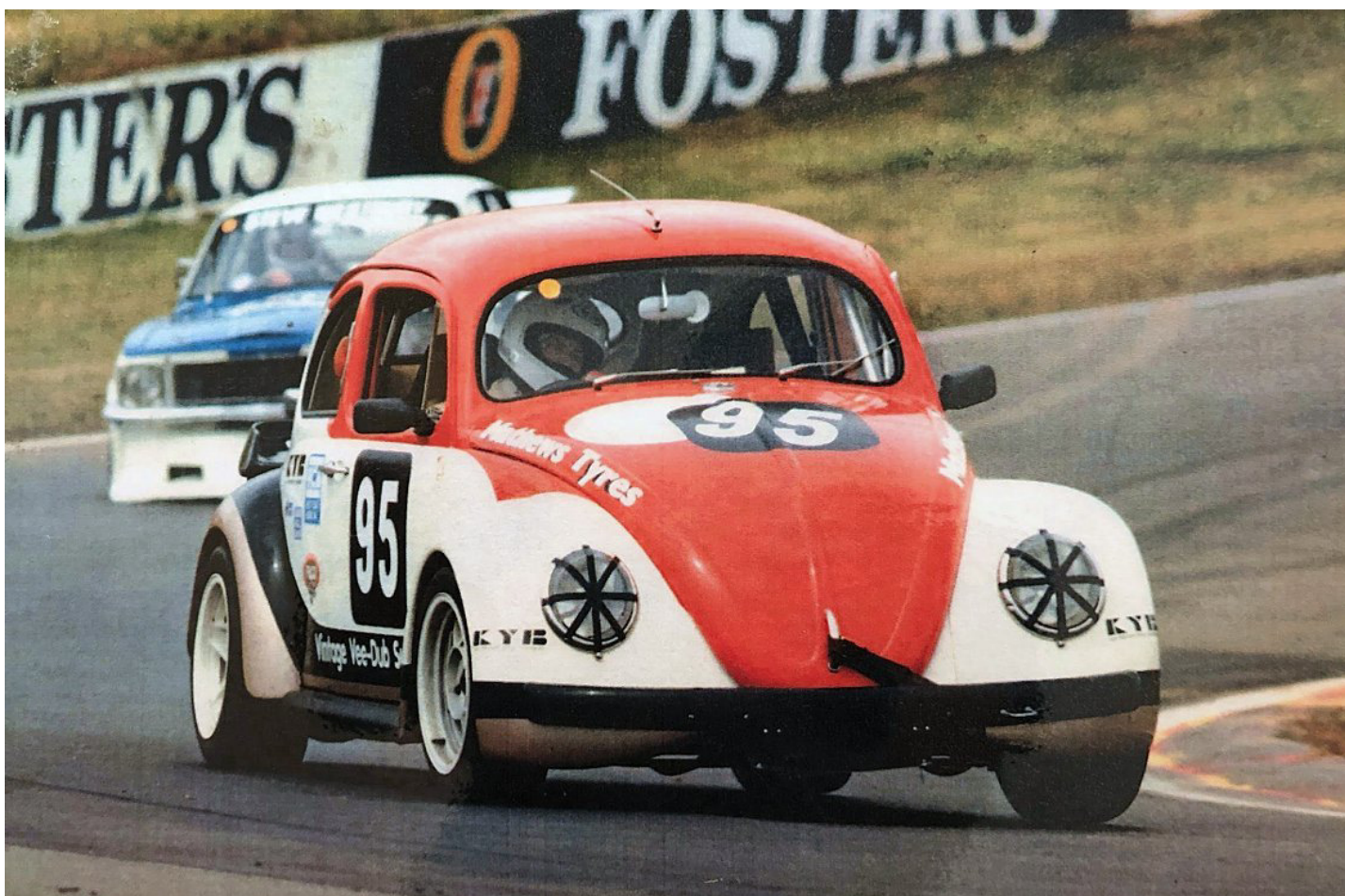


Zeitschrift



Remembering Richard Holzl.

July 2025

IN THIS ISSUE:

**Vale Richard Holzl
Volkster Mega Gathering
Jay Leno's Tatra
More Ash articles**

**Track Wise Street Smart
The Huge Bug
VW Going Front-Drive
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 2024-25.

President:	Lee Woods l.woods@hotmail.com.au	0414 952 509
Vice President:	Stewart Burke stewart.burke@me.com	0403 481 636
Membership: -	Mohammad Bamyah mohammad.bamyah@gmail.com	0450 003 098
Treasurer:	Narelle Taylor rell831@hotmail.com	0407 904 935
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Vintage Assistant:	Wayne Fenech	0439 133 278
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Social Events:	Kylie Rayner krkombi@gmail.com	0401 135 381
Webmasters:	Norm Elias Phil Matthews	0421 303 544 0412 786 339
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Tool Librarian:	Bob Hickman hicko@iinet.net.au	0418 613 394
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Assistant Merch:	Oscar Daines	
Raffle Officer:	Christine Eaton	(02) 9520 4914
Motorsport Captain:	Rudi Frank bigrudivw@gmail.com	0418 442 953
VW Nationals Committee:	Lee Woods Steve Carter Zelko Jurkovic Sam Nadile Daniel French	0414 952 509 Bob Hickman Eddie Flieta Sandy Benic Phil Matthews
General Committee:	Danny Haynes Wayne Fenech Arthur Margaritas	Eddie Flieta Daniel French Sandy Benic

Canberra Committee.

President:	Aldred Gonzalez	clubveedubact@gmail.com(president)
Treasurer:	David Cook	clubveedubact@gmail.com(treasurer)
Registrar:	Willie Nelson	clubveedubact@gmail.com(registrar)
Merchandise:	Willie Nelson	clubveedubact@gmail.com(merchandise)
Council Rep:	David Cook	clubveedubact@gmail.com(council)
Ordinary Members:	Paul Cross; Jim Smith; David Brinton	

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223



Facebook:

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

Our magazine.

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

37 years.

Andrew Dodd Automotive	Stan Pobjoy Race Engineering
H&M Ferman	Vintage Veedub Supplies

30 shows and over.

Aust VW Performance Centre	Shannons Car Insurance
Mick Motors QLD	Wolfsburg Motors St Peters

20 shows and over.

All Metal Bumpers	Indian Automotive
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Evolution Car Hire	Wayne Penrose Automotive
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15 shows and over.

Antique Tyres	VW Magazine Australia
Rod Penrose Racing	

10 shows and over.

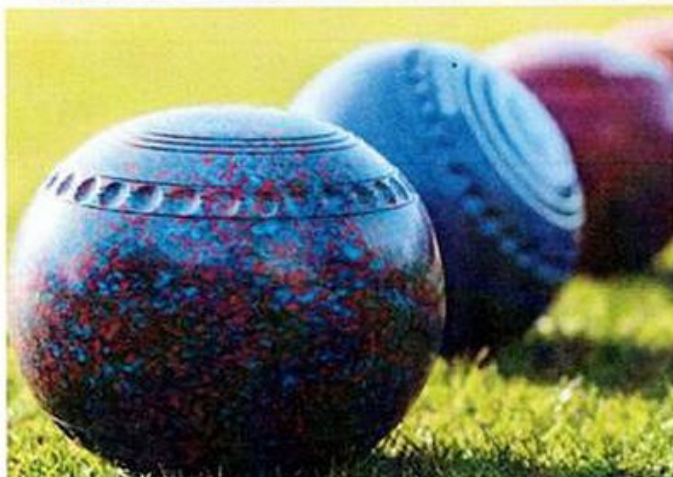
Custom Veedub	Kustom Kombi
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Just Kampers Australia	Volkwerke

See the back page for all 2024 VW Nationals sponsors

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

CLUB VEE DUB CRUISE DAY

SUNDAY 27TH JULY



MEETING AT MCDONALDS WINDSOR
ROAD MCGRATHS HILL 9:30 AM

LEAVING AT 10:30 AM TO HEAD TO
THE BOWLO

CRUISE TO THE HEIGHTS
BOWLO 1530 BELLS LINE
OF ROAD FOR LUNCH
AND BAREFOOT BOWLS

SEE A 1976 SAAB AS DRIVEN BY THE
STIG AND A INTERCEPTER BIKE



Kurrajong Heights

Sunday 3 August 2025

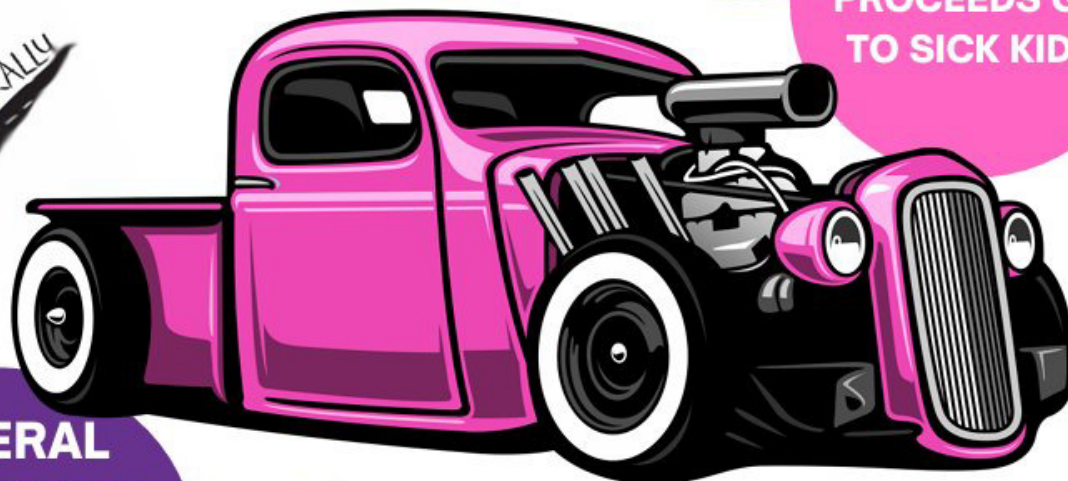


Berry Bowling Club
From 9:00am

KIDZFIX TEAM SHOALHAVEN

10M TO 2PM
SUNDAY 10TH
AUGUST
2025

ALL
PROCEEDS GO
TO SICK KIDS



GENERAL
ADMISSION
\$5.00 FOR
ADULTS

2025

MOTOR Expo

CLASSIC & HISTORICAL CARS
HOT RODS - STREET MACHINES
MUSCLE CARS - MOTORCYCLES
EVERYDAY RIDES - TRUCKS

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AUCTIONS • EVENTS • INSURANCE



2025 SHANNONS EASTERN CREEK CLASSIC Sunday 17th AUGUST 2025 SYDNEY MOTORSPORT PARK, EASTERN CREEK

THE LARGEST GATHERING OF CLASSIC VEHICLES IN NSW.

- **1,800+ Member vehicles from over 150 clubs on display and on parade**
- **Cars, motorbikes, scooters, military, police, fire and ambulance**
- **NSW's most prestigious Concours d'Elegance judging event**
- **CMC Raffle for Prostate Cancer Foundation drawn at 2:30pm. First prize is \$3,000 cruise voucher from Cruise Express**
- **Classic double-decker bus rides around the track (gold coin donation)**
- **Trade displays in Pit garages - books, models, tools, auto memorabilia**
- **Live music, rock n roll dancing, art show and much more**



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

**Club VeeDub Sydney has 20 display spaces reserved – these will go quickly.
Come to the monthly meeting to book your VW in the display and for your entry tickets.
Please – only take a ticket if you will definitely be attending.**

2025



**Sunday 31st
August 2025**

WINTER EUROPEAN CRUISE

**All VW's
Welcome**

MT WILSON



AUSTRALIAN SPLIT WINDOW KOMBI CLUB



Hi Guys you are invited to the

2025 Annual Australian Split Window Kombi Klub's

"VW Winter European Cruise" to Mt Wilson in the Blue Mountains NSW

For a BYO Picnic Lunch on Sunday 31st August 2025

THE DAYS ITINERARY:

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

Cnr Windsor Road & Groves Ave.

9.30am: Splitting from McDonalds.

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

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

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

12.30pm: BYO Picnic Lunch

1.30pm: Sponsor Awards

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

Split Kombi's To Traditionally Lead Cruise



**Find us on:
facebook®**

Event Contact: Simon Barnfield
Email: kombis2u@gmail.com
Australian Split Window Kombi Klub
VW Winter European Cruise 2025



Lennock Volkswagen

GERMAN AUTO DISPLAY 2025

Sunday 28th September 2025

9am to 3pm



Patrick White Lawns

between the National Library & Lake Burley Griffin

**Organised by the German Car clubs of the ACT.
Coffee, Food, \$\$\$ collected for a local charity**

Von der Frau Präsidentin.

Der Winter ist da!!
(Winter has arrived!!!)

As we embrace the heart of winter, I'd like to take this opportunity to reflect on what has been a spectacular few months for Club VeeDub Sydney. Our club continues to thrive thanks to your unwavering enthusiasm, volunteer spirit, and shared love of all things Volkswagen.

This year's VW Nationals, our 37th annual event, was once again a resounding success. Despite the uncertainty around the weather, we were fortunate to dodge the rain just long enough to enjoy a full weekend of activity.

While the Saturday cruise was cancelled due to road closures and flood warnings, the setup and preparation on Saturday evening showcased the commitment of our amazing volunteers. Sunday's Show and Shine saw a massive turnout of 221 cars, including a record-breaking 163 air-cooled VWs - the highest we've ever had! It's clear our community's passion for classic VWs is as strong as ever.

Highlights included the popularity of the new merchandise designed by Adam, Zelko, Dani and Eddie, the smooth operation of our entry and judging processes, and the energy throughout the venue from show cars, traders, swappers, and spectators. A sincere thank you to all the volunteers who gave their time - you are the heart of this event.

Those who missed out on Merch for the 40th Anniversary and Nationals will be able to pick some up at the AGM!

There are LOTS of upcoming events:

- * Club Cruise Day to Kurrajong Heights - Sunday 27th July
- * Berry Blast From the Past - Sunday 3rd August
- * Kidsfix Motor Expo at Nowra, Sunday 10th August
- * Shannon's Sydney Classic - Sunday 17th August at Sydney Motorsport Park. Club VeeDub has secured 20 entry tickets. Please see Danny or John to secure yours - and only take one if you're 100% attending.
- * Split Kombi Cruise to Mt Wilson, Sunday 31st August
- * All European Show at ICMS Manly, Sun 21st September
- * East Hills Charity Show - Sunday 28th September.
- * Canberra German Auto Day - Sunday 28th September

See the flyers and Klub Kalender for more info!

Notice of AGM

Please mark your calendars - our Annual General Meeting (AGM) will take place at our next monthly meeting on Monday 21st July at Canley Heights RSL. All committee positions will be declared vacant, and nominations will be called for. This is your opportunity to help guide the direction of the club. Whether you're a long-time member or a recent enthusiast, your input and leadership are welcome and encouraged.

In preparation for the AGM, I want to extend my sincere thanks for the honour and privilege of serving as your President for the past three years.

It has been an incredible journey - filled with unforgettable events, dedicated volunteers, roaring engines, and a true sense of community. From VW Nationals to our monthly meetings, cruises, and coffee catchups, I've been

continually inspired by the passion, knowledge, and camaraderie that defines this club.

Thank you for your trust, support, and friendship throughout my time in this role. It's been both a pleasure and a privilege to represent Club VeeDub Sydney, and I look forward to continuing as an active member in the years ahead.

With appreciation,

Lee Woods



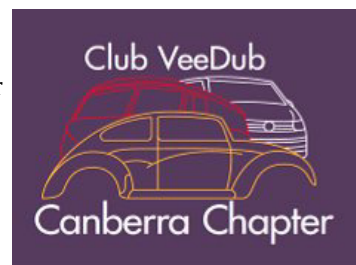
Kanberra Kapitel report.

After all the events of May, June has been quiet in Canberra ... other than the cold and wet that has descended upon us.

By the time this is published, we hopefully have had a nice day to cruise to Gundaroo for lunch and the chapter's AGM. In other news, planning for German Auto Display 2025 is in full force with other Canberra based German car clubs for end of September (see flyer in this issue), with some coffee and food vendors accepting our invitation to attend. Just trying to tie in some sponsors and book a few amenities and it should make for a great day!

We will also have the annual Cookies Fish 'n' Chips run from Canberra to Batemans Bay in August. Keep an eye on the chapters facebook page and your email for any further events and the results from the AGM. Keep warm and safe veedubbing!

-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.

July.

Sunday 6th:- Canberra General Meeting and AGM. There will be a cruise to somewhere for lunch - TBA. Canberra members should watch their emails and check the Canberra Facebook page for updates.

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 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!

Sunday 27th:- VW Club Cruise Day to Kurrajong. Meet up at McDonalds McGrath Hill (242 Windsor Rd) from 9:30am for coffees. We'll depart at 10:30am to cruise up through Richmond, Nth Richmond and Kurrajong to the North Kurrajong Bowling Club (1530 Bells Line of Rd) for lunch, a cold drink and berfoot bowls! Join us for a relaxing day out with our VWs, old and new. Phone Narelle on 0407 904 935 for more info.

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.

Sunday 10 th:- Kidzfix Motor Expo 2025 at Archer Racecourse, 96 Albatross Rd South Nowra. Team Shoalhaven would like to extend an invitation to Club Veedub's members! Team Shoalhaven are part of the KidZFix Foundation and are a group of like-minded people who are dedicated to helping sick and disadvantaged children throughout the Shoalhaven and Australia. The Expo attracts a large number of attendees and is the major fund raiser for the year. 10am to 2pm. Entry of show cars is \$10, Spectators \$5. Classic cars, Hot rods, Street machines, Muscle cars, bikes and trucks. Trader stands, food and coffee vans. All Volkswagens welcome! For more information please contact the Event Coordinator Gordon Thomas on 0417 213 634.

Monday 11h:- 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,

Club Veedub AGM. Monday 21 July 2025.

Our July meeting at the Canley Heights RSL will also be our Club's Annual General Meeting. All committee positions will be decalred vacant, and new nominations for all positions will be sought.

Voting will take place as required, should more than one nomination for a position be forwarded.

All Club Veedub members are invited to attend, and if you wish, nominate for a position on the committee for 2025-26. The 'General Committee' is a great place to start if you havwen't done it before. We are always looking for new people with new ideas and new enthusiasm. Come on, get involved! We welcome your input to help make our VW club bigger and better than ever.

Whether you'd like to stand for a position, or just have your say on how your club is run, please come along to the AGM.

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! 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 31st:- Split-window Kombi Winter European Cruise to Mt Wilson in the Blue Mountains NSW. Meet at McDonalds McGraths Hill (Windsor Rd & Groves Ave) from 8am for breakfast. Cruise departs at 9:30am. Coffee stop at Fruit Bowl, Bilpin. Photo stop at Mt Tomah Rest Area. Arrive at Cathedral Reserve Mt Wilson at 12pm for BYO picnic lunch. Trophy presentation at 1:30pm. A free event where all VWs are welcome, but split-window Kombis will

lead the cruise. Please ensure your VW is full of fuel and food/drink before departure as there are no shops or servos at Mt Wilson (public toilets are on site – BYO toilet paper.) Email Simon at kombis2u@gmail.com for more info.

September.

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

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

Monday 8th:- Committee Meeting at Canley Heights RSL Club, 26 Humphries Rd, Wakeley, 7:30pm.

Monday 15th:- CLUB VW MONTHLY MEETING at Canley Heights RSL Club, 26 Humphries Rd, Wakeley. Come and see our new meeting venue! 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 21st:- All European Automotive Show, held at the International College of Management Sydney (ICMS), 151 Darley Rd, Manly. We would like to invite your club to display in the clubs display area at our All European Automotive Show. This is your chance to see an unforgettable lineup of European motoring icons. From Ferrari to Porsche, BMW to Alfa Romeo, Lamborghini to Jaguar & beyond. We're bringing together an extraordinary mix of performance, prestige, and personality. Expect rare models, bespoke builds, from all over Europe and the UK with some surprises along the way. Use the QR Code on the flyer to secure your place. Phone Sam Princi (Auto Vibes Events) on 0438 060821 for more info.

Sunday 28th:- East Hills Charity Car Show at Kelso Oval, Panania. All classic makes and models welcome. Trophies to be won in numerous categories. Show cars enter through the gates on Marco Ave, off Childs St. A great family day out, food and drink stands, music and entertainment, motor accessory traders. Phone Glen on 0434 360791 for more info. Join the Club VW Convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30 departure. If we arrive together, we can park together.

Sunday 28th:- Canberra German Auto Day at Patrick White Lawns, between the National Library and Lake Burley Griffin, Canberra. 10am to 3pm, Gold coin entry, cars should arrive from 9am. Plenty to do and see for the whole family - Food, drink, coffee and activities to keep the kids entertained. Money collected for charity. For more information check the Canberra Facebook page at www.facebook.com/groups/ClubVeeDubACTPublic/

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 Monday of the month.

New ads.



For Sale:- I am selling my 1990 VW T3 Syncro 4x4 Transporter. Owned since 2013 new motor 15/09/13 need someone who wants to bring it to the next level little love and care. Recently new water pump and batteries. If interested I am open to reasonable offers understanding that's quite rare vehicle. Contact Peter Damen on 0447 301 721 or email damco6461@gmail.com

For Sale:- AMR 500 inlet manifold and support bracket Type 1 1300-1776, comes with belt and carb manifold flange. This is Kompressor haus manifold from UK imported by myself ran for a while - parts need are MST or Empi serpentine pulley kit, supercharger, carb, 18deg btdc locked timing



Next Club Meeting:
Monday
21 July.
7:30pm
Canley Heights RSL.

unless you have a better timing set up \$250. Also, **Type 1 generator and regulator set** for 13.7v at 1500rpm, no fan or mounting plates \$100. Also, **4 x 130 15x7 and 8 set of STD rims** silver almost new ,not even brake dust \$500 For all inquiries call Lee 0424 296 578

2nd Month ads.

Wanted:- Hi I have these **wheels on my 1974 Beetle** and one is damaged, and the wheel place says it unrepairable. Does anyone have one similar for sale? I would also like to buy a standard steel rim 4 bolt with a radial tyre for a spare (fair condition). Can you assist? Thanks call Robert (bob) White on 0419 437 132 or email rwjwhite@bigpond.com



Wanted:- My 1988 ex-US market 16V VW Scirocco sadly has a cracked block, the result of a failed thermostat. I am in search of a **1.8L block** in any rebuildable condition – most 1984 to around 1992 VWs used this basic block. If I can acquire such an item, then the Scirocco too would be shortly roadworthy. This car would be a crowd-pleaser as it was never offered to the Australian market. I have not had any success in finding a replacement block (or complete engine) as the 1.8L 16V engine was never sold in Australia. If you have any leads or suggested sources for a block (shops in the USA or Canada?) please let me know. I have not had any success with local wreckers as they only keep newer cars, so any help is greatly appreciated. I am based in QLD. Please email Hunter at crockett94@protonmail.com



For Sale:- I am selling my **1978 VW Kombi 2L Fuel-Injected, Automatic – Reliable and Full of Character** This VW Kombi started life as a van and was converted to a bus in 1992 with rear bench seats, becoming a cherished family vehicle for over three decades. With 95,000 km on the clock (original engine), One owner for the last 32 years, Currently on Historic plates (not transferable). It's over at Rhodes, NSW. It is showing some rust and trim wear – needs TLC but drives great. Perfect for someone who wants to bring it to the next level with a little work. Passing it on



due to age and health issues. If interested, I am open to offers as I am uncertain as to what this car might fetch. If interested please call Noel to discuss on 0407 364 896 or email echo.caches.0o@icloud.com or ntloughman@gmail.com

For Sale:- 15x7 and 15x8 4x130 widened stock rims only. These are almost new kept in boxes 15x7 and 15x8 4x130 stock looking, will fit late Beetle even Ghia (razor and type 3) if you want to massage a rat looker, let's face it you can't afford paint stretch the guards a little, you know you want to be different !) rims bought from Just Kampers , used to drive my car to the 2023 & 2024 VW nationals and 2023VWMA and street machine photo shoot , travelled less than 200 km never had wheel weights ,cost \$800 sell \$500 contact Lee 0424 896 578 or email leephillips68@hotmail.com

For Sale:- 1963 Type 1 complete gearbox with axles in one piece removed from vehicle to go IRS. Was in a daily driver - sick of tripping over it - come pick it up FREE. Contact Lee 0424 296 578 No low balling I know what I've got.

Don't forget the Shannons Classic!

It is close to that time of year when the Shannon's Sydney Classic is held at Sydney Motorsport Park. Thanks to Bob and Zelko



we were able to obtain tickets for Area B this year, which is the concrete skid pan area. That's great news.

One aspect that may have escaped our attention in recent years is the opportunity to enter into the Concours d'Elegance. We are allowed to enter one car per decade of manufacture, and one car only on Classic rego.

So if you have an outstanding VW which is of an immaculate 11 out of 10 standard, this presents an opportunity to have your car judged in a prestigious event.

In previous years Wayne, one of our club members, won the Concours with his restored Kombi pick-up, and Ken in his Superbug has also entered this show before.

If you think that entering the Concours is something you might like to do, call me as it is a different entry and there are some conditions involved.

Once again Club VeeDub has purchased 20 normal entry tickets, and will be handing them out over the next two meetings. Remember, numbers are strictly limited so please don't take a ticket unless you are totally sure that you will be attending. If you take a ticket and don't turn up, you could be denied a ticket next year.

John Ladomatos
johnladomatos@y7mail.com
0449 236 076

Trades and services directory.

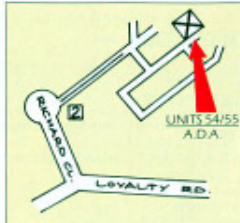
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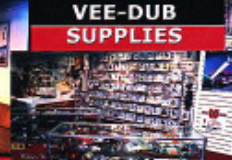
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JAN BANGMA

Email:
wmoffice@tpg.com.au

Phone:
9519 4524

VOLKSWAGEN - AUDI



AUSTRALIAN V DUB PERFORMANCE Centre

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

Address: 29 Research Drive, Croydon South, Victoria, 3136

Phone: (03) 9761 4540 or (03) 9761 7917

Fax: (03) 9761-6216

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Club VW Constitution update.

It's been fifteen years since the Club's constitution was last reviewed. A few things have changed since 2010, so at the last committee meeting it was agreed that a few adjustments and clarifications be made to the document. These include:

- * Addition of Historic Registration membership
- * Digital membership applications and payment
- * Digital membership cards
- * Membership Officer replaces Secretary for membership administration
- * Zeitschrift now distributed digitally, no more posted paper issues
- * Members who resign can claim a refund on unused fee
- * Rules on members convicted of an offence tightened
- * Chapter rules simplified

As per the Amendment rules, these changes will be ratified at the next committee meeting. Members will be able to read the updated constitution on the website, www.clubvw.org.au/club/constitution/ shortly thereafter, prior to the August general meeting.

Tiguan Mk3 launched.

The 2025 Volkswagen Tiguan family SUV has launched in Australia with price rises between \$1000 and \$10,000 over variants of the outgoing model it replaces, but with a larger body, new technologies, and more standard equipment.

The third-generation Volkswagen Tiguan starts from \$44,990 before on-road costs in local showrooms now, more than 18 months after its global debut. That's a \$1000 increase for the entry-level, front-wheel-drive 110TSI Life compared to the outgoing version.

It compares to \$42,260 for the most affordable version of Australia's best-selling SUV, the front-wheel-drive Toyota RAV4 GX, which has less equipment than the Tiguan 110TSI Life, but a standard petrol-electric hybrid powertrain.

Headlined by the new all-wheel-drive Tiguan 195TSI R-Line, the flagship variant acts as a successor for the 162TSI

R-Line and Tiguan R at \$70,490 - \$9990 more than the 162TSI R-Line but \$3300 less than the R.

Volkswagen has added three new grades in the middle of the new-generation Tiguan line-up for Australia, 110TSI Elegance, 150TSI R-Line and 150TSI Elegance, with all but the 150TSI Elegance being more affordable than the variants they indirectly replace.

The outgoing 132TSI Life and 162TSI Elegance align closest with the new 110TSI Elegance, while 162TSI Elegance has been replaced by the 150TSI Elegance, 162TSI R-Line has been replaced by the 150TSI R-Line, and the 195TSI R-Line has been added to the top of the line-up.

New equipment in the Tiguan 110TSI Life includes 19-inch alloy wheels - up from 18 inches - a larger 32.8 cm infotainment touchscreen, an electric tailgate, a 360-degree camera, built-in satellite navigation, a wireless phone charger, wireless Apple CarPlay and Android Auto, and DAB+ digital radio.

The front-wheel-drive 110TSI Elegance retains the 110 kW/250 Nm 1.4-litre turbocharged four-cylinder petrol from the base Life, matched to a seven-speed dual-clutch automatic transmission, while gaining some equipment from the 150TSI Elegance.

Priced from \$50,690, Volkswagen claims the 110TSI Elegance "outpoints naturally-aspirated rivals" such as the Mazda CX-5 G25 Akeru (\$52,650), Mitsubishi Outlander Exceed Tourer (\$55,190) and Nissan X-Trail Ti-L (\$54,265).

Added features in the 110TSI Elegance and 150TSI Elegance over the 110TSI Life include 'LED Plus' headlights with an illuminated grille strip, rear privacy glass, LED tail-lights with an illuminated centre strip, leather-appointed upholstery, and heated, ventilated and massaging front seats.

The \$60,690 150TSI Elegance adds the head-up display and 11-speaker Harman Kardon audio system as standard - a \$2700 'Sound & Vision' option in the 110TSI - along with matrix LED headlights, sequential indicators, a 38.1 cm infotainment touchscreen, and 'DCC Pro' adaptive chassis control suspension.

It also upgrades to a 150 kW/320 Nm 2.0-litre turbocharged four-cylinder petrol engine and all-wheel drive for a 7.1-second 0-100 km/h acceleration time - compared to an expected 9.2 seconds for the 110TSI, based on overseas specifications.

The \$55,990 R-Line - \$4600 more affordable than the outgoing 162TSI R-Line - mirrors the 110TSI Life in specification, but adds the 150 kW 2.0-litre all-wheel-drive powertrain, adaptive suspension, R-Line exterior and interior styling, enhanced LED headlights and tail-lights, sports seats, and variable sports steering.

However, as the new 150TSI R-Line builds on the Life rather than the Elegance like the old 162TSI R-Line, it misses out on black leather upholstery, 20-inch alloy wheels, matrix LED headlights, power-adjustable and heated front seats, rear privacy glass, and a heated steering wheel.

These missing features between the old 162TSI R-Line and new 150TSI R-Line can be retained by opting for the new 150TSI Elegance instead - costing \$100 more than the old 162TSI R-Line - or spending almost \$15,000 more for the





195TSI R-Line.

The 195TSI R-Line aligns with the 150TSI Elegance's specification, plus a 195 kW/400 Nm tune for its 2.0-litre turbo-petrol engine, matching the Mk8.5 Golf GTI hot hatch for power and a Tiguan R for torque, with a 5.9-second 0-100 km/h time - 20-inch alloy wheels, and an optional \$1500 Black Style package with black exterior trim.

The 2025 Volkswagen Tiguan is in Australian VW dealer showrooms now.

2025 Volkswagen Tiguan prices:

110TSI Life FWD - \$44,990 (up \$1000)

110TSI Elegance FWD - \$50,690 (up \$2700 over 132TSI Life, down \$6400 over 162TSI Elegance)

150TSI R-Line AWD - \$55,990 (down \$4600 over 162TSI R-Line)

150TSI Elegance AWD - \$60,690 (up \$3600 over 162TSI Elegance)

195TSI R-Line AWD - \$70,490 (up \$9900 over 162TSI R-Line, down \$3300 over R)

Multivan eHybrid.

Australia's first plug-in hybrid people mover - the VW Multivan eHybrid - is due in showrooms early next year as Volkswagen expands its new family-car range.

The first shipments of the diesel Multivan are arriving in Australia now, initially in a single Life diesel specification. There are plans for a higher-grade Style trim next year.

A petrol-electric plug-in hybrid version has now been confirmed by Volkswagen, expected to enter production for Australia in late 2025, ahead of a showroom arrival due in early 2026.

Prices are due to be confirmed closer to launch, but if the plug-in hybrid is offered in the top-of-the-range Style, the cost of the electric components - and longer list of equipment - could see it nudge \$100,000.

The diesel front-wheel-drive Multivan Life in showrooms now starts from \$75,990 plus on-road costs, with an extra \$3000 for a long-body model.

It will become the first plug-in hybrid people mover on sale in Australia, and arrives at a similar time to a plug-in

hybrid Transporter van (which is a different vehicle, based on the Ford Transit van).

In Europe, the Multivan eHybrid 4Motion combines a 130 kW 1.5-litre turbo-petrol four-cylinder engine, 85 kW front electric motor and 100 kW rear electric motor for 180 kW/350 Nm combined.

A 19.7 kWh battery is rated to allow 88 km to 94 km of electric driving range in European WLTP lab testing, up from a 10.4 kWh pack and circa-50 km range in earlier Multivan plug-in hybrids.

The latest Multivan PHEV is all-wheel drive - replacing front-wheel drive - with the rear axle driven by the electric motor, and reportedly driven by energy generated by the front motor when the battery pack runs low, to ensure the vehicle remains all-wheel drive.

Now based on the versatile MQB platform underpinnings of the VW Golf and Tiguan, the new Multivan is arriving in Australia more than three years after it went on sale in Europe.

"There was a global rollout. Obviously it was quite a turbulent time, I would say through the COVID years and through semiconductor crises, so on and so forth," Volkswagen Australia spokesman Daniel DeGasperi told media.



"I think that's been widely acknowledged by a number of manufacturers, and the rollout [of Multivan] was probably a touch slower than was our ideal.

"... On a number of fronts ... those issues have been resolved - certainly in terms of Caddy production, which was an issue, and also in terms of the timing of these vehicles.

"Transporter, for example, is coming only in a few months' time, when it was only in European showrooms a couple of months ago ... So we are shortening going forward, we expect on several models a shortening going forward of the timeline between Europe and here."

Small VW ute not for Australia.

A new small, car-derived ute being developed by Volkswagen for emerging markets is not destined for Australian showrooms as a junior sibling to the heavy-duty Amarok.



It is the latest compact 'lifestyle' pick-up available overseas to be ruled out for Australia, though it's not for the same reason that bars the Ford Maverick and Hyundai Santa Cruz from local showrooms.

Announced by Volkswagen in Brazil, the new Saviero ute is aimed at the South American market as a replacement for the older Gol-based Saviero, which first appeared in 1980 and has been in current generation production since 2008. The new model will use the underpinnings of a city SUV such as the Polo-based T-Cross.

It is dubbed a 'half-tonne' model as a result, as its payload will be closer to 500kg than an Amarok's one tonne. While Brazilian cars are LHD only, it could also be built and sold in South Africa (where the Polo is already built), unlocking a right-hand-drive version.

But it is expected it will be engineered only to meet Africa and South America's less stringent safety standards - and not those of Australia - crossing it out for local sale.

"So far we couldn't see a market demand for such a car in Australia, VW Commercial Vehicles sales and marketing chief Lars Krause said.

"It's really a local development in South America for South America. So we don't see that currently in Australia."



Trump tariffs.

US-market Audi and Volkswagen vehicles will include an itemised 'Added Import Fee' on new car window stickers - and invoices - in the United States for vehicles subject to the latest import tariffs.

From April 3, 2025 cars imported into the US are subject to a blanket 25 per cent tariff, as well as an additional tariff based on the country the vehicle was imported from.

The move is predicted to induce widespread chaos across the global automotive industry, with the sticker price of new cars to increase by as much as \$US12,000 (\$AU19,900) by some analysts.

According to Automotive News both Audi and Volkswagen have said they will include the new 'Added Import Fee' as a dollar amount in the legally mandated new vehicle pricing window sticker.

It appears to be a strategy to directly show customers

exactly how much of their total purchase price is due to latest import tariffs.

A Volkswagen US spokesperson told Automotive News the amount of the fee is yet to be determined, suggesting it may not simply be the tariff amount, and that it would not impact vehicles which were already in the US before the tariffs applied.

The car maker shared its strategy with US dealers in mid-April, with the first vehicles including the fee - meaning higher prices - a few weeks after that.

"We have our dealers' and customers' best interests at heart, and once we have quantified the impact on the business we will share our strategy with our dealers," said a statement from Volkswagen.

Both Volkswagen and its Audi subsidiary have held cars made in Mexico arriving at ports after April 3 as they establish the impact on the price of each vehicle. VW currently makes the Jetta, Tiguan Allspace and Taos compact SUV in Puebla, and the Audi Q5 in the nearby Audi plant at San José Chiapa.

None of the vehicles will be processed and shipped to dealers until Volkswagen has finalised its strategy.

The 25 per cent blanket tariff on imported vehicles applies to those made in Mexico as well as Canada despite the two countries' automotive supply chains being extensively interwoven with that of the US.

However, neither Mexico nor Canada have been hit with an additional 'reciprocal tariff' like a raft of countries around the world, including Australia.

Instead, cars made in Mexico and Canada can qualify for an exemption for the components made in the US as part of the United States Mexico Canada Agreement (USMCA).

Not all cars from either country qualify, however, including the Audi Q5 SUV - the brand's best-seller in the US with a new model due in showrooms in 2025.

That means the Q5 could be hit by a total tariff as high as 50 per cent, according to Automotive News, when all tariffs and levies are applied.

"We are laser-focused on supporting the Audi dealer network to minimise impact to their business and customers," an Audi spokesperson said in a statement.

The tariffs have seen Lamborghini - also part of the Volkswagen Group - yet to work out its approach, with Jaguar Land Rover halting shipments of cars to the US to do the same.



Amarok Mk3 planning.

Volkswagen is discussing what to do with the next-generation Amarok for Australia - and whether to pair up again with Ford, or go it alone - but either way, it's likely to be electrified.

A fully-electric Volkswagen Amarok - developed in-house for the first time since the original 15 years ago - is one of the options on the cards for the third-generation ute.

Volkswagen says it is committed to continuing the Amarok ute lineage in Australia - its most important global market - amid confirmation of an unrelated new iteration for China and South America based on an LDV bones (see last month's Zeitschrift).

The German car giant is now weighing up what that could look like - and whether it can justify going it alone, using a new electric-vehicle 'skateboard' platform initially developed for vans, or again teaming up with Ford.

Either way, electric power is likely for the next-generation Amarok, which is due early next decade. This is a few years before many countries plan to prohibit sales of new petrol- and diesel-engined vehicles.

"We have a very good partnership with Ford, and we are discussing all the different types of working together," Carsten Intra, the global boss of Volkswagen Commercial Vehicles, said.

"But finally it has to come to a contract, and to a business case ... If this is the case, we're open to discussion, and if that is not the case, we have other opportunities possibly as well. So we are looking into collaboration.

"... As [Volkswagen] Commercial Vehicles is only a part of the market, we always look for cooperation. Cooperation can be in the Volkswagen Group. We look at the MQB, the MEB whatsoever, so [to use] the same platform [as other VW brands].

"And if there is something missing for us, we would always go with a different partner, which is the case with Ford.

"So what we look to is, are there enough collaboration possibilities in the company? If that's not the case, we look into Ford. We're in the phase of analysing possibilities and opportunities, so not yet decided."

Executives have previously acknowledged today's Amarok for Australia would not exist without the Ford

partnership, as it does not sell in high-enough volumes globally.

"Partnering means also partnering in terms of components," VW Commercial Vehicles sales and marketing chief Lars Krause said, when asked if a new Amarok for Australia would still need to be a partnership with another brand.

"So if we basically find within the Group enough volume to create a successor - for example, for an Amarok - this is always an option.

"Partnering doesn't [necessarily] mean basically to create a complete vehicle with a partner, but it means always collaborating in terms of economies of scale. That's always the idea behind that."

Intra added: "Look, as we have a good partnership with Ford, and we have a very strong company, we would look first of all in those two baskets before we go to someone else.

"So I doubt that we need someone else than Volkswagen [and] Ford, our ... good partnership that we have."

Complicating the matter is that the next-generation Ford Ranger - expected in 2030 - is due to adopt a new platform more closely related to the larger US-based F-150 pick-up.

It is expected to mean less of the ute's development is conducted by Ford Australia, which led the creation of the current model, and where Volkswagen stationed a design team during the Amarok's gestation.

Instead, more work is expected to be conducted in the US - which may make it harder for VW engineers to get involved unless they represent VW of America and its Atlas/ID.4 plant in Tennessee. US Passat manufacture ended in 2022.

One growing front-runner for the next-generation Amarok is a new 'Space' electric-car platform in development at Volkswagen Commercial Vehicles, due to debut under a new Crafter van in 2028.

Krause said "it could be also used for other variants," when asked if it is exclusive to vans, before adding when pressed: "Also potentially for pick-ups," and that "it's a conceptual possibility".

Volkswagen has considered a new electric ute for the US market twinned with its new Scout electric and hybrid ute range, but it's not known if that has progressed beyond the sketch stage.

Unlike the left-hand-drive-only Scout, the Space platform is planned for global markets, so is highly likely to accommodate right-hand drive.

It opens the possibility for the Australian Amarok to return to an in-house project - powered solely by electricity - for its next generation.

Intra said an electric-only platform reduces cost and complexity compared to needing to design a vehicle for petrol, hybrid and electric power, as the company did a decade ago, when early planning on today's Amarok begun.

"Demand is not in the Group. Demand is in the market. ... We think that we can create a lot of demand when the market is turning into one drivetrain model," he said,

when asked if there's sufficient sales potential within the VW Group to develop a new Amarok in-house.

"The problem that we had some 10 years ago is that we had a perfect storm, having everything in three drivetrains [petrol/diesel, hybrid and electric]. So you have to develop everything.

"That means volume. The volume is not changing too much because the market is more or less mature, and then you have to invest to develop ... three times the car, is what we see in our B segment [mid-size van and ute range].

"So if you then come down to only electrified cars, for example, then volume will be bigger for sure.

"It could be a better business case to make it with even more volume, but I see that when the market has turned over and the transition is in the next phase, in five to 10 years, we'll have much more electrified cars and then you'll have more volume on there."

He said any new VW commercial vehicle would need to tick particular boxes, irrespective of platform: some or all of the power sent to the front wheels, a high towing capacity, and a high payload.

"This is what you need for a van, this is what you need for an Amarok pick-up, this is what you need for a lorry van, this is what you need for a panel van, this is what you need for a Crafter.

"So this concept in itself could serve as one skateboard for different kinds of cars. It could be a variable platform that is serving quite a lot of different cars, and stretching.

"That was not possible because in the past we had the combustion engine plus the hybrid that takes a lot of space, then the BEV [electric] where you have to pull out the tank and put something in.

"... We want to have one concept for the future, and we try to stretch it as wide as we can without compromising customer needs."

Chinese cars from VW factory?

Volkswagen Group's ongoing sales woes could open the door for Chery, a Chinese car brand, to start building cars in Europe at a surplus VW factory.

According to Autonews Europe, Chery is close to sealing a deal with Volkswagen to leverage one of its plants in Germany to produce models outside of China.

While Volkswagen has not been confirmed to be in talks with Chery, two of VW's facilities in Dresden and Osnabruck, have been earmarked for closure due to dwindling demand and increased competition from cut-priced rivals sourced from China.

The Dresden VW plant, known as the 'Gläserne Manufaktur' (glass factory) and officially as the 'Transparent Factory,' was built in 2002 to ultra-modern standards for production of the VW Phaeton. When that model was cancelled in 2016, the factory built the VW e-Golf, and from 2021, the VW ID-3. Sales of VW electrics in Europe have slipped badly in recent years and the factory is partly

idle.

The Osnabruck works are much older, founded as the Wilhelm Karmann car body workshop in 1901. After being destroyed in WW2, the works were rebuilt and expanded in the 1960s as Karmann were contracted to build special car bodies for Volkswagen, Porsche, Audi, Mercedes, BMW and others. The VW Beetle Cabriolet, Karmann Ghia Coupe, Golf Cabriolet, Scirocco and Corrado, and Porsche 914, were built here.

Karmann went into receivership in 2009 and was broken up in 2010. Volkswagen took over the works, and since then has used it as a low-volume specialist facility. Later Golf Cabriolets, Tiguan, T-Roc Cabriolets, Arteon wagons ('shooting brakes') and the XL1 micro-hybrid have been made in Osnabruck, as well as Porsche Cayman and Boxsters. Cabriolets have lost favour in Europe too, and again VW finds its factory not used to full capacity.

Chery International vice-president Charlie Zhang told media last week in China that there are still some hurdles to overcome before the brand can start producing in Germany.

"We need to study the feasibility plan, because in Germany, the situation is very, very complicated," Zhang said.

Such hurdles include a more comprehensive analysis on cost, supply chain, and labour costs, according to Zhang.

Late last year, Volkswagen took the unprecedented move to wind down some facilities after the Group's CEO Oliver Blume addressed workers and told media its manufacturing was "falling behind in terms of competitiveness".

A large part of this is the European market's quick changeover to electric vehicles, where Volkswagen has struggled to remain in the race against much more affordable competitors from Chinese brands such as BYD, Chery, Geely, Leapmotor, and Deepal.

These Chinese brands are often well under the recommended retail price of Volkswagen electric vehicles (EVs) both in Europe and around the world - including Australia.

For example, a Volkswagen ID.4 mid-size SUV starts at \$59,990 before on-road costs locally, whereas a Geely EX5 kicks off from \$40,990.

If Chery does manage to secure a European production facility, it could allow the brand to circumvent tariffs as high as 45 per cent for Chinese-made vehicles imported into the European Union (EU).





Vale Richard Holz.

With deep sadness and heavy hearts, we share the news that Richard Holz passed away peacefully on Saturday, 21st June 2025 at 3:01pm, at the age of 71.

Although his passing was sudden and unexpected, we take comfort in knowing he slipped away in his sleep, surrounded by love.

Richard was born on the 20th of May, 1954 in Vienna, Austria, and arrived in Australia as a six-month-old with his devoted mother. He grew up in Lismore alongside his parents, Margret and Kurt, and his siblings Lisa, Martin, and Peter.

A cherished husband to Judith and proud father to his two sons, Dieter and Alex, Richard - or "Dickie" as he was known to many - leaves behind a legacy built on family, friendship, and a long-time unstoppable passion for Volkswagens.

Inspired by his father, Dickie began a 40-year journey with Volkswagens that saw him build countless cars and performance engines. He was a pioneer of design, creating aerodynamic enhancements such as aero guards for Beetles and a range of whale tails - always striving for both performance and style.

Many VW fans still remember him from the years when he worked with Boris at Vintage Veedub Supplies at Campsie, and later at his own workshop 'V-Force' at Mortlake. He enjoyed many 'bench sessions' at the nearby Palace Hotel with fellow VW enthusiasts.

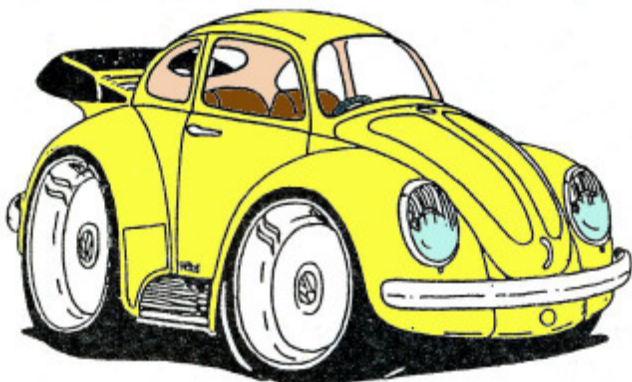
Among his proudest creations was the iconic centre-steer, tube chassis Super Beetle, known as 'Dak to the Future,'



which starred in a long-running technical series in the 'Paradise' VW magazines of the early 2000s. This ambitious project now lives on with Wayne Penrose, who has honoured Richard's vision by completing the build and bringing it to the track.

Richard also helped other VW enthusiasts with his expertise. The late Rob Jurgensen's yellow custom Beetle is probably the best known. Richard also tried to instigate a CAMS 'Beetle Racing' category in Australia, even arranging the first meeting at the former Exchange Hotel in Balmain in 1992.

Richard's love for speed and motorsport lives on through his sons, who have inherited his passion and continue to thrive within the racing community. He was a constant presence by their side, supporting them through events like the Bathurst 6 Hour and Sydney 300 - always watching on with pride.



Richard was one of the earliest members of Club Veedub and loved attending many of the early shows, such as the original Boris' Picnic Day at Fitzpatrick Park at Picnic Point, and the first VW Nationals at Hawkesbury Agricultural College. He very much enjoyed the Saturday drag racing at Oran Park in those days. In 1992 he won the Gene Berg Trophy for the fastest street-registered VW, with an 8.68 sec pass at 83 mph (133.6 km/h) at the old 1/8-mile strip.

The friendships Richard formed through his love of cars and racing have extended far and wide. Those connections remain strong today, carried forward by Dieter and Alex as they continue to honour their father's legacy, on and off the track.

Richard will be deeply missed by all who knew and loved him. His warmth, creativity, and passion have left a lasting imprint on our hearts.

I've added many pictures of everything he loved on his Facebook page! Please have a beer and look through them and remember the fun fueled man he was! He gave us one hell of an up bringing!

www.facebook.com/richard.holz1.2025

If anyone would like to call us:

Alex 0415292220

Dieter 0400442201



Track wise, Street smart.

Track Bugs racing competitively in open events? It could become reality sooner than you think, says Tim Britten.

Australian VW Power, Issue #2 (March / April 1989)

People will have to get used to the idea of seeing VWs in roles slightly different to those traditionally ascribed to them. Some culture shock might be involved.

Signs of the VW's rebirth, in the form of super-clean street and show cars, have been increasingly evident in the last few years, but events might soon be taking a different turn altogether.

Imagine this scene: You're in the crowd at Calder raceway, or Oran Park, and there's a field of two litre street registered cars on the grid. That wouldn't normally be anything exceptional, except this time there's a number of

Beetles among the Escorts and Mazdas.

Things get even more interesting when the field blasts off and the VWs are in there mixing it right from the start. At the fall of the flag, a Beetle crosses the line ahead of the pack.

Obviously, according to the crowd, this is no ordinary Veedub. Obviously the thing's got more than a fair share of Porsche bits.

Wrong. Fact is, this little number, which is producing over 130 bhp at the rear wheels, is all Volkswagen - from the suspension through to the driveline through to the engine.

Serious use of VWs in competition is something that hasn't really been undertaken since the days when Beetles figured in rallies, or even at Mount Panorama - although Larry Perkins' heroic effort driving a Beetle in the first Wynns Safari warmed the hearts of not a few when he came close to winning the event. But the efforts of a few Sydneysiders in recent months could soon change all that.

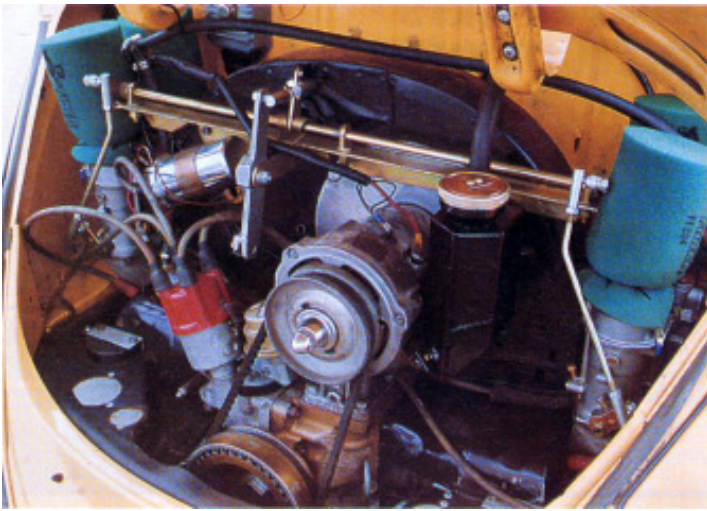
Perhaps the most significant motivation in getting VWs back onto the track and under the eyes of TV cameras is a chap by the name of Richard Holz1. Richard's first acquaintance with Bugs started when he viewed the world as a small youngster from the luggage space behind the back seat of his father's 1956 Oval. The involvement with Bugs never left him and it was no wonder that when recently considering how he'd go about creating a street car that could double as an occasional track car, he thought no further than VW.

The result was the car featured on these pages. What seems to be a 1955 Oval is in fact an amalgam of different models, based essentially on the floorpan of a 1969 1500 automatic. The suspension in fact is pretty well straight 1500 auto, the clutchless box replaced by a standard VW four speed manual with ratios juggled around as much as possible to give a fairly close-matched set. The semi-trailing arm double-joint rear end is straight 1500 auto, but a limited-slip 4.37:1 VW differential has been added to improve traction out of the corners.

When originally conceiving the car, Richard wasn't going to compromise the 'show' element either, and set it up rather glamorously with Dulux two-pack Talbot Yellow paint, fully-trimmed interior including an OMP reclinable race seat, dark brown velour trim, modified Porsche instruments and - not the sort of thing you see every day in a race car - a hi-fi system with AM/FM radio and stereo tape deck.

Naturally the car has been given a full roll cage - a Bond six-point alloy setup fixed securely at the back to an





alloy plate in the rear luggage compartment - which adds torsional strength to the VW shell and will do even more so when extra under-pan bracing is added by Richard during the next few months when the car is completely pulled down for a total rebuild.

When planning the engine for his street track ear, Richard leaned heavily on the expertise of American VW guru Gene Berg, whose name is not only on much of the componentry, but who also gave personal advice while the car was being constructed.

The engine measures up at just over two litres and runs a 78mm Scat crank utilizing stainless steel 5.5 inch Chev rods with 90.5mm Cima pistons. The heads are Berg-VW units with 40x37 valves and exhaust through a Berg merged header to a Kleinig muffler. The camshaft is a Berg/Engle FK87 with Berg followers.

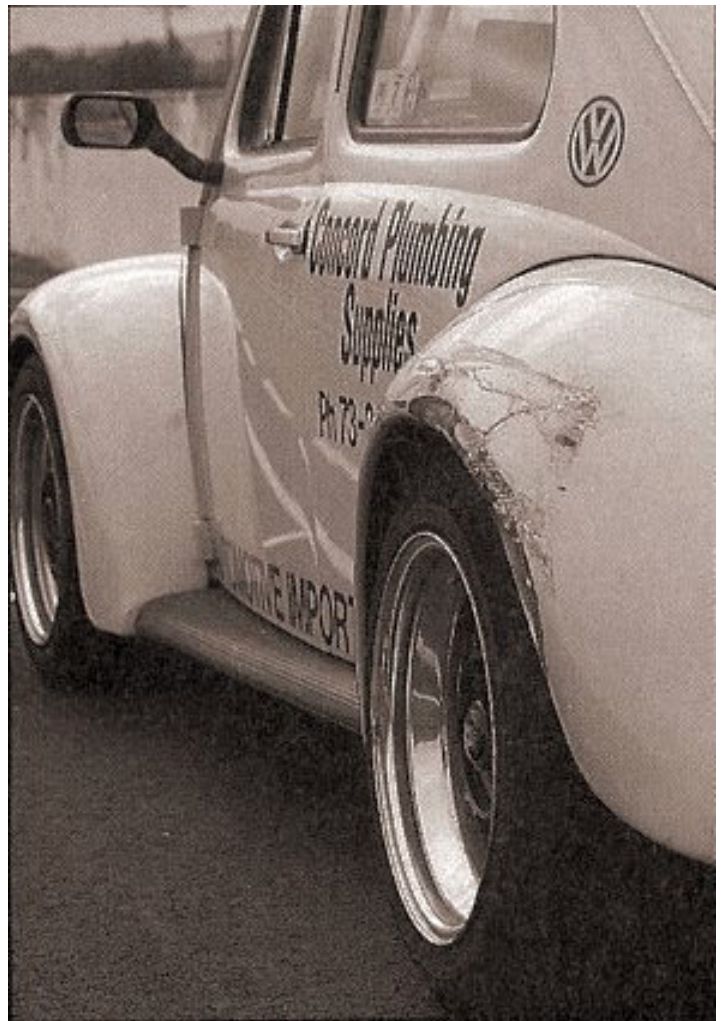
Carburetion is by twin 48IDA Webers set up for VW use by well-known drag racer Henry Spicak with 42 mm chokes, and ignition is taken care of by a Bosch 009 distributor with Magnacore coil and leads. Keeping the incoming charge of fresh air clean was left to the responsibility of Finer Filter.

Running a 9.0:1 compression ratio this setup produces 132 bhp at the wheels and allows a maximum of 8000 rpm to be used during a race. That gives a pretty decent power/weight ratio when you consider that a small-window Bug starts life weighing around 760 kg. Richard's car with its 1969 floorpan and various other modifications is obviously well over this but is still a reasonably light-weight race car.

Keeping the Bug cool - perhaps the single most

important element in extracting extra power from an air-cooled VW - is attended to by the utilization of a modified fan housing from a '78 fuel-injected U.S. Bug, a remote Setrab oil cooler with electric thermostatically-controlled fan, a sump extension and a heavy-duty Berg oil pump.

The drive-line is pretty well straight VW, with the odd Berg item - such as the Berg/Kennedy 1700 lb clutch and Berg gearbox mounts - included to strengthen it up to racing standards. The mounting is improved by a Berg bell house strap and fork stiffener. The gearbox was rebuilt by Bug Parts in Punchbowl and is derived from a 1600 Superbug L with a late 1300 ring and pinion. Richard changes gearbox and final drive ratios to suit the particular circuit involved, but still faces the compromises that a widely-spaced gearbox dictates. A five speed unit is in line for the future.



Slowing this rather quick little package is taken care of by a disc-drum setup which borrows various components from the Type Three, including the callipers up front, and the drums at the rear. Surprisingly, the system so far has performed extremely well, although Richard will be dropping in a set of Porsche 914 rear discs at the time of the rebuild to give further advantage to a car which already brakes deeper into corners than many other street-registered sedans.

Setting up the car so that it will cope with high speeds has been a matter of attending to the suspension so it sits lower and flatter through the corners and incorporating a Kamei front spoiler that cancels out front-end lift to a maximum of 64 per cent while reducing drag at the same time. Shockers are KYB gas up front, with KYB off-road gas

used at the rear.

The wheels are Simmons B45 with VW bolt pattern organized by Tony Simmons and Mike Abay at the front, with 7x16s at the front and 9x16s at the rear. Tyres are also special: they're Pirelli P700 195/50x16s at the front and 225/50x16 at the rear and are normally only made for Alpina BMWs.

Wheel sizes are particularly important with a Beetle if you want to avoid bump-steer and tram-tracking. With the offsets minimized at the front, the Kamei spoiler and carefully set alignment and geometry - the car is fitted with eccentric camber adjusters - the racing Bug tracks securely at high speeds and feels okay up to its theoretical maximum of better than 220 km/h. Certainly it dispels any claims about the difficulties of making Beetles stable at high speeds.

Perhaps the most impressive thing about the car is the fact that Richard uses it not merely as an occasional road car; it's also the family car and is hacked to work and back every day of the working week. The ride's a touch firm, but the engine is flexible and the economy is fine: even on the track it will run at better than 10 miles per gallon (28 L/100 km) which makes it a pretty frugal racer.

So far the Yellow Bug has taken first in various club meetings, including the 2-3 litre Type 2 class at Oran Park in June 1988, the 2000cc Type 2 class at Raleigh raceway near Nambucca Heads, the 2000cc Type 2 class at the Mount Panorama hill climb, the Alfa Romeo Owners' Club Drivers Championship in 1988 and, in November 1988, it came out ahead of 18 cars in the CAMS licence test at

ENGINE

Basis 1600 Type One
Capacity Two litre
Crankshaft — brand/stroke Scat-Chev
journal
Barrels/pistons — brand/bore Cima/Mahle
90.5 short deck
Carburettor(s) — brand/type Twin weber
48 IDA
Camshaft — brand/profile Berg/Engle
FK87 Berg followers
Heads — brand/type/valves Berg VW
welded 40x37
Intake manifolds — brand/type Berg welded
Exhaust system — brand/type Berg 1 1/2
merged header, Kleinig muffler
Comp ratio 9.0:1

DRIVELINE

Flywheel VW 12.5lb
Clutch Berg/Kennedy 1700lb
Gearbox VW 'L' model

SUSPENSION

Front 1500 beam, lowered
Type 3 calipers
Rear IRS, Type three torsion
bars and brakes
Wheels Simmons B45, 7x16F,
9x16R
Tyres Pirelli P700 195/50x16F
225/50x16R

INTERIOR

Seats OMP reclinable
Trim Velour

EXTERIOR

Paint — brand/color Talbot Yellow

Amaroo Park.

Now it's time for the car to get an airing in open NSW meetings and we hope Richard continues to fly the flag for increasing VW exposure on the nation's TV screens.

Driving the car

I must admit that when first asked whether I would like to do a test drive on a road registered racing Beetle I wasn't terribly excited. I certainly didn't expect any thrills, but boy was I wrong. From the moment Richard first fired up the engine I realised this was no ordinary Beetle - let alone any normal road car. This thing reeked of performance and looked the part as well.

There was no doubt about the purpose of this car - racing!

Firing the engine requires the use of full throttle. Once up and running it is just a matter of selecting first gear with the beautifully direct selector. There's no need to give the engine bags of revs because of the torque it produces. Once the car is up and rolling it becomes obvious that this one sounds like no ordinary VW thanks to the dual twin throat Webers which make the most glorious roar.

Richard insists it's okay to give the engine up to 8,000 rpm in every gear. I cringed at the thought. I was sure he said he drove this car to work every day and those revs are big in anyone's language. The most impressive thing is that once out on the track it is easy to

forget this car spends most of its life on the road.

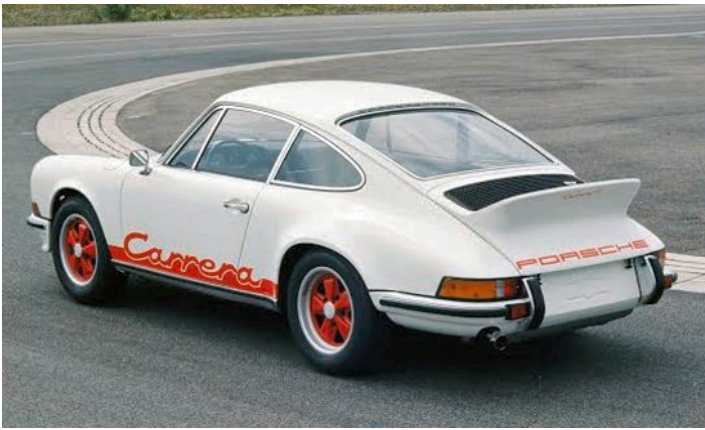
After a quick warm-up it's time to go out and see what happens. I quickly discover the best way to get the most from this car is to drive it very aggressively. The understeer can be controlled beautifully with the throttle, the rear end drifting in the most wonderful power slides. There was not a sign that it would become uncontrollable when holding the throttle flat in second gear onto the main straight.

Third was grabbed at 8000 rpm and it would then wind out to an indicated 155 km/h before I grabbed fourth. I can't tell you what speed was reached in top before it was time to jump on the brakes but it was bloody quick. Back to second for the right hander with a little understeer, then a quick grab to third - this is where it started to get really exciting, with the back end hanging out - and then having to straighten up before a little lift and then hooking left through Yamaha corner. From there it is flat through the esses and and over the flip-flop, then on to the brakes which never seem to give up, then back to second and it's back on to the main straight.

Fast? Yes. Exciting? All VWs should be so quick...

Bruce Williams





Highballing.

Everyone is always talking about lowballing people for things that are for sale, myself included. But have you ever thought about highballing someone?

I'll give you a small and large example.

Years ago I needed a Porsche duck tail rear boot lid.

I wanted to make replicas out of fibreglass and I needed one to make a mould from.

In those days they didn't pop up for sale very often, hence why I wanted to replicate them. One was eventually found for sale for \$150.00 at Mittagong.



I rang the seller and he told me someone else was coming to pick it up later that day.

Instead of just saying okay, I told them that I'll be there in one hour and I'll pay \$250.00 instead.

He said okay and I took off in the car to Mittagong.

A much bigger example is making someone a high offer, one that can't be refused, on a very very clean example of a Porsche or Volkswagen that the owner hadn't even thought about selling.

Naturally this strategy depends on you having the money to make a high offer. Unfortunately I'm not able to highball people for rare expensive cars.

You might, especially for a vehicle you really want to buy. But it's something to remember for smaller things that people might say they are picking up soon.

Ashley Day.

Race Cars.

Should you buy an old Porsche or VW race or rally car?

Now bear in mind that a real race car is only ever really 100 percent complete on race day.

The rest of the time they are being worked on and in pieces.

So old race cars normally sit around for years, waiting in vain for races that probably don't exist anymore.

Sometimes they are just waiting on a cash injection. More often they are parts donators for newer race cars.

Actually building and using a race car is expensive, but they cost hardly anything stored away undercover waiting.

So if you find an old Volkswagen or Porsche race car for sale - should you get involved?

I would say - Hell Yeah! Why?



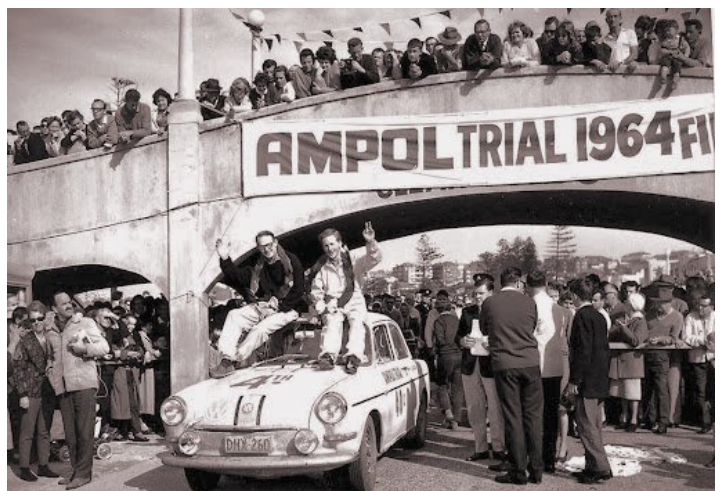
Because old race cars are cool, and over time they don't lose money. Sometimes they can go up in value, especially if they have a successful and/or a well-known history.

They can make a profit just sitting waiting for someone with some cash to take them to the track one day.

You know I found and fixed up Barry Ferguson's 1967 Southern Cross Rally VW, probably the most famous Australian racing VW of all. Before that, I found and restored the Brian Milton-David Walker VW 1200 that competed in the 1964 Bathurst 500.

So I would probably stick to the air cooled vehicles, but if you're a bit of a mechanic go a water cooled model.

Just imagine how interesting it would be to find a genuine 1950s Redex, Mobilgas or Ampol Trial VW for sale.



Apparently the Perkins family owns some components, as well as VWs used in the much later Wynns Safari.

I've never heard of anyone finding the VW 1500S Type 3s driven by Barry Ferguson and Ray Christie in the 1964 Ampol Trial.

I know where the Greg Mackie Powertune sports VW is, and the Chris Heyer Bathurst 1000 Golf GTI, but they're not for sale.



The original Bryan Thomson Chev-powered Type 3 Fastback was stripped and junked, but a new exact replica has been built by his original mechanic, Peter Fowler. It's not for sale.

But the Chris Heyer Bathurst Audi 5+5 is yet to be found. Or what about the later Brad Jones - Paul Morris Bathurst Audi A4s? They must be out there somewhere.

One last point, old and new photographs of your race car in action are invaluable, likewise any silverware (trophies or awards). They push prices much higher.

Ashley Day.

Dreams.

Your Volkswagen and Porsche dreams aren't exactly other peoples' dreams.

At the moment I'm currently rebuilding a 1977 Porsche 911 Targa.

It was lying on its side in the bushes, stripped of most of its parts for over twenty years.

After a bit of work and hunting down most of the missing parts the car is starting to look great.

You wouldn't even believe it's the same vehicle now.



I think that's pretty clever and cool but close people around me don't seem think so.

Secretly they think that I'm wasting my time playing with old cars, and seriously, I think they want me to fail.

I'm not upset, it's just a fact of life.

So messing around with Volkswagens and Porsches is your dream. It definitely won't be a dream for others.



So why do it?

Mostly it's because it's fun, and satisfying.

On the other hand, it can be a lonely life spending many hours out in the garage after work and on weekends.

It's also hard lifting and pushing heavy things without any help.

Sure you can ask friends to help and they will but they have their own lives to live, so you don't want to bother them too much.

In summary: Stay strong and live your Volkswagen or Porsche dream, whatever that might be.

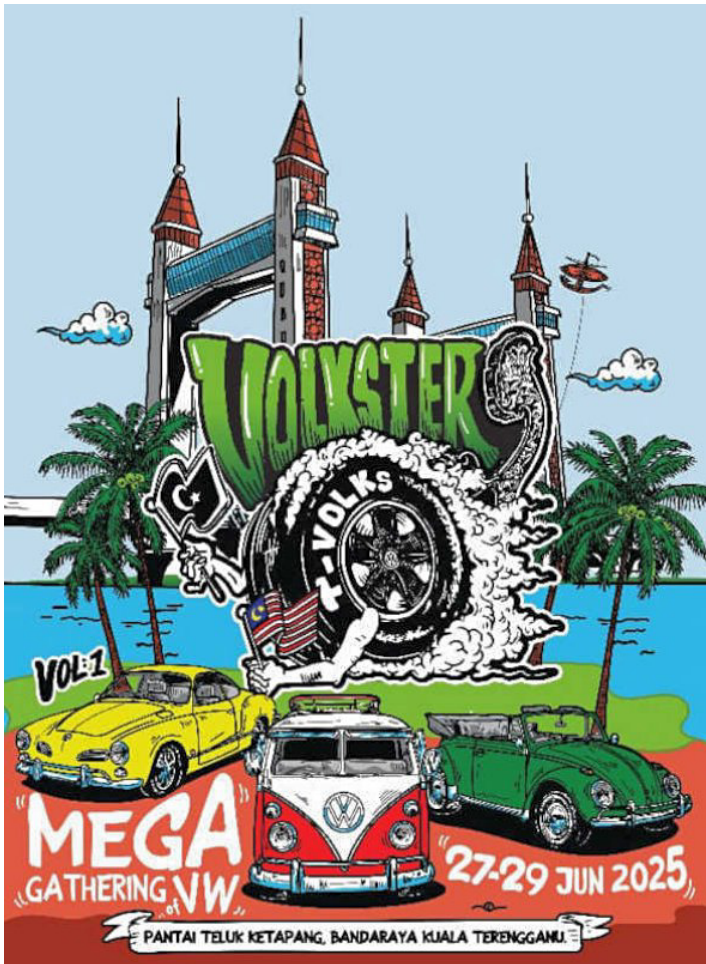
Don't worry about what other people might think.

Have some fun.

You only live once you know.

Ashley Day.





Volkster Mega Gathering.

Kuala Terengganu, known as 'Gano' to Malaysians, is a large city on the east coast of the Malay Peninsula and capital city of its state. Who would have guessed that it's a centre of air-cooled VW activity?

This weekend, over 200 of the cars we love arrived under the casuarina trees of [Teluk Ketapang beach](#), a lovely spot to set up your VW Camper, sell your parts and compare notes with old and new friends. Participants were locals, convoyists from other parts of Malaysia and a group of Thai visitors.

The event was staged by T-Volks, a small club only one year old, and they did a top job. A long discussion with the



I would have loved to drive home in the lucky-draw Beetle. It's exactly what I'm looking for.



The coconut toss. You could easily substitute VW hubcap frisbees in the absence of coconuts.

lovely Qai revealed that they hope to make it an annual event. June is the dry season on the east coast and the weather has been perfect.

I was hoping to chat to people and make contacts which would lead me towards buying a Beetle of the kind I need for The Project of My Life. I did get to talk to a few key people; we'll see how things turn out.

I scored a few items from the Swap Meet; there's not much you can carry back on an Air Asia flight, but a windscreen-washer bottle for a Mexico Beetle is light enough. The rest can wait until I pick it up next visit by car to the



The "Cyclops" look is striking.



Nice



Also nice.

Kuala Lumpur area.

The organisers had communicated that there would be a draw of participants' tickets to be in the running for a 1982 Scirocco. That would have been a lovely thing to have parked in the garage. It was not to be, however, as the prize turned out to be a Standard Beetle, a pretty decent consolation prize.

Rod Young

rod.young2@icloud.com



6000 ringgit is the asking price for this Hazet tool kit.



KG row. Two Type 34s also showed up.



The Type-3 Squareback has a perspex engine lid (not shown), an alternator and the beginnings of the installation of an AC compressor. Sealing the inlet air in is a challenge.



Klub Korrespondenz.

From: chfm.cm@gmail.com

Date: 12/06/2025 18:11:25

Subject: My trip to Europe

Hi all, I know I sadly missed the Nationals, but having had 4 weeks in Europe my eyes were not only on the wonderful sights but also the cars.

Europe today is SO different. Only 40 % of people in Berlin have a car. The tour director says that is replicated across European cities generally.

It's mainly bikes and public transport. The trains are next level. Clean, silent, on time, and fast!

Tradie utes almost don't exist, with the van being the tradie vehicle of choice here. Who wants to get tools out of a ute in a snow temp of minus 5?

However there is big push by the American RAM truck company to sell their monster pickups in southern Germany (go figure!)

SUVs aren't a big thing. It's traditional station wagons everywhere, or 'variants' as they are called here. VW Golf and Passat wagons, Audi A4, A6 and even A8 wagons, Mercedes all kinds, BMW 3, 5 and bigger. And there's also VW company Skoda especially the Superb wagon, which was THE brand in Poland, Hungary and Slovakia.



Many of these are high performance versions and Autobahn supercars with highly efficient turbo diesels. I was fascinated to see these cars cruise past us at 200+ km/h.

The pics show the new Opel city car behind a smart



car. A 1970 US beetle Karmann that my cousin's friend owns (almost mint), a VW UP GTI (Wow) and finally a T Roc Cabriolet (why?)



We also saw a lot of ID3 , ID4 and some ID5 (including GTX) cars. VW is a major player in Europe, with so many variants we won't ever see here.

Tesla not so prevalent, but BYD and GWM are there already and noticeable in quantity.

Cheers,

Carl Moll

From: Crockett94@protonmail.com

Date: 19/05/2024 10:49:35

Subject 1.8-litre Scirocco block

Hello,

I am a Canadian married to an Aussie. When I moved to Queensland I brought with me a trio of classic VW cars – a 1978 Beetle Champagne Edition Convertible, a 1988 16v Scirocco and a 1992 VW Golf Cabriolet. I am currently pursuing registration for the Cabrio and hope to join a VW owners club in the country to share in the camaraderie of other VW enthusiasts and hopefully attend some meets in the future.

The Beetle still requires some restoration work, but my Scirocco sadly has a cracked block, the result of a failed thermostat. I am in search of a 1.8L block in any rebuildable condition – most 1984 to around 1992 VWs used this basic block. If I can acquire such an item, then the Scirocco too would be shortly roadworthy. This car would be a crowd-pleaser as it was never offered to the Australian market.

If you have any leads or suggested sources for a block, please let me know. I have not had any success with local wreckers as they only keep newer cars, so any help is greatly appreciated. I look forward to partaking in the club scene in Queensland in the not too distant future.

Cheers,

Hunter Crockett

Unfortunately the VWs you own were all sold originally overseas, and are not Australian models. This makes things tricky for parts - it means buying things from overseas.

Your Beetle for example - the last Beetle was assembled in Australia in July 1976, as it had been superseded by the (also locally made) Passat and Golf. It could not meet the new anti-pollution rules then coming into force. Old stock lingered in yards and dealerships until March 1977, when the last ones were finally sold. And the Cabriolet Beetle was never sold in Australia at all. As a fully-imported car, it would have been subject to high import duties (tariffs), designed to protect the local industry, making it too expensive to sell here. Fortunately, due to high sales in North America, parts for these are easy enough to buy.

As for the Scirocco - yes it was also never sold here. Several Mk1 models were imported for evaluation in 1976 and were displayed at the Sydney and Melbourne motor shows. But again, as a fully imported model, high tariffs would have made it too expensive. The later Mk2 Scirocco was never even considered for sale here.

This makes finding parts for Mk2 Sciroccos basically impossible in Australia. The then importers stopped selling Golf and Passat petrol models in 1980, and all diesels in 1981. No VW cars - at all - were sold here until new importers released the Mk1 Golf cabrio in 1990, and a low-spec leaded 8V Mk2 Golf GTI.

Both of these had the 1781cc engine, 70 kW for the Cabrio and 77 kW for the GTI, so they are your only option to find. But less than 400 (both models combined) were sold here before they were discontinued in 1992. So really you've got very little chance of finding an engine from one of these. And as you can see they are really low-spec. No 16V models were sold here at all.

The Mk3 Golf wasn't sold here until 1994, initially with the 85 kW 2.0-litre four and 2.8-litre VR6 engine only. The 1.8-litre engine (CL model) appeared here in 1996, but with only 66 kW.

So you'll have to look for an overseas VW recycler or supplier for a replacement engine, sorry to say.

We are based in Sydney, so you'll need to find a QLD-based VW Club for social activities.

Good luck with your project!

Thank you for your very kind and informative email reply. I appreciate the time taken and the information provided. I have noticed a distinct dearth of early water-cooled VWs in my travels of Australia thus far and your reply explains why. I had no idea of the limited and intermittent nature of importation of VWs into the country.

Yes, it would be the block from a 1781cc motor I am searching for, but I did not know of the very limited numbers – indeed a shock.

Obtaining one from overseas is problematic for a number of reasons. I attempted having a piece of antique furniture from my parents estate shipped over and the shipping quotes were jaw-dropping.

Funny enough, I saw several engines for sale, including a complete 16v motor, before leaving Canada in late 2020, but the pandemic thing made buying and selling, not to mention travel, near impossible – long story there. Having finally settled here on a rural property and building a shed for my hobby pursuits, it is only now that I sought to address the engine issue with the Scirocco.

A few months ago a guy in Sydney advertised a 1.8L motor, apparently from a privately-imported 1984 GTI, but he would accept pickup only and rejected my offer to send in a shipper and pay electronically. He was a strange bird, so I dropped it, but given your information it may be a drive to Sydney or outrageous overseas shipping costs being my only options. I had not anticipated such difficulties.

I have owned and driven VWs my entire life and still regret selling or wrecking many of my earliest cars – oval window Beetles and a split window kombi and pickup especially. I switched over to water-cooled when I purchased a 1985 8v Scirocco in the 90s. I still had the old type 2s up until the early 2000s, but sold them as my car collection was too large to manage at the time. I still kick myself.

I have attempted contact with Queensland clubs but have received no replies as of yet. With so few cars in circulation it may be difficult to maintain membership. I used to belong to a Canadian club as well as a US club in Pennsylvania and we had good numbers. For us in the north rust was the biggest enemy of collectors and restorers – but it did make for a sizable quantity of spare parts in the market place with so many “rust buckets” headed to the wrecking yards.

Thanks again for your valued assistance. All the best.

Hunter Marshall
Boonah QLD



VW going front drive.

Modern Motor magazine, October 1967

After sticking to the rear-engined layout throughout their existence, Volkswagen are finally showing signs of the same change of heart as the other leading rear-engine supporters, France's Regie Renault.

Like Renault, they are re-orientating their thinking towards the front-engine, front-drive set-up - the only difference being that at Renault this process began six years ago with the introduction of the R4, while VW have only just completed the testing of their first FWD model which would be a new version of the Kombi van.

Saloon models won't be ready for the changeover for another year or two. The first of VW's front-drive passenger cars will be the stylish addition to the 1500/1600 range pictured on this page.

So far we haven't heard of any plans for 'end-for-ending' the basic Beetle. Presumably its layout will be left severely alone until the factory has assessed public reaction to its bigger front-drive brother.

All this is forecast in a recent issue of France's motoring fortnightly, Auto-Journal, whose scoop stories of coming new models from European factories have proved extremely accurate and well-documented over the years.

Auto-Journal predicts the option of semi-automatic transmission on the Beetle soon.

Specifications of this transmission are not given, but its control system appears to be unorthodox. The normal manual-type floor gearshift and basic gate layout are retained, and movement of the lever will allow the driver to select three positions - for mountain driving, city driving and open road; these correspond to three different gear ratios, giving maximum road speeds of 37, 62 and 78 mph (60, 100, 126 km/h).

The clutch pedal is eliminated, and it seems probable

that drive will be by means of a magnetic clutch coupling and an electric switch fitted at the base of the gear lever, as was done on the semi-automatic Renault Dauphine, and as used on the NSU Ro80.

In addition, the 1500 cc version of the Beetle could soon offer the choice of fully automatic transmission, controlled by a console-mounted selector lever with straight-through movement. This is a conventional automatic, making no provision for alternative manual control.

FWD Saloon

Looking farther ahead, here are Auto-Journal's forecasts on VW's coming range of passenger cars.

The first of these should be ready for production either late next year or in 1969. Body styling and engine size have been finalised and testing of prototypes - reported to have cost 200 million marks (\$44 million Aust.) is well advanced.

Destined to replace the 1600 TS fastback, this model will have a 4-cylinder air-cooled 1700 cc engine. At first this unit was fitted at the back in the VW tradition, but later trials involved prototypes with the engine mounted in front and driving the front wheels. The logical conclusion is that, unless they get cold feet at the last moment, VW will bring but this car as a front-drive model, falling in with the FWD trend currently sweeping Europe.

They wouldn't be risking much. The TL fastback accounts for only a small proportion of VW sales - and if its front-drive version clicks with the customers, the way will be open to a gradual conversion of the whole VW range to front-wheel drive, which seems to be what the public wants at present - in Europe, at any rate.

So far, Auto-Journal's spies have observed three VW saloon prototypes, all with the same basic styling though with different-size engines. They managed to photograph one from the air by flying over the factory's test track at Wolfsburg, and





the accompanying drawing is based on this photo, as well as on information supplied by those who saw the other two prototypes on the road in Lower Saxony - at night and in unphotographable conditions.

The cars under test in Germany are the only ones with genuine bodywork. Other prototypes, with the same engines and mechanical specifications, are being tested in several countries (including Australia and Canada), but these are disguised with existing bodies of different makes, some of them Japanese.



Curiously, the first batch of 50 prototypes was built in USA. In fact, very little of the work on the new models seems to have been done at VW's own factory. The body was styled in Italy by Pininfarina, the mechanical side was developed by Porsche, Daimler-Benz developed at least one of the engines, and the prototypes were constructed by Bud, of Philadelphia (USA), who normally specialise in wheel manufacture.

The sudden appearance of new models has closely followed the announcement that Dr. Nordhoff, architect of VW's success and undisputed boss of the enterprise for 20 years, would retire in 1968 for health reasons (reasonably enough, since he is nearly 70).



First task of the new management, in the present crisis, will be to shake off the lethargy imposed on the firm's development by the phenomenally lasting success of the Beetle.

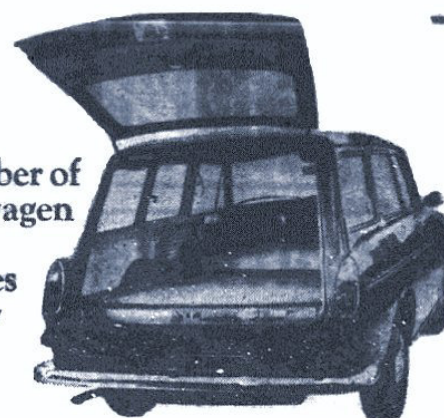
The danger of clinging too long to the same basic model is obvious; Henry Ford's stubborn refusal to replace the Model T, which allowed Chevrolet to oust Ford as America's top-selling car, was the classic example. Many VW executives were keenly aware of this and tried time and again to develop a replacement for the Beetle; 70 different prototypes were built and tested over the years, but all were rejected in the final instance. "You don't change a winning team," said Nordhoff.



With the new management taking charge, something WILL be done - IS being done already, in fact. Prototypes under test right now include at least one 1300 cc model, which falls into the same engine category as the Beetle.

Auto-Journal believes this car is being developed by the Karmann body-building firm, which has been refusing external orders in recent months because all its facilities are engaged on an unspecified VW project.

**New member of
the Volkswagen
family.
For families
with a new
member.**



What makes our Station Wagon new is a new 1600 cc engine, new twin carburetors, a host of new improvements. What makes it useful is plenty of room for a crib, bassinet, pram, nappies, bottles plus assorted grandmothers and aunts.





other components would need to be 40% bigger as well...

Instead, they settled for basing the model on a Dodge truck chassis. They also outfitted it with a 5.7-litre hemi V8 engine sourced from a Dodge Magnum.

The end result looks exactly like a Volkswagen Beetle, but it's massive when compared to the standard model. As you would probably expect, it doesn't contain a single Volkswagen part.

The authentic design continues in the cabin, but the car has been outfitted with modern creature comforts including power windows

The Huge Bug.

Hagerty's Auto News, September 2000

It's been nearly 50 years since the Volkswagen Beetle was discontinued in most markets around the world, but the model still has countless fans.

Among them are Richard Tupper and his son Scott, who run Wicked Concepts at their shop in Gardena, California. They built a customized Beetle known as the 'Huge Bug.' Really, it dwarfs just about everything else on the road. As Scott Tupper notes, "It's bigger than a Hummer."

As he explained, the idea came about as they thought it would be nice to have a Beetle and "not feel like you're gonna get run over in traffic." As a result, they decided to make a Beetle that was 50% larger than the standard model.

However, they discovered this would make illegal to drive on the street. This caused them to rethink their plans and scale down the increase to just 40% larger...

With that ratio set, they took their 1959 Beetle and digitized it by scanning the shape of the car into a computer. Once this process was complete, they enlarged the various components by 40% and used that information to build templates to create custom body panels.

Of course, they couldn't supersize the Beetle platform itself, nor the engine and gearbox components. Imagine - a stock VW 40 bhp engine is 77 x 64 mm for 1192cc. Enlarge it by 40%, and you have a bore of 107.8 mm and a stroke of 89.6 mm - which gives a capacity of 3271cc. Of course all the



and locks as well as heated and ventilated seats. The Dodge-sourced gauges are also mounted on a pod that descends from underneath the dashboard at a press of a button.

It took 3 years to build and is made up of 3,514 custom parts.



The giant VW cost US\$15,000 in materials, but is now thought to be worth US\$1.25 million.

The car is pretty impressive and Tupper said people chase them on the highway to get a closer look at the Huge Bug. He also revealed they have gotten "humbling" offers to buy the car, but "it's not going anywhere right now."

See the Huge Bug in action in this YouTube video:

<https://youtu.be/yxxK6dD6lfw>

Rekord E's, and some local more exotic brands

Fersten tells Jay about some of the car's finer points, from the roof-mounted P.A. system to the dash-mounted Telefunken radio. Only minimal changes were made to the iconic Beetle's shape in the effort to make it a service car. The sirens tucked under the front bumper produce a wail that makes you think a Jason Bourne chase scene is starting and you're in it.

The engine and drivetrain remained in the original German-delivered specifications, putting out a claimed 44 (DIN) horsepower from the air-cooled four-cylinder.

Certainly not a great pursuit vehicle, but the reliability and easy service of the simple engines were likely selling points for police departments when bringing the car into service.

On the road, you can't miss the characteristic burble of the VW powertrain. Both Leno and Fersten comment about the fun-to-drive aspect of the nearly 40-year-old economy car. With wide smiles, they motor around Los Angeles, with Jay occasionally using the P.A. system to yell a string of fake German.

So strap on some lederhosen, grab some Grolsch, and enjoy this quick episode and all its green and white Polizei livery...



German Police Beetle.

Hagerty's Auto News, September 2018

Maybe "most adorable police car" isn't a designation that inspires fear among the lawless, but the totally-made-up award just might go to this 1979 Volkswagen Beetle.

This unique Bug is owned Spike Fersten, who shows it off on the latest Jay Leno's Garage episode. Green and white with a blue light on top, it is one car that certainly can't hide in traffic.

It was found in Germany by their mutual friend, Jerry Seinfeld. These cars were mostly used in smaller villages and countryside police departments in the 1970s and '80s, usually for traffic control. This VW was used from 1978 to 1990.

In bigger cities they had BMW's, VW Passat's or Opel

<https://youtu.be/vJZIKRuYb6E>



German cars good.

The Sun-Herald, Sunday 27 September 1964

The beetle-shaped Volkswagen 1200 rolls on and on, with still a waiting list in its home country, West Germany, where production is 3,400 daily in a queue stretching for 8½ miles (13.7 km).

Germany is the home of precision-built cars, and makes available in Australia are Mercedes, BMW, Porsche, Audi, VW and N.S.U.

Glamour car of the range is the six-cylinder Mercedes 230SL. It has fuel injection and develops 150 brake horsepower (112 kW), with options of four-speed manual or automatic transmissions.

The 230SL has outstanding roadholding with a balance of control and manages 170 miles per hour (274 km/h), with torque keeping acceleration in excellent matching proportions.

Other Mercedes models are the 190, with petrol or diesel engines, as well as the 220 in a variety of models, including Mercedes' own automatic system.

Disc brakes have made a tremendous difference to the new Porsches, the 1600C or 1600SC especially for sporting work. They will cruise effortlessly at 100 miles per hour (161 km/h).

Established in Australia back in the late fifties with continual successes in Round-Australia trials, the VW 1200 is still a threat in its class, despite the influx of more radically designed vehicles. It is available in two models now, a standard and a deluxe. Both are now fully manufactured in Australia to very high standards.

Recently the 1500 model has been added to the range, in sedan and station wagon variants, and these are roomier and give more performance than the 'beetle' model. Two high-compression twin-carburettor '1500S' types finished well up in the recent Ampol Round-Australia classic.

Also of remarkable design is the budget-priced N.S.U. Prinz, which will give many bigger-engined cars a beating in an acceleration run, or up a hill. The N.S.U. has an air-cooled rear engine and features superb handling and cornering.

First of the East German cars to reach here is the Wartburg, a three-cylinder car of remarkable trials performance for its small capacity.



Klub Korrespondenz.

From: kombis2u@gmail.com

Date: 08/06/2025 10:25:10

Subject: Australian Volkswagen History

Hi Phil,

It was good to briefly catch up again at the VW Nationals it was a great event again, well done.

Just wanted to know if you got the 2025 VW European Cruise poster and will it be going in the next magazine? (Yes - Ed.) Thanks again for your support.

Here's a great piece of Australian Volkswagen history.

In late 1956 Heinz Nordhoff, the head of the Volkswagenwerk in Germany, visited Australia. He was joined by Baron Klaus von Oertzen, who had been instrumental in starting the Australian operations a few years earlier. The German VIPs inspected the busy Martin and King VW assembly workshop in Clayton.

The decision was then made to commence full Australian manufacturing, as distinct from just assembling CKD packs, and create a major Volkswagen 'hub' in Australia, joining similar VW operations in South Africa and Brazil.

So a new company, Volkswagen (Australasia) Pty Ltd, was formed with £10 million capital, 51% owned by VW Germany and the remaining 49% shared by Regent Motors, LNC Industries and Clyde Industries. The new company would be responsible for the making, and distributing, of Volkswagen vehicles and parts throughout Australia and the South Pacific.

VW boss Heinz Nordhoff was Chairman of the Board, and the Managing Director was Allan V. Gray, a former salesman and now executive with Regent Motors (and Spencer Motors). The board included Lionel Spencer (Regent Motors), William Locke (LNC Industries) and Baron von Oertzen. Gottfried Lange, formerly of VW of America, was the 'contact man' between the Wolfsburg headquarters and Volkswagen (Australasia).

The vehicle assemblers Martin and King Pty Ltd, and their Clayton land holdings and factory, was purchased outright from the former owners, Clyde Industries.

This letter, which was in the Prime Minister's Department in the National Archives, adds to that story. When Nordhoff visited Australia to inspect the local VW assembly works, he also asked to meet with the Australian Prime Minister of the time - Robert Menzies. This letter was written by the Australian VW company, on behalf of Professor Nordhoff, by the local VW MD Allan Gray.

In pencil at the bottom, the Prime Minister's Secretary has written 'Mr Menzies - Do you want to see Prof Nordhoff?' Mr Menzies' long-standing personal secretary was Hazel Craig, who served him throughout his term (1949-66), but of course there was a pool of secretarial staff.

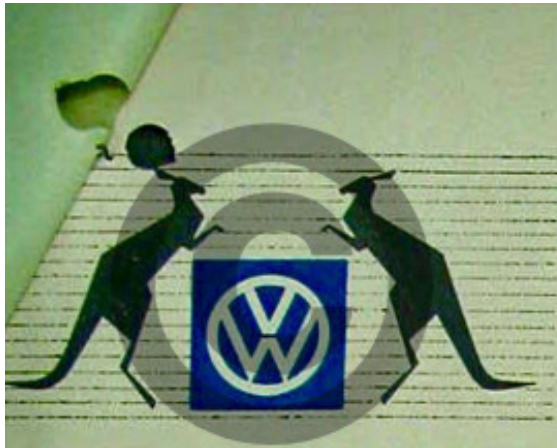
I love the handwritten response at the bottom with a simple signed "Yes" from RG - Prime Minister Robert Gordon Menzies.

I wonder transpired at that meeting? I would love to have been a fly on the wall. Chances are that Menzies encouraged local investment from Volkswagen, as the expansion plans to full manufacture began after this meeting.

A great piece of Australian Volkswagen history.

Cheers

Simon Barnfield



VOLKSWAGEN (AUSTRALIA) Pty. Ltd.

AUSTRALIAN IMPORTERS

Tel. Win. 2403. Cable Address: Volkswagen.

Registered Office: 67 Queens Rd., Melbourne, S.C.2



1st October, 1956.

The Secretary,
The Prime Minister's Department,
CANBERRA. A.C.T.

Dear Sir,

I wish to advise that Professor Dr. Heinz Nordhoff, Director General of Volkswagenwerk G.M.B.H., Wolfsburg, Western Germany, is visiting Australia for approximately one week from the 1st November, 1956, for the purpose of finalising plans for the further development of Volkswagen operations in Australia.

During his short stay, Dr. Nordhoff would greatly appreciate the opportunity of meeting the Right Honorable, the Prime Minister, and I would personally be grateful if you could advise me whether a meeting could be arranged.

Yours faithfully,
for VOLKSWAGEN (AUSTRALIA) PTY. LTD.

Alan V. Gray
A. V. GRAY.

MANAGING DIRECTOR.

In Enquiries

*Do you want
to see Prof. Nordhoff?*

Yes

RGR

2/11 11:30 am



What's your worst driving habit? What's your neighbor's? Inspectors for National Bonded Cars, Inc., were asked to list bad-driving habits that cause wear. Here are the survey leaders

Favourite short cuts to the junk yard.

Popular Science magazine, May 1958

- * Jack-rabbit or 'drag-race' starts. Wears the transmission, drive shaft, rear axle, and tyres.
- * Unnecessary fast stops. Wears tyres and brake linings. Also strains front shocks.
- * Riding the clutch. Wears the clutch release bearing and disk facing, causing slippage, which also wastes petrol.
- * Riding the brakes. On automatic-transmission cars, using the new wide brake pedal to rest the left foot wears brake lining and overheats the transmission.
- * Bumping front wheels against curb. This throws the alignment out and breaks tyre walls.
- * Fast cornering. Wears tyres, shocks and springs. Also strains steering linkage.
- * Driving too fast on rough roads. Damages shocks, springs, tyres, transmission, frame and body alignment.
- * Braking with auto transmission. Fine on a steep hill, but downshifting at every stop to save brakes strains an automatic transmission and wastes gas.
- * Spinning wheels on gravel or ice. Quickly ruins transmission, wears rear tyres, wastes gas. Also throws gravel against the inner guards, causing dents, paint damage and rust.
- * Neglecting maintenance. Low oil level causes engine friction, wears bearings. Low coolant level causes overheating, warped valves, seizing of engine parts. Low tyre pressures hasten wear.

Rally wins spur VW to back racing.

The Daily Mirror, Friday 24 November 1967

Volkswagen Australasia executives will make a close study of Formula Vee racing at the Warwick Farm Gold Star meeting on Sunday week.

The Melbourne-based company is expected to encourage actively FV in all states next year.

Recent rally successes (such as this year's Southern Cross Rally, won by Barry Ferguson's 1600cc VW) have sparked off VWA's interest in racing.

The only cars eligible for the fast-growing FV class of racing are those based on stock VW components.



Unknown

But while FV is gathering strength in NSW and Victoria, it is virtually unknown in Queensland, South Australia and Tasmania.

For the three FV races at Warwick Farm, Volkswagen Australasia has contributed £500 prizemoney.

Thirty-two FV cars have entered for the two heats and the final, which will make up the three races.

The final will be the deciding race for the Formula Vee Association's year-long drivers' points score.

VWA has contributed another £500 to this, to make it the richest FV race ever held in Australia.

Jay Leno's Tatra.

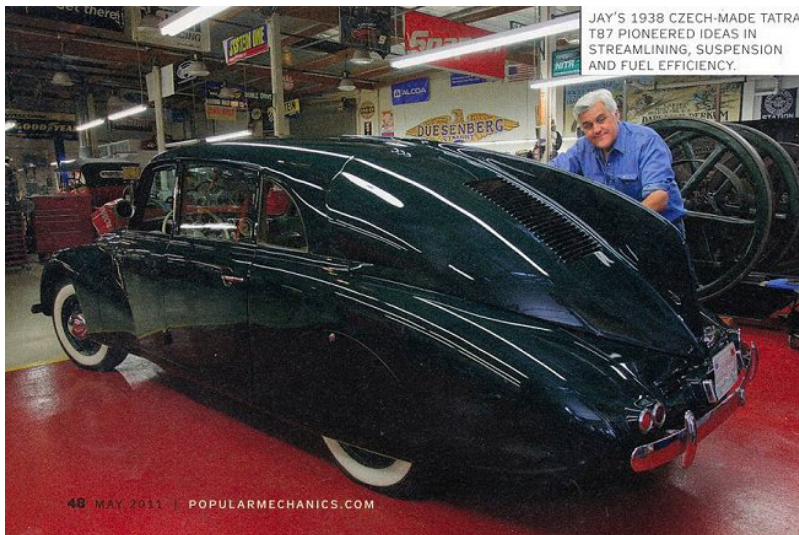
Popular Mechanics magazine, May 2011

Ever hear of the Tatra?

I didn't think so.

An expensive Czech equivalent to a Cadillac, the streamlined Tatra T87 was very fast for its day, with a top speed of 103 mph (166 km/h). But not many were sold outside Czechoslovakia. It's hard to sell something before its time.

My Tatra T87 sedan was built in the small city of Koprivnice, in 1938. It's powered by a rear-mounted, cast-magnesium, air-cooled 2.9-litre overhead-cam Hemi-head V8 with a four-speed transaxle. The suspension is fully



JAY'S 1938 CZECH-MADE TATRA T87 PIONEERED IDEAS IN STREAMLINING, SUSPENSION AND FUEL EFFICIENCY.

independent, with twin transverse leaf springs in front and a unique swing axle setup in back.

People go nuts for Tucker cars these days - they sell for over a million dollars - but the Tatra was developed a good 10 years before the Tucker, and it was much more advanced. It had a V8, not a flat six, and it didn't use somebody else's engine or transmission. The Tatra is really what the Tucker should have been - a truly aerodynamic car that got 20 mpg at 60 mph (11.8 L/100 km at 100 km/h). In the '30s, fuel consumption for most big six-passenger cars was 6 to 9 mpg (26-38 L/100 km).

Founded in 1850 under a different company name that nobody here can pronounce, Tatra built carriages and wagons for decades. Then, in 1897, it became a car maker, now the world's third oldest after Mercedes-Benz and Peugeot. Tatra built automobiles until 1999, then switched to manufacturing trucks, which it still does.

The company's original engineers were two Austrians: Hans Ledwinka, who almost never built anything the way anyone else did, and designer Edmund Rumpler. In the 1930s - after a brief fling with a 12-cylinder, front-engine car - Ledwinka began working with his son Erich to build Tatra sedans with air-cooled, rear-mounted V8 engines.

In 1934, the Company obtained a license from Paul Jaray, the Hungarian designer of the Graf Zeppelin, to build the Type 77, a full-size fastback. When the Tatra team tested a model in a wind tunnel, its coefficient of drag was 0.24. When they tested a prototype, the Cd was 0.36. The norm for most cars of that era: 0.54.

Ledwinka's 1936 Tatra T97 had a rear-mounted, air-cooled four-cylinder boxer-type engine; a central-structural-tunnel floor pan; rear-wheel drive; four seats; and a luggage compartment located under the hood. Two years later, when the first Volkswagen Beetle was introduced, Ledwinka brought a lawsuit against the manufacturer and its designer, Ferdinand Porsche, over the similarities between the two vehicles. When the Germans annexed Czechoslovakia in 1938, the suit was dropped.

After the war ended, the Soviets trumped up charges that Ledwinka had collaborated with the Nazis and jailed him for six years. The lawsuit was revived, and Volkswagen had to pay Tatra about 3 million deutsche marks. Ledwinka never got a pfennig of the settlement - but he had the satisfaction of being the only person who ever sued Porsche and won.

When I first saw the T87, 20 years ago at a car show, I

told the owner to call me if he ever wanted to sell it. After he passed away, I got the call. When I went to see the family, they told me exactly what they wanted for the car, and I paid exactly what they asked. I always say, you don't pay too much, you just buy too soon.

We went through the motor, installed new rods and pistons and made some changes. Tatra kept the output at 74 horsepower for reliability. I put a 2-bbl Weber on it, as opposed to the standard carburettor. I can always go back. But you get better mileage - and about 85 hp - with the Weber, and it looks totally stock. That big fin helped high-speed stability, but you can't see out of the rear very well, so we installed outside mirrors.

My T87 is mechanically different from any other automobile I own. It has a rigid tubular-backbone chassis. Instead of constant-velocity joints, the car has two crown-wheel gears - one on each rear-axle shaft -

that pivot around a pair of differential spur gears. The two spare tyres are in front, an attempt to equalize weight distribution, but since the engine and gearbox are at the rear, the T87 is still tail-heavy and has a tendency to spin at the slightest provocation. A British automotive writer, Gordon Wilkins, once said that driving a Tatra produces "the uneasy exhilaration which may be got from shampooing a lion."

I drive it swiftly, but I'm aware of its handling characteristics, and I don't lift off the throttle in a corner. It's like driving an early Porsche 356, with that car's tendency for the rear end to step out, but the Tatra is twice as long. When you go down the road, there's a motorboat sort of feel to the T87, but not disconcertingly so. The steering is so light, you can steer with one finger. When you lift off the gas at 60 mph, you don't get that braaaahhhh overrun. It doesn't free-wheel; it cuts aerodynamically through the wind so well, it barely slows down.

Here's the best part: One day I got a call from a guy in the U.K.

"We have a Tatra club," he said. "There's a newsletter and a spare-parts scheme. We're trying to put this and that together."

"Oh," I said, "I'd love to join."

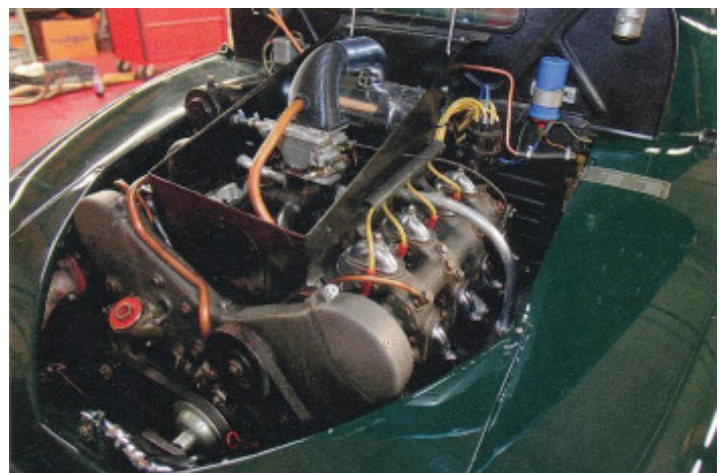
"We'd love to have you," he replied.

I said, "How many people do you have in the club?"

"With your membership now," he said, "there's four!"

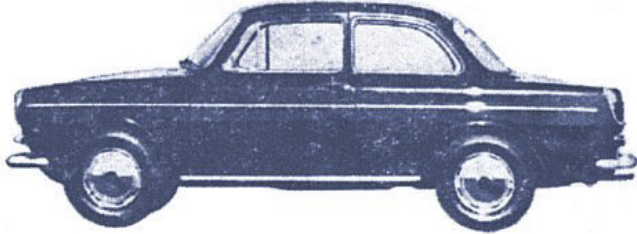
Well, I thought, they won't need a big room for the Christmas party.

Jay Leno



Oscar's Scrapbook.

In 60 or 70 thousand miles
you'll recognise it's
a Volkswagen.



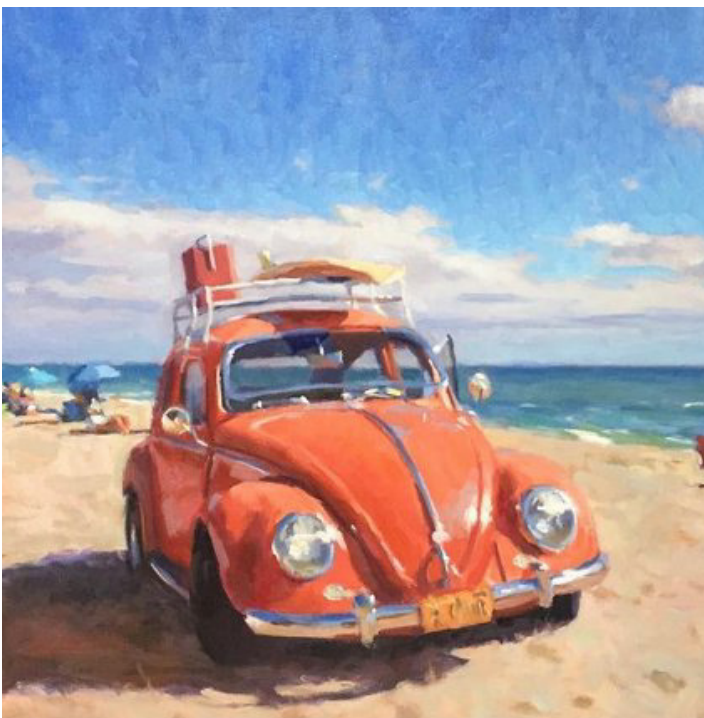
Don't let the sleek shape fool you.
Or the lusty twin-carb. performance.
Our new 1600 Sedan is a Volkswagen
through and through —
which means it's never through.

VW & PORS

VOLKSWAGEN



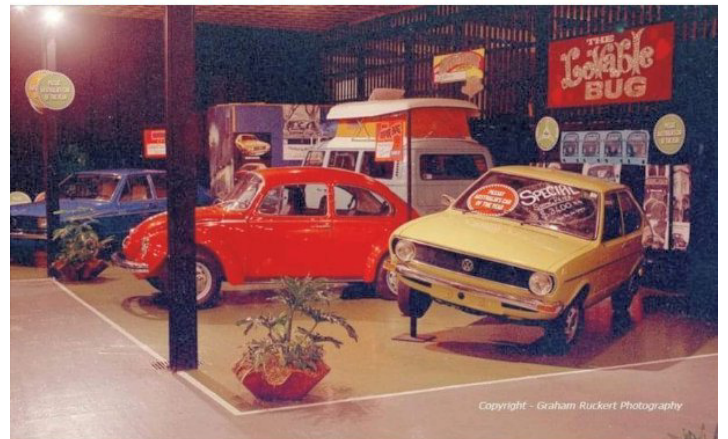
Real thoroughbreds that run on and on—several to
inspect — don't miss these.



John Fullagar

January 14 at 2:39 PM · 🌐

Annand Thompson VW stand at the 1975 Brisbane Motor Show. Photo by Graham Ruckert.



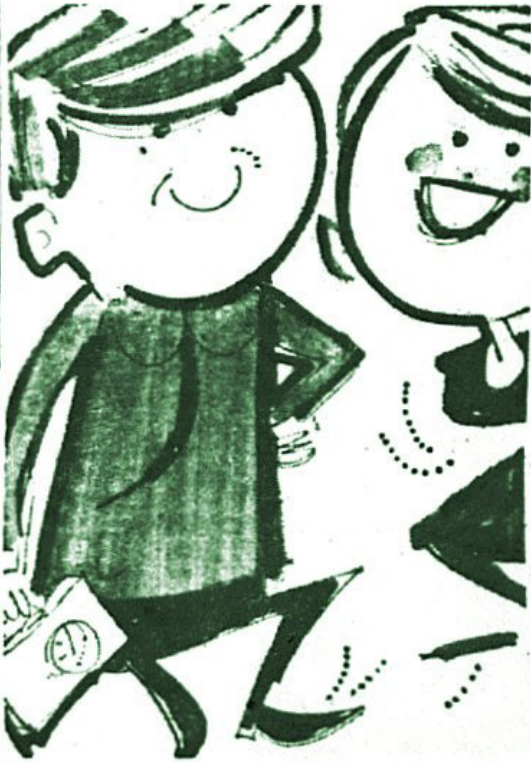
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TEST DRIVE TO-DAY WITH YOUR FAMILY

YOU WILL FIND FOR YOURSELF THE COMFORT AND SPACE AVAILABLE WITH THIS AMAZING CAR.

Car firm goes over to Ford

23 Feb 1966

Peter Warren Motors, of Liverpool, is giving up its Volkswagen dealership to take over the Ford franchise at Liverpool and Fairfield.

The company is one of the biggest Volkswagen dealers in Sydney.

It had been a Volkswagen dealer since 1959 and is regarded as one of the most successful car dealerships in Australia.

Announcing the change this week, the Managing Director of the Ford Motor Company of Australia (Mr. Wallace W. Booth) said that Peter Warren Motors planned to start its Ford franchise from the present Fairfield Motors premises at Fairfield from February 28, and from its present Liverpool premises as soon as practicable.

New facilities

Mr. Booth said that Peter Warren Motors would considerably strengthen the Ford dealer representation in the Liverpool area, which was one of the strong car selling centres in Sydney.

With the growth of Liverpool and Fairfield areas, Ford now would be able to offer first class sales, service and

parts facilities to customers in both these fast expanding centres.

Fairfield Motors have been the local Ford dealership since 1963.

Offer of help

The Managing Director of Peter Warren Motors (Mr. Peter Warren) said today that he had had a very happy association with Volkswagen but that the opportunity to expand and to handle a greater range of vehicles had influenced him to make the changeover to Ford.

Mr. Warren said he wished to thank his many customers and other friends who helped him to establish a successful Volkswagen dealership at Liverpool.

He stressed that every effort would be made to assist them in the period of changeover to the Ford franchise.

Peter Warren Motors would continue to service Volkswagens for present customers until such time as suitable alternative arrangements were made by Volkswagen Australasia.





The late news.

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

Kevin Rudd and his wife were interviewed on The Project last night. The hosts Kate and Rachel were delighted to hear him calling his wife Darling, Beautiful and Honey after their 40 years of marriage. It was only later that he confided he had forgotten her name 5 years earlier.

Media star Rebel Wilson recently decided she had gotten out of shape, so she joined a fitness club to start exercising. She took a class and bent, twisted, gyrated, jumped up and down and perspired for an hour. But by the time she got her leotard on, the class was over.

A heavily pregnant woman was rushed to hospital yesterday. As she was wheeled through the doors she was yelling out to the staff - "Couldn't! Wouldn't! Shouldn't!" Can't! Didn't!" She was having contractions.

Staff at the Department of English Grammar at Macquarie University have bought a pet cat named Comma, as the department's new mascot. It's because a cat has claws at the end of its paws, and a comma is a pause at the end of a clause.

The Victorian government announced today that there will be a ban on drinking while using the internet. It will now be illegal to record more than 0.05 when using the information superhighway.

McDonalds are promoting a new Big Mac burger designed especially for left-handers. The new burger contains the same two all-beef patties, special sauce, lettuce, cheese and pickled onions on a sesame seed bun as normal, but rotated 180 degrees.

In IT news, it was announced today that YouTube, Twitter and Facebook will be merged together. The new app will be called YouTwitFace.

Child health experts have advised this week that with the school holidays approaching and the weather warming up, the kids can finally go outside and get some fresh air while they play on their phones.

The Markhams jewellery shop in Burwood was robbed again

yesterday, the fifth time in two weeks by the same thief. The police asked the owner for a description of the robber - she said "well he was dressed a little better each time he robbed the shop."

Harvey Norman have removed the 'Hampton' sofa range from stores, due to disappointing sales. Advertising had stated the sofa could seat five people without any problems, but it was impossible to find five people without any problems.

Meanwhile Barry's Bedding store at Peakhurst has gone out of business. Customers were put off by his slogan - 'I stand behind every bed I sell.'

A man visited his doctor yesterday, and complained that every time he woke up in the morning he felt dizzy for half an hour. The doctor simply said he should get up half an hour later then.

Internet Banking says: your password must contain at least 10 characters, including both upper and lower case; a number and two special characters. An ATM says: Just four numbers is fine.

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

**Our car
the movie
star.**

Meet Herbie.
He's the star of a new Walt Disney
Studio's motion picture, "The Love Bug."
Why would a big film studio want
to make a movie star out of the Bug?
Why not?
There isn't a performer around bet-
ter known to the public.
Who else makes 13 million appear-
ances every day around the world?
See Herbie star in "The Love Bug" at:

MANLY METRO 
(Then come and see him in
person at our place.)
(c) MCMLXIX Walt Disney Production

YOUNG'S of COLLAROY
1021 PITTWATER ROAD, COLLAROY
98 9755 982 1299

Good news for '65'66'67'68'69 VW owners.

The 1970 bug.

You'd have to be some sort of a car fanatic to tell last year's Volkswagen from this year's VW.

Pretty simple, there is only one external difference. A row of ventilators to let the engine breathe a little easier.

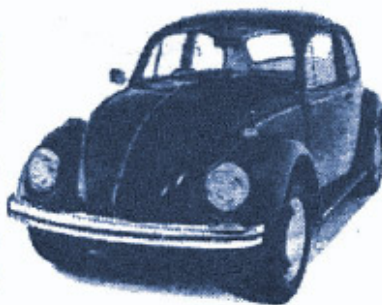
What this means is that a VW you buy this year isn't going to depreciate madly the minute you turn the key.

Just like every Volkswagen ever made, the 1970 Bug will hold its value like crazy. In a way, the older it gets, the more valuable it gets. In five years' time it will be worth more than other five-year-old cars that cost more in the first place.

Which brings us to something we have changed, the price.

The 1970 Bug costs only \$1,899.

What's the catch? There isn't any. You still get 30 mpg and 30,000 miles on a set of tyres. The engine's still in the



rear for better traction and it's still air cooled so it can't boil or freeze. You still stop with dual circuit brakes and the ride is still silky with 4-wheel independent suspension. You still get our legendary, 4-speed all-synchro gear box. All

control knobs are soft, pliable, giveable plastic, door handles are recessed — no points, that's the point.

The 1970 Bug still has big 15" wheels to trim big holes down to size, an emergency 4-way flashing light system, a protective, solid steel underside and a collapsible steering column, so if you bump something, it won't bump you.

The 1970 Bug is at your nearest VW dealer in all its glory.

And this year it comes with two amazing options; an engine with 200 cc's extra zip or an automatic stick shift.



Volkswagen Australia Pty. Ltd.
(A Division of IAC Industries Ltd.)

VW035

VW NATIONALS Sponsors 2025.

We wish to extend a sincere *thank you* to all of our sponsors below, who made the VW Nationals 2025 possible. Please support them, because they support us.

All Metal Bumpers	0438 765 098
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Evolution Car Hire	0419 494 465
Flying Volkswagen	0410 632 799
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Harding Performance	QLD 1300 730 949
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Kustom Kombi	QLD 0414 857 259
MacKellar Service Centre	(02) 9939 2467
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Mini Halo Donuts	0431 314 939
Mobile Auto Models & Toys	0403 012 060
Muller and Muller Dural	(02) 9651 1411
Natoli Motors	QLD 0414 824 047
Noahs Ark Cafe	0480 436 226
Rockyroad Camper Coffee Van	
Rod Penrose Racing	(02) 4272 9920
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Stan Pobjoy Race Engineering	(02) 6654 3694
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Vintage Vee Dub Supplies	(02) 9789 1777
Volkwerke	VIC (03) 9840 6449
Volkswurst	0451 650 888
VW Magazine Australia	QLD (07) 3806 1240
Warby's VW Stickers	0423 113 654
Wayne Penrose VW	0419 481 461
Wolfsburg Motors Sydney	(02) 9519 4524
Zax All Kars	(02) 9545 1965



McCarroll's Volkswagen Waitara