

Zeitschrift



Famous 1969 VW Limousine up for auction.

September 2025

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VW Cruise to Mt Wilson
The First 10 Years
More Ash articles**

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1969 VW Limousine
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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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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:

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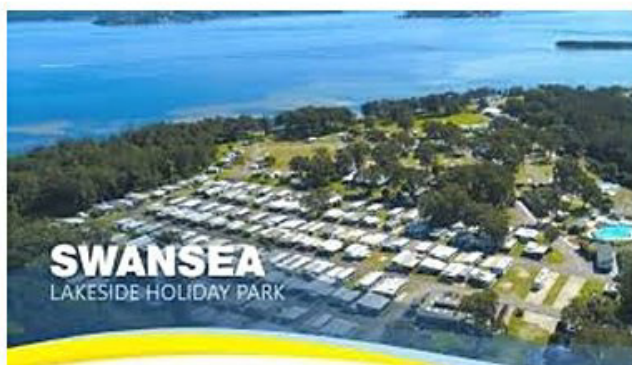
*Please have respect for the committee members and their families
by only phoning at reasonable hours.*



VOLKSFEST

Yes, it's back !!

Friday 19 to Sunday 21 September 2025
Swansea Lakeside Holiday Park, NSW



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

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

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



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

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

For bookings and more information:

www.volkshfestaustralia.com.au

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Facebook: www.facebook.com/volkshfestaustralia/

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**SUNDAY
21 SEP**

**10:00AM
TO
3:00PM**

Appin Public School, 97 Appin Road, Appin

Markets - Rides - Raffles - Food Trucks - Prizes

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.





**Lennock
Volkswagen**
Driving for the community

GERMAN AUTO DISPLAY 2025

Sunday 28th September 2025

9am to 3pm

Questacon Carpark – Canberra



VW Show and Shine – \$10 CVD member / \$15 non-member
Other German car clubs have their own entry and events



menslink
supporting young men in Canberra
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This event is hosted within
the National Triangle,
a place for all Australians

VW

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



WARWICK

Entries Open
August 1st 2025

DRAG RACING

WWW.VWMA.NET.AU

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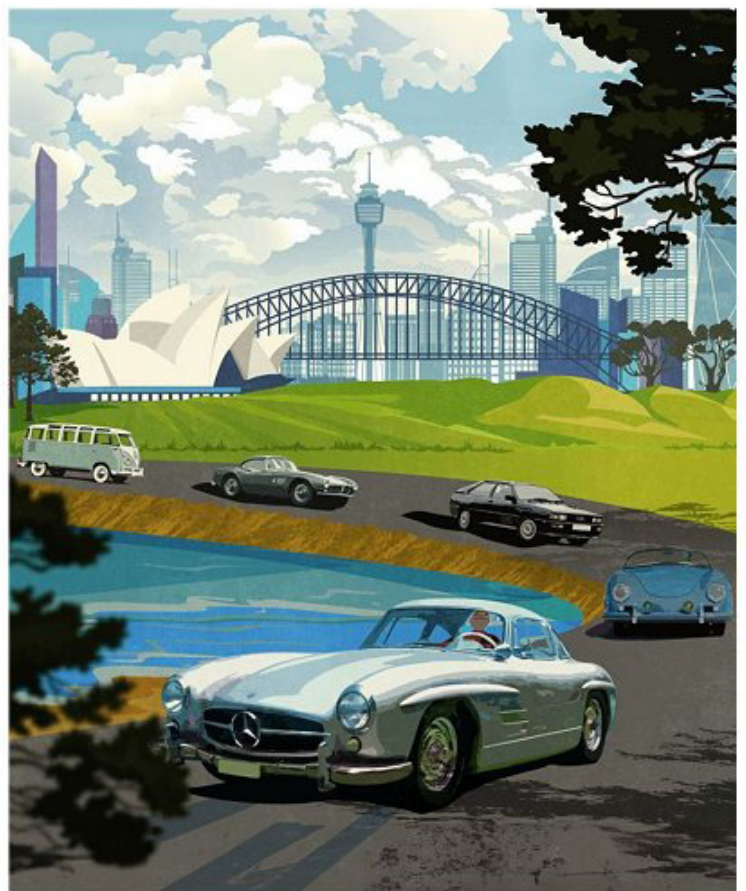
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& Family
Picnic

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Vehicles

Gough Whitlam Park, Bayview Ave, Earlwood

For all enquiries, please contact SGA Director Nick Harris on 0408 228 305.

Yes it's on again! **Boris' Picnic Day** **2025**



*** **at SANS SOUCI !!** ***

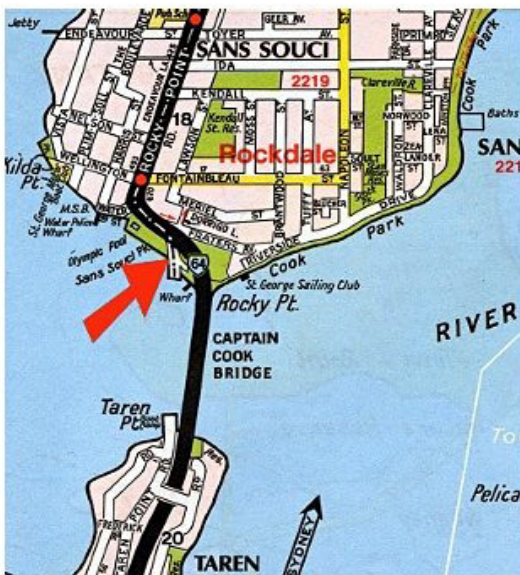
When: From 8:00am Sunday 23 November 2025

Where: Sans Souci Park, right near Captain Cook Bridge

Heading South: From Rocky Point Rd, turn right into Riverside Drive.

Heading North: Cross the bridge, turn left into Riverside Drive.

- **Come rain or shine! Free entry. Try to get there early!**
- **Toilets, kids play area, pool, fishing pier close by**
- **Juicy BBQ sausage sizzle, crusty rolls, cold soft drink, hot coffee and tea available. Club shop open.**
- **Display your VW (no judging or trophies). No swap stuff please.**
- **All VWs welcome - air and water-cooled, old and new.**
- **Shine up your VW and we'll see you there!**



For more info:

Phone Boris
(02) 9789 1777

Phone Wayne
0439 133 278

Phone Zelko
0419 807 807



Von dem Herrn Präsident.

I would like to thank our members for your welcome at my first meeting as President. It was great to have Lee beside me and members like Paul, Sandy and Mo contributing to the meeting. The entire room loved hearing Mo's story about the history of his Beetle, including how he discovered it and wrote about it using artificial intelligence. Sometimes, you just have to be in the room when it happens. I look forward to many such enjoyable and productive meetings in the future.

The Shannon's Classic on Sunday, 17 August at Eastern Creek was a great success. We had a prime position on the Skid pan and all 20 ticket holders turned up on the day. Sam's 1954 oval 'ratstoration' Beetle attracted the most attention from the public. On the track, our enthusiasm driving around the circuit indicated that there may be interest in a track day at Luddenham Raceway in the future. I certainly got a taste. But we will need to convince Rudi with our numbers. Thanks to John and Zelco for helping secure such a top position on the day.

Both Volksfest (19-21 September in Swansea) and the Old Bar Beach Festival (3-5 October) are quickly approaching, and members are preparing their cars and accommodation. Will you be there? I am working on attending one of them. I just hope I don't have to be marking mathematics exams on the back seat of my Beetle.

Bis bald (See you soon).

Danny Haynes



Kanberra Kapitel report.

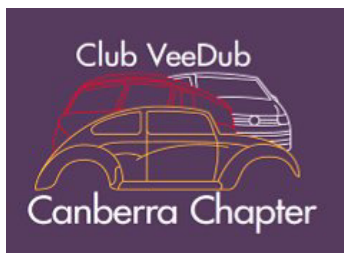
Welcome to spring - lots of end of winter events happened in August and more to come in September. Hopefully most are not impacted by the development of La Nina and the spring weather will be good.

We have some events coming for September including the Camp Quality SuperHeroes cruise (15th) and finishing with our chapters major event on 28 September - German Auto Display (GAD) 2025.

GAD has had to move across the road to the Questacon Carpark due to unplanned rehabilitation works on Patrick White Lawns. Entry fee for CVD members is only \$10 for the show and shine, to be collected at the CVDCC marquee.

Keep an eye on our public and private facebook pages for events, the GAD entry form, club sponsors and updates - hope to see you there!

-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.

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.

Friday 19th-Sunday 21st: - Volksfest 2025, at Swansea Lakeside Holiday Park. Bring your Volkswagen, old or new, on a three-day Volkswagen holiday! The event will have something for everyone. Friday: afternoon cruise and evening launch party. Saturday: morning cruise, all-day festival and super swap-meet. Sunday: all-day festival and show-n-shine with trophies. There'll be market stalls, trade stalls, live entertainment, food vans and children's entertainment. Ample camping options including cabins, powered sites, safari tents, water park, heated pool, tennis and basketball courts, mini golf, and much more. We hope to see you and your VW there! Register now (and see lots of extra info) at www.volksfestaustralia.com.au

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 21st:- Appin Wheels Festival 2025 at Appin Public School, 97 Appin Rd Appin. Yes it's back!! Calling all VW enthusiasts, please come along to this family friendly community fund-raising event, show off your VW, and enjoy

a day full of fun and motoring entertainment. Jumping castles, face painting, market stalls, hot food and drinks, major prizes, trophies and raffles. Please pre-book your entry at www.trybooking.com/DBCZJ

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 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.

Friday 3rd–Sunday 5th:- Old Bar Beach Festival at Old Bar, just east of Taree. Celebrating the sun, music and the iconic VW Kombi. Features a Kombi parade, Kombi and classic car display, live music acts, mega-street market, rides and amusements, street food, free kids area, local beers, fireworks and much more. Proudly supported by Mid Coast Council. For all info and bookings go to www.oldbarbeachfestival.com.au/

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 2025 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. The event website link is www.sydneymgermanauto-fest.com.au/ For all enquiries contact SGAF director Nick Harris on 0408 228 305.

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.

Sunday 23rd:- Boris' Picnic Day 2024. Yes it's on again! Come along to Sans Souci Park, just before Captain Cook Bridge at Sans Souci. From 8:00 am - try to get there as early as possible (no reserved parking, first-in first-parked). Free entry. Enjoy Boris' BBQ, show off your shiny VW (old or new) but no swapper stuff please. Asphalt parking, with toilets, pool, kids play area and wharf nearby. See you there! Phone Boris on (02) 9789 1777 for more info.

December.

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. This meeting will also be the Club VeeDub **CHRISTMAS PARTY!** Please bring a wrapped present (~\$10 value) for your entry and drink coupons. If everyone brings a present, then everyone will get a present. Free nibbles and hot food provided. Ho ho ho!

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:- 1967/76 Country Buggy. It's the only one in the world! 1976 IRS floor pan. 1600 twin port, torsion bar front end. All mechanicals only done 39,000 original km. Australian built proper country buggy body on original 1976 floor pan. Patina obvious, 1 owner for 45 years. Sad sale due to age-related fleet reduction. \$30,000. Phone John 0418 491 533 or email karensydney@hotmail.com

2nd Month 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



Canberra Flags August.

Another coffee the flags followed by cruising on to North Lyneham (North Canberra) for a warm sit down coffee and



Next Club Meeting:
Monday
15 Sept.
7:30pm
Canley Heights RSL.



chat. Was a good day to cruise and enjoy the weather.

-Aldred



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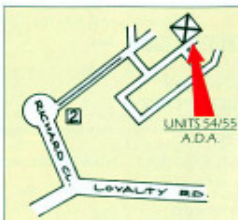
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VOLKSWAGEN - AUDI



AUSTRALIAN V DUB PERFORMANCE Centre

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

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

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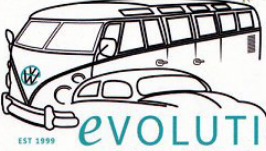
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Amarok turbo-petrol discount.

Volkswagen is looking to grow sales of its turbo-petrol Amarok Aventura after admitting its five per cent share of the model mix is "not as strong" as it hoped.

And it will be helped along by a \$3000 price cut from its current \$82,990 plus on-road costs, to the RRP of \$79,990 it carried at the latest Amarok's launch two years ago.

The Ford Mustang EcoBoost 2.3-litre turbo four-cylinder petrol engine was included in the new Amarok range as somewhat of an unknown, given ute sales in Australia are dominated by diesel engines.

Designed and built by Ford, the Mustang and Focus ST hot hatch-sourced engine's outputs (222 kW/452 Nm) split the V6 turbo-diesel (184 kW/600 Nm) and related Ford Ranger Raptor's twin-turbo petrol V6 (292 kW/583 Nm).

It has come to account for about 5 per cent of Amarok sales, though it is offered solely in the flagship Aventura, as a no-cost alternative to the V6.

"I'd like to see more sales of that car," Nathan Johnson, director of Volkswagen Commercial Vehicles in Australia, said.

"It's not far off what we expected, but it's probably not as strong as I'd like it to be at this stage. We'll see how we go with that moving forward."

He said there are no plans to drop the engine "at the moment", and that the company is "evaluating everything on a yearly basis depending on what's happening in the market."

Johnson would not be drawn on how Volkswagen could grow sales of the 'TSI452' turbo-petrol, but industry price guides have confirmed an RRP cut is imminent.

The new RRP will be \$79,990 plus on-road costs, the price the engine was marketed with at launch, down from the current \$82,990 plus on-roads asking price.

That gives it a price advantage over its more popular Aventura V6 diesel counterpart - badged TDI600 - which is listed at the same \$82,990 as the current TSI452 petrol.

The slower-than-expected demand for the turbo-petrol Amarok is the reverse of the strong initial interest the engine saw in the lead-up to the current-generation ute's launch two years ago.

"When we initially looked at [the petrol engine], we thought it was an interesting engine, but we may have slightly under-called the mix of that car," former VW Commercial Vehicles Australia director Ryan Davies said in late 2022.

"It seems to be a lot more interest in that engine than we anticipated."

The price cut will come with a Model Year 2025 (MY25) update for the Amarok, due imminently with additional features, and a new green colour already available in South Africa, where the ute is produced.

In the meantime, Volkswagen is offering drive-away deals on MY24 Amaroks, as well as the limited amount of MY23 stock left in some dealers.

Included among them are nationwide offers



on the petrol Aventura of \$76,990 drive-away for an MY23 plate, and \$79,990 drive-away for an MY24.

They represent savings of about \$13,500 and \$10,500, respectively, compared to their regular prices, the exact reductions varying depending on where the vehicle is registered.

The 2.3-litre turbo-petrol four-cylinder is now available in the Ranger in Australia, but only in a detuned form as part of a new plug-in hybrid system, which is yet to be confirmed for the Volkswagen.

Other deals available include a Style V6 available for \$70,990 (MY23) or \$73,740 (MY24) drive-away - cheaper than a not-as-well-equipped Ford Ranger XLT V6 (about \$76,000 drive-away in NSW).

Walkinshaw Amarok next year.

The flagship Australian-tuned version of the latest Volkswagen Amarok ute is not due in VW showrooms until the second half of next year, it has been confirmed.

But Volkswagen is promising big things for round two of its partnership with Walkinshaw, the engineering firm formerly behind Holden Special Vehicles, after the success of the original Walkinshaw Mk1 Amarok launched in 2021.

Volkswagen Australia is coy on whether the ute due next year will again be a limited edition, or become a series-production variant, given it is arriving much earlier in the Amarok's life cycle.





"I think it's a bit too early to say at the moment," Nathan Johnson, director of Volkswagen Commercial Vehicles in Australia, said.

"We're finalising designs and equipment features over the next couple of weeks, so we're in a really good position for that car.

"It'll still be H2 [second half of] next year [in terms of launch timing], but we'll definitely release more information in the coming months. More teasers."

Johnson would not be drawn on whether the first of the second-generation Walkinshaws - if there will be multiple - will be a road-focused, or off-road-oriented derivative.

"I think we have a really good relationship with Walkinshaw. There's a lot of potential on the table. We're assessing a lot of different opportunities with them moving forward," he said.

"That's the beauty of this partnership. We've had success previously. We trust them, they are a great outfit. They're in the middle of upgrading their facilities into something huge, which is great for Australian manufacturing.

"So the opportunity with them is open at the moment."

A teaser image released by Volkswagen Australia in April suggests a road-oriented grade is most likely, with large alloy wheels, Pirelli Scorpion tyres, and a sailplane sports bar reminiscent of the previous W580S.

A new front bumper with low-mounted driving lights, a restyled upper grille with an LED light bar, and wheel-arch flares are also visible.

It is yet to be confirmed if the 2026 Walkinshaw will offer more power than a standard Amarok, given the cost of re-running emissions testing for a relatively low-volume model sold in Australia.

It's despite launching three years into the current Amarok's circa-10-year model life, rather than two years from the end, as with the outgoing model.

Most likely to be fitted is the 184 kW/600 Nm 3.0-litre turbo-diesel V6 from high-grade Amarok variants, matched with a 10-speed automatic transmission and four-wheel drive.

"It does [the longer lifespan allowing for more comprehensive upgrades], actually. You're right. There are some opportunities there as well," Ryan Walkinshaw, CEO of the Walkinshaw Group, told Australian media in April.

"Also, potentially adding a few different variants that we maybe had the ambitions to be able to do last time, which this time with a longer

lifespan of the programme, you can invest more money because you've got a longer period to be able to get a return on investment.

"So at the moment, we'll be launching what you see ... but if it makes sense to the market, it makes sense for Volkswagen, we're always open to delivering other variants and other great products to the customers."

Golf GTI Edition 50.

Volkswagen has revealed its Golf GTI Edition 50, its fastest road-legal car to lap Germany's gruelling Nurburgring race track.

And it is "under study" for Australia "pending technical milestones and a business case for the vehicle" as the most extreme Volkswagen FWD hot hatch ever offered to local customers, though it may be some time away.

The Golf GTI Edition 50 is due in European showrooms early next year to celebrate half a century of Volkswagen's hot hatch, adding more power (now 239 kW), sharper handling and track-day tyres to the current GTI Clubsport.

While the original VW Golf went on sale in Germany in July 1974 (and March 1976 in Australia), the hot GTI model didn't appear until October 1976 - and only in left-hand-drive for the European market. A RHD model wasn't available for the UK until July 1979. It was never sold in Australia at all. We had to wait for the superseded Mk2 Golf GTI (in low-spec 8V form) in 1990.

The regular Golf GTI Clubsport is not sold in Australia, but earlier iterations of the flagship GTI - the 2020 GTI TCR 'Mk7.5', and 2016 GTI 45 Years 'Mk7' - have been sold locally.

The Edition 50 boosts power from the 2.0-litre turbocharged four-cylinder petrol engine to 239 kW and 420 Nm thanks to "internal engine measures", matched with a seven-speed dual-clutch automatic transmission and front-wheel drive.

It is up from the GTI Clubsport's 221 kW/400 Nm, and the regular GTI's 195 kW/370 Nm, but down slightly on



a Golf R's 245 kW/420 Nm - remembering that the Golf R is AWD and the GTI is front-drive only.

Volkswagen claims a 0-100 km/h acceleration time of 5.5 seconds, a tenth quicker than the regular Clubsport, and 0.4 sec faster than the standard 195 kW GTI. The AWD Golf R is still quickest, with 4.6 sec for 0-100 km/h.

Still, 239 kW is a lot of power to put through the front wheels only. It beats the Honda Civic Type R (235 kW/420 Nm), previously regarded as the most powerful FWD car available today.



In the all-time stakes, the 1970 Cadillac Eldorado had 400 bhp (294 kW) and 550 ft-lb (745 Nm) from a 500 ci (8.2-litre) V8. It shared the same FWD driveline as the Oldsmobile Toronado, which had the 455 Rocket V8s with a similar 400 bhp but only 500 ft-lb. The sixth generation Buick Riviera in 1979 moved over to the same FWD Toronado driveline, but its biggest engine by that time was the smog-choked 350 Oldsmobile V8 with just 190 bhp.

The special edition Golf rides 15mm lower than a regular Golf in its standard form, on 19-inch alloy wheels wrapped in Goodyear sports tyres.

Buyers need to option the GTI Performance package to unlock the Edition 50's best, lowering the car by a further 5mm, stiffening the springs, and modifying the suspension mounts.

It also includes 19-inch forged 'Warmenau' wheels, each of which is 3 kg lighter than the base wheel (to only 8 kg), plus sticky 235 mm Bridgestone Potenza Race semi-slick track-day tyres which weigh 1.1 kg less per corner than the regular Goodyear rubber.

Also added is an Akrapovic titanium exhaust system with a titanium rear silencer, shaving a further 11 kg.

Changes under the skin include a "finely adjusted" front differential lock, retuned steering, and unique tuning for the 15-stage adaptive dampers.

The result is the fastest road-legal Volkswagen to lap Germany's Nurburgring race track, which completed the 20.832 km-long Nordschleife loop in 7 minutes and 46.13 seconds last month.

That's quicker than the 7 min 47.31 sec lap set by the 2023 Golf R 20 Years - a heavier, but more powerful car with all-wheel drive - around the famous circuit, but slower than Honda Civic Type R's 7 min 44.881 sec front-wheel-drive record.

Visual changes include GTI 50 branding on the spoiler and side mirrors, unique door sill trim, red-accented pedals, a black roof, black mirror caps, black

exhaust tips, a black colour-gradient side stripe, and red/black 19-inch wheels on the standard, un-optioned car.

Two specific colours will be offered with the special edition: Tornado Red, worn by earlier high-performance Golfs such as the Mk7.5 GTI TCR and Mk3 VR6, as well as Dark Moss Green Metallic.

Inside, the front seats are trimmed in tartan-patterned fabric and suede-like velour - with GTI embossing - while the seatbelts are now red, there is a Racing Green accent stripe, and a GTI 50 badge has been added to the steering wheel.

Production of the 2026 Volkswagen Golf GTI Edition 50 is due to commence at the end of 2025, ahead of a European showroom arrival in early 2026.

If it receives the green light for Australia, it may not reach showrooms until the end of next year.

Tiguan Allspace runout.

Thousands of dollars have been cut from 2025 Volkswagen Tiguan Allspace Life seven-seat family SUVs, to clear stock for the September arrival of its likely-to-be-dearer Tayron successor.

Until it's sold out, the Model Year 2024 (MY24) Tiguan Allspace 110TSI Life will be available for \$39,990 drive-away - down from its usual \$43,990 RRP before on-road costs, and \$8000 less than a \$47,990 offer for its five-seat MY24 counterpart.

At \$39,990, the Mexican-built Tiguan Allspace 110TSI Life is level with Australia's cheapest seven-seaters - all from China or India - including the Chery Tiggo 8 Pro Max from \$38,990, Mahindra XUV700 from \$39,990, and LDV D90 from \$43,647.

It undercuts the most affordable seven-seat 2025 Mitsubishi Outlander - the \$43,290 before on-road costs front-wheel-drive LS - all-wheel-drive Nissan X-Trail ST (\$41,065 RRP), MG QS Excite (\$46,990 drive-away), and Honda CR-V VTi X7 (\$47,300 drive-away).

Remaining stock of the Tiguan Allspace 132TSI Life - adding a 132 kW/320 Nm 2.0-litre turbocharged four-cylinder petrol engine, seven-speed dual-clutch automatic transmission, and all-wheel drive - is available for \$44,990 drive-away, down from its usual \$47,990 RRP.

Volkswagen is offering the Tiguan Allspace 162TSI Elegance, 162TSI R-Line and 162TSI Wolfsburg Edition - the best-selling variants, with a more powerful 162 kW/350 Nm tune - at \$59,990, \$61,990 and \$64,990 drive-away,



respectively.

The Allspace 132TSI Life is \$6000 more affordable than its five-seat German-built MY24 equivalent, which is available for \$50,990 drive-away, while the run-out offers for the five- and seven-seat Tiguan 162TSI grades are identical.

A Volkswagen Australia spokesperson said around 950 new examples of the Tiguan Allspace remain in stock across its five MY24 grades.

The new-generation 2025 normal Tiguan five-seat SUV launched in Australia several months ago, while the larger five- or seven-seat 2025 Volkswagen Tayron is due in September, as a replacement for the Tiguan Allspace. It will be sourced from Germany like its five-seat relation, although it's also made in Mexico and China.

Prices for the Tayron are expected to be higher than the outgoing Tiguan Allspace and new-generation Tiguan, with the latter ranging between \$44,990 before on-road costs for the front-wheel-drive 110TSI Life and \$70,490 for the all-wheel-drive 195TSI R-Line.

The Tayron will be offered in seven-seat 110TSI Life, five-seat 150TSI Life, seven-seat 150TSI Elegance, and seven-seat 195TSI R-Line grades in Australia.

It is larger than the current Tiguan Allspace but with an identical wheelbase, while new features include larger 32.8 or 38.1 cm infotainment touchscreens, a windscreen-projected head-up display, and a Golf GTI-like 195 kW/400 Nm tune for the 2.0-litre turbo in the 195TSI R-Line.

Tiguan Mk3 R.

With the all-new third generation Volkswagen Tiguan range arriving in Australian dealerships in June, the wait for a successor to the previous high-performance Tiguan R continues.

However, Volkswagen Australia has said it would be "first with [its] hands" up if and when the new performance Tiguan variant is confirmed by head office in Germany.

Reports of a new Tiguan R surfaced as early 2023, and while confirmation has not come in the intervening two years, it seems likely the successor to the original Tiguan R will join the broader range at some point in the future.

"There's nothing confirmed at the moment from the factory," Volkswagen Australia's Head of Product Arjun Nidigallu said.

"Once they announce it in Europe, we'd be very

interested, more than very interested, in that model.

"If there's an R available in Germany or any other market, we'd be the first one to put our hands up."

First seen in Australia in 2022, the original Tiguan R utilised Golf R underpinnings to become VW's best-selling performance car locally, outselling every other GTI and R model.

In its two full years on sale in Australia - 2023 and 2024 - Volkswagen sold a total of 3814 of the high-performance mid-size SUV, second only to Tiguan 162TSI variants.

The original Tiguan R was powered by a 235 kW/400 Nm version of Volkswagen's Golf R 2.0-litre turbo four-cylinder petrol engine, offering a claimed 0-100 km/h sprint time of 5.1 seconds.

The broader Volkswagen Tiguan range launched in Australia this year has five variants across two engine choices - in three states of tune - and three trim levels: Life, Elegance and R-Line.

Sitting atop the current range, the 195TSI R-Line boasts 195 kW/400 Nm and all-wheel drive from its 2.0-litre turbo-four, all priced from \$70,490 before on-road costs.

A new-generation Tiguan R would supplant the 195TSI at the top of the range and would, in all likelihood, exceed the \$73,790 (plus on-roads) the previous generation asked for when last on sale in Australia in 2024.

A new Tiguan R would probably use the Golf R's 2.0 TSI engine, or a stronger PHEV system. It needs to appear in Germany first, and could be as long as two years before a new Tiguan R makes it to Australia.

Golf speed sign tech on hold.

Speed-sign recognition technology may be a while away from one of Volkswagen's best-known models in Australia, amid criticism that equivalent features from other brands have been "rushed to market" and run into "errors".

Volkswagen has confirmed it does not offer the tech for any variants of its updated Golf hatch locally, even though examples sold in Europe are fitted with the system as it is mandated by law.

The German car giant has begun rolling out traffic sign recognition across its Australian model range, including the latest Tiguan mid-sized SUV, Touareg large SUV and Amarok dual-cab ute, in their new generations. But VW says it is taking its time to make sure the tech works well.

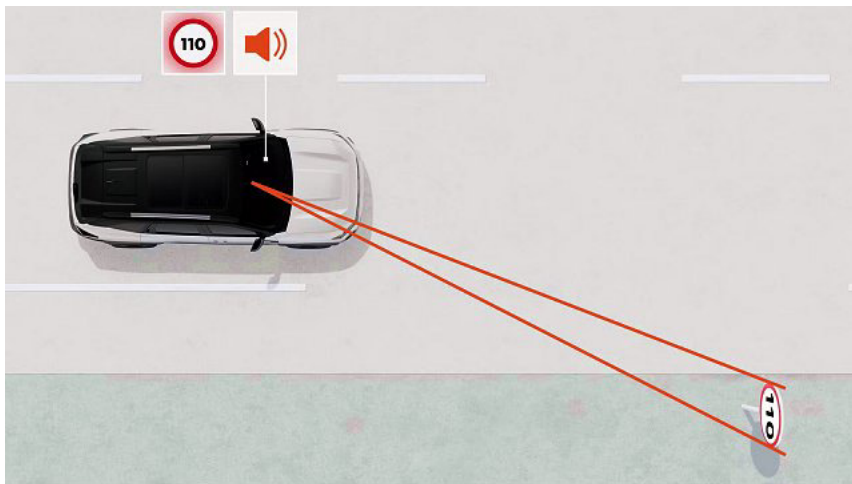
"We don't have it for our market. We are starting to roll it out," a spokesperson for the brand said at the launch of the Mk8.5 Golf R.

"What we would say is that from an Australian perspective, we acknowledge a lot of companies are rolling out that technology.

"A lot of the media feedback we are getting is that it is being somehow rushed to market, and [there are] some errors.

"We put together a very detailed program here to test our signs and so on, and we're now rolling that out - Tiguan and Touareg now have it,





Amarok has it, and so on and so forth.

"We'll progressively roll it out, but not for Golf at this stage."

The technology may need to wait until the next generation of the Golf, rather than the mid-life update Mk8.5 represents.

It's also unclear how the function is removed for our market. Volkswagen was asked for clarification and will be published if a response is received.

Recent changes to legislation now require all new cars sold in Europe to have speed-limiting devices fitted as of July 2024.

The technology is designed to either warn drivers when they're driving over the posted limit or actively prevent the vehicle from speeding.

It does so by creating a gentle pushback on the throttle, an autonomous reduction in engine power, haptic throttle pedal vibrations combined with visual alerts (which escalate if ignored), or flashing visual cues followed by audible alerts.

However, EU law also recommends that drivers should be able to switch it off, "when a driver experiences false warnings or inappropriate feedback as a result of inclement weather conditions, temporarily conflicting road markings in construction zones, or misleading, defective or missing road signs."

The technology has been widely criticised for distracting and annoying drivers.

In fact, the head of the Australasian New Car Assessment Program (ANCAP), previously said that poorly-calibrated speed-sign technology is a "growing problem" and one that needs to be dealt with before autonomous vehicles become mainstream.

Specifically, ANCAP is concerned that differences in the types of road signs used between states and territories in Australia are making the in-car recognition technology "unreliable."

ANCAP started testing traffic sign recognition technology in 2018, and car makers now need to make sure their vehicles have it to get a five-star safety rating.

Last month, a fellow VW Group vehicle, the Cupra Tavascan, received only a four-star ANCAP safety rating for Australia because it did not have speed-sign recognition.

The Golf was given a five-star rating in 2022 based on the old criteria, but in the same fashion as the Tavascan, it may not get five stars if the VW were re-tested today.

Next ID.4 has buttons.

The 2027 ID.4 electric family SUV will be "completely different" to the current model, Volkswagen has confirmed, but it won't be an all-new car.

It is expected to debut at the end of 2026, only 18 months after the imminent Australian arrival of the current model following several delays, but five years after the first-generation car was revealed, and four years since European deliveries started.

A Volkswagen representative told UK publication Auto Express the future ID.4 will have a "completely different" exterior and interior design compared to the current model, with more physical buttons set to be introduced in its cabin.

"Everything on the outside will be different. The swooping styling will be cleaner," the representative said. "The interior will be completely different as well."

According to the representative, the difference between the current ID.4 and the new model will be similar to the Mk5 and Mk6 Golf, with the latter being a heavy facelift of its predecessor with shared underpinnings, yet referred to as a new-generation model by Volkswagen.

As such, the ID.4 will retain its MEB electric-car platform rather than switching to the Volkswagen Group's upcoming SSP architecture for all electric cars, with key elements likely to be retained, such as its 2771 mm wheelbase.



Inside, the ID.4 is tipped to gain more physical controls following criticism of the current model, which includes capacitive steering wheel buttons and touch sliders for its climate and audio controls.

New batteries and powertrains have also been confirmed for the new ID.4, but exact details are yet to be announced.

Australian customer deliveries of the 2025 Volkswagen ID.4 are available now, priced between \$59,990 and \$69,990 before on-road costs. It finally arrived in local VW showrooms four years after it became available in Europe.

A similar upgrade is also expected for the Volkswagen ID.3 hatchback, along with the ID.4's coupe-styled twin, the ID.5.



Canberra Cookies Cycles Fish and Chip Run 2025.

We met early at Old Parliament House (OPH) to cruise to Batehaven near Batemans Bay raising money for the Cookies Cycle team for the Camp Quality Super Heroes cruise in September.

After a brief stop for coffee, doughnuts and viewing the car models in Braidwood, we met up with the south coast VW crew at Nelligen pub. From there we cruised as a group



through Batemans Bay to Batehaven, where we parked at Corrigans Beach and walked across for some Fish and Chips.

The weather held out and it was a smooth run there and back for all. Thanks to Cookie for organising, the south coast dubbies for joining us and hope some good funds were donated to your superhero team!

-Aldred





Canberra Cars and Coffee August 2025.

To close off August, there was the grand Canberra Cars and Coffee held at Thoroughbred Park. We met before to cruise in as a group from the National Arboretum. Even though we turned up reasonably early, there were tons of cars already there.

Overall a great turnout for the event where there was well over 700 cars and the spectator car parks were also full. There was heaps of coffee and food vans onsite to satisfy morning cravings ... a good representation of VWs was there both old and new, which was great to see!





Repeat Customers.

It sounds obvious but when wheeling and dealing, the best customers you can have are the ones that repeatedly buy stuff from you.

I've been lucky enough over the years to be able to have some great repeat customers, sometimes coming every Saturday until they had everything they needed.

Thanks to everyone for that, I've always try to look after people.

Also thanks to this I've been able to move a massive amount of stuff over the years.

So when trying to sell things on Facebook just remember that sometimes that difficult customer could be one of your best customers over time.



You just never know?

Try to look after everyone even though it's hard sometimes.

In recap, it's a small world and repeat business is best.

Ashley Day.

World first.

One of the best things playing with both Volkswagens and Porsches is you get to do a lot of interesting and fun stuff most days.

Mixing parts between the two brands is kind of what

I've become famous for over the years.

Also wrecking the two brands gave me unusual parts to experiment with.

It's been a great hobby.

This is my latest mix of Volkswagen and Porsche parts.

It's a 4 1/2 inch early wide 5 stud rim with a Porsche Vredestein space saving collapsible 15 inch tyre.

It's the first time in the world it's ever been done.

Trust me it wasn't easy.



Why would I want to do something like that? Don't worry I have my reasons.

It doesn't matter, my point is to have some fun playing cars, let your imagination go crazy and don't let people tell you it can't be done.

Also be proud of yourself and the unusual decisions you have made.

It's all fun, experience and important to keep your brain ticking over.

Good luck everyone.

Ashley Day.

Basket case.

Different dictionaries have different meanings for the term 'Basket Case.'

For this story I'm talking about basket case Volkswagens or Porsches.

Maybe they are called a basket case because all of the parts and wires are in boxes and baskets?

Or is it that YOU are a basket case for taking on such a project.

Most of the time it's probably because they are badly damaged, burnt, dented, pulled apart, have many parts missing and also rust holes.

I am not recommending EVER that you should take on some massive project if it is beyond you.

BUT...

If you're starting to get pretty good at fixed such things and you want to show off your skills, basket case cars can be



very rewarding endeavours.

Big changes happen quickly, especially if you keep working on them day in and out.

In many ways, rebuilding some old piece of junk is fun because of the massive difference from start to finish.

Basically you are turning something nobody wants into something anybody would have.

Lastly, fixing some old basket case vehicle will give you a great story to tell everyone at any car gatherings you take it to.

Thanks

Ashley Day.

Project.

You might possibly have an older Volkswagen or Porsche sitting out the back, in a carport or garage?

It could even just be sitting in the driveway taking up space?

The vehicle could have possibly been sitting there for a number of years and now needs a lot of love?

Anyway, you decide that you don't need it anymore and decide to sell it.

Most people will advertise it as a 'Project.'

But what people don't realise is that next to nobody wants another Volkswagen 'project' at the moment.

It's most likely got to do with the cost of living and that most older Volkswagen people have enough projects already.

Your car will still sell though, but just avoid, at all costs, the word 'project.'

When placing an ad for your old Volkswagen, make the ad say as little as possible but let people know everything



about it briefly.

The other thing to avoid is mentioning your pet name of your vehicle.

For example - Up for sale is old Betsy the Beetle or Kevin the Kombi.

Nobody actually cares about what you might call your car and it just means you are emotionally attached and won't sell it cheap.

We all like cheap - remember we're in the Volkswagen club, not the Ferrari club.

So when placing a ad on Facebook, make it brief, say everything you have to and leave the word 'project' out.

Don't put Betsy Beetle or Toby the Type 3 and you won't have any troubles.

Ashley Day.

A bridge that spans cultures.

We're all very lucky to live in Australia. Even though it's a little tough with the cost of living for some people at the moment, things could always be a lot worse.

With wars in Europe and the Middle East the world is a crazy place.

Australia, on the other hand, these days has all types of cultures and people from every corner of the world.

I personally think it's what makes our country best.

Everyone does their job to keep Australia working.

Even in our club, we have members from all walks of life.

We all have our experiences with Volkswagens and plenty to talk about.

If only everyone in the world had a Volkswagen Beetle it would be a much friendlier place.

We would all have something in common and be too busy for wars and things like that.

Imagine inventing a product like that?



That's Ferdinand Porsche's legacy.

Thanks

Ashley Day.



Shannons Sydney Classic 2025.

Today we went to the Shannons Eastern Creek Classic, organised by the CMC and held at Eastern Creek raceway.

I'm not the best photographer but here are some snaps of our gathering at the show. We had all 20 tickets/ cars turn up this year, thank you to everyone who came along.

It was a bit of a cool start, but the day turned sunny and 16 degrees. Absolutely top spot too, on the concrete skidpan area just to the rear of the pit garages. Thank you to John



Ladomatos for organising this spot with the CMC.

Our group was almost all Beetles, with a couple of Karmann Ghias and just one Type 3 wagon (Bob) and one Kombi (Kylie). No water-cooled VWs this year.

I am surprised how many were taken in by Sam Ali's 54 rat rod. He also has filmed the trip around the circuit for his podcast 'The Purist.'

Cheers,

Carl Moll





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KILLARA, Opp. GREENGATE HOTEL



Split Window Kombi Winter Cruise 2025.

On Sunday 31st August - the last day of winter - the Split Window Kombi Club ran their annual VW Winter European Cruise to Mt Wilson.

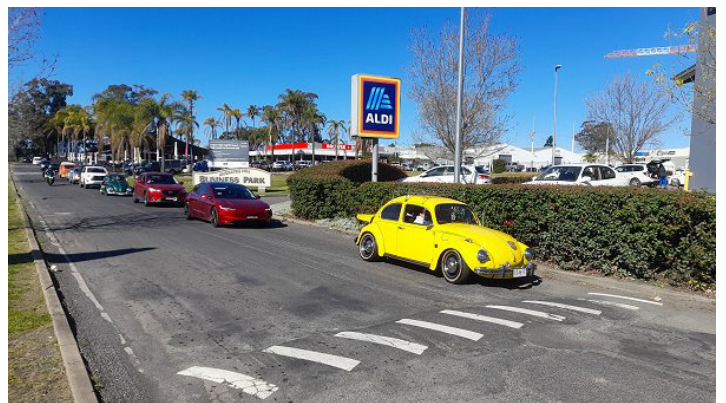
What a great day out, we were certainly spoiled with a gorgeous clear blue sky and bright sun for the run from Windsor McDonalds.

With the old Kombis leading, we drove up through Richmond to Bilpin, where we stopped at the famous Bilpin Fruit Bowl for coffees, cakes and delicious locally made hot apple pies.

We turn off the highway and soon arrived at the hamlet of Mt Wilson, and parked at our usual spot at the Cathedral of Ferns camping ground. People set up their picnics, kicked footballs and looked at the VWs.

With help from Andrew Dodd, Simon gave a short presentation for the awards. The late Paul McKinley's daughter also said a few nice words.

Thank you to Simon, Andrew and everyone who supported this excellent day, and we look forward to seeing everyone again next year.







1969 Beetle limousine.

This 1969 Volkswagen Beetle Limousine, commissioned by noted Porsche/Volkswagen West Coast distributor and amateur racer John von Neumann, is so unusually extravagant that it prompted VW of America to run a national print advertisement titled "The \$35,000 Beetle."

"Have we gone stark-raving mad?" asks the first line of copy below a large image of the car, chauffeur in full uniform standing behind it with chin held high. "No, but when we heard this car was on display at the Los Angeles International Auto Show, we thought somebody had."

Exactly why von Neumann commissioned the \$34,499.95 conversion of a \$2,063 Volkswagen Beetle into a lavish stretch limo in the late 'sixties remains a mystery, but documents in its history file point to publicity being the reason - besides being yet another remarkable endeavor by a remarkable individual.

An Austrian expat from Vienna whose father had the foresight to relocate the family to California ahead of World War II, von Neumann was an influential figure in West Coast auto racing, helping establish the sport there while seeding interest in Porsches by avidly racing 356s and 550 Spyders in the Sports Car Club of America.

He was also instrumental to Porsche and Volkswagen's early success in the United States, initially buying Porsches two at a time from noted distributor Max Hoffman in New York, then driving them cross-country with his wife to buyers lined up in California. Von Neumann eventually established Pacific Volkswagen, Inc. in the mid-fifties as the official distributor to the West Coast and Hawaii, and it is for this business that the 'Rollswagen,' so dubbed in a 1977 VW press release on file, was commissioned.

A certificate from Volkswagen Classic Parts confirms that the limo started life as a regular Type 1 manufactured on 8 October 1968, originally delivered in New Orleans finished in Black with a Gala Red leatherette interior and the usual 1493 cc 50-bhp flat-four. The car would be shipped to California, to Culver City coachbuilder Troutman-Barnes. He was the builder of Chaparral and Scarab racecars, and widely publicized for converting a 1968 Porsche 911 into a four-door.

He added 1016 mm (40 inches) to the wheelbase, stretching the car to an impressive 5.03 m (16 feet, 6 inches)

overall. The cohesive conversion's factory appearance is thanks in part to genuine VW components being used wherever possible, including for the custom rear doors and running boards.

A spec sheet dated 20 October 1969 titled 'VW Limo for L.A. Auto Show' calls out two fixtures of the SoCal hot rod scene as contributors to the build: Junior's House of Colors in Lynwood, responsible for the 'baked enamel' black paint, and well-known hot-rodder/drag racer Tony Nancy of Sherman Oaks for the interior upholstery - button tufted grey English broadcloth at the rear and black vinyl on the other side of the

power-operated division window up front.

Factory steel wheels were modified to incorporate wider rims and polished, while a higher-spec 'big bore' 1640 cc flat-four with 48-millimetre Weber downdraft carburetors helped compensate for the extra 180 kg added to the car. A very detailed original window sticker in the history file also notes mahogany trim, a minibar flanked by foldout jump seats, an intercom, a five-speaker Phillips audio system with cassette player, soundproofing, power windows, and a carriage lamp on the roof "to signal the doorman." The car has since been updated with a modern Kenwood head unit and CD changer in the rear compartment.

Notes in the accompanying history file assert that the Rollswagen shuttled actor John Wayne to the 1970 Academy



The \$35,000 Volkswagen.

Have we gone stark raving mad?
No, but when we heard this car was on display at the Los Angeles International Auto Show, we thought somebody had. As it turned out, there was a method to the owner's madness.
Why not transform the world's best known economy car into the world's most economical limousine?

After all, a lot of the things that make great luxury cars great are already there in the humble little Bug.
Like 23 years of perfecting every single part of the car.
And subjecting it to 16,000 different inspections before we sell it to you.
And having it worth lots of money to you when you sell it to someone else.

So why not stretch it out to limo length? Why not add an intercom, bar and mahogany woodwork and tufted English upholstery and a carriage lamp to signal the doorman?
Why not be the savingest millionaire on the road?
That, children, is exactly how the rich get richer.





winning bidder was none other than prominent Newport Beach car dealer Chick Iverson, proprietor of the first VW dealership in Orange County and a dear friend to John Wayne (so close were the two that they were buried side-by-side at Pacific View Memorial Park, Newport Beach).

Chick Iverson would retain the Rollswagen until 1996, selling it to friend Lorenzo Pearson, founder of VW parts supplier West Coast Metric in Harbor City, California. The Beetle limo has remained within Pearson's notable collection

Awards, where he won his first and only Oscar for True Grit—though this information remained unconfirmed at cataloguing time.

Becoming a celebrity of its own, the VW limo graced the cover of the September 1971 issue of Dune Buggies and Hot VWs. The very next year, von Neumann sold his wholesale West-coast distributorship to VW of America, and the Rollswagen with it, as confirmed by a registration card on file.

In 1974, the car was displayed inside Masterson Motors in Ventura. VW of America continued to promote it through 1977, as indicated by the previously mentioned press release, before auctioning the stretched Beetle via sealed bid in January 1979. Correspondence on file indicates that the

ever since, clearly well appreciated, as indicated by a meticulously handwritten logbook and various service invoices chronicling its dutiful upkeep over more than 20 years.

Von Neumann orchestrated the transformation of "the world's best known economy car into the world's most economical limousine," as the VW ad copy declares. "... Why not be the savingest millionaire on the road? That, children, is how the rich get richer."



This historic Volkswagen will be put up for sale through Sotheby's Auctions in August and is expected to draw much interest from the VW fraternity.

Following on from last month's report about the former VW factory in Melbourne starting demolition, we are reproducing the 1964-65 brochure, 'The First Ten Years,' which describes the factory in detail.

VOLKSWAGEN IN AUSTRALIA



THE FIRST TEN YEARS

Volkswagen Australasia Ltd, 1965

It is just a decade since the first Volkswagens ran on Australian roads - yet in this short period of ten years the familiar Volkswagen sedan has become an everyday part of the Australian scene.

Volkswagens are everywhere, carrying tens of thousands of Australians about their business every day... carrying them from home to office, to factory, to shop, to play.

In ten years Volkswagens have been bought by more than 200,000 Australians, who made up their individual minds that it was the car that best served their motoring needs - whether in the high cold mists of the Alpine way; the stop-and-start motoring of city and suburbs; or the searing heat of the 'Alice.'

But Volkswagen's first ten years in Australia is more than just a story of a popular car that has proved so suitable for so many.

It is the story of ten years of participation in the dynamic development and progress of Australia and its

industries as a whole - a progress that has benefited all.

The first Volkswagens on the roads were 'migrants' from Western Germany.

But the 'migrant' car soon became 'naturalised.' Today the Volkswagens made by Volkswagen Australasia Ltd. are Australian cars... made in Australia... made by Australians... made from Australian materials... and made for Australians.

Like so many other 'New Australians' who have arrived in the past decade, Volkswagen has proved to be an ideal immigrant, just the right sort of industrial citizen that Australia wants.

This, then, is the story of Volkswagen in Australia... a story of achievement of which all those associated as suppliers, as employees, and as buyers can take a great deal of pride.

A Short History of the First Ten Years

The first few Volkswagens were registered early in 1954. The new car, with its unusual shape, attracted a great deal of attention... and not a little derision.

But Volkswagens soon proved their reliability, durability, comfort and economy, not to mention quality, and became so popular with Australian motorists that the decision was made to assemble them locally.

Local assembly began in June, 1954, at a factory at Centre Road, Clayton - then one of the sparsely settled outer suburbs of Melbourne.

By the end of 1954, 1,385 Volkswagens had been produced. The next year production was 6,634 vehicles; and the next, 12,219.

The pattern was set; and it became obvious to those associated with Volkswagen's success that the assembly plant would need to be greatly expanded.

The decision was made to build a plant to make Volkswagens in Australia - not just a local assembly operation - and in 1958 construction started on the huge £14,000,000 factory at Clayton that is the home of Volkswagen in Australia today.

At the same time the activities of Volkswagen in Australia were co-ordinated by a new central company, Volkswagen (Australasia) Pty. Ltd., now Volkswagen Australasia Ltd.

The new factory was built beside the original assembly plant in Centre Road.

It is interesting to note that the original assembly plant is now scarcely big enough to serve as a store for the manufacturing plant built beside it.

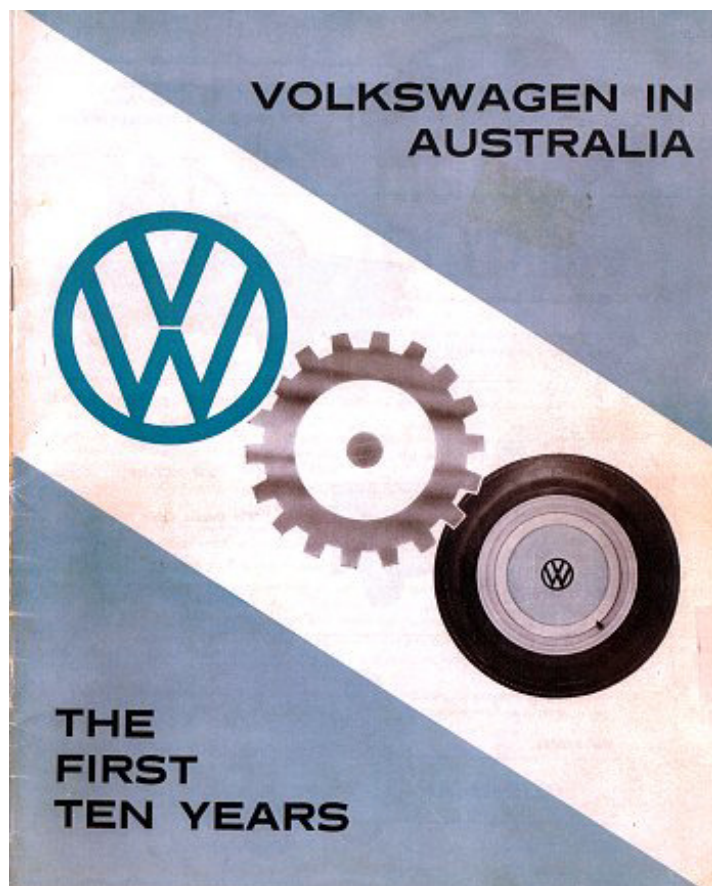
An adjoining property, stretching from Centre Road through to Princes Highway, was acquired to provide the extra storage, parts store and administration space that was needed.

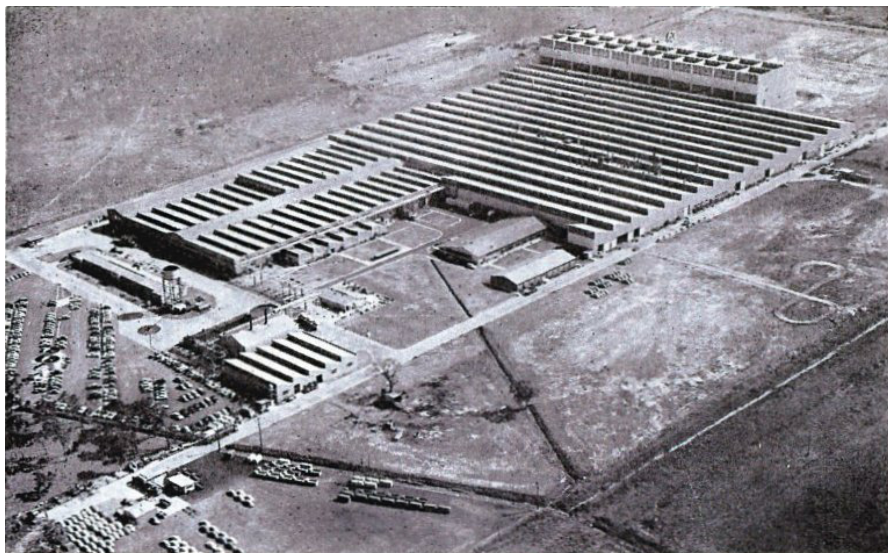
Australian automotive parts manufacturers were encouraged to extend their facilities to provide the thousands of different components that Australian-made Volkswagens would need.

The new plant was brought into production late in 1960 when the first locally made Volkswagens formed from Australian pressed steel rolled off the production line.

By this time Volkswagen sales in Australia had risen to 28,596 - nearly ten per cent of the total vehicle sales in Australia in 1960.

Not only was the plant meeting the demands of the





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

local market, but vehicles and parts were being exported to South Pacific and South-East Asian nations.

Today, the Volkswagen Australasia Ltd. plant employs directly more than 2,600 people; and indirectly helps sustain the employment of thousands of others working with the hundreds of companies that supply parts, components, raw materials and services.

The first Australian-made vehicles off the line were familiar VW 1200 sedans.

Side by side with them the full range of Volkswagen commercial vehicles was produced.

And in 1963 facilities were further expanded to include production of the new Volkswagen 1500 models, the sedan and station wagon, introduced through imports earlier the same year.

Early in 1965 an important milestone was reached when the 200,000th Australian-made Volkswagen rolled off the production line.

The expansion of the Volkswagen sales and service network throughout Australia paralleled that of the manufacturing plant. Today, there are more than 300 authorised Volkswagen agents in all states with more than 4,000 employees qualified to provide the world famous Volkswagen standard of service.

Volkswagen Australasia Ltd., while Australian operated and administered, is part of the world-wide Volkswagen organisation headed by the parent company, Volkswagenwerk AG, Wolfsburg, Western Germany.

Volkswagens are sold in more than 160 countries throughout the world. The Volkswagen plant in Australia is one of several (five in Western Germany, one in Brazil and one in

South Africa) producing a total of more than 1,410,000 vehicles a year - and are still not able to meet world demand.

The Volkswagen plant at Clayton has become the centre of Volkswagen manufacturing and marketing in the South Pacific and South-East Asian areas, supplying the demand for vehicles in these parts of the world.

Thus the future of Volkswagen in Australia will be closely linked with the expanding trade between the Commonwealth and the developing nations of these areas.

Volkswagen in Australia can look back on its first ten years in Australia with justifiable pride:

Pride in the fact that in less than ten years an unusual shaped vehicle of unusually fine quality caught the imagination of motorists to

such an extent that it changed from import to export.

Pride in the fact that in less than ten years the Volkswagen vehicles have changed from a rarity to an integral part of the Australian scene.

And pride in the fact that the company has played its part in the dynamic expansion of the Australian nation in the past ten years.

The next ten years portend the same dramatic pattern of progress - for Volkswagen in Australia.

The Volkswagen Plant

Volkswagens are made in Australia in one of the most modern integrated automobile plants in the Southern Hemisphere.

This huge plant, on an 80 acre (32.4 hectare) site at Clayton, Melbourne, covers a total of more than 1,000,000 square feet (92,900 m²), and represents an investment of more than £14,000,000 (\$480 million in today's money - Ed.)

All types of Volkswagens are made at the plant, from the familiar 1200 sedan that has made motoring history throughout the world to the VW 1500 range of passenger vehicles and commercials.

Show-piece of the plant is the vast press shop where VW 1200 sedan body panels are shaped from sheet steel.

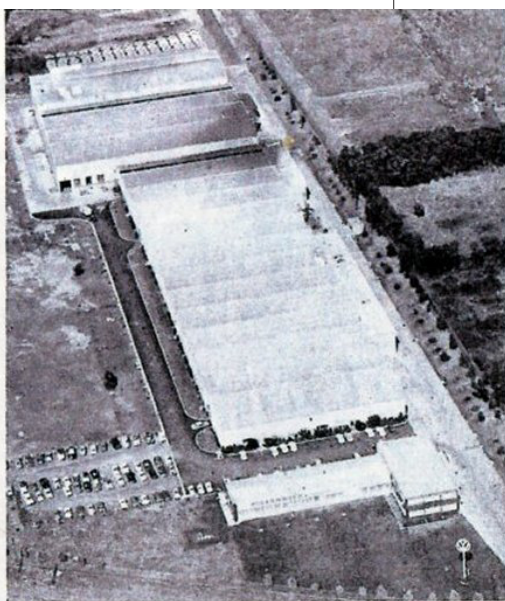
The press shop - the third largest in Australia - was established at a cost of more than £5,000,000 (\$172 million today), and has a total of 30 modern presses includes a bank of 18 modern fully-enclosed Power 'Clearing' presses.

These presses have capacities ranging from 1,800 tons pressure in triple-acting systems to 300 tons single acting systems.

The presses operate with minimum vibration, and produce body panels with surfaces free of ripples or stretch tension. Many of the presses were built in Australia.

Associated with the presses are the many dies needed to stamp out the hundreds of panel parts of the VW 1200 sedan.

The dies, machined to extremely accurate tolerances, were made in Australia at a cost of more than £2,000,000 (\$69 million today).



Volkswagen's head office and administration block, storage and parts sections fronting Princes Highway, Clayton, Victoria.



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 dies were measured against an intricate master jig supplied by the parent company. The jig, which took half a dozen engineers 18 months to make, in one of three in the world - the others are in Wolfsburg, Western Germany, the main manufacturing plant, and at the Brazil plant.

As Volkswagen has an unchanging body design, body panels now being pressed can be checked against this jig, thus ensuring the Volkswagen world-wide standards of extreme accuracy are maintained.

The press shop is of an advanced mezzanine construction, with the presses set on steel girders above the general level of the main factory floor.

This type of construction left space underneath for installation of a conveyor system to remove scrap. The lower sections of the presses are exposed and therefore easy to maintain.

Another feature of the press shop is the huge gantry cranes that travel the roof to move dies to and from the



The huge press shop at the Clayton plant. Sheet steel is stored at the far end of the building, then is stamped into shape in the banks of presses.

presses. The cranes have the greatest lift-for-span of any similar crane in Australia, and were used to install the huge presses.

The two cranes have capacities of 50 and 25 tons. They each span 124 feet (37.8 m), and are 90 feet (27.4 m) above the mezzanine floor.

An overhead conveyor system, which both transports the pressed panels and acts as a storage area, moves the pressed panels from the press shop to the body sub-assembly sections of the plant.

The conveyor snakes round the roof of the plant for nearly 7,000 feet (2135 m), and has the capacity to store up to six weeks' supply of panels.

This long conveyor is just one of many in the plant. The whole production line consists of a series of conveyors of varying types along which the partly completed body shells move slowly as the various components are assembled into position.

Other outstanding features of the plant include:

A 'merry-go-round' chassis assembly section with 15 chassis jigs. Instead of being completely assembled in a static position, each chassis moves around the 'merry-go-round', with skilled tradesmen building up the chassis at each of the 15 stations.

This production unit, like many others in the plant, is an example of how mass production and manual skills have been combined to best advantage in relation to the plant production capacity.

A dust-free automatic paint line incorporates a total immersion paint dip and oil-fired radiant heat ovens which produce the unequalled Volkswagen baked enamel finish.

Volkswagen is the only Australian motor vehicle manufacturer to completely dip car bodies in paint to protect every part of the bare steel against corrosion. In the dip, paint runs into sections of the body which cannot be reached by a spray or brush.

The Volkswagens are given FOUR coats of paint. First is a phosphate coating over the bare metal to improve the adherence of the paint proper; then comes the 'black dip' to protect every part of the body; followed by a grey undercoat; then a cream filler; and finally the smooth, lustrous baked enamel outer coat.

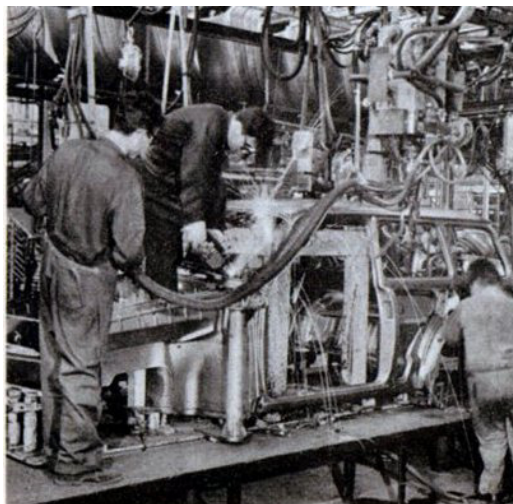
Each Volkswagen body is meticulously examined between coats, and the body is re-painted if the slightest defect in the finish is discovered.

Both VW 1200 sedans and VW 1500 sedans and station wagons move along a common metal finishing line and paint line through the paint shop.

The painted bodies are then completed on separate production lines for 1200 and 1500 models, and come together on a common line again for the thorough Volkswagen final inspection and testing procedures.

From the paint shop Volkswagen 1200 bodies move along the extensive trim line where body components and interior trim are fitted.

Next stage is the chassis assembly line, where the



Skilled operators weld together the main body panels of a VW 1500 station wagon.

engine, transmission, front end and controls are fitted together.

At each stage the partly built Volkswagen undergoes an extensive check to ensure that parts fit perfectly before it moves to the next stage.

A semi-automatic body drop brings VW 1200 sedan bodies down on to assembled chassis in perfect co-ordination.

The various commercial vehicles are assembled on a separate commercial production line. A special body construction shop is also contained in the plant to meet the particular requirements of fleet buyers.

After final inspection and test driving, vehicles are moved to a huge compound prior to shipping by road transport or rail to other states.

Making hundreds of vehicles a week, Volkswagen has developed an intricate vehicle despatch system.

A rail spur line runs right into the plant to pick up vehicles on special rail trucks, or to bring in heavy raw materials, such as steel.

In another section of the plant un-assembled Volkswagen are crated for export.

The hundreds working on the production line are backed by an experienced maintenance team which includes tradesmen of dozens of crafts - engineers, fitters, turners, carpenters, machinists, tool-makers, electricians.

The plant also includes a huge storage area where the thousands of components that go into Volkswagens are unpacked and checked. Strict inspection procedures ensure that all parts brought in from outside suppliers meet the Volkswagen specifications.

An electronic computer is used to keep control of the storage and supply of the more than 5,000 components that go into a typical Volkswagen. This ensures that production flows smoothly at all times.

The Volkswagen factory is one of the outstanding examples in Australia of a modern integrated manufacturing plant, effectively combining the efficiencies of automation with traditional manual skills to produce a vehicle of high quality at an economic cost.

VWA's Expansion Programme

Late in 1964, Volkswagen Australasia Limited announced the start of an expansion programme at its Clayton plant.

The programme, to cost more than £20,000,000 (\$685 million today) over a five-year period, will enable the Australian content of the popular 1200 model to be increased from the present 72 per cent to 95 per cent.

The Australian content of the 1500 model will also be

increased to 95 per cent, and, as many parts of the commercial vehicle range are interchangeable with those of the 1200 and 1500 models, the Australian content of the commercial range will increase also.

The programme, which entails increasing the work

force by more than 3,000 employees, was started in 1964 when site preparation began for an engine manufacturing plant. This will be followed by the building of a non-ferrous foundry.

The last stage will be the local manufacturing of the transmission.



The "black dip" in which Volkswagen bodies are completely immersed to give complete protection of all sections. The tank holds 7,000 gallons of paint.



Volkswagen 1200 sedan bodies on the automatic body drop coming down to meet the chassis moving on the conveyor beneath them.

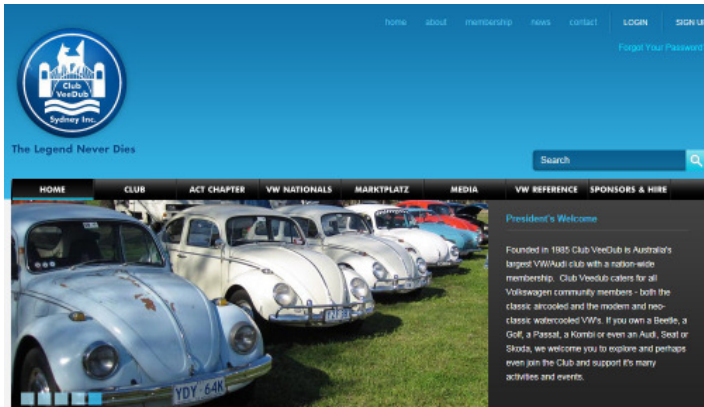
From our website 43.

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

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

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



20/11/24 Hi I am new to the club and I just need some help regarding registering my beetle with historical plates as it is currently on normal plates. I have contacted services NSW and they mention I needed a signed historical vehicle declaration form from the club and I was wondering how to go ahead with this. If someone could help me with this Thank you in advance. Xavier

20/11/24 Hello! My names Karli, this year I have purchased my first kombi which has been so exciting. I would like to join a VW club but I am having trouble finding one near where I live which is Coffs Harbour area NSW. There is historic vehicle clubs around but I am really wanting a Kombi/VW specific club so I thought I would reach out because you have been recommended to me. Would I be able to join when I would be very limited to being able to attend meetings? I would make effort to attend events when I can but attending meetings would be difficult. I would also be interested in getting club rego if I am able to join. Thanks so much for your help! Karli

21/11/24 Hi We have a 71 s beetle and are going through Engineering to get road worthy after a full rebuild. We have lost the compliant plates. The engineer thinks that floor pan is a 73 not. 71 as there is only 9 numbers not 10. We are missing the first number which is 1..as per the sales book form 1972 has 10 numbers but the floor pan only has 9 missing the number 1 at the start. Did VW not stamp the first number ? If you have any more info or able to call me on 0409064703 it would be a massive help We would like to know if VW stamped the first 1. Thanks Beau

23/11/24 Thank you for your reply. The log book from the VW salesman in Katoomba has the chassis number as 1113036088, With the original purchaser date as 29/01/1972. So far on the car we can only see 113036088. As well on all rego papers it is the same 113036088 and have it as a 71. It is a 71 with the flat screen McPherson Strut front. No reverse lights only indicators on the steering column. I will try to see if there is more numbers on the chassis. So not sure what is going on. Thanks you for your help. Beau

30/11/24 Hi I have had my Optus email cancelled by the provider & am slowly working through changing it over with everyone. I need to change my email address in your records. I am probably overdue renewing my membership also. If you could let me know what I need to provide to get this updated & send me the renewal information, that would be great. Kind Regards Belinda

7/12/24 Hello, My name is Rebecca and I live in Mount Annan, NSW. I own a 1974 VW Beetle and I am looking for a local mechanic. Could you please assist me? Thanks Rebecca

9/12/24 Hi, just letting you know the beetle is sold so I don't need the add anymore, thanks Patrick

13/12/24 Hi Phil, The latest Zeitschrift won't download into my laptop. An error message appears: 'Cannot find or create the font "CIDFont+F1. Some characters may not display or print correctly.' Second message then appears: 'An error exists on this page. Acrobat may not display the page correctly. Please contact the person who created the PDF document to correct the problem.' Is this something that you can fix? Cheers, Carl (your Adobe Reader may be old. Try opening the PDF with Microsoft Edge or Google Chrome instead - Ed.)

15/12/24 Hi I am currently a member of the Victorian Volkswagen Club, but am not happy with the lack of contact and help with getting my permit signed. Could I become a member of the Club VeeDub and get the permit through you annually? Do you have many members in Victoria? Thanks, Steve (No we can only do NSW and ACT rego - Ed)

15/12/24 Hi there, I am getting close to restoring a US spec Karmann Ghia I've been with clubVeeDub for 4 years and wonder if the club might be able to help me get the vehicle registered as a daily driver? I'm not sure what the process might be? any advice would be greatly appreciated It has a import approval papers but only a chassis number for ID Best Regards Russell

18/12/24 Hi I'm applying for conditional rego and I need a signed Application form from the club where can I get this thanks Robert

22/12/24 Hi I sent an email changing our email address but it still has not been actioned. Our new email address is: carosuper90@aussiebroadband.com.au Wishing you and yours a very Merry Christmas and happy newyear Caro & Ivy

1/1/25 Good Evening, I have previously sent a message via your secretary email but do not think I have received a

response. I attended your meet at Sans Souci on Sunday the 24th of November 24 and purchased three sausage sandwiches and drinks which I paid for via credit card. I have received a charge of \$152.85 on my credit card so can only assume user error when you attendants typed in the amount. Can you please provide a credit and confirm amount and when completed. Thankyou Grant

1/1/25 Happy New year. I know I have written about VW Jacks before. I am cleaning up my VW bits, sorting and labelling. See the pics above. There are 3 jacks all labelled T3, but 2 have a round jack post and the other a half round post, similar to an upside down letter U. Then there are the wheel braces. Again 2 different styles. Can you tell me if they belong with the jacks? Cheers, Carl

2/1/25 Good morning I just received a membership reminder by email. I have renewed/rejoined a couple of months ago. My VW is now on ACT conditional rego and my address has also changed. Many thanks Judy

8/1/25 Hi, Great Mag as usual. Loving the section on tools this month. Is there any way we can promote Australia day again before the 26th Jan via a club email, given that I wanted to verbally refer to it at the next (cancelled) club meet? Thanks, Carl

11/1/25 Hello there I cant find my membership card for 24/25 and wanted to make sure I did renew in Aug 24. Could you clarify if I stuffed up my membership or if my filing system is rubbish. Regards John

11/1/25 Hi, Wondering if my membership is still current? I need to renew my Kombi rego but need a certificate of current membership. Thanks and regards Andrew

12/1/25 I am also a member of the Veteran & Vintage Chevrolet Association of Australia (VVCAA). For the past 3 years we have been holding our monthly meetings (second Friday of the month) at Dooley Regent Park Pavilion. There is no charge, but we cannot be guaranteed the same room. We have between 20 - 30 in attendance and most of us have become members. Again, most of us have dinner before the meeting and purchase meat raffle tickets. The meeting starts at 8.00pm and ends around 9.30pm. After the meeting, the Chev club buys us coffee, tea, hot chocolate, or soft drink. Before the meeting or during the meeting we write down our needs. Regards, Ulo

16/1/25 Hi, Let me know if you receive my message, I need a little help from you Awaiting your response. Kind regards Joe

17/1/25 Could you please send me information on how to put my 65 Beetle on club registration. Thank you Terence

20/1/25 Hi Lee, I hope you don't mind I email you looking for information if any VW Golf repair specialist around in Sydney area. The car is a 2005 Golf V 2.0 TDi, 110,000km on the clock. I have it since new and have garage day and night. Always service annually by a European car garage. I do hope to keep it going for as long as possible. However all 4

doors central locking is not working. I am hoping a VW or central locking specialist might be able to fix it more efficiently. I'd appreciate if you can point me to the right direction or a Golf club member might have any suggestion. Kind Regards Martin

21/1/25 Hi, I would like to know if you're available, Bob needs to pay a vendor today but doesn't have Zelle or PayPal. Please let me know if you can help pay with either of this payment platforms. It's a program expenses for the association and it's urgent, Bob will send you a reimbursement check if you can help. Please get back to me as soon as you get this. Thanks Lee

27/1/25 Hi, Are you there? I'm currently on vacation with limited phone accessibility. Could you help handle a minor outstanding payment for the Club VeeDub? Bob Hickman said you could help, he is unable to get it done due to some technical issues and i am unable to put out calls at the moment. Please let me know if you can pay for it through PayPal or bank transfer so I can send you the payment information for any of the payment options most convenient for you and i will have your reimbursement processed as soon as i can. This is urgent, Please get in touch ASAP. Warm Regards Lee

29/1/25 Am trying to track down rodney young....he was secretary in the 80,s.he is an old school chum Shane

30/1/25 Hello, I need something done. Email me if you have few minutes Lee

5/2/25 I have joined your club today. I want to register my 1985 VW Golf convertible (UK import) as a NSW Historic Registration. The Historic Vehicle Declaration form implies a representative of the club must view the car (or at least fill in the form). The car is traditionally registered under NSW plate KD157 but this expires 8 Feb. I already bought a pink slip before deciding to change the rego. My membership number is #12092674. How should I proceed? What do I need from you to achieve this registration? Cheers, Tom

6/2/25 Hi, can you let me know what I need for to put my 1965 Beetle on club registration Thanks Terry

6/2/25 Hi, We would like to express our interest in applying as a food vendor at The Gerringong Lions Club Motorfest. We cook Spanish food showcasing The Canary Islands. We have attached our menus as well as some images of our setup. Could you forward an application form if available please? Regards Glenn & Margaret

6/2/25 Hi, Hope you have been well. My rego is up. I need to send my paperwork over to you to get it stamped. I did it through John last year just seeing if it's still the same and if I could get a address for me to send it too. Thank you. Ashley.

11/2/25 Just so u know, latest club mag won't open via my email, but things like membership do ta Sam

13/2/25 'READ THE MAG' does not open the link to this months magazine.....? John

Oscar's Scrapbook.



Someone asked what my friends and I do, now we're retired. I told them that we're fortunate to have a chemical background, and one of the things we enjoy the most is converting beer, wine, and vodka into urine. We get together and do that every day, and we really enjoy it.



Chris Burles
Yesterday at 8:41 AM · 🌐
Christchurch 1971.





NEWS from

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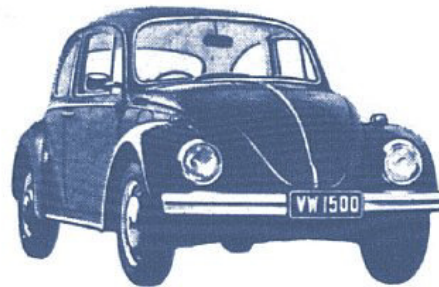
It is so light that a child can erect or lower it in seconds.

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VW 1500



The late news.

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

The Prime Minister visited Cobar yesterday and spoke with the district mayor. "I'm here to help," Mr Albanese said, "what are your needs?" Two things - we have a hospital, but no doctor, the Mayor said. Mr Albanese got out his mobile and spoke into it for a minute. "No worries, a doctor will be sent here tomorrow," the PM assured him. "Now, what's your other problem?" The mayor said we don't have any mobile phone reception.

A diner at a Burwood restaurant yesterday accidentally ate a duck that had not been plucked first. He got down in the mouth.

Sutherland Hospital yesterday celebrated the retirement of their much loved head of Emergency, Louise Sammit, after 40 years of service. In a speech at her farewell function she summarised her role: "Emergency Department nurse. The first person you see after saying 'Hold my beer - watch this!'"

The Director of Taronga Zoo sent a request to London this week for two new animals. He first wrote 'I wish to order two mongooses,' but that didn't seem right. So he re-wrote 'I would like to order two mongeeses.' That looked even worse. Finally he wrote 'Every zoo should have a mongoose. I would like to order two.'

And in further news from Taronga Zoo, it was reported that their chameleon has fallen ill and is unable to change colours. Vets say it has a reptile dysfunction.

Nicole Kidman spoke on TV today about her former marriage to Tom Cruise. She said they were happily married for two years - out of a total of ten.

A former Governor of NSW responded tonight to rumours that Government House Sydney is haunted. 'That's nonsense,' he said. 'I've lived here for 274 years and never noticed anything strange.'

A woman was arrested for stealing rolls of festive tissue paper and sticky tape from K-Mart. She gave police conflicting information, so it will be up to a magistrate to determine whether she lied, or just took the wrap.

A customer returned his new hearing aid to Amplifon at Revesby last week for adjustment. He has heard nothing since.

On TV last night, well-known vet Dr Harry finally revealed why dogs sniff each other's bums. It's because some have a familiar ring to them.

Marine scientists have reported that the Great Barrier Reef is under threat from a plague of sea sponges and aquatic windflowers. They have been designated public anemone number one.

Mining magnate Gina Reinhart revealed in a TV interview last night that she began her business career by investing in stocks - mainly chicken stock, vegetable stock and beef stock. That's how she became a bouillonaire.

NSW Education Minister Prue Carr said today that there needed to be more equality in teaching English words. She did not like it when people used big words just to make themselves sound perspicacious.

Sport. The Irish National Steeplechase was abandoned today. The horses kept slipping off the cathedral roof.

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

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Truck 3-Ton Table Top Austin, 1947. Reg. October, 1960. Good sound unit. Ready for work. £295.

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