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24th & 25th MAY 2025

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Club VeeDub . Sydney Australia



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VW

May - July '25
Issue #86

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ON SALE IN NEWSAGENTS



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Wayne Fenech	Daniel French
Arthur Margaritas	Sandy Benic

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Ordinary Members:	Paul Cross; Jim Smith; David Brinton	

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

Club VeeDub membership.

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

Monthly meetings.

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 324
Mortdale NSW 2223



Facebook:

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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*.

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See the back page for all 2024 VW Nationals sponsors

Presidents Report

Welcome to Volkswagen Nationals 2025

Club Veedub Sydney will kick off our Nationals weekend with a cruise on the 24th May and the Show and shine on the 25th May!

We hope we can get plenty of cars on the cruise of all makes and models bridging the gap between air – cooled and water cooled enthusiasts.

The committee and I hope you and your family have an interesting and entertaining day at our show. This is our 37th year, the VW movement seems to be growing stronger every year! We have worked very hard to present one of the best VW car shows in Australia.

It's great to see the influx of water-cooled Volkswagens, covering all types and year models from the 50's to the present day and the enthusiastic owners coming together to celebrate this iconic brand.

Once again, our major sponsors, Volkswagen Group of Australia are supporting our club with sponsorship, and several display vehicles will be on show at Fairfield. You can find a full list of our amazing sponsors in this magazine! The event also features food vendors, live music, and other activities that ensure that everyone has a great time.

In the centre of this program, you will find our event listing for the weekend. We thank Fairfield City for the use of their facilities. The complex is ideal for our show as everything is within easy walking distance. Don't forget to purchase your Nationals merchandise from the Club Vee Dub Sydney stand in the car show area. This year we have a new selection and style, so be sure to check it out!

See you at the show!

Lee Woods



Report from the Capital

A quiet April amongst the Canberra VW community to give people an opportunity to deal with the other worldly disruptions of the month. Hope people enjoyed the holiday period and stayed safe from the large amounts of traffic on the roads.

I was able to convince the family, at the least, to take the beetles (01 NB and 76 Standard) to a local winery for some wine tasting on Easter Sunday.

On events, we have for the first weekend in May a cruise to Yass for Cars & Coffee at the Riverbank, which should have passed by the time this report has been published.

The only other exciting news is that we have our big Canberra event (German Auto Display) confirmed for 28th September 2025 back in the National Triangle.

This is not to take away from preparations to attend VW Nationals 2025 and encouraging our local members to travel up end of May to join our Sydney counterparts. We have arranged a marquee with small car display area for the event and hope to see people there! Keep an eye on the Facebook pages for any other events and news!

Aldred Gonzalez





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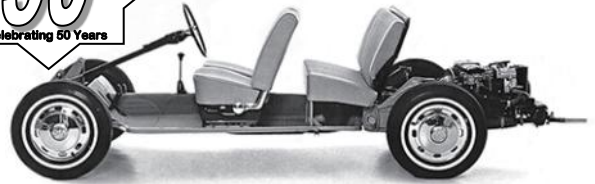
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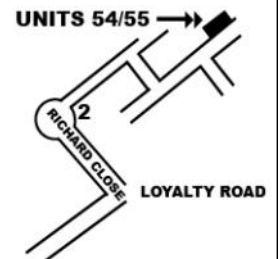
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Club Calendar 2025 & 2026

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

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.

SATURDAY 24th:- PRE-NATIONALS CRUISE, organised by Eurocruisers Australia. Meet at Prospect Homemaker Centre, 19 Stoddart Rd Prospect, at 8am for coffees. Depart 8:30am. Photo stops along the way at Vineyard Hotel (9am) and Australian Hotel McGraths Hill (10am). Arrive at Wisemans Ferry Bowling Club for lunch. Entry is free. Come along and have a relaxing day out in your VW, old and new both welcome.

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.

July.

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

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

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

Monday 21st:- CLUB VW MONTHLY MEETING at Canley Heights RSL Club, 26 Humphries Rd, Wakeley. Come and see our



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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. This meeting will also be the Club Veedub 2025 AGM. All committee positions will be vacated and new nominations will be called for. Members are invited to stand for a 2025-26 position!

August.

Sunday 3rd:- Berry Blast From The Past VW show at Berry Bowling Club, 140 Queen St (the old highway), Berry. Gates open 9am, vehicle entry \$20. Gold coin donation for public entry. People's Choice and Raffle Draw at 1pm. All proceeds to Can Assist. Hosted by the Shoalhaven Volkswagen Club. Contact Dave Becker on 0402 003965 for more info.

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

Friday 8th:- Magazine Cut-off Date for articles, letters and For-Sales.

Monday 11th:- Committee Meeting at Canley Heights RSL Club, 26 Humphries Rd, Wakeley, 7:30pm.

Sunday 17th:- Shannons Sydney Classic 2025 at Sydney Motorsport Park, Eastern Creek. Organised by the CMC, it's the largest classic car show in Australia. Club displays, double decker bus rides, trade stands, historic race cars, Concours, and a parade lap of the track for all show entrants. Over 2,000 classic cars! Club Veedub will again have a Volkswagen display, with 20 booked spaces available. You must book with Danny Hayes or John Ladomatos at the monthly meeting to secure your reserved entry ticket and parking space for the day. Cars should arrive before 8:00am. Please only take one if you are SURE of attending - don't take one, then fail to turn up on the day.

Monday 18th:- 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.

September.

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.

28th:- German Auto Display 2025, back in the National Triangle

October.

VW Warwick 2025 will be held over the October long weekend 4-5th.

Sunday 26th:- Sydney German Autofest at Tempe.

2025

2025 VW Nationals, 25th and 26th May

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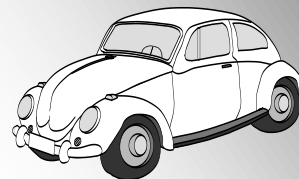
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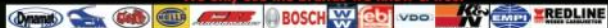
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Marktplatz ads in Zeitschrift are free. All ads should be emailed to editor@clubvw.org.au

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. 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. \$50,000. Car located in

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For Sale:- 1971 Beetle \$20,000 o.n.o

Owned for over 30 years was daily driver for 25 years. Keeps up with modern traffic. It's a head Turner & Drives like a dream. Regularly serviced. Last oil change and Service March 2025. 69,000 kms. 2 litre motor installed in 1997. Documentation of all work available. 4 wheel disk brakes 44 mm IDF Webbers carburettors, oversized valves and exhaust, Mild Porsche Cam electric ignition and more. Full Registration till 11/02/2026. Reluctant sale. Only selling as I no longer need it as daily driver and undercover parking is coming to an end. Hoping someone will purchase and love her as much as I do. Anyone who loves driving VW Beetles will love this car.

Ring John 0410114783 to arrange a drive.



For Sale:- 1969 VW Type 3 Notchback. Canberra car with easy miles. Excellent original condition inside and out. 49,977 km on full NSW registration exp. 20 Dec 25. Current fastidious club owner 7 years. Upgrades include stainless steel exhaust, electronic ignition, new electric fuel pump. Rear outer CVs and boots replaced. Generator overhauled. New master cylinder, front discs and callipers. EMPI wheels on new whitewall tyres, EMPI steering wheel and tachometer. Retro digital radio with Bluetooth. Always garaged and driven twice weekly. Professionally maintained by specialists with all receipts. Nothing to spend, just get in and enjoy. Asking \$26,000. Contact David Mob: 0408 291 300 or Email: brintons.home18@gmail.com. No texts please.



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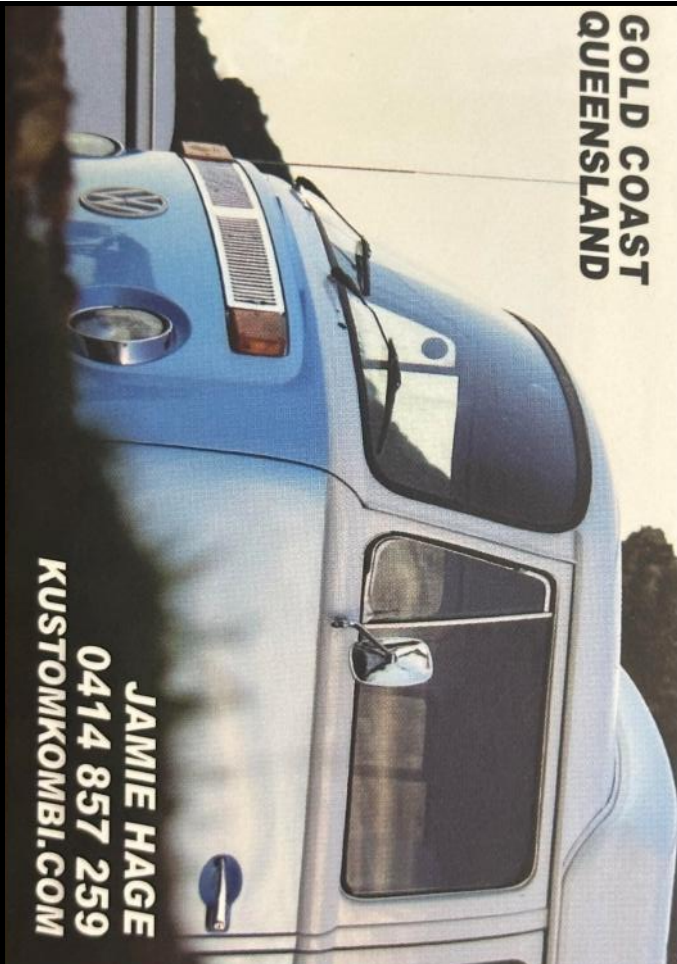
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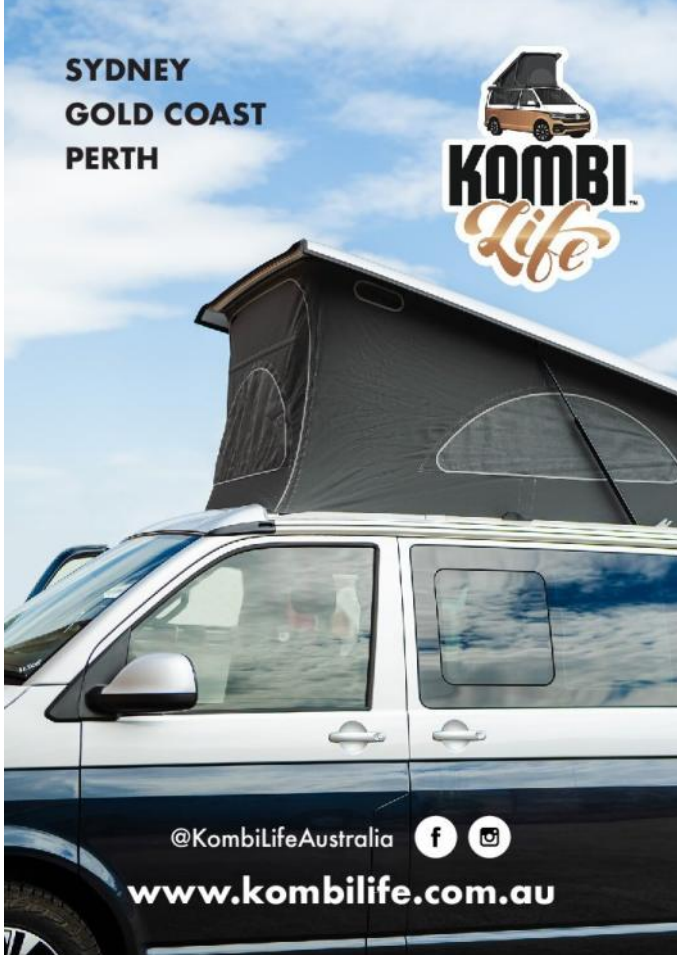






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For Sale:- 1969 VW Beetle Convertible - Excellent condition inside and out - no rust. Runs and drives well - serviced regularly. Currently on Vic club plates, 6516 k's on clock. \$25,000 or any reasonable offers considered. Phone Peter on 0428 336 250 or email craneal@bigpond.com



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How to Build a German-Look Volkswagen Beetle

By Daniel Strohl

The term seems redundant. If the Volkswagen Beetle was German in origin, shouldn't it by default look German? On the other hand, "German Look" is just a term, one meant to differentiate East Coast builders of Super Beetles from West Coast builders of earlier Beetles meant to drag or cruise at rocker-scraping heights, and one meant to describe a trend that, when it comes right down to it, has nothing to do with looks at all.

"The point is to build a car that handles," said Jon Chabot, who supplies parts for German Look Beetle builds.

While there are as many variations on the theme as there are people building the cars, the German Look Beetle recipe is also fairly standard, with a focus almost entirely on chassis and drivetrain modifications for modernizing the [1971 to 1979 Volkswagen Super Beetle](#) for the street using select Porsche parts. Think of it as the air-cooled take on the Pro Touring muscle car or resto modded classics trend.

"The German Look is not just rims," the author of the German Look Air-cooled Facebook page wrote, "it is a set of qualities in a Beetle, it is a sober, clean style with powerful engines (and) braking safety."

To get a handle on what it takes to build a German Look Beetle, we spoke with [Chabot](#) and [Jake Raby](#), two Volkswagen parts suppliers who have been with the trend since before it became trendy, to see where the German Look came from, what modifications are popular, and why anybody would want to build up a Super Beetle in the first place.

Why is the German Look based on the Super Beetle?

According to both Raby and Chabot, the German Look trend originated with the Käfer Cup, a sort of spec-car racing class popular in Europe in the late Eighties and throughout the Nineties. While originally seen by some as a joke – who would treat the lowly Beetle like a sports car by shoving it around a circuit, after all – the Käfer Cup proved itself a legitimate and accessible form of racing as competitors started to fit Porsche Type 4 engines, Porsche gearboxes, and Porsche brakes and wheels to the cars in search of a competitive edge.

And, by and large, Käfer Cup competitors

came to prefer Super Beetles or, as they were known in Europe, the 1302/1303. While the curved -windshield, extended-snout, big-bumper Super Beetle has proven less than popular with car magazine editors and Southern California hot-rodders looking for that perfect sun-kissed, accessory-laden beach cruiser, the Super Beetle's MacPherson strut front suspension and independent rear suspension not only proved superior to the earlier Beetle's torsion-bar front and swing-arm rear suspension in terms of handling, they also opened the door to many of the in-family upgrades that made the cars competitive on the track.

None of these facts were lost on German fans of the racing series, who quickly started to adapt those same Porsche parts to their street-driven cars. In turn, Volkswagen enthusiasts on the East Coast started to similarly modify their Super Beetles, calling it the German Look.

"I'm in California, but most of my customers are Back East," Chabot said. "I think it became more popular there because on the East Coast all the older Beetles are rusted out, and people could only find good Super Beetles. Meanwhile, here in California, they have more older cars that aren't rusted out, so they got stuck on the antiques with the wide-five bolt patterns."

Nor is the German Look limited to North America and Europe. It's also popular in Australia, Malaysia and other East Asian countries.

As for which Super Beetles make the best German Look cars, most builders choose the 1971 to 1975 sedans over the convertibles, and the elephant's foot taillamps from the 1973-up cars have an almost inextricable association with the trend. Appearance-wise, many builders seem to prefer leaving their cars unadorned and in stock paint colors, often with color-matched bumpers, though some have added Porsche-like striping along the rockers or large air dams under the front bumper.

What Do German Look Beetles Use for a Drivetrain?

To Raby, there's no real engine choice for a German Look Beetle other than a Type 4 pancake engine.

"If you see somebody with a German Look Beetle with a Type 1 engine, that just means they haven't yet built a Type 4 for it," he said.

The Type 1 air-cooled, opposed-cylinder engine originally developed for the Beetle in the 1930s might be cheaper and easier to build and benefit from a wider knowledge base, Raby said, but the Type 4, most commonly found in the Porsche 914, benefits from a flatter torque curve,

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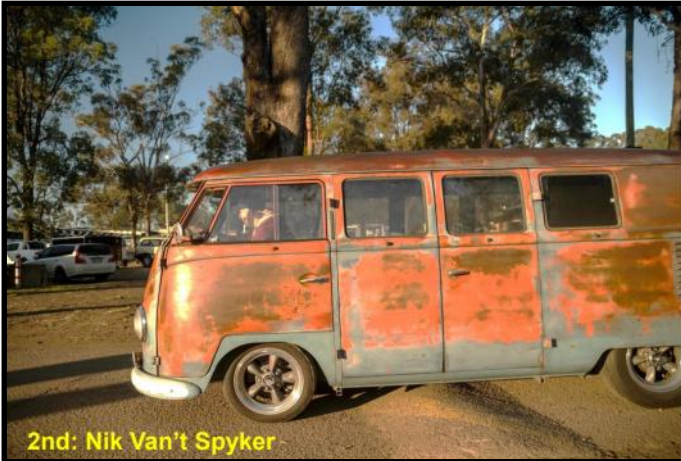
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10:30am - Car Show Entry Closes

11.00 am - First Raffle Draw

12:30 pm - Peer Judging Forms CLOSED

1.00pm Final raffle draw

3:00 pm - Trophy Presentation

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Entries to all categories close at **10:30 am** sharp.

Ballots **MUST** be returned to the Club VW judging area no later than 12:30 pm.

Car Show Categories

Air cooled

- 1 Beetle - up to 1957 - Standard (Oval Window)
- 2 Beetle - up to 1957 - Modified (Oval Window)
- 3 Beetle - 1958 to 1967 - Standard
- 4 Beetle - 1958 to 1967 - Modified
- 5 Beetle - 1968 onwards - Standard
- 6 Beetle - 1968 onwards - Modified
- 7 Kombi T1 - up to 1967 - Standard
- 8 Kombi T1 - up to 1967 - Modified
- 9 Kombi T2 - 1968 to 1979 - Standard
- 10 Kombi T2 - 1968 to 1979 - Modified
- 11 Transporter T3 - 1981 to 1992 - All
- 12 Type 3 and Type 4 - Standard
- 13 Type 3 and Type 4 - Modified
- 14 Karmann Ghia - All Years – Standard
- 15 Karmann Ghia - All Years - Modified
- 16 Factory Karmann Cabriolet - All Years - All
- 17 Factory Air-cooled Off-Road and Exotics - All
- 18 Non-factory Off-road, Buggies, Trikes - All
- 19 Aussie Kit Cars and Convertibles - All
- 20 Rat class - All Years – All

Water Cooled

- 21 Polo, Up! – All
- 22 Golf 1 - 1976 to 1983
- 23 Golf 2 - 1984 to 1992
- 24 Golf 3 - 1993 to 1997
- 25 Golf 4 - 1998 to 2003
- 26 Golf 5 - 2004 to 2008
- 27 Golf 6 - 2009 to 2012
- 28 Golf 7 - 2013 to 2020
- 29 Golf 8 - 2021 onwards
- 30 VW Convertible - (Golf Cabriolet, Eos) - All
- 31 VW Sports (Scirocco, Corrado, New Beetle) - All
- 32 VW Sedan (Vento, Bora, Jetta, Passat, Arteon,) – All
- 33 VW SUV (T-Cross, T-Roc, Tiguan, Touareg) - All
- 34 VW Commercial (Caddy, Transporter, Crafter, Amarok) - All
- 35 Audi - All
- 36 Porsche – All
- 37 Skoda / SEAT / Cupra - All
- 38 Concours d'Elegance
- 39 People's Choice - Air-cooled
- 40 People's Choice – Water-cooled
- 41 Pam Withers Award
- 42 Dave Birchall Car of the Day

VW Nationals 2025

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more available power at lower RPM, and greater reliability.

“The biggest thing to get across is that the Type 1 engine has always been developed by the aftermarket as a drag racing engine for maximum RPM and maximum power right at the top end,” Raby said. “While that’s better for straight-line speed, it doesn’t do a lot for longevity and reliability.”

Raby said he’s built plenty of Type 1 engines during his career in air-cooled Volkswagen/Porsche engines, but noted that the Type 4 engine, introduced in 1968, offers a number of advantages over the Type 1, including its all-aluminum construction, additional fins for better cooling, and larger stock displacement. In addition, it will bolt up to a Volkswagen four-speed transaxle and swapping one into a Beetle either requires some minor sheet metal modification to accommodate the Type 4’s horizontal cooling system or something like the [DTM cooling conversion system](#) (“Down The Middle,” a system originated by Joe Locicero) that Raby sells.

As for which Type 4 engine is best for a German Look build, Raby said “everybody wanted the 2.0L case back in the day,” but he and many others have since come to realize that the 1.7L cases make just as good – if not better – bases for a German Look engine build.

“The 1.7L cases can be built just as big as the 2.0L cases with the same amount of machine work, but they have the advantage of having stronger crankcases,” Raby said. “And because they didn’t make as much power from the factory as the 2.0L engines, the 1.7Ls weren’t ran as hard and so they won’t be as stressed.”

Whether 1.7L or 2.0L, Raby said the engines can be bored out from their stock 94 millimeters up to 107 millimeters, though most people prefer to stick with 102 millimeters. “That size is derived from the 3.8L Porsche 993 RSR engine, which is the be-all, end-all of air-cooled engines,” he said. Stroke can go from the stock 71 millimeters up to 78 or even 82 millimeters. Raby said the most common final displacement is usually around 2.5 liters though the Type 4 engines can easily be built up to 3.0 liters.

While Raby said recent developments have shown that Type 4 heads can be ported to flow up to 300 CFM (up from the stock 170 CFM), he said for best drivability, many owners have their heads ported to somewhere in the 200 CFM range. New head and cylinder castings are also available, as are roller camshafts and lifters. Wet-sump lubrication systems are largely adequate for street use, and only somebody racing in the Käfer Cup would want to convert to a dry-sump system. “There’s really nowhere good to put the tank for a dry-sump

system in a street-driven Beetle,” he said.

Weber IDF carburetors sized to match the engine’s displacement (40mm for any engine up to 2.0L, 44mm for any engine in the 2.3L to 2.5L range, and 48mm for any engine larger than 2.6L) work well with Type 4 engines, according to Raby, though he prefers to seek out similar and interchangeable Dell’Orto DRLA carburetors for their better manners with modified engines. Weber IDAs, like the carburetors found on Shelby Cobra 427s, might make maximum power but have no street manners on Volkswagen/Porsche engines, he said.

Raby does not recommend the Super Beetle’s or 914’s stock Bosch L-Jetronic analog fuel injection. “That won’t even feed a stock engine anymore,” he said. Instead, he said there’s a number of self-learning aftermarket electronic fuel injection systems like those from FuelTech or ECUMaster that bolt on to Type 4 engines and that have proven popular with German Look builders. “A lot of times I’ll set the engine up so the customer can go either way, which allows them to convert from carburetor to fuel injection later on when they’re ready,” he said.

Along with Type 4 engines, Raby said the ultimate transmission swap is the Porsche 901 gearbox, found in the 914, or the Porsche 915 five-speed gearbox, found in 911s from 1972 up through the Eighties. Both can bolt into the Super Beetle, and both provide four close-ratio gears for the street and a highway-oriented fifth gear. The Porsche gearboxes, however, are larger than the Volkswagen four-speed gearbox, and will shift the engine aft slightly, which can cause fitment problems. Instead, many German Look builders in search of a fifth gear will often go with a Gene Berg five-speed transmission, which stuffs that fifth gear into a Volkswagen-sized box and which doesn’t cause fitment issues.

Some German Look builders have attempted to fit Subaru engines into their cars, but Raby said it’s difficult to work out the cooling issues for such swaps.

What Chassis Mods Make a German Look Beetle?

As mentioned above, the Super Beetle’s MacPherson strut front suspension and independent rear suspension are the primary motivators for choosing that model over earlier Beetles for German Look builds. The more modern suspensions aid in road handling and on-track performance but could still stand to be improved, Chabot said.

That typically starts with lowering the car. As opposed to the Cal Look as-low-as-you-can-go goals, Chabot said German Look cars stick to

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around two to three inches of drop; any lower and the tires will have a hard time clearing the fender lips or even the coil springs in front. Some European builders opt for flared fenders that were available for a while in Germany, and Chabot said that wider fiberglass fenders are available, but both are usually seen as extreme solutions when a relatively modest drop will do.

Fitting wider wheels and tires does require careful measuring, though, Chabot said, as well as paying careful attention to the year of the Super Beetle and the offset and backspacing of the new wheels. Super Beetles in general have a wider front track width than earlier Beetles, which then got even wider in 1974. That said, the Porsche Boxster 17-inch wheels with 55 millimeters of offset have proven a popular choice because they don't take much work to fit to a Super Beetle. In general, Chabot said he aims for a seven-inch-wide high-offset wheel and 40-series tires to get as much pavement contact as the Super Beetle's wheel well will afford.

For brakes, a number of aftermarket companies offer front and rear disc brake conversions, but Chabot said it has become quite popular in Europe to fit Porsche 944 brakes front and rear. The rears bolt right on, he said, but the fronts require modified hubs and alter the Super Beetle's steering geometry. "It can be quite involved, and when all is said and done you don't stop any better," he said. "But you can at least say you have Porsche brakes."

Similarly, he said he's not much of a fan of the rear truss bar that connects the rear shock towers and frame horns which has proven popular among European German Look builders. That said, he does advocate for larger rear torsion bars, a stress bar that reinforces the front strut towers, urethane bushings to improve the car's steering, and a front sway bar.

"Mostly, it's just tires and the sway bar that does the magic," he said. "I can corner 50 percent faster with that setup than with stock wheels because the car presents pretty flat to the pavement. It's quite fabulous."

And that's largely it. By no means is the German Look relegated to Super Beetle coupes – the upgrades common to the style have been applied to Super Beetle convertibles and even to Porsche 356s – nor is every modification listed here necessary for a German Look Beetle. All one really needs to make a German Look car work is a dedication to handling, to increased power, and to making the Super Beetle perform better than anybody ever expected it could.

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The Samba forum, German look section

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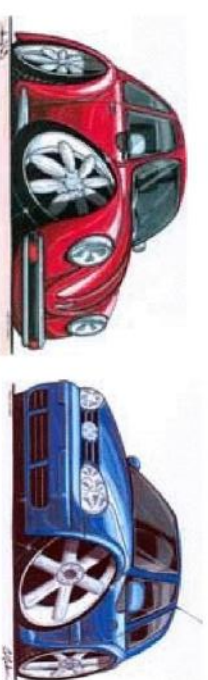
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- CAMS affiliation for VW motorsport, if you wish
- Cool club caps, t-shirts, mugs, stickers etc.
- The annual VW Nationals at Fairfield Showgrounds, Australia's biggest Volkswagen show.

Membership Form

New Member: ☐ or Renewal: ☐

\$50 - Normal membership (1 year)
\$60 - Historical Rego membership

(It's easiest to join on-line - use the QR code on the next page. You only need to fill out this form and post it to us if you can't do that for some reason.)

Name:

Address:

State: Postcode:

E-mail:

Phone: (Landline)
 (Mobile)

Which of the following activities are you interested in? Please tick your choices:

- | | |
|--------------------------|-------------------------------|
| <input type="checkbox"/> | Cruises and Observation Runs |
| <input type="checkbox"/> | Show n Shines, Concours |
| <input type="checkbox"/> | Swap Meets (VW parts) |
| <input type="checkbox"/> | Meetings and Tech-talks |
| <input type="checkbox"/> | Social days and/or nights out |
| <input type="checkbox"/> | VW drag and/or circuit racing |

Please include money order for \$50 or \$60. Or first do a direct transfer to the Club's account:

Club Veedub Sydney Inc.
BSB: 032002
Account: 562396 Receipt No:



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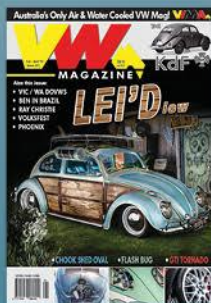
Issue#50
May - July '16



Issue#52
Nov'16 - Jan'17



Issue#56
Nov'17 - Jan'18



Issue#61
Feb - April '19



Issue#62
May - July '19



Issue#64
Nov'19 - Jan'20



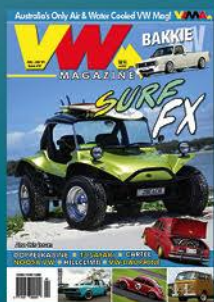
Issue#65
Feb - April '20



Issue#67
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VW

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