch automatic transmissions are standard across the range, expected to feature seven speeds in the pure petrol and diesel variants, or six in the plug-in hybrids.

Adaptive suspension is offered on top-of-the-range variants, while all-wheel-drive Tayrons can tow up to 2500 kg braked.

A full suite of advanced safety technology is available, including adaptive cruise control, lane-centring assist (Travel Assist), lane-keep assist, blind-spot monitoring, rear cross-traffic alert, and autonomous emergency braking with pedestrian, cyclist and intersection detection.

There's also traffic sign recognition, automatic parking, and an exit warning system that can prevent one of the side doors from being opened if a car or cyclist is approaching from behind.

The 2025 Volkswagen Tayron is due in Australian showrooms later this year.

Coming here in 2025.

VW ID. Buzz - here now

The electric van supposedly channelling the original Volkswagen Kombi, the ID. Buzz will be available in four variants - from a three-seat commercial van to a seven-seat performance people-mover.

Buyers can choose from either rear- or all-wheel drive, with electric driving ranges of between 461 and 487 kilometres being quoted for the ID. Buzz in Europe.



Seven seats will be fitted to long-wheelbase Pro and GTX models, which include an 85 kWh lithium-ion battery.

The ID. Buzz Pro includes a rear-mounted 210 kW/560 Nm electric motor, while the GTX adds a front 80 kW/134 Nm motor for all-wheel drive and a combined 250 kW output, making it just one tenth of a second slower than a Golf GTI.

The ID. Buzz starts at just under \$80,000 and tops out at around \$110,000.

VW Tiguan Mk3 - Q2 2025

Australia will get an all-new Tiguan this year, with buyers able to choose from three turbocharged petrol engines - the 110TSI, 150TSI, and 195TSI - when the new model launches.



The new Tiguan will be offered as a five-seater only in Australia, with the seven-seat Allspace to be replaced by the Tayron later this year.

Plans for a future plug-in hybrid variant remain unclear, while the popular Tiguan R has been axed from the local line-up.

VW Multivan - Q2 2025

Due in Australian showrooms by mid-2025, the new-generation Volkswagen T7 Multivan line-up has been confirmed to include a seven-seat Life variant.



The Multivan Life will be fitted with a 110 kW/360 Nm 2.0-litre turbo-diesel four-cylinder matched to a seven-speed dual-clutch automatic transmission exclusively sending power to the front wheels.

While every previous iteration of the Volkswagen Multivan has been based on the Transporter, the T7 model has switched to the same MQB Evo architecture found in

passenger cars like the Golf and Tiguan. The Caravelle however will continue to be based on the Transporter.

VW Australia has confirmed a top-of-the-line Multivan Style will launch later in 2025, along with a "different" engine option, and two-tone paint options.

VW Golf 8.5 - Q2 2025

The mid-life facelift for the eighth-generation Volkswagen Golf is due in Australian showrooms towards the middle of next year, with regular, GTI and R derivatives all scheduled to arrive at the same time.



There are mild changes to the exterior styling - with slimmer headlights, restyled bumpers and new wheel designs - as well as updated safety technologies.

The biggest upgrades have been applied inside, where Volkswagen has ditched the much-maligned touch-sensitive steering wheel controls, and there is now a larger 32.8-cm infotainment touchscreen with new software, and illumination for the touch control sliders beneath it.

The GTI has received a power boost from 180 kW to 195 kW, while the R is up from 235 kW to 245 kW, matching the 20 Years special edition offered in the outgoing range. The regular Golf range is expected to retain a 110 kW 1.4-litre turbo engine locally.

VW ID.4 and ID.5 - Q3 2025

Though the VW ID. 4 and ID. 5 pair have been available in overseas markets for years, they will finally make landfall in Australia in mid-2025 after long delays.

Both share the same platform and technology, though the ID. 4 is more of a traditional SUV while the ID. 5 is a coupe-styled crossover.

The ID.4 was originally touted to cost around the \$75,000 mark, but it's possible it could get in under \$60,000 to better price-match its rivals.

It's expected pricing will be confirmed closer to release, with the first cars coming to showrooms in July 2025.



The ID.4 Pro features a single electric motor, sending 210 kW and 545 Nm to the rear wheels, with a WLTP-rated driving range of 544 kilometres.

A high-performance variant, the ID.5 GTX, leading the coupe model's introduction. The dual-motor ID.5 GTX carries the same 544 kilometre driving range, but has 250 kW/679 Nm sent to all four wheels.

VW Australia did not comment on expected pricing for the coupe-styled ID.5, but it should command a \$1500 to \$3000 premium over an equivalent ID.4 variant based on overseas pricing.

VW Transporter - Q3 2025

Volkswagen recently announced it was bringing the new-generation Transporter van to Australia in 2025.



While full details will be announced close to its launch, the German car maker says the now-Ford Transit Custom-based Transporter will be available with traditional engine, plug-in hybrid, or electric options.

At this stage the new Transporter is due to arrive in the third quarter of 2025, assuming no delays.

VW Tayron - Q4 2025

The seven-seat Volkswagen Tayron - a replacement for the long-wheelbase Tiguan Allspace with more styling differences over the standard Tiguan - is expected to arrive in Australia by the end of 2025 (see above).

Like the Tiguan Allspace, the Tayron is expected to use the same powertrains as the third-generation Tiguan in Australia - including a 1.4-litre turbocharged petrol, and a 2.0-litre turbo in 150 kW or 195 kW tunes.

Local versions of the Tayron are planned to be sourced from Wolfsburg, Germany, which also builds the Tiguan for our market - rather than Mexico where the Tiguan Allspace is currently manufactured, or China.





While it adds off-road upgrades in the same vein as the defunct Walkinshaw W580X edition, it is not intended as a replacement for that vehicle, with plans for Walkinshaw variants of the new Amarok to be shared at a later date.

Prices for the special edition have not been confirmed, though VW Australia says it will carry an RRP between the \$59,490 Amarok Life TDI500 and \$69,740 Amarok Style TDI500, both before on-road costs.

Tangible upgrades have been introduced to the Amarok 10 Deserts Edition, including a suspension lift kit that raises ground clearance to 275 mm - 40 mm higher than the Amarok

Another world record.

Volkswagen has set its second Guinness World Record in two months with a 6241 km, near-week-long drive across Australia's 10 deserts in a modified Amarok V6 ute.

The Amarok record follows one month after a Volkswagen ID.4 electric car was driven 23,849km around Australia to set the record for the largest GPS drawing by a battery-electric vehicle (see Dec 2024 Zeitschrift).

Driven in shifts by Rainer Zietlow and Marius Biela - the Germans who set the ID.4 record, as well as many others around the world in other VWs - plus Australian Brad Howes, the Amarok crossed all 10 of Australia's deserts in six days and 17 hours.

Starting in Maree, South Australia and finishing in Alice Springs, the group covered 6241km crossing the Great Victoria, Great Sandy, Tanami, Simpson, Gibson, Little Sandy, Strzelecki, Sturt Stony, Tirari and Pedirka deserts.

The trio used a heavily modified Amarok Style V6 ute, with off-road wheels and Kumho tyres, an ARB bull bar, snorkel, additional lights, a roof rack, and a row of spare wheels in the tray, among other supplies.

It will spawn a special edition for showrooms, the Amarok 10 Deserts Limited Edition, due next year limited to 300 examples (see below).

Volkswagen Australia says 1199 litres of diesel was used during the trip - equating to fuel consumption of 19.2 L/100 km - as well as 0.5 litres of oil, and a single puncture.

Amarok 10 Deserts Edition.

A new special-edition 2025 Volkswagen Amarok has been designed to commemorate Volkswagen's Guinness World Record, in which a specially-prepared example crossed Australia's 10 deserts in less than a week.

Available from the second quarter of 2025 (April to June inclusive), the Amarok 10 Deserts Edition builds upon the four-cylinder Life TDI500 grade as a base, and slots below the Style TDI500 in the Volkswagen line-up.

Life TDI500.

It gains a set of unique 17-inch black alloy wheels wrapped in Continental CrossContact all-terrain tyres.

The special edition equips genuine Volkswagen underbody protection, special '10 Deserts' badging and sticker pack, a black tonneau cover, and a black-and-white colour scheme.

There are no changes inside the cabin aside from the fitment of all-weather floor mats.

Power is supplied by the familiar 2.0-litre twin-turbo four-cylinder diesel engine, which continues to output 154 kW and 500 Nm through a selectable four-wheel-drive system and 10-speed automatic transmission.

Volkswagen said it aims to introduce a no-cost option of more aggressive mud-terrain tyres before the car goes on sale.

"Our aim with the Amarok 10 Deserts Edition is to capture the elements that made our Volkswagen 4Motion product work so well in Australia - tougher tyres, underbody protection and class-leading clearance - then deliver them in a lighter and attainable package," VW commercial vehicles director Ryan Davies said in a media statement.

The Melbourne-designed special edition coincides with a significant milestone for the Amarok in Australia, as the local arm ticks over 100,000 total Amarok sales.

Introduced in 2010 and now in its second generation 14 years later, Australia has now become the main market for the Volkswagen Amarok globally.



Next-gen ID.3 and ID.4.

New generations of the Volkswagen ID.3 and ID.4 electric cars are due in Europe sometime in 2026, with redesigned bodywork and new technology - a company executive has reportedly confirmed.

It means the current ID.4 SUV, sold in Europe since 2021 but still months away from Australian showrooms - will be superseded soon after its local arrival, due in early 2025.

The current ID.3 hatch is not sold locally, placed on the back-burner due to sliding demand for small cars, and a focus on other ID models. It's likely that Volkswagen Australia will wait for the next model. The Cupra Born, which is sold in Australia, is essentially the current VW ID.3 underneath.

Volkswagen development boss Kai Grönitz told UK media at the recent Los Angeles motor show the ID.3 and ID.4 will each receive a "reskin" in 2026.

Reskin is car-industry speak for a new model that wears mostly or entirely new bodywork, but sits on existing underpinnings - in this case the VW Group's MEB architecture - to save cost.

"We will bring a re-skin for the ID.4 and ID.3, with a completely new design language going back to where we originally came from, from a design perspective, and return to what Volkswagen is known for," Grönitz said, as quoted by Auto Express.

VW's new design language has been previewed by the very Golf-like ID.2all concept, which is due in production ID.2 form in late 2025 or early 2026, with a more conventional shape and simpler design features than the more futuristic ID range of today.



Upgrades to the ID.3 and ID.4 - the first two Volkswagen ID electric models to launch - will also extend to technology and their power systems.

"We also have a lot of improvements in terms of battery costs and performance, we will also bring new features and driver assistance functions," said Grönitz.

"So there will be a huge improvement, both in terms of the cost for us, but also benefit for the customers."

Auto Express reports changes will include a "reinvention" of the interior, with the reintroduction of physical buttons on the dashboard and centre console, as previewed by the ID.2all concept.

2026 NEW VOLKSWAGEN ID.4



The ID.4 coming to Australia is already an upgrade of the original launched in Europe in 2021, with updated technology, more powerful electric motors, and longer driving range ratings from enlarged battery packs.

The MEB platform will reportedly be "improved" but retain its general technical layout, with rear-wheel drive as standard, and multi-link independent rear suspension for better road-holding.

It was previously expected the successors of the ID.3 and ID.4 would use the Volkswagen Group's next-generation SSP electric-car platform, which was initially earmarked for a 2026 debut.

However, reports have since indicated these models - including a new 'ID. Golf' electric small car to complement or succeed the ID.3 - have been pushed back close to, or beyond the end of this decade. Sales of electric vehicles have plunged significantly in Europe over the last couple of years.

The SSP architecture is now reportedly planned to debut in 2027, with influence from US electric-car start-up Rivian as part of a joint venture deal on vehicle software between the brands.

Volkswagen will continue investing in the MEB platform for future models, while a smaller counterpart - MEB Entry - is being developed for the ID.2, as well as Cupra and Skoda variants, and an ID.2 SUV.

Autocar reports the ID.2 SUV will be shown as a concept at the Munich motor show in September this year, while an ID.2 GTI is planned for 2026, Grönitz said.





Australia Day at Glenbrook.

Just a glorious day on Sunday 26th January for the Glenbrook Australia Day event.

After the 40 degree day last year we were happy for a much cooler day this year - it only got to a pleasant 27 degrees.

Some cars arrived from about 7.45am, and the small convoy from the M4 service area arrived just after 8. Next year that area should be finished its rebuild and there will be much more room for cars to gather.

We had a wide range of air cooled cars on the day, including a '58 Beetle, a few 40-bhp models, and some 1600 Superbugs. It was great to see so many Type 3s there, examples of all styles - sedan (notchback), fastback and three wagons (squarebacks).



In addition there were great looking Kombis from the first 3 generations, and Karmann Ghias (a Type 1 and two Type 3s!). For modern VWs there a Golf R, Jetta, Polo, a couple of Tiguan and a 2007 "IQ" model New Beetle.

It would be nice for our water-cooled members to join us in the future (where are all the Golfs??)

Total count for the day was 44 cars, up from 22 last year!

The best part was the ability to catch up as club members and share stories.

Due to local publicity we had a good number of locals pass through, looking at the VWs and talking to owners. We even had visitors from the USA - Ken and Phylis from the Central Jersey Volkswagen Society.

I gave out 2 magazines and 3 brochures. Rudy tells me he also handed out flyers.

If this show continues to grow we may need to use the council (unpaved) grounds across the road.

Thank you Glenbrook Bowling club and I will book 2026 Australia Day.

Carl Moll





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The hundred dollar excuse.

Many times you see interesting parts advertised on eBay, Facebook and Gumtree for around a hundred dollars. Looking deeper you can see the person with the ad usually has other interesting things or parts for sale as well. My advice, and what I like to do, is buy something cheap off them - then go and have a look what else they might have.

It's called the hundred dollar excuse.

A lot of the time they don't have much other stuff but sometimes people have massive amounts of parts and cars lying around.

Believe it or not, but not everyone goes to car club meetings or car shows, crazy I know?

This is a really good way of finding these people.

If someone does have a lot of pieces and parts, obviously you can buy more, or sometimes and very rarely, I can recommend buying everything they have.

Many thousands can be made, (potentially), from a



1 of 7

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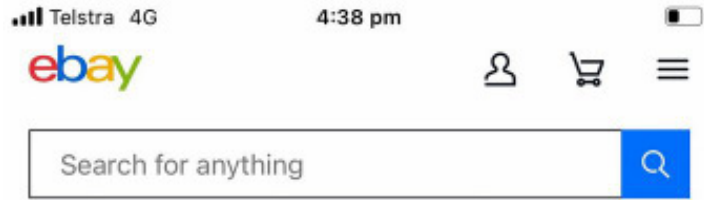
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hundred dollar sale.

That's the whole reason for doing it, kind of like how some people go fishing for big fish.
Not only that, you'll make some more Volkswagen and Porsche friends.
It's a win-win situation for everyone.

Ashley Day.

The prettiest car ever made.

From 1973 through to 1989 Porsche made the prettiest cars ever made, called the G series 911.

It's not the best car, nor is it the sexiest, sportiest or most reliable but it sure is pretty.

Volkswagen Beetles are cute and have heaps of personality and Porsche 356s are so ugly they're beautiful. Many VW fans love Karmann Ghias, and the original Mk1 Scirocco is brilliant.

But the prettiest is the G series 911, in my opinion anyway.

Those headlights, the lovely curves and the way it



fades away to the taillights.

What an amazing design.

Some of them are over 50 years old now and that shape never grows old.

I personally reckon that they could still make this car and body shape to this day, just with a more modern drivetrain.

The engine is a little more complex than it has to be but that's what makes a Porsche 911 a little different from other cars.

A more simple and reliable motor just wouldn't be the same?

I know that this is a Volkswagen magazine, but what Volkswagen Beetle owner hasn't wanted a G series Porsche 911?

A lot of people always tell me that they have always wanted one.

If you have always wanted one I'll ask you, what are you doing about it?

There are many ways to acquire a 1973- 1989 Porsche 911.

If you stick to it every day it's easy to own one especially as you get a little older like me.

Time will be very kind to these vehicles and their values.

Ashley Day.



The Project of My Life – Progress 15.

Nearly every piece of engine tinware is causing me dramas. I had bought a new aftermarket ‘pulley tin’ piece; the sheet metal is thinner than I would like. Did it fit? No way. Part of the reason that the fit is a bit iffy is that the crankcase is a non-genuine aluminium one with slightly different shapes all over. The piece needed snipping, grinding, bending and panel-beating as well as the addition of a small extension riveted on, below the crankcase split. I didn’t want to weld this patch on as the parent material is so thin. To fit the tin, I inserted M6 studs into the crankcase threads, just like on a Type 3, which makes installation much easier. I’ve come across tin screws with a flat screwdriver head being impossible to unscrew in this location, so please don’t do that. I’m using M6 flange nuts so as not to have to fiddle with washers.

Since the case is modified for an external oil circuit, the tin has to compete for space with a 90° hose-end fitting. Most people would get out the angle grinder and quickly cut a hole, allowing the fitting to poke through the tin, but I’m more into slow beating with a ball-peen hammer; no chance of chafing or air leaks that way. After the right shape was achieved, there’s still plenty of space for a full-sized crank pulley to live. It’s a bit hard to see in the photo below, but there’s a large rubber grommet around the 8-mm dipstick tube. I’m that weird sort of individual who’s compelled to maintain a collection of rubber grommets and I just happened to have one which is a perfect fit, the tin sliding snugly into the grommet’s groove. VW should have done this. The hole where the crankcase draft tube goes through has now been plugged with a specially knocked-up piece and the whole lot primed and sprayed with black rattle-can two-pack.



Pulley tin showing panel beating effort around the oil fitting and the patch above the oil pump. If you look really closely, you can make out the rubber grommet around the dipstick tube.

The cylinder tins needed some metal work too. I’m using brand-new tins from [Awesome Powdercoat](#). They’re noticeably thicker than stock and are a good fit. In the previous [Progress 14](#) I mentioned that I had fitted 6-mm Bakelite spacers between the manifolds and inlet ports. Those six millimetres are normally occupied by sheet metal on the cylinder tins, so I got the job of carefully trimming those edges off before the tins would sit all the way down. While working in that area, I found that the manifolds couldn’t be pushed down along the tin onto their studs, so a fair bit of aluminium ended up being removed from the manifolds with

a flapper wheel on the angle grinder. This is what you get for using non-genuine, modified parts everywhere.

But that’s nothing compared to what you have to do in order to fit your fan housing down onto an aluminium, so-called ‘bubble case.’ I suppose the clue is in the name; these aftermarket cases are cast with extra room inside for long-stroke crankshafts, so the top of the case necessarily sits a bit higher. Drop the fan housing in and it rocks around the middle, somewhere. Many installs are required in order to ascertain where the interference is, to then grind the excess sheet metal off. I resorted to sticking masking tape along the edges where they meet the case, then applying Prussian Blue to the tape and transferring it to the case, because you can’t get a visual on the offending areas. Running a feeler gauge all round also helps. There are threads on [thesamba](#) about this problem.



A spacer was needed between the fan housing and cylinder tin, but strangely, only on the left side. It helps to have lots of odd-thickness fibreglass pieces around the shop. Also visible: my modified tin screws.

The sled tin for cylinders 1-2 was overlapping the exhaust flange. I didn’t want to trim it because the edge has a nice, stiffening 90° angle. With a hammer and dolly I managed to reshape the corner and get it to fit perfectly. Surprisingly, the [Industrial Shields](#) fitted straight on and are a snug fit against the J pipes. Feeling very pleased with self.



Tin screws: originally I had ordered 40 M6 Torx-head screws and I do like the idea of Torx for the increased grip surface and ease of engagement of the tool into the head, but by the time I went to use them, they had gone rusty in the local always-humid coastal atmosphere. Turn-around time for the galvanising shop is about two weeks, so I went with stainless Allen-head screws instead. I learned that VW used

two different screw lengths: 10 and 12 mm. I'm not sure where the longer ones were used, but it doesn't hurt to have some available. I like the idea of VW's screws which are tapered and have a little groove down the side which means that you can just lean on them even though the hole isn't accurately lined up and they auto-pilot into the thread. Have to learn to live without that enhancement. I also like the idea of the fasteners you find on Japanese cars which have a spring washer held in place by a larger flat captive washer. I've partially got around the problem of washers always falling off by ordering some wide M5 washers, drilling them out to 5.5 mm, filing the hole a bit, then running an M6 tap through. It's time-consuming but I like the results. If only somebody made the perfect tin-screw combo: stainless steel, Torx head, self-aligning and with a flange or a captive washer, but this comes close.

Next up: fitting the linkage for the Individual Throttle Bodies (ITB). The ITB kit came with a [bell-crank linkage](#) but I've learnt to steer clear of that design because the play in the ball joints is taken up by engine expansion during warm up and one side gets pulled open, so your synchronisation gets thrown out. In any case, it won't bolt on because the aluminium alternator/AC compressor bracket is well and truly in the way. The alternative solution is a [cross-bar linkage](#) which does mount out of the way of the bracket, except that there's nowhere for the accelerator cable to swing the lever on the cross bar because it would hit the compressor. I consulted with baxsie on thesamba whose idea for the centre-mounted [AC bracket](#) I borrowed. I can highly recommend reading the whole epic story. Baxsie's [solution](#) to the space problem is amazing, involving a cable splitter, individual cables for each throttle body, custom-designed 3D-printed pulley housings ... no way can I match that level of engineering, so what I've done is relocate the accelerator cable outlet to the left side of the fan housing, which is doable because the cross bar is hex in profile and the lever which the cable clamps to can slide anywhere along the bar. It's also steel and quite beefy, so I'm not expecting much twist as it works against the return spring of the RHS ITB.

The rate-determining step is going to be getting the air-filter box to fit, so that's what I've concentrated on first. The idea is to use the top half of a stock 1974 > Beetle air-filter housing, the one with the rectangular paper element, attached to a sheet-steel base adapted to whatever induction system is in use. I first used this approach in the 1980s on my Beetle in Sydney, with excellent results; it cuts down the savage induction noise hugely. Credit to [Oettinger](#) for the idea. They fitted the assembly on its side, but I was sure I could make it fit right-way up. To do so, I've made up a prototype and fitted it to the fan housing in 'the hulk.' The challenge was to get the engine lid to close. The 12-volt output stud and D+ terminal on the alternator limit how far the box can come down, but these can easily be got out of the way by turning the alternator 90° anticlockwise; turning it clockwise as Oettinger would do causes interference with the oil filler on the non-genuine aluminium alternator bracket. I know that the air inlet for alternator cooling is no longer positioned on the bottom of the circular plate which holds it to the fan housing, but I had no problems with my old Beetle. I can't work out why it makes



It fits and I can close the engine lid. It needed new brackets to shift it 15 mm to the left and a third bracket to attach it to the AC compressor bolt. There is still room for the front wire hold-down clips to swing.

any difference, actually.

The ITB kit came with four velocity stacks intended for fitting on top of each throttle body, inside the noisy supplied filters. I would still like to use these, as they reduce air turbulence, but relocate them to my air box. I have cut each stack in two, keeping the base with flange for bolting to the top of the ITB and the bell-shaped top for welding into the air box, with them joined up via [stainless flex pipe](#). The smallest OD of the velocity stacks is 47 mm and the ID of the flex pipe is 46 mm, so each stack half was tapered down to 46 mm by making four slits with a thin cut-off blade, squeezing down hard with a hose clamp and oxy-welding up again.

I should have checked the bend radius of the flexi pipe, because I found out too late that it won't bend tightly enough to actually fit between the air box and the ITB inlets, and this is after tailoring each end for it to fit to. Too bad, because it would have looked great. An alternative is to use mandrel-bent stainless tube, but the diameter I've made both ends is not an available one; the closest is 48 mm and that's relatively rare.

The stainless bends have arrived as well as my backup plan: a marine [rigging-hose kit](#) with 48-mm ID. The price in Malaysia was less than a third of what you would pay for the same item in Australia. Somewhere down the line I will find out how heat-resistant this material this is. If it's not, plan B will be to weld up the rest of the stainless bends along with



Clearance for the linkage levers is maintained. The extra length between the top of the ITB and the velocity stack inside the air box should shift torque to lower in the rev range, which is fine by me, as the engine will be somewhat rev-limited by the use of hydraulic lifters.

short lengths of stainless flex pipe. But for now I've taken the risk and cut the plastic hose into four even lengths; the ends fitted well and can be clamped down, as the plastic hose is convoluted rather than spiral, but they were a bit of a stretch fit, so I welded half a mandrel bend to the top of each velocity-stack stub. Because of the ever-so-slight difference in diameters, I cleaned up the internal joins with some Devcon™ and ground it back down to smoothness.

The throttle linkage was designed to run across the fan housing exactly where I've put my air box, but fortunately there is still room for the hex bar to run a bit lower, between the box and the alternator. Making it fit meant cutting and re-welding the linkage brackets which bolt to the top of the ITBs.

The ITB kit is supposedly compatible with Weber 44IDF, but it came with throttle spindles which have only one flat, whereas Weber uses two flats, so the throttle levers which came with the hex-bar linkage don't fit and the geometry isn't right anyway. Fortunately, the original ITB pieces have an extra lever arm and I can use the holes on them to mount a fabricated intermediate piece to screw the drop links to. Since these pieces are hand-made, there was a chance that any holes I made might have been positioned inaccurately, so I had to check that wide-open throttle on each side occurs simultaneously. Fortunately, it does.

Back when I had dual Weber DCNs, I found early on that the manifold hold-down nuts would loosen. The weight of a carb at a distance from where the nuts are tends to make the assembly wobble and loosen till you get a leak. I solved that back then by making a bracket linking the two manifolds together. This time I've made two little sheet-metal brackets which tie-in the ITBs to the fan housing.



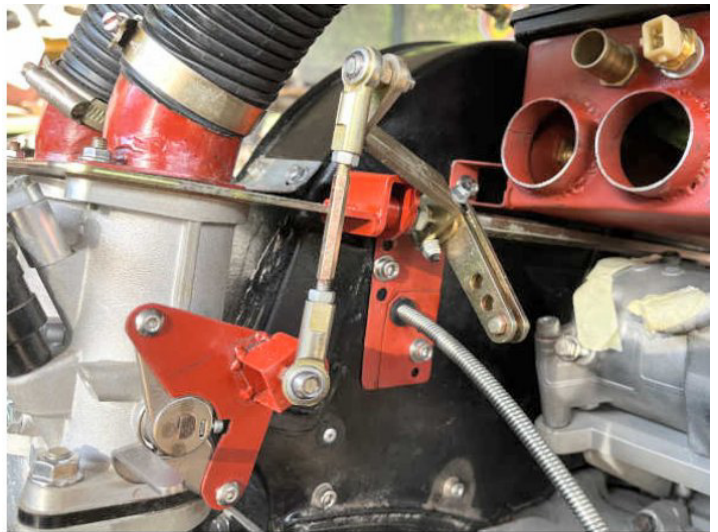
The M5 bolts screw into rivnuts inserted into the fan housing. The velocity-stack stubs are waiting for some mandrel-bent tubing to arrive.

Lowering the hex bar has had two consequences:

- the adjustable drop links need shortening
- the spot where the accelerator cable comes through the fan housing needs to be lowered

The drop links are hex in section with M5 threads at each end and Heim joints. One end has a left-hand thread. Shortening them means a trip to the machine shop with instructions to turn down the hex part a bit more and run a button die down to extend the right-hand thread.

The accelerator-cable tube needed relocating to the left anyway, so it's just as easy to drop it a bit. The lever on the hex bar which the accelerator cable attaches to has three holes for you to vary the leverage. I would like to keep that refinement without the cable rubbing on the conduit, causing extra friction. To do so means making a slot in the fan housing and fabricating a bracket which can be screwed in at three different spots for height adjustment while always sealing cooling air from escaping the slot. My fabricated bracket has six holes which line up with one of the coil threads and a newly installed rivnut in the fan housing.



A shortened drop link, one of my linkage adapter pieces and the relocated, height-adjustable accelerator-cable bracket holding the cable conduit. The excess length will be lopped off once the engine is bolted in.

Because the accelerator cable now has a more circuitous path than stock and its end is height-adjustable, the rigid steel tube is no longer fit for purpose. I've looked around for sources of a [Bowden tube](#): a choke cable, tube benders, even a toilet S-bend unclogging device. The trouble is, buying online means you can't eyeball and measure it, and most of what was delivered is too small in diameter. Ideally, I would like the OD to be 8 mm, same as the stock tube, but would be happy if it were just large enough for the small cylindrical steel piece normally crimped to the end of the accelerator cable to pass through. Finally, a length of tube-bending spiral-wound wire worked out. Luckily I had ordered extra [grommets](#) by mistake (OCD?), as I needed four. Because the conduit is a really snug fit in the grommets, there is no need to anchor it with a bracket of some sort. A stroke of luck: the end of the spiral-wound piece is ever-so-slightly tapered, so it slips perfectly into the accelerator-cable conduit which runs over the gearbox. The holes in the front tin and fan housing where the accelerator cable originally went through were plugged.

The deep sump is now in place. My solution for bolting it up using [M6 hex coupling nuts](#) and cap screws has worked

out, though it was a real struggle. I'm sure glad I was doing it with the engine upside down on a stand. The coupling nuts only have a few mm of clearance, so they would easily bind to the bottom of the sump unless everything got snugged up gradually. If I were doing it again, I would spec shorter coupling nuts and longer cap screws. At least nothing can come loose and bang around inside the sump.

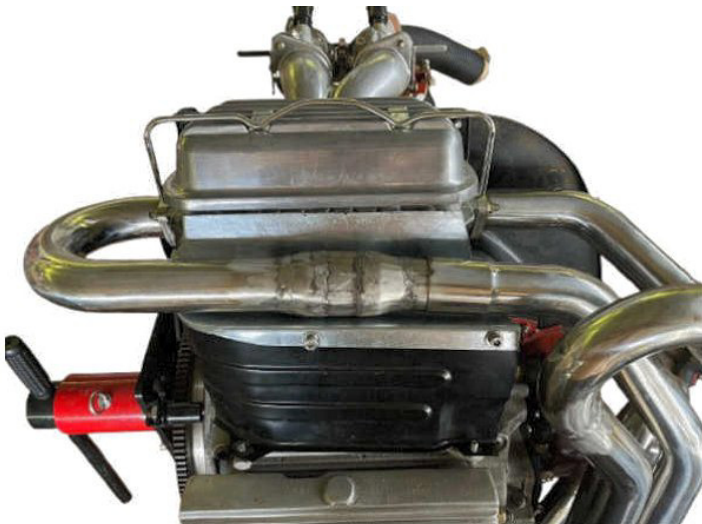


Above the six holes are M6 cap screws which attach to coupling nuts. These screw on to the (longer-than-stock) studs hanging off the bottom of the crankcase. If a coupling nut ever comes loose, it's got nowhere to go.

I didn't like the aluminium pickup extension thrown in with the deep sump, so I had my own extension turned up after painstaking measurements. It has a shoulder on it so that it can't be pushed on too far.

The oil strainer holes didn't line up with the studs on the bottom of the sump; all of them needed extensive filing. Aftermarket quality. I made sure to use [non-setting gasket sealant](#) everywhere.

It's about time I turned my attention to the 1-5/8-in. Sidewinder exhaust, because there's a lot to be done there. At the J-pipe installation stage I was impressed with the fit and finish of this made-in-China stainless item, but now that I've come to try and fit the rest of it, I don't think so. There is only one slip joint to accommodate the width between the exhaust



Not as pretty as it once was, but free horsepower is very compelling. The anti-reversion cones interfered with the Industrial Tins, so I made I my own. That's the galvanised tin in this shot.

ports. That's fine for cylinders 1 and 3, but no way is it possible to slip the flanges over the studs of both cylinders 2 and 4; it's narrow by at least 20 mm. I needed to cut a pipe and weld an extension in. Just as well that I was planning to cut it open anyway in order to fit [anti-reversion cones](#). Nice [video here](#) of this enhancement, on a Beetle too.

Other enhancements planned for the exhaust include a bung for an O₂ sensor and the replacement of the reverse-flow muffler included with the exhaust system with two 2-in. straight-through mufflers in series. The included muffler has absurdly large-diameter pipes and from all reports I've come across, is extremely loud. [Ahnendorp](#) in Germany has dyno-tested the exact same system, reporting that it's down on power. I'm sure that the muffler alone is responsible, as the rest of the system looks well proportioned.

I've waiting on some locally sourced stainless straight-



through 2-inch diameter mufflers, RM200 a pop. I've gone for 2-inch, because the diameter of the collector flange of the Sidewinder system is slightly less than that. Since there are no heat exchangers in the way, there's room for oval mufflers below and adjacent to the valve covers. I won't be opening these very often anyway, thanks to use of hydraulic lifters. There's also room longitudinally for 18 inches of muffler, so I'll take advantage of that and get extra quietness. Linking the mufflers in series means crossing from one side of the car to the other. I could go over or under the gearbox. Over is more awkward for installing and removing as well as ensuring adequate clearance to the body; I would also need to remove the pipe before dropping the engine out. I'll go under; that's what I did with my old Beetle and the tube never got hit, despite the car being lowered. I'm using a deep sump this time, so I would rather the exhaust get hit first than the sump.

I learnt the hard way all those years ago that you can't have the tail pipe solidly mounted to the engine; my mounts cracked every time despite being made progressively stronger, so this time I'm mounting solidly to each side of the engine, to the flanges on cylinders 1 and 3, but using a [flexible coupling](#) in the middle. (It's weird how prices barely change from country to country, only the currency. I'm only paying 30 ringgit for this item and I'm sure they're made in the same place.)

While the engine is on the stand, it's a good time to sort out the fitting of the butterfly valve to the oil-cooler air-outlet duct. I outlined this idea in [Progress 13](#) and I'm wondering if anyone else has thought of this. Still to come: days of developing an [Arduino](#)-based control unit to be fitted in the under-back-seat area. This box will also take care of the air-



The muffer bypass butterfly valve attached to the oil-cooler outlet duct. Also visible: the Bowden cable conduit with tapered end.

cooling control that I'm planning and control of the air-conditioning compressor.

Rod Young
rod.young2@icloud.com

The miracle VW Bus.

In the interest of full disclosure, I have to tell you everyone has been sending me the amazing picture you see above. People have sent it to me because they know my obsession with air-cooled Volkswagens, and of course it's just a powerful image no matter what. Amidst a sea of charred



remains from the Palisades Fire, the grey and blackened detritus of people's lives sits an impossibly bright and cheery icon: a 1977 Volkswagen Type 2 bus, somehow unscathed by the conflagration, sitting there vivid and defiant, a shockingly apt mascot for what will be Southern California's inevitable rebirth.

The whole thing is so wildly improbable and perfect that I'll admit the jaded and cynical bits of my mind wondered if it was somehow staged. How could this bus have managed to survive so incredibly intact when literally every single thing around it is burned to cinders? And the fact that it's not just any classic car, it's a VW Microbus, arguably the vehicle most associated with at least one very well-known concept of Malibu, it all just seemed too on-the-nose.

But, the story seems to check out! The Bus' owner, Megan Weinraub (who is, in an also wildly on-the-nose way, a surfboard designer) parked the bus on a flat part of the street by her apartment, because she's still new to driving stick, and wanted to avoid starting on a hill, it seems. When the evacuation order came, she left in her more modern, daily-driver car with her dog, leaving the bus parked on the street.

While Weinraub, along with all the other residents who



had to evacuate, has not been permitted back in the area, various media has been allowed back, and footage of the side of the bus facing the fires has been recorded, a still from which you can see above. The bus didn't exactly escape unscathed, with damage to paint and glass and some melted turn indicator and side marker lamp lenses. Other reports

showed that the heat did blow out the rear window, and the interior is pretty full of ash. I suspect that a lot of the plastic and other non-metal parts of the engine - battery, distributor cap, heater hoses, and so on - are likely ruined, but all that stuff is pretty easily replaced.

Overall, though, it fared incredibly well!

I don't really understand how it escaped with such light damage, but I'm not a fire, and I don't really understand their motives or how they work. Perhaps the fact that it was parked on asphalt without much in the way of fuel around



A Volkswagen bus sits among burned-out homes, Jan. 9, 2025, in Malibu, Calif. (AP Photo/Mark J. Terrill)

it contributed? I'm not sure anyone really can say for sure.

It hardly matters, though. This old Bus' stubborn refusal to become a charred cinder is something that Los Angeles needs right now. It defiantly held onto its colour (I'm pretty sure it started life as a Reef Blue/Pastel White Bus, which VW of America referred to as a 'Station Wagon') when every force around it sought to desaturate it into grey misery like everything around it.

It's not going to put anyone back in their home or re-



constitute their old family pictures or keep landlords from rent-gouging or insurance companies from jacking up premiums to absurd levels, but this bus's survival does do some good for the soul of Los Angeles, and that has value, too.

I lived in LA almost 20 years, and while we absolutely had so many wildfires that you just expected them every year - including at least one I could see from my old neighbourhood - I've never seen or heard of anything like the scale of these fires before. This is something new and terrible and has the potential to change LA irrevocably.

But Los Angeles is, and will always be, Los Angeles.

That means that the grim truths of reality don't ever entirely affect it. Was it a good idea to build a city of that scale in the desert in the first place? To have to carefully cultivate every living non-desert-scrubby plant, to have to get water from the Colorado River, to deal with all the earthquakes and invading aliens and self-important assholes that are everywhere?

Of course not! But does Los Angeles do it anyway, and somehow manage to be a city of fascinating and wonderful people, places, and things, the whole spectrum of nouns? Of course it does. LA will be back, as fantastic and improbable as ever, and this lightly-toasted little Bus is a fantastic and improbable reminder of that.

Jason Torchinsky,
www.theautopian.com

Thank you to Simon Matthews for the article





Club VeeDub turns 40!

Welcome to the 40th birthday edition of Zeitschrift! It's hard to believe that our Volksie club is 40 years old. Where on earth has the time gone??

I was one of the founding members of Club VW, as we called it then, way back in 1985 when the VW scene was quite different from how it is today. The original VW clubs of that time were 'all-makes,' and ran dirt motorkhanas, rallies and bush bashes with only a few cut down VW 'specials' or VW rally cars taking part.

There were a lot more VWs on the road then, but they weren't considered to be precious classics like they are now. Even so, there were only a few VW 'hot-up' shops, and no one was selling restoration VW parts anywhere. VW-only events, especially show'n'shines, cruises or swapmeets, were non-existent. The VW Club of NSW had been formed in 1955 as an amateur motorsport club and was still going in 1985, but almost all their members drove Mazdas, Datsuns, Toyotas or Minis at events, and to work every day.

We formed Club VW to change this situation. The four founding members were Rod Young, Chris Edwards, John Stockman and me. I'm still here, and Rod is also still a member now retired in Langkawi, Malaysia and writing that great series on his Life project (update 15 in this issue). Chris Edwards left in 1986 but I believe he's recently re-joined as a Canberra member - welcome back mate. Not sure about John Stockman, haven't seen him since the early '90s. Maybe someone more social media-savvy than me can find him on Facebook?

Anyway we advertised in the Trading Post for our first ever gathering, at Parramatta Park on 10 February 1985. Nineteen VWs gathered together for a chat and a picnic. This is where many other long-time members such as Dave Birchall, Steve Carter, Luis Guevara, Andrew Dodd, Ed Garcia, Steve Muller, Paul McKinley and the Pleydons first joined. Maybe you were there too?

We all agreed to proceed with our new club, so after a first committee meeting (at my house!) we organized our first proper run, this time from Parramatta Park to St Albans. Hence our 40th Anniversary Cruise in April, which is also from Parramatta to St Albans.

Meeting places

For the first three months we only had small meetings at our homes - mine, Bob Parry's and John Watt's.

From May 1985 our first proper monthly meetings were held at **Granville Town Hall**, where Steve's wife Eileen and my then 15-year old sister Em made the tea and coffee and served biscuits. We chose this venue as it's more-or-less central to all parts of Sydney, close to Parramatta Rd, had a good-sized upstairs meeting room, plenty of parking and only cost us \$15 a month. Unfortunately the only day we could get it was Friday, so we met there on the second Friday of every month. Meanwhile, Committee meetings were at peoples' houses, on the first Wednesday of the month, in rotation.



It wasn't a bad venue, but apparently some people had trouble finding the Hall on Carlton St, just south of the infamous Granville Bold St railway bridge. And after a few months of having to give up a Friday night for car club stuff it had become irksome, but it was booked out every other night of the week. Then, in Feb 1986, we arrived on our Friday night to find the Hall all dark and locked up; the caretaker had overlooked our booking. Instead we walked to the nearby Royal Hotel for a beer and decided to find another venue.



We decided on **Concord RSL Club**, on Nullawarra Ave at the end of Nirranda St, and met there from March 1986. Still fairly central with lots of parking, a proper licensed club with bistro, sports bar and a meeting room - though it was a smallish board room located at the top of the stairs. And we could move our meeting nights to the third Thursday of the month. By Aug 1987 we had outgrown the boardroom and were allowed to use the lounge area downstairs.

By early 1991 we had out-grown the lounge area and it was too noisy. I think Steve Carter found us **Auburn RSL**, on



Northumberland Rd at the corner of Hall St, and we moved there in April 1991. We were allocated the 'blue room' upstairs, with more space than Concord and more privacy. We were able to continue with the third Thursday of the month. There were only two difficulties - firstly the car park was across the road from the Club, making us worry about the security of our VWs. And secondly the Club's PA system, with constant announcements about meat raffles, promotions and lucky door prize winners - was wired into our room and continually interrupted our meetings.



We put up with it until mid-1994, when it was time to move again. We moved to the much smaller **Auburn Soccer Club**, just 200 metres down the road, from August 1994. This was a nice little club with a good bistro and a popular 'Yum Yum' brasserie. We had a good-sized meeting room on the first floor, still on the third Thursday of the month. While there was parking on the club premises, there wasn't a lot.

Towards the end of 1998 we learned that the Soccer Club premises would be closing for renovations, with the premises to be unavailable for up to six months. After our last meeting there for our Christmas party in Dec 1998, it was time to move again. This time it was Frank Watkins who suggested the **Greyhound Social Club** on Rookwood Rd Yagoona, next to the Potts Park greyhound track.



We first met there in January 1999. We moved through a few rooms there over the years, depending on what was available and our own needs - such as members in wheelchairs (the club had no lift). At various times we met in the centre lounge, near the pokies; the back room behind the ground floor bar; the main auditorium (for AGMs and Christmas meetings), the small upstairs room at the top of the stairs; the larger main upstairs room, and the little-used track observation lounge.

We were happy enough to stay there for many years, until the club underwent a change of ownership to the 'Arena

Sports Club' in 2016. Changes included closing the glassed meeting room off the auditorium, meaning we had to meet in the lounge as Brian (and his wheelchair) couldn't get upstairs. After he passed away in April 2018, we went upstairs to the main meeting room - until January 2022 when we were denied use of the room - and all of the club's facilities.

For years the club had charged us a token \$20 for meetings, as we were happy enough to be moved around to whatever room was available. Now the new management was going to charge us \$350 a month (for committee and general meetings), backdated for all of 2021 - \$4,550 for 13 months. As no invoice was ever issued to us, we refused, so we were denied entry. We had a brief committee meeting in the carpark, then we all drove to the **Strathfield Golf Club** to check it out. We knew the CMC had already moved there from the Arena club. The golf club was immediately accommodating (no charge at all!), so we moved there from February 2022.

We really enjoyed going there. The underground parking was great, the food and bar was popular and the board room (for committee meetings) and main rooms for general meetings were excellent. But towards the end of last year there was a change of management, and they now wanted to charge us \$2800 a month for the rooms - a ridiculous amount. We had to move, as did all the other car clubs such as CMC, Jaguar, Mini, BMW, British Classic and others who also left. What a great business decision - not.

So after a couple of months at Adam's workshop at Silverwater, and no meeting in January, here we are with a new venue at Canley Heights RSL, thanks to Bob Hickman. I hope we have more luck this time...

Zeitschrift

The first issue of Zeitschrift was February 1985. It was made of only 5 sheets of A4 paper, stapled together. The cover was photocopied (at my work!) while the rest was printed with a Gestetner mimeograph machine. This involved a two-layer wax stencil, which was fed into a typewriter. The page was then typed (using no ribbon, just the hammers), with any mistakes having to be patched with a hard-drying pink fluid like toenail polish. Photos could not be done. Drawings and hand-lettering could be added, by scratching lines in the stencil with a sharp point, like one side of a pair of compasses.

The finished stencil was then wrapped onto the Gestetner drum. Some machines were electric, but our



machine was a hand-cranked example that we borrowed from Darryl Donald at Rogate VW Spares. As the crank turned the drum, thick black paste-like ink was forced through the porous drum surface, through the wax stencil (in places cut by the typewriter) and onto the paper as it was drawn past it. All going well the wet printed page was then ejected into the tray, but more commonly it would jam or stick to the drum. It was a filthy, gooey machine to have to clear out. Old clothes or overalls were a necessity!

The process had to be repeated for every page. For the back side of each page, pre-printed pages had to be re-fed through the machine, back-to-front and facing the right way, so they were printed again on the back. You can imagine how many times this buggered up.



Address labels were hand-written for the first few issues, but we bought our first computer in June 1985. This was not a PC, but an Olivetti TES501 Text Editor, about the size and shape of an office desk. It could store 128K on two 5" floppy disks, and had an LCD screen that showed one line at a time. System memory was a mighty 8K (that's 8192 bytes!) It was over \$10,000 when new in 1981, but we got it second hand (from Sebel Furniture at Bankstown) for \$150. I used it for both articles and labels until the July 1986 issue, when it had a fatal hardware failure. Rod Young had bought a portable Apple IIc home computer by then, and was able to take over. The Olivetti went to Simsmetal shortly after that.



By 1987 Rod was using Printmail at Artarmon to print the magazine professionally, with a glossy colour cover and clean non-smear printing. Rod designed a proper two-

column layout for the first time (which we still use). There was no desktop publishing in those days. Instead, Printmail provided us with layout sheets, sized at 125% of the A4 size. So Rod would type and print off his text columns to that larger size, cut them out and glue them to the layout sheets (with gum, not paste, so things could be unpeeled and moved if necessary). Photos could be added if they were bromided, or photocopied with a white-dot overlay sheet to give the 'newspaper dot' look. Once the sheets were laid out, glued down and numbered, Printmail would photo them and print off at normal A4 size - shrinking down by 80%. The result was great, but the workload was driving Rod crazy - he was also the club's secretary at the same time...

Rod tried the idea of farming out the editorship to different people for different VW 'special issues' on whatever their interest might be, whether it be a special issue on Karmann Ghias, Campmobiles, Cabriolets, Type 3s, Golfs or Passats, or whatever. There was good variety and it reduced his workload. It worked for a while, but after a while he ended up running out of volunteers.

Dave Long took over from Rod in 1990, and his mostly historically-flavoured articles were popular. But he resigned after less than a year after his blunt criticisms of VW Power magazine and Donna Pell's VW Spectacular caused ill-feeling. I came back as by then PCs were common and word processing (Word Perfect 5.1) made text much easier than the old days. Then Canberra-based journalist Phil Lord took over from me in 1993. His efforts greatly improved the magazine but the crushing workload meant he gave it away after one year. Likewise Paul Tagg and Nikki Davis, and Keith Haeusler, who followed - just one year each before they all thought 'bugger this.'

By 1996 the costs and workload for the magazine had made it unsustainable. It needed a change. Steve Carter took over and greatly simplified the magazine and its production. No more Printmail, it was now just a few sheets of A4 paper prepared with the new MS Publisher, and photocopied and stapled at home. Steve would be editor for 10 years, gradually refining his MS Publisher template, improving and increasing content from his internet surfing and adding proper photos. When his wife Eileen got sick of the stinky photocopier, we began using Snap Print at Mortdale, and later Kingsgrove.

In 2006 Steve decided to concentrate on his other role as the Club's first Webmaster, so once again I took over the magazine. I'm still here, almost 20 years later.

I changed from MS Publisher to Adobe Pagemaker, as it's more professional and powerful with a greater selection of tools. It could print straight to PDF long before Microsoft allowed that (as Adobe invented PDF). I'm still using version 7.0 from 2001. I haven't upgraded as I know this version well and it does everything I need. Plus it was replaced by Adobe InDesign, a formidably complex and expensive product that I'm not keen on spending a lot of money on - or learning.

In 2012 we went digital, whereby members received the magazine as a full-colour PDF via email, instead of a posted printed black and white magazine. The costs of printing, enveloping and posting over 300 magazines each month was crippling, well over \$3500 a month, much more than we were getting in membership fees and advertising. This was a popular change, especially for the younger generation, as the magazine could be read on any digital device, it went out much faster, the hyperlinks all worked



Sydney PO Box as I was still treasurer and could pass on the mail at the committee meetings. In September 1989 we finally changed to PO Box 1135 Parramatta, as Rod taught at Arthur Phillip High School, just around the corner. We would use this PO box, off and on, for the next 24 years.



with a touch or click, it could be zoomed in and out, and it was in full glorious colour. All the past issues (back to 2003) could be archived on the website, where you can read them all today. There's even an index there where you can search through over 4,000 VW articles - we're the only car club in the world that offers that.

In August 1996 Bob Hickman became secretary, and changed our official postal address as his residence in Malabar St Canley Vale - although we still used the Parramatta PO Box as a backup. In February 1999 we changed to Bob's new address in Willoughby Cct at Grassmere.

Interestingly, not all our members actually read the club magazine they've paid for. For example, last month's January 2025 issue was emailed out to 551 recipients (our members/sponsors), on 7 January. Of that 551, only 428 opened the email (that's 78.2%). And only 223 actually clicked on the link to open the PDF file (that's 40.8%). And this is typical. The Dec '24 issue was 73.9% and 36%. Even the Australia Day flier email from Carl was 74% - and just 2.9% opened his flier JPG to full size.

Due to the increasing high volumes of mail, we went back to prioritizing the Parramatta PO Box from November 2007, but added both addresses (take your pick) in the magazine from June 2009.

Today I think we have the best VW club magazine in Australia, and one of the best in the world. And it couldn't continue to exist without all the contributions from our members, who send us articles and stories - thank you everyone.

In November 2013 we finally ended our rental of Parramatta's PO Box, and instead added Bob's new PO Box 1340 Camden. This became our sole postal address from August 2014.

Post Office Box

We realized early on that the club would need a post office box to collect our correspondence - the '80s was way before emails, mobile phones and other digital communication.

I was the secretary for the club's first two years. And since I worked at North Sydney in the mid-1980s it made sense to book a post office box there. So from 1985, the Club's mailing address was PO Box 1724 North Sydney.

Rod became secretary in 1986, but we kept the North

Bob finally stepped down as Secretary at the July 2015 AGM, after 18 years - thank you Bob. Norm Elias put his hand up at short notice, and we moved to his (personal) post box at PO Box 324 Mortdale from August 2015.

Norm stepped down as Secretary in July 2023, but was kind enough to continue to let use his Mortdale PO box. No one put their hand up as the new secretary, and to this day we don't have one. However with most things being digital nowadays, the amount of physical mail is much reduced.

We have been using Bob's Camden PO box as our official PO box since August 2024.

Bank Account

As I was also the club's first treasurer in 1985, it also made sense to set up a club bank account close to where I worked at North Sydney. I banked with Westpac in those days, so I went to the Miller St branch and opened our account in March 1985 - with the memberships gained from



Statement of account

Westpac Banking Corporation
NORTH SYDNEY, 169 MILLER ST NSW

Account No. 253601
Sheet No. 1

THE PRESIDENT
CLUB VW
56 VILLIERS ROAD
PADSTON NSW 2211

Name of account
CLUB VW

Date	Particulars	Debit	Credit	Balance
1985	BROUGHT FORWARD			0.00 CR
25FEB	DEP		220.00	220.00 CR
1MAR	STATE DUTY ON DEPOSITS	0.06		219.94 CR
5MAR	STAMP DUTY - CHEQUE BOOK	2.50		217.44 CR
14MAR	613501	18.00		199.44 CR
15MAR	613502	30.00		169.44 CR
18MAR	PAYT BY AUTHY	50.50		118.94 CR

our first gathering at Parramatta Park. It was a cheque account, not an interest-bearing account, as we needed to write, post and deposit cheques all the time (remember them!)

I only lasted three months before Luis Guevara took over from me. It was too hard being secretary, editor and treasurer at the same time.

Geoff McVey was treasurer in 1987 and Steve Carter in 1988. Then 'Country Buggy' Bill Moore took over in 1989 - he was a bank manager so he really knew his stuff (unlike we amateurs). He began proper business accounting practices, including record-keeping, ledgers, bank reconciliation and annual audits.

Bill had to step down in 1992 due to work commitments (including moving to QLD), and Caro Martin took over for three years, then Darryl Donald and Leigh likewise. Liz Dujmovich had one year in 2002, and Bob Hickman one year in 2003.

Martin Fox became our treasurer in 2004. He was another bank manager who knew accounting and finance backwards. He was based in the city, so our Westpac account was moved across closer to where he worked. For day-to-day banking it doesn't matter at which branch your account was opened, but he liked to be in control of the account. Martin would stay as Treasurer until 2015, which is 11 years - thank you Martin!

Martha Adams took over in 2015, as banking gradually became more digital and less paper-based. It was the start of the era of people paying for things by card rather than cash or cheque, and for the Nationals we got our first EFTPOS machine. Martha had to step down suddenly in February 2023 for family reasons, and Bob Hickman became treasurer again. Things had changed so much in recent years that it took Bob a few months to get his head around the electronic books.

Since then, thanks to help from Lee, we have set up tap n go facilities at the Nationals and at meetings, and cheques have been phased out entirely. We are still with Westpac after all these years. Yes we still take cash - wonder how long that will last.

The Internet

The World Wide Web was invented by English computer scientist Tim Berners-Lee in 1989, and made available to the public in 1993. At first only universities, governments and big businesses used it, but with the release of the Netscape browser (and its Java components) in 1994 and the Altavista and Yahoo! search engines in 1995 as well as

Microsoft's Internet Explorer, the internet really took off. Google first appeared in 1998.

The Australian Volkswagen distributors of the time, TKM-Inchcape, set up their first website for the Spanish SEAT brand in late 1996 for the Sydney Motor Show. The Volkswagen Australia website followed a little later, in July 1997. Both were designed and hosted by the Interstellar company. We reviewed the VWA website (very slow and clunky it was!) in the November 1997 issue of Zeitschrift.

Steve Carter began setting up the first email for the club in November 1996, which was clveedub@aic.net.au (it's no longer active). AIC was the Australian Internet Company, a local domain hosting company based in Sylvania.

Steve then began setting up the club's webpage, learning HTML with help from his mate Bruce, and Michael Rochford (a former club member). Steve had purchased a modem and internet access account from AIC, and designed and published the club's home page. It went live in the early hours of Thursday 2 January 1997. The intention was to promote the club and the VW Nationals to Australia and the world. The address was <http://www.aic.net.au/~clveedub/index.html> (no it's not active any more)

Steve had much delight in finding and promoting all sorts of VW on-line resources, such as VW news groups, email subscription lists, forums, VW press releases and official webpages for VW businesses all around the world. What a time of discovery it was!

By July 1997 Steve was no longer happy with the service he was getting from AIC, so he shifted the club's hosting to alpha.net - a business that would sponsor the club for years to come. The club's new home page was <http://www.alpha.net.au/~clubveedub/index.html> and the email was clubveedub@alpha.net.au (both no longer active)

In December 1997 Steve announced that the club had registered its own domain name - clubvw.org.au, still hosted by alpha.net. We became the first VW club in Australia to have its own domain name! The club's webpage address was added to the magazine cover for January 1998, and it's still there today.

The club website won its first four awards in 1998, for excellence in Web Design, quick loading graphics and good content. Steve reported that the site passed 10,000 hits in



October 1998.

Steve remained the Webmaster until 2010, when Aaron Hawker took over. Aaron was a modern VW fan as well as being very tech-savvy - he was also an administrator of the vwwatercooled forum. He noted that alpha.net was having some problems with their business, and Steve's much expanded 1997 website was looking very tired after 13 years. Aaron elected to move the club's webpage over to a new host, Greenhouse Creative at Camden.

Their package included the latest tools such as the Siteflex design suite, so Aaron completely redesigned the website to the modern corporate look we use today. Most of Steve's content was carried across, with page tags for club info, historic rego, the Canberra chapter, the VW Nationals, Marktplatz, Media and Reference material. Over the next few years we added all sorts of extra content - all the old Zeitschrift PDFs back to 2003, re-edited articles back to 1985, and a huge reference of Australian material such as local VW history, chassis numbers, model codes, paint codes and so on.

In early 2021 Greenhouse told us that the Siteflex suite was now obsolete and would be replaced by a completely new component system - Silverstripe for webpage content and design, Campaign Monitor for automated mail-outs, JoinIt for the membership database and finances, and Crucial CPanel for email management. In May 2021 our website was taken down for a day or two to move everything across (some thought the site had been hacked!) but it came back better than before, and much easier to manage.

Aaron had moved to Melbourne and Norm took over the engineering of the changes, and he and I made sure all the content carried across successfully. Norm wrote excellent instruction PDFs on the various suites so that the rest of could learn to use them! Today I look after most of the website content and magazine mail-outs and archive, Bob the financial side and Mohammad the membership database - plus all general computer problems with his excellent IT skills.

Chapters

It was only a few months after we formed that the first 'branch' or 'chapters' of the club started, all inspired by the new wave of Volkswagen enthusiasm sweeping the country in the mid-'80s.

Luis Guevara was one of our earliest members in Sydney. He was there signing up new members at our first meeting at Parramatta Park, and was our first proper treasurer. He organized the first get-together of people in Canberra, and drove down there for a gathering at the Canberra Carillion on 19 May 1985. There were 25 people in attendance, so the new 'Club VW Canberra' chapter was officially begun with Tom Subi voted their first president. They were soon meeting at the Harmonie German Club on

the first Tuesday of the month. They designed their own badge based on the new Parliament House flagpole. Their second president, from 1986, was Lou Ceccato, with Bernard Wilson vice-president, Onno de Smeth as secretary and Beb Fox as treasurer.

Likewise David Cameron-Rogers lived in Jamberoo but was keen to drive up to Sydney for our earliest meetings and helped out with organizing. He soon realized there were enough VW enthusiasts on the south coast to support another branch club, so he put his hand up as the 'South Coast Representative' from June 1985. On 8 September 1985 'Club VW Illawarra' had their first get-together at Wollongong Lighthouse, organized by David, and Andy Schwarz. They also designed their own badge, a California-style lined design, and began meeting at Western Suburbs Leagues club in Unanderra. Their vice-president was Jim O'Grady, the secretary was Beryl Rowland and they had a committee of Andy Schwarz, Phil McKechnie, Iain Hall and John Suleyman. Later presidents were Greg Shewan, Linda Bowtell and David Becker.

Club VW Illawarra

PRESIDENT: John Conran



(042) 29 3184

Club VW Illawarra meetings are held at Western Suburbs Leagues Club on the SECOND TUESDAY of each month at 8 pm.

Club VW Illawarra P.O. Box 1022 Wollongong 2500

Both Canberra and Illawarra chapters produced regular reports for the magazine, and were both listed on the Committee page from June 1985 onwards. The chapters also ran their own memorable runs and shows, such as the 'Wheels' show in Canberra and the 'Volksday' at Logbridge Farm, Dapto.

In 1986 the Central Coast VW Club was formed by Peter Korsch, organizer of the 'Virtu' VW weekend at Old Sydney Town which raised funds for Camp Breakaway, a charity for adults and children with disabilities. They were not a technical chapter of Club VW, as they had their own memberships (while the Illawarra and Canberra members were actually Club VW members and hence got a member card and a copy of Zeitschrift). But they were listed on our committee page as a branch club, from November 1986 until June 1987. Their vice president was Mark Kunze and their secretary was Alexandra Paxton. They met at the Settlers Arms tavern in West Gosford.

Also listed in our magazine from November 1986 was 'Club VW Hunter Valley,' another new chapter that was based in Singleton. Their president was highway patrol officer and driving instructor Dallas Tidyman, a much loved VW enthusiast and local character. He was later appointed to drive the official TKM VW T3 Syncros at the 1991 VW Nationals at Valentine Sports Park, and returned in 1992 with an officially painted 'police' Superbug. The Hunter Valley Chapter's secretary was Nicola Corbin and their treasurer was Richard Powis. They met at the Singleton RSL Club.

The Hunter Valley club's logo was a representation of the industry of the hunter valley, showing power station cooling towers and chimneys, mining crane and rows of

Club VW Canberra

PRESIDENT: Lou Ceccato



(06) 231 0788

Club VW Canberra meetings are held at the Harmonie German Club, Narrabundah, on the FIRST TUESDAY of each month at 7:30 pm.

Club VW Canberra P.O. Box 865 Canberra 2601

Club VW Hunter Valley

SECRETARY: Ian Rhodes

(06) 73 1982

Club VW Hunter Valley meetings are held at the Singleton RSL Club, Singleton, on the FIRST TUESDAY of each month at 7:30 pm.



Club VW Hunter Valley
10 Bligh Close
Singleton 2330

vineyard gravevines. At first glance this reminded you of a VW's cooling slots! Their biggest VW event was their two-day KdF Karavan from Berowra to the vineyards and Lake Liddell camping ground. Their later president was Ian Rhodes.

Dallas Tidyman was sadly killed in a road accident in the line of duty in 1994, at Boorowa. We did a club drive to the Goulburn Police Academy to show our respects. There is a short tribute to Dallas in the April 2013 issue of Zeitschrift.

Finally, the September 1989 Zeitschrift listed a new chapter, 'Club VW Southern Tablelands.' Their president was Ken Oakley and they met at the Goulburn Soldiers Club. Their badge included the famous Woolmark pure new wool logo, with a merino ram on the Wolfsburg castle.

Club VW Southern Tablelands

PRESIDENT: Ken Oakley

(048) 21 8295

Club VW Southern Tablelands meetings are held at Goulburn Soldiers' Club on the FIRST TUESDAY of each month at 8 pm.



Club VW Southern-
Tablelands
364 Auburn St.
GOULBURN 2580

So the club now listed four chapters on the committee page - Canberra, Illawarra, Hunter Valley and Southern Tablelands. Their regular chapter reports gradually dropped off as the months and years went by, as we generally only got reports on various runs or shows they put on - perhaps only once or twice a year. I don't remember a single report from Southern Highlands...

With a redesign of the magazine in August 1994, the chapters were no longer listed. Hunter Valley and Southern Tablelands had probably folded by then, while Illawarra and Canberra were fading out as their original founding members retired and moved on. Some of the Illawarra members ended up founding the much later Shoalhaven VW Club, which today organizes the popular Berry VW show.

The Canberra chapter more or less petered out in the

1990s. However the Canberra chapter was restarted in 2005. A new proposal for their restart appeared in the July 2005 Zeitschrift, and they officially reformed in August 2005. Their new committee was Steve Crispin, Bruce Walker and Mark Palmer. In more recent times Dot Bryan, Willie Nelson, Dave Cook and Aldred Gonzales have been the driving force behind the very successful VW club scene in the capital. They run a number of successful shows and runs throughout the year, from the long-running Canberra Wheels and German Days to their local social cruises and coffee runs.

Raffle Officer

In the early Granville Town Hall days our first raffle offer was Steve Carter. The raffle soon became a much loved fundamental part of our monthly meetings, one that everyone looks forward to. Steve handed the job over to Darryl Donald (from Rogate Spares) in 1986, and he was followed by Morgan Robinson, Matthew Baker and Virginia Matenga, each having a year at a time.

In 1991 Christine Eaton became our raffle officer and barrel girl - and she's still here, after 34 years straight of doing the job! With our move to Canley Heights RSL this month, we'll see how the set-up is but you can bet Christine will be there with her raffle, as always. Thank you Christine for all your wonderful work over all these years, our meetings wouldn't be the same without you.

Happy 40th birthday to Club Veedub - it's been a big part of many of our lives for a long time. Let's hope for plenty more and our 50th birthday in 2035.

Phil Matthews



The Legend Never Dies



Oscar's Scrapbook.



See the 1960 **VW** * *

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Lynden C Maxfield
22h · 🌐

An 'Orange Spot' van in front of Lancock Motors, in William Street, Sydney, circa 1964
Source: David Lillicot



👍 56

6 comments 8 shares



The late news.

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

The Caroma toilet company have just released a new extremely tall cistern, topped with a table tennis ball. It's called the ping pong piddle-high poe.

Warren Lethbridge, the country's most patriotic sports gambler, today explained why he had backed Australia to win the next soccer World Cup. He's getting odds of 2000 to 1 against.

A poultry farmer from Gosford has managed to cross a rooster with a small pet dog. He got a poodle that cocks its own doodle.

Telstra has announced it will sponsor the evening prayer groups at churches across the country. Parishioners will be encouraged to say their prayers at night, as cheaper Telstra rates are available after 6 o'clock.

At the annual Logies TV awards last night, Sophie Monk performed a novelty dance on stage, dressed only in a covering of blackboard chalk. But the novelty soon wore off.

Prime Minister Anthony Albanese went on a livestock inspection tour at a cattle station outside Narromine this week. He watched the herd of animals, then pointed one out. "What a strange looking cow. Why doesn't it have horns?" he asked. Well, the station owner explained, there are several reasons. Depends on the breed; some animals grow horns late; some lose them in winter, some we cut off to stop injuries in transport. "And that particular cow?" Mr Albanese asked. Well, the owner said, that cow doesn't have any horns because it's a horse.

Missionaries in the darkest jungles of New Guinea have reported good progress on converting the Bulawayo cannibal tribe. They are not yet completely modernised, but they are improving. On Fridays, they now eat only fishermen.

Stanley Andrews, the famous upholstery expert who yesterday fell into a mechanical fabric loom, is doing well in hospital today and is said to be completely recovered.

Mr Horace Whipsley is the world's most superstitious

motorist. He has lucky '888' number plates, a rabbit's foot hanging from the rear vision mirror, a horseshoe on his parcel shelf and a St Christopher's medal on the dash. His car has also been blessed by the archbishop of St Andrews Cathedral. Last night he was run over by 13 steamrollers.

A woman was granted a divorce in the family court today, on the grounds that whenever a lightning flash occurred during the night, her husband would jump out of bed and shout 'I'll buy the negatives!'

Police have reported that a criminal gang who specialise in 'smash and grab' robberies, have discovered the answer to houses with double glazing. Two bricks.

British building engineers have managed to combine the Bank of England with the Big Ben clock, and the Leaning Tower of Pisa. They now have the time, the money and the inclination.

Home stereo and hi-fi expert Reg Trumble was interviewed on TV last night. He told viewers about his favourite breakfast - two bowls of rice bubbles, ten feet apart.

And now for tomorrow's weather. The sun will be killing 'em in Gillingham, it will be choking in Woking, dry in Rhye and cool in Rhoul. And if you live in Kissingdown you should take an umbrella.

Sport. Wests Tigers boss Harry Triguboff said today that buying the club had made him a millionaire. Before that he had been a multi-millionaire.

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





Look what you pay for a 10th birthday Volkswagen.

And see what you get for £799.

A VW sedan that's every inch a Volkswagen.

It has an air-cooled rear engine made of aluminium magnesium alloy. Not an ounce of dead weight. The parts are so beautifully machined and fit so well, you'll probably never need oil between changes. No need to worry about running in, either.

It has a 4-speed synchromesh gear box, a stick

shift and an overdrive top gear. In fact, many motoring writers have called the VW gear box the best of any car. There's independent torsion bar suspension on all four wheels, just like the high price sports cars use.

Automatic choke.

Four coats of paint inside and out.

A steel underbody that protects cables and controls.

A built-in heater-demister.

And the number of cars that have them for under £800, you can count on one finger.

Now run quickly through them again.

Engine. Gear box. Suspension. Extras.

There isn't a car in the world that comes near it at anywhere near the price.

£799, full stop.



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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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Flying Volkswagen	0410 632 799
Forty Horse T-Shirts	0404 092 551
H & M Ferman	(02) 9533 2722
Harding Performance	QLD 1300 730 949
Indian Automotive	(02) 4731 6444
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Kombi Keg	0419 363 922
Kombi Life	(02) 9239 4100
Kombi Shop	QLD (07) 5471 0331
Kustom Kombi	QLD 0414 857 259
MacKellar Service Centre	(02) 9939 2467

Mick Motors	QLD (07) 3266 8133
Mobile Auto Models & Toys	0403 012 060
Motexion Bulkheads	1300 563 333
Mountain Mechanics	0418 426 487
Muller and Muller Dural	(02) 9651 1411
Natoli Motors	QLD 0414 824 047
Newcastle VW Centre	(02) 4927 6689
Noahs Ark Cafe	0480 436 226
North Rocky Mechanical	QLD (07) 4922 0555
Nymeyer Automotive	(02) 4945 4811
Permanent Painted Coatings	(02) 9999 0122
Rockyroad Camper Coffee Van	
Rod Penrose Racing	(02) 4272 9920
Shannons Classic Car Insurance	13 46 46
Stan Pobjoy Race Engineering	(02) 6654 3694
Superior Auto Movers	0418 230 283
Support Co Au	0414 952 509
Vicsbahn	0466 887 466
Vintage Vee Dub Supplies	(02) 9789 1777
Volksbahn Autos	(02) 9688 2933
Volkscare	VIC (03) 9729 9281
Volkshome Automotive	VIC (03) 9464 0366
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