

# Zeitschrift



Volkswagen California campervan.

**August 2023**

**IN THIS ISSUE:**

**German Cars and Coffee  
California Camper  
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More Ash articles**

**Volkswagen Magazine  
1971 VW Superbug  
Golf 3 Ecomatic  
Plus lots more...**



**The Legend Never Dies**

**Club VeeDub Sydney.**  
[www.clubvw.org.au](http://www.clubvw.org.au)

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



# Club VeeDub Sydney Committee 2023-24.

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<b>Vintage Registr:</b>	John Ladamatos johnladamatos@g7mail.com	0449 236 076
<b>Vintage Assistant:</b>	Wayne Fenech	0439 133 278
<b>Motorsport Captain:</b>	Rudi Frank motorsport@clubvw.org.au	0418 442 953
<b>VW Nationals Committee:</b>	Lee Woods Steve Carter Zelko Jurkovic Stewart Burke Daniel French	0414 952 509 Bob Hickman Eddie Flieta Sandy Benic Phil Matthews (trophies)
<b>General Committee:</b>	Danny Haynes Wayne Fenech	Mohammad Bamyia

## Canberra Committee.

<b>President/Secretary:</b>	Dot Bryan	clubveedubact@gmail.com
<b>Treasurer:</b>	Dave Cook	clubveedubact@gmail.com
<b>Registrar:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Events Coordinator:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Council Rep:</b>	David Cook	clubveedubact@gmail.com
<b>Ordinary Members:</b>	Eric Grimm, Aldred Gonzalez	

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

## Club VeeDub membership.

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

## Monthly meetings.

Monthly Club VeeDub meetings are held at Strathfield Golf Club, 52 Weeroona Rd Strathfield, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

## Correspondence.

Club VeeDub Sydney  
PO Box 324  
Mortdale NSW 2223



## Facebook:

[www.facebook.com/ClubVeedubSydney/](http://www.facebook.com/ClubVeedubSydney/)  
[www.facebook.com/groups/ClubVeeDubACTPublic/](http://www.facebook.com/groups/ClubVeeDubACTPublic/)

## Our magazine.

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

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

Back issues (2003-on) are available at [www.clubvw.org.au](http://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:

### 35 years.

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

### 30 years and over.

North Rocky Mechanical	Wolfsburg Motors Sydney
Shannons Car Insurance	

### 20 years and over.

Aust VW Performance Ctre	Mick Motors
Evolution Car Hire	Mobile Model Cars and Toys
Harding Performance Cars	Wayne Renrose Automotive
Indian Automotive	

### 15 years and over.

All Metal Bumpers	Canberra VW Centre
Antique Tyres	Euro Revolution
Black Needle Motor Trimming	VW Magazine Australia

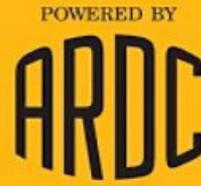
### 10 years and over.

German Performance Garage	Mountain Mechanics
Just Kampers	Volkscare

See the back page for all the 2023 VW Nationals sponsors



AUCTIONS · EVENTS · INSURANCE



# **2023 SHANNONS EASTERN CREEK CLASSIC 20th AUGUST 2023 SYDNEY MOTORSPORT PARK, EASTERN CREEK**

**THE LARGEST GATHERING OF CLASSIC VEHICLES IN NSW.**

- **1,900+ Member vehicles from over 150 clubs on display and on parade**
- **Cars, motorbikes, scooters, military, police, fire and ambulance**
- **NSW's most prestigious Concours d'Elegance judging event**
- **CMC Raffle for Prostate Cancer Foundation drawn at 2:30pm. First prize is \$3,000 cruise voucher from Cruise Express**
- **Classic double-decker bus rides around the track (gold coin donation)**
- **Trade displays in Pit garages - books, models, tools, auto memorabilia**
- **Live music, rock n roll dancing, art show and much more**



**PUBLIC ENTRY \$20 (incl. GST). KIDS FREE - 12 years & under  
PARKING FREE  
BUS RIDES - GOLD COIN DONATIONS welcome**

**Club VeeDub Sydney has 20 display spaces reserved – these will go quickly.  
See Norm Elias at the monthly meeting to book your VW in the display and for your entry tickets.  
Only reserve a ticket if you will definitely be attending.**

# 2023

## All VW's Welcome

Hi Guys you are invited to the 2023

Annual Australian Split Window Kombi Klub

"Winter European Cruise" to Mt Wilson

in the Blue Mountains NSW

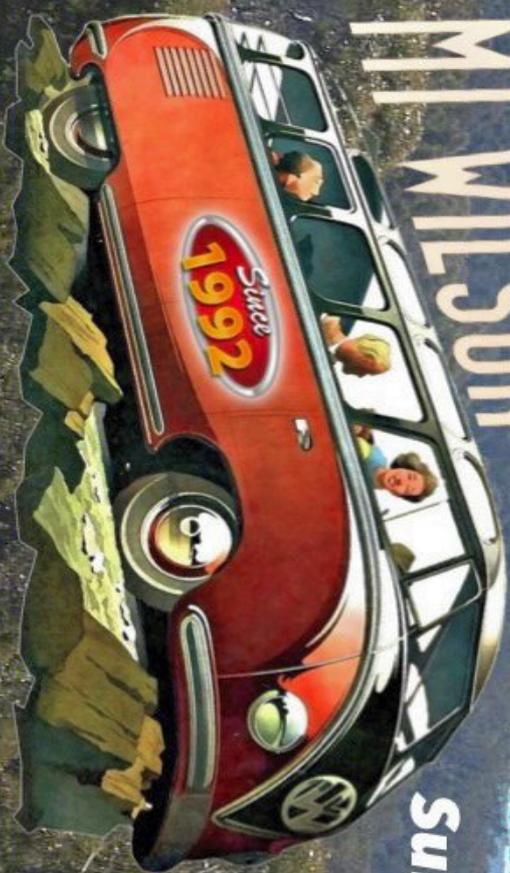
For a BYO Picnic Lunch on

### Sunday 27th August

### 2023

# WINTER EUROPEAN CRUISE

## MT WILSON



### AUSTRALIAN SPLIT WINDOW KOMBI KLUB



### Split Kombi's To Lead Cruise



### THE DAYS ITINERARY:

From 8.00am: Meet for Breakfast at McDonalds Windsor (McGrath's Hill)

Cnr Windsor Road & Groves Ave.

9.30am: Splitting from McDonalds.

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

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

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

12.30pm: BYO Picnic Lunch

1.30pm: Sponsor Awards

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



Australian Split Window Kombi  
VW Winter European Cruise 2023

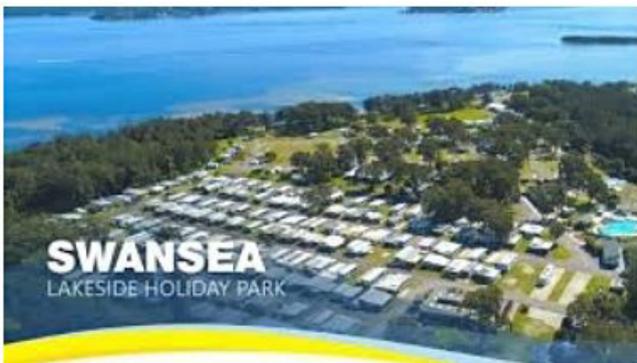
Event Contact: Simon Barnfield  
Email: kombis2u@gmail.com



# VOLKSFEST

Australia's newest VW event!

Friday 8th to Sunday 10th September 2023  
Swansea Lakeside Holiday Park, NSW



We want you to bring your Volkswagen, old or new, on a three-day Volkswagen holiday!

Our event will have something for everyone across the whole event:

- VW Cruises (Sat and Sun)
- VW Swap Meet (Sat)
- VW Car show - all models, old and new (Sun)
- Market stalls
- Trade stalls
- Live entertainment
- Food vans
- Children's entertainment



Located on the shores of beautiful Lake Macquarie inside a secure Holiday Park, with ample camping options including cabins, powered sites and safari tents. Water park, heated pool, tennis and basketball courts, mini golf, and much more.

We have taken all the feedback and visited many shows over the world to bring something big to Australia and NSW. We want you and your family to have fun and relax on a Volkswagen holiday and come back every other year for another!

For bookings and more information:

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

VOLKSFEST

Facebook: [www.facebook.com/volkfestaustralia/](https://www.facebook.com/volkfestaustralia/)  
Instagram: [www.instagram.com/volkfestaustralia/](https://www.instagram.com/volkfestaustralia/)  
Tiktok: [www.tiktok.com/@volksfestaustralia](https://www.tiktok.com/@volksfestaustralia)

# GERMAN AUTO DAY

## GAD details

THE GERMANS ARE COMING BACK FOR ANOTHER YEAR. BIGGER AND BETTER THAN EVER. COME AND JOIN CLUB VEEDUB CANBERRA CHAPTER AT THE BIGGEST CANBERRA REGION GERMAN CAR SHOW.

### DATE & TIME

SUNDAY, 24 SEPTEMBER 2023

9:00AM TILL 1:00PM

PUBLIC ENTRY FROM 10:00 AM

### LOCATION

BRAD HADDIN OVAL (TOWN PARK)

CAMPBELL STREET QUEANBEYAN NSW 2620

### REGISTRATION

REGISTER ONLINE AT OUR EVENTCREATE WEBSITE (VOLKSWAGENS ONLY):



[HTTPS://WWW.EVENTCREATE.COM/  
GERMAN-AUTO-DAY-2023-CLUBVW](https://www.eventcreate.com/german-auto-day-2023-clubvw)

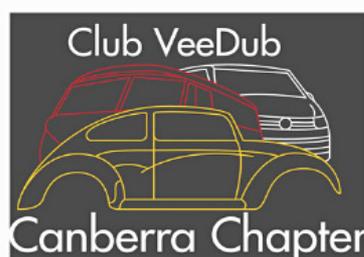
### ENTRY FEES FOR EACH VEHICLE ENTERED:

- \$10 CLUB VEEDUB MEMBERS (MUST HAVE YOUR CURRENT MEMBERSHIP ON HAND TO REGISTER)
- \$15 FOR NON-MEMBERS

NOTE: THERE IS A SMALL TRANSACTION FEE ASSOCIATED TO ALL CREDIT CARD TRANSACTIONS.

# 24 Sept 2023

[CLUBVEEDUBACT@GMAIL.COM](mailto:CLUBVEEDUBACT@GMAIL.COM)



# Von der Frau Präsidentin.

Der Frühling ist fast da!  
(Spring is almost here!)

I don't know about where you are at, but Sydney is having some beautiful winter weather! So get your cars out and head to the following up coming events!!!

" Shannon's Sydney Classic on the 20th August at Eastern Creek Raceway. The club has been given 20 tickets to attend, if you would like to go, please get in contact with Lee, there are 6 tickets remaining!

" 2023 Winter European Cruise to Mt Wilson on the 27th August 2023. First meeting place McDonalds Windsor (McGraths Hill) at 8am for a 9:30am departure.

" Volksfest at Swansea Lakeside Holiday Park on from Friday 8th September to Sunday 10th September 2023

" German Auto Day put on by our Canberra Chapter of Club VeeDub on Sunday the 24th September!

Last month we held our Annual General Meeting (AGM) where all positions were declared open and up for grabs!! I would like to take this opportunity to thank all those who backed me for another year as president, I will do my best to serve you all well! I would also like to thank those Committee members who will continue to stand by me on the committee and welcome the new Committee Members!!

Bis bald,  
(Bye for now,)

Lee Woods



# Kanberra Kapitel report.

Greetings from the Capital.

There's a bit happening in ye ole Canberra over the next couple of weeks. Sorry folks this is going to a long one from me.

A massive welcome to all our new Canberra Chapter members. It's nice to have you all with us! We look forward to seeing you at some of the upcoming meetings and events. Now that the weather is warming up (touch wood) there are a few more things popping up.

We had our first ever German Cars and Coffee at the Spanish Club on Sunday, 16 July 2023 and what a cracker of a day it was. Not only did we get lucky with amazing weather (I don't know if I got wind burnt or sun burnt), but we also managed to have well over 100 car in attendance, some that I haven't seen before, and the coffee was hot (possibly too hot from what I've been told). Thanks all who made the day so successful.

I've also been asked if this is something we can run a couple of times a year in addition to German Auto Day (GAD). Ask and you shall receive, we have another German Cars and Coffee scheduled for Sunday, 19 November 2023.

This one will be a little bit different, and we are looking to do a charity event to support a friend of one of our club members. I just need to finalise some details but watch this space!

Eurocruisers and Northside Euros brings the first HeartKids Charity cruise to Canberra this weekend (Sunday, 6 August 2023). For those who don't know Paul Stewart started out with a small VW water cooled group on Facebook which has since grown into a small empire that encompasses all euro marques and has supported HeartKids along the way. Paul was also responsible for the number of water cooled at Nationals this year. The team at Northside Euros also jumped onboard as the main sponsor and threw in some nifty prizes for the raffle with the profits donated to HeartKids. Should be a good day if the weather holds out!

The annual Cookie's Cycles Fish'n'Chips Run to the bay is coming up on Sunday, 20 August 2023, this one is also being run in support of the Camp Quality Superheroes cruise. Meet at 8am and Old Parli House for an 8:30am Departure. Cookie has kindly extended the invite for this one out to the other German Marques. It's always a good day out, and I certainly will not be taking one for the team this year and will be driving like a grandma.

Everything is rolling along for GAD 2023 on Sunday, 24 September 2023 at Brad Haddin Oval (aka Queanbeyan Town Park). We've had it on good authority from the team at Shannon's that they will have the big green SuperRig there this year.

Whoever gives me the funniest answer to 'Something big and green is coming to GAD' will score a box of Haigh's chocolates, you must be at GAD to win. Hit up Facebook or send your responses to [clubveedubact@gmail.com](mailto:clubveedubact@gmail.com). Entries must be in by COB Friday, 22 September 2023.

Also, if you're interested in attending the pre-GAD dinner at the Royal Hotel in Queanbeyan on Saturday, 23 September 2023, please RSVP by COB Monday, 18 August 2023 on Facebook or send your response to [clubveedubact@gmail.com](mailto:clubveedubact@gmail.com).

GAD 2023 Registration - As always, each marque is responsible for their own registration, head to the other club Facebook or webpages for more information. However, the online registration website for all Volkswagens wanting to enter is now active. Members and non-members can register at the Eventcreate website - <https://www.eventcreate.com/e/german-auto-day-2023-clubvw> Please ensure you have a valid club membership when you register!

\* Members \$10

\* Non-members \$15

Registration will be available on the day as we now have Square payments available, but to avoid delays and queues please register prior to the day! Note: there is a small cost involved for online payments.

Manual registration forms are available. Please email [clubveedubact@gmail.com](mailto:clubveedubact@gmail.com) for a copy.

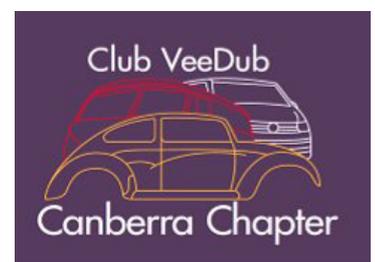
Okay, I think I've bored you enough now.

Drive safe and take

care.

Cheers

Dot



# 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](http://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/](https://www.facebook.com/groups/ClubVeeDubACTPublic/) for all info on these events.*

## August.

**Thursday 10th:- Committee Meeting** and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

**Thursday 17th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

**Sunday 20th:- Shannons Sydney Classic 2023** at Sydney Motorsport park, Eastern Creek. Organised by the CMC, it's the largest classic car show in Australia. Club displays, double-decker bus rides, trade stands, historic race cars, Concours, and a parade lap of the track for all show entrants. Over 2,000 classic cars! Club Veedub will again have a Volkswagen display, with 20 spaces booked. Cars should arrive by 8:00am. You must book with our Secretary Norm Elias at the monthly meeting to secure your reserved space and display ticket for the day. Please only reserve a ticket if you are SURE you will be attending - don't get a ticket then fail to turn up on the day.

**Sunday 20th:- Canberra Cookies Fish and Chip Run - Canberra - Batehaven - Canberra.**

**Sunday 27th:- Split-window Kombi Winter European Cruise** to Mt Wilson in the Blue Mountains NSW. Meet at McDonalds McGrath's Hill (Windsor Rd & Groves Ave) from 8am for breakfast. Cruise departs at 9:30am. Coffee stop at Fruit Bowl, Bilpin. Photo stop at Mt Tomah Rest Area. Arrive at Cathedral Reserve, Mt Wilson, at 12pm for BYO picnic lunch. Trophy presentation at 1:30pm. A free event in which all VWs are welcome but split Kombis will lead the cruise! Sponsored by Andrew Dodd Automotive and FortyHorse products. Please ensure your VW is full of fuel, food and drink before cruise departure as there is no fuel or food available at Mt Wilson (there are public toilets on site). Contact Simon at [kombis2u@gmail.com](mailto:kombis2u@gmail.com) for more info.

## September.

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

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

**Friday 8th-Sunday 10th: - Volksfest**, Australia's newest Volkswagen event, based at Swansea Lakeside Holiday Park. We want you to bring your Volkswagen, old or new, on a three-day Volkswagen holiday! The event will have something for everyone. **Friday:** afternoon cruise and evening launch party. **Saturday:** morning cruise, all-day festival and super swap-meet. **Sunday:** all-day festival and show-n-shine with trophies. There'll be market stalls, trade stalls, live entertainment, food vans and children's entertainment. Located on the shores of beautiful Lake Macquarie with ample camping options including cabins, powered sites, safari tents, water park, heated pool, tennis and basketball courts, mini golf, and much more. We hope to see you and your VW there! Register now (and see lots of extra info) at [www.volksfestaustralia.com.au](http://www.volksfestaustralia.com.au)

**Sunday 10th:- Canberra Camp Quality Superheros Cruise - Arboretum**

**Thursday 14th:- Committee Meeting** and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

**Thursday 21st:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

**Saturday 23rd:- Canberra German Auto Day - Cruise event and Club Dinner - TBA**

**Sunday 24th:- Canberra German Auto Day Car Show** at Queanbeyan Town Park.

**Saturday 30th & Sunday 1st: VW Warwick Drags 2023.** Two days of all-Volkswagen 1/8-th mile drag race action! Saturday Show'n'Shine, scrutineering and practice; evening tappel cover racing and entertainment. Sunday drag racing all day. Dave Stoker Memorial Trophy and VW Supercharged bracket. Great food and drink. Air- and water-cooled VWs welcome, stock or hotted. Entries open 1 st September - pre-booking is mandatory; no entries on the day. Go to [www.vwma.net.au/warwick](http://www.vwma.net.au/warwick) for all bookings and info.

## October.

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

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

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

**Thursday 19th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks,

raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

**Sunday 29th:- Sydney German Autofest 2023** at Gough Whitlam Park, Earlwood, organised by the Mercedes-Benz Club of NSW. Come join us for the display day for all German makes - Audi, BMW, Mercedes, Porsche and Volkswagen. Bring your VW along (old or new) and join the VW display - let's try to outnumber the others! \$20 entry per car. Food and drink stalls on site, trophies for the best cars. Cars to be in place from 8:00am (no later than 9:00am).

## November.

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

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

**Thursday 9th:- Committee Meeting** and magazine pack at the Strathfield Golf Club, 52 Weeroona Rd Strathfield, from 7:30pm.

**Thursday 16th:- CLUB VW MONTHLY MEETING at the Strathfield Golf Club**, 52 Weeroona Rd Strathfield. Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Enjoy the Club's bistro and sports bar too. Lots of fun, all welcome. 8:00pm start.

**Sunday 19th:- Day Of The Volkswagen Melbourne**, at Yarra Glen Racecourse, Armstrong Grove Yarra Glen. Trader and swapper entry 8am, show and general entry 9am. Show entries close 11am. Hosted by the Volkswagen Club of Victoria. For more info see [www.vwcv.clubexpress.com](http://www.vwcv.clubexpress.com)

**Sunday 19th:- Canberra German Cars and Coffee** at the Spanish Australian Club.

**Sunday 26th: Adelaide Volksfest**, presented by the Volks Enthusiast Club of SA. Torrens Parade Ground, Victoria Drive Adelaide. 10am to 3pm, vehicle entry from 8:30am. VW Show n Shine, trophy presentation, traders stands, Swapmeet, BBQ, live music. For more info visit [www.volksenthusiasts.org.au](http://www.volksenthusiasts.org.au)

## Marktplatz.

*Marktplatz ads in Zeitschrift are free. All ads should be emailed to [editor@clubvw.org.au](mailto: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](http://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:- 1965 Beetle 'Libby'**, appeared in 'Neighbours'



many times, needs some work but change of circumstances means I have to move her on. 6 volt, 1200 basic car. Suffered a minor engine fire a few years back and still wears the scars (not fuel+exhaust fire). Had some work 2 years ago to return to the road and passed the roadworthy check – bearings, brakes, 2 new tyres, elec check etc. Engine lid still has the fire scar, bonnet replaced (rust), drivers door replaced (horse hoof). No carpet, basic interior, passenger seat and spare wheel missing (elsewhere in storage), car was driven to a dry storage location and been laid up over 12 months. Was working on the drivers window when she went to storage, don't think I finished it. Unregistered, no current shots as yet but hoping to get some soon. Car is located at Bredbo, approx. 1 hour south of Canberra. Due to storage it will take some coordination to view the car so please interested enquiries only please. Appeared at the Nationals years ago in her 'Neighbours' livery, it would be great if someone can get that look back. Made the cover of the Dec 2009 club magazine. \$8000 please message Bruce on 0400119220 or email [bruce.walker1@defence.gov.au](mailto:bruce.walker1@defence.gov.au)



**Next Club Meeting:**  
**Thursday**  
**17th Aug.**  
**8:00pm**  
**Strathfield Golf Club.**

## 2nd Month ads.



**For Sale:-** Hi. I have a **white Night Eos 2010** that had a timing chain failure which damaged the engine and can't afford to repair. Rego is personalised plate so won't be including that. Current rego expires 5th July 2023. No problem with the roof. 40,841 Kms Serviced annually. VW known problem with timing belt tensioner in cars from 2008-2012. Damage to engine. I couldn't get a quote to repair that was definitive and therefore need to sell. Was wondering if club members would be interested to purchase for minimal amount. Good for enthusiasts to repair themselves. Price \$3,000.00 It's a beautiful car. Please contact Deb on 0411 126 810 or email [debbeau@gmail.com](mailto:debbeau@gmail.com)



**For Sale:-** 1989 Volkswagen Caravelle T3. I have owned this great vehicle for 4 years after purchasing it from the original owner who purchased this vehicle brand new in 1989. This a reluctant sale prompted by my deteriorating physical condition. Luxury 7-seating, 2.1-litre 4-cylinder, water-cooled boxer engine. 3-speed automatic transmission. Factory-fitted air conditioning. Savannah Beige Metallic

paintwork, velour trimmed interior, anatomically shaped seats with adjustable armrests and fitted head restraints. Power steering, soft-feel steering wheel. Digital controlled fuel-injection, electronic ignition. Central locking, weather shields, reversing camera. Sony FM/AM Radio/Compact Disc player with remote control. All hoses and radiator have been replaced. All new tyres with spare and new maintenance-free battery. All window rubbers replaced (original OEM). Engine and transmission regularly maintained by qualified mechanic and always garaged. Comes with: Fiamma 3-metre Wind-out awning with attachable walls, original fitted ROO bar, variety of spare parts. This vehicle is in excellent condition for age and runs beautifully. Won Best T3 in Show Volkswagens in the Square (VITS) Albury. Currently registered on Club Plates (these are not transferrable) but has a Safety Inspection Report. Original documents included as well as a Bentley Publishers Repair Manual worth \$330. Selling Price \$26,800 Negotiable. Genuine offers considered. Please contact Gary Townend on 0488 971 662 or email [gazsan60@gmail.com](mailto:gazsan60@gmail.com)

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FOUR WHEELED FREEDOM**



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**JOHN TERRY MOTORS PTY. LTD.**  
Cnr. Hillcrest St and Parramatta Rd,  
**HOMEBUSH. 764 1212**



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**DEWLEY:** At Robert Dewley's Volkswagen Centre you will get the quickest and most pleasant attention—not only VW selling but also for servicing. Ring UY1311 now, our salesman will call any time to suit you, and you can test drive VW.

We will show you VW's many appealing features, explain our range of easy repayment plans, our range of colours and anything you wish to know. Call now—you won't be disappointed.

To Robert Dewley Pty. Ltd., 228 South Terrace, Bankstown.  
Please forward me literature on V.W. Sedan ( )  
V.W. Transporter ( ) V.W. School Project ( )

Name \_\_\_\_\_  
Address \_\_\_\_\_

**ROBERT DEWLEY PTY. LTD.** 228 South Terrace, (Bankstown)

**PHONE UY1311**

**AFTER HOURS  
UY2041, UW4226**

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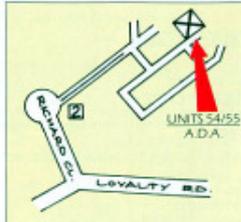
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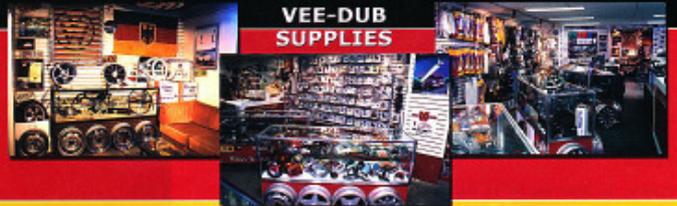


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## Walkinshaw Amarok coming.

A flagship performance 'hero' version of the new Volkswagen Amarok - developed in partnership with the Walkinshaw Automotive Group, the former parent company of Holden Special Vehicles - is under development but still at least two years away from local showrooms.

A new program is in the works following the success of original Walkinshaw edition - the Volkswagen Amarok W580 - which was originally sold in 'S' guise as a road-biased ute, and then in 'X' guise with an off-road focus.

A Volkswagen Australia spokesperson said the Walkinshaw Automotive Group will soon have an opportunity to assess the new-generation Volkswagen Amarok, a twin to the new-generation Ford Ranger.

"They will get a car and work on a proof of concept," a Volkswagen Australia spokesman said. "We are starting with a much higher base now ... (with) a much richer feature set."

Volkswagen Australia head of commercial vehicles, Ryan Davies, said another enhanced Amarok is likely, after the success of the first two factory-backed Walkinshaw Amarok models.

"We're still talking to Walkinshaw, and we're both keen to continue with the new generation," said Mr Davies. "Now we've launched the new car, let's get back together and bring it to reality, the desire is there on both sides."

While enthusiasm remains high for a Walkinshaw-enhanced Volkswagen Amarok, it will take time to get it showroom-ready.

"These programs typically take up to two years," said Mr Davies. "Sometimes even longer, but we're concentrating on the launch of the new car right now, and then we will move on from there."

The two modified versions of the old Volkswagen Amarok found immediate favour with Australian buyers, with the road-focused W580S and the off-road enhanced W580X appealing to different customers in the booming ute segment.

"We originally went down the 'S' path, and that's where we sold the most volume," said Mr Davies. "The 'X' route is a lot more common across all manufacturers and even the aftermarket, but the 'S' path leverages that Walkinshaw experience."

While the original Volkswagen Amarok W580S was



## Golf orders reopen.

New orders for the 2023 Volkswagen Golf 110TSI R-Line and Golf GTI hatchbacks have resumed after a pause on production due to parts shortages - but the Golf R hot-hatch flagship remains off-sale for the time being.

As previously reported, a shortage of reversing cameras - deemed a must for locally-delivered vehicles - has brought production of the Volkswagen Golf for Australia to all but a halt over the past few months.

Volkswagen Australia has confirmed the Golf 110TSI R-Line and Golf GTI have "become available to order effective immediately", after "a [short] absence" that saw orders paused briefly.

The company says about 1,300 examples of the two models are due in Australia "soon" - after a long period of constrained supply, even prior to the reversing camera shortage - with the aim of decreasing wait times to "around three months in the near future."

However, the Golf R flagship - in hatchback and wagon forms - remains unavailable, after orders were paused in February amid long wait times and constrained production.

Meanwhile, the cheaper base 'Golf' and mid-grade Life models in the Volkswagen Golf range are still facing "imminent availability," a VW Australia spokesperson said, and are arriving "in smaller numbers" than the R-Line and GTI.

This applies to hatchback and wagon versions of the base Golf and Golf Life, though there is less demand for the wagon, accounting for about a tenth of sales.

The batch of Golf R-Line and GTI hatchbacks coming to Australia return to a full feature list, after blind-spot monitoring and rear cross-traffic alert were made unavailable for half of last year due to semiconductor shortages.

Prices increased for both models by \$500 for the new year, to \$40,490 plus on-road costs for the R-Line, and \$55,490 plus on-road costs for the GTI. Further optional packages are available at extra cost.

The stock boost for the Golf GTI and R-Line join a range of other Volkswagen models available for immediate delivery, or wait times of less than three months.

These include the T-Cross 85TSI Style city SUV, T-Roc small SUV (including the T-Roc R), Tiguan Allspace family SUV in 132TSI Life and 162TSI Adventure forms, Passat and Arteon sedans and wagons, and the Touareg large luxury SUV.

more popular than the W580X that followed, in the meantime Volkswagen is offering an off-road-focused package from launch with the PanAmericana model.

It comes with 18-inch alloy wheels, all-terrain tyres, and off-road focused suspension.

## Tayron to replace Tiguan Allspace.

Next year's replacement for the Volkswagen Tiguan Allspace family SUV - the stretched, seven-seat version of the standard five-seat model - will be a standalone model with a roomier cabin, according to a new report.

The next generation of the five-seat Tiguan is due to be unveiled in the second half of this year, but plans for a new seven-seat Allspace version have yet to surface, and no prototypes have been spied.



Now Volkswagen sources have reportedly told Autocar India the current Tiguan Allspace will be replaced next year by a new generation of the Tayron, a twin to the Tiguan sold exclusively in China.

While the current Tayron is built in China with five seats and left-hand drive only, Autocar India reports the new model due next year is planned to be a "global model" built in Germany for export to left- and right-hand-drive markets, with seven seats.

The new Tayron is reported to undergo a growth spurt to accommodate the third row of seats - beyond the 4.6-metre length of the current model - and is planned to have "completely unique styling" compared to the new five-seat Tiguan.

The Indian publication reports production is due to begin next year, and the new model will share much in common with the next-generation Skoda Kodiaq seven-seater, which is due for unveiling in the second half of this year.

Australian arrival timing is yet to be confirmed, though first local showroom arrivals typically follow nine to 18 months behind arrivals in Europe.

Reports suggesting a new Tayron would replace the Tiguan Allspace first emerged from industry journal Automotive News Europe in 2018, citing an internal document sent to VW employees detailing the company's future factory investment plans.

"The main plant was awarded production of a large, seven-seat SUV that will run off Assembly Line 2. The

model will orient itself on the Tayron currently produced in China," Automotive News Europe reported at the time.

The current Volkswagen Tiguan Allspace is produced in Mexico for Europe and Australia, compared to Germany for the five-seat version. Today's Tayron is produced exclusively in China for the local market.

Previous Volkswagen CEO Ralf Brandstatter confirmed in 2021 there would be new generations of the Tiguan and Tayron, but it was not clear at the time if the Tiguan announcement would extend to a new Allspace.

It was announced at the time these models would offer the option of plug-in hybrid power with up to 100 kilometres of claimed electric driving range.

The future of the more luxurious but five-seat-only Touareg beyond the current generation is unclear. It is due for a facelift in Australia next year, which would push the arrival of a new-generation model - which would go electric - out to 2027 or 2028.

Prior to the pandemic - in the seven-seater's first full year of sales - the standard-size, five-seat Tiguan outsold the Allspace by 66 per cent (7,747 to 4,665 vehicles).

However, the German-built Tiguan has been hit harder by production slowdowns and component shortages than its stretched Mexican-made sibling.

The Tiguan Allspace outsold the standard model by 45 per cent (3,876 to 2,658 vehicles) last year - but over the first three months of 2023 the tables have turned, with 1,482 standard Tiguan sales to 1,190 Allspaces.

## ID.Buzz confirmed for Australia.

The Volkswagen ID. Buzz - the electric reboot of the classic Kombi - has been given the green light for Australian showrooms in 2025, in both people-mover and delivery van forms.

After indicating late last year plans were in motion to introduce the ID. Buzz, Volkswagen Australia has now received approval from head office, as two of five new electric vehicle models due here within two years.

The ID. Buzz people-mover and ID. Buzz Cargo van are due to enter production for Australia at the end of 2024, ahead of first local showroom arrivals expected in early 2025.

This is about six to nine months later than the targeted timing of mid 2024 quoted last year, before the green light had been given for Australian production.

Volkswagen is yet to outline the model range for



Australia, though the company has previously said it is interested in all variants available overseas, including rear- or all-wheel drive, short or long wheelbases, up to seven seats, and smaller or larger battery packs.

If UK prices are a guide, a base-model commercial van could cost \$AU65,000, while a top-of-the-range people mover with rear-wheel drive may cost more than \$AU100,000.

Volkswagen executives said last year the ID. Buzz range is forecast to outsell the diesel-engined 'T6.1' Transporter, Caravelle, California and Multivan range, which reported just 1,939 sales last year.

"We're in the multiples of thousands - there's a big opportunity," Volkswagen Australia commercial vehicles director Ryan Davies said last year, when asked about a sales target for the ID. Buzz.

"We've provided some projections to the factory that are pretty aggressive, but I don't think that will be reflected in the first year, or even two years. I think we'll be restricted by global [demand]."

The Volkswagen ID. Buzz was unveiled for Europe this time last year, with styling inspired by the first generation Volkswagen Type 2 built from 1950 to 1968 - known to Germans as the 'Bulli.' This nickname comes from a mixture of 'Bus' and 'Lieferwagen' (delivery van). To the Americans it was the 'VW Bus,' while the British call it the 'VW Camper' (whether it's actually a camper conversion or not). To the Aussies of course, it's the VW Kombi.

In Europe, all ID. Buzz models at launch are powered by a 150 kW/310 Nm electric motor driving the rear wheels and a 77 kWh battery, good for a claimed 421 km to 424 km of driving range.

A long-wheelbase body with seven seats is due to launch this year, alongside a larger 111 kWh battery, and ahead of a dual-motor, all-wheel-drive GTX performance variant with 250 kW.

"We sell a huge mix of 4Motion [all-wheel-drive] T6.1 already, so we already have a very high previous position for 4Motion in this country, so we don't really see that changing," Mr Davies said.

"We would have a good mix of all-wheel drive. We haven't determined yet what the mix of five-seater and seven-seater would be, but we would take both. And in terms of GTX, we would be jumping all over that."

Volkswagen Australia says it plans to commence production of five electric vehicles by the end of 2024: the ID.3 hatchback, ID.4 and ID.5 SUVs, and the ID. Buzz twins, ready for local introduction by 2025.

## Skoda to develop VW engines.

Czech car-maker Skoda, part of the giant Volkswagen Group since 1991, has been tasked with developing the German conglomerate's next-generation turbocharged petrol engine, expected to power more than 50 models across its seven affiliated automotive brands.

In a media statement, Skoda announced the Volkswagen Group's turbocharged 'EA 211' petrol engine will now be developed by the Czech car-maker. They have produced non-turbocharged examples of the engine in its



Mladá Boleslav factory since 2012.

Volkswagen's EA 211 is a modular engine which can be built across a number of specifications - three- or four-cylinder, naturally aspirated or turbocharged, and with capacities ranging from 1.0- to 1.6-litres.

In Australia, the EA 211 engine is currently available in the Volkswagen Golf, Polo, Tiguan and T-Cross, the Audi A1 and Q3, as well as the Skoda Octavia, Fabia, Kamiq and Scala.

A 1.4-litre plug-in hybrid variant of the engine powers the Cupra Leon and Formentor VZe variants, though this electrified option is not currently available elsewhere in the Volkswagen Group's Australian model range.

According to Johannes Neft, Skoda board member for technical development, the next-generation EA 211 will be used in at least "50 model lines" across seven unspecified Volkswagen Group brands.

"Taking responsibility for the development of the entire EA 211 engine series is confirmation of Skoda's high level of technical expertise," said Mr Neft in a media statement.

"At the same time, this underlines the importance of the Skoda brand within the entire Volkswagen Group, as the engines in this series are used in 50 model lines of seven of its brands."

Skoda claims the increased development and production of the EA 211 will result in approximately 150 more jobs at its Mladá Boleslav factory - the home of the Volkswagen Group's MQB A0 Global small car platform and the new-generation Superb/Passat twins.

The Volkswagen Group's decision to move the engine's development to Skoda follows Volkswagen's passenger cars division announcing it will end the sale of petrol and diesel-powered vehicles in Europe by 2033, two years before the European Union's proposed fossil-fuel ban.

While Audi has announced an identical target to Volkswagen, Skoda has not yet ruled out a move away from petrol and diesel engines.

## Golf 9 to be electric only.

The next-generation Volkswagen Golf is set to move away from petrol and diesel power as early as 2028, and continue the nameplate with battery power - assuming no U-



turn in the global roll-out of battery vehicles.

In November 2022, Volkswagen CEO Thomas Schäfer confirmed the Golf nameplate would live on in the electric era - and would not be replaced by the similarly-sized ID.3 launched in 2020.

The executive has now reiterated to German publication *Automobilwoche* there are no current plans for an all-new Golf with petrol and diesel power - and that the next generation of the nameplate would offer electric power only.

The current eighth-generation Golf is due to receive an update next year with a revised look and new technology - which will be designed to keep it fresh until the electric 'Golf 9' arrives, which Mr Schäfer indicated would not be until 2028.

Mr Schäfer left the door open to a new petrol-powered Golf if the global shift to electric cars is slower than expected - or takes a turn towards a different technology.

However, the executive believes that is unlikely to happen.

"It's clear that we will not be giving up iconic names like Golf, Tiguan and GTI, but will be transferring them to the electric world," Mr Schäfer told *Automobilwoche*,

"But with the Golf in particular, it has to fit the genes. Just calling any vehicle that doesn't work. We won't make that mistake."

According to Mr Schäfer, those 'Golf genes' will result in the electric hatchback adopting a flatter roof than the ID.3 - though this won't happen until 2028 at the earliest, coinciding with the launch of Volkswagen's new 'SSP' (Skalierbare Systemplattform) electric-car platform to replace the existing MEB and PPE platforms.

Mr Schäfer also said the eighth-generation Volkswagen Golf's mid-life update - dubbed the '8.5' - next year will extend the petrol and diesel-powered hatchback's life before it goes electric.

"That puts it in a great position until the end of the decade. Then we will have to see how the segment develops," said Mr Schäfer.

"If the world develops completely differently than expected by 2026 or 2027, then we can also launch a completely new vehicle again. But I don't expect that to happen. So far, that's not planned."

While the Volkswagen Golf has been produced as an electric car before - between 2014 and 2021 as the e-Golf - the ninth-generation model will be the first to be exclusively powered by a battery, and

without petrol and diesel engines.

Volkswagen has previously announced its plans for 100 per cent of its European car sales to come from electric vehicles by 2033 - two years ahead of the European Union's proposed near-ban on the sale of new vehicles with petrol and diesel engines (excluding some concessions).

## T-Roc to be last new petrol VW.

Meanwhile the next Volkswagen T-Roc is set to become the German car maker's final new petrol-powered model before it commits to an electric version of the popular small SUV from 2023, insiders have revealed.

The current T-Roc is planned to be succeeded by a second-generation model in 2026, after which point all future new-generation Volkswagens introduced in Europe will be electric, including the next Golf hatchback.

The next T-Roc is planned to share a range of mild-hybrid petrol engines with the new-generation Passat sedan and Tiguan mid-size SUV, as well as a heavily-upgraded version of the current, eighth-generation Golf.

The Passat is set to be unveiled and introduced to European showrooms later this year, while the Tiguan and Golf are being prepared for 2024 launches.

Volkswagen has denied rumours it harbours plans for a new electric small SUV in the mould of the existing T-Roc.

Reports suggesting such a move surfaced recently after Volkswagen filed a trademark registration for the name 'ID. Roc' in Germany.

A Volkswagen representative said that while plans have been established for a successor to the current petrol T-Roc, due in 2026, there are no immediate plans for an electric version of the popular model.

"The move to trademark the ID. Roc name is future-proofing. We don't have immediate plans for an electric T-Roc, but we do see a model like this in the future. The current [petrol] T-Roc is one of our best-selling models, so we will not abandon this segment."

Volkswagen has previously announced an intention to go electric-only in Europe by 2033. VW Australia has said it aims for electric cars to outsell its petrol and diesel vehicles by 2028.



## ID.7 revealed.

The 2024 Volkswagen ID.7 large electric car has been revealed in a simultaneous presentation held in Germany, the US and China.

Planned for European sale during the fourth quarter of 2024 at an estimated starting price of about 50,000 Euro (\$AU55,000), the Hyundai Ioniq 6 and Tesla Model 3 rival is the German car maker's first dedicated electric sedan.

Australian arrivals are yet to be confirmed, though a company spokesperson said the ID.7 would be of interest for local showrooms if the vehicle is eventually made available to Volkswagen Australia.



The ID.7 is the sixth production model on Volkswagen's MEB electric-vehicle architecture, after the ID.3 hatchback, ID.4 and ID.5 SUVs and ID.Buzz van - all of which are due in Australia next year, as VW's first electric cars locally. There's also the China-only ID.6 SUV.

Volkswagen will sell the ID.7 in both single-motor rear-wheel-drive and dual-motor all-wheel-drive layouts.

Initial sales, however, are set to concentrate on rear-drive models as production of the new ID model ramps up at Volkswagen's Emden plant in Germany - one of three sites set to eventually produce the new sedan, the other two being at factories run by VW's joint-venture partners in China.

The ID.7 receives a liftback-style design with seating for up to five and 535 litres of luggage space underneath a large tailgate at the rear.

Unlike the Hyundai Ioniq 6 and Tesla Model 3 - but as with other cars on the Volkswagen MEB platform - it does not receive a front luggage compartment, or 'frunk'.

Key exterior design elements include a largely-enclosed front end with LED headlamps that are joined by a light band integrated within the leading edge of the short bonnet, a relatively-high waistline, curved roofline and notchback-style rear with tail lamps that mimic the look at the front with a full-width LED light band.

With a claimed drag coefficient of 0.23, the new sedan is said to be Volkswagen's most aerodynamically-efficient mass-produced model yet.

Described as an electric alternative to the long-running Passat, the ID.7 measures 4961 mm in length, 1862 mm in width and 1538 mm in height. This makes it 186 mm longer, 30 mm wider and 55 mm taller than the Passat.

It also receives a wheelbase that is 180 mm longer than that of the existing Passat.

Together with the ID.7 sedan unveiled in Shanghai, Volkswagen has confirmed it is also developing a wagon version for launch in selected markets early next year.

Power for the rear-wheel-drive ID.7 comes from a new electric drivetrain known internally at Volkswagen as the AP550, using a revised version of the electric motor used by the ID.3, ID.4, ID.5, ID.6 and ID. Buzz electric vehicles.

Changes include a modified rotor, stator and gearbox - all claimed to contribute to greater performance and improved energy efficiency.

Power is increased by 60 kW over other existing single-motor, rear-wheel-drive Volkswagen ID models at 210 kW, with torque extending by 235 Nm to 545 Nm.

Electric energy is provided by a lithium-ion battery housed within the floor of the MEB platform. It comes in two variants; a 77 kWh unit in the ID.7 Pro and an 82 kWh unit in the ID.7 Pro S.

The official driving range claim is yet to be finalised, though Volkswagen says the ID.7 Pro will offer a range of about 615 km, with the ID.7 Pro S set to receive a rating close to 700 km on Europe's WLTP test cycle.

The maximum charging capacities for the small and larger batteries are put at 170 kW and 200 kW respectively on a DC fast-charging system.

Other ID.7 models, including a dual-motor, all-wheel-drive GTX performance model, are planned to be added to the line-up, though they were not detailed at the new sedan's unveiling.

Inside, the ID.7 receives a newly-designed dashboard with a small digital instrument display and new freestanding 38-cm infotainment display - the latter operating in combination with the latest version of Volkswagen's voice recognition system.

Also included a multi-function steering wheel with optional heating, a standard head-up display unit with augmented-reality functionality, new-design front seats with available heating, ventilation and massaging functions, and a high-mounted centre console that runs back through the middle of the cabin housing various storage compartments.

As foreshadowed in January, Volkswagen has added illumination to the touch-sensitive slider controls below the infotainment screen used to adjust the temperature of the air conditioning and audio volume.

Volkswagen will also offer the ID.7 with an optional liquid-crystal panoramic glass roof that can be set to opaque or transparent, and a Travel Assist driver assistance system with Level 2 semi-autonomous driving functionality.





## Canberra German Cars and Coffee.

The inaugural Canberra German Cars and Coffee event was held on Sunday 16 July to provide local German car owners and enthusiasts an opportunity to get together in an informal setting and share in some beautiful German engineering. Coffee and bacon & egg rolls were also on offer; which was just as well, as the temperature in the morning was quite brisk.

The venue was the Spanish - Australian Club in Narrabundah, which has recently hosted a number of car events on their open space around the club. They also provided the coffee and food which was prepared and served by club members.

As the morning progressed, the temperature became more bearable and the beautiful blue skies and sunshine helped in making it a great day out for everyone in attendance. As the cars rolled in, it quickly became apparent that our social media campaign had reached far and wide, as many of the cars that came along were not all members of any of the local German car clubs. There were no formalities, so people just parked as they arrived, with no pattern or groupings to adhere to. Many of the BMW owners arrived together and took up

position in a long line; however the majority of car owners were happy with the random parking as they arrived.

Well over 100 cars showed up, which was more than we expected. Club VeeDub hosted the event, and even though we did not ask for intentions of attending or RSVPs, we did keep an eye on the socials to try and gauge the interest. We were very happily surprised with the number and the fantastic positive response to the event. Many asked when the next one





big car shows. Whether you just stop-by on the way to do the weekly shop, kids sport commitments or between other appointments, we are just happy to see you and your cars; which makes conducting these events all the more worthwhile.

Keep an eye on our social pages for future events, or join the conversation to let us know what type of events you would like us to conduct. And please remember you are all welcome to join us at our monthly meeting at the Spanish Club on the first Tuesday of each month from 1930.

Willie.

was planned for. I suppose this means we had better run some more.

I was kept quite busy during the morning, with a number of either logbook endorsements or vehicle inspections for members wanting to transfer their cars on to historic rego. (Once on the new concessional rego scheme here in the ACT, the logbook must be endorsed by your club's registrar to complete the process of concessional rego and being able to use the vehicle). We also had a number of enquiries as to joining the club, evidenced by the number of new requests to join our Facebook page over the following couple of days.

These informal and shorter timeframe events (it was only supposed to be for a couple of hours - but some of us ended up hanging around much longer than that) are proving to be very popular here in Canberra. Not having to commit the whole day, or just popping in to have a quick look or catch-up are much easier to justify in our busy lives than the





## Country cars.

Believe it or not but the best thing in this magazine has always been the classified ads.

I know Phil does an excellent job with the rest of the magazine, but sorry.

It can be worth the price of club membership by itself, nearly every year.

Most of the time it's full of overpriced Volkswagens for sale by enthusiastic owners.

Every now and then though, nearly once every year, a bargain will appear.

Sometimes it could be parts you need and sometimes it can be cars or projects.

It's rare but sometimes some really cool old Volkswagens pop up for sale, maybe a four or six hour drive from Sydney.

What I have learned over the years, is that next to nobody from Sydney likes to drive to the country to see a classic Volkswagen for sale.



Maybe it's all too much trouble for most people?

This is a great thing because if you take a drive out to view one of these country cars you will probably be the only person in the mix, therefore you can lowball them on price and still probably get away with it.

Believe me, there are some pretty cool Volkswagens stashed in peoples sheds out in the country but you most likely never find them on your own.

I only ever need half an excuse to take a drive in the country and a classic Volkswagen for sale at a reasonable price is exactly the excuse I'm looking for.

You get to have a nice drive with the guarantee of checking out a Volkswagen for sale.

Next time an interesting classified ad in the country pops up, take a drive out and take a look, I guarantee you won't be wasting time or money.

What do you have to lose anyway, \$60-\$100 in petrol and a few extra kilometres on the odometer, that's all.

You might even have a little bit of fun?

Ashley Day.



## Australian made or delivered.

Some old Volkswagens were made (either CKD-assembled or fully manufactured) in Australia, up to the end of 1976.

Since then, Volkswagens were imported into this country over the years by an Australian distributor.

These cars are known as Australian delivered.

These cars came into this country through the proper channels, specified for the Australian market and certified as meeting all relevant Australian Design Rules, and sold new through official dealerships and all taxes paid.

Then you can have personal imports, cars that have been imported by businesses or by private individuals. They might be models never sold in Australia, such as 411s, 181s,



Cabriolets, Fridolins, Devon or Westfalia campers, 23-window Microbuses, Pumas, Brasilias and many early water-cooled VW such as early Sciroccos, Golf GTIs, Jettas, Polos and Passats.

These are known as grey imports or back door cars.

Even though I have owned grey imports from all different countries over the years, as a Volkswagen collector, I'm only really interested in collecting Australian delivered or made cars.

Walking around my collection of fifteen classic Volkswagens, you won't find any personal imports.

Every single car is Australian delivered or made.

Even the cars I wreck, these days are Australian delivered.

Why?

To me, Aussie cars are a safer investment and have a higher resale value.

Not only that, they are easier to sell.

Sometimes personal imports can come from countries

where they use salt on snowy roads.

Most personal imports are left hand drive and sometimes can have the risk of a previous dubious right hand drive conversion.

Do you really want to drive around in a left hand drive car? I don't.

Personal imports can be sometimes harder to get parts for in Australia, for example, the Porsche 914. And even for newer exotics - where would you get parts for an almost new VW Touran, Phaeton, Atlas, US Jetta or Routan?

Sometimes grey area cars can be harder to on sell.

If you have a split window beetle, Hebmüller or Kubelwagen, then disregard this story as these were never available in this country and any collector would have one if they could.

Still my advice is to stick to the Aussie delivered cars. It's the safest bet for your money.

This is only my opinion as a collector and is in no way meant to offend anyone.

Ashley Day.

## The Ascort.

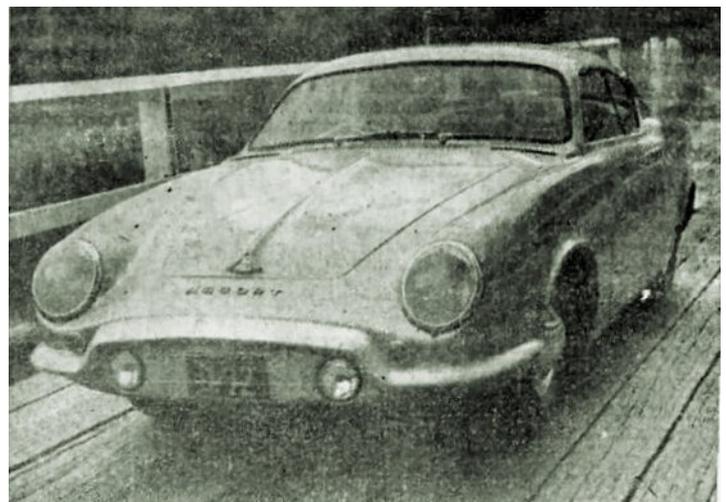
*Australian Motor Manual, August 1961*

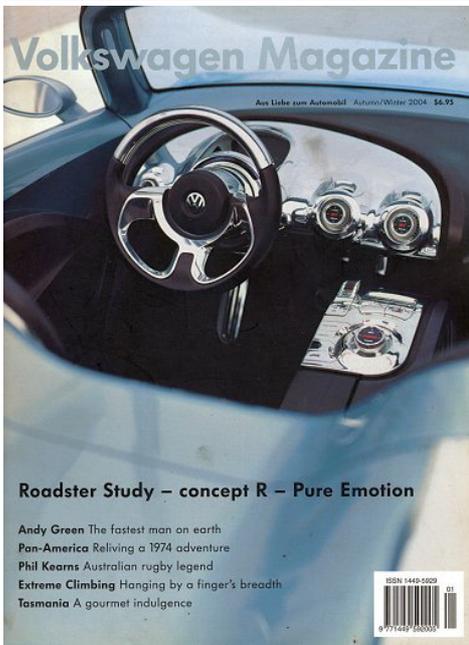
The Ascort is Australia's own G.T. coupe. Production commenced in late 1959 and the result was an extremely pleasing automobile.

Styled in fibreglass, the overall appearance of the car is low and wide. The lines are contoured for speed and efficiency and allow the only moderately powerful engine to give the car a top speed in the region of 100 m.p.h. (161 km/h). A blending of Italian and American styling has resulted in a body shape that will be modern in ten years time.

Motive power comes from an Okrasa, a Porsche-type engine with an output of 54 b.h.p. at 4300 r.p.m. This is a light car on the road.

All independent suspension by torsion bars keeps the car on the road like a coat of paint, and the road-holding power of the Ascort, makes corners a thing of the past. A functional car, the Ascort will fit in with any kind of work from every day city running with great economy, to high speed interstate touring.





Issue #1



Issue #2



Issue #3

## Volkswagen Magazine.

In 1965-66 Volkswagen Australasia published the first magazine series for owners of their cars. 'New Horizons' was the first magazine for one make of car ever published in Australia (although it was only sold in VW agencies and by subscription, not in newsagents). Just four issues were produced until rising costs and reducing sales ended the series (see Zeitschrift September 2021).

Other makers, especially more up-market badges such as Mercedes, BMW and Porsche began their own glossy 'in-house' magazines for local owners in the 1990s. These were aimed at new buyers of their cars and were posted directly to them, but were also sometimes available at newsagents. These magazines featured numerous 'lifestyle' features on travel, fashion, wining and dining and entertainment, along with features on their latest models and expensive advertising for luxury consumer products. They were just like glossy airline in-flight magazines.

Audi eventually followed suit and began their own Audi Magazine in the late 1990s after Astre Automotive took over the local Audi franchise from TKM-Inchcape. Today Audi Magazine is edited by James McRory, who had earlier edited the last few issues of the 'Paradise' VW magazine series for Express Publications. However, no similar Volkswagen in-house magazine was ever produced by importers LNC in the 1970s, Ateco in the 1980s nor TKM-Inchcape in the 1990s.

Factory-owned Volkswagen Group Australia was formed in 2000 and took over all Australian VW operations from the independent importers from the beginning of 2001. It took three years to get the business established and running properly, and a new in-house VW magazine finally appeared in 2004 – a gap of 38 years! It was called, not surprisingly, 'Volkswagen Magazine.' It matched similar titles produced by the UK and South African VW businesses.

The writing and publication was not actually done by Volkswagen Group Australia itself. Rather, VWA contracted the design, content, production, printing and distribution of the new magazine to a production house called Penfold

Buscombe, based at East Botany (not far from VWA's then-head office at Botany). A credit was also given to Ruediger Schingale, Volkswagen AG Wolfsburg, for 'International Support,' as the magazine would initially be all European content. The finished product was a high-quality 68-page glossy magazine, with a book-style glued spine binding rather than the usual commercial staple and fold.

The size was unusual – 227 mm wide and 300 mm high (8 <sup>15</sup>/<sub>16</sub> x 11 <sup>13</sup>/<sub>16</sub> inches), slightly bigger than standard A4 (219 x 297 mm) and rather smaller than B4 (250 x 353 mm). The closest metric size is the less common C4 (229 x 324 mm), but these are normally used for envelopes, not sheets, and would still need a trim of 24 mm off the height to give its strange 1.32 height/width ratio. Normal metric sizes use the square-root of 2 ratio of 1.41, so that when you fold them in half the height/width ratio stays the same. Only the root 2 ratio does this. So it's not a metric size, and in fact you can see it's very close to 9 x 12 inches. This is not a standard American size either – the closest I can find is US Tabloid Letter Extra - 9½ x 12 inches. Fine, but why they would use this weird size beats me.

The paper was good quality glossy stock, with a thicker cover printed in satiny inks and a metallic colouring of the headings. Inside the design was VW style, like a sales brochure, with full colour pictures and VW fonts for text and headings.

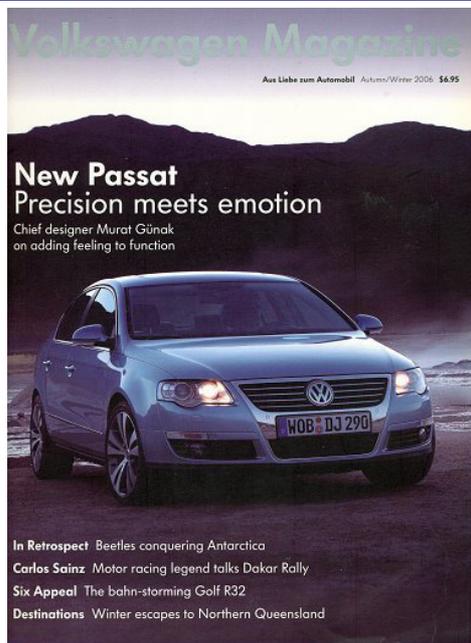
It would be a bi-annual magazine – twice a year, or once every six months. The first issue was dated Autumn/Winter 2004 and was priced at \$6.95 – although I don't remember it being on sale in newsagents. In dealerships you could pick up a copy for free, if you asked nicely and at the right time.

**Issue #1** was Autumn/Winter 2004. The magazine's manager and editor was Paul Janzen, who penned a suitable greeting in the first issue.

It wasn't a bad first attempt, with all overseas content and only a few minor mistakes. There were plenty of lifestyle articles, as we said similar in style to an airline in-flight magazine. We reviewed this first issue of Volkswagen Magazine in the October 2004 issue of Zeitschrift, and you



Issue #4



Issue #5



Issue #6

can find the article on our webpage at:

[www.clubvw.org.au/media/oldarticles/oldart013/#cul14](http://www.clubvw.org.au/media/oldarticles/oldart013/#cul14)

The size increased to 76 pages for **Issue #2**, Spring/Summer 2004. It was first issue with some Australian content, with a feature on Rod and Lloyd Davies' excellent book 'Volkswagen in Australia – The Forgotten Story,' with a nice selection of historic Australian VW photos and brochures in high-res.

There were also stories on the Dakar Race Touareg, the 'Glaserne Manufaktur' factory in Dresden and the VW Phaeton limousine built there, and a detailed 'range summary' of all the VW models available in Australia, with photos, engine and power specs, gearboxes and prices. The 'lifestyle' articles continued, with stories on Wolf Blass wines (and his first VW), Zimmerman fashions, beachside accommodation in Byron Bay and reviews of the latest books, music and movies.

In **Issue #3** – Autumn/Winter 2005 the size increased again to 84 pages, though still priced at \$6.95. This was the first issue to feature the current VW boss writing the introduction editorial. In this case it was Jutta Dierks, who had just replaced Peter Nochar as Volkswagen Australia MD.

**Issue #4** followed in Spring/Summer 2005 and the size stayed at 84 pages with the same format as before. In **Issue #5** – Autumn/Winter 2006 Jutta Dierks mentions a 'fresh new design for the internal pages.' This was due to a change in production house – Penfold Buscombe was replaced by Haymarket Media Australia, although Paul Jenzen had moved across and was still editor. There was a sharper layout style using a smaller font and tighter spacing, and the columns were now separated by small dashed lines (we copied this style for Zeitschrift and still use it today).

The issue happily moves to having more VW stories and less lifestyle stuff than before. There is an Australian VW article called 'Antarctic Adventure,' telling the story of the famous ruby red 1962½ VW 1200 'Antarctica 1' that spent a year at Mawson base in 1963-64. Written by Bob Jennings,



the information was credited to Ray McMahon, and the Davies' book 'Volkswagen Australia the Forgotten Story.' But, in fact most was taken straight off our club website, paraphrased and shortened without acknowledgment (the info came originally from my 1994 book, 'Knowing Australian Volkswagens,' also uncredited). Even most of the photos come off our website, the others from Ray's personal collection.

**Issue #6** came out 3 months later than usual, making a gap of 9 months altogether since the previous issue. So instead of being called Spring/Summer, it was called Summer/Autumn 2007. Jutta Dierks made no mention or explanation for the delay in her introduction, but the reason probably had something to do with Paul Jenzen departing as Editor; the new editor was Ellen Gee. The content had stabilised at a constant 84 pages each issue.

**Issue #7**, Winter/Spring 2007 saw no delay and the issue followed at the normal six-monthly interval from the last issue. The price was increased from \$6.95 to \$8.95. For the first time there is a 'Feedback' page of reader comments on the magazine and its contents.

This issue also contained an interesting story on transport magnate Lindsay Fox, who had just turned 70. It featured a tour of his extensive car collection in Docklands, Melbourne, one of the largest and most valuable in Australia. Among the long list of rare Porsches, Ferraris, Mercedes and Jaguars, were two Volkswagens in his collection. He has an orange mid-'70s UK-market 'basic' 1300 Beetle (similar to our '76 model but much more basic), and a silver US-market LHD 1303 Superbug Cabriolet. Being a wealthy collector, Lindsay had obviously brought them both in from overseas as they aren't Australian models and weren't sold here.

**Issue #8** came out much earlier than the usual six-monthly period – just three months after the last issue and was named Spring/Summer 2007. This returned the magazine to the regular schedule established from issue #1 to issue #5. Another new editor might have been the reason – Ellen Gee was gone and replaced by Andrew Davis. The price remained



Issue #7



Issue #8



Issue #9



Issue #10



Issue #11



Issue #12

the same at \$8.95 but the content reduced to 76 pages.

**Issue #9** – Summer/Autumn 2008 – appeared just three months after Issue #8. Price was still \$8.95 and the content was again 76 pages. There was a refresh and reboot of the series, under yet another new editor (now Nadine Lacroix). The magazine was resized somewhat smaller – it was now 215 mm wide and 274 mm high ( $8\frac{15}{32} \times 10\frac{25}{32}$  inches), compared with 227 mm x 300 mm high ( $8\frac{15}{16} \times 11\frac{13}{16}$  inches) before. Again, this was not a metric size – A4 is 219 x 297 mm so while the width is close if we allow a bit for trimming, height is 23 mm shorter than A4. That's a wasteful and most unlikely trim. Rather, you can see it's very close to  $8\frac{1}{2} \times 10\frac{7}{8}$  inches, which is almost exactly US Letter size ( $8\frac{1}{2} \times 11$  in). So the Australian Volkswagen Magazine moved from one non-metric size (US Tabloid Letter Extra) to another!

**Issue #10** – Winter/Spring 2008 – returned to the normal six-monthly schedule, appearing six months after issue #9. This issue includes a glued-in 'Innovative

Technology' brochure. There was a one-column story on the recent 20<sup>th</sup> anniversary VW Nationals, with 8 tiny (25 mm square) photos (including three of John Vellis' Karmann Ghia). The story was just three paragraphs, with no author credited. It said the People's Choice award was won by a '1976 Mk1 Golf LS Swallowtail.' This is incorrect – 'swallowtail' is a UK nickname for the early body pressing shape around the rear number plate, with angled sides. It was only made that way in 1974-75 – by the time Australian models (CKD assembled) went on sale from March 1976, the panel had been redesigned. We didn't get 'swallowtails' here.

**Issue #11** – Spring/Summer 2008 – was another out-of-sequence issue, appearing just three months after Issue #10, so instead of the expected Summer/Autumn, it's now Spring/Summer. Also another redesign, thanks to another change of production house – Haymarket Network Australia at McMahons Point was replaced by Edge Custom Media at Manly. Nadine Lacroix was still the Editor so she must have

moved across. It was reduced from 76 to 74 pages, but now includes a separate 'Volkswagen Showroom' brochure. The famous VW 'Futura' heading fonts was replaced by a similar but different, less bold font. The dashed column dividers were removed. The text font was also changed, from VW 'Calisto' font (which we still use in Zeitschrift) to what looks to me like 'Centaur.' Font size was reduced to 8 point or less, so tiny that it's difficult to read even with my glasses on. We use 10-point in Zeitschrift (Steve uses 12-point for the Nationals issue).

**Issue #12** – Summer/Autumn 2009 – also appeared three month after Issue #11 so overall the magazine's schedule had become something of a dog's breakfast. There was a small report on the Canberra German Autofest, and a preview of the 2009 VW Nationals. "Last year we saw more Polo, Golf and Passat owners than ever before, and we want to see lots more of them this year too," said Club Veedub President David Birchall. "Of course there will still be lots of beautiful old Beetles and Kombis as well. We love them all!" I remember writing that press release...

**Issue #13** – Winter/Spring 2009 – again returned the series to the normal six-monthly schedule and had a new Edge Media editor – Joanne Scanlon had replaced Nadine Lacroix. It would be Jutta Dierks' last as VW boss as she announced in her forward she would be returning to Germany for a new position in Wolfsburg. This issue contained an Australian VW history article called 'At Home – Volkswagen In Australia.' No author was given, but it was taken straight off our Club Veedub website, summarised down but many sentences printed verbatim – and without any credit to our club. I wrote a strongly worded letter to Edge Media complaining about using our material without acknowledgment.

**Issue #14** followed the normal six-monthly pattern but was just names 'Summer 2010.' There was another new editor, Luka Popovac, and an introduction from lovely new VW Australia boss Anke Koeckler.

The response to my letter to Edge Media was an invitation from them to contribute to the magazine (yes, for a modest payment.) They wanted a series on Australian

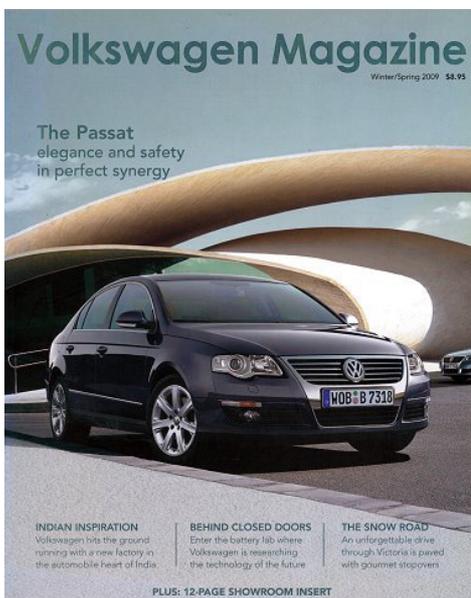
Volkswagen history mixed with general history, a decade at a time. This issue saw my examination of the 1950s. I didn't provide the photos – Edge Media did – and apart from a couple of photos from our website, they used US-style '50s photos (such as Elvis and James Dean) that gave it the flavour of Happy Days. This was unfortunate – Australia in the 1950s was a British country, not an American one.

**Issue #15** was Winter 2010, the normal six months after the last issue. The magazine underwent a style redesign, with the cover sporting a 1cm white border and shrinking the heading font. The separate 'Volkswagen Showroom' brochure was discontinued, now just part of the normal pages. This issue has part 2 of my history series, on the 1960s. Edge Media used photos of the Beatles (of course), a US DDB VW ad, and a shot of the Wolfsburg works. They spoiled the whole '60s vibe by using a large picture of a 1971-72 Superbug.

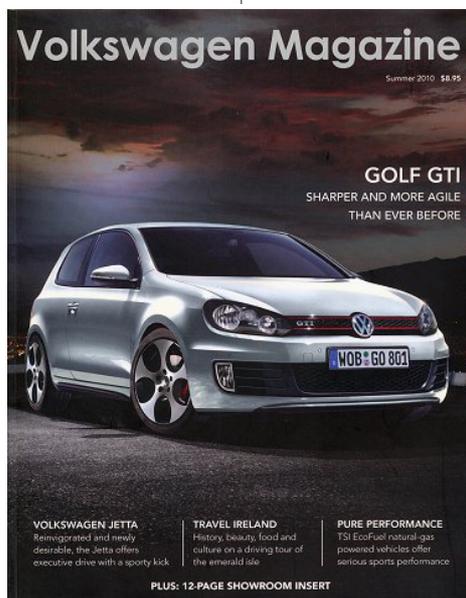
**Issue #16** followed in Summer 2011, with the six-monthly routine now working properly. My history article this time was on the 1970s, mixing general Aussie history 1970-79 with specific Australian Volkswagen milestones. Edge Media supplied the photos of the Opera House, William McMahon, Gough Whitlam, Germaine Greer and Shane Gould. It was only spoiled by using a photo of a pre-'68 6-volt Beetle, and another of a Golf 2 (which didn't appear in Europe until 1984 and not sold here until 1989).

**Issue #17** appeared in Winter 2011. VW boss Anke Koeckler noted that VW Australia's 2010 sales of 38,016 vehicles was a new record, finally passing the old record of 31,410 set way back in 1964 during the local manufacture days. We had first reported this in the January 2011 issue of Zeitschrift, so it was great to see Anke was a keen reader of our club magazine. In fact Anke has been the most engaging of all VW Australia's bosses since 2001. There was little to report in my '80s instalment, as it was VW's doldrums in Australia. It was mostly local history – supported by photos of Bob Hawke, Kylie and Jason, Australia II and Peter Garrett.

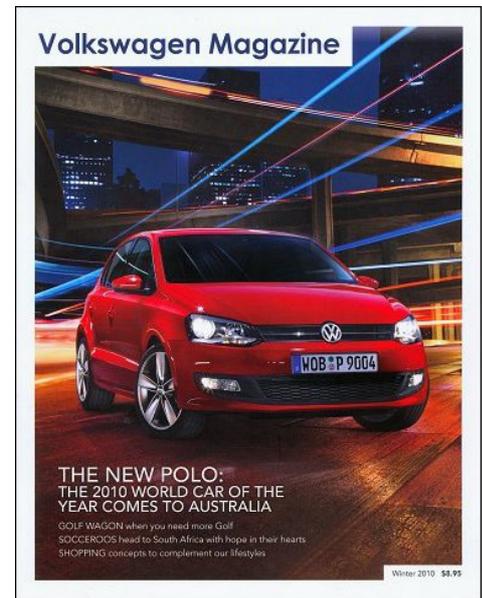
**Issue #18** was Summer 2012. Another new editor (now called 'Volkswagen Editor and Project



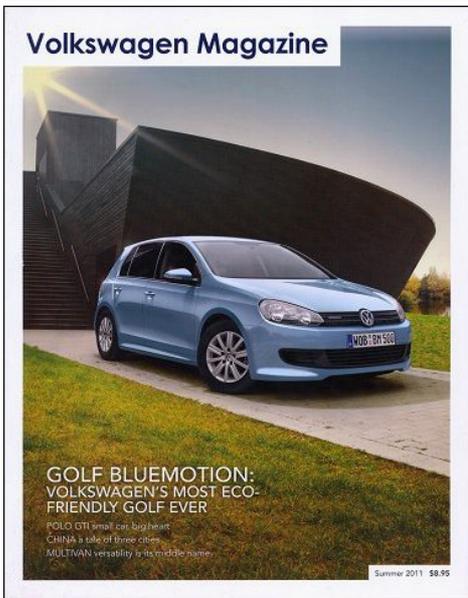
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Issue #14



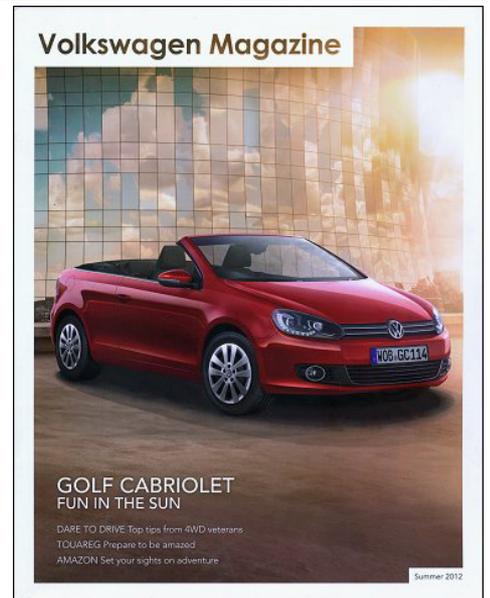
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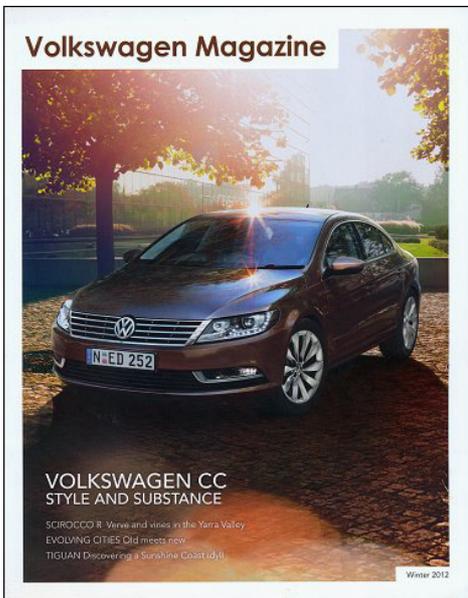
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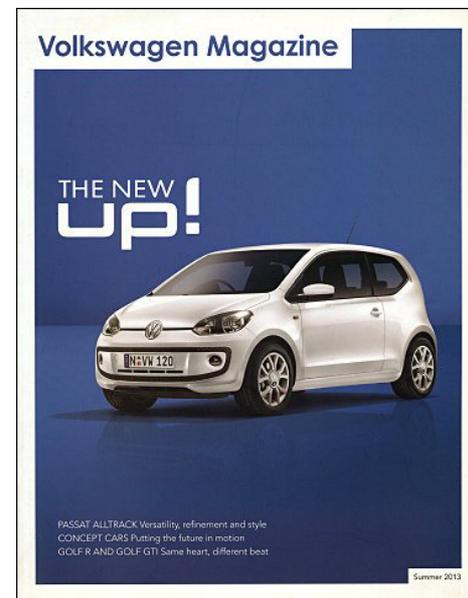
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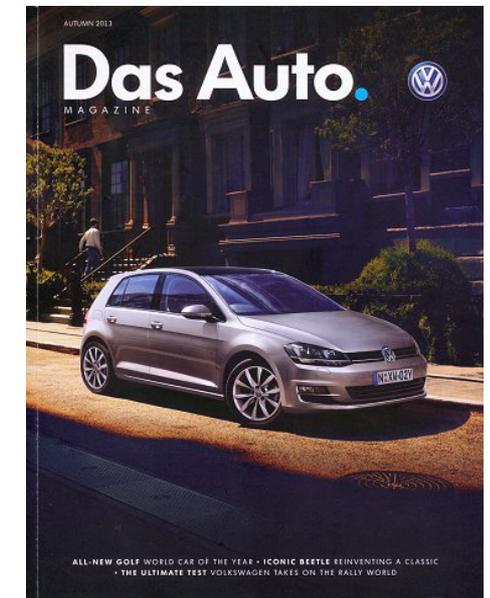
Issue #18



Issue #19



Issue #20



Issue #21

Manager') – Angela Schulte-Lippert replaced Luka Popovac. The magazine's size was still 74 pages but the price (\$8.95) was removed from the front cover. This issue celebrated the Tiguan, Eos and Golf Cabriolet, as well as Volkswagen's sponsorship of the Sydney Swans. This issue saw my 1990s history article, describing VW's local restart under Ateco and TKM/Inchcape. Edge Media supplied photos of Pat Rafter, Allan Border, John Howard and a still from Priscilla Queen of the Desert.

**Issue #19** (Winter 2012) had yet another new editor, Joseph Britt. It featured the new CC sedan, Scirocco R, the latest Mk2 Beetle, Amarok towing accessories and VW's Australian Driving Experience program. There's a nice article on Kevin O'Toole's 1968 Karmann Ghia, one of the last two sold new in Australia. The last of my history series is on the 2000s, bringing the local VW history up to date. Edge Media added photos of Rebecca Gibney, Ricky Ponting, Prince Frederick and Princess Mary, and governor general Quentin Bryce. An article on Angie McNulty's '66 'roll top

roof' Beetle is incorrect – the car is a '68 (big windows, flat hubcaps, 12V taillights etc).

**Issue #20** was Summer 2013 and featured the new Up!, Golf GTI and R; more on the new Mk2 Beetle, Caddy Edition 30 and Passat Alltrack. This features some page extracts and photos from Rod and Lloyd Davies' excellent book, Volkswagen Australia the Forgotten Story. An article on the blue 'marine conservation' 1976 Kombi says that it was previously used in Telstra's 'I've Been Everywhere' TV ads. I don't think so – that was Matt Raine's blue split-window bus. A highlight in this issue is a story on VW racer Greg Mackie with a number of period photos.

**Issue #21** appeared earlier than expected, in Autumn 2013, and a new editor – Paul Rodger. It saw another complete redesign of the magazine and it was now named 'Das Auto Magazine,' reflecting the slogan VW was using in their ads at the time. The styling was refreshed and the paper was changed – it was no longer glossy, but felt rough to the touch and was slightly thicker. This made the same 74-page magazine now 5

mm thick, up from 3.8 mm before. There was also a new VW boss doing the introduction – the lovely Anke Koeckler had returned to Germany and was replaced by the Canadian John White, who rhapsodised about VW’s ‘60 years in Australia.’

Being a Canadian fly-in, John White knew nothing of Australian Volkswagen history. While the first display VWs were imported and shown in Melbourne in December 1953, none of them were sold to the public. The FCAI records VW’s sales as 0 in 1953. The first cars were not sold until March 1954 (Victoria) and April 1954 (NSW). This has been documented in great detail (see April 2013 Zeitschrift). He and VW Australia were almost a year too early for 60th birthday celebrations.

Also the Beetle total is not ‘more than 22.5 million.’ It is of course 21,529,464 – 21.5 million. I suspect John White has in fact added on the 1998-2012 New Beetle’s production of about one million, making 22.5 million in total. But you can’t do that – the air-cooled Type 1 and much later Golf-based front-drive water-cooled New Beetle (Type 9C) are completely different vehicles.

The issue has a further 3-page article on ‘60 years in Australia,’ written by Andrew Kerr using info and photos straight off our club website (without acknowledgement). There among the fluff about ‘VW’s rich heritage stretching back to 1953,’ is a text box saying ‘1954 – First Volkswagen Beetles and Transporters go on sale.’ That is correct, and so neatly contradicts himself. There is also a story on Stephen Muller’s salt speed racing T1 Kombi – they miss-spell his name as Steven.

**Issue #22** appeared at the expected time, Summer 2014, some 9 months after the last issue. VW boss John White began his introduction with ‘this issue we celebrate the 60th anniversary of the first Volkswagen arriving into the country in October 1953.’ This is wrong on several levels. Lionel Spencer imported and displayed the first VWs into Australia in December 1953, not October, and none of them were sold to the public. In any case these were not the ‘first Volkswagens.’ A number of privately-imported cars arrived earlier than this, such as the Regel (later Rod Farrell/ Andy

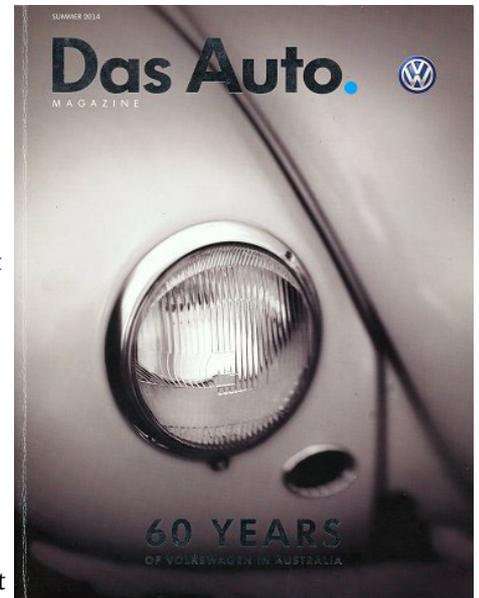


JOHN WHITE  
MANAGING DIRECTOR  
VOLKSWAGEN GROUP AUSTRALIA

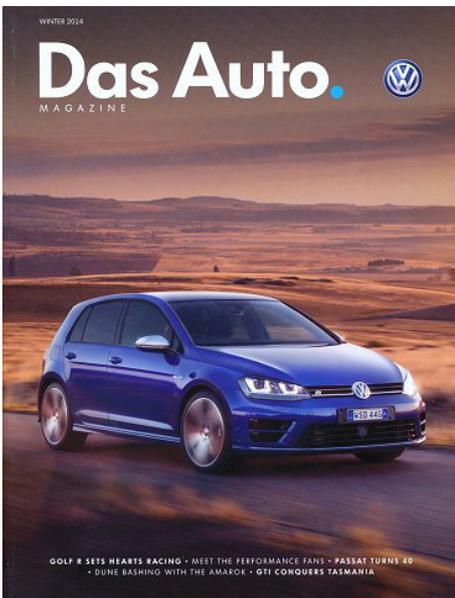
Roberts) car, and the famous Haenel VW that was the very first private import (now in York Motor Museum, WA). And before that the Australian Army shipped in a Kubelwagen, and two 1946 Beetles – a normal Type 11 and a Type 51 (Beetle with Kubelwagen running gear) – now in Adelaide and recently fully restored.

Again there were several Australian history articles, with information condensed from our website and Zeitschrift (without acknowledgment). Glenn Torrens had a good article on VWs in movies, while Paul Rodger submitted a summary of the Antarctica 1 story (with help from Ray McMahon). There was also an article on VW advertising, but it was all American DDB ads that weren’t run in Australia. Not sure why they didn’t just use the period Australian VW ads we run in Zeitschrift every month.

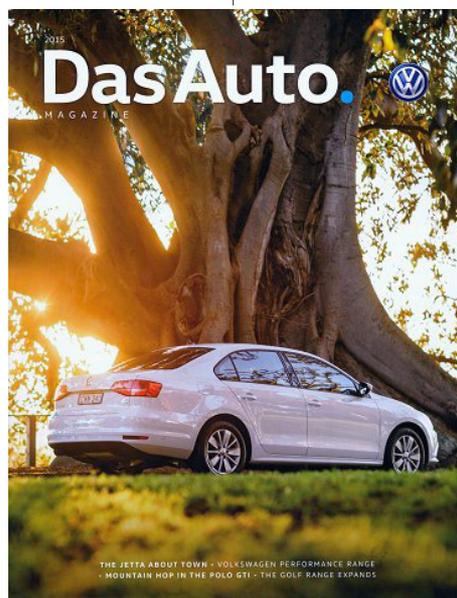
**Issue #23** appeared in Winter 2014, promoted as a ‘performance issue’ with stories on the Golf R, GTI and GTI Performance, and the R-Line models. There is an extended article on numerous local owners of different generations of Golfs, kindly supplied to Paul Rodger’s editorial team by Club Veedub (they were all trophy winners at the 2014 VW Nationals). I provided an article on the Passat’s local history to celebrate its 40<sup>th</sup> birthday (as we had done a few months earlier in Zeitschrift). I also mentioned the Passat sailing ship, which excited the publishers as they had never



Issue #22



Issue #23



Issue #24



Issue #25

heard of it. At the end there is a nice story on club member and long-time VW technician Ron Croft (Lanock Motors, Mullers and later C&S Auto, now happily retired.)

It was a long wait – 12 months – for **issue #24**, which appeared in winter 2015 but was just labelled ‘2015.’ The magazine had dropped its six-monthly schedule and was now yearly. The familiar VW ‘Futura’ heading font was dropped, replaced by the new ‘VW Head’ corporate font that had been introduced earlier in the year. An article on the grounded appeal of the Volkswagen company – ‘nowhere more apparent than in Australia’ – was accompanied with a photo of a ratty US LHD Super Beetle. Another article on the Kombi’s hippy surfer culture in Australia was accompanied by a photo of a LHD Brazilian T2 Kombi with a front radiator (for the flex-fuel ethanol Polo engine used in those models). There is a nice article on some of the trophy winners at the 2015 VW Nationals, with a photo of Steve Carter presenting trophies. VW Australia boss John White never attended (he didn’t ‘work Sundays.’)

Thus it was another 12 months before **issue #25** appeared, halfway through 2016 and labelled ‘2016.’ Das Auto was gone and the magazine reverted to its original name, Volkswagen Magazine. Canadian John White was gone, replaced by Australian Michael Bartsch as VW’s local boss, returning from the US where he had been working at Porsche. New online content was promoted – Instagram ( [www.instagram.com/vwaustralia](http://www.instagram.com/vwaustralia) ) Facebook ( [www.facebook.com/VolkswagenAustralia](http://www.facebook.com/VolkswagenAustralia) ) and the redesigned website ( [www.volkswagen.com.au](http://www.volkswagen.com.au) ) There was also a new magazine online site ( [www.magazine.volkswagen.com.au](http://www.magazine.volkswagen.com.au) ) which was a taste of the future – this would be the last issue, as far as we can tell.



MICHAEL BARTSCH  
MANAGING DIRECTOR  
VOLKSWAGEN GROUP AUSTRALIA

A printed issue #26 was due in 2017, but apparently did not appear. We’ve never seen it and no one has been able to say for sure whether it exists. In 2020 I made inquiries at the Liverpool, Parramatta and Chullora VW dealers but none could shed any light. Liverpool and Chullora had never even heard of the magazine at all!

While there’s little (and nothing new) for fans of classic VWs in this magazine, if you enjoy the modern VW range then these issues are well worth adding to your collection.

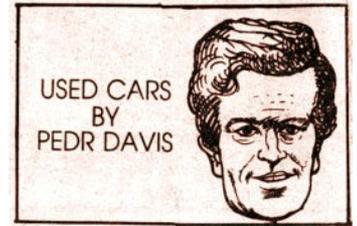
Phil Matthews

## Beetle's successor sound and durable.

*The Manly Daily, Thursday 18 August 1983*

Volkswagen's Beetle had become an anachronism by the early 1970s, so the Germany factory rushed into production a new design which proved the antithesis of the rear-engined, air-cooled Beetle.

The design had a water-cooled engine driving the front wheels and was built in two versions - the VW Passat and Audi Fox. The main differences between them are a few body panels and the Fox's more luxurious trim.



The twins were launched here in 1974 with sedan (Fox), fastback sedan, TS coupe and wagon (Passat) body styles. A hatchback was later added and the coupe dropped.

The new design proved roomier and quieter than the Beetle, with superior handling qualities and extra luggage capacity.

The early enthusiasm for the model lagged when reports of gearbox trouble came in, with many cars popping out of gear on rough roads.

The problems were fixed but, just when it looked as though the newcomers would sell well, the German currency exchange rate soared.

A succession of rises saw the price of a standard four-door Passat almost double between 1974 and 1977.

Sales dropped dismally. Local assembly was discontinued and, in April 1977, the fully imported, remodelled GLS Passats and Foxes were launched.

Sold in sedan and wagon versions, the newcomers incorporated a number of important improvements, complemented by a better standard of finish.

The later Passat can be distinguished by twin headlights, where the earlier versions had single-piece, oval-shaped lights.

Though never volume sellers, Passats and Foxes have retained reasonable resale values, indicating the basic soundness of the design and subsequent durability.

You can pick up a 1974 two-door Passat for under \$2,400, but the best buys are the imported 1977-1981 models.

They cost between \$4,400 and \$6,400, depending on equipment and body style. Foxes cost a few hundred dollars more than the equivalent Passat.

A word of warning: Volkswagen parts are expensive. It is essential to arrange for a professional inspection before buying a used model.

Well-maintained examples are durable and hassle-free, but those which have been neglected can be expensive to put right.

With engine sizes ranging from 1.3 to 1.6 litres, Passats are sensibly designed and pleasant to ride in. The performance is unexciting but the fuel economy excellent.

Under normal driving conditions, a sound 1.6 litre



The 1979 Passat station wagon.



Passat should use around 8.6 litres of fuel per 100 km (33 miles per gallon) on the open road and 11 litres/100 km (25 mpg) around town.

In addition to good economy, the design is noted for its durability, first-class handling and robust interior trim.

During 1977, a three-door hatchback model was introduced with a folding rear seat and detachable tray over the luggage boot. Automatic transmission and air conditioning became optional in 1978.

A year later, diesel-engined models were added to the Passat range.

A 1980 diesel wagon costs about \$6,630 on the used car market (in top condition) compared with \$6,200 for the petrol equivalent.

The diesel became standard equipment in 1981, the year that imports ceased, although the last shipment of these cars continued to slowly sell into 1982.

The early gearbox problems will probably have been fixed on cars still running, but the test mechanic will still check that the lever does not pop out of gear on rough roads.

Provided that a used Passat or Audi is mechanically sound, it will be a well-mannered and practical family vehicle, distinctive enough to be different and enjoyable to drive.

Pedr Davis

## Kombi Syncro 4WD.

*The Daily Mirror, Friday 18 July 1986*

An unsympathetic ear to the suspension banging and crunching over rocks used to be the only requirements to go off-road driving in a Volkswagen Kombi.

The excellent suspension and the engine weight over the rear driving wheels for superb traction meant a Kombi could go almost anywhere a 4WD could go.

Talk to an ageing surfer about his wave-hunting safaris and a Kombi is certain to be a feature - if not the main attraction - in his tales of bush-bashing up and down the coast.

But things certainly have changed.

Over the past five years, price of the rear-engined Kombi has all but banished it from the recreational market, leaving the way open for part-time passenger-type 4WDs like the Subaru wagon and the Toyota Tercel, and commercial derivatives like the Toyota 4-Runner.

But the Volkswagen's over-landing reputation is about to be rejuvenated, and while its price might be prohibitive, the



new 4WD Kombi Syncro from Wolfsburg promises to be offer a degree of mechanical sophistication and all-roads performance which its Japanese competitors will find hard to match.

With the assistance of Austrian 4WD specialists Steyr-Daimler-Puch (which once built the amazing Haflinger and more recently helped Daimler-Benz with its cross-country G-wagons), Volkswagen has developed a viscous-coupling Ferguson-type system which eliminates the need for a centre differential or free-wheeling hubs.

The Syncro is driven just like an ordinary Kombi, with virtually all its motive power directed through the rear wheels. But as soon as a loose surface is encountered and the rear wheels start to spin, the ingenious viscous coupling system transfers driving power to the front wheels as well.

The transition happens with such speed and smoothness, it is almost impossible to detect.

Differential locks for the front and rear axles will be available as an option, and all 4WD models will be equipped with 20 mm more spring travel.

When the Syncro becomes available here next year, the water-cooled Kombi range will updated with a ULP-suitable 2.1 litre fuel-injected engine delivering 70 kW of power at 4800 rpm.

The projected price is anyone's guess, but some industry pundits predict the Syncro will be sold, in its empty 'no frills' guise, for about \$19,500 - some \$2000 more than the conventional Kombi. I think it could be considerably more, likely around \$25,000.

Peter Burden



★ THE new VW 4WD Syncro Kombi . . . a rejuvenated reputation for the Volkswagen



## TDE in Essen - The fast Beetles of Theo Decker.

*Gute Fahrt magazine, Germany 1992*

In the 1950s and 1960s, a number of serious car connoisseurs tried to make Beetles faster. One of the best known in the industry was Theo Decker from Essen.

Theo Decker ran a flourishing tuning workshop in the Borbeck district of Essen. Under the catchy company abbreviation TDE (the letter combination stood for Theo Decker Essen), Decker manufactured tuning parts for the Beetle. TDE offered almost everything a fast Beetle driver's heart could desire. In contrast to numerous other tuning companies, TDE manufactured almost all the necessary parts in its own workshops, and in comparatively large numbers.

In addition to ready-to-install high-performance engines, Decker also offered do-it-yourself conversion kits. The TDE twin and twin carburettor systems, for example, and the engine conversion kits were soon exported worldwide, because Dekker's tuning activities were by no means limited to the German market. TDE was also present in the neighbouring European countries and overseas. The former Volkswagen importers Scania-Vabis in Sweden, Ben Pon in Holland and AMAG in Switzerland were among Decker's customers, as were the Venezuelan Volkswagen importer in Caracas and the well-known company EMPI in Riverside in the US state of California. In return, Decker imported the tried-and-tested EMPI parts, which were in great demand in Germany. At that time, EMPI was the world market leader when it came to Beetle tuning.

Theo Decker started in the 1950s. At that time, the standard Beetle engine had an output of 30 hp. That was not enough for many Beetle drivers. Theo Decker managed to remedy the situation with tried and tested means. From humble beginnings, a respectable company with at times more than 50 employees has grown over time. Theo Decker was responsible for the development and manufacture of the engines and tuning

parts, while his wife Isolde took care of sales and finances. The Deckers still operate in a similar way today, albeit in a different profession.

The TDE catalogue from 1972, a 20-page glossy brochure in DIN A5 format, now a coveted collectors' item, provides an overview of the range of products at that time.

The best-selling part was the TDE two-carburettor system, which interested parties could also order for self-assembly. It essentially consisted of special intake manifolds with vacuum equalization, two Solex type 34 PCI downdraught carburettors, TDE wet air filters, the required linkage, fuel lines, cover flanges, gaskets, fastening screws and detailed installation instructions. The complete system cost 385 marks at the time.

In addition, Decker also offered twin carburettor systems with Zenith and Weber carburettors, special ignition distributors with centrifugal force instead of vacuum adjustment, 'sharp' camshafts (285 and 310 degrees), connecting rods, special pistons and cylinders, machined cylinder heads with reworked ports and sodium-filled exhaust valves. The list could go on and on.

The extensive special accessories for the Beetle in the TDE program are also worth mentioning. It came mostly from EMPI in the USA, but also from German production. The polished aluminium covers, belt pulleys, spoilers, hulks, sports seats and exhaust systems with matching pipe lengths offered in the 'historic' TDE catalogue are still very popular with Beetle enthusiasts today and are now available again in the relevant specialist shops.

One of the best-known parts from Theo Decker's engine forge were the almost indestructible and inconspicuous TDE tailpipes, a form of performance increase that is as simple as it is effective. The TDE tailpipes are so good that they are still made today by Theo Decker's colleague Bernd Riechert in Velbert. These are tailpipes with a 30 percent larger free cross-section. This improves the gas throughput and also ensures a more robust sound.

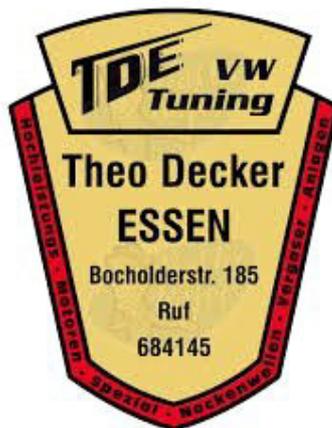
The TDE engines are among the highlights of Dekker's production. Depending on the type, the street version produced between 52 and 103 hp. The best-selling TDE engines were the Comet 40 (52 hp/1300 cc and 56 hp/1500 cc); Comet 44 (60 hp/1500 cc and 65 hp/1600 cc) and Meteor (70 and 75 hp/1600 cc). And to top it off, a 2-litre version with 103 hp on a Type 1 basis.

The oil crisis of 1973 and the resulting recession in the entire automotive industry did not spare Theo Decker either. The engine tuners had bad times. Instead, Theo Decker sold new cars from a well-known English brand.

Today Theo and Isolde Decker are again active in Beetle matters. They write and publish books about Beetle tuning in their own ACB publishing house (Zum Fuchsloch 17, 5628 Heiligenhaus). The latest Decker volumes with the evocative titles 'Super Käfer' and 'VW Golf Tuning' have just been published.

(Note - Theo Decker passed away in 2016, aged 82 - Ed.)

Hans-Joachim Klersy





## Golf 3 Ecomatic.

*Wheels magazine, November 1993*

If you described this as pure automotive witchcraft, you'd get no argument from me. Imagine the scene. We're waiting at traffic lights when, after being motionless for five seconds, the engine in our ordinary-looking Volkswagen Golf 3 stalls. Well, stops.

Surprisingly, the driver makes no effort to restart. As the lights change from red to green, he simply presses the throttle. The engine is instantaneously awakened and the Golf departs, chirping the front tyres as it accelerates to keep up with the other traffic.

A warning light flashes on the instrument panel, time to change up. There's no clutch pedal, all that's required is to move the conventional looking gear lever to second.

Round a bend and the road slopes away. The driver automatically backs off and the Golf is coasting. Really coasting. Immediately - or so it seems; actually there's a one and a half second pause - the engine is silent again. There's just the rustle of wind over the windscreen and a gentle whine from the tyres to prove the car is moving.

Yet the power steering is unaffected by the engine shutdown and the brake's servo assistance remains, no matter how many times you pump the pedal. Tickle the accelerator for an approaching hill and the engine's instantly active again, the clutch coming in so smoothly it's impossible to feel any drive take-up.

VW equates Golf Ecomatic motoring with riding a bicycle: you only provide power when it's needed. The basic principle is almost naive in its simplicity: engine off, zero fuel consumption and zero emissions. And, according to VW's engineers, tests show the engine can be off for 60 per cent of the time in urban driving.

Flaws? Few if any, once you learn some basic rules. Of course it's too early to predict long-term durability, though the Hanover police, who've been testing 10 Ecomatics since 1990, report few problems up to 130,000 km.

It's a question of driver attitude. "GTI drivers don't like the Ecomatic," a police spokesperson told me, "but diesel drivers really enjoy it."

Slip the gear lever into first - you can feel the knob move slightly to close an electrical contact - gentle pressure

on the accelerator and the Golf moves off. The engine won't switch off until the coolant temperature has reached 40 degrees centigrade, nor in reverse or if the driver leaves his hand on the gear lever when parking.

When cruising on undulating roads the engine works in a similar manner to kick-down on an automatic. Lift off and it doesn't upshift but shuts down; kick it down and the engine starts and delivers power.

VW began working on the idea of a stop-start system 10 years ago, using a petrol Jetta, but eventually decided the diesel held more potential because of its greater reliability, quick starting and its inherently low fuel consumption and emissions.

The idea wouldn't have been feasible without modern electronics. A series of sensors feeds the control unit information on engine and road speed, engine temperature, gear selection and accelerator position. In addition, it knows how much effort the driver applies to the steering wheel, the state of the vacuum pressure reservoir and when the driver is starting the engine or using the brakes.

Both clutch and gearbox are standard production items, the only difference being vacuum operation for the clutch. The engineers fitted an additional electric pump to ensure a constant supply of vacuum pressure for the brakes and clutch.

To maintain power steering, VW uses an electric pump that works independently of the engine, while yet another electric pump is fitted to preserve coolant circulation when the engine is stopped. Surprisingly, all this equipment adds only 15 kg to the Golf's weight so acceleration - 0-100 km/h in 18 seconds - matches the diesel version.



VW expects to build 10,000 Ecomatic Golfs in 1994. Will the car come to Australia? Not in the immediate future, but if fuel prices rocket...

Price? Based on German prices the Ecomatic will sell for about 10 per cent more than the 47 kW Golf diesel, or around \$29,000.

The next step is to combine VW's turbo diesel engine with the Ecomatic system, a blend that promises 4.0 L/100 km (70.0 mpg) in the urban cycle.

The fact that the Ecomatic demands no compromises of the driver and, at least on first acquaintance, is fascinating to drive only makes the concept even more intriguing.

Peter Robinson



\$114,750.

In concept then we're left with a van which has pretty much all the creature comforts of a Volkswagen passenger car with two beds (one in the pop-up roof, the other consisting of the fold-out rear seats).

In isolation, this may seem reasonable for such a custom camping solution, but the issue arrives when you consider competitors.

Trakka's most direct rival, the Trakkadu, can be had from \$137,422 and offers such luxuries not even optionally available on the California Beach, like an improved power system (to support 240V outlets), a kitchenette, fridge, plenty of additional storage, and a water supply.

Your \$94,990 California Beach in base form then is essentially a Multivan with an awning, interior shades and lighting, a rear fold-out bed and bench, and a set of two chairs and a table.

While it's very nice to have custom fit blinds on every window and fully adjustable built-in interior lighting, you'll then need to go and spend more on a power system and possibly plumbing if you want it to be a truly luxurious long-distance tourer. It's too bad we miss out on higher-spec vehicles available overseas.

## California Camper.

While a global pandemic was busy wreaking havoc on the international travel industry, Australians overwhelmingly turned inward to the realm of 4x4s, camper trailers, and campervans to explore the corners of our massive continent.

It's a trend which has existed here long before the pandemic, though, with local outfits like Trakka already cashing in on the momentum of modified vans to suit all sorts of long-distance tourers, old and new. For decades before that, it was local VW Kombi converters like Sopru, Dormobile, Swagman and Discoverer making the Kombi the biggest-selling campervan in Australian history. However, the German 'factory' campers such as the famous Westfalia were never sold here.

It is a ripe time then, for Volkswagen's own first-party camper creations, to enter the Australian market, as the latest versions of the Caddy, Multivan, and Transporter.

In such a competitive space, though, are there good reasons to consider the Transporter-based California over its home-grown rivals from the likes of Trakka? Let's take a look.

### Does it represent good value for the price? What features does it come with?

The exact van we're looking at for this review is the Volkswagen California Beach TDI340 4Motion.

This means it's the middle of three variants in the California Beach range, which kicks off from \$90,990, before on-road costs, for the base front-wheel drive, \$94,990 for this all-wheel drive version we're testing, or \$100,990 for the more powerful TDI450 version.

Our mid-spec also had a long list of attached options, including the Kombi-style two-tone paint (\$4050), upgraded interior package which includes microfleece seat trim, heated front seats, and the improved digital dash suite (\$3690), an electric pop-up roof (\$3050), LED headlights (\$2050), adaptive chassis control (\$2010), the 'Off-Road Pack' (includes a rear diff lock and downhill assist - \$1720), power sliding doors (both sides, \$1640), fog lights with cornering function (\$770), 'Park Assist' (\$460), 'Light Assist' (\$320), and the no-cost option of a silver-coloured awning.

The list of extras (valued at a total of \$19,760) brought the price as-tested (and still before on-roads) to a substantial

### Is there anything interesting about its design?

The California Beach does offer an iconic slice of VW's historic Kombi aesthetic, modernised to its current range. While the two-tone paint is a remarkably expensive option, it does make it look the part.

Two-tone paint or not, though, you could do much worse in terms of aesthetics than the Transporter 6.1, which is about as graceful as commercial vehicles come with its now-giant chrome embossed grille, matching painted bodywork, appealing little alloy wheels, and with the LED light package fitted, a contemporary shine profile at night.

The California Beach also hides its status as a camper well, blending in with other people movers and commercial vehicles in traffic with the slight hint given away by its branding and the awning hanging off one side.

The pop-up tent option in our test car is invisible from the outside, and with the seats in their default position, it could be any passenger-oriented van on the road.

More on that later, but the interior, too, brings much of



the comfort and aesthetic from the rest of VW's passenger car range.

Those who want to use this as a multi-role vehicle when they're not camping will be pleased by its up-to-date interior appointments, with the pragmatic but attractive leather-bound VW wheel shared with other current products, as well as the option of the ever-impressive 'Digital Cockpit' dash.

The seats are aesthetically pleasing, with the only giveaway this is a commercial vehicle being the hard plastics with a more rugged pattern across the dash and doors in place of the usual soft materials which adorn Volkswagen passenger cars.

As subtle and sensible as the California may be though, there was no doubt it was instantly recognised at the campground, with owners of other Transporters, Trakkas, and other campervans coming to have a look at a model they clearly knew of.

### How practical is the space inside?

Interior space in this camper is one of its key highlights. As a van it has a huge and versatile cargo area behind the front seats, with the fold-down rear row on rails to maximise cargo capacity if need be.

A rear shelf at the back can be used for all your storage needs, with a compact space underneath for securing everything from camping equipment to shopping bags on the day-to-day and there are even little draws underneath the sliding seat row for the storage of small items (it was handy to use these for the awning's winder and pegs, the luggage net which we weren't using, and other things you don't want to lose.



VW doesn't quote a VDA number for the total luggage space given how versatile the load area is, although it does state there is 4.3 square metres of space in the cabin.

As already mentioned, the key advantage of this camper over others is its ease of use. Setting it up and packing it down is a 10 minute affair, allowing you the flexibility to be ready to camp or explore the local area in a pinch.

The California we tested sits five and even has ISOFIX mounts on the outer rear seats, but for larger families, there's also a seven-seat option, with the extra seats folding down to make for a larger bedding area.

The awning itself is manually operated with a winder and pop-out legs. Unfortunately it is fitted on the driver's side, not the usual passenger side for RHD vehicles. The front two



seats are 'captain's chairs' which can rotate 180-degrees to face back into the cabin.

It's a neat and sometimes necessary addition to allow for a seating area if the bed is deployed, but they are a little fiddly to operate.

To swivel them, you need to fully fold the steering column away, move the seat all the way forward, rotate it half way, then move it forward again to clear the wheel in the driver's position.

Practicality for the driver and front passenger while on the move is excellent, with two sets of huge cutaways in the doors for the storage of objects, cupholders seated atop the dash, a big bay for books or laptops which also houses a 12V outlet, and there are adjustable-height armrests attached to the seats.

The seats and wheel are also very adjustable, and the roof is high allowing plenty of space for people of all heights.

A small issue I ran into was the awkward lack of a place to put my phone. The most obvious location seemed to be the cupholder next to the shift lever, especially since this is where the USB-C connections were located, although it was a bit awkward, and my phone and wallet would easily fall out onto the floor, from where they could simply disappear into the rear of the cabin under acceleration.

### What are the key stats for the engine and transmission?

The version of the California Beach we tested for this review was the mid-grade TDI340 4Motion.

This means it is powered by a 2.0-litre, four-cylinder, turbo-diesel engine producing 110 kW/340 Nm. It's paired with a seven-speed dual-clutch automatic, and in the case of this model, is capable of driving all four wheels.





than a regular Transporter van. At 1990mm high it should fit in most parking lots and garages.

#### What's it like for touring?

It's nice this van can be packed up from an able camper into a relatively comfy touring van in just 10 or so minutes, and it makes for a camper which can be your exploring vehicle and your home at the campground.

Certainly, this was something our fellow campers were envious of, with their trailers sometimes taking hours to set up, not to mention the unpleasantness of needing to deal with wind and rain in a tent.

The bed folds out easily, and the lower mattress offers decent levels of comfort, although I would recommend a mattress topper for best results.

The rooftop tent has a thinner but ultimately more comfortable mattress as it also features some innovative plastic springs for it to rest on, which were surprisingly supportive.

You'd need to be quite fit and active to be able to climb up into it, however. Older buyers may prefer to use the bed in the cabin.

The California's other party trick is that all the windows have blinds on them so you can almost black out the cabin and allow for campground privacy when it's time to sleep (although there are a few notable light leaks for the blinds which cover the windscreen).

Cleverly, the little fold-out table snaps into a cavity in the driver's side sliding door, and the two chairs slide into the tailgate for secure storage without taking up any additional space in the cabin.

The ambient lighting zones on the interior can be fully controlled and are dimmable via a touchscreen in the roof, and this panel can also be used to operate the motorised roof and monitor the available power in the second battery (which is located under the front passenger seat)

What I found most limiting about the set-up was the lack of a heavy-duty inverter for better power, meaning it's hard to charge devices, power things like fridges, or bring along household conveniences like electric blankets.

Sure, you can buy 12V versions of these things, but they're naturally compromised, and it's annoying that you have to after spending nearly \$100,000 on a ready-to-go

It's not much for power, but with the large amount of torque available, pulls strongly even when loaded up.

While it's nice to have the all-wheel drive for loose surfaces and the like, clearance is limited so I wouldn't venture into the rough stuff, even with the optional differential lock.

For those looking to fit further enhancements, or tow, the California Beach's GVM is 3080 kg leaving 623 kg for payload, and it can tow 750 kg unbraked or 2500 kg braked.

#### What's it like as a daily driver?

One of the California's more appealing features is the way its camping features can be minimised. Unlike some fit-outs which feature built-in fittings, once you pack the rear bed away and fold everything up, it makes for an appealing five-seat van for driving around in day-to-day traffic.

The diesel engine offers a rugged soundscape but plenty of pulling power once you overcome a moment of turbo-lag for cargo, people and equipment, and visibility is great out the front and sides.

The dual clutch transmission behaved well in my time with the van, although like many cars which use this transmission it can occasionally cost you a second at an intersection as it combines with the stop-start system to make for a moment of delay.

The California is a relatively easy van to park and live with when you're not out on the road, and features a nice organic steering tune to give you plenty of confidence in the corners, bolstered by the addition of all-wheel drive in the van we tested.

The ride when empty is quite rough, like many vans in this segment. With the diesel engine, this can make for a bit of a noisy experience on coarse-chip freeways, and especially gravel roads. Potholes can also be cringe-inducing.

As always one of the biggest advantages of VW commercial products is how closely they can be specified to VW's passenger vehicles.

With the right option boxes ticked, for example, our car had the very welcome digital dash, and the multimedia suite.

While not the latest fully touch unit you can experience in cars like the Golf 8, it has the welcome addition of tactile shortcut buttons and dials for ease-of-use while driving.

With the fold-away roof, the California also isn't bigger





camper.

The lack of a kitchen, even as an option, necessitates the bringing of a gas barbeque if you want to venture beyond campgrounds which have a healthy set of amenities, as does the lack of any kind of water storage.

Evidently, this van is ripe for further augmentation and modification, and there are several outfits (like VanEssa) which can upgrade it to have kitchenettes, extra storage, and other conveniences which are missing from the factory package.

A notable addition is the ability to have the California keep the cabin warm when the ignition is off using its auxiliary battery, which is a necessary addition for winter adventures.

While the all-wheel drive available on our test car is welcome, the van itself is quite low to the ground and has limited angles, so while it will be fine on gravel surfaces, I wouldn't recommend venturing too far beyond well-graded tracks.

For those wanting to get a bit more adventurous, Trakka offers a more off-road oriented package in its competing Trakkadu set-up (albeit at a significantly higher cost).

So, is the California Beach as easy-going as it seems? Yes. But it's perhaps a bit too easy-going, as for longer-term touring beyond a weekend or two it still requires significant additions.

#### How much fuel does it consume?

The California Beach TDI340 4Motion has an official combined fuel consumption figure of 7.5 L/100 km and a relatively large 80-litre fuel tank, allowing for a healthy cruising range for those more distant camping locations.

Our camping journey (a roughly 600 km return trip) meant the California travelled mostly freeway kilometres on our week with the car, and it produced an overall figure of 7.4 L/100km. It takes diesel and also has a 13-litre AdBlue tank.

#### What safety equipment is fitted? What safety rating?

The California has a decent set of standard safety inclusions, like city-speed auto emergency braking (it's important to note this is not the usual freeway-speed system which ships on most VW passenger cars), blind spot monitoring with rear cross traffic alert, driver attention alert, and adaptive cruise control.

It doesn't have lane support systems, but does additionally score tyre pressure monitoring (good for those gravel trails), front and rear parking sensors and a decent rear view camera, hill start assist, and even crosswind assist.

In terms of more passive safety items it scores only driver and passenger front and side airbags, something to keep in mind when transporting passengers in the rear.

For touring it's hard not to recommend the optional LED headlights for those poorly-lit and far-flung roads, and thankfully the California comes with a full-size steel spare should you end up with a flat in the middle of nowhere.

For a commercial-based vehicle the safety suite is not bad, but when compared to a passenger vehicle, it could do better.

#### What does it cost to own? What warranty is offered?

The California Beach is covered by a five year and unlimited kilometre warranty like the rest of the Volkswagen passenger car range, which includes one year of roadside assistance.

The prime advantage of buying a first-party Volkswagen camper is the entire vehicle is covered by this warranty, as opposed to needing to deal with two warranties if you were to buy from a brand like Trakka.

There is also the option of a five or three year service plan. At the time of writing, the five year service plan was running at the price of a three year plan, valued at \$1850 for this 4Motion variant, or just \$370 a year for the life of the warranty.

This is a claimed saving of \$2302 over the cost of regular scheduled maintenance. Visits to the workshop are required once every 12 months or 15,000km, whichever comes first.

#### Verdict

A van like this is the envy of campgrounds, and with a fully warranted set of cosy extras, it's ready to roll from day one, too.

As a weekender the California Beach is ideal, and one of its most appealing attributes is how easily it can also be packed up and used for day-to-day duties when you're not out adventuring on the road.

Keep in mind for longer term touring you'll need a fair bit of extra kit to make this California as capable as some rivals, and there's always Trakka waiting for you if you want to spend more coin on a fully-fitted out campmobile.

Tom White





## Volkswagen Super Bug.

*The Sydney Morning Herald, Monday 22 February 1971*

There are many people who will love this bug, reports Phil Grose.

Although Volkswagen sales in Australia have slipped dramatically in the past decade, there are still people who would have no other car.

Now there is an appealing new model, the Super Bug, which has found big markets in Europe and the United States since its release late last year.

Outwardly this model looks much the same as the regular 1300 Volkswagen, although it is a fraction over 2in (50 mm) longer.

The big changes have been made under the body-work. The Super Bug has a 1584 cc four-cylinder engine which is about 14 per cent more powerful than the previous 1500 model.

Even with its increased power, the 1.6-litre engine has a very modest output of 60 bhp at 4,400 rpm and 81.6 lb/ft (110 Nm) of torque at 3,000 rpm. But this power is sufficient to give the car a top speed of 82 mph (132 km/h), a speed which could be maintained all day because of the low engine revs.

Perhaps the most important changes are those made to the suspension. The rear now has a double-joint Porsche-type suspension with semi-trailing arms, transverse torsion bars and telescopic dampers to improve handling and traction. This is the same system previously used on the semi-automatic 1500 'beetle.'

The new McPherson strut and coil-spring independent front suspension has reduced the Bug's turning circle by 6ft (1.8 m) to a meagre 29.5ft (9.0 m) between kerbs.

The alteration to the front suspension has also permitted 85 per cent more luggage to be stowed under the front bonnet.

Power to the rear wheels passes through an unaltered four-speed gearbox with a new straight gear lever mounted on the floor.

Those who sit well back when driving will find the new lever slightly more difficult to reach than the one replaced which had a rearward tilt.

However, changes are just as light and positive, making 'cog swapping' a pleasure in heavy city traffic.

With its very tight turning circle and light worm and roller steering, the car is ideally suited to town conditions.

But it is by no means out of place when country touring. With top gear selected, the Super Bug settles into an unruffled stride with the engine turning over at quite low revs.

It was possible to deliberately break away the rear wheels by flicking the wheel too hard or misusing the brakes.

But the car is quite stable at sensible cornering speeds and does not develop any body roll.

Acceleration is much quicker than the 1500, with top speed reached from rest in only 44.2 seconds. In gears the car reached a maximum of 24 mph, 46 mph and 82 mph (39, 74 and 132 km/h) from first to third respectively.

From rest the test model raced down the quarter-mile track in 20.8 sec, while 50 mph (80 km/h) was reached on the accurate speedometer in 12.1 sec.

Overtaking times in gears were better than those obtained in the 1500 Volkswagen, due to the increased torque.

The times were:

TOP

20 to 40 mph, 12.9s

30 to 50 mph, 13.6s

40 to 60 mph, 14.2s

THIRD

20 to 40 mph, 7.6s

30 to 50 mph, 8.8s

40 to 60 mph, 10.0s

The dual circuit disc and drum brake system, which is not servo-assisted, was quite efficient and durable. It survived a punishing series of 10 slops made in rapid succession from 60 mph (97 km/h) with initial pedal pressure of 35lb (15.9 kg) having to be increased to 60lb (27.3 kg).

### DETAILS AT A GLANCE

**PRICE:** Locally assembled, \$2,144.

**PERFORMANCE:** Maximum speeds in gears: Top, 82 mph; third, 70 mph; second 46 mph; first 24 mph. Standing quarter-mile, 20.8s. Fuel consumption during test, 25.4 mpg.

**ENGINE:** Horizontally opposed four-cylinder of 1,584cc (96.6 cu in) developing 60 bhp at 4,400 rpm and 81.6 lb/ft torque at 3,000 rpm. Bore, 85.5mm (3.36in); stroke, 69mm (2.72in). Compression ratio, 7.5 to 1. Solex single-barrel carburettor. Full-flow oil filter; paper-element air cleaner.

**GEARBOX:** Four-speed, floor change, all synchromesh.

**BRAKES:** Discs of 10.9in diameter at front; drums of 9in diameter at rear. Pedal pressure for 0.5g stop from 60 mph, 35lb.

**BODY:** Two-door, five-seater, large luggage space.

**STEERING:** Worm and roller, with three turns lock to lock. Turning circle between kerbs, 29.5ft.

**SUSPENSION:** Independent. McPherson struts, lower links, coil springs, telescopic dampers and anti-roll bar at front; semi-trailing arms, transverse torsion bars, telescopic dampers at rear.

**DIMENSIONS:** Overall length, 13ft 4.6in; width, 5ft 2.4in; height, 4ft 11in; wheelbase, 8ft 11.3in; tracks, 54.3in and 53.2in. Tyres, 5.60 x 15in. Weight, 17.2 cwt. Petrol tank, 9.2 gal.



**TEST DRIVE**

**VW SUPER  
BUG**

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From 30 mph (48 km/h) it skidded to a halt in 30ft (9.1 m) from the time the brake pedal was pressed, while a similar application at 60 mph (97 km/h) stopped the car in 138ft (42 m).

Fuel economy is one of the big features of the 'beetles' and the Super Bug is no exception. During the test, with Barry Seton often pushing the car to its limit, the average was 25.4 mpg (11.1 L/100 km). A driver could comfortably expect 27 mpg (10.4 L) around town, allowing him a range of around 250 miles (400 km) on the one tank.

The interior is virtually the same as the past Volkswagen, although the ignition system now incorporates a switch which turns off the headlights when the key is turned off.

The interior is simply laid out, with two individual bucket seats in front and a three-seater bench in the rear. Floors are covered with carpets, with rubber scuff mats in front.

Instrumentation could not be simpler to understand. In front of the driver, visible through the dished steering wheel, is a single dial. This houses the speedometer, odometer, fuel gauge and warning lights for oil pressure, generator, high beam and blinkers.



The Volkswagen Super Bug.

Knobs which control the lights and the windscreen washer-wiper system are set in the centre of the unpadded and painted metal fascia.

A stalk protruding from the left side of the steering column operates the blinkers and high beam. A heater-demister system is standard, with controls for both sides of the car set in the transmission tunnel behind the handbrake.

Regulator knobs which control the flow of fresh air into the car are set into the fascia beside the ashtray.

The release for the front luggage locker lid has been placed inside the glovebox. The spare wheel now lies flat on the floor in this locker, rather than sitting upright as on previous models, and this greatly increases the available storage space. The bonnet lid has a more bulbous shape.

There is also the usual deep well for smaller luggage behind the rear seat, but it is more difficult to reach.

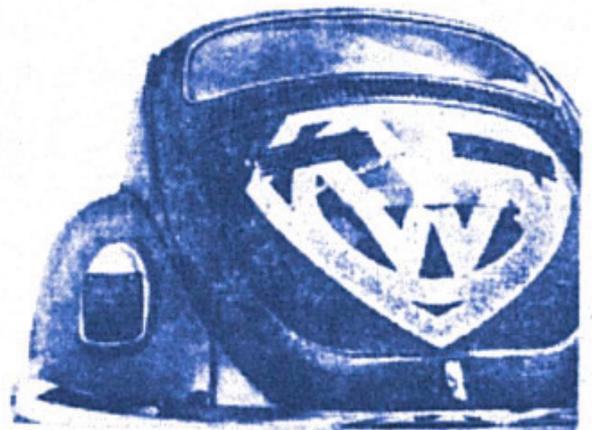
Although the Super Bug is more than \$80 dearer than the previous 1500, it is still quite competitively priced at \$2,144. The semi-automatic stick shift transmission is optionally available for an additional \$155.

The test model was made available by Volkswagen Australia Pty Ltd, the assembler.

Phil Grose

# Give Superbug a fly at Lanock Motors

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St. Leonards 43 1355; Waitara 48 0261



LMB96

# Oscar's Scrapbook.



## old motor garages, Car Dealerships & Service Stations of Australia & NZ

Does anyone remember the Klingler and Seeger mechanical workshop in Burke Road Camberwell? ...

Join Group

Reef Beach, Western Australia, circa 1965  
Source: State Library of Western Australia



ROSES ARE RED,  
VIOLETS ARE BLUE,



I'VE SPENT TOO MUCH ON CAR  
PARTS, SO NO FLOWERS FOR YOU X



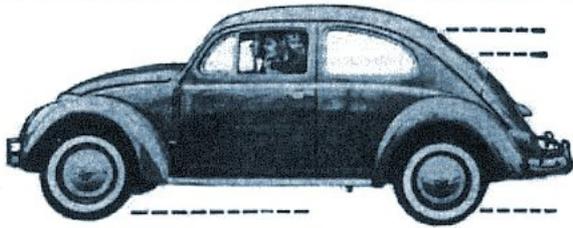
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Three car carriers loaded with VW Beetles, Albury, NSW, June 1962.

Source: Lindsay Bridge collection (flickr)





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Inside the workshop of Innes Motors Hargreaves Street, Bendigo, circa 1972  
Photo late John Bailey collection.  
Source: Lost Bendigo



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“THOSE ARE TEES TO REST MY BALLS ON WHEN DRIVING”  
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## The late news.

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

It was announced today that Harry will be leaving the Royal family entirely, and will start a new career as a landscape painter. He is going to be the artist formerly known as Prince.

Federal Treasurer Jim Chalmers revealed a new strategy today to combat high government spending. They will spend \$328 million advertising the Government's lack of funds.

A man was admitted to Westmead Hospital yesterday with severe stomach pains after eating a lobster. Doctors asked him if he noticed any strange colour or smell when he took the meat out of its shell. He replied 'what do you mean, took it out of its shell??'

There was a mix-up yesterday at the Calmsley Hill canine nursery, when a French poodle and a Spaniel dog chased a ghost through the old haunted shelter. The result was a cocker-poodle-boo.

The NSW Education Department revealed some disappointing results today. They said NSW school students ranked internationally at 26th for maths, 28th for science, and 31th for reading.

The Leith police said they were searching for six thistle sifters, thought to be suffering from sore heads after sampling thousands of small thin polythene sachets containing thirty six sorts of syrup, stolen from Thirsk between Thursday and Saturday. The aforesaid thistle sifters are thought to have swallowed the syrup by sucking it through thick straws. The Leith police say they can spot the thieves by the thickness of their speech, and as soon as they come forth they'll be summoned forthwith. Witnesses are being asked to speak up.

In New Zealand today a counterfeiter was arrested in a bank after he tried to change an \$18 note. Police said when he handed over the fake note, the teller said, 'Sure, do you want two nines or three sixes?'

We wish to apologise for last month's erroneous news report about the prisoner who escaped from a South African gaol. We should have said he was a trusty prisoner who escaped in the Rand - not a randy prisoner who escaped in a truss.

Hollywood sources have revealed Margot Robbie will be starring in a new film about a girl with steak, sausages and onions on her head. It will be called 'Barbie.'

We have just received an urgent warning concerning Tomlinson's Tinned Treacle Pudding. This product has caused a number of people to be rushed to hospital with badly burned feet. The product's instructions are to blame - 'before opening the tin, stand in boiling water for 20 minutes.'

The Australian Theatre Company opened their new play on the Lyric stage last night. At the pre-show function they explained why theatre people say 'break a leg.' It's because every show has a cast.

Rose Bay socialite Mrs Juliette Hayden-Smythe, who left her husband last year to run away with the milkman, returned home today. She was gone for six months and returned six months gone.

Tomorrow's weather forecast for Sydney - it's going to be 30 degrees across the day. 5 degrees in the morning, 15 degrees at midday and 10 degrees in the evening.

Sport. NSW Origin prop Tevita Pangai Jr complained to his coach Brad Fittler yesterday that his new football boots were killing him. No worries, Fittler told him, just leave them off until you've got used to them.

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

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**HELICOIL REPAIRS (Metric)**

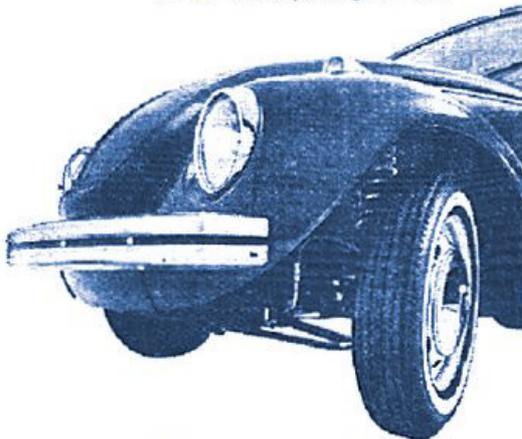
**V.W. & SUBARU  
REPAIRIST**  
Auto Engineers  
& All 4 Cylinder Cars

# New and staggering changes in the guise of a mild mannered VW.

## It's Superbug!!

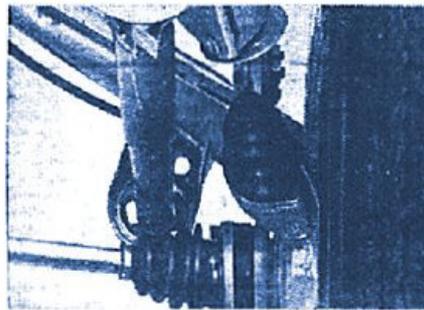
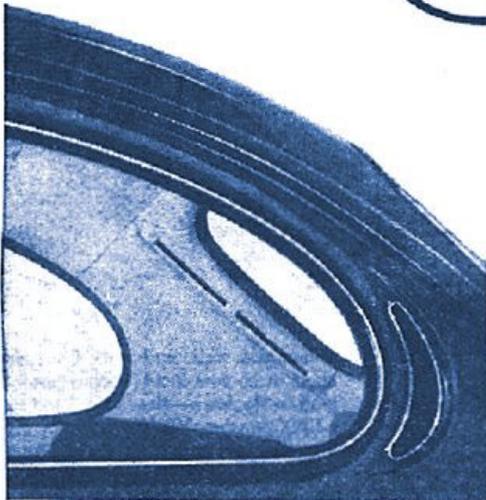
While everyone else spends all their time making the cars they make look different every year, we spend all our time making the bug we make work better every year.

Witness our latest improvement; The Superbug for '71.



After all these years we made the bug longer.

A huge 3" longer. Not to make it any sleeker, but because we've put in a new strutted front suspension to smooth the ride. The wheels track wider and the turning circle is smaller by 5ft. (bug be nimble, bug be quick).



You know how Porsches handle. Well the Superbug has the same type of rear suspension. It's a double joint axle and it works wonders in a tight corner keeping more rubber tight on the road for better traction.

It also improves the ride because when one wheel takes a bump, that's all that takes a bump.

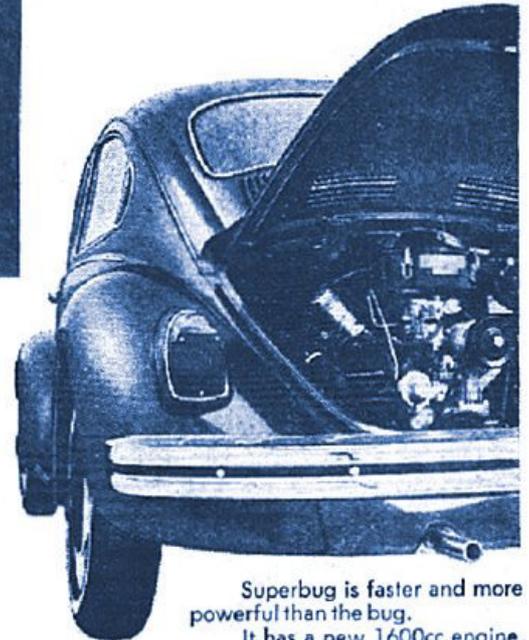
One thing is not new: safety. Superbug gives you a break-away steering column (nice break if you hit something), dual circuit brakes, seat belts front and back, progressive crumpling body, recessed door handles and lots more.

This year the bug has a bigger nose. For a very good reason.

Because we saw a practical way of practically doubling the bug's trunk space. For important things like golf clubs and eskys and sewing machines.

A bug will keep you cool when it's hot, and snug as a bug when it's cold.

But now there's a new twist. Twist a knob and you get fresh air in and a place for it to go. After it's freshened you up it flies out the vents in the back.



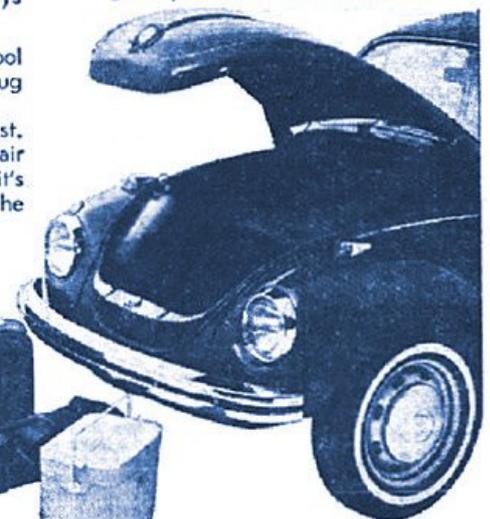
Superbug is faster and more powerful than the bug.

It has a new 1600cc engine.

But while we made it a lot more powerful we didn't make it any less a Volkswagen. It still gets legendary petrol economy.

Test drive the new Superbug, manual or auto stick-shift version or our new improved 1300 bug at your Volkswagen dealer.

All you have to do is disguise yourself as an enthusiast.



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