

Zeitschrift



Flat Four's Lighthouse to Lighthouse cruise.

March 2025

IN THIS ISSUE:

**Gerringong Motorfest
Dubs By the Lake
ID.Buzz Review
More Ash articles**

**Canberra Famous Wheels
Flat 4 Lighthouse Cruise
Superbug 1600L
Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2023-24.

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Ordinary Members:	Paul Cross; Jim Smith; David Brinton	

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 1340
Camden NSW 2570



Facebook:

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

Our magazine.

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

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

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

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

We thank our VW Nationals sponsors:

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See the back page for all 2024 VW Nationals sponsors

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



SHOW 'n' SHINE



Sun 23rd March '25

Gates OPEN – 7.30am

\$10.00 Entry

BBQ / Raffles

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



Contact Stuart - 0418978155



Shoalhaven Volkswa...



Save the date! 6th April 2025

Roll back the clocks & Blast to the Past!

Run to Berry Bowling Club arriving 10am

BOOTS vs UTES

A compact Car-boot day...cram goodies in your boot or Ute.. VDub theme: craft, home made, spare parts etc in boot or ute..(sorry no trailers) If nothing to sell welcome to show...open to Vdub friends, other clubs etc spread the word

Meeting points= Albion Park Rail Maccas & KFC/ Woollies car park Bomaderry 9.00am.. more info after next weeks meeting..cheers. PS camping available Berry Show ground for those who'd like to make it a weekend



BOOT Vs UTES



club

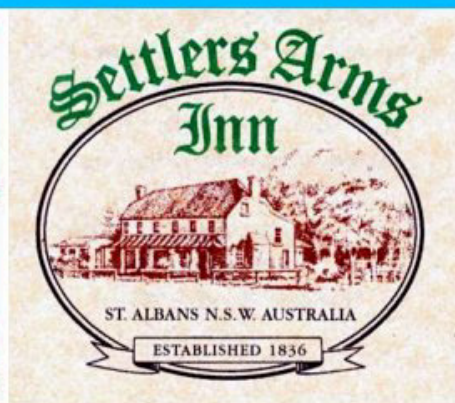
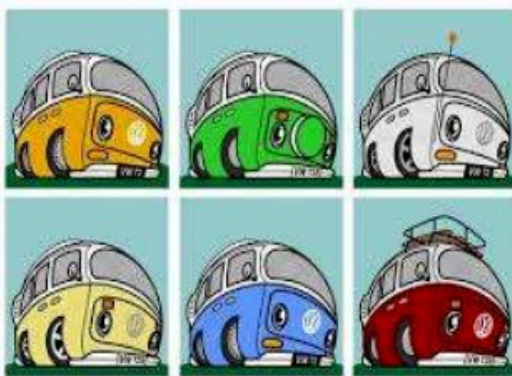


40TH

ANNIVERSARY CRUISE!

SUNDAY 13TH APRIL

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



2025 VW NATIONALS

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

over 40
Trophy
categories

\$10
Spectator
Entry



\$30
Show n Shine
Entry

Swap
Meet!

SUNDAY MAY **25** 2025

FROM 7:30AM

FOOD TRUCKS

SHOW AND SHINE

LIVE MUSIC

Fairfield Showground
443 Smithfield Rd, Prairiewood NSW 2176

Von der Frau Präsidentin.

Und hier kommt der Herbst! (And here comes autumn!)

We had a busy month of events through February, lots of event reports and photos in this issue. March is shaping up to be much quieter with only 2 events in the works.

Flat Four are hosting their show 'n' shine on Sunday 23rd March 2023 at Kelso Park North, Softball Complex Milperra entry from Henry Lawson Drive. Gates open at 7:30am, entry is \$5. This is a nice relaxing day to show off your VW and we look forward to seeing you all there!

April is shaping up for another month full of good events. The Shoalhaven VW Club is hosting a 'Boots and Utes' VW swapmeet at the Berry Bowling Club on Sunday 6th April. Bring your VW trash and treasure in your boot or ute – no trailers please.

Then we have our 40th Anniversary cruise on Sunday 13th April, from Hungry Jacks at North Parramatta to Wisemans ferry and St Albans! This is the same venue for the club's first ever run in 1985 – were you there? It will be an easy signpost rally, so bring a helper or co-driver.

Then of course in May we have our biggest event of the year, the VW Nationals at Fairfield Showgrounds! Organisation of the show is coming along well. If you know of any companies that would be interested in sponsoring the show, check the club's website at www.clubvw.org.au/vw-nationals/vw-nationals-2025/ or get in touch with me!



Last month we had our first Committee and General meetings at our new venue, Canley Heights RSL, on MONDAY nights! I think people enjoyed their facilities and the auditorium had plenty of room. They made us feel welcome. If you haven't been to a meeting before, come along on Monday 10th. Please join the RSL when you arrive – it's a whopping \$3 per year, or \$9 for 5 years! You'll soon make that back with your bar discounts and coffee vouchers.

After many years on the club committee, including the last three as Treasurer, Bob Hickman has decided to step down. I want to thank Bob for all his years of dedicated work for our club, especially at VW Nationals time. Much of it is unseen in the background. Thank you Bob!

Narelle Taylor has volunteered to take on the role of Treasurer, with Bob helping her in the background. Please say hello to Narelle at the next meeting and thank you for putting your hand up.

Wir sehen uns beim nächsten Treffen! (See you at the

next meeting!)

Until next month,

Lee Woods



Kanberra Kapitel report.

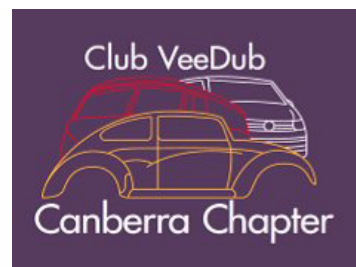
Herbsttag, es ist Zeit. Der Sommer war sehr groß (It's time for autumn, the summer was very big!)

As we still have sunlight and mild weather we can still enjoy like-minded events before the winter winds start blowing from the Snowies.

February's highlight was Famous Wheels 2025 (see report) and a few flags runs. March brings some more events, including a cruise to Sutton Bakery, participating in one of the largest Cars and Coffee events at Thoroughbred Park and starting the preparations for VW Nationals 2025 in May! We are also starting to think about GAD 2025.

As always, keep checking the social pages for events and ensure that your details are up to date so you receive the emails from the club.

-Aldred



Klub Kalender.

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

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

March.

Monday 10th:- Committee Meeting at Canley Heights RSL Club, 26 Humphries Rd, Wakeley, 7:30pm

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

Sunday 23rd:- Flat Four VW Show and Shine at Kelso Park North Softball Complex, Henry Lawson Drive Milperra. Gates open 7:30am. \$10 entry. BBQ and raffles. Join our



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61 VW. CXH175. Mech. cond. guaranteed	£625	£150
61 VW KOMBI. CBG590. Big motor, perfect. Reg. 4/65	£625	£170
60 VW. DJN456. Written warranty. Reg. 3/65	£485	£125
60 VW. CAA360. Top condition, year's reg.	£475	£120
59 VW. DHL034. Terrific value for quality	£445	£112

	Full Price	Dep.
63 MORRIS COOPER. CXU437. Low miles, indistinguishable from new	£750	£190

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61 MORRIS 850. CHP710. None better in Sydney. Reg. 3/65	£495	£125
61 EK HOLDEN SPECIAL. CMX350. Nursed since new, motor tested	£685	£170
60 SIMCA. CAA591. Floor change, expensive extras. Any trial	£425	£107

	Full Price	Dep.
59 FC HOLDEN SPECIAL. BUG512. Most outstanding. Reg. 5/65	£535	£135
58 CITROEN GODDESS. BCP033. Original, tools, handbook, tested	£495	£130
58 FC HOLDEN UTE. BOG547. Outstanding looks and motor	£385	£75
57 HOLDEN SPECIAL. BSN643. Interior spotless. Reg. 2/65	£375	£125
57 HOLDEN SPECIAL. BKF682. Workshop tested. NRMA ins.	£365	£120
55 HOLDEN. ALK912. Gold, faultless	£100	Dep.
55 SIMCA. DDJ801. Trials invited	£175	£75

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friends from Flat Four for a fun day. Contact Stewart on 0418 978155.

April.

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

Sunday 6th:- Boots and Utes VW swapmeet at Berry Bowling Club. A compact car boot sales day! Cram your old VW goodies in your boot or ute and bring them along. VW theme - spare parts, books, magazines, craft etc. Or just show off your VW! From 10am. Organised by the Shoalhaven VW Club. Dave Baecker 0402 003965

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

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

Monday 14th:- Committee Meeting at Canley Heights RSL Club, 26 Humphries Rd, Wakeley, 7:30 pm.

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

May.

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

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

Monday 12th:- Committee Meeting at Canley Heights RSL Club, 26 Humphries Rd, Wakeley, 7:30pm.

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

SUNDAY 25th: VW NATIONALS 2025 at Fairfield Showgrounds, Smithfield Rd Prarieewood. Our biggest VW show of the year is on again! 44 peer-judged categories, plus special

judged Concours and perpetual trophy categories including the David Birchall Car of the Day. VW trader and market stands, new car display, swap meet, kids activities, music and entertainment, great food and drink, VW family fun all day. Gates open 7:30am.

June.

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

Friday 6th:- Magazine Cut-off Date for articles, letters and For-Sales.

Monday 9th:- Committee Meeting at Canley Heights RSL Club, 26 Humphries Rd, Wakeley, 7:30pm.

Monday 16th:- CLUB VW MONTHLY MEETING at Canley Heights RSL Club, 26 Humphries Rd, Wakeley. Come and see our new meeting venue in the club's auditorium! Please join the RSL Club while you're there, it's only \$3 per year or \$9 for 5 years. Central location, plenty of parking. Enjoy the club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

Marktplatz.

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

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

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

New ads.

For Sale:- 1968 Volkswagen It is finished in green over black vinyl and gray cloth upholstery, and it is powered by a replacement air-cooled 1.5L flat-four paired with a four-speed manual transaxle. Equipment includes 15" steel wheels,



EMPI front disc brakes, adjustable rear spring plates, chrome bumpers. Everything works perfectly. Asking \$10,000 Car is located in Boise, Idaho USA. Please contact Mike at mikebusinez@gmail.com or cell phone +1 208 366 4108

Wanted:- A Volkswagen Type 3 Notchback, Fastback or Wagon with automatic transmission (from around 1970). Rust or dents are fine! Condition doesn't matter because I just want to convert my VW manual Beetle to automatic. I need the auto transmission, shifter, and all the bits-n-pieces from the T3 for conversion. Any Sydney location is great but willing to pick up from locations up to 2 hours drive. Photos included to confirm model needed. Please message me if you want to clean up your yard and collect some coin. And if you have done this conversion yourself, I would love to hear from you and get some tips. Contact John on 0419 259653 or email goolsiel@gmail.com



For Sale:- I have a 2006 VW Caddy 3rd row seat for sale. It slides into a floor channel so is easy in and out. Is in excellent condition and was only used when a 7 seater was required which was not often. The Caddy has been sold long ago and seat was surplus to requirements to the new owner. Has been securely stored in my garage at Nambucca Heads, NSW for



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

the last 7 years and now is time for it to go. Am asking \$100.00 which is really good value. I can be contacted on rfmilner@gmail.com or phone 0468 323255. Ask for Richard.

2nd Month ads.



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



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

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

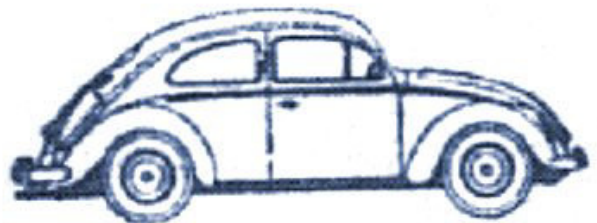


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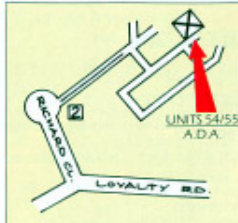
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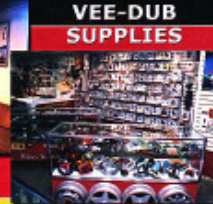


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Trades and services directory.



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

vwperformance.com.au

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Address:

State: Postcode:

Email:

Phone: (Landline)
 (Mobile)

Do you want to participate in CAMS motor sport? ☐ NO ☐ YES

Will you be applying for NSW Historic Registraton? ☐ NO ☐ YES

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Multivan to be dearer.

The 2025 Volkswagen Multivan will be more expensive than a top-of-the-range Kia Carnival diesel - and \$6700 dearer than the cheapest version of its predecessor - when it arrives in Australia in a few months' time.

Launching locally three years after Europe due to production bottlenecks and European priorities, the new Multivan is based on the MQB passenger-car platform of the Golf and Tiguan, rather than the Transporter commercial van as before.

Volkswagen promises a more car-like driving experience from its first all-new Multivan in 21 years. The 2015 T6 model was a heavy update of its 2003 T5 predecessor.

Prices start from \$75,990 plus on-road costs for the Life, \$6700 more than the base version of the previous Multivan, and \$3700 more than the better-equipped Comfortline Premium version.

Offsetting the price rise is a longer list of standard features, including LED headlights, dual 25.5-cm interior screens, bigger 17-inch alloys, a power tailgate, wireless Apple CarPlay and Android Auto, lane-keep assist, and lane-centring assist.

A long-body version - branded as LWB (Long Wheelbase), although the wheelbase does not actually change - is available for an extra \$3000 (\$78,990), which compares to \$75,290 for a LWB Comfortline Premium variant in the previous generation.

By comparison the Kia Carnival, the country's top-selling people mover, is priced up to \$72,910 plus on-road costs for a GT-Line diesel, or \$76,210 for a GT-Line hybrid.

A better-equipped Style grade is due later in 2025, as well as a "different" engine option, and two-tone paint choices.

The Multivan's body lengths measure 4973 mm and 5173 mm respectively, both on a 3124 mm wheelbase.

The short-body version is 69 mm longer than its predecessor, on a 121 mm longer wheelbase, but the long-body version is 131 mm shorter overall, and 279 mm shorter in its wheelbase, compared to the previous LWB T6 Multivan.

The T7's body is 37 mm wider than the T6.1, and the roof is about 80 mm lower. Boot space is rated at 469 litres behind all three rows, and expands to a maximum of 3672 L with only the driver and front passenger seats fitted.

Seven seats are standard in the Multivan, with the five seats behind the front two able to be slid individually between the second and third rows as desired, or removed entirely.

Volkswagen says each removable seat is 25 per cent lighter than before, and there are folding tray tables on the front-seat backrests, a sliding centre console with pull-out tables, and drawers under the seats for rear passengers.

Powering the Life is a 110 kW/360 Nm 2.0-litre turbo four-cylinder diesel engine, matched with a seven-speed dual-clutch automatic transmission and front-wheel drive for claimed fuel consumption of 6.4 L/100 km.

The 2025 Volkswagen Multivan is due in local showrooms in the second quarter of the year (April to June).

2025 VW Multivan price in Australia

Multivan Life TDI360 SWB - \$75,990

Multivan Life TDI360 LWB - \$78,990

Multivan Style - \$TBC

No more sub-\$30k VWs in Australia.

The Volkswagen Polo city hatch and T-Roc small SUV have been upgraded with new safety and convenience features, including blind-spot alert tech for the entry-grade SUV, for Model Year 2025 (MY25).

But prices have risen by up to \$2250, meaning Volkswagen no longer offers any new car priced below \$30,000 before on-road costs, for the first time in its 71-year local history.

The price of the cheapest Polo is now \$30,790, up from \$29,490 for MY24, which exceeded the \$30,000 drive-away milestone about 18 months ago, when the slow-selling manual transmission was dropped.

VW exited the sub-\$20,000 level in 2022 with a facelift for the Polo that brought a longer list of safety and convenience features, including LED headlights and lane-keep assist. The lower-priced Up!, which was priced below \$15,000, had been discontinued back in 2014.

Since then, multiple other car brands have followed suit with their smallest cars, leaving Kia and - for now - MG as the last manufacturers with new vehicles priced under \$20,000 before on-road costs.

How times quickly change. From the mid-1960s, when the cheapest-ever Volkswagen was the 1200 'Standard' model for £799, prices have risen inexorably, in-line with and often in excess of inflation. The last Beetle in 1976 was \$4140 when the new Golf was \$4490 for the 5-door. The last diesel Golf in 1980, when it was discontinued, was \$10,600. The Mk2



GTI in 1990 was \$28,990.

The first 'VW Group' vehicle to pass \$30,000 in Australia was the Audi 200T in 1983; the first VW to do so was the T3 Caravelle GL - which under previous importer LNC Industries went from \$24,720 in 1986 to \$39,497 in 1987 - the year they lost the VW franchise, not surprisingly. The Golf first passed \$30,000 (and \$40,000) with the Mk3 Golf VR6 in 1994. The first Australian Polo in 1996 was \$19,990.

As for the latest Polo, standard on the entry-level Polo Life is adaptive cruise control and Travel Assist, the company's semi-autonomous technology that can keep the car centred in its lane on highways.

The mid-grade Polo Style - up \$2250, from \$32,540 to \$34,790 - gains keyless entry and start, satellite navigation, and wireless Apple CarPlay and Android Auto (rather than wired-only).

All of these features were previously offered in packages with other items - the \$1700 Vision and Tech package on the Life, and \$1900 Sound and Tech pack on the Style - which have now been discontinued.

It means the Life is no longer available with a widescreen instrument cluster, wireless Apple CarPlay and Android Auto, and in-built navigation, while no Polo can now be had with a six-speaker Beats stereo.

A \$1400 price rise has been applied to the Polo GTI, with no equipment changes.

Meanwhile, the T-Roc has gained new features in the form of blind-spot monitoring, rear cross-traffic alert, and a proactive occupant protection system for the CityLife entry grade, for a \$2000 price rise.

It leaves the Polo Life as the last passenger model in the Volkswagen range without blind-spot and rear cross-traffic alerts as standard.

All T-Roc model grades have gained five years of free access to VW's new GoConnect smartphone app, which debuted on the ID. Buzz, with remote access to vehicle



information, location, recent trip data, warning light notifications, and "direct dealer communication."

MY25 prices for the T-Roc Style and R are also \$1400 and \$1500 dearer respectively.

Orders for the 2025 Volkswagen Polo and T-Roc are open now, ahead of first deliveries due by the end of March 2025.

In the meantime, Volkswagen Australia says the MY24 T-Roc is in run-out, with nationwide drive-away offers until March 31 of \$37,990 for the CityLife, \$42,990 for the Style, \$51,990 for the R-Line, and \$65,990 for the R.

2025 Volkswagen Polo price in Australia

Polo Life - \$30,790 (up \$1300)

Polo Style - \$34,790 (up \$2250)

Polo GTI - \$41,790 (up \$1400)

2025 Volkswagen T-Roc price in Australia

T-Roc CityLife - \$38,990 (up \$2000)

T-Roc Style - \$41,990 (up \$1400)

T-Roc R-Line - \$49,990 (up \$1200)

T-Roc R - \$64,990 (up \$1500)

Golf 8.5 almost here.

Volkswagen will expand its updated 2025 Mk8.5 Golf range with a new variation, when vehicles start arriving in Australian showrooms from April.



Slotting in between the entry-level Life and sportier R-Line is the mid-tier Style, a spiritual successor to the Highline grade last seen in 2020 on the previous-generation Golf.

Features include 18-inch alloy wheels, chrome exterior accents, rear privacy glass, LED headlights, interior ambient lighting, electronically adjustable driver's seat, adding to the Life's front and rear parking sensors, keyless entry, single-zone climate control, and wireless smartphone charger.

Of note, the Style will be the most affordable grade to feature Volkswagen's new 32.8-cm infotainment touchscreen, which is larger than the Life's 26.2-cm unit, though both feature digital radio.

Buyers of the Style can also opt for a panoramic sunroof and a Sound & Vision package, which bundles a Harman Kardon sound system, head-up display and a surround-view monitor.

Stepping up to the R-Line adds a drive-mode selector, progressive steering, R-like bodykit, heated and cooled front sports seats, and a memory function for the driver's seat.

All three aforementioned Golf variants are powered by a 110 kW/250 Nm 1.4-litre turbo-petrol four-cylinder engine, paired with an eight-speed automatic transmission that sends drive to the front wheels.

Customers wanting a bit more spice can again opt for the GTI or flagship R - both also available from April.

As before, the updated GTI is powered by a 2.0-litre turbo-petrol engine, but power has increased 15 kW to 195 kW, while torque remains steady at 370 Nm.

Standard on the 2025 Golf GTI is retuned steering, Adaptive Chassis Control, 19-inch wheels (up from the 18 inches of last year's model), tri-zone climate control, and metallic paint.

However, new this year is the removal of the Luxury Package, separating the panoramic sunroof and leather interior into individual options.

Like the Style, the GTI is available with the Sound & Vision package.

For the 2025 Golf R, power has increased 10 kW to 245 kW and a torque-vectoring rear axle has been added, while Matrix LED headlights, nappa leather interior, and a Harman Kardon sound system are all standard.

A Black Edition of the new Golf R will also be available at launch, "with brooding dark accents throughout", according to VW, but further details are yet to be disclosed.

Prices are expected to go up, par for the course with any new update, with Volkswagen Australia to announce new figures closer to launch, but for reference, the current Golf range kicks off at \$39,190 before on-road costs for the Life and tops out at \$70,590 for the R.

Tiguan Mk3 details.

Local specifications for the new-generation 2025 Volkswagen Tiguan have been announced, ahead of its May local launch.

Volkswagen has confirmed the third-generation Tiguan will be offered in three familiar trims - Life, Elegance and R-Line - when it arrives in Australia more than 18 months after it debuted in Europe.



The Tiguan Elegance will be offered with the entry-level 110 kW 1.4-litre turbo-petrol powertrain for the first time, while two versions of the buyer-favourite 2.0-litre turbo R-Line will be available, in 150 kW and 195 kW tunes.

Volkswagen Australia says the 195TSI R-Line is a successor to the 235 kW Tiguan R offered towards the end of the outgoing Tiguan's life, while also providing a more powerful flagship option for existing Tiguan 162TSI customers looking to upgrade.

Diesel power in the Tiguan will not return to Australia after it was axed in 2023, while mild-hybrid and plug-in hybrid options available overseas are currently off-limits - despite a rising number of electrified hybrid rivals aimed at the Toyota RAV4 Hybrid, Australia's best-selling SUV.

Volkswagen will instead focus on the fully electric ID.4 and ID.5 mid-size SUVs in Australia, which after multiple delays are expected to arrive in local showrooms shortly before the new-generation Tiguan.

It's understood there will not be significant price increases for the new Tiguan over the outgoing model, which currently cost between \$43,990 before on-road costs for the 110TSI Life and \$60,590 for the 162TSI R-Line. The Tiguan R retailed for \$73,790.

Volkswagen says a fully-optioned 1.4-litre front-wheel-drive 110TSI Elegance "targets flagship naturally aspirated four-cylinder rivals."

These all-wheel-drive rivals cost around \$51,000 to \$53,000 in the case of the Mazda CX-5 G25 Akera, Mitsubishi Outlander Exceed and Nissan X-Trail Ti - less than \$57,090 for the outgoing 2.0-litre AWD 162TSI Elegance, which continues into the new-generation as the 150TSI Elegance.

The 110TSI Life remains the entry point into the Tiguan line-up with its 110 kW/250 Nm 1.4-litre four-cylinder turbo-petrol, now matched to a seven-speed dual-clutch automatic instead of a six-speed unit.

New standard equipment for the 110TSI Life includes 19-inch alloy wheels - up from 18 inches - a 32.8-cm infotainment touchscreen, a 360-degree camera, an electric tailgate, and a wireless phone charger.

It is also now fitted with side exit warning, blind-spot monitoring, front and rear cross-traffic alert, more-advanced autonomous emergency



braking detection, and two more airbags to take the total count to nine.

A 2024-tested five-star ANCAP safety rating currently applies to New Zealand versions where it is already on sale, with this score likely to soon be mirrored for Australian models.

The Tiguan is the third Volkswagen to gain traffic sign recognition in Australia, a feature available in VW's vehicles in Europe for several years. It follows the Amarok (which uses technology from the Ford Ranger) and the Touareg.

Volkswagen Australia says the mid-range 110TSI Elegance is aimed at "private buyers who may not have previously considered a Tiguan".

The new variant adds leather-appointed upholstery, power-adjustable front seats with heating, ventilation and massaging, chrome exterior trim, enhanced headlights and tail-lights, an extra-cost Sound and Vision package, and an optional panoramic sunroof - while retaining the most efficient 1.4-litre engine.

The all-wheel-drive 150TSI R-Line and Elegance, with a 150 kW/320 Nm 2.0-litre engine, replaces the outgoing 132TSI Life, 162TSI R-Line and 162TSI Elegance variants. The 195TSI R-Line tops the range with the same power output as the latest Mk8.5 Volkswagen Golf GTI hatch.

Torque for the 195TSI R-Line is 400 Nm, matching the outgoing Tiguan R and 30 Nm more than the Mk8.5 Golf GTI.

All 2.0-litre variants - the 150TSI R-Line, 150TSI Elegance and 195TSI R-Line - are fitted with improved 'DCC Pro' adaptive chassis control suspension with two-valve shock absorbers while, as before, R-Line trims add a progressive steering ratio and a sports-themed body kit.

"The steps between 110TSI, 150TSI and 195TSI are clear and ensure the all-new Volkswagen Tiguan offers broad and significant medium SUV appeal," Volkswagen Australia product and marketing boss Nathan Johnson said.

The new Tiguan is 30 millimetres longer than before at 4539 mm while retaining its existing 2680 mm wheelbase, and has moved to the updated MQB Evo architecture shared with the current Golf.

Boot space is now listed at 652 litres when loaded to the height of the rear seat backrests, 37 litres more than before, and 1650 litres with the second-row folded.

Full Australian details on the 2025 Volkswagen Tiguan - including pricing - will be announced closer to its May launch.

Meanwhile the seven-seat, long-wheelbase Tiguan Allspace will be replaced by the Volkswagen Tayron, which is expected to launch in Australia later in 2025.

2026 T-Roc revealed.

Pictures of the 2026 Volkswagen T-Roc compact SUV have been posted on social media, revealing the second-generation's front and side profile design.

The images shared on Instagram show what is claimed to be the next T-Roc model, expected to be revealed later this year before arriving in Australian showrooms in early 2026. It will rival the Toyota Corolla Cross and Kia Seltos.

While appearing to be a high-spec trim level - perhaps



the flagship T-Roc R - the pictures show the core design of the five-door T-Roc SUV hasn't changed since it was caught testing with light camouflage in the European Alps early 2024.

Yet the larger alloy wheels and aggressive front bumper treatment suggests it may be the flagship T-Roc R, which in the current line-up uses a 221 kW/400 Nm 2.0-litre turbocharged petrol engine from the Golf R. The styling treatment is also likely to be used on the R-Line, too.

It's expected to be based on Volkswagen's updated MQB Evo platform, used by the current Mk8 VW Golf and numerous other VW Group models. The core dimensions including cargo space and passenger room should also be largely unchanged from the current model.

Lower spec versions of the second-generation T-Roc will continue with the current version's 1.4-litre turbocharged four-cylinder petrol engine, which in the entry-level CityLife trim level delivers 110 kW/250 Nm with a more potent 140 kW/320 Nm tune in the T-Roc R-Line.

The seven-speed automatic will also continue for both front-wheel and all-wheel drive models, which have been part of the line-up since the T-Roc was introduced in Australia in 2020.

The T-Roc was Volkswagen Australia's best-selling SUV in 2024, and second only to the Amarok dual-cab ute overall in the local VW line-up.

No more German Golfs.

Production of the Volkswagen Golf will come to an end in Germany - and take place exclusively overseas - for the first time since its original 1974 launch, as part of sweeping cuts intended to keep the company above water amid slowing sales.

Volkswagen has previously threatened closing as many as three factories in Germany for the first time in its history, amid warnings from its finance chief the company has "a year, maybe two years, to turn things around."

While VW Group vehicle sales were only down 2.8 per cent in 2024, its deliveries in the once highly-profitable region of China are down 10.2 per cent, and it has capacity to



build more vehicles than it is selling.

The car giant announced a deal with the union to avoid factory closures in Germany, but will make changes intended to save the company 4 billion Euro (\$AU6.6 billion) each year, including 1.5 billion Euro (\$AU2.5 billion) in labour costs.

VW has said it will reduce its German vehicle production capacity by 734,000 vehicles by the end of the decade, and cut 35,000 jobs out of the 120,000 people it employs in Germany.

The production cut is attributed to "decreasing automotive market in Europe and the increasingly fierce competition".

Existing factories in its home country will not close their doors, the company says, but some will be repurposed for operations other than new-car production.

Among the most significant measures will be the end of all petrol and diesel-powered Volkswagen Golf production in Germany for the first time in the iconic model's five-decade life.

It will move from Wolfsburg to Puebla, Mexico from 2027, where the Golf has been manufactured previously. But never before at the expense of the German-built version. It's possible that all RHD Golf production will come from VW South Africa, as it does at the moment with the Polo.

Wolfsburg is the birthplace and headquarters of the Volkswagen company, and is the oldest and largest of the more than 100 VW plants around the world. It's still the largest car factory in the world in terms of area, although the South Korean Ulsan Hyundai factory produces more vehicles.

Golf production will return to the Wolfsburg factory with the next-generation electric model "at the end of the decade," VW says, alongside "another model based on the future SSP electric car architecture."

The current-generation Volkswagen ID.3 and Cupra Born will also move to Wolfsburg "in future", but the loss of the petrol Golf will see it reduced from four assembly lines to two.

The Zwickau factory in the former East Germany is currently home to the ID.3 and Born, and will switch to exclusively building the electric Audi Q4 e-tron range on a single production line, along with "new business areas to be developed in the context of the circular economy."

Volkswagen's glass-walled 'Transparent Factory' in Dresden will end car production - built for the Phaeton and currently limited to the ID.3 - at the end of 2025, but the company says it is "working on alternative options" such as "participating in a third-party scheme."

Production in Osnabrück - the former Karmann factory dating back to 1901, purchased by VW in 2009 - will end in mid-2027 when the T-Roc Cabriolet is phased out, but VW says "options for a different use of the site are currently being explored."

One factory that won't be affected is Volkswagen's Emden site, which the brand says "will continue to produce the ID.7 saloon [sedan], ID.7 Tourer and the ID.4, even after the facelift." It's VW's most valuable export plant, being located at one of Germany's largest seaports.

Volkswagen will also continue with its Hanover factory as the home of the Multivan and ID. Buzz from its Commercial Vehicles division.

However, it says it will "sustainably reduce factory costs" in Hanover to "create the basis for investing in future products using its own resources."

It is unclear if this could see its next-generation Transporter van move completely back in-house, as development of the latest model was led by Ford as part of a joint-venture that also spawned the new Ford Ranger and VW Amarok utes.

About 4000 jobs will be cut from Volkswagen's Wolfsburg technical development division by the end of the decade.



While Volkswagen does not intend to close factory locations in Germany, the Belgian factory that builds the Audi Q8 e-tron electric SUV is set to close its doors in early 2025.

The reduction of 35,000 jobs across Volkswagen's various facilities in Germany is claimed to be "socially responsible," as it will include early retirement and severance packages offered to workers for a smoother exit.

"Following the long and intensive negotiations, the agreement is an important signal for the future viability of the Volkswagen brand, Volkswagen Commercial Vehicles and the component plants," Volkswagen Group CEO Oliver Blume said in a media statement.

"With the package of measures that has been agreed, the company has set a decisive course for its future in terms of costs, capacities and structures.

"We are now back in a position to successfully shape our own destiny."

Gerringong Motorfest.

On Saturday 15 February the annual Gerringong Motorfest was scheduled to take place, hosted by the Lions Club and raising money for the Childhood Cancer Research Foundation.

It's an enjoyable annual show, with the classic cars (of all makes and models) meeting on Mick Cronin oval. The town also holds its community trash n treasure markets in the main street on the same day, near all the local shops and restaurants, so there's always something to do.

Just prior to the show we received this warning from the organisers - computer hackers are rampant at the moment:

"Hi , there is a scammer about advertising our club Motorfest/ Carshow and wanting money upfront

So in no circumstance pay your entry fee via anything except on the day of the car show on the 15th of February 2015 in Gerringong.

Thank you so much, looking forward to seeing there on the day

Cheers Stefanie, Carshow secretary
Lions club of Gerringong"

There had been a few days of rain prior to the day, but the Saturday dawned clear and sunny. We met up at McDonalds at Heathcote for a coffee. Five VWs had turned up by 7am, along with quite a few other classic cars from the Jaguar, Mustang and MG clubs.

As we stood together chatting, many of our phones suddenly beeped. There was a message from the Lions Club saying that the event had been cancelled at the last minute - the local council had decided that Mick Cronin oval was too wet and boggy for cars to use. So after we finished our coffees, we all headed home!

We later received this message from the Lions Club:

"Good morning to you and all club members, the Car Show Committee wanted to firstly apologize to you individual attendees and car club members for having to cancel our Motor Fest / Car Show event Saturday 15th February 2015.

Some background: We had torrential rain on Friday evening 14th February, some 40mm in about an hour or so. Normally we would be ok with that as Michael Cronin oval drains really well. However, about 5.30am - 6.00 am on Saturday 15th February , car show day, we ran a couple of cars over the driveway areas, one was a FJ Holden, (about 1,000kgs, no power steer etc) back and forth just once and left deep impressions of about 50mm. The driver confirmed he could also feel the car sucking into the surface. There was clearly no way we could repeat the exercise with between 280 cars on the main oval and a further 60 + vehicles over the

entire site.

The car show committee after much deliberation and considering alternate methods of getting cars onto the oval safely acknowledged it would be impossible.

From approximately 6.20am we commenced attempting to contact individuals and car club contacts regarding the cancellation of the event. We didn't get through to everyone though we continued to try and some still turned up sometimes from long distances. To all, one of our members stayed at the main gate until approximately 9.30am and apologised to each driver with an explanation, most accepted some were bitterly disappointed.



On a positive note most of the individuals and car club members were very understanding and as disappointed as we are having to cancel the event. Many contacted some of us later and advised that they too had walked around the oval and agreed it was the correct decision to cancel the event owing to the likely damage to both the oval and maybe some cars.

A number of individuals and car clubs have contacted us and stated that they would still like the opportunity to donate towards our fund raiser on the day Lions Childhood Cancer Research. If you would like to do so then please contact our secretary car show committee Stefanie Allison by email: gerringong.nsw@lions.org.au

The car show committee will hold a de brief meeting in the coming week to discuss all elements of holding the Motor Fest / Car Show. We will review everything in an attempt to avoid as much as is possible any future cancellation. Weather we have no control over!!

We would appreciate it if car clubs would be kind enough to pass on this message to members or perhaps read to your members on our behalf at your next club meeting

Kind regards,

Stefanie Allison, car show Secretary
Gerringong Lions Motor Fest





You're as cold as ice.

Lots of people have cars they don't use very much and still pay for registration and insurance every year.

Maybe they only travel a thousand kilometres a year or less and pay thousands for the privilege.

Obviously they have a newer car they use but they can't get rid of the old car because they have feelings and or emotions attached.

They will say things like, I'm not sure if I'm ready to sell that vehicle yet?

Feelings and emotions are fine and yes some cars can be priceless to some owners, like my grandmother's 1976 Beetle is to me.

It's the only thing I have left to remind me of her and I could never sell it.

On the other hand, every other car in my shed could easily be sold, even though I love them all.

This is where you need to leave emotions and feelings aside if you ever want to make any money, or at least not lose any playing with cars.

I have no problem stripping a perfectly good car for parts if that's where the money is.

Also I have no trouble sending a car down the line for hopefully a profit or not if it didn't work out.

They can't all be winners.

Also, once a car is sold, you never have to spend any time or money on it ever again.

A penny saved is a penny earned.

Keep the emotions for your special cars and for the other ones have ice cold blood running through your veins.

Dealing in old cars is only about profit margins, that's all.



What is my profit margin on this old vehicle?
Remember, if it's not making money, it's not making sense and it should be sent down the line and the money reinvested into something else.

Don't waste time storing cars that aren't worth the space they take up.

Be tough and emotionless, I know it's not easy.

Ashley Day.

Perception.

Obviously people perceive things differently.
Perception can work for you and sometimes it can be a curse.

What am I talking about? Well, here's an example.

Look at the picture here and what do you perceive?

You might see a nice Volkswagen Golf cabriolet with Victorian historic rego.



If this car was for sale you would probably go and have a look and take it for a test drive.

In reality it's just an old Golf that I screwed some \$10.00 second hand number plates onto.

Old number plates are easy to buy, even historic plates, believe it or not?

You can even buy the log book that goes with the historic plates.

So now you can see how other people might perceive something different and also might pay a little more for that vehicle.

Also the car looks a whole better with those plates.

See how easy you fell for it.

I have 20 sets of those Victorian historic plates and if I bolted them to every VW I sold, you might also perceive that I am pulling nice historic Volkswagens from interstate?

So this story is about not perceiving anything when it comes to people or cars.

If buying a classic Volkswagen or Porsche don't believe anything you see or you are told.

Always insist on paperwork for anything owners claim.

People are always nice when you are giving them money but don't perceive that they are honest.

Ask lots of questions and you be the judge.

Good luck.

Ashley Day.



Canberra Famous Wheels 2025.

This year a change of sponsor and change of format for Famous Wheels 2025. Cars were to be grouped in regions - ie Euro, British, Australian, American, Asian, etc.

The club cruised to Queanbeyan Showgrounds from the airport so that we had the best chance of parking together. Our event volunteers secured us an area beforehand within the designated Euro zone and we ended up together anyway!

It was good to see a few VWs come out of hiding for the event, as well as lots of other vehicles from the region.

Congratulations to Jim and his Kombi winning a prize on the day. Also special thanks to Willie Nelson and David Brinton who volunteered to help the event organizers in



getting vehicles into the venue from the start.

I have included some photos courtesy of Jim Smith.

-Aldred

Twice the distance for twice the reliability.

David Robertson reports on a new turbo-charged diesel engine claimed to go twice as far per litre as traditionally-designed petrol engines, with only half the breakdowns and an ability to run on vegetable oils.

The Sydney Morning Herald, Saturday 5 February 1983

The world's first turbo-charged, direct-injection diesel engine has just three cylinders, goes by the unlikely name of Elko and is posting new levels of fuel economy in prototype form in some of the top-selling cars of Europe.

Elko is short for Elsbett Konstruktion, the German company the research and development laboratories and workshops of which have made major diesel engine breakthroughs in the truck field for the past 20 years. The company was also responsible for converting a Volkswagen petrol engine into the first turbocharged diesel Golf prototype in 1980.

The newest Elko engine includes a number of new concepts and engineering solutions, but employs only known

technology and materials. The company is confident it will find its way into mass production for use by some of Europe's major manufacturers by 1990.

It has a capacity of just 1.4 litres, but its three cylinders are fed by an integrated injection system and turbo-boosting that employs radical new methods of coping with heat transfer and improves combustion efficiency.

Perhaps its two greatest attributes are superb fuel economy - it is about 50 per cent more efficient than a comparably-sized petrol engine - and an amazing power output. The Elko develops 65 kW power at 3,000 rpm, which is better than some existing indirect diesel engines of three-litre capacity.

Prototype Elko motors are being run successfully under test in cars made by Ford, Opel, Mercedes-Benz and Volkswagen in West Germany.

In one comparison fuel test, three Volkswagen Golf cars were tested side by side.

The first was fitted with VW's normal 1.6-litre four-cylinder petrol engine, which develops a maximum 52 kW power. The second ran VW's 1.5-litre, four-cylinder indirect diesel engine, which develops 40 kW power. The third ran the 1.4-litre three-cylinder Elko turbo diesel prototype, developing 65 kW power.

At a constant 120 km/h, the petrol-engined Golf managed 9.0 litres/100 km. The indirect diesel-engined Golf averaged 6.5 litres/100 km. The Elko-engined Golf did 4.5 litres/100 km!

The secret of the engine lies in three important areas.

First, its patented single-jet stratified charge combustion design incorporates a specially-designed swirl-action chamber with a special device which sends cool air curling around the edge of the chamber under centrifugal force to insulate the actual air-fuel mixture for maximum efficiency from the charge.

Then there is the special fuel-injection system developed for the engine which is integrated into the cylinder head itself, rather than attached to the engine in the normal way.



In place of the normal rotary pump feeding a bank of fuel-injector units, each cylinder of the Elko engine is fed by an individual pump driven by the camshaft. Fuel is brought to the pumps through a bore in the cylinder head. By reducing its flow, the fuel can be heated, giving the Elko motor the advantage of being able to run successfully on vegetable oils, if necessary.

The other major innovation is the design of the engine's major parts with the aim of reducing heat losses and increasing resistance to thermal and mechanical stresses. It works so well that the engine has no need of a cylinder-head gasket - or even a water- or air-cooling system. It is radiator-free.

The engine uses no special coolant, relying on engine oil to dissipate heat.

The absence of a radiator should, according to statistics, about halve the number of breakdowns in use.

The engine block is cast iron. It is unusual, as it is open at both sides. There are no enclosed pockets, because there is no cooling-water jacket required. The cylinder head is also made of cast iron, as are the pistons, although the piston skirt is alloy.

Under test, the Elko engine has met all current US emission regulations. It is claimed to be quieter at idle than, and as quiet in normal use as, any existing diesel engine. It is also claimed to produce less smoke.

The KKK turbocharger unit provides brisk pickup and smooth and instant response.

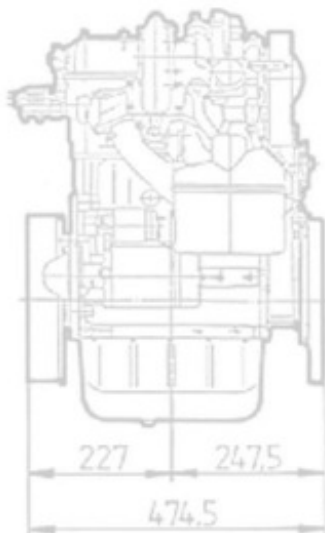
Apart from its obvious benefits of better fuel economy and lower noise and emissions, it is smaller and easier to place in any modern streamlined car body and considerably more powerful per litre than any other diesel.

It is the first of a family of new-generation Elko engines to employ the new design solutions.

The second will be a 6.7-litre, three-cylinder truck engine (imagine those pots!) that will develop an estimated 200 kW power at 2,200 rpm and amazing 1,000 Nm torque at only 1,400 rpm.

David Robertson

3-Zylinder ELSBETT-Motor
Type: 82.92.3.T PKW- u LKW- Ausführung



Kupplungsanschluß: SAE 8



Dubs by the Lake.

On the weekend of 21-23 February the annual Dubs by the Lake event was held to which I attended along with many other VW enthusiasts.

This year the event was held at Muswellbrook Showgrounds. Great camping area, large showground and clean amenities, spacious camp sites.

I arrived with several others via a VW cruise along Putty Road with a pit stop at the Grey Gum Cafe for a bite to eat and a sneaky beer or two.

We then moved on and arrived at Muswellbrook showground and set up camp. The shenanigans started as soon as camp set up (gazebos and swags). VW peeps come from far and wide. The Friday night consisted of food trucks, meet and greet and a Karaoke session. A late night was had by all.

The sun rose shining on Saturday morning and everyone got there dubs oiled up and ready for a car cruise which meandered around the large power station mines of the area and the beautiful undulating country farming area. It was

a well organised cruise with over 50 cars cruising together, it was quite a sight. When we got back, majority of the dubs parked up on the showground where we all got to chat with other dub peeps.





Saturday afternoon had the Hub cap throwing competition (oops, i missed that I think i was busy filling my esky up, hahaha), then the grass events where you got to test your rally skills out on a short tight track, lots of dust was kicked up and all that entered and large smiles on their faces. The onlookers copped a facefull of dirt and dust-awesome fun. Then later on the annual Limbo event was tightly contested by all that entered. It started off with the kids Limbo, then Beetle class, Kombi class and then all other classes.

The annual Auction was held later in the evening where many items were auctioned off. The organisers had a professional auctioneer on the night which made it all the better and exciting. The auctioned raised over \$5,000.00 to which i contributed 10% with my purchases (2 pictures). The night ended with more drinkies at our camp sites.

Sunday turned into a cracker of a day with the sun belting down rays. Camps pulled down and then the show and shine was held on the showground. This was an open event for all the locals with peer judging in all classes. By midday the organisers started the raffle event and then awarded the trophies for best in show. Congratulations to our own club member Daniel French for winning Best Beetle with his beautiful 1957 Gold Ragtop Beetle. The day winded up and it was time to head home. What a cracker of a weekend.

Big shout out to the organisers Beau Farrell and Corinna Farrell for the effort in organising a top notch event. All monies raised over the weekend has been donated to the Westpac Rescue Helicopter team in the area (they do an awesome job for the community in the Hunter). Beau and Corinna told us on the sunday with a heavy heart that Dubs by the Lake 2025 was there last and grand finale charity show. It isn't a farewell but they are shifting gears to something new and exciting. They are swapping the big show for a biannual cruises and campouts. Watch this space.

The winners of our hubcap toss:

Adult Male: Stuart Johnson
Adult Female: Liza Campny
Kids: Beau Mann



The Limbo champions are:
Beetle class: Stuart Johnson
Kombi class: Craig styles
Other class: Duncan Lee

Our Grass Event Champions are:

1st place Stuart Johnson with a time of 47.89 with 3 seconds off for getting the spud in the bucket.
2nd place: Rachael Quayson with a time of 50.74 with 3 seconds off for getting the spud in the bucket.
3rd place: Stephen Muller with a time of 52.07 no spud in the bucket but a really cracking time!

People's Choice Awards:

Best Beetle: Daniel French
Best Kombi: Neil Dodsworth
Best Baja/Buggy: The Johnsons
Best Rat: The Johnsons
Best Type 3: Dunchan Lee
Best Other: David Clerke

Giddy Up!

Kylie Rayner





Flat Four Lighthouse Cruise.

On Saturday 8 March our friends from Flat Four VW club ran their annual Lighthouse to Lighthouse Cruise.

The starting point was the old Wollongong Breakwater Lighthouse (built 1872, decommissioned 1974), but we also ran a Club VW convoy from Uncle Leo's at Liverpool Crossroads. Just three cars in our usual pathetic turnout, Kylie and Sam in their Kombis and Phil in his Tiguan.

However it was a great turnout at Wollongong. After we spent 30 minutes looking at all the VWs, Kevin called everyone together and explained the run. Then we started up and headed off in convoy.

The route took the cars onto the motorway past Dapto to Albion Park. Then onto minor roads to Jamberoo, and back to the coast and finish at Kiama Lighthouse.

It was a very enjoyable day out and the rain stayed away. It was great to see many of our VW friends again.

Thank you to Kevin and Flat Four for organising a terrific day, sorry the Club Veedub turnout was so poor.





Klub Korrespondenz.

From: kombis2u@gmail.com

Date: 3/11/24 13:43:30

Subject: Old VW ads

Hi Phil,

Here's a 1955 Volkswagen agent advert and a cinema advertising film slide I come across in the endless search Moe Transport & Engineering Service Pty. Ltd.
HIGH STREET, MOE
Phone 32.

Page 10.

The Narracan Shire Advocate.

MOE, THURSDAY, OCTOBER 20, 1955.

(Note: Barndoor advert images were still used here)

cheers

Simon Barnfield :-)

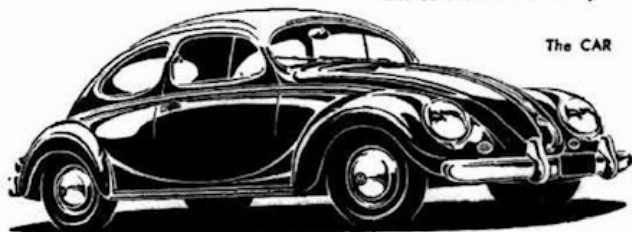
Page 10. The Narracan Shire Advocate.
MOE, THURSDAY, OCTOBER 20, 1955.



Yours!—and the World's Best Bargain—

VOLKSWAGEN

(PRONOUNCED "FOLKS-VAGEN")



The CAR

The popular-priced CAR!

Received with tremendous acclaim in countries throughout the world, Volkswagen brings you every Continental refinement in motoring at a price everyone can afford. Luxury comfort with exclusive Volkswagen suspension. Big car engine performance of speeds up to 65 M.P.H. at 3,000 R.P.M. fully loaded. 38 M.P.G. fuel consumption that means over 300 miles of carefree running without a tank refill.

The multi-purpose KOMBI!

A spacious business delivery van — converted easily in a matter of minutes into a comfortable 9 seater family wagon.

The "load-easy" PICK-UP!

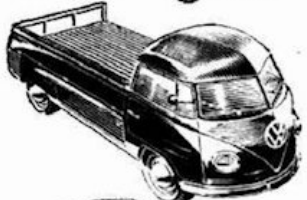
With 45 sq. ft. on the ramp-high steel tray, plus 21 sq. ft. in the safe-storage locker, plus a canopy on top when you need it! Can be loaded from both sides and the rear. Ideal for small parcels or big crates — or both.

The 8 passenger MICRO-BUS!

The economical conveyance for a quick shuttle service. Seats 9 adults with ease!



The PICK-UP



The PASSENGER BUS



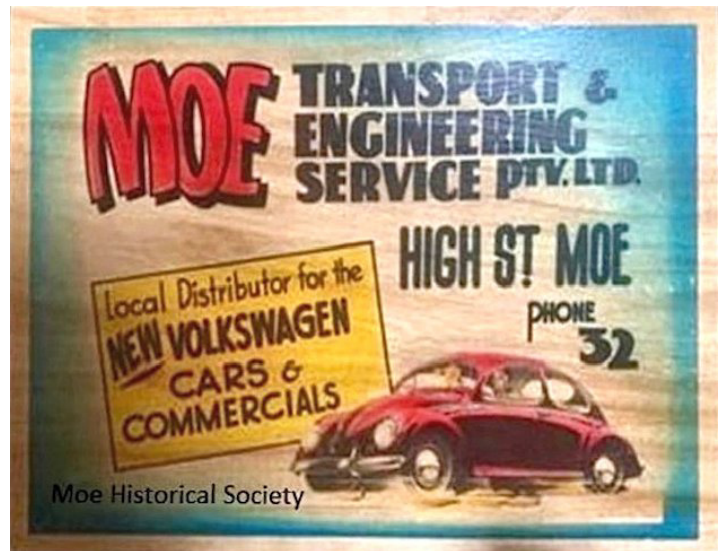
See your dealer for details now!
Moe Transport & Engineering Service Pty. Ltd.

HIGH STREET, MOE

Phone 32.

Box 2.

SYMBOL FOR
SERVICE & SPARES
EVERYWHERE



From: chfm.cm@gmail.com

Sent: 10/2/2025 18:06:00

Subject: February 2025 Zeitschrift

Hi Phil,

Congratulations on the February '40th birthday' edition of Zeitschrift.

It astounds me how you have collected so much detailed information on the club over the years.

A fascinating history and read.

I think that this acknowledgement should be printed in the next edition.

Well done and thank you,

Carl

From: brianmannix75@gmail.com

Sent: 23/2/2025 21:48:25

Subject: February 2025 Zeitschrift

Hi Phil

Hope all is well with you, all ok here so far. Shame missed out Stanwell Park due to wet conditions., probably catch up at the Nationals. I have a problem with February magazine.

I wonder if you could assist me , I tried to open this month's magazine by clicking on 'Read the Mag' but no go, It



stated 'An Error Occurred while Processing the File Some Features Might Not Work.' I went back to previous issues Jan, Dec etc however, no problem with them they all opened successfully.

Any ideas?

Cheers

Brian

Hi Brian, yes a few members had problems opening the February magazine PDF file. It had extra modified underlined and coloured text with extensive hyperlinks in the Rod Young 'Project of My Life #15' article. This seems to have caused problems for people with older versions of Adobe Acrobat Reader on their systems.

Even so, it's possible to try to save the PDF file on your device, and try opening it with a newer browser such as Google Chrome or Microsoft Edge, instead of Adobe. If this is successful, change your settings so that PDFs are opened this way by default.

You could also try downloading and installing the latest version of Adobe Acrobat Reader – it is free.

I created a simpler version of the February file, with the hyperlinks deactivated and the text un-underlined. I've sent it to everyone who has contacted me with the problem and it has worked every time. I will also include it as an addition in the next monthly email-out, and it will be the one archived on the website - with working hyperlinks but no underlining.

From: jholmesdziuba@hotmail.com

Date: 12/1/2025 09:22:15

Subject: Hello from Canada

Hello Lee and Phil:

Here is a link to our most recent newsletter (December 2024). We'd love to hear from you! Please feel free to share this link or any of the content in your own newsletters or Membership communication.



https://drive.google.com/file/d/1RwJnSmC0dUAHgHoAmiCnkyZYRnoUTiSr/view?usp=drive_link

Cheers!

Jennifer

"Bloom where you are planted."

November Rain.

They say the Bill Murray character (Phil Connors) in the movie Groundhog Day was stuck in the time loop for many years, maybe up to 30 years, before he eventually got things right.

What if I told you that every year we live in plays out much the same as the movie, but a little different.

This is only my opinion, but there are definitely patterns I take advantage of every year.

So let's go.

Your Volkswagen or Porsche is worth a different value depending on what time of the year it is.

To make it simple, this is the way it goes.

October or November are the best times to sell a car or parts.

Why?

People have their tax returns sorted out and have money, or know what kind of money they can spend.

Ten days out from Christmas is most obviously the best time of the year to buy, and the worst time to sell.

So buy in the off-season and sell at the peak.

Pretty easy, hey.



I bought this T4 today, very cheap.

It's the 15/12/24, perfect timing, exactly 10 days before Christmas.

Keep an eye out for this T4 for sale in October or November 2025.

Ashley Day.



HAPPY GROUNDHOG DAY



VW ID.Buzz.

It's hard to remember a more hyped new release than the all-new Volkswagen ID. Buzz. And that's because very few cars have ever taken longer to actually materialise, or had bigger boots to fill.

Even Volkswagen is admitting to the new SUV being known as the 'Electric Kombi'. But the ID. Buzz is also a tech cross-over model for VW as it takes the brand's Australian range into the electric realm. So, something old, something new, then...

Despite being a big player in the EV world in Europe, VW Australia has been very slow out of the blocks when it comes to getting its EV range online here.

In fact, the passenger ID. Buzz and its light-commercial counterpart, the ID. Buzz Cargo, represent the first ever EV models for Volkswagen in Australia. However, as other carmakers around the planet are busily walking back their previous bold targets for full electrification, perhaps VW's timing seems a bit more prudent.

Either way, when a legacy brand like Volkswagen pays homage to a legendary, category-defining model like the original Kombi, you better believe we're all eyes and ears. Like I said: Boots (the walking kind) rarely come bigger. Through the 1960s and 1970 the locally-made Volkswagen T1 and T2 Microbuses were by far the biggest-selling passenger van in Australia. It was only the closure of the Melbourne VW factory in 1977, and the arrival of cheap Japanese equivalents such as the Toyota Hiace and Tarago, Nissan Prairie and Urvan, Mitsubishi Express and Starwagon, Holden Shuttle and Mazda Traveller/Ford Spectron that ended its reign.



The fully imported VW T3 Microbus and Caravelle from 1982 onwards were better than all of them, but were much too expensive in Australia, so too the modern front-engined T4, T5 and T6 Multivans and Caravelles that followed. In recent years people movers such as the Kia Carnival, Hyundai Staria, Toyota Granvia, Lexus LM and LDV MIFA have captured the local market and Volkswagen remains a very minor player.

A new Golf-based Multivan is due to arrive later this year or next, and likewise VW's new Ford-Transit-based Transporter and Caravelle. But in the meantime our interest rests in VW's third people-mover model, the all-electric ID.Buzz.

Right now there are passenger and cargo variants of the new ID.Buzz van, with a new all-wheel drive model to land next year. For now, though, it's a rear-drive, single-motor platform that underpins all the launch models, and in this test, we've concentrated on the people-mover version, in five- and seven-seat formats.

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

While there will ultimately be four versions of the ID. Buzz, the fourth is a cargo-van layout, so we'll deal with that one separately another time.



Which means the people-mover version will be available in three variants, starting with a five-seat short-wheelbase model called the Pro five-seater, as well as a long-wheelbase model called the Pro seven-seater.

Logical enough, but then there's the range-topping long-wheelbase model which also gets you all-wheel drive and is called the GTX 4Motion.

However, that model won't be showing up in the first batch, so the model we're dealing with here is the Pro version in five and seven-seat formats.

Prices start at \$87,990 for the five-seater and \$91,290 for the Pro seven-seater, both before on-road costs

In Pro trim (five- or seven-seat) the vehicle gets a powered sliding door on each side, folding mirrors, a powered tailgate, tinted windows, keyless entry and start, stainless-steel pedal trims, 8x19 (front) and 9x19-inch alloy wheels (21-inch wheels are optional); height adjustable front seats, heated front seats, three-zone climate-control, wireless Apple CarPlay and Android Auto, a digital radio, dynamic LED

matrix headlights, rain-sensing wipers, parking sensors and voice-control.

The major specification difference between the five and seven seaters is a move to larger brakes in the latter to reflect its higher kerb mass.

The flagship GTX model will add a new layer of luxury and convenience to that, but for now, it's not slated to arrive here until early to mid-next year.

Like many lifestyle vehicles, the ID- Buzz is available with a raft of options, some conventional, others more in line with the retro theme on show.

There's a panoramic sunroof option at \$3290 and a stereo upgrade to a Harman Kardon unit which also brings a head-up display for the driver. That adds \$2200 to the ticket.

There's also an interior style package with bits and pieces you can add or subtract including luggage nets, different fabric trim, darker window tint and heated outer-rear seats. Tick all the boxes at that package adds \$6470.

You can also choose the 'Premium Interior Style Package' with even ritzier trim and a \$6970 tag.

But the options that best suit the theme here are the exterior paint choices. There's metallic and pearl options at \$1890 each, but the real hot-item is likely to be the \$4090 two-tone paint treatment that takes us straight back to the glory days of deluxe Kombi 'Samba' or 'Alpine' minibuses and those epic two-tone paint jobs.

Is there anything interesting about its design?

Arguably, this is where the ID. Buzz shines. There have been plenty of successful (and a few not-so-successful) throwback designs in the last couple of decades, but the Electric Kombi must surely rate as one of the most identifiably retro.

And why not? Even with all the shortcomings of the '50s original (and there were plenty, trust me) the mere mention of the words 'VW Kombi' conjures up rose-coloured recollections.

Back in 1950 when the original Kombi broke cover, it was notable in the VW world for using a one-piece monocoque bodyshell when the Beetle was still using a two-piece clamshell design with a separate body and floorpan.

These days, in an era of model rationalisation, technical homogenisation and platform-sharing, the ID. Buzz



doesn't enjoy the same level of individuality.

Does that matter? Absolutely not, and the fact the ID shares its basic architecture with other VW/Audi group cross-over vehicles is no accident. The 'Modular Electric Drive' (MEB) platform allows for the choice of rear-drive or all-wheel drive, and also gives the ID. Buzz its overall mechanical layout.

The ID. Buzz is also dotted with what VW calls 'Easter eggs'; little details that you'll discover over time and add to the car's charm.

Chief among them is a pair of embossed driving pedals, the throttle featuring the universal 'play' symbol, and a 'pause' symbol on the brake pedal. It's playful and suits the vehicle's overall mood (I would have preferred rubber pads with the VW logo on them, like the original T1 Kombi had).

Perhaps the view of the ID. Buzz from directly behind is the least noteworthy (there's less old Kombi and more contemporary VW Transporter in evidence) but from every other angle, the VW has oodles of wow-factor. Even people who only think they know what it is want to ask questions and get up close to the car.

How practical is its space and tech inside?

Here's where a people-mover lives or dies, and it's fair to say that as the great-great-grandchild of the original people-mover, there's a bit at stake here.

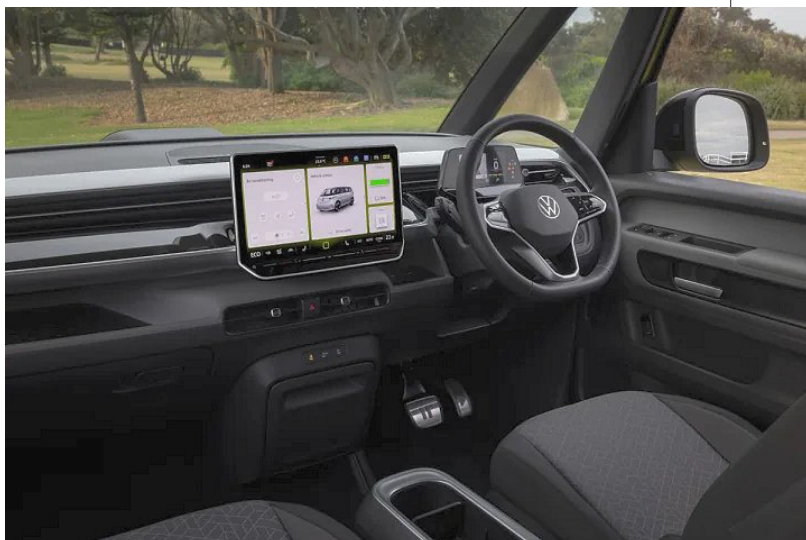
Up front, the central, removable storage box between the front seats is spot-on. When it's in place, there are two drawers that can be accessed from the front and rear seats, and cubby holes adorn the cabin with cup-holders seemingly everywhere, including the third row.

The second row seating is beautifully done, too, with high air-vents, climate controls (the second row is the third of three climate zones) and reading lights. Those in the second row also get a pair of flip-up tray-tables and each front seat-back incorporates a cloth loop for hanging tablets and e-readers.

Even the third row features plenty of storage nooks, cup-holders, air vents and storage slots, although the third row backrest itself is rather upright.

It's still big enough and comfy enough for adults, though, and this is where the one-box design of the ID. Buzz starts to trump three-row SUVs for sheer practicality and space.

That starts with the huge, powered, sliding side





doors (one on each side). They haul back towards the rear of the car, opening up a huge hole through which even a full-sized adult can climb with some dignity intact.

That includes getting into the third row which means the VW is a car that can cope with seven adults most of the time (as opposed to the average SUV wagon which is much better with five little people out of seven, and only for some of the time).

There's a ton of legroom and foot room in the second and third rows, and head-space is never a problem despite the slightly higher floor level dictated by the battery-pack location.

And even with all seven seats occupied, there's still a decent amount of luggage space (ever wondered why SUVs are often seen towing trailers at holiday time?).

Niggles are few, but include the placement of the USB-C points deep within a recess that makes them fiddly and sometimes tricky to locate and dock with properly.

Then there's the gear selector wand which, like many people-movers is a column-shift rather than a floor-mounted unit that eats up valuable floor space.

Our problem is not with the lever's location, but rather that VW has felt it necessary to reinvent this simple control yet again. Rather than simply flicking the lever up or down, the driver needs to twist the end of the wand forward for Drive (a second forward flick boosts the regenerative braking junction) and backwards a few degrees for reverse.

Then, when leaving the vehicle parked, there's a button on the tip of the wand that is pressed to select the equivalent of Park and apply the hand-brake. It's not that it doesn't work, it's more a case of what was wrong with the muscle-memory of several generations of drivers?

And if you do need to cart more than the ID. Buzz can carry inside, there's the option of towing a braked trailer of up to 1200kg for the short-wheelbase five-seater and 1000kg for the seven-seater.

What are the key stats for its motor?

In the rear-wheel drive variants we sampled at the national launch of the vehicle, the mechanical package starts with a single electric motor mounted between the rear wheels and producing 210 kW of power and a whopping 560 Nm of torque.

A single-speed transmission is all that's required for the torque of the electric motor to provide any road speed such a

vehicle requires, and keeps the mechanical layout as simple as possible for reduced servicing costs and improved long-term reliability.

Suspension-wise, the ID. Buzz gets a fairly conventional MacPherson strut set-up at the front with a VW-typical multi-link system at the rear.

Brakes, perhaps a little surprisingly, are disc at the front and drums on the rear. But don't forget an EV does a lot of its braking by using the electric motor as a regenerator, so the conventional friction brakes of an EV don't have the same workload as a conventionally powered vehicle of the same size and mass.

The dual-engined GTX model will be a different story altogether with a motor between each axle and a larger battery-pack for all-wheel-drive and stronger performance, but given the projected usage of a vehicle like this, it's fair to suggest the rear-drive ID. Buzz as tested here does not fall short in any mechanical way and will be ample for most families.

Efficiency - What is its driving range? What is its charging time?

The long- and short-wheelbase variants of the VW feature slightly different battery sizes for slightly different theoretical ranges. The five-seater has a 79 kWh battery for an official 422 km range, while the seven-seater gets 86 kWh in its battery pack for a 452 km on-paper range.

Either way, the lithium-ion batteries can be charged from an 11 kW wall-box in about seven-and-a-bit hours from zero to 100 per cent charge.

On a commercial fast-charger, the VW will accept up to 185 kW, at which point its five-to-eighty per cent charge time is a claimed 30 minutes. On a conventional household socket, that time jumps to just under 23 hours.

The ID. Buzz uses a CCS Type 3 socket, and VW includes a Mode 2 and Mode 3 cable as standard.

Our drive through some fairly hilly country at freeway velocities (110 km/h) was surely the toughest test for an EV's energy consumption and, in those conditions, we recorded between 19 and 20 kWh per hour per 100 km, suggesting the advertised range might be a bit optimistic in that scenario. But around town where regenerative braking is a factor, those numbers would improve.

Volkswagen's own figures are 19.7-20.7 kWh/100 km for combined driving.

What's it like to drive?

Straight up, let's just make it very clear that even though the looks are retro, the driving experience was never going to owe anything to old VW vans.

And just as well. Old Kombis were pretty ordinary devices with iffy dynamics, meagre performance and non-existent safety by today's standards - as were all other 1950s cars of course. Even so it's worth remembering that VW vans had all-wheel independent suspension from 1950, and front crumple zones, a 'Y-frame' deformation element and collapsible safety column and seat belt mountings from 1967. The T3 Transporter was the only forward control van to pass the German ADAC crash tests in 1984 - all the Japanese vans failed.

The new ID. Buzz might look familiar, but it's as modern and digital as all get-out under that charming skin.

The first impression of this car relates to the vast windscreen that seems to be positioned way out in front of the passengers, beyond reach, in fact.

This is a function of the car's devotion to the look and feel of the original Kombi's layout, but also reflects modern safety concerns and the need for a meaningful crumple-zone between the front seat passengers and whatever they've just collided with.

That said, you do become familiar with the view pretty quickly, although the thick A-pillars remain to create a blind-spot of sorts, but one that is never as bad as you had imagined on first acquaintances.

The ride is very well controlled given the mass of the vehicle, and we'd be sticking with the standard 19-inch alloys over the 21s with their thinner tyre sidewall, as a means of maximising ride comfort and allowing the dampers to do an even better job.

The steering lacks a little in absolute feel and feedback, but it does remain accurate and relatively sharp for something as big as this.

Our only complaint would be that the lane-keeping function sometimes felt a little too conscientious. Also, while it can be switched off in normal circumstance, it seemed to switch itself back on as soon as you start using the cruise-control.

There's always plenty of performance on tap and the VW feels like it would accelerate from rest to 100 km/h in about seven or eight seconds. The bulk torque also means that it would probably continue to do so with all seats occupied and a load of luggage on board. At cruising speeds and for overtaking, those 210 kW and 560 Nm spell effortless. By way of comparison, the top-selling 1976 Kombi with its 2.0-litre air-cooled engine with twin carburettors produced just 51 kW and 140 Nm.

Progress is serene and unruffled, mainly because of the tame ride quality and the silence of the overall experience. There's a little tyre rumble on some coarse surfaces, but this is probably only heard at all because the rest of the car's operation is so smooth and silent.

While the sheer footprint of the car might deter some would-be drivers, the reality is that the excellent vision from the driver's seat means that the Buzz is actually relatively unintimidating to use even in an urban setting.

What safety equipment is fitted? What is its safety rating?

The ID. Buzz features all the safety gear and driver aids you'd expect including emergency autonomous braking that works at all speeds and can identify pedestrians and cyclists.

That's teamed with post-crash emergency braking (to avoid subsequent impacts) stability-control, emergency steering assist with lane-keeping assistance, automatic headlights with auto high-beam control, dynamic cornering lighting and adaptive cruise-control.

You'll also find lane-change assist, a speed-limiter, swerve support with turn-assist, rear-cross traffic alert, a reverse camera and an auto-hold function for taking off on hills. Tyre pressure monitoring is another great safety feature that comes standard on the VW.

As well as the active stuff, there are side-curtain airbags for every outboard seating position.

Volkswagen has not had the ID. Buzz tested in Australia for an ANCAP crash rating, but will instead rely on the car's Euro NCAP score of a maximum five safety stars.

What warranty is offered? What are its service intervals? What are its running costs?

VW offers the ID. Buzz with its usual five-year/unlimited kilometre warranty. On top of that, there's an eight-year/160,000km warranty on the batteries.

Service intervals are an EV-typical every 24 months or 30,000 km (whichever comes first) and VW is offering capped-price servicing including its first eight- and 10-year servicing plans.

By taking up the 10-year servicing plan, you'll be up for \$450 per service, representing a 32.8 per cent saving over the non-plan servicing cost of \$670 per service.

VW is also throwing in a five-year subscription to GoConnect which effectively connects the car to VW's service and software departments. This is not a VW-specific app, but is VW-approved.

There will also be discounts for ID. Buzz owners using the Ampol charging network.

The company's leasing department is also offering bundle pricing that wraps the car, charging costs and even the cost of a wall-box into a single payment.

Verdict

It's kind of impossible not to like the ID. Buzz, even if it's only for the cool retro looks and the fun factor. Not to mention you'll be the centre of attention.

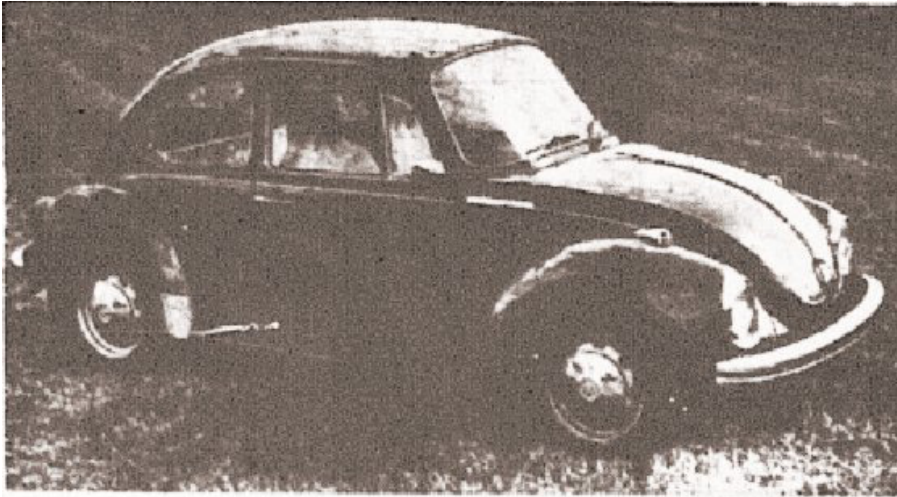
But beyond that, the vehicle is a composed, resolved piece of design that makes the most of the electric vehicle's assets to form a huge interior that, in long-wheelbase form in particular, makes a strong case for choosing this over an SUV. Meanwhile, the driving experience is terrific and, when you consider the front-loading of EV running and ownership costs, the sticker shock falls away to some extent.

More than all that, however: This could be the car that finally makes people-movers cool - again.

David Morley
Carsguide Australia

(He was the editor of Australian VW Power magazine (issues #3 and #4) in 1989 - Ed.)





Volkswagen 1600L; new, rounded windscreen . . .

Superbug 1600L - the Beetle is better than ever.

The Sydney Morning Herald, Monday 9 April 1973

In the mid-1930s, Adolf Hitler told car designer Dr Porsche: "Build me a 'people's car.'"

The Beetle was born, but the war intervened and it was not until 1945 that the public could buy one. It arrived in the USA in 1949 and Australia in 1954, the year before the one millionth example was built. It was fully manufactured in Australia, making its reputation in the Round Australia Trials. Last year it passed the Model T Ford as the biggest selling car in history.

This week the latest in the long line of Volkswagens goes on sale throughout Australia. We have just driven one and were impressed by the latest changes to the faithful old design.

There are four main changes and all of them enhance the car's appearance and comfort.

The first - and most radical - is the curved windscreen. It is 42 per cent bigger than the flat screen it replaces. From the outside it gives the body a more rounded look, and from inside gives an air of spaciousness to the passenger compartment.

The tail-light clusters have been made larger, and now resemble beach balls on the rear mudguards. There is no doubt they improve the safety of the car.

Because the increase in the size of the tail lights made the rear end look out of balance, Volkswagen's German designers

have altered the rear mudguards, reshaping and streamlining them to accommodate the big lights.

The last change is major - a completely redesigned dashboard. It is plain but attractive and made from crushable plasticised material.

The two doors open wide and inside there is plenty of safety padding on the door panels. These are colour matched with the two reclining bucket seats, which have built-in headrests, and the rear bench seats are covered in hard wearing breathing PVC.

There are fitted carpets on the floor and seatbelts front and rear. The front ones fit neatly into a fixed console between the bucket seats.

The driving position is excellent with reasonably good visibility front and rear.

There are still two small blind spots at the rear between the side windows and rear windscreen. An outside driving mirror - available for the car as an option - is essential.

Instruments and controls are easy to see and read and sensibly placed.

There is only one main instrument, which is housed directly in front of the driver in a hooded binnacle. It is easily seen through the small steering wheel - which has a large central pad and four spokes - and comprises a 100-mph speedometer, fuel gauge, mileage recorder and warning lights for generator, oil pressure, main beam and blinkers.

Two steering column stalks operate windscreen washer/wipers (2-speeds), trafficators and headlamp main beam. Two rocker switches on the right-hand side of the fascia operate the lights and four-way hazard warning light system.

Foot controls are set left, as in all Volkswagens, and present a slight problem until you get used to them. Brake pressure is reasonably light, as is the clutch pressure.

The straight, stubby gear lever is rather notchy in operation but its gate is precise. It is a delight to use in the city once you are accustomed to its mannerisms. The handbrake is on the floor between the seats.

The 1.6-litre horizontal flat-four air-cooled engine gives off the same old Volkswagen note - but its busy burring does not really jar unless the engine is pushed very hard.

It is such a low revving motor that it will never beat anything away from the lights. But treated gently, with sensible use of the gears, the car winds its way through city traffic easily enough.

Out on test with Barry Seton at the wheel we put the Volkswagen through its paces.

From a standing start the car shuddered off to cover the measured quarter-mile in 20.3 seconds, reaching 68 mph (109 km/h).

After another shuddery start, the

DETAILS AT A GLANCE

PRICE: \$2,727, before registration and including radio.

ENGINE: Air-cooled horizontally opposed four-cylinder unit of 1,584cc (96.6 cu in), developing maximum 60 bhp at 4,400 rpm and maximum 81.6 lb/ft torque at 3,000 rpm. Bore 85.5 mm (3.36in) stroke 69 mm (2.72 in). Compression ratio 7.5 to 1.

PERFORMANCE: Maximum speeds in gears: 1st, 25 mph; 2nd, 50 mph; 3rd, 74 mph; top, 80 mph. Standing 1-mile in 20.3secs. Fuel consumption during test 28 mpg.

GEARBOX: four-speed, floor shift, all synchromesh box.

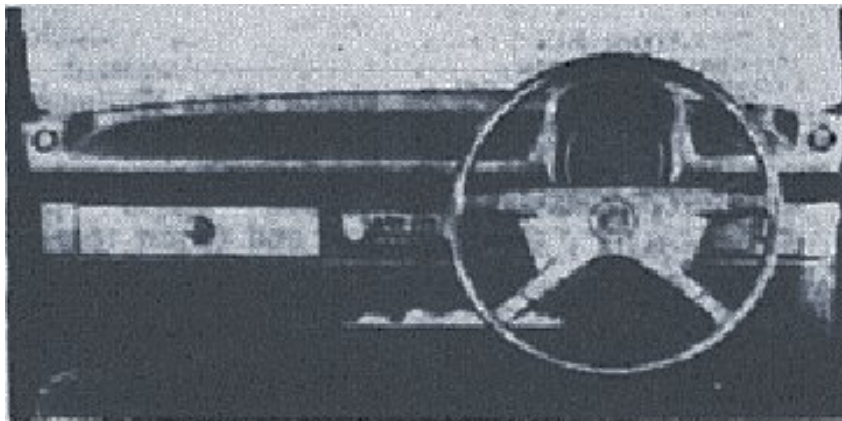
BRAKES: 10.9in discs on front and 9in drums on rear. Dual circuit system.

SUSPENSION: Front: McPherson struts with coil springs. Rear: Semi-trailing arms, diagonal links, telescopic shock absorbers, transverse torsion bars. Independent all round.

BODY: Two-door, four seats, carpeted throughout. Two boots.

STEERING: Worm-and-roller type with three turns lock to lock. Collapsible column. Turning circle 29.5ft.

DIMENSIONS: Overall length, 13ft 4.6in; width, 5ft 2.4in; height, 4ft 11in; wheelbase, 8ft 11.3in. Track: Front, 54.3in; rear, 53.2in. Tyres, 5.60 x 15 radial. Kerb weight 17.2 cwt. Fuel tank capacity 9.2 gallons.



. . . clear, simple instruments.

car reached 50 mph (80 km/h) in 11 seconds.

Overtaking times in gears were:

THIRD

20 to 40 mph; 8.4 sec

30 to 50 mph, 8.3 sec

40 to 60 mph, 10.6 sec

TOP

20 to 40 mph, 14 sec

30 to 50 mph, 13.6 sec

40 to 60 mph, 18.4 sec

The car reached a maximum 25 mph (40 km/h) in first gear, 50 mph (80 km/h) in second gear, 74 mph (119 km/h) in third gear and 80 mph (129 km/h) in top.

The discs on front, drums on rear, braking system worked fairly efficiently, though the stopping distances - of 34 feet from 30 mph (10.4 m from 48 km/h), and 148 feet from 60 mph (45.1 m from 97 km/h) - were rather long. The car stopped in a straight line both times without fuss.

On the more severe braking test of the 10.5in (26.7 cm) discs and 9in (22.9 cm) drums, the car was pulled up ten times in quick succession from 60 mph (97 km/h). Initial brake pressure was 40lb (18.2 kg) and by the end of the test this had risen to 90lb (40.9 kg). However there was no sign of brake fade, despite a slight smell of burning linings.

On the open highway the car had an excellent ride, smooth and shock-free. It handles very easily with a predictable oversteer when pushed hard into a corner. This is easily corrected with the direct and fairly light worm-and-roller steering.

Fine roadholding with little body roll or tyre squeal is a pleasing characteristic. The car has a very advanced Porsche-type double-joint rear suspension with semi-trailing arms, diagonal links and transverse torsion bars on the rear and McPherson struts on the front.

The car's only drawbacks are the inadequate leg room in the rear when two larger people are occupying the front buckets, the hardness of the seats (they may be uncomfortable over long distances) and the noise the two-speed flow-through ventilation fan makes (it almost drowned out the radio which was fitted to our test car as a \$98 extra).

The front boot - opened by a small lever inside the front glovebox - offers enough room for about three large suitcases, and there is more carrying space available behind

the rear seat.

A year's registration for a metropolitan owner using the car privately costs about \$75.

A fully comprehensive NRMA insurance policy for a metropolitan driver, over 25, using the car for private purposes costs \$128.90 if cash is paid for the vehicle and \$179.80 if it is being bought on hire purchase. Both figures include stamp duty but do not take into account any no-claim bonuses.

The car is covered by a 6-month or 6,000-mile (9660 km) parts-and-labour warranty.

The Superbug L returned around 28 mpg (10.1 L/100 km), giving the car's 9.2 gallon (41.8 L) fuel tank a range of more than 250 miles (400 km) for an outlay of a little more than \$4.

The Motoring Editor

VOLKSWAGEN!



WEEK-END WONDERS!

LIMITED NUMBER BRAND NEW
VW 1600 SUPERBUGS

TO BE SOLD THIS WEEKEND FOR THE
ABSOLUTE MINIMUM

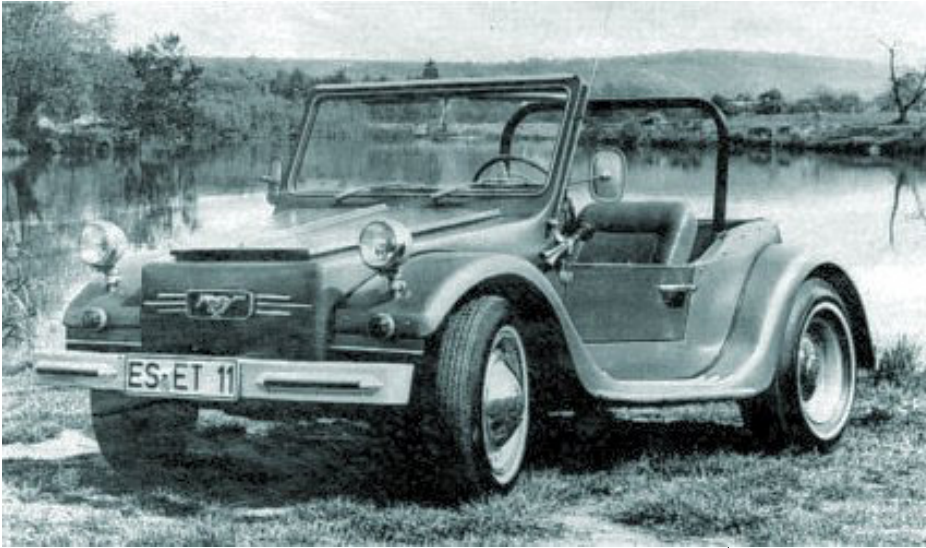
BE EARLY!

House of David

LANE COVE RD
88 0272



NORTH RYDE
88 0273



Trautwein's luxury buggy.

Gute Fahrt magazine (Germany), 1992

The Karmann GF designed by Gute Fahrt magazine was the model for a whole series of buggies based on the Beetle. The buggy of the Swabian Erwin Trautwein is unique in the truest sense of the word.

Special bodies based on the Beetle are already among the sought-after bargains today, especially when they are one-off pieces. Thanks to its solid central tube platform frame and its robust mechanics, the VW Beetle was more suitable than any other for accommodating special bodies. The most remarkable body creations of this type include the one-off pieces made with high-quality craftsmanship by the Swabian Erwin Trautwein. The trained body builder runs a body shop with an attached paint shop together with his son in Bernhausen near Stuttgart. But the first impression is deceptive. Behind the good master craftsman lies a passionate body builder who knows how to combine his job and hobby in a meaningful way.

Around a dozen self-built vehicles have been built in Trautwein's body shop over the past two decades. His preference is for classic body shapes. Most of his self-built cars look like expertly restored vintage cars; however, the most modern technology is hidden beneath the attractive bodywork. His first work, a buggy on a Beetle chassis, is of course still running today, as are all of Trautwein's other creations.

When master Trautwein began working on his buggy in early 1971, he based his work on contemporary models. According to Erwin Trautwein today, the Gute-Fahrt buggy served as the model. At the turn of the year 1968/69, the Gute-Fahrt editors decided to develop an independent buggy specifically for the German and European market that would meet the strict German registration regulations - which the American Meyers Manx did not.

The first prototype was created within four months. The GF-Floh ('flea'), as it was initially called, was then built in small series as the Karmann GF at the renowned Karmann body and vehicle factory in Osnabrück and sold either as a kit

or as a complete vehicle through Volkswagen's own dealer organization. The GF buggy was based on the technical components of the VW Beetle. The platform frame was shortened by 10 inches and then expertly re-welded. The axles as well as the engine and transmission also came from the Beetle. The one-piece body made of glass fibre-reinforced plastic (GRP) was bolted to the platform frame, just like the Beetle.

In contrast to the GF-Floh, however, Erwin Trautwein's buggy was given a sheet steel structure. The chassis, axles, engine and transmission were provided by a 1968 Beetle that had been damaged in an accident. Just like with the GF buggy, master Trautwein shortened the prepared

Beetle chassis and painstakingly hand-crafted a 2 + 2 seater, open body from 0.88 millimetre-thick sheet steel. He spared no effort in doing so. The structure was created piece by piece based on sketches and detailed drawings. Erwin Trautwein invested around 240 hours of work in his masterpiece. The fenders and running boards are made from one piece in the old handicraft tradition.

Just like with the Beetle, the fuel tank is installed under the front hood, but not the standard one, but a smaller one with a capacity of just 25 litres. This means there is more storage space available. The turquoise two-layer paintwork with a leather effect allows for easy repairs in the event of damage without disturbing colour transitions.

Trautwein's buggy also has doors instead of the usual cut-outs on the GF buggy. The interior leaves nothing to be desired. The resourceful Swabian has thought of almost everything. The leather-upholstered front individual seats not only convey a touch of exclusivity, but also allow comfortable seating. Under the rear seat, also upholstered in leather, there is a wide, wide-opening flap. This allows unhindered access to otherwise hard-to-reach places, such as the spark plugs.

The dashboard and side panels are also covered with matching leather. The weatherproof hood is self-sewn and can be easily installed using a specially made rod. When it is not needed, it can be completely removed in a few easy steps and stowed in the relatively large front trunk.

The windscreen is supplied with warm air from the lower edge of the window across its entire width by a sophisticated heating system. For winter use, Master Trautwein has also developed a hardtop that can be installed



in place of the fabric top in the cold season. The telescopic bumpers are undoubtedly one of the technical refinements of the Trautwein buggy. They work according to the buffer principle known from the Federal Railway, similar to a wagon, and can withstand even small collisions. They absorb part of the impact energy by springing up.

At around 860 kilograms, Master Trautwein's buggy is a little heavier than a standard Beetle, but that is not a problem. With the 34 hp DIN (40-bhp SAE) engine, it is still sufficiently motorized. This attractive one-off would be far too good to be driven at speed anyway.

Hans Joachim Klersy

Australian Country Buggy.

Hagerty's Auto News, June 2021

Most VW automotive enthusiasts are familiar with the Volkswagen Type 181, the boxy, military-looking vehicle from the 1970s known in the U.S. as the VW Thing. Ugly, right? Hold on, mate, the Australians did it better. Or is it worse?

A few years before the Type 181 debuted in 1968 for the West German Army (civilian versions weren't sold until 1971 and it wasn't imported to the U.S. until 1973), the land Down Under was also creating its own off-road vehicle based on a basic VW Type 1 chassis: the Country Buggy-or Type 197. And the Aussies made no bones about it, this "thing" was not a beauty queen.

"If you think the Beetle is ugly ... take a look at this one," one Volkswagen Australia ad beckoned. "The uglier Volkswagen built for rugged dirty work."

Another punchy VW ad - one of many - described the odd-looking vehicle as "the reliable one" and encouraged potential buyers to "run it up a hill, over a creek bed, across a ploughed paddock, through a sandpit. See how the Volkswagen Country Buggy can handle most of the jobs that used to need a four-wheel drive. Test drive one where you wouldn't take your car ..."

Conceived first as a potential military vehicle (ideas to make it amphibious were soon dropped) and later as a budget 'lifestyle' vehicle for young buyers - the Country Buggy was designed and engineered in Australia using Type 1 (Beetle) and Type 2 (Transporter) Volkswagen components, with costs reduced wherever possible. Created with short overhangs to increase its approach and departure angles off-road, the Buggy's exhausts fed through its bumper to raise ground clearance.

Power from a stock Beetle 1300cc flat four-cylinder engine went to the rear wheels via portal axles from the early Type 2 buses. In keeping with its utilitarian approach, the Buggy had no doors, only high side sills that could be closed off with vinyl curtains, and a folding windscreen and either hard or soft-top roof. The

bodywork - sitting on 15-inch Beetle wheels - was flat-stamped steel, with Beetle headlamps pushed into the fenders. And there was plenty of storage space in the frunk.

Initial prototypes were tested in 1966, with the design changed a number of times by both the local VW engineers and input from the Wolfsburg parent. Production of the Country Buggy began in July 1967, by which time local VW sales were in freefall and it was seen as a possible saviour for the local VW business. But by the time it was finally released for sale in 1968, the market had changed. The final model wasn't suited for military applications (the Australian Army wanted a higher payload and 4WD - they stuck with their Land Rovers).

After a brief run of nearly 2000 vehicles, Australian production of the Country Buggy production ended in mid-1968. This was the time when the original Volkswagen Australasia Ltd company was liquidated after years of falling sales and financial losses, and the factory reassigned to a new company called Motor Producers Ltd (owned by VW Germany), who would end all local VW manufacture and re-equip to CKD-assemble vehicles only - all VW models, as well as Nissans, Volvos and Mercedes Trucks.

Partially-assembled Country Buggy kits were shipped to the Philippines, where they were generally well received. So in 1972, Volkswagen Germany invested in the local construction of a slightly modified Philippines version of the Country Buggy named Sakbayan. It remained in production for several years.

The Australian Volkswagen factory (owned by Motor Producers Ltd) was sold to Nissan in 1976, and all VW assembly ceased at the end of the year - by which time only Golfs, Passats and Transporters were made alongside Datsun 120Y, 180B, 200B and Volvo 140 models. Nissan would produce local Datsuns and Nissans until closing the factory in 1992.

Much like Thing owners in the U.S., Country Buggy enthusiasts are a passionate group. In 2018, for the 50th anniversary of the Country Buggy, the Volkswagen Spectacular show at Nambucca Heads sponsored a reunion that brought together 36 of the rare vehicles in New South Wales. We're guessing no one called it a beauty pageant.

Jeff Peek

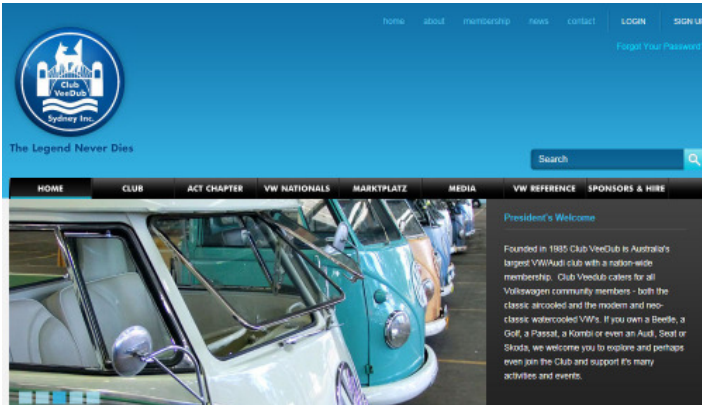


From our website 41.

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

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

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



26/4/24 I hope this email finds you well. I am reaching out to express my interest in joining your club and to seek assistance with registering my beloved 1966 VW Beetle. Unfortunately, the original club I was affiliated with has since disbanded, and I am eager to become a part of a new community of fellow enthusiasts. Your club's reputation precedes it, and I believe it would be an excellent fit for me and my passion for vintage VWs. Regarding my vehicle registration, I must admit that I am a little behind schedule. The registration for my 1966 VW Beetle expired on 7th February 2024. I understand the importance of timely registration and take full responsibility for the oversight. I am reaching out to see if your club could offer any guidance or assistance in navigating the registration process efficiently. Furthermore, I am excited about the prospect of becoming a member of your club and participating in its activities and events. I am eager to contribute to the community and share my love for classic VWs with like-minded individuals. I would be grateful if you could provide me with any information regarding the membership process and any requirements I need to fulfil. Additionally, if there are any upcoming events or gatherings, I would love to attend and introduce myself to the community. Thank you for considering my inquiry. I am looking forward to the opportunity to join your esteemed club and to receive your guidance regarding my vehicle registration. Best regards, Emma

30/4/24 I would like to join your club. Beside the VW T2, I also intend to register an Austin Healey 3000 from 1960 and a BMW R65 motorbike from 1986. All vehicles are in great condition and registered. Are you so nice to let me know how is the procedure? Thanks, Stefan

3/5/24 Morning team. I'm looking for some advice. I have a stock of New-Old-Stock exhausts from an Italian company - Imasaf. Mostly for Italian cars but I have a few (something like 20 pieces) VW fitment for Golf/Jetta Mk2 and Golf Mk1. Mix of centre and rear mufflers.

Do you know if any members would be interested in a group buy, or is there a water-cooled specialist in NSW I could speak to? I'm located in Moss Vale, NSW and would appreciate any advice. Thanks Leo

5/5/24 To whom it may concern, I have a 74 Kombi transporter and am keen to join the Club VeeDub. I have read the information on your webpage and am in the process of filling in the membership information. I just have one question from the form: is the profile picture a photo of my vehicle or myself? Cheers Paul

8/5/24 Hi there just looking for a bit of help I have a Mk2 golf gti 1990 and I'm looking for a new set spring where the best place to buy them Robert

14/5/24 Hi there How do members actually go about buying 2024 merchandise. There's a page in the mag, but I can't find a link anywhere to purchase. Thanks Craig

14/5/24 Hi, My mag won't open. Is it the fault of my tech? Thanks for all your work! Cheers, Graeme

15/5/24 Query I visited Brazil last month, Belo Horizonte, and was able to snap away at a wide variety of VWs there. Would you be interested in a one page blurb and photos to suit? If so advise if a WORD file is OK or if you have a one page template for use. Cheers Alex

26/5/24 Hi, I just bought an unregistered 1973 type 2 Kombi and was about to register it at services NSW. I heard about classic car clubs. And was about to go through one. Then I thought I'd contact a vw specific club. I won't be driving it too often. Maybe once a week. Can you tell me more about registering through a car club? Fees involved and the process of being able to drive it legally. It is currently with the mechanic, finishing off the blue slip. I bought it from a guy in ACT and I currently live in Googong, NSW Thanks in advance, Jason

26/5/24 To whom it may concern, I am in the process of re-registering my 74 Kombi and changing it onto Historical Vehicle Plates. Transport for NSW has given me a form Declaration form which requires the Club to confirm that the vehicle is eligible. I was just wondering what the easiest way to do that would be? Happy to send photos or bring the vehicle in person. Please note that the current registration expires in 3 days and as such, I have already had a vehicle road worthy check carried out. Cheers Paul

26/5/24 Hi i have vw beetle 1975 Message: i want to register for club member ship thanks Korabadi

27/5/24 To whom it may concern, checking if you receives my query yesterday about receiving an authority, required by Transport NSW, from the club for my 74 Kombi? Just

wondering how I would go about organising that? Regards,
Paul

27/5/24 Hi Secretary of the Club VW Inc. My name is John, member of the Romans Hot Rod Association. I am getting in touch to ask if you, or any of your club members have an interest in some older VW Magazines that I no longer require. The collection I have to give away includes VW Power mags from 1989 - 1992, VW Trends mags from 1988 - 1997, Volkswagen Greats from 1972 - 1978 I used to have a beetle but sold it off some time ago, but still have many fond memories. I would like the magazines to go to folk who will appreciate them. Kind regards, John

30/5/24 Hi Guys, I left the Nationals without remembering to pick up the merch I was after. Is any left? I was interested in a long sleeve T-shirt, medium in blue. Am I in luck? Jeff

31/5/24 I'm planning a drive day from Sydney to the Imperial at Clifton on the 16th of August, and would love to have the invitation extended to Club Vee Dub. Below are some details, let me know your thoughts and if you have any questions. Jye

1/6/24 Hi team, While starting the renewal process I noticed there is a new class of membership 'with historic registration'. As I am currently on historic plates, I'm wondering if you could shift my membership class so I can get the renewal correct. Dan

9/6/24 Hi all, we moved to Tassie last year and as such I won't be renewing my membership. My Historic Rego has expired. Thanks Deb

10/6/24 Hi, I am hoping I can get some advice as a prospective member, noting I am hoping to bring my 73' Beetle over from South Africa in the near future. The car is currently being restored and I am interested in local requirements such as reverse lights, noting this is not a standard feature of this car. Kind regards, Shaun

13/6/24 Hi Norm I don't have a current membership card. Could you please let me know whether one was sent to me or could I have a replacement card? Regards John

1/7/24 Hi i would like to place an add in the magazine for a 1975 type 1 Need as a donor car for the dash , air and fan system and wiring harness Craig

2/7/24 Hi Folks, I've just renewed my historic membership. I'm looking to put my '79 T2 bay window onto classic registration this year. She is due this month. I think I have most of the paperwork, however I need the signed letter from my club to go with it. Are you able to help with this please? What are the next steps required? Cheers Adam

15/7/24 Dr Ken Gudmundsen is a member of your VW Car club. He has a few sets of VW wheels / tyres that he is looking to give away if someone can come and collect them from his home in Lismore NSW 2480 and he thought perhaps someone from the club may be interested. Many thanks - look forward to your reply Karen and Ken

21/7/24 Hi How are you? Been doing some research on the '54 Redex and the Volkswagens entered. Found some interesting details and wondered if you had any more photos of VWs in it that are not on the Club Vee Dub site. We are doing a feature story in our 70th Anniversary edition of Wagensville News and have done a post on our Facebook page with an acknowledgment for your club photos. Hope that's OK with you. Looking forward to hearing from you soon. Cheers Chris

26/7/24 I am chasing the key code for an Australian 67 deluxe beetle ? Would like to get some keys cut with the original profile/key for doors/ignition etc. Thanks Jodie

29/7/24 Hi there, Just inquiring to see if there are any spots left for the Shannon's classic? I'd love to bring my mk1 golf gti. Regards James

2/8/24 My WA plate currently on my VW SYNCRO. Selling Best offer Tony

3/8/24 Dear Sir/Madam, I would like to enquire as to how I could have my form for historic vehicle registration validated/completed by a club representative please? The car is currently registered roadworthy in NSW, with standard registration renewal not due until 24th December 2024. Her current registration is AVR005 and she is a Diamond Blue VW Beetle Semi Automatic 1969. I would love to transfer her over to historic plates very soon, and have purchased the Historic Vehicle Registration with Club VW. I have downloaded the necessary transport NSW form and would love to know the next steps so I can action the process. Thank you very much. I am excited to be a part of the club! Yours faithfully, Lucy

9/8/24 Hi for the past 8 years knowing you guys and participating in your events, you've been very kind and helpful, and always made me feel a part of the vw family. I think its about time for me to join the club. By now you know the mk1 that i have, however i intend to also dominate the mk2 category (too much of a perfectionist) so recently i purchased a golf mk2 big bumper gti which im restoring to its original state. however i want to register it as a historic vehicle. If you can advise what are the requirements to join the club, and the requirements to register the car as a historic vehicle as there is too many different information on the internet which takes you down the rabbit hole. Many thanks Maher

10/8/24 Hi, I just renewed my Club VeeDub (Canberra chapter) membership. Please could you send me a new Membership Card? Thanks, Dan

15/8/24 My sincere apologies. I think I have been a member for around 10 years and only went onto Historic rego last year. I was completely unaware of the different membership arrangements. Have now updated to the \$60 category Regards Stuart

23/8/24 My son and I have 6 vw beetle form 1956 to 1974 and would like to join Not god with computers but have mobile phone cheers Harry

Oscar's Scrapbook.

See a whole new way of bug

Bondi: Cnr. Gould & Roscoe Sts. 30 3241
Camperdown: 141 Parramatta Rd. 51 4741
Five Dock: 57-61 Parramatta Rd. 797 9322
Killara: 684 Pacific Highway 498 8211
Maroubra: 54 Maroubra Rd. 349 4411
St. Leonards: 21 Herbert St. 43 1355
Waitara: 120 Pacific Highway 48 0261

Lanock Motors



Lynden C Maxfield
1h · 🌐

View of cars at the end of the assembly line at Volkswagen, Centre Road, Clayton, Victoria, 1969
Source: Monash Public Library



👍 30

3 comments 4 shares

👍 Like

💬 Comment

➦ Share

VintageVolks
January 22 at 1:03 PM · 🌐




👍❤️ 57K

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Julie Williams

63 VW 1200 SEDAN **D.P.**

Here's a white beetle with all the zip and zag of a '66 Great for dependable driving. Best value yet. £495 F.P. £4 weekly. **£80**

64 VOLKSWAGEN 1500 S/W **D.P.**

Ruby Red duco, as new performance under all conditions. Long rego. and loaded with extras. Choice of 3. £825 F.P. 4½ weekly. **£95**

VOLKSWAGEN —Young Mobile



Hey! All you Beef Burger Bashers come and check this Krout out—Basically its a 1300 DeLuxe—But!—a German factory trained VW crank decided to stuff tail with a fully balanced and lightened 1600 c.e. T.S. Mill. It virtually corners on rails with the aid of Lowered Suspension, Widened chrome Porsche Wheels, Radial tyres, Heavy duty Anti-Roll Bars. Front and back, the Brainsnapping performance is easily checked with Smiths Tacho and all necessary Gauges—The sporty touch comes from a wood alloy wheel. Bucket seats. Becker Radio—you can get among this for \$1590 or \$400 deposit.



I Grew Up in Mortdale 2223 is in Padstow, New South Wales, Australia. September 7

1972, 1973 << Then & Now >> 2017

HENRY LAWSON DRIVE

Padstow, NSW. 2211

(Photo taken near Redwood Place looking west towards Revesby)

1972 - Construction of the (A6) Davies Road/Alfords Point Road overpass at Henry Lawson Drive.

1973 - The newly opened overpass at Henry Lawson Drive. When Alfords Point bridge was opened, southbound entry from Henry Lawson Drive was via Clancy Street.

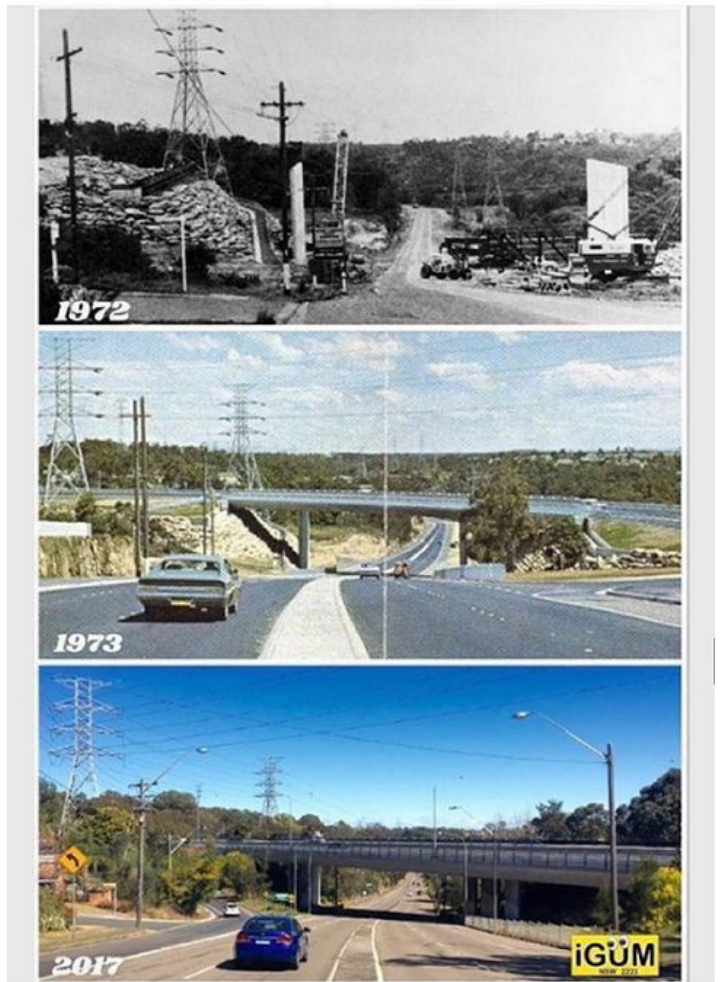
2017 > A on ramp from Henry Lawson Drive towards Alfords Point Bridge was later built. The overpass was duplicated in 2011 from three lanes to six.

SOURCE

1972 > Royal Australian Historical Society

1973 > Ozroads

2017 > I Grew Up in Mortdale 2223





The late news.

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

Harvey Norman today appointed a new executive, Miss Daphne McTavish, to oversee their flooring department. She's a world authority on carpets, an expert on rugs, and not at all bad on lino.

Joe Biden and his wife had dinner last night at home with Karmala Harris and her husband Doug. After a lovely meal the ladies went into the kitchen and the men talked. Joe told Doug that they had recently tried a wonderful new restaurant; Doug asked him what it was called? Joe went blank for a minute and couldn't remember. Finally he asked 'what was that old nursery rhyme? You know... the one about a pail of water?' You mean Jack and Jill, Doug said. 'That's it,' Joe said. He turned towards the kitchen and yelled 'Hey Jill, what's the name of that restaurant we went to?'

Harold Chelmsford, the world's hokie pokie champion, has been disqualified from this year's tournament. He was putting it in when he should have been shaking it all about.

In a dramatic incident in the Senate chamber yesterday, Greens deputy leader Sarah Hanson-Young rose from the party's front bench. The rest of the party fell off the other end.

Mortein have introduced a new aphrodisiac spray to control flies. It doesn't kill them, but it lets you swat them two at a time.

The manager of the Pollo Asado restaurant has managed to cross a Rhode Island Red with a waitress. He came up with a chicken that lays tables.

Madame Penelope, the renowned exotic dancer and contortionist, introduced her new show last night featuring several large ostrich feathers. She can now tickle her own fancy.

The Gravox company has signed Dolly Parton to appear in their TV ads. She will be promoting the new range of gravy with very big lumps.

Stan Spoggins, the team manager of the Australian Olympic eights rowing team, asked his butcher to mix a turkey with an

octopus. Now his boat team can have a leg each.

TV commentator Brad Fittler had to call on his neighbour last night for help with his latest jigsaw puzzle. He said according to the picture on the box, the finished puzzle should look like rooster. When his neighbour came over, he looked at the pieces scattered over the table and said, "No mate, it won't make a rooster. Put the cornflakes back in the box."

Filming of a TV ad at the Cambergs carpet warehouse was interrupted yesterday after a slight accident with the trained elephant. The result was a thick pile on the carpet.

TV house renovator Scotty Cam revealed today that he and his sexy wife often fall out of bed together. He said it's because he prefers a mat finish.


Two reporters from the Daily Telegraph had a terrific time at the recent topless 1950s music dance night. One of the reporters knocked around with a pair of rockers. The other one rocked around with a pair of - blue suede shoes.

Finance. The Australian dollar had another good day yesterday. It rose sharply at nine o'clock, then had a light breakfast and went for a stroll in the park.

Sport. The Sydney Roosters football club, worried by falling attendances, have just paid \$50 million for a hundred spectators from South Sydney. And they are still under the salary cap.

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

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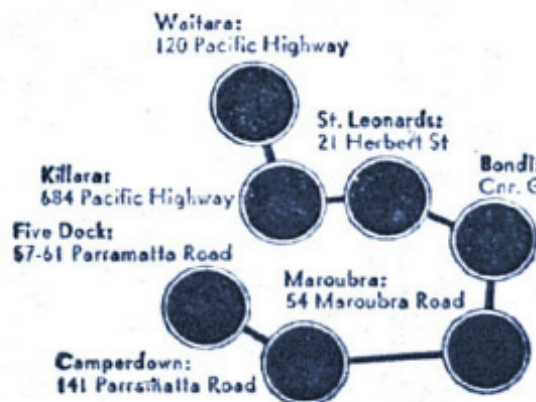
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