

Zeitschrift



Driving the new VW ID.4 Pro.

August 2025

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**Kurrajong Cruise
Canberra Flag Runs
Clayton VW factory
More Ash articles**

**Canberra AGM Run
Mohammad's Story
ID.4 Pro Review
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.

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2nd Registrar:	David Cook	
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.

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Aust VW Performance Cntr	Shannons Car Insurance
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20 shows and over.

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15 shows and over.

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10 shows and over.

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See the back page for all 2025 VW Nationals sponsors

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



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**



DISPLAY YOUR VW AT OUR
CLUB DISPLAY AT THIS EVENT

ALL EUROPEAN

— AUTOMOTIVE SHOW —



A CELEBRATION OF STYLE, SPEED, AND HERITAGE

SEPT
21
2025

LOCATION: ICMS MANLY

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We have reserved an area for **Club VeeDub members** to display their VWs altogether. Spots are limited, so book in today. To book, scan the QR code or use this link - www.auto-vibes.com.au/all-european-automotive-show



EAST HILLS CHARITY CAR SHOW



Kelso Oval - Panania South

Sunday 28th of September

All makes & models welcome
easthillscarshow.com.au

The East Hills Charity Car Show is a community based event which attracts car lovers from all over NSW. Prizes are offered in a wide range of categories. Each year, we aim to support a different charity.



This year the East Hills Charity Car Show is extremely proud to be supporting Cystic Fibrosis Australia.





**Lennox
Volkswagen**
Driving for the community

GERMAN AUTO DISPLAY 2025

Sunday 28th September 2025

9am to 3pm



Patrick White Lawns – Canberra

VW Show and Shine – \$10 CVD member / \$15 non-member

Coffee, Food, spectator gold coin donation for charity

VW

a weekend of
Volkswagen only
drag racing
October 3rd-5th
2025



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August 1st 2025

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- FRIDAY NIGHT DYNO RUNS • SATURDAY MORNING STREET CRUISE
AND CBD DISPLAY • SATURDAY NIGHT MOTORSPORT PRESENTATION



MICK MOTORS

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Von dem Herrn Präsident.

I would like to thank our outgoing committee and new committee members for their contributions of time and effort in running our club. Flourishing clubs require dedicated and active members.

Lee has stepped down from the role of President after three years of hard work. She has worked with enthusiasm and vivacity as President. In particular, Lee has developed considerable expertise in organising VW Nationals. She will continue this work in the future as the head of the VW Nationals Committee. Thank you Lee!

The Shannon's Classic is scheduled for Sunday, 17 August 2025, at Sydney Motorsport Park, Eastern Creek. This is arguably the best general car show on the calendar. Thanks to the efforts of some of our committee members, we have achieved a much more prominent spot in 'Area B' this year. We have been allocated 20 tickets and have only one ticket remaining. See John Ladomatos to secure that ticket, but make sure you turn up. The ticket gives entry to the show and a drive around the Eastern Creek circuit—so much fun.

Since joining Club VeeDub, I have met so many members who are knowledgeable, generous, and highly skilled in handling their cars. As President, I look forward to contributing to the club, helping to preserve our Volkswagens and developing the community of our members.

I look forward to seeing you at our upcoming events.

Danny Haynes



Kanberra Kapitel report.

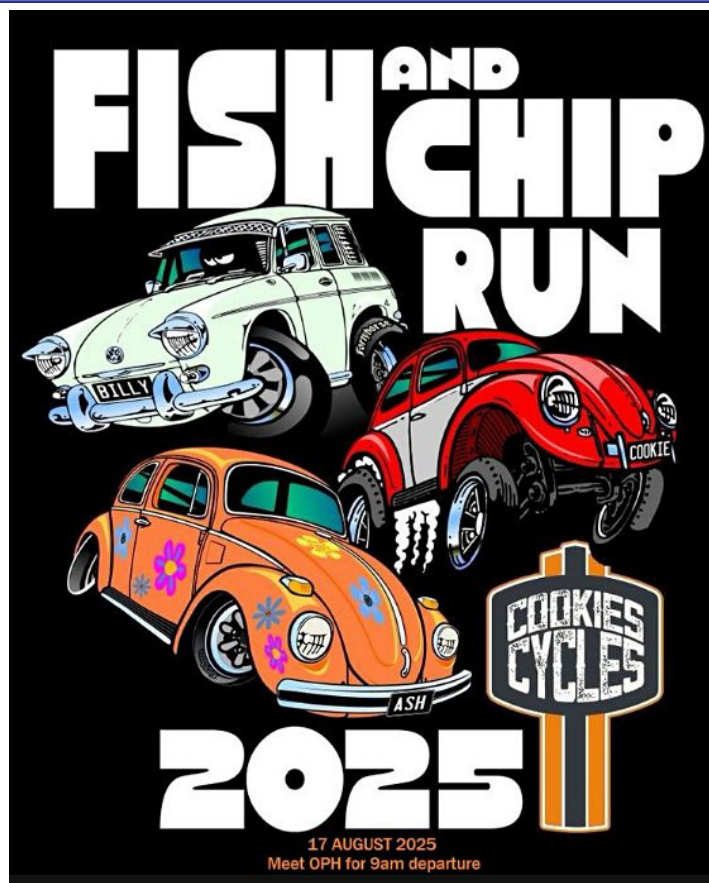
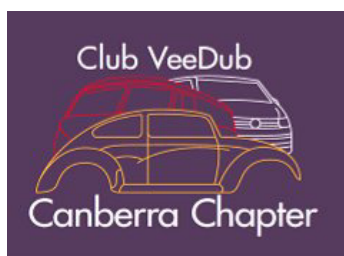
A eventful couple of weeks for CVDCC. We started the month with the AGM and again, I'd like to thank the local chapter for your confidence and support in keeping everything 'status quo'.

Then there were a few flags runs during the month while we had a few weekends with fantastic Canberra sunny winter weather.

Our next major event is **Cookies Cycles Fish and Chip** run from Canberra to Batemans Bay (17 Aug), Cars and Coffee Canberra (31 Aug) -- leading into September where we still have the final touches for German Auto Display on 28th September 2025 at Patrick White Lawns.

Keep an eye on the facebook pages and your for local members, your email box for any updates and impromptu flag runs!

-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.

August.

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

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

Monday 18th:- CLUB VW MONTHLY MEETING at Canley Heights RSL Club, 26 Humphries Rd, Wakeley. Come and see our new meeting venue! 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

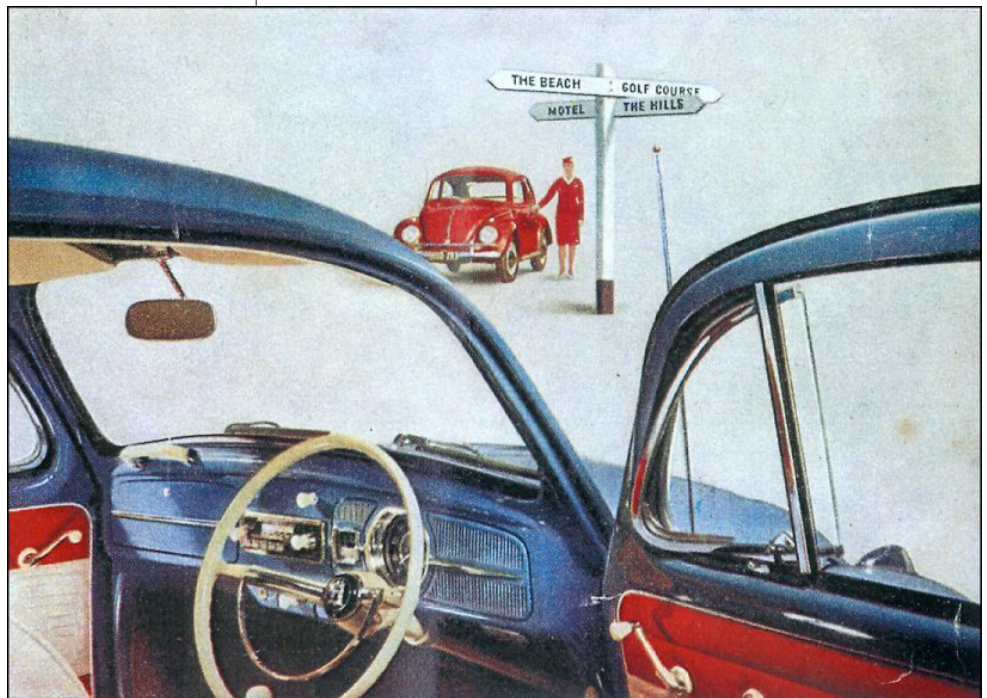
be won in numerous categories. Show cars enter through the gates on Marco Ave, off Childs St. A great family day out, food and drink stands, music and entertainment, motor accessory traders. Phone Glen on 0434 360791 for more info. Join the Club VW Convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am 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/

October.

Friday 3rd:- Magazine Cut-off Date for articles, letters and For-Sales.

Saturday 4th-Sunday 5th:- VW Warwick Drags 2025. Two days of all Volkswagen 1/8-mile drag race action! Friday night dyno session. Saturday street parade and car display, scrutineering and practice; evening tappet cover racing and entertainment. Sunday drag racing all day. Round Robin



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heats, Top VW Shootout for natural and turbo cars. Great food and drink. Air- and water-cooled VWs welcome, stock or hot-rodded. Pre-entry and payment is essential, before Friday 26 September; no entries on the day. Go to www.vwma.net.au/warwick for all bookings and info.

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

Monday 13th:- Committee Meeting at Canley Heights RSL Club, 26 Humphries Rd, Wakeley, 7:30pm.

Monday 20th:- 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 26th:- Sydney German Autofest 2024 at Gough Whitlam Park, Earlwood, 9am-3pm, organised by the Mercedes-Benz Club of NSW. Come join us for the display day for all German makes - Audi, BMW, Mercedes, Porsche and Volkswagen. Bring your VW along (old or new), and join the VW display. Food and drink stalls on site, trade displays, trophies for the best cars. Show cars must arrive between 7:30am and 8:30am. Pre-book ticketing info TBA.

November.

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

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

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

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

Marktplatz.

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

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

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

New ads.

For Sale:- 1963 Volkswagen Beetle Convertible. New roof



recently replaced, ready for sunny days and breezy drives! Fresh electrical system, fully upgraded just 6 months ago – hassle-free cruising! Brand new engine: only 4 kilometres on the odometer – feels like a brand-new ride! Fun to drive: This beauty is all about enjoying the journey – whether you're taking it slow or speeding down the highway! This Beetle is a perfect mix of vintage charm and modern reliability. Whether you're a collector or just someone looking for a fun, unique car to enjoy, this 1963 Volkswagen Beetle Convertible is the one! All paper and documents up today, car located in Villawood NSW Sydney. Asking \$12,000. Contact Bryam Nino on 0478 735 705 or email brianstevonn@gmail.com

2nd Month ads.

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 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**



Next Club Meeting:
Monday
18 August.
7:30pm
Canley Heights RSL.

rim silver almost new ,not even brake dust \$500 For all inquiries call Lee 0424 296 578

Magazine Exchange.

One of the popular features of our club monthly meeting, at the Canley Heights RSL on the third Monday of the month, is the club Magazine Exchange.

You might remember that back in 2012 we introduced the digital form of the club magazine 'Zeitschrift,' This is how you all get the magazine each month, as a full-colour PDF in your monthly club email. Paper posted magazines were phased out.

For a while we would still send out posted paper magazines to people who asked - lots of people still like the feel of a paper magazine. By 2023 we were posting out more than 100 every month, to people who still got the digital version anyway.

However when we audited the costs, we found these printed issues cost over \$125 a year for each person - the cost of printing, envelopes, stickers and postage, not to mention the time it took to organise. And these people had only paid \$50 for membership. We therefore stopped posting out printed paper copies from July 2024.

We still have to send some printed issues, to some VW Nationals sponsors, a handful of elderly members with no email or mobile phone, and to the NSW State Library (which has every single issue in their archives, 1985 to present).

And we also print a small number of extra copies, purely as a reward for those members who make the effort to come along to the monthly meeting. This is the only way you'll be able to pick up a printed issue.

They are available to pick up from the club's Magazine



Exchange, which is set up at every meeting (right beside Christine's raffle table). There's always plenty of the most recent edition, and usually a few copies of recent issues from the last few months. There's usually a few VW Nationals programme issues too.

In addition, we have a few issues of general VW magazines for our members to take, from Australia, England and the USA. These have been donated by club members.

We welcome our members to come along and grab a few issues if you wish.

Remember, it's an 'exchange.' So if you have any old VW magazines at home, stacked in boxes in your garage or spare room, that you no longer want - please bring them along and donate them, so that other people can take them home.

It's only fair - if you take a few free magazines, please bring some other ones back!



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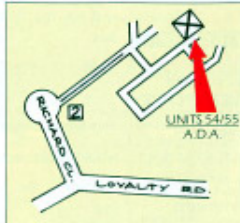
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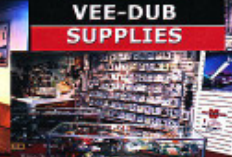
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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with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

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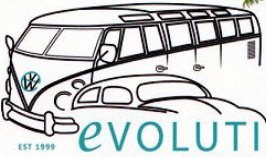
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European WLTP testing - unusually, 1km less than its ID.4 counterpart.

Both 11 kW AC and 175 kW DC charging are supported across the model range.

The ID.5 Pro matches the ID.4 with adaptive suspension, 19-inch alloy wheels, matrix LED headlights with adaptive high beam, a 12.7 cm instrument display, and 32.8 cm infotainment touchscreen with Apple CarPlay and Android Auto, voice control, and FM/DAB+ radio.

It also offers power-adjustable front seats with memory and heating, a heated steering wheel with touch-sensitive controls, tri-zone climate control, wireless phone charging, and a panoramic

More ID.4 and ID.5.

Volkswagen Australia has now filled the gaps in its local electric SUV range, with the addition of a new flagship ID.4 GTX and a less expensive ID.5 Pro model.

The new additions to the Volkswagen electric-car range join the existing ID.4 Pro and ID.5 GTX models, which were first priced and detailed for Australia in February 2025.

They fill the gaps in each respective range, with an entry-level ID.5 Pro joining the ID.4 Pro, and the performance-oriented flagship for the ID.4 joining the existing ID.5 GTX.

The ID.4 GTX will join the line-up priced from \$69,990 before on-road costs, making it \$10,000 more expensive than the ID.4 Pro (from \$59,990 plus on-road costs). However it is \$3000 less expensive than the coupe-SUV ID.5 GTX.

The ID.5 Pro follows a similar pricing format, priced from \$62,990, making it \$10,000 less expensive than the ID.5 GTX (but \$3000 more expensive than the equivalent ID.4 Pro.)

While specification of the new variants largely mirrors those of the existing models announced in February, small running changes see the addition of wireless Apple CarPlay.

As with the ID.4 Pro, the ID.5 Pro will feature a rear-axle motor producing 210 kW and 545 Nm, powered by a 77 kWh battery allowing a claimed driving range of 543 km in

glass roof with sunblind.

Similarly, the ID.4 GTX mirrors the existing ID.5 GTX with a more powerful 250 kW dual-motor drivetrain, enabling all-wheel drive, and a 79 kWh usable capacity for the battery. Driving range is claimed at 511 km, compared to 522 km for the ID.5 GTX.

The GTX grades also pick up model-specific exterior and interior styling, 20-inch alloy wheels, front sports seats, and a 12-speaker Harman Kardon premium sound system.

The expanded 2025 Volkswagen ID.4 and ID.5 ranges are in your local Volkswagen showroom now.

2025 Volkswagen prices in Australia

ID.4 Pro - \$59,990

ID.4 GTX - \$69,990 (new)

ID.5 Pro - \$62,990 (new)

ID.5 GTX - \$72,990

ID.3 still possible.

Volkswagen Australia has not ruled out the ID.3 hatch range for Australia - that model being VW's first EV which first went on sale in Europe in 2020, and having already received a mid-life update in 2023.

When asked about the ID.3's chances for an Australian introduction, Head of Product for Volkswagen passenger vehicles in Australia, Arjun Nidigallu indicated that ID.3 still has a place in Volkswagen's future Australian line-up.

"We have plans ... to have more ID products in our country," Nidigallu said. "We do have plans for that, but it's all about the timing and making sure that a business case makes sense for us and more importantly for the customer as well."

Volkswagen Australia's electric vehicle range currently includes the ID. Buzz people mover and van range, launched here in 2024 after an international debut in mid-2022.

The ID.4 and ID.5 medium SUV range is about to switch from pre-sale to regular availability in Australia from July 2025, despite launching overseas in 2020 for the ID.4 and 2021





for the ID.5.

When asked if there was a point in the ID.3's lifecycle that the model would be considered too old for an Australian introduction, Piergiorgio Minto, Brand Director for Volkswagen passenger vehicles responded: "Not really.

"Because the car in itself, as all the others [in VW's line-up], they are going through, I mean, some facelifts and maybe major changes, once in a while. It doesn't need to be that ID.3 that we see right now, that could be also [an] ID.3 that we see tomorrow.

"We are continuously evaluating, as Arjun said."

The ID.3 uses the same dedicated electric platform as ID.4, ID.5, and ID. Buzz, potentially easing the costs associated with introducing the small hatch.

However, it also faces sharp competition from Chinese electric hatchbacks like the BYD Dolphin (from \$29,990 plus on-road costs), GWM Ora (from \$35,990) and MG 4 (from \$37,990). Special offer pricing and limited run offers on those models often see pricing dip lower still.

For comparison, the ID.3 is also the basis of the Cupra Born (which sells here from \$59,990). The ID.3's positioning would likely lose many of the Born's stylish goodies to make it more affordable than its Spanish cousin, to take out the title of most affordable VW electric vehicle (EV) in Australia.

Typically, Volkswagen's Golf small car has run five to six year production cycles, although the previous generation Golf ran for eight years before it was renewed.

As the first of VW's MEB-based models the exact life cycle is yet to be seen, but with models like the Tiguan also pushing to eight-year production runs before replacement, the five year old ID.3 potentially still has another three years in production ahead of it before a major change.

Golf R Warmenau.

Australia has added a new option package for its performance Golf R hatch, bringing an Akrapovic exhaust back to the model since it last appeared in the nameplate's 20th anniversary edition two years ago.

The Warmenau Package, which will be available on the MY26 Golf R but not the limited-run Black Edition, includes the Akrapovic titanium exhaust system, 19-inch Warmenau forged alloy wheels, and genuine carbon-fibre features on the dashboard and doors.

Volkswagen dealers are now able to take orders for the Warmenau Package, Volkswagen says, with arrivals expected

around October this year.

At a cost of \$6500, the car maker says the package is designed for buyers after bespoke lightweight performance options for their Golf R which also offer exclusivity.

Aside from a \$1900 panoramic sunroof, the Warmenau Package is the only optional extra to be had on the Golf R, with pricing for the standard car starting from \$70,990 before on-road costs and \$72,490 for the Black Edition.

Arjun Nidigallu, Volkswagen Passenger Vehicles Head of Product, said the Warmenau Package ups the ante for performance enthusiasts.

"Performance has always been a core strength of Golf R and the lightweight, forged Warmenau wheels and Akrapovic titanium exhaust system elevate it to new heights, both from a visual and auditory perspective," he said.

The 19-inch forged alloy wheels, developed in-house by Volkswagen, are said to improve unsprung mass by reducing the weight of each wheel to 8 kg or by roughly 20 per cent.

Large openings for efficient venting also improves brake cooling, according to the car maker, which it says gives it more durability when taken on track.



Overall, opting for the Warmenau Package - which is named after the suburb in Wolfsburg in which the R brand is based - makes the Golf R 7 kg lighter.

However, the additions, though weight-saving, offer no performance increase for the Golf R, which produces 245 kW/420 Nm - up 10 kW and 20 Nm on the previous model - using the Volkswagen Group's EA888 turbocharged 2.0-litre four-cylinder engine, sending power to all four wheels via a seven-speed dual-clutch automatic transmission.

The addition of the Akrapovic exhaust to the updated Golf R follows its introduction to the local T-Roc R city SUV range earlier this year, forming part of the 'Wolfsburg Edition' - a farewell to the current generation of the nameplate before it is replaced by a new model later in 2025.

No Golf R Clubsport yet.

A senior Volkswagen executive has seemingly ruled out the prospect of a Clubsport variant of its Golf R performance hatch - at least in the near future - saying the brand is happy with what the latest update to the model offers.

Speaking at the launch of the Mk8.5 Golf R in Sydney this week, Pedro Martinez Diaz, Head of Sales and



Marketing for Volkswagen R suggested the 245 kW offered in the updated R was enough, and that a Clubsport was just an idea, not a reality.

"Our Clubsport... we have a lot of ideas. We are here to sell what we have on the market right now," he said.

"We're happy that the 8.5 is such a great product, and then we'll see in the future what is possible. But as I said, we'll stick on the 333 horsepower [245kW] engine and it's okay.

"Customers are always asking for more performance, but the question is, do we really need more performance or not? And I think with this package we are having here today, I think ... will be the right performance for the next couple of years."

The comments mean the arrival of a more hard-core 'Clubsport' variant of the Volkswagen Golf R hot hatch could be pushed back to at least 2027, following on from the reveal of the not-for-Australia GTI Clubsport last year.

"There's another interesting car we are working on at the moment. They [engineers and planners] are thinking about and working on a Clubsport version of the Golf R," Martin Hube, a global spokesperson for Volkswagen, told US publication Road and Track at the time.

As reported previously, the future of the Golf R Clubsport was in the hands of the Volkswagen board, with Diaz's comments suggesting development has not progressed beyond the idea stage.

Though not confirmed, there could be more planned future changes to the Golf line-up as a whole, with the Mk8.5 due to remain on sale with petrol power alongside the new Mk9 electric version when the latter launches in 2029, according to Autocar.

Volkswagen has previously said it would continue selling internal combustion-engined vehicles (ICE) until the European Union's ban comes in 2035.

Creating an even hotter petrol-powered Golf R Clubsport with tightening emissions regulations may just not be possible for the sub-brand, or Australia's fuel standards may not support the souped-up powertrain, as seen with other Volkswagen Group products in the past.

Speaking about the R brand's move to electric, Diaz said work is already underway.

"It's obvious that we are in transition mode, the whole industry is transforming from ICE [internal combustion engines] to electric cars. We are thinking about how the future looks for Volkswagen R in general.

"So therefore we are working on several projects to see how we are able to transform Volkswagen R into this electric world.

"But Volkswagen, it's more than just acceleration, very important are the driving dynamics. Therefore, when we are going to launch such a car, an electric car, it has to be ensured that we are translating the R DNA 100 per cent from the combustion engine to battery-electric.

"The performance has to be right, the driving dynamics have to be right."

Outside of Volkswagen R, the first hotly-anticipated electric GTI model - the ID.2 GTI - is planned for Europe next year, with the first electric Golf GTI expected at the end of the decade, reports Top Gear.

More Tayron details.

Volkswagen's next-generation large family SUV - the 2025 Tayron - will be offered with four model grades and a choice of five or seven seats when it arrives in local showrooms this September.

The Tayron replaces the Tiguan Allspace, and is the stretched version of the latest five-seat Tiguan, with similar engines and technology but more space inside.

Hybrid power will not be available at launch; rather, a choice of two turbocharged petrol engines offered with up to 195 kW.

Prices are yet to be confirmed, but it's expected to command a premium above the Tiguan, which starts from \$44,990 plus on-road costs for the 110TSI Life, and tops out at \$70,490 for the 195TSI Life.

The outgoing Tiguan Allspace was priced from \$43,990 to \$60,590 plus on-road costs.

Measuring 4770 mm long, 1852 mm wide and 1660 mm tall, on a 2791 mm wheelbase, the Tayron is slightly longer and wider than the Tiguan Allspace, but shares the same wheelbase.

It is about 230 mm longer nose to tail, and 114 mm longer in the wheelbase, than the normal five-seat Tiguan.

Seven seats are standard in all models bar the 150TSI Life, which uses its five-seat layout to unlock slightly more space behind the second row of seats, at 885 litres against 850 L.

Powering the base 110TSI Life is a 110 kW/250 Nm 1.4-litre turbo four-cylinder petrol engine matched with a seven-speed dual-clutch automatic transmission and front-wheel drive.

Models badged 150TSI upgrade to a 150 kW/320 Nm 2.0-litre turbo four-cylinder engine with the same gearbox and all-wheel drive, while the 195TSI R-Line ups outputs from the 2.0-litre engine to 195 kW/400 Nm.





The 2.0-litre engines are up on the 132 kW and 162 kW tunes offered in the outgoing Tiguan Allspace, while the 1.4-litre unit has no more power but upgrades from a six-speed auto to a seven-speed.

Standard features in the base model include a 32.8 cm touchscreen, 26 cm instrument display, LED headlights, 18-inch alloys, keyless entry and start, a power tailgate, 360-degree camera, and a suite of advanced safety systems.

Extra features over the outgoing Tiguan Allspace 110TSI Life include a larger touchscreen (up from 20.3 cm), 360-degree camera, and power tailgate.

Adaptive suspension is offered on all-wheel-drive models, while higher grades add 19- or 20-inch wheels, matrix LED headlights, a 15-inch touchscreen, leather trim, heated and ventilated power-adjustable front seats, and more.

The 2025 Volkswagen Tayron is due in Australian showrooms in September, possibly as a Model Year 2026 vehicle, rather than 2025.

T-Roc R Mk2 coming.

Volkswagen has confirmed there will be a second-generation T-Roc R performance SUV, after a similar model was spied testing recently at the Nurburgring.

Speaking at the launch of the Mk8.5 Golf R this week, Pedro Martinez Diaz, Head of Sales and Marketing for Volkswagen R, confirmed a wide-body, high-riding Golf R spotted on the Nurburgring is a 'test mule' for the next-gen T-Roc R.

"The prototype [here]... the interior is a new one, and then for the chassis we normally use the Golf [R] but you see it's a little bit higher, a bit wider - that's because it's the chassis of the T-Roc [R]," he told Drive.

The current T-Roc R flagship is powered by a 221 kW/400 Nm version of Volkswagen's 2.0-litre turbocharged four-cylinder engine, driving all four wheels through a seven-speed dual-clutch auto found in the updated Golf R.

A special Wolfsburg Edition limited to 200 cars, which adds a louder exhaust and black highlights, joined the line-up earlier this year.

The second-gen regular T-Roc model is expected to be revealed later this year, with a 2026 on-sale date, reportedly with hybrid power for the first time, so it's possible the R could follow in 2027.

As previously reported, the second-generation T-Roc will debut a new 'closed-loop' hybrid system for Volkswagen when it is unveiled at the Munich motor show in September.

Autocar claims outputs ranging from 150 kW/350 Nm

to 200 kW/400 Nm are planned for Volkswagen's hybrid system.

While Martinez Diaz ruled out the possibility of either traditional or plug-in hybrid powertrains for the Golf R, the brand was not able to explicitly confirm whether either could appear on the next hot T-Roc.

"It would be great if we could have a performance PHEV, but we have checked this request several times, and for the time being, we are not going to offer a performance on the Golf R," Martinez Diaz said.

"In general, the brand has a bright offer of different engine types. We are offering combustion engines, we are offering PHEVs. But in this case, not for the performance models."



Previously, following the launch of the Touareg R plug-in hybrid back in 2023, VW said it didn't plan to follow it up with Golf or Tiguan plug-in hybrids; instead, focusing on fully-electric cars in these market segments.

VWA downplays hybrids.

As pressure from the New Vehicle Efficiency Standard (NVES) in Australia forces car makers to look to emissions-reducing hybrid technology, Volkswagen Australia will skip mild-hybrid technology for its latest Golf small car range.

Mild-hybrid technology uses a small electric motor and 48-volt battery to assist the engine and trim fuel consumption, but it cannot power the wheels on electricity alone, as a 'full hybrid' from Toyota or Hyundai can.

When asked if Volkswagen plans to introduce hybrid or mild-hybrid technology to Australia, Arjun Nidigallu, head of product for Volkswagen passenger vehicles in Australia, said: "We've had the discussions from a mild hybrid perspective. I think the benefit for the customer isn't as big in this space as it would be for a much larger vehicle."

That's despite sibling brands Cupra and Skoda confirming plans for mild-hybrid versions of closely-related vehicles in Australia.

In its current guise, the mainstream Golf range is powered by a 1.4-litre four-cylinder turbo petrol engine and eight-speed torque converter automatic transmission, as introduced with the eighth-generation range back in 2021.

It claims lab-tested fuel consumption of 5.8 litres per 100 kilometres, and CO2 emissions of 132 g/km.

Overseas variants of the Golf are available with a

newer 1.5-litre turbo-petrol engine with 'eTSI' mild-hybrid technology and a seven-speed dual-clutch automatic.

The eTSI combination is rated at the same 110 kW as the Australian model, but with fuel consumption as low as 5.4 L/100 km and emissions as low as 122 g/km, under more stringent European WLTP testing than Australia's NEDC protocol.

While the on-paper difference appears minor, Australia's inbound CO2 emissions rules for new cars will see emissions targets become stricter each year from now until 2029.

Car brands will be penalised per gram of CO2 over targets, which are adjusted by vehicle type and weight.

"We'd rather invest in the way the car drives, the kind of creature comforts and things that customers are telling us about. So I think that's been the direction for the Golf for us," Nidigallu said.

Full-year vehicle sales for 2024 saw hybrid vehicle deliveries increase by 76 per cent compared to 2023, as a number of brands introduced hybrid versions of existing model lines, including Toyota's move to hybrid power only where it is available.



Car makers also have the option of offsetting the emissions from cars that do not hit the government's new emissions targets with credits from vehicles that over-achieve, including electric vehicles.

With Volkswagen starting to roll-out its ID.4, ID.5, and ID. Buzz range of electric vehicles, plus plug-in hybrid variants of the Touareg and Multivan - and the ability to use credits from other VW Group brands - the marque is under less pressure to ensure every model meets or exceeds current targets.

Amaroks discounted.

Volkswagen Australia announced discounted drive-away pricing deals on entry-grade and flagship models of the Amarok 4x4 ute range, which ran through May and June for an end-of-financial-year offer.

Pricing on the entry-level Amarok Core, and the two top models in the range, the Amarok Panamericana and Amarok Aventura, resulted in figures that undercut the regular retail price of each model before on-road costs.

The discounted range started with the Volkswagen Amarok TDI405 Core 4x4 dual-cab with a \$53,990 drive-away pricing offer that undercut that ute's regular \$55,490

pricing (before on-road costs).

Volkswagen claimed that for buyers with a Sydney metropolitan postcode, the savings added up to a discount of more than \$6000.

As the entry point to the range, the Amarok Core is powered by a 2.0-litre single-turbo diesel engine rated at 125 kW and 405 Nm. It comes standard with four-wheel-drive, a six-speed automatic, and pick-up body style.

Competitors include entry-level utes like the Toyota HiLux Workmate 4x4, priced from \$46,665 plus on-road costs or \$57,744 drive-away with a Sydney 2000 postcode, with a 2.4-litre 110 kW/400 Nm turbo-diesel engine, six-speed automatic, and cab-chassis body with aluminium tray.

The Amarok's twin under the skin, the Ford Ranger XL uses the same engine and transmission as the Amarok, and in dual-cab 4x4 guise starts from \$50,880 plus on-road costs, or \$57,562 drive-away in Sydney with a matching pick-up body.

Higher up the range the Amarok Panamericana V6 offered a \$76,990 drive-away deal, undercutting the regular \$78,990 (plus on-road costs) pricing, and resulting in a retail saving of over \$8000 compared to the regular price with on-road costs included.

The range-topping Amarok Aventura also received a \$79,990 drive-away deal on both diesel V6 and petrol four-cylinder models. The Aventura price offer undercut regular pricing by \$3000, with Volkswagen claiming a saving of over \$9000 compared to the pre-offer on-road pricing.

The Amarok Panamericana and Aventura are powered by a 3.0-litre turbo-diesel V6 producing 184 kW and 600 Nm, with a 10-speed automatic and a 4x4 system that includes an auto mode for use on sealed surfaces.

The Aventura is optionally available with a 2.3-litre turbo-petrol engine rated at 222 kW and 452 Nm.

These two models are still more expensive than the drive-away pricing offers available on utes like the Isuzu D-Max X-Terrain (\$68,990 drive-away) and related Mazda BT-50 SP (\$67,990 drive-away), but neither offers six-cylinder power, not road-suitable 4x4.



A Ford Ranger Wildtrak V6 costs \$74,840 before on-road costs or \$82,239 drive-away in Sydney, while a Toyota HiLux GR Sport starts from \$74,310 plus on-road costs, or \$81,393 drive-away in Sydney.

Volkswagen's drive-away pricing applied to Model Year 2024 models (MY24), which VW uses to identify all current stock (including 2025-built vehicles). The drive-away pricing was applicable from May 1 until June 30, 2025 - though you may still be able to get those pricings at your local VW dealer.



Kurrajong Cruise.

On Sunday 27th July we had our relaxing Club Veedub Cruise Day, organised by our Treasurer Narelle and her husband Adam.

The day was sunny with a bit of cloud, and still chilly for a winter's day. We met at McDonalds at McGraths Hill at 9:30am for coffees, a bite to eat and a chat. There were a few other classic car groups meeting there too, for their own runs.

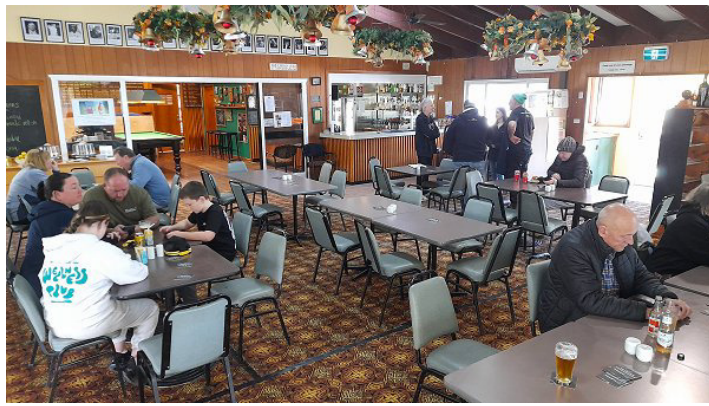
It was a good turnout of VWs, mostly Beetles and a couple of Ghias and Type 3s. Just a couple of Kombis this time, with some watercoolers too - a New Beetle, a Tiguan and a Porsche cabriolet.

We all left in-line together, driving along the Valley Way bypass to Windsor, past the RAAF base to Richmond, across the Hawkesbury Rd and up the hill through Kurmond, past the Kurrajong turnoff and Bellbird. We pulled into the Kurrajong Heights Bowling Club on the right.

What a lovely little old-school bowling club, and we had the car park mostly to ourselves. We quickly settled in with some cold beers, and most people indulged in the bistro menu for lunch.

Thank you to Narelle and Adam for a very relaxing and enjoyable day out in our VWs.







Canberra AGM Run.

So for the yearly AGM which was overdue, a decision was made to meet in Canberra and cruise out to nearby Gundaroo for nice food and the AGM. The venue were nice to reserve their function room for us and provide some limited heating, considering the weather was about to turn.

The group cruised there before the rain came down and all returned safely in the weather. We are thinking of



returning the AGM to earlier in the year (April/May) to hopefully encourage more people to come along and a better chance of less chilly weather.





lake -- maybe we need a club sticker with this?

- Aldred

Canberra July Flags.

We had two flags runs in July with some really nice days to be out. Starting a little later (10am instead of 9am) in winter means a few more people around but a lot warmer in the sun. One of the runs we continued on for 'better' coffee with a cruise to North Lyneham shops.

Overall some good catching up and great to see the cars get a lot of 'used to own one' or 'family had one' down by the



Cheap and cheerful.

Young people I talk to today mostly don't even know what a Volkswagen Kombi or Transporter is.

If pushed, they do remember that split-window bus 'Fillmore' in the Cars movie. Or if they're a bit older, maybe the yellow Kombi in Little Miss Sunshine. But that's it.

Which is a little sad considering how good the Volkswagen Transporter is.

Obviously a lot of younger people aren't going to be able to afford one of the rear-engined T1, T2 or T3 Transporters, but have you ever thought about a T4 model?



There have been quite a few people, some of them Volkswagen mechanics, who tell me the T4 Transporter is the best.

Why?

Well it's because it's a well-built vehicle that's easy to work on or service yourself.

Not only that, they can be reasonably inexpensive to buy and run making them a cheap and cheerful way to get around.

They are good vehicles if looked after.

Keep changing the timing belts on time and they could go forever.

Also Volkswagen T4 Transporters are handy vehicles to have around.

Take your time and find a good one, if you're looking at



buying, and spend a little time and money on it.

You'll end up with a decent inexpensive Volkswagen. I recommend the 2002 TDI model.

Ashley Day.

Run.

I used to get excited driving down the road and seeing an unloved Porsche sitting under a tree.

Although nowadays the Porsches I find are nothing really like the ones in the old days.

Fifteen to twenty year old water-cooled Cayennes are lying around everywhere.

A lot of them have done their job and now lie around unloved.

Time hasn't been kind to this ugly design, that's for sure.

Most of them just came off the road with simple problems; some with more major ones.

Should you buy one and try to fix it?

Hell no, turn around and run away and never look back.



It's a ugly car these days and not worth the space it takes up, in my opinion.

It's not really a Porsche (it's based on the VW Touareg), even though it is.

What a shame because there was a lot excitement about them when they were new. They were the first Porsche SUV and the first 4-door Porsche.

We all wanted one to tow the 911 to the track or the show and show off how rich we were.

Putting a Porsche badge on a Volkswagen is really just a clever scam.

Don't fall for it.

Just get a Volkswagen with a Volkswagen badge on it, and you'll be fine. Remember that same VW platform is used to make the Touareg, Audi Q7 and Q8 as well as the Porsche Cayenne. Even the Bentley Bentayga and Lamborghini Urus.

I couldn't even be bothered wrecking a Cayenne for parts - who would want them?

If you buy a Porsche Cayenne (or it's smaller brother, the Audi Q5-based Macan), new or used you are just throwing massive amounts of money away - to impress who?

Ashley Day.

Hardware.



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Look, I love going to my favourite auto paint shop, Vintage and Classic Volkswagen shops, Supercheap, and Zag Automotive (for Porsche stuff) but there is a shop I go to more than all of those combined.

That's Bunnings.

You don't exactly at first think of your local hardware store as a Porsche and Volkswagen parts shop?

Obviously, now this makes sense to you because cars are full of hardware.

Nuts, bolts, brackets, paint, rubber, fire extinguishers, first aid kits, stickers, tape, marine carpet, cleaning products and basically thousands of other things, way too many to list go into making a car (especially rally or race cars).



For example:

The other day I needed some saddles to hold the bumper brackets on a G series Porsche 911.

These days you can't get them second hand so you have to buy them new.

It cost a bit under \$200.00 for four of them but at Bunnings you can buy something very similar for just over \$6.00 each.

There are literally thousands of other examples I could give you.

You can actually walk around Bunnings a hundred times and still see something new every time.

It's apparently Australians favourite shop.

It's no wonder.

Ashley Day.

MY STORY

In late 1955, a lady from Maitland, NSW, bought a brand-new Volkswagen Beetle Oval delivered just in time for the summer. She drove it mainly to local shops and her Sunday church service. By the mid 60s, the car had quietly retired, resting in a dusty farm shed for decades.



Fast forward to 1995. On a quiet evening, a man named Mr. Rizzo with his young son J. Rizzo discovered the car hidden away like a time capsule using nothing but a lantern.

The Beetle had just 40,000 original miles. He lovingly rebuilt the engine and gearbox, though it was never re-registered.



For J. Rizzo's wedding day, a one day permit brought the car back to life for a moment of joy.

But the Rizzo family already had two VW Super Bugs, so around 2005, they sold the 1955 Oval.

Mr. Lodge from Kanwal, NSW searched far and wide across Australia for a clean Oval, and finally found it.



He used the car sparingly, mostly for weddings and the annual Anzac Day ceremony.

When he passed away, the family decided to part with the car in 2023.

That's when M. Bamyá stepped in. The Beetle, still in its original condition, original mileage, and with all factory fittings intact, was passed on to its next loving custodian.



When I bought this car in 2023, I only knew the second half of its journey. The first part was a mystery. The birth certificate, its remarkable condition, and the results of mechanical inspections, confirmed it was still in original shape.

At the VW Nationals in May 2025, everything changed, when J. Rizzo walked by. It wasn't the colour or the shape that caught his attention, but a scratch on the side. That mark was all he needed to recognise it, his father's car, the very same one used on his wedding day. And just like that, the missing chapter of the car's story was finally told.

One car. Four families. Countless memories.



Clayton VW factory being demolished.

Just as we were going to press, we heard the sad news that the former Volkswagen factory in Clayton, south-east Melbourne, is being demolished for a redevelopment.

The Clayton factory was not just an assembly works, it was a fully-fledged manufacturing plant from 1960-68, stamping all the body panels for the Beetle and Transporter from Australian steel and carrying through all welding, prep and painting and completion to the finished vehicle. VW Germany intended the Australian works to be a Volkswagen 'hub,' in the same way as similar VW works in South Africa, Mexico and Brazil, not just making VWs for the Australian market, but also exporting cars, CKD packs and spare parts to New Zealand, New Guinea, Malaya, Fiji, New Caledonia and other South Pacific islands.

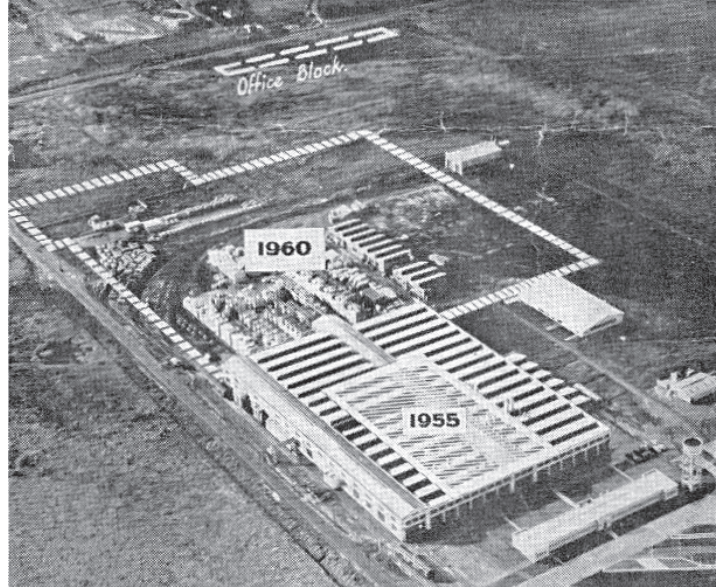
The works began as a railway workshop run by Martin and King, who built the suburban rail cars for the Melbourne rail system. They also assembled UK-built CKD packs for makes such as Humber, Riley and Wolseley. In those days the state and federal governments encouraged local assembly by putting sales limits and hefty tariffs on imported cars. They offered Plan B for local assembly from imported and local parts and higher limits on sales, but reduced taxes that allowed a lower sales price. Plan A was for full local manufacture - stamping bodies and casting engines here. No limit on sales numbers, and no import duties. This encouraged Holden, Ford, Chrysler, Austin and Morris to invest in factories in Australia, while smaller makers looked for contractors to assemble CKD kits - all to try to reduce sales prices for the customer.

When Regent Motors Melbourne began Australian Volkswagen sales in early 1954, they also began looking for a works to assemble VWs locally. They soon took out a contract with Martin and King at Clayton - which was actually beside the 'Westall' railway station, some 2 km south-east of the Clayton railway station. The rail spurs left the Pakenham/Cranbourne line at Westall and curved into the factory.

Martin and King began assembly of Volkswagen sedans in June 1954, at the rate of 5 cars a day but soon tripling to 300 a month. Martin and King found that, unlike the UK-built Riley and Wolseley kits they were used to (which needed much hand fabrication to assemble), the VW kits were the most precise they had ever seen and fitted together perfectly. Hundreds of big wooden CKD crates with VW

symbols on them were arriving from Germany and were stacked up behind the factory. By the end of the year nearly 1,750 VW sedans and 340 Transporters had been sold.

Australian-made components such as tyres, batteries, glass, paint, nuts and bolts and trim were soon being added, and other German companies such as Hella, VDO and Bosch set up their own local works to supply parts. The Bosch head office and factory was across the road from Martin and King - and is still there today.

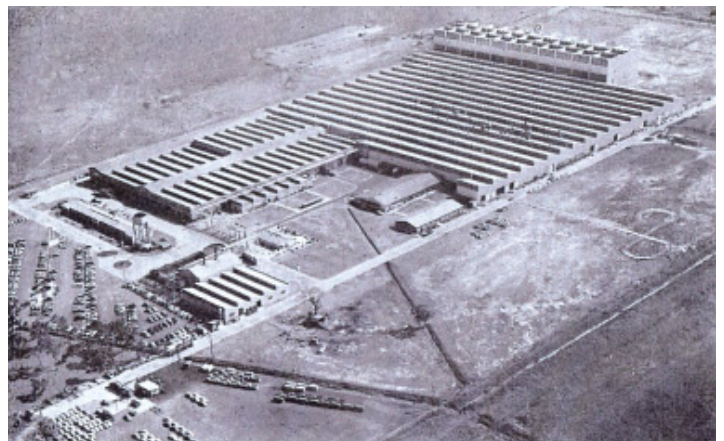


By 1957 more than 51% of the VW was Australian made. VW Germany boss Heinz Nordhoff visited Australia and agreed to a major investment in Australian manufacturing. A new 'Volkswagen Australasia Ltd' company was established, 51% owned by VW Germany, and the rest divided between Regent Motors (Melbourne), LNC Industries (Sydney) and Clyde Industries, the owner of Martin and King. Volkswagen bought the Martin and King works at Clayton outright, and began a major expansion to enlarge the factory ten-fold. This involved constructing a new saw-tooth roof assembly hall, paint shop and giant rectangular press hall. This press hall became a source of pride and a local landmark, towering over nearby factories and topped by a giant round VW sign.

The first local panels were stamped in 1959 (flat panels for the Transporter) and the first fully Australian-made VW sedans left the Clayton factory in 1960. Production - and sales - increased all through the early 1960s as a new expansion plan was begun, including a second 'Plant #2' nearby on the Princes Highway for administration, engine assembly and



The main VW 1200 production line at the Clayton, Victoria, plant of Volkswagen Australasia Ltd. Plant capacity of VW 1200 sedans is more than 100 vehicles a shift.



The main Volkswagen manufacturing plant in Centre Road, Clayton, Victoria.



reconditioning and parts and storage. The plant contained only the second 'master jig' outside of Germany. The factory was built to produce up to 50,000 vehicles a year.

Volkswagen celebrated the factory in 1963-64, when VW Germany bought out the Australian investors and the works became 100% German-owned. It was featured in numerous sales brochures and a special booklet called 'The First 10 Years,' and was featured in a popular 16mm film called 'The Shape of Quality.' It's a full tour of the Clayton plant, watching the making of VWs from the raw steel at the peak of its productivity. It's available on YouTube in three parts (there's also a DVD in the Club Library, much better quality):

<https://youtu.be/yNRBfy8ay4E> (part 1)

<https://youtu.be/MiCojp22cj8> (part 2)

<https://youtu.be/TfvJl8-sdBY> (part 3)

The factory had two work shifts at its peak, with only the overnight period for maintenance and repair. Visitors could do an evening tour of the factory, watching the assembly and later finishing with a film and a light supper. Bookings were taken through the Public Relations department.

New more modern competition began appearing in the early '60s, such as the BMC Mini, Morris 1100 and Hillman Minx, and the new Japanese small cars such as the Toyota Corolla, Datsun 1200 and Isuzu Bellett. The Clayton VW plant was essentially 'locked' into producing the 1962-63 model, as with such a small turnover they could not afford to keep up with all the continual German changes and improvements. This was especially noticeable after 1965, when the German models got a new 'big window' body shell and many other improvements. The Australian car was

basically the 1962 model with small improvements. Sales peaked in 1964 at just over 35,000 produced, just 70% of the plant's capacity - and declined after that.

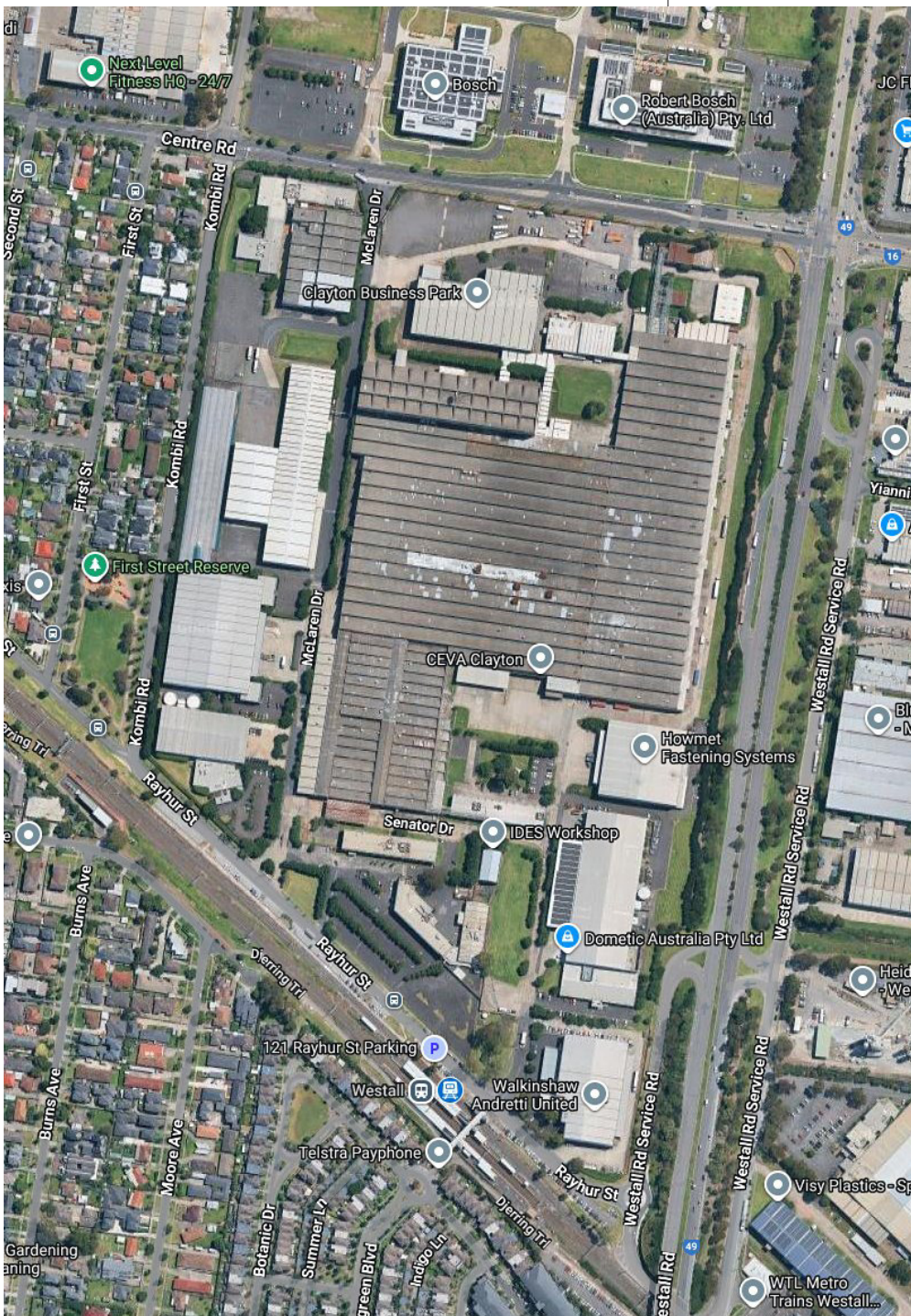
By 1966, when the 1300 Beetle appeared (still with the 1962 body shell), sales had halved and the factory was losing money. Models such as the economy 1200 Standard and 1500 Type 3 range had not halted the decline. A further decline in 1967, and another hefty loss, saw the Australian management replaced by Germans. The Country Buggy proved a big disappointment. An audit of the works recommended ending full manufacture ASAP and returning to CKD assembly, as well as contracting assembly work to other makers. The factory was stripped out and all manufacturing equipment pulled out. The former pride of the works, the giant press machine hall, became a storage area. Most of the VW jigs, tools and dies ended up in VW's Brazilian factory.



Soon the 1968 VWs were being locally assembled, again with some local components, which allowed buyers to catch up on all the German improvements. So many were they that it was called the '68 Revolution.' Nissan contracted VW to assemble the Datsun 1200 and Datsun 1600 in Clayton, while Volvo 240 sedans and Mercedes trucks were also assembled there. A corporate reorganisation saw the Volkswagen Australasia company dissolved, and the factory now owned and run by 'Motor Producers Ltd,' fully owned by VW Germany. The national sales and distribution rights were given to Sydney's LNC Industries, owners of Lanock Motors.

VW sales steadied in Australia and even increased in the early 1970s, with the release of the 1600 Superbug S (locally assembled). In 1973 the Type 3 series was wound down and replaced by the new front-drive water-cooled Passat. Clayton became the first VW factory outside Germany to produce the Passat. It was an instant hit, outselling the Superbug and 1300 Beetle combined in 1974, but overall sales were declining. More Datsuns were now produced in Clayton than VWs, and in late 1975 Nissan made a successful bid with VW Germany to buy the factory outright. The Australian management were informed, but had no input in the decision.

VW assembly continued under Nissan control in 1976, as local Golf assembly replaced the old Superbug and VW 1300. With new anti-pollution rules coming into force in mid-1976, especially the dreaded ADR27A, VW was not



prepared to update the 'carryover' Beetle 1600. The last one came off the Clayton line in July 1976, after 260,055 had been sold in Australia. The Golf and Passat had also suffered numerous quality control problems under Nissan's management, so it was decided to end Australian VW assembly entirely at the end of 1976. From 1977-on, all VWs would be fully imported, and the Clayton plant was now a 100% Nissan factory.

Nissan would spend hundreds of millions of dollars upgrading the factory over the next few decades, and built the Datsun 1200 and 1600, 120Y, 180B, 200B, Pulsar, Bluebird and Pintara up until 1992 when they ended all Australian production after years of hefty losses. They moved out of Clayton, the Nissan roundel on the former VW press shop roof was covered up, and the site became vacant.

It was subdivided for numerous separate businesses in the 1990s and became the 'Clayton Business Park.' For a number of years it included a large Linfox transport depot, industrial printers, aerospace companies and the headquarters and workshops of Holden Special Vehicles. In later years this became Walkinshaw Engineering before Holden closed down. Walkinshaw have since moved out of the former VW factory and are now in new premises on Whiteside Rd, on the south side of the railway line at South Clayton - where they have made modified Amaroks in recent years.

The Clayton Business Park became more and more run down as the years went by, and many of the



Melbourne friends can let us know? Still, it's sad to see the once mighty press hall being demolished.

There were suggestions that the huge VW sign on the roof be rescued before it gets demolished. This is a nice idea, but it's not a VW sign any more. It was replaced by a Nissan sign many years ago, and is now painted over.

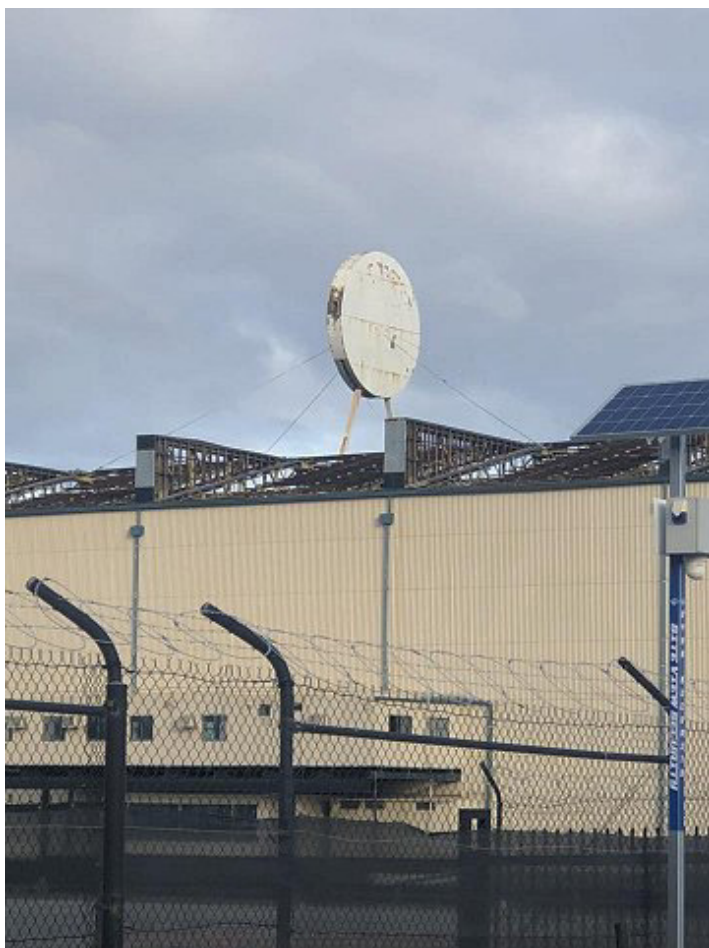
So another Australian Volkswagen landmark from the air-cooled era bites the dust. There aren't many places still left now...

Phil Matthews

larger companies moved out. In recent times it has been mostly empty and ripe for redevelopment. There is still one permanent reminder of the VW days - on the western boundary of the site is Kombi Road.

Melbourne VW enthusiasts have posted on Facebook this month that demolition of the former press hall has begun, with the southern and western walls removed, as well as the fibro-asbestos roof, and the 1960s internal framework now visible. The separate buildings on the block between Kombi Rd and McLaren Drive have already been demolished entirely.

We're not sure if demolition will continue until the entire site is cleared, or if some sections such as the saw-tooth assembly halls and original southern railway sheds will remain. We don't know what is planned to happen to the site - maybe our





VW ID.4 Pro.

The all-electric Volkswagen ID.4 Pro has finally landed on our shores! Hurrah! The benefit of waiting almost half a decade for it means we get some mid-life technology upgrades and interior features for the single model that's available to us (at least for now).

The biggest questions this mid-size SUV really pose, though, are - has it been worth the wait? Is it practical enough? Is it fun enough? Is it affordable? Let's find out.

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

For Aussies, at the moment the Pro is the only variation offered in this new electric mid-size SUV. But a sportier GTX version is due later this year or next, which will have the same dual-motor, all-wheel drive set-up as the ID.5 GTX, a coupe-style EV SUV riding on the same platform, which is already available here.

A sharp before on-road costs price tag of \$59,990 positions the Pro as a healthy rival to recently arrived BYD Sealion 7 Premium and long-standing favourite the Tesla Model Y Long Range, which start at \$54,990 and \$68,900, respectively.

The ID.4 Pro arrives with upgraded technology, by way of a graphics facelift for the 32.8 cm media display that also sports easier-to-find widgets.

There's a 13.5 cm digital instrument cluster which keeps the cockpit driver-focused, and can pull directions through from your phone navigation - which you'll need to use as the Pro, disappointingly, doesn't arrive with in-built sat nav. And that phone connection? Still wired.

However, the update now sees additional soft-touch points throughout the cabin with contrasting stitching on the dashboard.

Our test model has been fitted with a sexy tan and black leather and suede upholstery. Fancy extras like electric and heated front seats with massage function, a heated steering wheel and panoramic sunroof remind you that you're sitting within the semi-premium end of the segment.

Other features include keyless entry and start, matrix LED headlights with LED daytime running lights, soft-open

door handles, four USB-C ports, a wireless charging pad, two 12-volt sockets, three-zone climate control, 19-inch alloy wheels and a powered tailgate. VW also throws in an at-home charging cable and an on-the-go Type 2 connector.

The Pro's equipment list is solid but some technology improvements could be made for the next update.

Is there anything interesting about its design?

The ID.4 Pro leans toward the pillowy end when it comes to exterior shape, but it's as cute as a button. Soft curves aren't uncommon in this segment, and the overall effect is friendly yet grown-up.

A chrome accent strip running from the roof to the C-pillars adds interest, as do the matrix headlights, which look a bit like Transformer eyes. They're adaptive too, so they put on a little light show when you start the car - a fun party trick.

Around the back, customisable rear light profiles will earn nods from the cooler kids.

Step inside and the cabin shines. Space is generous, and any 'cute' impressions fade fast as it's clear this cabin means business.

Visually, it's slick and considered, with premium materials like leather, suede, and synthetic trims setting the tone. There's still a touch of Volkswagen fun, though. Look out for the Pause and Play icons on the brake and accelerator pedals.

It feels airy and open, especially with the panoramic sunroof option, and both displays are impressively sharp. You might expect a larger digital cluster, but the 13.5 cm instrument screen does a surprisingly good job, keeping things tidy and focused on the drive.

I'm also quite fond of the adjustable front armrests, which can be folded up and out of the way when not needed. A small touch, but it adds to the car's flexible, family-friendly feel.

How practical is its space and tech inside?

The front row offers plenty of room for two co-pilots to settle in without bumping elbows. The seat padding is





softer than you'd usually expect from Volkswagen, and with the extendable under-thigh supports and added seat functions, the ID.4 Pro proves itself a seriously comfortable road-tripper.

In the back, space is generous, and my eight-year old appreciated the wide door openings and cushy seating. It's best thought of as a very comfy space for two adults, with room for a third in a pinch.

That flat floor makes a noticeable difference for the middle passenger, giving them more legroom than usual. The 'two is best' idea also applies to child seats and while there are three top-tether anchor points, realistically, using more than two at once would be a squeeze. I had no trouble installing my booster this week, though it did block visibility out the back window.

Storage up front is a strong point, with a glove box, cup-holders, bottle holders, and a generous centre console. The console houses the wireless charging pad, two USB-C ports, and a large cubby that swallowed gloves, snacks, and two pairs of glasses with cases which is perfect for keeping the cabin clutter-free.

Rear passengers are well looked after, too, with climate control, directional air vents, two USB-C ports, a fold-down armrest with cup-holders, bottle holders in each door and map pockets. It's all very family-friendly.

The 543 litre boot handled everything we threw at it this week. I like the adjustable floor height; set it higher to create a handy space for your charging cables, or lower it to maximise room. There's also a hidden pocket under the floor for the tyre repair kit (there's no spare of any description).

You miss out on a frunk, but the powered tailgate and stretchy luggage net help keep things secure and easy to manage.

Tech-wise, it's mostly intuitive. While my husband isn't a fan of the touchpad climate and steering wheel controls, I find them pretty straightforward to use.

What does bug me, though, is the lack of built-in sat nav and wireless Apple CarPlay. I don't like leaving my phone charging all the time, and even when you reconnect the cable, you have to manually restart CarPlay every

time you get in. Hopefully that's something Volkswagen irons out in a future update.

What are the key stats for its motor?

The ID.4 Pro is fully electric and rear-wheel drive with a single motor on the rear axle producing 210 kW and 545 Nm. That supports a claimed 0-100 km/h sprint of 6.7 seconds, which feels satisfyingly swift for a mid-size SUV.

There's instant torque for easy overtakes and the RWD keeps things balanced and composed. You also get a choice of drive modes to suit your style, and regenerative braking helps recover energy smoothly. It's subtle, but effective enough to make city driving feel more efficient.

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

The ID.4 Pro is fitted with an 82 kWh lithium-ion battery and offers a WLTP driving range of up to 544 km, which is impressive for the segment.

Official combined cycle (urban/extra-urban) energy consumption is rated at 16.7 kWh/100 km, and around town, where regenerative braking works harder, you're unlikely to feel any range anxiety.

If, like me, you do a lot of regional driving or longer trips, you might find yourself keeping a closer eye on the gauge. My real-world consumption sat closer to 20 kWh/100 km, which still leaves you with solid usable range, but it's something to factor in.

Charging is straightforward, with a Type 2 CCS port that accepts up to 175 kW on a DC fast charger and 11 kW on AC.

Both figures are useful and on a fast charger you can expect a 10-80 per cent top-up in around 30 minutes which is quick enough to squeeze in a coffee break or snack stop, even with a kid in tow.

What's it like to drive?

The ID.4 Pro is simple to operate, and aside from the instant power delivery and lack of a traditional start/stop button, it behaves much like a combustion-powered car.

That makes it a great entry-point for anyone new to EVs because it's familiar, but has just enough electric quirk to keep things interesting.

I miss a true one-pedal driving experience in city





traffic, but the set-up still works well. Regenerative braking isn't particularly strong in normal 'Drive' mode, but you can toggle any time to 'B' mode ('Braking'), which offers a bit more resistance through regenerative braking. I've kept it in B mode most of the week as the extra feedback just feels nicer underfoot.

This week's testing included winding mountain roads, regional backroads, as well as freeway stretches and the ID.4 handled it all with confidence. There's enough precision in the corners to keep things fun, and it always feels well planted.

The suspension strikes a middle ground - not ultra-soft, but still comfortable. You'll feel some of the sharper bumps, but most surfaces are smoothed out well, and the cabin stays quiet even at higher speeds. Ride comfort has clearly been a priority and it pays off.

From the driver's seat, visibility could be better. The rear window is narrow, and the thick pillars don't help, so I found myself relying quite a bit on the camera system when parking or manoeuvring.

That said, the ID.4's size and clear 360-degree camera system make it incredibly user-friendly in tight spaces. Whether parallel parking or squeezing into small car parks, it isn't stressful to park.

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

The ID.4 Pro has a 5-star Euro NCAP rating, achieving top ratings in all categories. It hasn't yet been ANCAP rated for Australia, but it does carry a 2021 maximum five-star safety rating under ANCAP protocols for New Zealand variants.



It comes equipped with seven airbags, including a front centre bag, and a comprehensive suite of driver assistance features that make it feel reassuringly modern and family-focused.

Standouts in day-to-day use include side exit assist, blind-spot monitoring and one of the better adaptive cruise control systems I've experienced lately. The lane keeping aid, however, is a little over-eager at times, with some noticeable tugging at the wheel.

Other safety features include interior monitoring, driver attention alerts, and a full spread of collision avoidance tech including autonomous emergency braking, forward



collision warning and rear and front cross-traffic alert.

Parking sensors, a 360-degree camera system, and intelligent seatbelt reminders help make low-speed manoeuvres easier and safer. For families, there are ISOFIX child seat mounts on the outboard rear seats and three top-tether anchor points across the second row.

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

The ID.4 Pro comes with a five-year/unlimited kilometre warranty, which is standard across the Volkswagen range, while the battery is covered for eight years or 160,000 km, giving buyers a little extra peace of mind when it comes to long-term EV ownership.

Volkswagen also offers a 10-year capped-price servicing program, which is excellent for the segment.

The total cost comes to \$2890 over the full term, and the service intervals are spaced every two years or 30,000 km, whichever comes first.

Verdict

It's been a long wait for the Volkswagen ID.4 Pro, but it's one that's paid off. It's an electric SUV that delivers on the essentials - comfort, smart features, and an effortless driving experience. But it also keeps charging times, range, and running costs firmly in the 'very liveable' camp. The ID.4 Pro manages to feel polished and personable, which is a great combination.

Emily Agar



VW Caravelle — the Mercedes of mini-buses.

Caravelle is the aristocrat of passenger vans.

The Manly Daily, Wednesday 5th September 1984

The German-built VW Caravelle GL has the unenviable distinction of being the most expensive passenger van on the market - but it is also the acknowledged Mercedes of its field.

This month VW will announce a 4WD version although it will not be on sale here this year. The prototype will be displayed at the Sydney Motor Show.

Volkswagen launched its kombi-type vehicle in Australia 30 years ago, introducing a completely new type of vehicle. Although the basic concept remains the same, the latest design is completely different.

The only major feature they have in common is the use of a rear-mounted engine - a feature which allows free interchange between the driver's and passengers' sections.

Gone is the noisy 1.2 litre 36-bhp air-cooled engine of the very first Australian versions, or even the 2.0-litre 70-bhp air-cooled engines from the first of these third-generation models that appeared here in 1982. In place now is a quiet, water cooled, fuel injected, 1.9-litre 85-bhp unit. The four-speed manual transmission has given way to five speeds, or an optional three-speed automatic.

The biggest change from the pre-1980 models is in the suspension system.

The original 1954 Kombi had torsion bars and swinging rear axles with tall reduction boxes, which gave excellent ground clearance and a good ride on rough roads but proved dangerous when cornering in some circumstances.

The latest design has conventional coil springs with all wheels independently sprung, giving an even better and much safer ride on rough roads than the original.

The effectiveness of the suspension has earned the Caravelle its reputation as the best passenger van built. Without argument it is the surest handling and most comfortable riding design on the market.

The design can be likened to a Volvo in its crash-protection.

Independent studies in Germany have produced a

number of photographs comparing the impact damage on a Caravelle and some rival vans after being deliberately crashed into a concrete barrier.

The Caravelle maintains its basic body structure so well that the doors can all be opened; some competitors fold up so badly the entire passenger compartment is distorted.

VW Kombi prices start around \$16,450 for the work horse of the range, rising to \$23,450 for the Caravelle GL automatic with luxury furnishings and equipment.

Though high compared with Japanese vans, these prices have not deterred buyers looking for luxury seven-seater motoring.

The Caravelle is especially suited for camping conversion. It differs from other forward-control vans because the engine is located under the cargo floor at the rear. The absence of an engine hump under the driver's seat means that occupants can walk the length of the interior.

A typical camping conversion, such as Trakka (available through VW dealers) has the sleeping accommodation and amenities of a small caravan. It has a popup roof with gas struts to hold the roof in the elevated position when required.

Also included is a multi-adjustable and removable table, several storage cabinets, a wardrobe and a mini kitchen with refrigerator, twin burner stove, sink and electric water pump.

Side curtains, 240 volt lighting, insect screens and an external power point are fitted. Options include automatic roof locking and a swivelling front seat which allows four people to share the table.

The standard Caravelle seats seven. Although lacking some of the electronic gimmickry offered by Japanese rivals, it is unmatched in passenger comfort.

Air conditioning and an elaborate sound system are available as optional extras.

The Caravelle brakes securely on wet roads without locking the rear wheels and follows a straight line when buffeted by side winds.

Having the engine at the rear helps balance the weight. This is one reason why there is little difference in the handling qualities of a laden and unladen vehicle.

VW has built over 5.5 million 'Type 2' Commercials and Microbuses since 1950, and sold 75,000 here since 1954.

The latest water cooled model has 24 per cent more power and 15 per cent better fuel economy than its predecessor. It can out-accelerate some Japanese rivals and cruise comfortably and without strain at 100 km/h.

Fuel economy for a manual model is around 10.5 litres per 100 km at moderate touring speeds and 14 L around town.

Caravelle takes a total payload of 870 kg. Its turning circle of 10.7 metres is tighter than the 1970s models and makes it as easy to manoeuvre as a family car, although the parking vision is hampered by the seat headrests.

A huge tailgate extends the full width of the vehicle for easy loading. A sliding side door looks after the passengers.

Pedr Davis

Klub Korrespondenz.

From: McGrath.Gavin@abc.net.au

Date: 17/06/25 07:59:34

Subject: VW in Australia and local manufacturing

G'day Phil,

Thank you very much for your help on the phone this afternoon. These are the photos I would love to use for my not-so-foreign Aussie cars story.

25-VW-Nationals – slide 7 - 1st: Mohammad Bamy's Beetle

25-VW-Nationals – slide 8 – 2nd: Costa Argirelli's Beetle

25-VW-Nationals – slide 20 - 1st: Stan Koscianski's Kombi

Also, as discussed, would love a brief (100-word or fewer if possible), description of VW production in Australia: where, when and what. I know that's an absurdly difficult challenge to keep it that tight.

The story will hopefully run next weekend (July 26) but, of course, all the material needs to be to the sub-editors earlier than that.

Really appreciate your interest in this. If you have any questions, my phone number is 0417 702 317.

Gav McGrath
ABC Victoria

Hi Gavin,

Thanks for contacting me, nice to talk to you.

Note that Mohammad's 1966 Beetle was originally a 'Standard' model, which was the lower-cost poverty pack model that did without many of the 'Deluxe' Beetle's extras. When new it had no full roof lining, no glove box lid, no interior light, no windscreen washers, no chrome trim, and painted grey hubcaps. Mohammad has added a lot of the Deluxe parts and dealer accessories, which many owners did. His headlights are modern after-market LED units!

Costa's Beetle is also a 1966 but is a Deluxe with the 'towel rail' bumpers and full trim. He has lowered it, and his headlight covers and side mirrors are after-market parts, not VW items. The rear Venetian blind was a dealer accessory of the time, many other makes had them too.

Stan's 1963 Deluxe Microbus is lovely but that particular model wasn't built in Australia. The Melbourne VW factory did make a 'Deluxe Microbus,' but it didn't have a sunroof or the skylight windows, it was a little more basic than the German-



made model he owns. You could buy one here back in the day, but only by special order or by the overseas purchase scheme. He's also added Porsche 356 slotted wheels.

I've also attached a shot of Danny Haynes' 1970 Beetle - it shows the much more modern design that was assembled here from 1968 after local full manufacture ended.

Here's my story as requested:

"Volkswagens were assembled in Australia from 1954. German-made 'CKD' kits were assembled in a former railway workshop in Clayton, Melbourne. In 1957 it was decided to fully manufacture the cars here, stamping the bodies from Australian steel. VW bought the factory and greatly expanded it, and by 1961 the VW was 75% locally made.

"Sales peaked in 1964, after which the factory began losing money. In 1968 local manufacture was ended and the factory returned to assembling German CKD kits. Datsuns, Volvos and Mercedes trucks were also assembled in the VW factory. The Passat was assembled from 1974, replacing the Type 3 series, and the Golf from 1976, replacing the now obsolete Beetle. The factory was sold to Nissan, and all VWs since then have been fully imported."

Kind regards

From: maddogmsport@gmail.com

Date: 14/07/25 18:45:50

Subject: Australian VW Type 1

Good evening Phil, I hope you're well.

My name is Morgan Freemantle and am a Formula Vee competitor and also the NSW Tech Director. I was given some advice from Michael Molnar from Canberra VW Centre to try your club for some documentation we are trying to locate. Michael used to build engines and gearboxes for us and I keep in touch with him as he maintains our Passat and Polo.

I have been chasing a book that contains specifications of Australian Volkswagen Type 1 which apparently exists - but isn't easy to find! Our rules are based on Australian Volkswagen Type 1 sedan components - but these aren't defined in their entirety - it rather implies that we should be able to find these elsewhere.

David Cutts who has been a VW mechanic and FV guy for an eternity told me the 'book' has a blue cover and his copy was lost in one of the floods that hit his property near Windsor a few years ago.

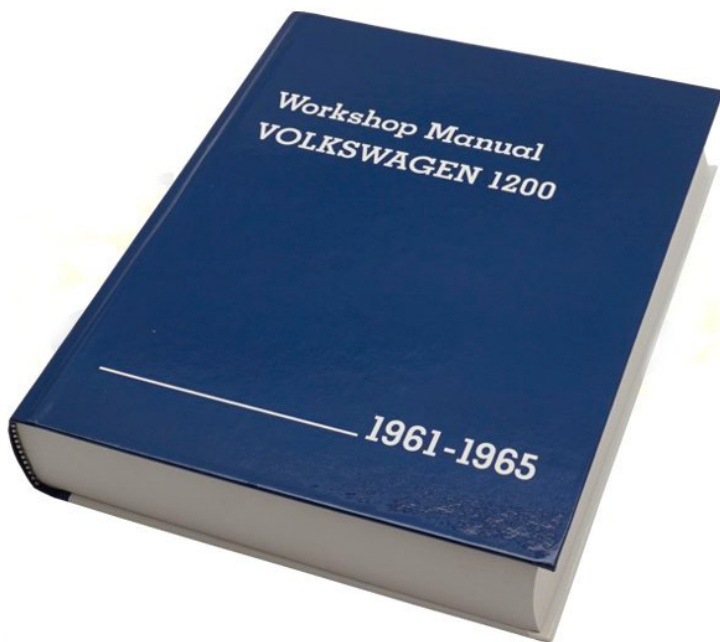
Are you able to help - we can't locate a copy?

Thanks in advance.

Morgan
0431 695 569

Hi Morgan, many thanks for your interesting email.

As I understand the rules of Formula Vee, the cars were originally based on the Volkswagen components of the early 1960s, when the formula was introduced. In Australia, this would have been the 1192cc (1200) 40-bhp engine that went on sale here in October 1960, replacing the earlier 1200 36-bhp engine (which was recognisable by its integral generator stand).



In Australia the 40-bhp engine was used in the Deluxe Beetle until March 1966, when it was replaced by the 50-bhp 1300cc engine. However for the 'poverty' Standard model, it carried on for another year until it was replaced by the 1300 'Custom' in early 1967. I don't think the 1300 was ever used in Formula Vee.

For the end of local full manufacture and return to CKD assembly in 1968, the Beetle was updated to the latest German improvements such as ball-joint suspension with front disc brakes, twin-circuit brakes, 12-volts and the 53-bhp 1500cc engine. That engine had debuted on German Beetles in late 1966. Again, not used for Formula Vee.

I believe Vees nowadays mostly use the twin-port 1600cc 60-bhp engine? That engine first appeared on the new Superbug S (with Macpherson strut front end) in early 1971, and used until the end of the Australian Beetle in mid-1976. Again it had appeared on German Beetles the year before.

So for Vees I guess you're looking for specs on both the 40-bhp 1200, and 60-bhp 1600?

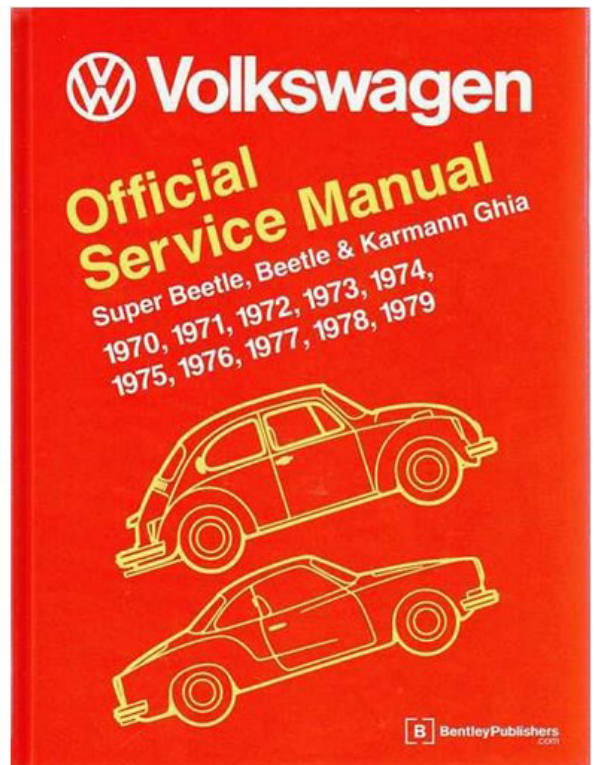
The good news is that, as far as I am aware, there were no technical differences between Australian-sold engines and those from Germany. Therefore, you can safely refer to any German VW factory manual. In any case, official VW dealerships in Australia were supplied with German manuals.

The Scientific Publications / Gregory's workshop manuals sold to the public at the time were very good, they had Australian wiring diagrams (for RHD) and good repair procedures and a page of specs, but were not 'official' manuals. Likewise other aftermarket manuals from the USA such as the Clymer and Chilton, and the UK Haynes, InterEurope and Autobook manuals. All great for referring to while working on VWs, but not 'official.'

You would be looking for official Volkswagen manuals of the time, which were indeed printed with a dark blue cover and provided to official Volkswagen dealer workshops. You could also get them in dark blue ring binders, useful for collecting period workshop bulletins.

These are actually not too difficult to find, and modern reproductions are available from specialist VW suppliers, and Amazon, and are reasonably common on Ebay.

They are reproduced by the US Bentley publishing company. As a result, they're much thicker and much more detailed than the other manuals I mentioned. Be aware they



are copies of German VW manuals designed for the US market, so things like their pollution canisters and various US wiring changes etc don't apply to Aussie cars. Still, the engines themselves are the same.

Here's the blue 1200cc manual on Amazon - warning, it's not cheap!!

<https://www.amazon.com.au/Volkswagen-1200-Workshop-Manual-1961-1965/dp/0837617022>

The 1600cc manual looks a little different, and also not cheap:

<https://www.amazon.com.au/Volkswagen-Official-Service-Manual-Karmann/dp/0837600960>

Hope this helps!

Good morning Phil

Thank you so much for your reply! I discussed with both the NSW State Committee and our National Tech group. We are all very grateful for your expertise and comprehensive response.

We are still running the 40 horse in the 1200 category which is strong in Tassie and WA with smaller but consistent entries in NSW, VIC, QLD and SA. The 1600 twin port is the 'main game' in all states except Tassie where 1200s are prominent.

We're still on the hunt for the official Volkswagen 'blue cover' manuals as these seem to be the basis from which the rules refer, however the manuals you've linked us to are a great reference and are good sources we can point competitors/builders to.

There's been a bit of a resurgence of Formula Vee over the past few seasons. Things weren't looking great through and post Covid but entries are on the improve with some enthusiasm and knowledge being passed around!

Cheers and again, thanks.

Morgan

Oscar's Scrapbook.



Little boy sitting on his step eating candy just as fast as he could unwrap it. A man passing by saw what he was doing. He said all that candy is not good for you and will spoil your dinner. The little boy said I don't know about that but my grandpa lived to be a 102. The man said wow you mean by eating candy. The little boy said no, by minding his own business.



Premiers in minor grades

RESERVE GRADE

Year	Premiers
1928	Balmain
1929	South Sydney
1930	Balmain
1931	South Sydney
1932	South Sydney
1933	Balmain
1934	South Sydney
1935	Eastern Suburbs
1936	Western Suburbs
1937	Eastern Suburbs
1938	St George
1939	Canterbury-Bankstown
1940	North Sydney
1941	Balmain
1942	North Sydney
1943	South Sydney
1944	Balmain
1945	South Sydney
1946	Balmain
1947	Newtown
1948	Newtown
1949	Eastern Suburbs
1950	Balmain
1951	Newtown
1952	South Sydney
1953	South Sydney
1954	Manly
1955	North Sydney
1956	South Sydney
1957	Balmain
1958	Balmain
1959	North Sydney
1960	Manly
1961	Western Suburbs
1962	St George
1963	St George
1964	St George
1965	Balmain

THIRD GRADE

Year	Premiers
1933	South Sydney
1934	Balmain
1935	Newtown
1936	Western Suburbs
1937	North Sydney
1938	Western Suburbs
1939	Western Suburbs
1940	St George
1941	Eastern Suburbs
1942	St George
1943	Newtown
1944	Western Suburbs
1945	North Sydney
1946	North Sydney
1947	Eastern Suburbs
1948	Balmain
1949	St George
1950	Balmain
1951	St George
1952	Manly
1953	St George
1954	Balmain
1955	Balmain
1956	Balmain
1957	St George
1958	Western Suburbs
1959	North Sydney
1960	Balmain
1961	Western Suburbs
1962	South Sydney
1963	St George
1964	Parramatta
1965	St George

THE AGE, TUESDAY, JUNE 8, 1954

MOTORING and MOTO Assembled in Australia



MONDAY, JUNE 7, 1954

THE FIRST LOCALLY ASSEMBLED VOLKSWAGEN leaving the production line yesterday. Workmen are shown putting the finishing touches to this car of German origin.

The cars are being assembled at Martin and King's plant at Westall. All mechanical components and most of the body are German made, but the Australian content will increase as production gets under way.

Only saloon models will be produced for a start.

The Australian distributors, Regent Motors Pty. Ltd., say that sun top and cabriolet models may come off the local line by the end of the year.

Commercial models will be assembled here in about a year.

The production schedule aims at a rate of 300 locally-assembled cars a month by August.

The target figure will increase with demand until the company is producing about 3000 a year.

Road Test 17/54

HOLDEN UTILITY

CONDITIONS: Cold, wet, wind slight, payload, two occupants and 7-cwt. cargo; standard fuel.

ACCELERATION

IN GEARS.	Secs.
M.P.H. 0-30	13.8
30-40	13.4
40-50	17.8
50-60	24.0

THROUGH GEARS

From 0 to 30 40 50 m.p.h.

Secs. 8.0 13.5 20.0

MAXIMUMS

Gear Ratio M.P.H.

1st (S.M.) 11.39 to 1 28

2nd (S.M.) 6.18 to 1 53

3rd (S.M.) 3.888 to 1 76

FUEL CONSUMPTION

M.P.H. 30 40 50

M.P.G. 29.0 30.2 28.2

BRAKING

30 m.p.h. to 0 31.0 to 0

Change Utili

Two years of t
done much to impr
can claim a "workh

Since our last test of this model ("The Age," October 28, 1952), many improvements have been made in line with those for the saloon.

Most marked improvements have been:

- Better vision and more comfort because of a higher seat and more vertical rake of the seat squab.
- Less transmission noise because of a new-design back axle assembly. This

WHERE DO OLD VOLKSWAGENS GO WHEN THEY GET OLD?





The late news.

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

At yesterday's ALP national caucus meeting, PM Anthony Albanese addressed the assembly and said 'if there are any idiots in the room, will they please stand up.' After a long silence, the Attorney-General Mark Dreyfus rose to his feet. 'Mr Dreyfus, why do you consider yourself an idiot?' Mr Albanese asked. "Well actually I don't," Mr Dreyfus replied, "but I hate to see you standing up there all by yourself."

TV host Larry Emdur was interviewed this week for a new role as an historical researcher for a new documentary series. The role would involve some library work, as well as a mix of office and home working. "Are you fine with hybrid?" the interviewer asked him. "Oh yeah," Larry replied. "I drive a Prius."

Microsoft boss Bill Gates confirmed his divorce from his wife Melinda yesterday. He said his marriage was just like electronic banking technology. It went from physical contact to electronic only, from inserting to just tap and go, until finally it was contactless.

On TV's Better Homes and Gardens last night, Graham Ross showed viewers the correct way to rake, pile, scoop and remove autumn leaves and adding them to the compost bin. Co-host Scotty Cam laughed and said "my way's better champ. I pile them in the back of the ute. Then I just drive around until they're all gone."

90-year old Bill Lawry went to his doctor this week and complained about his sore left knee. The doctor examined him and shrugged. "You know Mr Lawry, you played cricket for many years and then climbed the stairs to the commentary box for decades after that. Now you play golf four times a week. At your age you have to expect things like this." "Doctor," Bill replied, "my other knee is the same age, and it doesn't hurt."

In Narrandera last night a doctor visited a farmer's wife who had taken ill. Taking his black medical bag, he examined her in the bedroom. After a moment he stepped outside and asked the farmer for a pair of pliers. A few minutes later he emerged again and asked for a hammer and chisel. After another interval he asked for a hacksaw. "My god Doctor, what's

wrong with her?!" the distraught farmer cried. "I don't know yet," the doctor said. "I can't get my bag open."

The Bureau of Statistics has introduced a new policy of revealing the 'other side' of their published data to allay any fears. For example, they revealed that 44% of marriages end in divorce. That sounds scary, but think of the other side. That means that 56% of marriages end in death.

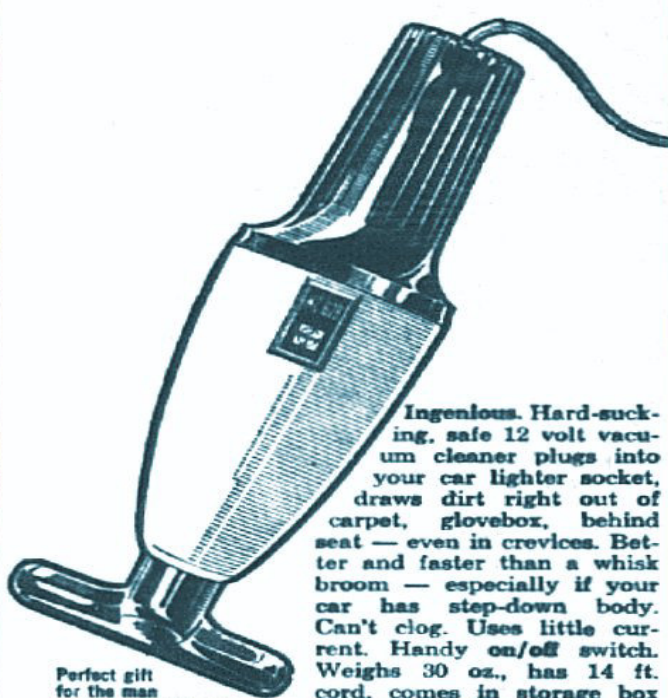
Author Peter Fitzsimons is currently working on a new history book, based in ancient Greece. He revealed that work is progressing well, but he is having difficulty with Greek mythology. He admitted it was his Achilles kneecap.

A Kylie Minogue song has unexpectedly reached the top of the pop charts in New Zealand this week. It was I Can't Get Ewe Out Of My Head.

TV star and occasional vet Chris Brown recently tried out for the upcoming season of My Kitchen Rules. However the judges were sceptical of his cooking skills. When asked about his culinary highlight, he said he could make 3-minute noodles in 2 min 40 sec.

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

GET YOUR CAR A SUPER SUCKER



Ingenious. Hard-suck-ing, safe 12 volt vacu-um cleaner plugs into your car lighter socket, draws dirt right out of carpet, glovebox, behind seat — even in crevices. Bet-ter and faster than a whisk broom — especially if your car has step-down body. Can't clog. Uses little cur-rent. Handy on/off switch. Weighs 30 oz., has 14 ft. cord, comes in storage box complete with instructions and accessory nozzles. Fully guaranteed. \$13.95.

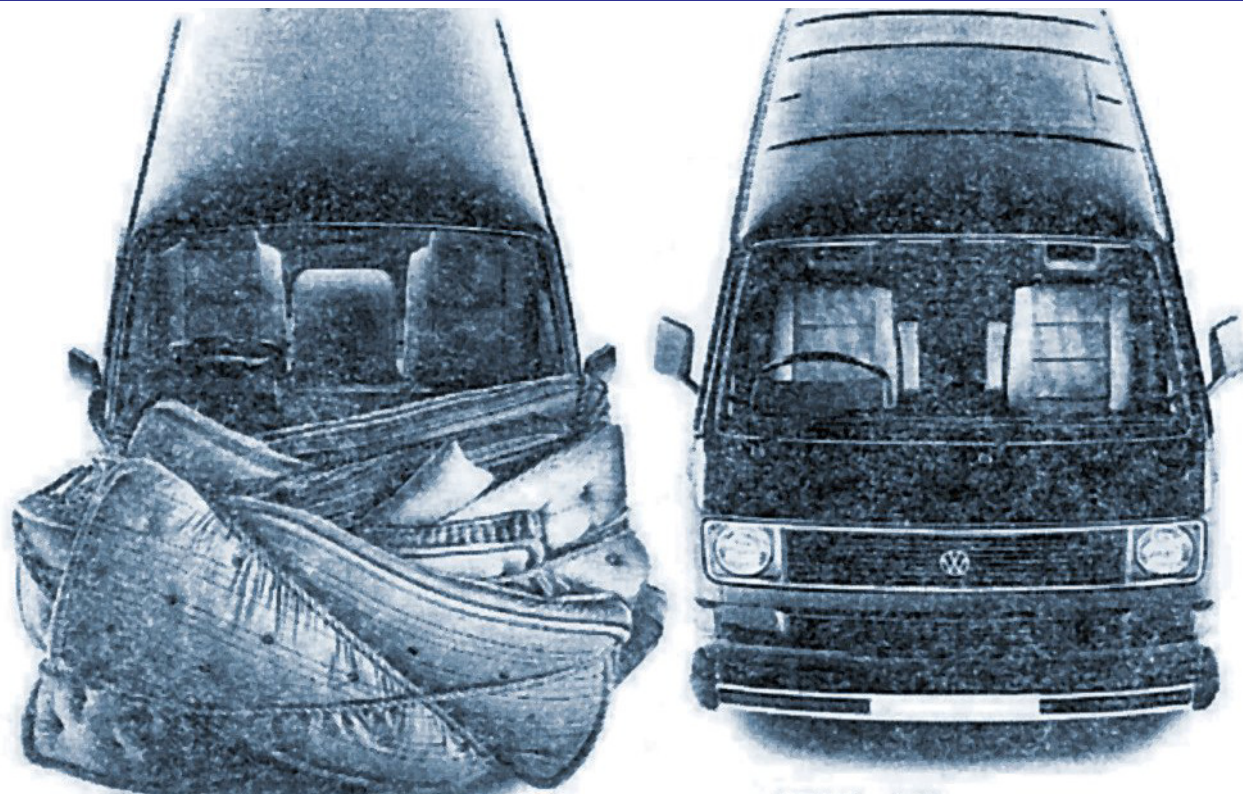
Perfect gift for the man who has almost everything!

NATIONAL

CAR VACUUM CLEANER



H801



You'd still be safer in the Volkswagen.

Sit in the average van and you may wish there was something more in front of you in case of an accident.

In a Volkswagen Transporter, there is.

Under the sheet metal lurks a truly massive steel box girder, designed to deform and absorb the impact of a collision.

Behind that again is our second line of defence. Huge steel beams running back to the chassis form a rigid passenger safety cell.

So even when it's test-crashed into a solid wall at 50km/h, our cabin remains intact.

Staying out of trouble in the first place, however, is where the Volkswagen really excels.

While other vans have their engines at the front, Volkswagen's is at the back. So the

weight is evenly spread for safe handling.

And our German engineers have fitted an in-line brake pressure regulator to prevent rear wheel locking. Giving you safer straight-line braking. Plus the only fully independent van suspension you can buy.

The latest Transporter now has its engine water-cooled, giving it 24% more power from 15% less petrol.

Our legendary longevity though, is one tradition we'll never change.

Of course it's true you can buy vans for less than the new Transporter will cost.

It simply depends which you value most.

Your money. Or your life.



Volkswagen Australia Pty. Limited. (A member of the VAG Group.)

DOB 33's 47

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