

Zeitschrift



Warwick VW Drags 2025.

October 2025

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East Hills Car Show
Rod's Life Project #16
More Ash articles**

**Warwick VW Drags
The First 10 Years Pt2
No more US Passats
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).**



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Secretary:	Aldred Gonzalez	clubveedubact@gmail.com (secretary)
Treasurer:	David Cook	clubveedubact@gmail.com (treasurer)
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Council Rep:	David Cook	clubveedubact@gmail.com (council)
Ordinary Members:	Paul Cross; Jim Smith; David Brinton	

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

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 324
Mortdale NSW 2223



Facebook:

www.facebook.com/ClubVeedubSydney/

www.facebook.com/groups/ClubVeeDubACTPublic/

Our magazine.

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

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

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

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

We thank our VW Nationals sponsors:

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See the back page for all 2025 VW Nationals sponsors

VW

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October 3rd-5th
2025



WARWICK

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August 1st 2025

DRAW RACING

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& Family
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SAVE THE DATE

SUNDAY 26 OCTOBER 2025

500+
German
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 !!** ***

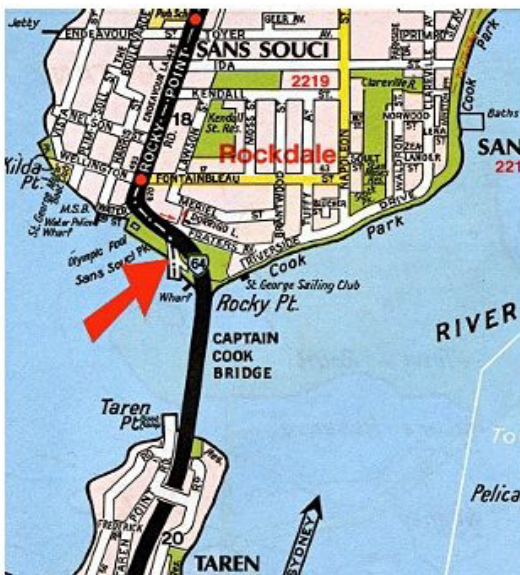
When: From 8:00am Sunday 23 November 2025

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.

Coming home from Volksfest, I had planned to relax at 90 kilometres per hour along the Pacific Motorway. But I had joined a convoy that had other ideas. What started as a left-lane drive continued across to the right lane as the slower, more modern cars struggled to keep up with the 110 kilometres per hour speed limit. While the ride and handling in the Beetle were not as comfortable as in my Mark 4 Golf, the drive gave me an appreciation for the quality work of earlier days and the enormous achievements in constructing our long and safe motorways. It was a fun drive that I will always remember.

Both Volksfest (19-21 September in Swansea) and the Old Bar Beach Festival (3-5 October) were great successes. I was able to attend Volksfest on the Saturday with my Beetle and enjoyed the day discovering cars and meeting people. Old Bar was a bit more distant, and I was too busy with exams and reports to book early enough, but I have bought a tent for next year. I look forward to reading the reports of those events. The photos online looked fun and included a long line of Kombis.

Quickly approaching is the Sydney German Auto-Fest (26 October) at Gough Whitlam Park, Earlwood. The quality of the vehicles, the food, the park surroundings, and the people make this the best assembly of German cars on the calendar. And, it is much more enjoyable when you bring a hat.

Bis bald (See you soon).

Danny Haynes



Kanberra Kapitel report.

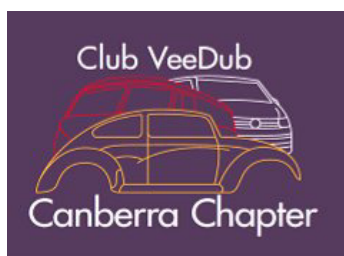
September brought spring and lots of events in the Canberra Region. Only now just starting to have time to breathe before entering the end of year madness as it has been mostly rain or VWs for September weekends.

Firstly, there was a Fathers Day event at Gold Creek, then there was the Camp Quality Superheros cruise where Cookies Cycle team represented our club with a few club cars joining him and raising much needed funds for charity; through to finishing the month with German Auto Day - our chapters premiere event of the year.

A great time was had at all the events and the weather was fantastic. Again, locals, keep an eye on your emails and the chapters facebook page for upcoming events and think about where we want to hold our xmas cruise event this year

...

-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.

October.

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. Spectator entry is FREE, while car show entry is just \$25. Show cars must arrive between 7:30am and 8:30am for a 9am start.. Pre-booking essential. Tickets available now on Eventbrite: www.eventbrite.com.au/e/sydney-german-autofest-2025-tickets-1362631189569?aff=erelexpmlt 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!

January 2026.

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

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

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

Monday 19th:- CLUB VW MONTHLY MEETING at Canley Heights RSL Club, 26 Humphries Rd, Wakeley. Come and see our new meeting venue! 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:- VW convertible 2012/13 model, black. For parts

only - motor in excellent condition always serviced however roof leaks causing damage to interior and electrics. Petrol pump electrics almost brand new, body and doors straight, almost new windscreen. Vehicle driveable and registered in ACT, but located Dalmeny NSW, price/prices negotiable. Please call Ruth on 0473 647373 or email ruth.russell.tylman64@gmail.com

For Sale:- Have a 1973 Kombi camper that needs to be sold. Its had a respray around 10 years ago, otherwise original. Folder full of parts and service receipts and Owners manual. Located at Gosford N.S.W. Any ideas on how best to value and sell this vehicle. Regards Bruce – please email brucebaird62@gmail.com

For sale:- 2006 VW Polo GTI 9N 1.8. Turbo. BJX engine Manual 5 speed 4 wheel disc brakes 6 months registration 2 Door 213 000 k. New clutch and fly wheel Fully serviced.....Drives well \$5000 ono Contact Paul 0410471230



For Sale:- Volkswagen T5 04B 2007, Auto 2L turbo charged diesel. Long wheelbase 5.29 m in length. **TRAKKA** conversion. NSW Rego expires 29/6/2026. 274,000 km. 10 years + service records, recently serviced (July 2025). Cabin air conditioning. Other features include: Leather seats, Pop-up roof with 3 flyscreen windows, 240 volt power inlet with circuit breaker outlets and 10 m lead. Fluorescent roof lights x2, LED track lighting, Reading lights x2. Wall linings in a soft fabric. Fixed Windows (tinted). 10 mm ply flooring with vinyl covering. Carpets throughout. Plywood cupboards, stainless steel sink. Dometic fridge-freezer, NRX 80 compressor, 75-litre 12volt/240volt (recently replaced). 100amp AGM auxiliary battery system with automatic charging system. 240-volt battery charger. 50-litre water tank. Futon for lower berth, mattress with wool underlay for upper berth. Adjustable table (can be used inside the van or outside on a sliding rail). 4-burner gas stove. Gas cylinder x2. Swivel passenger seat. Fuse control panel. Smoke detector, Fire extinguisher. Rear drawer for extra storage. Levelling ramps. Flyscreens for rear tailgate, sliding door and all windows. Insulated covers for all windows (privacy and warmth/cool). Hand-held Shower at rear. 2x 12V Scirocco fans. Leather steering wheel cover, rubber floor mats in cabin. Vehicle

upgrades include Cruise Control, Bluetooth hands-free, Reverse camera, Apple CarPlay, LED headlights. Location: Ocean Shores 2483, NSW. \$39K ONO. Contact Christina to view 0404 945027 or email christinayogini@protonmail.com

Free: Evening, I have a clean unused? **Gregory's VW workshop manual** (series 46) covering series 1100,1200,1200A, 1300 and 1500. Free to your club or member(s). Please email Stuart at stuart.robson54@outlook.com if interested. Cheers



For Sale:- J and S Trail Buggy. Sadly we are losing our storage, so this father and son project Buggy needs a new owner. So close to being finished with all the hard work done, just a few small things left to complete. Drives well, Brakes well and steers well. Motor, clutch and gearbox healthy. J and S Trail Buggy based. Only 40 ever made so very VERY rare. Similar to a Kalita, sort of similar to a Manta. 1964 VW Beetle shortened floorpan with absolutely no rust! 1968 Disc brake front end with all new brake lines throughout. 1600 dual-port motor with good even compression. New engine / gearbox mounts. New push rod tubes, heads removed cleaned and checked, new German gasket set installed. Oil leaks gone. Dual tuned Kadron carbs, if you know you know... Dual Shotgun hot dog exhaust is currently running removable DB killers. Starts first time every time! Idles well. Brand new tyres on refinished 2-piece wheels. About as wide as you can get.... New laminated DOT approved windscreen. MX5 worn leather seats on VW seat rails (suits 6' tall and under) New handbrake and accelerator cables. New headlights and driving lights. New carpet and rubber/teak flooring. We have replaced so many misc parts over the last 2 years as we have been rebuilding as an ongoing project. On full NSW rego, YES FULL NSW REGO! and easily converted to club plates (Classic scheme for modified vehicles) if you like. 2 months rego left. Have the complete history including log books and receipts for over 25 years. We planned to Rhino Coat the exterior, so body is prepped for Rhino and rattle canned purple as a temp rat look for now. What it needs? Gearbox leaks (don't they all) Has been barely used so thinking just dry gaskets. Motor final tune. Rhino Coating. Dash wiring to get all gauges working. Has a new fuse box. You will never see another buggy quite like this one-of-a-kind creation. Asking a very reasonable \$27,500 as it sits. Make me an offer as loss of storage forces the sale. Finished it could be worth close to double that. This beauty needs to be re-homed by Mid

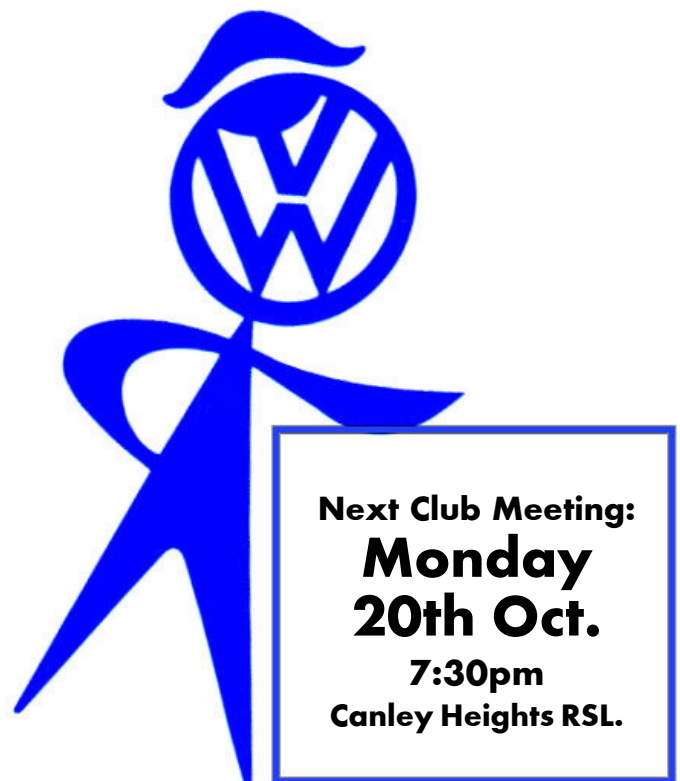
November when our storage runs out. I can supply additional photos, can deliver within 300k's for a small fee or assist load for interstate buyer. Car is located Bondi Beach NSW 2026 Australia. Call Simon on 0438 423202 or email simon@simondobbin.com

Parts from a 1970 VW Beetle			Ignition switch			
Air hose	engine - 75mm dia., 30cm long	1	Knob	gear lever		1
Aluminium trim	around front & rear window rubbers	4	Mirror	internal		1
Anti-roll bar		1	Radio	cassette player untested		1
Anti-roll bar	ends with rubbers	2	Radio	aerial		1
Anti-roll bar	end supports	2	Rear seat	cross bar		2
Ash tray		1	Regulator	voltage		1
Battery	connections	1	Running board	right side		1
Bonnet	release cable	1	Shock absorbers	Rear		2
Boot lid	springs	2	Speedo	needs repair		1
Box	Air distribution	1	Speedo	support bracket		1
Bump stops	rear	2	Starter cable	rubber plug		1
Bumper support	Left front	1	Steering column	tube		1
Centre channel	cover	1	Steering column	support bracket		1
Clutch	pedal	1	Steering damper			1
Engine lid	hinge support	2	Switch & housing	indicators & headlights		1
Flasher	relay	1	Tail light	internals		2
Glove box	poor condition, with bonnet release lever	1	Throttle	pedal arm (needs welding)		1
Glove box	lock	1	Throttle	pedal		1
Hand brake	cable (one internal missing)	1	Throttle	cable lever		1
Hand brake	lever	1	Throttle	cable cover		1
Headlight	plug & spring	1	Window	tracks		2
Headlights	(EMP) new	2	Windscreen washer	bottle - original		1
Heater	distribution junctions & shut-off	2	Windscreen wiper	motor & mechanism (may need work)		1
Heater channel	vent covers	3	Wire	rear tail light		1
Heater hoses	cold & hot with shut-off mechanism	1	Wiring loom	front		1
Horn	actuator on steering wheel	1	Petrol tank			1
Horn	untested	1				

For Sale:- I have a variety of parts for a '69 or '70 Beetle that I could give to anyone who is interested. They will need to be picked up from Canberra. I can be contacted on: irwinhodder@hotmail.com or 0404 568803 thanks, Irwin

2nd Month 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



Next Club Meeting:
Monday
20th Oct.
7:30pm
Canley Heights RSL.



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

Late magazine.

Apologies for the slightly late magazine this month. Your editor has only just returned from a few weeks in the UK - and now I've come down with the flu this week (I missed the Bathurst race as I dozed through most of it!)

In addition, my home situation has also changed a bit. I'm now the main home carer for my 87-year old Mum, who is very frail and a major fall risk. She had a bad fall in July and spent 6 weeks in rehab. She's back home now and OK but has had three more minor falls and stumbles since then.

The hospital said she can't be left alone any more. We've already maxed out our My Aged Care codes and can only get 6 hrs external care a week. The rest we have to do ourselves, sharing between my sister and two brothers and their partners.

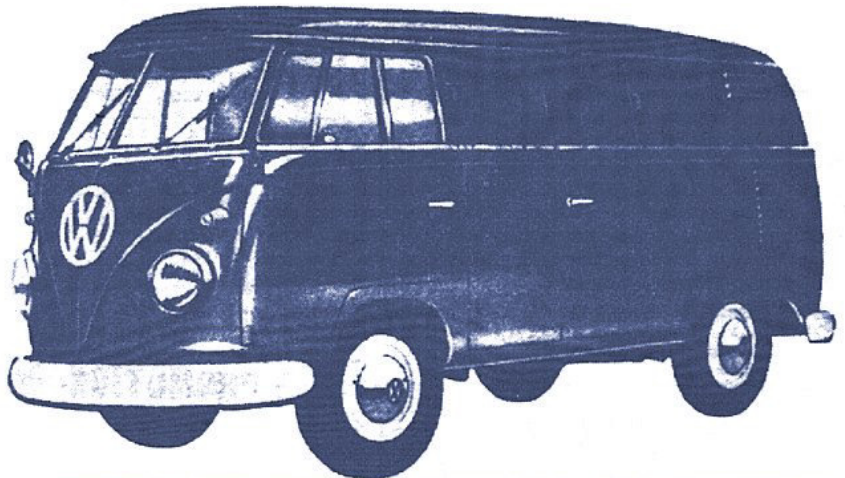
So effectively I can't get away on the weekends to car shows any more, unless I bring Mum with me - which I may do for Boris' Picnic Day. I'll be relying on you active members who go to shows and events - please send me your reports and photos!

Thank you to Aldred and Wayne, who sent reports this month for the Canberra GAD and Warwick. I'm going to need people doing this from now on if you want to see event reports and photos in the magazine!

Thanks everyone

Phil Matthews

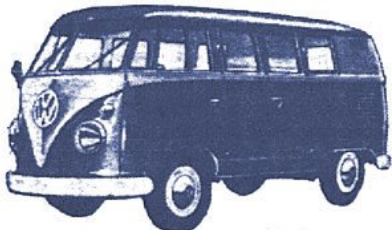
Today's challenging times demand bedrock transportation costs with the maintenance of full efficiency. Volkswagen vans meet the times with lower initial prices, minimum fuel and maintenance costs, and access facilities which cut loading and unloading time. The famous Volkswagen panel van (at right) is a great example of the facilities offered by all VW commercials. 1,830 lbs. of payload travels comfortably in 170 cu. ft. of well-sprung space. Special ventilation ensures always fresh delivery.
Price, £1,196;



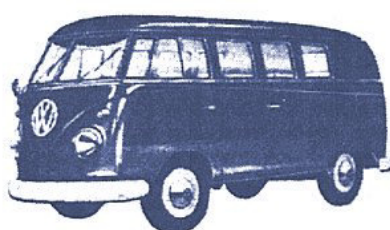
**in commerce,
the vans which are
meeting the times are**

SERIES 200 VOLKSWAGEN

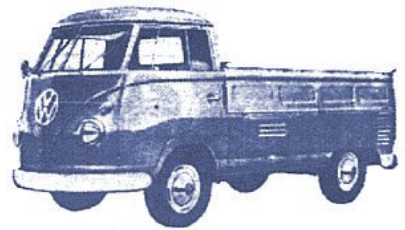
All models feature fully synchronised gear-box and 40-b.h.p. motor, giving utmost in economy and performance!



MICRO BUS. Here's superb comfort for passengers and driver. Big, wide comfortable seating. Equipped with standard heating and adjustable ventilation. Price, £1,371;



VW KOMBI. The popular, versatile van. Has all the cubic capacity and ease of access of the panel van; plus six side windows. Two seat benches available as optional extras. Heater-demister standard equipment. Price, £1,226;



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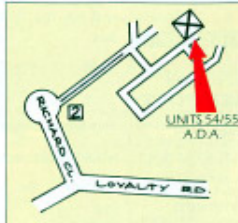
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Email:
wmoffice@tpg.com.au

Phone:
9519 4524

VOLKSWAGEN - AUDI



AUSTRALIAN V DUB PERFORMANCE Centre

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

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

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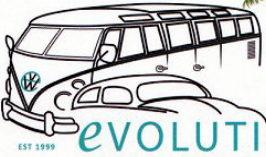
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1650 mm long by 1835 mm wide on the inside.

New on the Style, PanAmericana and Aventura is a pair of 230-volt power outlets - one in the rear centre console, and one in the tub - plus a 400-watt inverter to power electrical devices on the move.

These model grades also add a Trailer Assist feature, intended to make connecting and reversing trailers easier.

Elsewhere, Reed Green Metallic paint has replaced Mid Blue Metallic, previously the hero colour for the Amarok Aventura.

There remains a choice of four engines: a 125 kW/405 Nm 2.0-litre single-turbo diesel four-cylinder, 154

kW/500 Nm 2.0-litre twin-turbo diesel four-cylinder, 184 kW/600 Nm 3.0-litre single-turbo diesel V6, and 222 kW/452 Nm 2.3-litre single-turbo petrol four-cylinder.

The single-turbo four-cylinder is the only one mated to a six-speed automatic transmission - the others paired with 10-speed autos - while V6 and petrol four-cylinder models can be driven in four-wheel drive on sealed roads.

All Amarok models have four doors and five seats, and can tow up to 3500kg braked.

The 2025 Volkswagen Amarok range will be "progressively ... introduced into dealerships during the second half of 2025," the brand says.

2025 Volkswagen Amarok prices in Australia (before on-roads)

Amarok Core TDI405 diesel pick-up - \$55,490
Amarok Core TDI405 diesel cab-chassis (new) - \$59,490
Amarok Life TDI500 diesel pick-up - \$59,490
Amarok Life TDI500 diesel cab-chassis (new) - \$63,490
Amarok 10 Deserts Edition diesel pick-up (new) - \$68,490
Amarok Style TDI500 diesel pick-up - \$69,740
Amarok Style TDI500 diesel cab-chassis (new) - \$73,740
Amarok Style TDI600 V6 diesel pick-up - \$73,740
Amarok Style TDI600 diesel cab-chassis (new) - \$77,740
Amarok PanAmericana TDI600 V6 diesel pick-up - \$78,990
Amarok Aventura TSI452 petrol pick-up - \$79,990
Amarok Aventura TDI600 V6 diesel pick-up - \$82,990

Tayron details.

The price of Volkswagen's cheapest seven-seat SUV will climb by \$4300 when the Tiguan Allspace is replaced by the 2025 Volkswagen Tayron this month.

The top-of-the-range model - now the Golf GTI-powered Tayron 195TSI R-Line - is a significant \$12,900 dearer than its indirect predecessor, the 162TSI R-Line, albeit with much more power, a roomier cabin and new equipment.

The Tayron stretches the five-seat Tiguan in overall length (4770 mm) and footprint (2791 mm wheelbase) to accommodate a third row of seats, but retains its more city-friendly (1852 mm) width.

It costs between \$1200 less and \$3300 more than equivalent Tiguan grades, due to differing equipment levels.

Updated Amarok.

The Volkswagen Amarok ute has been updated for the second half of 2025, with new model grades, a cab-chassis option, and additional features, due in showrooms now.

RRPs are unchanged - with the exception of the slow-selling petrol Amarok Aventura, which has been given a \$3000 cut - but the nationwide drive-away offers have risen by up to \$3000 over the run-out deals on the Model Year 2024 (MY24) range.

Prices start from \$55,990 drive-away nationwide for the single-turbo diesel four-cylinder Core, and stretch up to \$82,990 drive-away for the flagship V6 diesel Aventura.

Joining the range for 2025 is the 10 Deserts Edition, a four-cylinder bi-turbo diesel off-road variant based on the Life, inspired by an Amarok that set a Guinness World Record covering Australia's 10 deserts last year.

Priced from \$68,490 plus on-road costs, or \$69,990 drive-away, it will be limited to just 300 examples nationwide.

It adds a 40 mm suspension lift, 17-inch black alloy wheels, Continental all-terrain tyres, Volkswagen genuine underbody protection, a black sports bar, soft tonneau cover, all-weather floor mats, and 10 Deserts branding.

Meanwhile, buyers can now order alternatives to the body-coloured tub for the first time on a standard-length Amarok since 2019.

A 132 kg steel tray is offered on Core, Life and Style models for \$4000 - or on other grades as a dealer-fit accessory - as well as a heavier-duty 243 kg version, also through dealers.

The trays measure 1900 mm long on the outside, and





Slightly larger than the outgoing Tiguan Allspace, the Tayron offers seven seats in all except the 150TSI Life, which opts for just five seats to unlock a larger boot, at 885 litres behind the second row of seats, compared to 850L.

The five-seater is the indirect successor to the 162TSI Adventure special edition offered on the Tiguan Allspace in 2022, priced from \$53,990 plus on-road costs at the time.

The Tayron's nearest rival is its twin under the skin, the Skoda Kodiaq, which is priced from \$56,990 drive-away with a 140kW engine - in line with the 150TSI Life, but with a third row, and extra features such as leather trim.

The larger and more powerful Hyundai Santa Fe is priced from \$53,000 plus on-road costs with front-wheel drive and non-hybrid propulsion.

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

It is upgraded to a 150 kW/320 Nm 2.0-litre turbo four-cylinder engine in 150TSI variants, paired with the same seven-speed auto, but with the security of all-wheel drive.

The top-of-the-range 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 - the latter output the only choice in its R-Line grade - while the 1.4-litre engine has no more power, but moves from six gears in its transmission to seven.

Life variants are equipped with a 32.8 cm touchscreen, 26 cm instrument display, LED headlights, 18-inch alloy wheels, a power-operated tailgate, keyless entry and start, a 360-degree camera, and a series of advanced safety systems.

Compared to the Tiguan Allspace 110TSI Life, the new entry-level variant gains features such as a larger touchscreen (up from 20.3 cm), 360-degree camera, and power tailgate.



More expensive models add 19- or 20-inch wheels, adaptive suspension, matrix LED headlights, a 38.1 cm touchscreen, leather upholstery, and heated and ventilated power-adjustable front seats, among other items.

Features added to offset the R-Line's \$12,900 price change include a 360-degree camera, premium audio, and the larger 38.1 cm touchscreen.

The 2025 Volkswagen Tayron can be inspected in VW showrooms now.

2025 Volkswagen Tayron price in Australia

Tayron 110TSI Life - \$48,290

Tayron 150TSI Life - \$53,990

Tayron 150TSI Elegance - \$59,490

Tayron 195TSI R-Line - \$73,490

Police Touareg R.

Western Australia Police have selected the Volkswagen Touareg R as a new addition to its fleet of highway patrol vehicles.

An initial batch of 12 Touareg Rs will enter duty as unmarked 'class-one' patrol vehicles.

Rather than a trial program, the Touareg R will join as a fully-fledged member of the Rapid Apprehension Squad fleet, with the scope to participate in pursuit operations when required.

The selection process includes assessment in a variety of conditions, which includes dynamic situations with the additional weight of police equipment factored in.



The Touareg isn't the first Volkswagen Group vehicle to be selected for use in Western Australia. As with other states, the previous generation Volkswagen Tiguan and Skoda Superb also form part of the existing patrol fleet.

The Touareg R's adoption by WA Police marks the first use of the vehicle among police fleets around Australia.

Other rapid response fleets include the BMW 5 530d and X5 in NSW, SA, and Victoria, and the BMW M340i in Tasmania.

At the time those fleet additions were announced, state traffic commander, Mike Bell said "Electric motor vehicles are the way of the future. We know we've got to head that way, so we know we've got to step into that space."

WA Police has run evaluation programs on fully electric vehicles, including the Kia EV6, and Hyundai Ioniq 5, and has previously trialled a hydrogen fuel cell Toyota Mirai in 2022.

Rather than a fully-electric vehicle, the plug-in hybrid system of the Touareg R allows a rated 51 kilometres of EV driving range, with the ability to use the 3.0-litre turbo petrol engine for continued mobility once the battery runs low.

The Touareg R produces a combined 340 kW, and can sprint from 0-100 km/h in a claimed 5.1 seconds.

In a statement released by WA Police, Commissioner Col Blanch said, "The Touareg R hybrid is a more fuel-efficient and cost-effective solution over the lifetime of the vehicle through reduced maintenance and downtime.

"WA Police are leading the country in its push to invest in modern equipment for its officers and these vehicles are another example of this."

Although the RAS cars are unmarked, they feature additional emergency lighting for enhanced visibility and identification as an emergency services vehicle.

US tariffs hurting VW.

Despite selling slightly more cars globally in the first six months of this year compared to 2024, Volkswagen Group's operating result is down 32.8 per cent, from 10 billion Euro (\$A17.55 billion) to 6.7 billion Euro (\$A11.88 billion).

The decrease of 3.3 billion Euro (\$A5.84 billion) is largely attributed to new US-imposed tariffs rolled out earlier this year, CO2 fleet regulations in the US and Europe, and fluctuations in exchange rates, according to VW Group's half-yearly financial report.

VW Group stated that "in total, the additional tariffs imposed by the USA resulted in a reduction in the operating result of 1.3 billion Euro (\$A2.3 billion) in the first half of 2025".

In April, the US imposed a 25 per cent tariff on vehicles, and additional tariffs on parts in May, amounting to 27.5 per cent.

Volkswagen Group brands in the US have reportedly started passing some of these increased costs to consumers by raising sticker prices on cars, but it is unclear if the marques are asking buyers to pay the full tariff increase.

According to US publication NPR, car makers are absorbing some of the cost of the US tariffs, and that not all increases "have been passed along to consumers" so far.

VW Group said in their financial statement: "Investors were initially hopeful that the protectionist measures announced by the US government would not materialise.

"The severe tariff hikes announced by the USA in early April 2025 led to great uncertainty on the capital market, causing share prices to tumble," the report said.



The US has since struck a deal with Japan on lower tariffs, and car brands are hoping the same will be met with Europe.

The car-making conglomerate is not alone in its loss of profit margin due to changes in the key US market, as another European brand, Jaguar Land Rover, imposed job cuts after its US sales dipped.

Despite these challenges, Volkswagen Group sales worldwide have actually increased this year, up 0.5 per cent from 4,341,000 units to 4,363,000, excluding Chinese joint-venture figures.

In terms of regional breakdown, Volkswagen Group sales are up this year compared to 2024 in the two largest car markets of the US and China.

As a result, revenue so far in 2025 is also in line with the first six months of last year, down just 0.3 per cent to 158.4 billion Euro (\$A280.39 billion).

However, the strengthening US dollar and Chinese yen against the Euro is also eating away at VW Group's bottom line, as is the cost of sales increasing faster than sales revenue this year.

VW has anticipated the overall economic output growth in 2025 to be at a "slightly slower pace than 2024".

Touareg to be axed.

The Volkswagen Touareg is facing the axe, nearly 25 years after the flagship SUV first launched.

UK publication Autocar reports Volkswagen will stop manufacturing the Touareg sometime in 2026, with no direct successor planned, leaving the Tiguan-based Tayron as its largest SUV in Europe and Australia (the large US-built Atlas SUV is not sold outside the USA).



The Touareg debuted in 2002, sharing its platform with the then-new Porsche Cayenne, alongside the W12-powered Phaeton full-size sedan in an upmarket push from the Volkswagen brand. It launched in Australia in 2003, under the advertising slogan 'Come to think of it - announcing our first ever 4x4.' This was obviously wrong - VW first made 4x4 Swimmwagens and Kommandeurwagens during the war, and Tetra, Syncro and 4Motion sedans and commercials from the 1980s to the present.

While the Phaeton was subsequently removed from Volkswagen's line-up in 2016 - the electric ID.7 is its current

flagship sedan in Europe - the Touareg has continued, with the current, third-generation model launched in 2018.

Built in the Volkswagen Group's large car-focused factory in Bratislava, Slovakia, it is related to - and manufactured alongside - the MLB Evo-based Audi Q7, Audi Q8 and Porsche Cayenne. The Bentley Bentayga and Lamborghini Urus are also based on the Touareg.

It is currently Volkswagen's flagship combustion-engined model in Europe and Australia, with the range-topping Touareg R plug-in hybrid electric vehicle (PHEV) being its most-expensive model in local showrooms at \$133,490 before on-road costs.



In markets where the Touareg isn't sold, such as the United States, Volkswagen is expected to continue offering its road-focused Atlas large SUV, which was recently refreshed in China and is related to the MQB platform-based Golf and Tiguan.

The report claims Volkswagen will also axe its ID.5 coupe-styled electric SUV in 2027, rather than joining its ID.4 sibling in receiving a comprehensive update.

In addition, the German brand has reportedly paused plans to develop a "mini" ID. Buzz electric minivan to succeed the Golf-based Touran, based on its existing MEB electric-car architecture.

A smaller electric Volkswagen minivan is "not a priority" according to sources close to CEO Thomas Schäfer, and sister brand Skoda could develop a similar model instead, with R&D attention focused on other electric vehicles, such as the Mk9 Golf hatchback.

The five- and seven-seat Volkswagen Tayron, which directly replaced the extended-wheelbase Tiguan Allspace, will become the largest Volkswagen SUV in Europe and Australia if the five-seat-only Touareg is axed in 2026.

Compared to the Touareg, the Tayron is not offered with V6 petrol plug-in hybrid or diesel power, has a braked towing capacity of up to 2500 kilograms instead of 3500kg, and is not as capable off-road with no air suspension, though it delivers more interior space.

VFACTS new-car sales data shows 527 Volkswagen Touaregs have been reported as sold in Australia in the first seven months of 2025, a 28 per cent increase from the same time last year. The record sales year was 2,568 sold in 2015. Some 26,000 Touaregs have been sold here since 2003.

It compares to 1210 Lexus RXs, 554 Jeep Grand Cherokees (including the seven-seat L) and 217 Mazda CX-70s, its closest rivals. The Grand Cherokee was recently axed in Australia.

A point of interest for the Touareg is that it has been

fitted with the widest range of engines of any VW model - 3.2 and 3.6-litre VR6s, 4.8 litre V8, 6-litre W12; and 5-cylinder, V6, V8 and V10 TDI diesels as well as hybrid system (Europe only).

The R50 model made its world debut in Sydney in 2007. It was powered by a tuned version of the 5-litre V10 TDI engine, making 258 kW and 800 Nm.

US lawsuit over VW touch controls.

In the United States, two Volkswagen owners have launched a class-action lawsuit claiming the touch-sensitive steering wheel controls used on the electric ID.4 SUV have led to accidents.

Volkswagen has replaced physical buttons on a number of its new models with mobile phone-style touch controls that allow touch, click, and slide-style inputs.

Two owners have filed the lawsuit, citing numerous complaints filed with the National Highway Traffic Safety Administration (NHTSA) about the ID.4.

Owners have outlined the ability for the cruise control system to be unintentionally resumed when parking and moving their hands across the steering wheel's touchpad surfaces.



The lawsuit identifies the Volkswagen ID.4 built between 2021 and 2023 and sold in the United States, launched by two owners specifically, but including "all others similarly situated," as affected by the claimed issue.

The lawsuit argues that the steering wheel touch controls and the ease with which they can trigger the adaptive cruise control constitute a defect.

The filing identifies several situations where owners have claimed to have accidentally resumed the adaptive cruise control system, resulting in their vehicles lurching forward and causing property damage and personal injury.

Alongside the claims of defective haptic controls, for which the plaintiffs are seeking a recall and an unspecified resolution, the suit also identifies situations where ID.4s have failed to trigger safety systems or have overridden user brake inputs to avoid collisions.

Volkswagen management has previously identified the brand's move to touch controls for some car functions as an area for improvement, and has moved to replace the haptic buttons fitted to vehicles with physical button pads as new or updated models launch.

In Australia, haptic steering wheel controls have been used on vehicles including the Golf, T-Roc, Touareg, ID. Buzz, ID.4 and ID.5, among others.

The latest updates to the Mk 8.5 Golf have seen a return to physical controls, and newly launched vehicles like the Tiguan and Tayron family SUVs have not adopted the steering wheel touch surfaces.

Volkswagen first implemented touch controls in Europe in 2019, but confirmed as early as 2022 that the decision would be reversed and announced a year later that the 2024 Polo GTI and T-Roc SUV would be the first to move away from touch-sensitive steering wheel inputs.

Despite the control interface being used across multiple vehicle lines, the class-action launched in the US applies only to the ID.4 electric SUV.

Discounted VWs with Uber.

Uber is offering discounts of up to 15 per cent on some Volkswagen, Audi, Cupra, and Skoda models when purchased through its vehicle marketplace, but they're only for Gold, Platinum or Diamond drivers.

Uber's shown inventory is stock and location-based, but in Melbourne, there are currently four vehicles shown for purchase - all discounts by vehicle brand are displayed separately.

The highest 15 per cent special is for the Audi Q7 large SUV, whereas the Audi Q5 and Q6 e-tron are discounted by 10 per cent, and the Volkswagen ID.4 Pro is available "up to eight per cent" off.

However, Uber lists all prices excluding GST and Luxury Car Tax (LCT), which are factored into recommended retail pricing, meaning discounts from standard drive-away prices might not be as large as expected.

Other offerings through its vehicle marketplace for drivers are to-rent, rent-to-own, or finance-purchasing - but the deals aren't provided by Uber, rather come through dealers or manufacturers.



Also available in the Melbourne area are financing plans for some models, including BYDs (Sealion 7, Atto 3, Dolphin), Volkswagen ID.4 Pro and ID.5 GTX, and a Toyota bZ4X.

The electric models also fall under Uber's "zero emissions incentives", in which some drivers can earn more during certain trips.

Depending on the offer, it may come with insurance, unlimited kilometres on rentals, and basic maintenance, which come directly from the vehicle partner.

Uber designed the platform for drivers not to need to own a car, launching it in Australia in February 2023.

It is set up "to give Uber driver partners easier access to vehicles via vehicle solutions partners," an Uber spokesperson said.

"Through partnerships with rental providers, alternative ownership providers, car dealers, OEMs, and others, the Vehicle Marketplace brings together a range of vehicle offers in one place.

"Driver partners can explore certain exclusive discounts and flexible options offered by our partners - whether it's an inclusive rideshare-ready rental or savings on their next vehicle purchase - they can find a solution that suits their needs."

Uber has other partnerships with Volkswagen aside from available cars to purchase; the pair recently announced the deployment of autonomous ID. Buzz vehicles in the United States, set to begin later this year.



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Canberra German Auto Day 2025.

Each year one of the affiliated German car clubs of Canberra takes on the responsibility of organising the premier German car event for the Canberra Region - German Auto Day (or GAD). Club VeeDub (Canberra Chapter) was tasked with this years display.

Originally it was slated for the Patrick White Lawns between the National Library and Lake Burley Griffin. However, a July event damaged some parts of the lawns and the National Capital Authority (NCA) closed it for rehabilitation but gave us the large Questacon carpark as an alternative.

I can now see how it takes a committee to organise CVD Nationals. Nonetheless, sponsors were sought, catering and facilities organised and the event came and went without any major hiccups. We won't count a coffee van breaking a day before the event (nor the sole remaining coffee van having a small machine outage) and the ice cream van owner pulling out at 5:30am the morning of GAD due to a health issue, as something we couldn't deal with.



Sponsors arrived and set up, cars arrived and parked - people milled in and saw the grand amount of cars from a NSU, a Goggomobil, various BMWs and their motorcycle brethren, Porsche's (911s, 928s and some 944s), various Audis (including an R8), lots of Mercs from AMGs to classics ... and even though the number of VWs were down compared to last year, there was a good variety from some rare Type 34 Ghias, a bevvvy of Mk5 to Mk8 Golfs, lots of various Beetles and Kombis, to some Polos, a cool camper Caddy, a sole New Beetle and an Eos power convertible.

Lots of thanks to our club sponsors for the day (Lennox Volkswagen, A&R VW Repairs, Canberra VW Centre Tuggeranong, Northside Euros), all the club volunteers who parked cars, took registrations, judged entries, packed up and generally helped -- and most importantly, the





people who brought their cars to the event for others to see and enjoy the spectacle. Our club will donate a large portion of entry funds received for GAD to the charity of the day, Menslink.

Thanks also to Jim Smith for some of these photos.

- Aldred

	Category	Car	Owner
1	Best - Standard BEETLE	9	Susan Jedryk
2	Best - Modified BEETLE	29	Craig McQueen
3	Best - Standard KOMBI	6	Hermann Metz
4	Best - Modified KOMBI	7	Neil Smith
5	Best - Standard TRANSPORTER/CADDY	21	Grant Rollinson
6	Best - Modified TRANSPORTER/CADDY	8	Greg Cassagne
7	Best - Standard TYPE 3/KARMAN GHIA	39	Alan Edwards
8	Best - Modified TYPE 3/ KARMAN GHIA	17	Clayton Coleman
9	Best - Standard GOLF	8	Josh Stone
10	Best - Modified GOLF	24	Billy Cook
11	Best - Standard POLO/SCIROCCO/UP!/EOS	32	Phill Lander
12	Best - Modified POLO/SCIROCCO/UP!/EOS	41	Loiuse Handsaler
13	Best - Standard PASSAT/BORA/JETTA/ARTEON	11	Maddie Molnar
14	Best - Modified PASSAT/BORA/JETTA/ARTEON	5	Vince Nasser
15	Best -Standard AMAROK/TIGUAN/TOUAREG/T-CROSS/T-ROC	42	Nick Poole
16	Best - Modified AMAROK/TIGUAN/TOUAREG/T-CROSS/T-ROC	?	Michael Molnar
17	Best BUGGY/BAJA/Kit Car	16	Steve McCaster





Warwick VW Drags.

VWMA 's19th running of the VW Drags at Warwick was held over the 3rd to the 5th of October long weekend.

Unfortunately the Vintage Vee Dub Supplies drag car was not able to make the event due to an engine malfunction on the dyno a few days before the event. There were over 70 cars entered with a number of cars coming from NSW and one from Victoria.

Friday 4am Boris and I headed off to Warwick along the New England Hwy. After a fuel stop and breakfast at Tamworth, we arrived at the Morgan Park Drag strip at around 2.30pm.

We set up our camp site and settled in with a few drinks and BBQ. Friday night a number of cars competed in a power run on the dyno, always very interesting seeing cars produce everything from 40hp to over 200hp.

Saturday morning at around 9am, we all headed into Warwick town centre to display all the cars in the park for a few hours. Midday we all headed back to the track with



qualifying starting around 1pm through to 5pm. The weather and conditions were great, warm and sunny. At around 7pm Craig hosted dinner and a tappet cover race for young and old in the main marquee.

After dinner this year's guest speaker was Wayne Penrose talking about his Warwick experiences.

Sunday started with a final test session for cars that experienced issues on Saturday. At around 10am the event started, this event is run for all makes and models of VW's, new and old petrol and diesel. We run a three-round format, that means everyone gets three runs against a different opponent. The person with the most race wins then races off in the final, the winner in each class is then crowned and presented with a trophy.

After everything was over we all the headed to Tenterfield to watch the NRL grand final. Hopefully the Bunnies will be there next year.

Next year will be the 20th running of this only VW drag race event in Australia so if you can make it all are welcome.





Here are a few photos of some of the cars that were competing - thank you Zelko.

Wayne Fenech





East Hills Car Show.

The annual East Hills Charity Car Show was recently held on a gorgeous sunny Sunday 29th September at Kelso Oval at Panania.

This year the show was supporting Cystic Fibrosis Australia.

It was another great collection of most popular makes and models from the '60s, '70s and '80s, but unfortunately it was again a very poor turnout of VWs.

We were supposed to meet up at McDonalds at Moorebank for 8am coffees, then cruise together to the show and arrive (and park) together. But what a small turnout - only Bob in his squareback, Jeff in his Hyundai whatever and Phil in his Tiguan met up for coffees.

Anyway at 8:30am the two VWs and one Hyundai started up and headed east along Newbridge Rd, turned right at Henry Lawson Drive and then left at East Hills. There were lots of classic cars on Historic Plates pottering about, but no VWs.

Jeff and Phil parked at the RSL next door (having to leave early), so for a while Bob was the only VW there. A little while later Ken turned up in his Superbug, and Steve in



his Rothfink rat Beetle.

It was still a great show, with the BBQ going, coffee vans and trader stands. Organiser Glen Waud JP even sang with the band before he performed the trophy MC duties later on in the day.

A great show to look at a great variety of classic cars on a lovely sunny Sunday. \$11,200 was raised for Cystic Fibrosis Australia. But except for those mentioned, not supported by our club members, which was very disappointing.





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DSG?

Automatic gearboxes in a modern Volkswagen is known as the DSG (Direktschaltgetriebe in German, which means Direct Shift Gearbox).

Instead of using a conventional torque converter, it is basically two manual gearboxes and clutches in one housing, working as one.

It is electronically controlled, multi-shafted and has dual clutches that are automatically shifted, faster and smoother than you could shift manually.

Like most good things in modern cars, it was first developed by Porsche - for the 1980s 962 racing car. VW's production units are sourced from Borg-Warner.

It's honestly a great system. Who could really be bothered pushing a clutch pedal in a thousand times on a four hour drive.

Especially in traffic, first gear, second gear and back again to first, just to go a few metres.

Manual gearboxes are known for not having troubles and are what we always recommend, but as you get older the DSG is so good.

The car half drives itself.

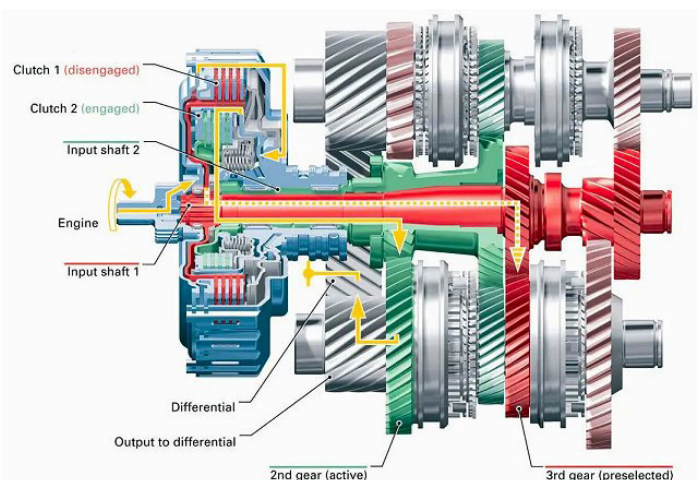
All that being said, always remember one day your DSG system is going to cost you a small fortune to repair.

A lot of things can go wrong with a DSG, especially the gearbox control module.

What's that you say? It's a separate a computer that talks to the gearbox.

This is \$4000.00 to repair and your problems can get worse, especially as your car reaches the 10 year mark.

It's almost like it's built in the computer to fail at 10 years exactly.



Anyway, it's not such a big deal but just factor this in when buying a modern Volkswagen with DSG.

Just to make this clear.

Be careful buying a 10 year or older Volkswagen with DSG.

Or if you own one that's 8 or 9 years old, maybe think about moving it on to some other poor punter?

Thanks

Ashley Day

Thousand miles away.

I've made no secret of it. I have a T6 Transporter and a generation 7 Golf.

Both are great vehicles but they are obviously and definitely, made to do different jobs.

The Golf is great for moving people around and for shorter missions.

The T6 Transporter is excellent for moving bulky stuff around and for longer trips.

Why use the Transporter for long trips instead of the station wagon Golf?

The Transporter has ample space and it is very comfortable to drive.

Most importantly, it has a bit of clout and ground clearance when it comes to any wildlife you might meet on the road.

Especially if you plan to drive longer distances through the night.

If you think that you will never hit any wildlife, you are kidding yourself.

Eventually, we will all hit some sort of animal on the road at night.

As careful as I am, last night, driving the Transporter, I hit a medium size wombat at 105 km/h an hour into my drive from Melbourne to Sydney.

If I would have done that in the generation 7 Golf, it most likely would have been a write off, leaving me stranded a long way from home in the middle of the night.

The Transporter is tough and it also has enough space for animals to go underneath. Whereas the Golf isn't and doesn't, unfortunately.

A Volkswagen Transporter, Amarok or Touareg is





always going to be your best bet when it comes to cruising through the night a thousand miles away.

Thanks

Ashley Day.

More than a Van.

Sometimes, I used to get a little depressed that maybe I might have wasted a lot of time and never really did anything extraordinary.

I've never written a hit song or invented a thing. Most likely though, I've been wrong all of those years.

What makes me happy is the fact that I'm a Volkswagen person.

Honestly, I thought that I was a Beetle guy but it turns out, all these years later, is that I'm a Transporter Kombi guy.

In my life I have been lucky enough to drive all sorts of Transporters everywhere.

So I can tell people here and in the afterlife that I am or was a Kombi guy and they will know exactly what sort of person I am.

If it's one thing I love more than sports cars or anything else in fact, it's a Volkswagen Kombi Transporter.

Do you know a Kombi guy, there's quite a few of us out there?

You may even be one yourself.

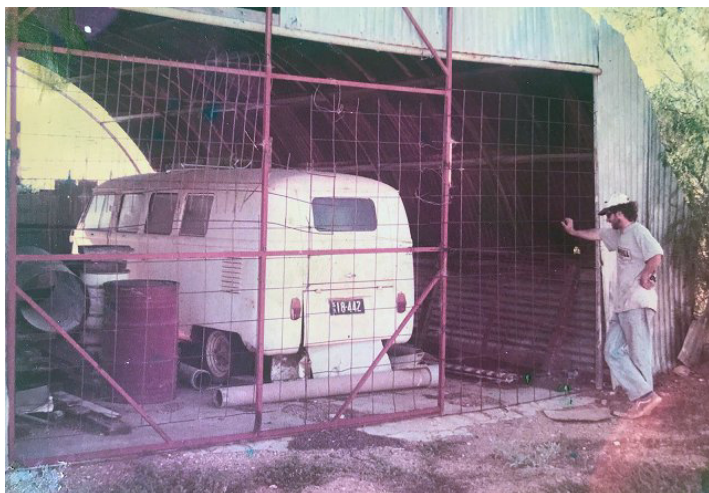
Yes, I have used a ocky strap to hold fourth gear.

Yes, I do have checked shoes.

I do drive with a cap hat, just not backwards.

I always have towels on the seats.

Even in a late model, I still put my elbows on the



steering wheel.

So if you're a little down, for any reason, just remember no matter what exact models you prefer, you are a Volkswagen person.

Ashley Day.

Original colours.

Sometimes when you are restoring a Volkswagen, Porsche or even a Volksporsche, you get to a point when the vehicle is completely covered in undercoat and you think, what colour could this be?

You do your research and you think - this could be painted any colour I like.

In my personal opinion, I would and do paint cars I'm restoring the original colour that they were from new.

Therefore always the original colour.

I do this for a number of reasons.

No.1. If anyone asks you why did you paint your car that colour, you can always answer: 'because it is the original colour from new.'

No. 2. Even if you say that you will never sell that car, circumstances change over the years and if you ever decide to sell it, original cars always sell well.

No. 3. Mostly the original colour is the best choice anyway.

No. 4. Sometimes, years later, you can actually regret a different colour choice.

Lastly, if you're actually restoring a car to sell to someone else, why would you change the colour to something you like, the car is not for you.

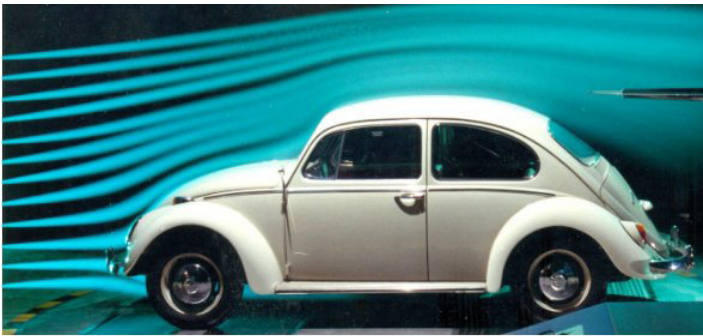
How do you know what colour some stranger likes?

Ashley Day.

The Project of My Life – Progress 16.

I've had a bit of a holdup waiting for mufflers to arrive. At the same time my friend and fellow Langkawi VW owner, Bob (also illustrator of [12 Days of Air-Cooled Christmas](#)) agreed to do some drawings of the spoiler which I have wanted to add to the back of the Beetle's roof. First we needed to do some mock-ups in cardboard. Despite lots of taping up, the complex curves across the back of a Beetle soon put paid to the idea of prototyping using a 2-D material. I suggested using something more substantial, like multiple wide strips of a honeycomb material used in boat-building, lots of which is lying around the place, laid longitudinally. So that's what I've been doing for a week.

The idea of the spoiler is to improve the aerodynamics and cooling. The Beetle was designed with the best aero knowledge available in the mid-1930s, but it turns out that the shape of the rear of the body is the worst possible. Flatter, like a Porsche 911, is better. More upright, like a station wagon, is better. The boundary layer of air flowing over the roof adheres way too far over the back window until it can't any more. It then swirls around in a turbulent way, causing a wake of low pressure which pulls the car back and lifts the tail. It's in this low-pressure wake that Ferdinand Porsche's team placed the air inlet. The faster the Beetle goes, the lower is the pressure at the air inlet, so it's no wonder that the open road is the place where Beetles overheat, especially on long hills. A whale tail on the back of a Beetle works very effectively for both issues, as I found out decades ago, but I don't want to go that route this time; it's too "911 wannabe" and I'm more ... mature now.



Wind-tunnel testing at Wolfsburg. Air flowing over the roof clearly adheres a long way down over the back.

I'm aiming to emulate an idea which all modern hatchbacks employ: cause the air flowing over the roof to break away from the body in front of the back window. That should cause less airstream adhesion to the window and engine-lid area, reducing turbulence and hopefully the CD, the coefficient of drag. A slight angular uptilt should also reduce lift at speed (but unfortunately cause more drag). As the top of the roof is even higher than the spoiler would be, frontal area, the other factor in the drag equation, would be unaffected. Since the air has to change direction to go over the spoiler, there would be a rise in air pressure in front of it. It's into this area of higher pressure that the new cooling-air inlet, a copy of the original, is to be introduced. The other important consideration is that the whole thing has to look good, hence my wish to have sketches made first, but now my

playing around with the shape has turned into full-on prototyping.

Ribs of plastic honeycomb were glued down with body filler and the gaps between each piece also filled up with filler, many kilograms of it. The angle grinder, orbital sander and speed file have been getting a good workout. Gradually the shape is becoming more refined and closer to where I want it to be.



A work in progress

As things have turned out a few times with the Project of My Life, going forward one step has opened the way for further design decisions. I'm now filling-in the area around the pillars, between the body crease line and the window rubber, for three reasons:

1. It should stop some air from spilling over the side of the pillars and reduce the vortices which form from the top corners.
2. It will provide more cross section underneath to allow easier air flow into the engine compartment.
3. It should look good.

The hard part comes next: making a recess for the air-inlet and dropping in the actual grille, which I have a mould of already, but it's damn fiddly to make with its 50 slots. Later will come the major exercise of making up the interior duct / roof-liner shape. It needs to conduct cooling air all the way to the engine compartment without restriction in cross section and without affecting rearwards vision too much. It's going to be a long time until I know if this thing will actually work.



I would love some feedback as to what people, meaning Beetle enthusiasts, think about the styling. Does this look OK or have I desecrated the Beetle's shape? Please send me your thoughts to the email address at the end of the article.

While waiting for body filler to set up, I thought I would investigate what lies behind the flow-through ventilation outlets behind the side windows. This body is rusted beyond redemption and I have two reasons to go angle-grinding: I would like to save the wiring harness, which is thoroughly stuck in place with “foam of death” and I might like to make moulds of the little additional metal stampings behind the vents.

The harness was so severely cemented into place by foam that cutting it out was the only way it could have been removed. Every bit of steel that the foam had come into contact with was rusted. At injection time, the foam had made its way through one of the internal air vents at the top of the inner pillar panel, blocking air flow, and made its way into the cavity near the rear window. This is an unforgivable way to assemble a motor vehicle. I’ve mentioned this before, but until about 1972, VW’s way to seal the car’s interior from the engine compartment was to insert little sewn-up pillows stuffed with sound-deadening material; a successful strategy. Then came the foam of death; a disaster. My Mexican-built body had plastic bags with sewn-up cardboard pieces inside; also successful. I assume that my foam would have been injected in Malaysia, but it looks just like what you would see on an Australian-assembled Beetle.

The bedpan-shaped sheet-metal stampings had been fixed into place with three spot welds, which I drilled out without distorting the pieces’ shape, so I can go ahead and make moulds. On second thoughts, I’ve decided not to bother, as the products would interfere with the location where I want to position some steel tube, which will also come really close to the normally hidden air vents. So I guess flow-through ventilation is not on the agenda for one of my fibreglass bodies, but that’s OK, as I’ve eliminated it at the front of the car in any case, in favour of air conditioning.



I cut this section of steel out so that you don't have to. Shown is the bedpan piece with baffle on top, before drilling out, and all that nasty foam. The hidden vents run level with the roof crimp.

Here are the details of VW’s design: on top of each bedpan piece there’s an additional water deflector baffle attached with three more spot welds. Air is expected to flow from the Beetle’s interior through the plastic vents in the pillars, turn around a set of hidden vents at the top of the inner pillar, go around the baffle, down the bedpan part and out the crescent-shaped plastic trim piece, where the air pressure at speed is low. In the reverse direction, water is firstly deflected by louvres on the trim pieces. Anything making its way through would have to travel uphill and take a convoluted path around the baffle in order to get inside the

body. The lowest part of the bedpan is in line with crescent-shaped opening, so water can flow back out freely. Properly designed and not a rust trap after 50+ years, but it was all for nothing if you go and spray foam in there!

I’m not keeping flow-through air, but for styling reasons I am keeping the indentations where the holes for the crescent-shaped vents would have been, just like on a 1200 Spar-Käfer, but that will introduce an ever-so-slight interruption to air flow and I’m on a quest for aero-excellence. It’s absolutely a very minor undertaking in the scheme of things, but I’m making some pieces to fill in the recesses in order to keep the surfaces flush. I feel happier that way.



I’ve always hated bleeding brakes and will do anything to make the job easier. In the past I invested huge amounts in silicone brake fluid, but I wouldn’t do that again, for various reasons. This time I’m staying with conventional fluid, so I’ll be looking at replacing it every few years. To make the job easier, I’ve ordered-in some speed bleeders. These have a check valve built in, so all you have to do is crack them open one-by-one and pump the brake pedal until all air has been expelled, a one-person job. My front calipers are off a Volvo and the rear off a Toyota, but both have a larger thread than VW, M8 x 1.25, which is a good thing, as I did snap off more than one bleeder screw in the past thanks to rust and VW’s use of silly M6 x 1.0 threads. The Jamar clutch slave cylinder uses a really tiny bleeder screw. I’m not sure of the thread, but none of my metric thread gauges fit it, so it must be NPT. It fits inside an adapter which has a 1/8 x 27 NPT thread. Speed Bleeder carries an adapter with the same external thread and which accepts an M7 x 1.0 bleeder, so there’s my solution. I’ve opted for stainless-steel bleeders, so I don’t think I’ll have any problems with rust or snapping them off. An extra bonus: the threads come with some compound applied which stops air bubbles from making their way in while you’re doing the bleeding.

I’m quite impressed by the Scat rocker arms; everything looks nice about them. They use a slipper foot to ride on hardened lash caps, the adjuster being built-in to the bottom of the rocker. I put a bit of time into shimming them

to minimise side play; make sure you order the shims with the rockers, as the shaft has a greater diameter than that of stock and other brands. I had read from Roy of Mofoco on thesamba that he had relocated the studs in his heads a little lower to locate rocker screws and slipper feet more accurately onto the valve tips; I can state that the positioning is spot-on.

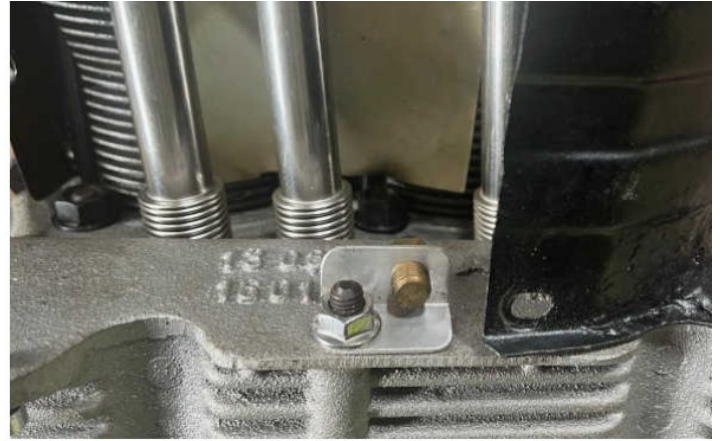
Stock VW heads use 14-mm, ½-inch-reach spark plugs. In the interests of more meat for less cracking risk, Mofoco heads use 12-mm, ¾-inch-reach plugs. I liked the idea of [NGK V-Power](#) for their easy ignitability and improved fuel economy, so I ordered-in a set of BP5EY items. The threads protruded into the combustion chambers ever so slightly, so I ordered a set of thin copper washers. You don't want these falling off into the cave surrounding the spark plug in the cylinder tin, so I unscrewed the sealing washers from each plug, then sandwiched the copper washers into place, achieving a flush fit of the plugs in the heads. Easy operation. When the time comes to fire up, the spark plugs will be ignited by [IGN1A Smart Coils](#). These were originally designed for Mercury outboards but have been adopted by the high-performance world.

In [Progress 13](#) I reported that I was sourcing a [throttle ring](#) and [actuating parts](#) from Germany as a way of restricting air flow to the cooling fan at its inlet rather than its outlet, in order to save on power consumption while the thermostat is partially closed. I got the parts back, sent them out for galvanising, then went to install them. Only then did I come to the realisation that there's no way for these early 60s parts to fit into a dog-house fan housing. Oh well, I'll just move on to plan B.

This involves fitting 3-inch [muffler bypass valves](#) to a new fibreglass shroud attached to the fan housing at the fan inlet. The cross section of the 150-mm fan inlet is $\pi 17/674$ mm². The cross section of a 3-inch butterfly valve is $\pi 4/561$ mm². You would need four of them to not introduce a restriction. There is only room for three around the fan inlet, because the oil-cooler duct and the crankcase are in the way. So that means I need to include a fixed-orifice bypass as well, which means a slight air leak while the butterfly valves are closed, but that's OK; even the stock systems allow a little air to pass with the thermostat closed.

The fibreglass shroud will get hotter than what polyester resin is rated for, so I've ordered some vinyl ester resin, which is good for up to 121°C, versus 80° for polyester. I intend to design one Arduino-based box, to be housed under the back seat, to control this system and the [oil-cooler outlet](#) throttle. The temperature input for the cooling control system will be a Golf 1 water-temperature sensor in the stock thermostat position and one in the sump for the oil cooler system. This sensor has the same specs as a VDO 40-120° temperature gauge.

Update: I've decided not to proceed with locating the butterfly valves on the fan housing. I've remeasured their cross section; while they're a nominal 3 inches, the effective cross section is a lot less and I would need five of them to match the cross section of the fan inlet. There is also very



Instead of a thermostat, a Golf 1 water-temperature sensor. Six of these will be used for various purposes.

little space for the assembly to fit, so installing the engine would be compromised. I've rethought the idea and come up with plan C: there is room for the butterfly valves on the sides of the duct which will deliver air from the new roof air inlet to the engine bay, the one I still need to build. Two valves on either side will need to go in there and one each for the [wheel-arch ducts](#), making six in total. That makes this whole project a custom undertaking for one of my bodies rather than something you could use on any Beetle.

The fan housing is now freed up to install the venturi ring. Following Porsche practice on the 356, VW engineers fitted these to Beetle engines with EFI. The claimed improvement in air flow is 8%, which is definitely worth doing. I bent the mounting brackets a little bit first to suit the contours of the fan housing, then taped the ring down and using a big drill bit, checked that the gap around the inlet was uniform. Four pop rivets is all that's needed to secure the ring.



Black on black makes it hard to see, but the venturi ring is now in place. Also visible here: the [Andrig plastic fan](#), [Andrig's fixed flaps](#), the beautiful [Concept 1 Type-4 oil-cooler tin](#) and the relocated Bowden tube for the accelerator cable.

The whole engine bay will now be running at a lower pressure while the butterfly valves are partially closed. The engine's induction system was also planned to pull air from the engine bay, so it would be competing with the cooling system for air. I will need to duct the air-filter inlet to the outside. No problem, as:

1. I'm using a stock Beetle air cleaner. It has a single air inlet which already accepts a screw-on piece.

2. I've ordered one of [these](#) rubber bellows.
3. I've got the necessary fibreglass fabrication skills to make up a custom duct.

Back in [Progress 2](#) I laid out the design for my crankcase ventilation system, which involves setting up two pressure zones for evacuating the crankcase: one for cylinders 1 and 3 and one for 2 and 4. The rear cylinders are already taken care of by the stock vent in the oil filler / alternator pedestal, but venting from the front of the engine needed a big hole drilled into the top of the case, carried out before engine assembly. Now is the time to connect a hose to that hole.

I had had a hole with a $\frac{3}{4}$ -in. BSP thread made. I tried screwing in a $\frac{3}{4}$ -in. BSP barbed fitting, but the hex points fouled on the case mating flange. I managed to get a $\frac{3}{4}$ -in-to- $\frac{1}{2}$ -in adapter to screw in, leaving a thread ready for a $\frac{1}{2}$ -in BSP straight fitting, as any angled fitting would also hit the case.



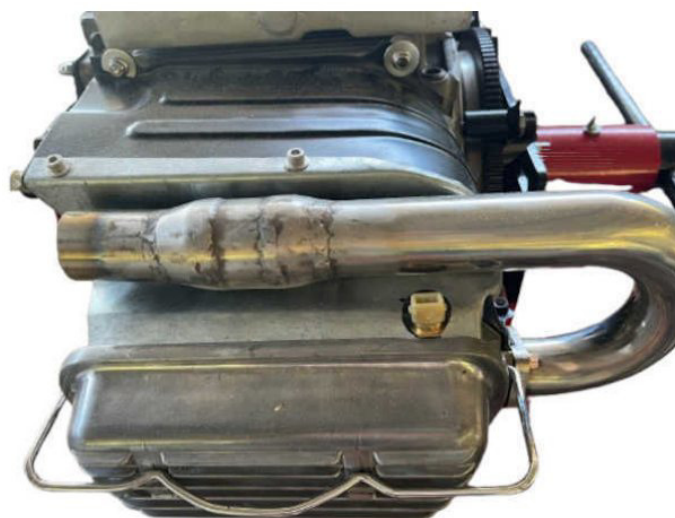
The hose is firmly held in place by the narrow crevice between the Hoover bit and the crankcase mating flange. It could not be a tighter fit than this.



The T3 Transporter breather tower has a scouring pad inside. It will connect to one of the check valves screwed into the sealed box on top of the fan housing.

Installing the oil cooler and fan housing revealed that a straight fitting with hose would go bang into the so-called "Hoover bit". If I were using a stock oil cooler instead of the wider Type-4 one, there would have been room. The only way out is for the outlet to perform a 90° turn. I searched the internet for a $\frac{1}{2}$ or $\frac{3}{4}$ BSP swivel fitting; no luck, then searched for a banjo and found one in the UK. Nice idea, but it's just too fat to fit in. I've cut down the straight fitting, leaving only one barb on it. This [90° hose](#) is now attached, making it possible to get the hose all the way in to a very tight spot. That hose comes up to a T3 Transporter breather tower stuffed with a stainless scourer pad, which then connects to a sealed box on top of the fan housing.

The engine-management system which I plan to use, Haltech, specifies that the temperature sensor used should have a separate earth connected to its wiring harness, not one which earths into the engine, like the single-wire Type 3 D-Jetronic one which I already have, so I went looking for a compact two-pin Bosch temperature sensor, preferably with an M10 x 1.0 thread for easy fitment to a VW air-cooled head. No such animal exists, so I had to settle for a sensor with an M12 x 1.25 thread, which also protrudes quite a bit. Next problem: where to fit it on the head. A hole drilled into the area occupied by the rockers and valves is really the only solution, as everywhere else is closed off by tinware. The bottom left of this area is not occupied by a rocker arm, so I drilled out the boss on the bottom of the 3-4 head and tapped the hole with the appropriate thread. I've ordered-in a fibreglass / alu foil sleeve to protect the sensor from the exhaust pipe.



The Bosch temperature sensor poking through my home-made "Industrial Tin". Also visible: one of the anti-reversion cones.

Rod Young
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VOLKSWAGEN IN AUSTRALIA



THE FIRST TEN YEARS

(Part 2)

Volkswagen Australasia Ltd, 1965

Volkswagen People

A company is only as good as the people who work for it. In this respect, Volkswagen Australasia Ltd. has been singularly fortunate.

Although a subsidiary of the parent Western German company, management of the Volkswagen organisation in Australia has been left in the hands of Australian executives.

Mr W. J. King, Alternate Chairman of the Board of Directors, has been associated with the manufacture of Volkswagens in Australia since assembly first began in 1954.

This long association is equalled by Mr Allan V. Gray, Managing Director, who was a senior executive of the company (Regent Motors Holdings Pty Ltd) which originally imported Volkswagens back in 1954.

When Volkswagen (Australasia) Pty. Ltd. was established in 1957 to co-ordinate the manufacturing and marketing in Australia, it was only natural that these two Australians should take an active part in its operations.

Volkswagen owes no small part of its present eminence in the Australian motor industry to their guidance.

Mr King and Mr Gray are backed by a team of Australian executives.

About two-thirds of Volkswagen Australasia Ltd's 2,600 employees are Australians, with the remainder coming from the United Kingdom, Germany, Italy, Greece, Malta, Holland, Denmark, Poland, Yugoslavia, Russia, India, New Zealand, Canada and the United States.



Mr Allan V. Gray



One-third of the Company's 2,600 employees come from as many as 20

different lands — this group represents 15 of them.

The New Australians, like Volkswagen, have elected to build a new life here. They include practically every type of tradesman, a reflection of the intricacies of modern motor car manufacture.

Volkswagen employees enjoy excellent working conditions, with the company providing many extra benefits and extensive recreation facilities.

Volkswagen Research, Inspection and Quality Control

Volkswagen emphasis on quality control and inspection to ensure that the highest possible standards are maintained has become the yard-stick against which the rest of the motor industry is measured, both in Australia and overseas.

Volkswagen Australasia Ltd. has been no less diligent than its parent company in ensuring that this reputation for quality is maintained.

One in 14 employees at the Clayton plant is employed in quality control and inspection, and each and every employee is urged to take the utmost detailed care.

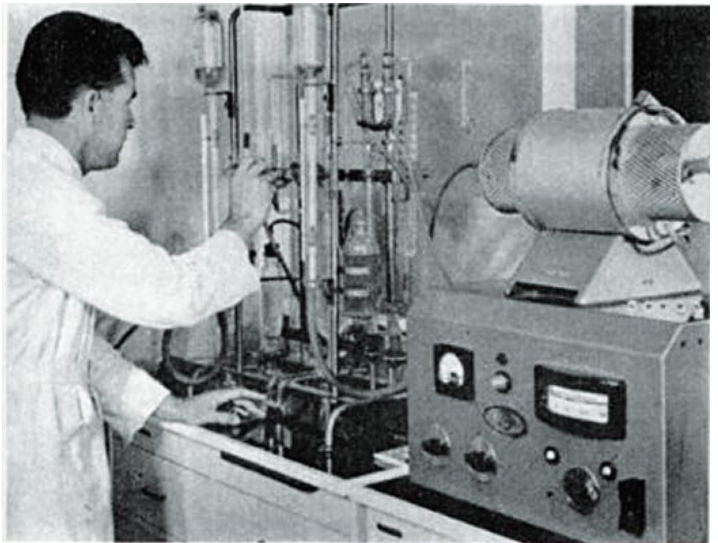
Quality control and inspection begins well before construction of a Volkswagen vehicle starts.

No part or component is accepted for use in any Volkswagen model unless it has first been approved by the Inspection Department as meeting the exacting Volkswagen world-wide standards.

More than £250,000 (\$8.3 million today) has been expended on extensive inspection equipment in the laboratories at the plant to subject all types of incoming materials and components to complete and thorough tests before acceptance.

The laboratories are staffed by trained technicians, chemists, metallurgists and physicists who can artificially create every condition that a Volkswagen is likely to encounter in its long operating life.

In the laboratories the many things the eye cannot see - the heart of a metal casting; the blend of two steels in a weld; the fabric structure of a rubber brake hose - are dissected by all the critical apparatus at the scientists'



The composition of all materials used in Volkswagens is checked. This Strohlein apparatus is used to determine the carbon content of the various special steels that are used in Volkswagen components and bodies.



The accuracy and standardisation of the size, shape and form of tools is an essential part of automotive engineering. This Zeiss microscope, kept in a constant temperature room, measures the slightest variation from standard in a tool by optical means.

disposal.

There are microscopes, some of them worth more than a Volkswagen sedan, which can probe in most minute detail.

The thread of a tiny screw can be checked by enlarging it 100 times optically and checking the profile against a master outline.

There are cribs containing toxic gases which, in just a few days, can simulate the effect that weathering and atmosphere will have on paintwork and chrome plate over a period of many years.

These laboratory tests are supplemented by long-term testing of paint and chrome plate on a series of panels left out in the open at Clayton for actual weathering in normal conditions.

Painted panels are pounded with tens of thousands of steel balls to check the paint's surface adherence and resistance to chipping.

Windscreen wipers are run non-stop for 1000 hours . . . some 42 days continuous operation. This test is carried out continuously on wet and dry windows to determine the abrasion resistance of windscreen wiper blades and window glass.

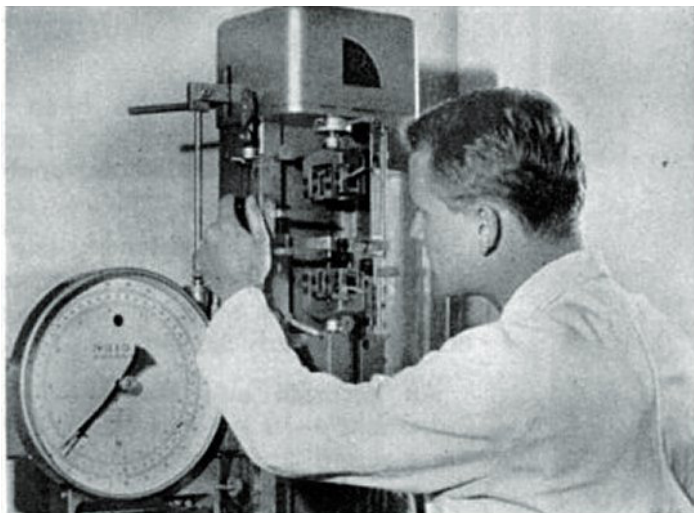
Special attention is paid to those parts of a car that can affect the safety of driver and passengers.

For instance, hydraulic brake lines are subjected to a pressure test of 12,000 lbs per square inch (82.7 MPa), and brake hoses to a pressure of 5,000 lbs. per square inch (34.5 MPa). . . pressure many times greater than would be produced even in extreme emergency.

Wheel brake cylinders, master cylinders and stop-light switches are submitted to similar pressure tests, and also to magnetic examination.

The stabiliser bar that assists Volkswagens' excellent road-holding and cornering is tested on a machine that twists it almost to breaking point - 2,000,000 times. Entire consignments of these bars are rejected if samples taken at random do not pass this severe test.

Samples are taken from deliveries of window glass, and smashed with a steel ball. The fragments of glass are counted and measured. If they exceed a certain size, the windows are



Tensile strength and elongation at breaking point indicate the quality of such materials as rubbers and plastics. This machine measures these properties of non-metallic materials. In this test short pieces of rubber are being tested.

rejected because they represent a potential danger to the car's occupants in the event of breakage.

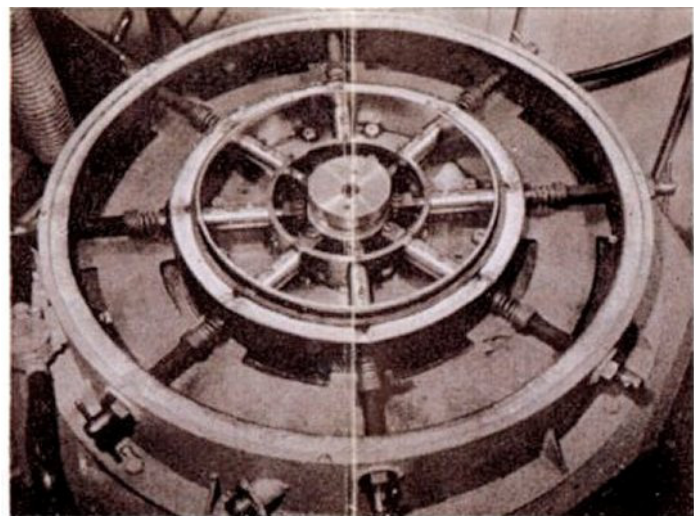
In another test a sharp steel dart is dropped on to a sheet of glass from a height of several feet. The glass must absorb the impact without shattering, for this test simulates the result of a sharp stone thrown against the windscreen by a passing car.

Volkswagen-approved accessories too, are subjected to the same rigorous testing.

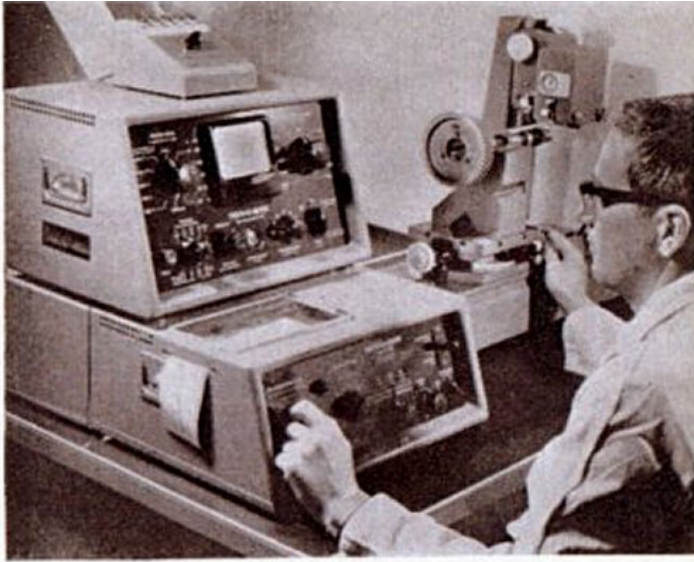
Seat belts, for instance, are checked to ensure that they will withstand a strain of 4,000 lbs (1815 kg), yet release with a lifting pressure on the buckle of 25 lbs (11.3 kg) when the load on the belt is 250 lbs (113.4 kg).

Car radios are tested for perfect operation in all climatic conditions, and on a vibration tester to make sure they will still operate as well after thousands of miles of outback motoring as on the day they were first installed.

Fog lights, reversing lamps, weather-shields, floor carpets, upholstery cleaner, car polish - every one is tested so



Cylinder head valve springs must compress and release millions of times in the life of an engine. Valve springs are tested in this machine shown open. To simulate the working of exhaust valves, the temperature within the machine can be controlled as required.



Precision automotive engineering relies on the perfection of machined and ground surfaces. This Perth-o-meter instrument analyses surfaces to determine the height and frequency of high spots. A graphical "trace" emerges from the machine.

that the customer can buy them confident in the knowledge that they are as good as the car itself.

Ensuring that parts, components and accessories meet the Volkswagen standards is only part of the quality control procedure. All along the production line inspectors check each manufacturing and assembly operation.

Each Volkswagen has its own inspection card listing more than 400 points which must be checked.

For instance, 51 points on the body shells of VW 1200 sedans are spot checked against a special jig after the panels have been welded together. This ensures that the bodies will match perfectly the chassis being assembled in another part of the factory.

At the end of the assembly line Volkswagens are driven into a spray cabinet where high pressure jets of water are aimed at the vehicle from all directions to test body sealing.

An accurate axle tester - a precision optical instrument - is used to ensure correct operation of the steering and proper tracking and alignment of the wheels.

In another booth each vehicle is 'road tested' on rollers in the four forward gears and in reverse. A series of mirrors enables the inspector to operate the car's controls and check electrical accessories simultaneously.

Then on the final finish line experienced inspectors give each vehicle a critical visual check, and make sure that any minor faults found in earlier production inspections have been rectified.

But the most crucial inspection is yet to come . . . when the proud new owner takes delivery of his new Volkswagen. His satisfied smile is the ultimate 'OK.'

Volkswagen Sales, Service & Parts

Volkswagen in Australia has always placed a premium on service, in line with the Volkswagen world-wide policy of "Service before Sales."

Since the first vehicles were sold in 1954 attention has been concentrated on ensuring that there is a comprehensive service network in all States.

Today, there are more than 300 authorised Volkswagen sales and service agents throughout the Commonwealth . . . and the network is being constantly extended to serve the needs of the growing numbers of Volkswagen owners.

Volkswagen introduced a new concept of after-sales service to Australia, based on the proven point that a vehicle properly and regularly maintained, will last much longer.

Features of this after-sales service are:

" An owner's service coupon book that lays down a programme of preventative maintenance, with fixed standard costs.

" Fixed labour charges for mechanical repairs; again, set out in a booklet supplied to owners.

" Fixed prices for parts and accessories that are the same throughout Australia.

" An extensive Volkswagen Warranty, that covers labour, parts and Volkswagen approved accessories.

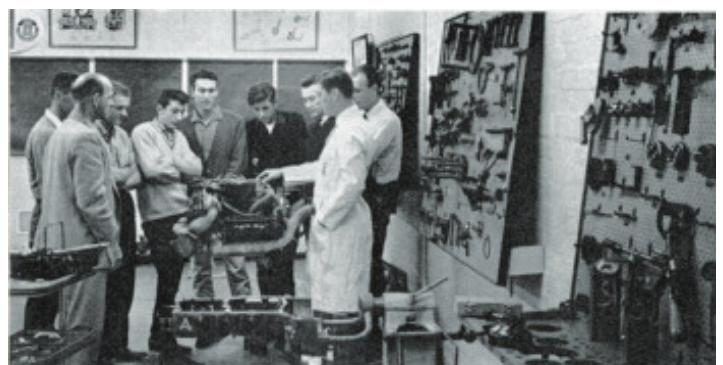


Volkswagen agents throughout the Commonwealth offer sales — and after-sales service — from premises like these. Volkswagen

Australasia Ltd. is proud of its reputation, and takes care to appoint sales and service agents of the highest calibre.

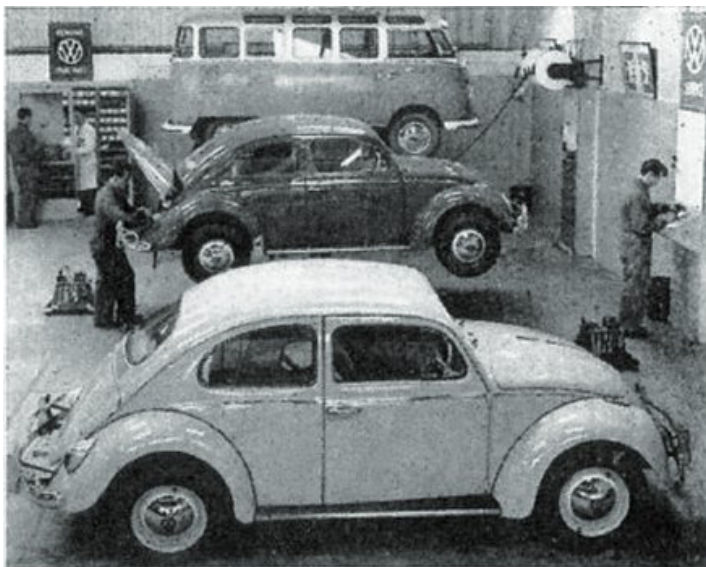
This new service has been widely welcomed by Australian motorists, and is one of the contributory factors to the Volkswagen reputation for reliability and durability.

As well, the Volkswagen organisation in Australia



A factory-trained service instructor explains the operation of the VW 1500 engine to

mechanics at a course conducted by Victorian distributors, Volkswagen Distribution Pty. Ltd.



It is in modern, clean workshops such as this that Volkswagens are maintained. Volkswagen mechanics are specially trained, use special Volkswagen designed tools, and follow Volkswagen maintenance and repair techniques proved on over 8,000,000 vehicles throughout the world.

conducts a comprehensive training scheme to ensure that Volkswagen mechanics have a thorough knowledge of all aspects of the vehicle.

Volkswagen service agents are equipped with special Volkswagen tools to ensure that maintenance and repair work are carried out in the approved Volkswagen manner.

Backing the Australia-wide service network is a complete parts supply system.

There are some 5,000 separate components in a Volkswagen 1200 sedan. A complete range of these components is kept in every state, with supplies of those required more often in every major centre.

And, every Volkswagen agent keeps a supply of regularly required parts and components on hand in his premises.

Volkswagen agents also maintain stocks of approved Volkswagen accessories and extras, such as radios, sun-visors, floor carpets, or polish. Only accessories that have been approved by the Volkswagen Australasia Ltd. Inspection Department at Clayton are recommended, having met the same high standards as original parts and components.

Volkswagen Australasia Ltd. maintains huge stores of all components, and by using electronic computing equipment, keeps a constant check on the Australia-wide

usage of all parts.

This means that parts being used can be replaced in the store so that they are always available for Volkswagen owners as required.

Local Raw Materials

Volkswagen in Australia is a major purchaser of locally-made vehicle parts, components and materials, and of such things as electric power, fuel oil and the thousands of items necessary to keep the huge factory at Clayton in operation.

Altogether, Volkswagen Australasia Ltd. spends more than £10,000,000 (\$332 million today) a year on supplies and services.



Experienced inspectors carefully examine all incoming components from outside suppliers before they are received into the production store. Their judgement is backed by laboratory testing of components to ensure they meet world-wide Volkswagen quality standards.

Purchases are made from vehicle part manufacturers and raw material suppliers in all states - a total of more than 1500 suppliers contribute towards the Volkswagen.

Volkswagen policy since 1954 has been to increase the Australian content of its vehicles as much as possible. The Australian content of the VW 1200 sedan is now almost 80 per cent, and plans have been made to increase this percentage even further to 95 per cent..

The Australian content of other models is also high, and is being increased rapidly.

Volkswagen Australasia Ltd. has worked in closely with many suppliers to produce locally-made parts to the exacting Volkswagen world-wide standards.

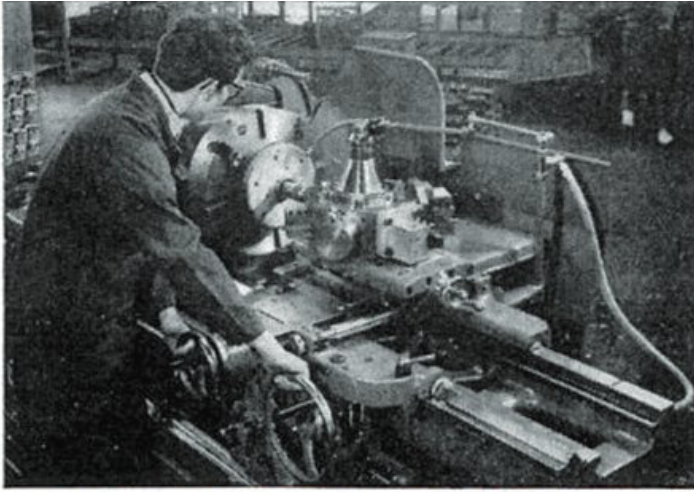
VW Engine Rebuilding

A complete engine rebuilding shop, costing more than £100,000 (\$3.3 million today), is in operation at the Clayton factory to provide owners of older Volkswagens with change-over engines that have been rebuilt to Volkswagen's exacting specifications.

The Volkswagen change-over engine is completely rebuilt - it is not a "short" engine or partial over-haul.



Tens of thousands of Volkswagen parts and components are stored in this huge parts store at Clayton, Victoria. As Volkswagen parts are standardised throughout the world, parts from this store will fit any vehicle whether it be made in Western Germany, Australia, Brazil or South Africa.



Volkswagen 1200 engine flywheel and ring gear are turned to fine tolerances on this precision lathe in the engine rebuilding shop.

Every part of the Volkswagen engine - air cleaner, carburettor, manifold, cylinder heads, cylinder barrels, crankcase, heater system, cooling system, fly-wheel, clutch, fuel pump, distributor, electrical wiring and generator - is thoroughly checked and brought back to factory standards.

Wearing parts, such as pistons and bearings, are replaced with new parts as standard procedure. Any other part beyond rebuilding to the strict Volkswagen standards is also replaced.

Parts are matched before reassembly into a new engine. For instance, the bores of cylinder barrels in any engine are matched to within one-third of one-thousandth of an inch (0.0085 mm). Crankshafts and fly-wheels are ground to a fine tolerance, and balanced on a dynamic balancing machine.

Every engine is tested for more than an hour on a dynamometer to ensure it meets the Volkswagen standards.

My Elektro-Transporter.

Hagerty's Auto News, September 2024

In 2017, I was helping an elderly family friend clean out her home after her husband passed away. There was a 1979 VW Bus in her garage, which her husband had imported from Germany years ago. It looked to be all-original and was in great shape, except for a few scrapes from the snowblower and lawn mowers parked against it. Apparently, it was never



registered and had been sitting there since the 1980s.

When I opened the rear engine hatch, I was surprised to find an electric motor and controller. The Bus didn't run, and I thought the conversion was DIY, so I bought it with the intent to swap in a diesel Subaru boxer engine. Then my son found some information on a German website that made me reconsider.

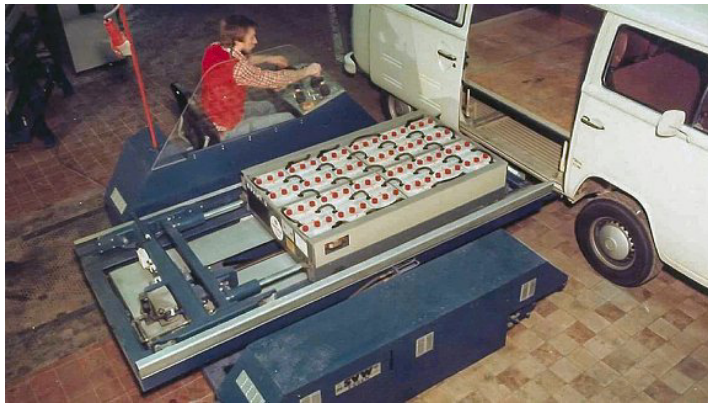
Starting in 1972, Volkswagen built around 100 electric T2 Transporters. The model, known as the Elektro-Bus (or Elektro-Bulli in German), utilized a 32 kW (43 horsepower) Bosch electric motor controlled by an interface from Siemens, attached to a Bus manual transmission. Twenty-four lead-acid batteries provided electricity.



The prototype had been a Transporter Pickup, but when production commenced the vehicle was offered as a panel van, and as a Microbus. One of the fleet trial participants, the City of Berlin, bought seven of them.

The vehicle weighed a massive 2,170 kg including 880 kg for the battery matrix that was able to store 21.1 kWh, enough for a range of up to 85 km. Those were the days before lithium batteries, and lead-acid car batteries were the best available. Power came from a small electric motor from Bosch, producing a constant 22 PS (16 kW), with up to 44 PS (32 kW) available, and 160 Nm of torque. The massive weight limited the top speed to 75 km/h.

Back then, VW came up with a battery changing station in Tiergarten, in collaboration with Rhenish-Westphalian Electricity and then General Electric Street Vehicles, where the unit could be swapped with a fully charged one in only 5 minutes. The alternative was to charge the battery from Varta, using an interface in the back of the vehicle. For an old timer, the electric Bulli had impressive tech on board, including an energy recovery system.



Due to the high cost and technical limitations of the Elektro-Bus - over \$60,000 for less than 100 km of range - Volkswagen ended production in 1979. However VW still used them for testing and promotions until the mid-1980s. We found out this exact bus was the pace vehicle for the 1981 Boston Marathon.

I don't have a background in EVs, but after learning the history of my Bus, I was determined to get it working again. It was difficult to find any information, but I have had help along the way. I was able to contact the lead engineer of the Elektro-Bus program through a connection on a German-language VW forum. He has been very helpful; however, he did not have any schematics. However, with help from Jozef Verespej, a retired Czechoslovakian electrical engineer, I was able to wrap my head around the electronics. My wife and I spent many evenings chasing wires and sketching what goes where.

Sourcing parts was also an issue. Many of the electronic components I needed had been obsolete for decades and had to be purchased used. For example, just last week I found two little resistors had failed, and I had to buy them from a guy in Switzerland. It was a challenge finding replacement batteries, too. The ones currently in the car are a European DIN spec six-volt, very much like a golf cart battery. It's a stupid size that's impossible to get. Even then, I still had to offset the batteries one inch with foam and modify the battery cases to make them fit.

But after a lot of research and money, I had what I needed and got the Elektro-Bus running again. I guarantee it's the only one in Canada, and it's probably the only working one in North America.

Martin Pinnau

No more US Passats.

The last US-made Volkswagen Passat has rolled off the assembly line at the Chattanooga, Tennessee, VW factory, bringing an end to the model after almost 50 years in the US market.

The Passat was first sold in the US in 1974, fully imported from Germany but sold as the 'Dasher.' For whatever reason, VW of America chose not to use the 'Passat' name, in the same way that the first Golf was sold as the 'Rabbit' in the US. Likewise, the 1982 second-generation ('B2') Passat was called the 'Quantum' in the US. It was moved somewhat up-market with more luxurious Audi-style trim and fittings, such as the 2.1-litre Audi 5-cylinder engine.



Only from the third-generation 'B3' model from 1990 was the car sold as the 'Passat' in America, as was the 'B4' from 1994 and 'B5' in 1997. These US Passats generally had top-level trim and the VR6 engine, as more expensive models allowed a great profit margin (at the expense of large sales volumes). Prices in the US were higher than the Japanese competition, as they were sourced from Germany. VW's Mexico plant provided the high-selling Jetta to the US market but never made the Passat.

While Europe and most world markets received the 'B6' Passat in 2005, the US market got a completely different model - the so-called Passat New Mid-Size Sedan. Sold only in the US, China and the Middle-East, the NMS was larger than the Euro Passat but more basic in mechanicals and trim to achieve a lower selling price. It was built in VW's new plant in Chattanooga from 2011 and was face-lifted in 2016. A second-generation US Passat debuted in 2019, but with US sales continuing to drop it was decided to cease production.



The Passat accounted for 1.8 million units sold in the US over its 48-year lifespan. The Chattanooga plant will now turn its focus to the Atlas and Atlas Cross Sport models as well as the ID.4 electric SUV. VW is investing \$800 million in the facility to optimize it for production of EVs and their components, such as battery packs.

Meanwhile the biggest-selling VW model in the USA, the current Mk7 Jetta sedan, will continue to be imported from Mexico. This model has never been sold in Europe (or Australia), as the previous Mk6 Jetta was the last.



1969 VW Limousine sells for US \$300k.

I just saw a remarkable bit of Volkswagen Beetle history happen tonight: a Beetle sold for the highest price ever recorded, an absolutely staggering US \$300,000 (\$A454,400). This beats the previous record of US \$212,500 from 2022 (for a genuine Disney Herbie from Planet Hollywood casino, Las Vegas) by a significant margin, and the crowd at the auction was cheering it on, with by far the most enthusiasm of any car that went across the block that night. I don't think this necessarily indicates a new trend for even higher prices for classic Beetles, however, because this was a very special and unusual Beetle.

This Beetle was something of a celebrity, and it's a car that I've been aware of since I was a kid. It's the first stretch limousine Volkswagen Beetle, and was built in 1969 by West Coast Porsche/Volkswagen distributor John von Neumann. Well, it was built by Troutman-Barnes in Culver City, California, after von Neumann gave them \$34,499.95 to take a stock 1969 Beetle (built in October of 1968 as a 1969 model), add 40 inches (101.6 cm) aft of the B-pillar, and turn the whole thing into a luxurious stretch limousine.

The headline of the ad refers to the price von Neumann paid for the Beetle conversion to a limo, and remember, this was a time when, as the auction catalogue notes, a Lamborghini Miura cost about \$20,000. The cost of the VW limo today would be about \$308,000, which is funny, considering that it just sold at auction for just about that price!

Man, these old Beetles really do hold their value!

It's not really known why von Neumann had this Beetle limousine built, other than that he's awesome and the fact that car dealers did this kind of thing to get publicity and attract business to their dealerships, which I'm sure this did. It was displayed at the Los Angeles International Auto Show, where it got the attention of Volkswagen themselves, and then ended up in that famous ad.

It also may be worth noting that 1968 was one of VW's biggest sales years in America ever, with 569,292 cars sold. So perhaps von Neumann was flush with cash, and wanted something exciting to spend it on.

Seeing this car in person was like meeting a celebrity for me; I've known about this car since I was a kid, and

encountering it in person was surreal and wonderful. My Autopian co-founder Beau, seen above there, even said that if bidding stayed around \$50,000, he'd buy it for use as an Autopian Staff Vehicle.

Bidding, of course, did not stop at \$50,000.

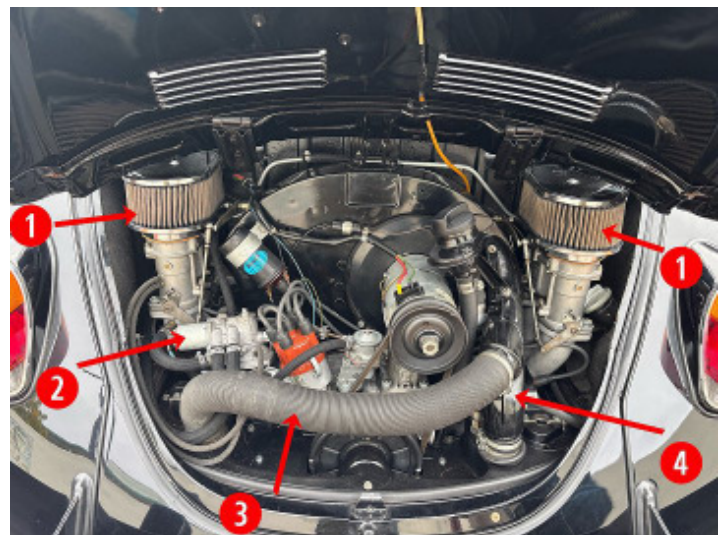
So while I was disappointed that didn't happen, I was delighted to see just how far this stretched Bug would go, and, damn, it did not disappoint. The previous two record holders for most expensive Beetle sold were both Herbie cars from The Love Bug movies, so the fact that this limo beat them both without any Disney-backed intellectual property to increase

interest and value is really remarkable.

The build quality of the Beetle Limo is remarkable; because it was built by a dealer who seemingly gave the builders a blank check, no corners have been cut. The custom-made wide rear doors use genuine VW parts, and unique elements, like the door's leading edge with its integrated vent window, all feel like they just left the factory in Wolfsburg.

The vent window there is especially important because, unlike most limos, there's no air conditioning in this car, just like most Beetles of the era.

To move the extra 400 pounds or so (180 kg) of weight and the six passengers this car can comfortably hold, the engine (which is under an engine lid from the convertible, which has two vents that would become standard on all Beetles by 1970) has received some upgrades, going from a 1500cc to a 1600, and with the addition of two genuinely huge Weber carbs (1).



Those carbs are so large they caused some other interesting modifications, which I've pointed out with arrows. The semi-automatic transmission that this car uses requires a bit of extra hardware, including a control valve assembly (2) which would normally be mounted to the driver's side firewall, but that big carb is taking up the room, so it had to be re-located.

That re-location interfered with the left-side heater hose, so a longer replacement one (3) was installed, the outlet



on the fan shroud removed, and the hose mates with where the right side hose would normally be, here replaced by a sheet metal coupling tube (4) that takes air from the blower fan in the shroud and blows it into the heat exchangers below.

It's an unusual setup I've never seen before, but I imagine worth it, as those carbs help to give this engine the extra power needed to move all that stretch. I even spoke with someone who had driven this limo for a wedding decades ago, and he said it moves surprisingly well - perhaps not fast, exactly, but not painfully slow.

The interior is finished at a standard well above a stock Beetle; the front chauffeur's compartment has very nice vinyl, heavily padded seats, and the rear is genuinely limo-grade:

In addition to the very plush rear seat, there are two jump seats, flanking a mini bar and sound system:

It all feels like new; closing the door takes a bit of force because, like Beetles when they were new, the car is nearly air-tight, and every control feels like it must have felt back in 1969.



This may be a limo made from a cheap car, but it does not feel cheap in the slightest.

One of the only visual changes I can spot from how the car appeared in the original VW ad is that the carriage lamp

atop the roof changed from an old gas lamp-style one to something that reminds me of the Rocketeer's helmet.

After seeing so many supercars and exotics cross the auction block, it really was incredible to see the reaction of people to this strange little Beetle limo. Once it became clear that the price was going up and up and up, everyone got into it cheering each bump in price, as this once humble little car, remade into a strangely honest and practical caricature of luxury, climbed higher and higher in value, until it hit that staggering number of \$300,000.



The Beetle has only had three other owners after von Neumann: VW of America, who used it in promotions up until 1977, then to Chick Iverson, who had the first VW dealership in Orange County, California, and then finally to Lorenzo Pearson, the founder of huge air-cooled VW parts supplier West Coast Metric.

This fantastic and gleefully absurd limousine is, I think, an iconic car, and while I do wish it could have gone for cheap enough to become part of the Autopian fleet, I'm delighted to see it get the valuation that I think it actually deserves. This is quite a day in Beetle history, and I'm delighted and thankful I got to witness it happen.

Jason Torchinsky

Thanks to Simon Matthews for the article

Oscar's Scrapbook.



THIS IS HOW MY FRIENDS AND
I PLAYED, BACK IN THE DAY.



NOT A SINGLE ONE OF US
GREW UP AND KILLED
ANYONE.



Nobody pushes Victa VC Auto-drive around

It's self-propelled so the mowing's easy.
Victa's VC Auto Drive almost mows by itself!
Push the safety Stop/Go handle forward and away
it mows. Let go and the Auto Drive stops. It's as simple
as that. And it gives you all the brilliant Victa VC
features—Victa's famous zip starter for effortless
starting every time. A high arch
uncloggable chute for wet or dry cutting
and catching, an advanced design cutting
system for a finish that's a cut above
everything else, backed up by all the
power you'll ever need from Victa's
proven Mark III 2-stroke
engine. And, in elegant silver
and black, it's as far ahead
in looks as it is in
performance.



15 alternatives to a new Audi.

This Friday, Saturday and Sunday, Lanock
Motors St. Leonards is going to
sell 15 executive driven Audis,
15 immaculate Audis.

Some of them have
8-track stereo sound.
(Hearing is believing). All have
radial tyres and radio.

They're hundreds of dollars below list.

And they're in perfect
condition with log books and a
rigid service schedule.

If you want an Audi, now's
your chance. If you don't,
perhaps you haven't tried one.

Come in or phone
Keith McCausland 43 1355
21 Herbert Street, St. Leonards.

Lanock Motors



C.F.V. Sales and Service Pty. Ltd.

85 AUBURN STREET, GOULBURN. PHONE: 21-1386.
VOLKSWAGEN SALES & SERVICE

ON SHOW NOW!

ALL SEDAN APPOINTMENTS
INCLUDING HEATERS
BAKED ENAMEL FINISH



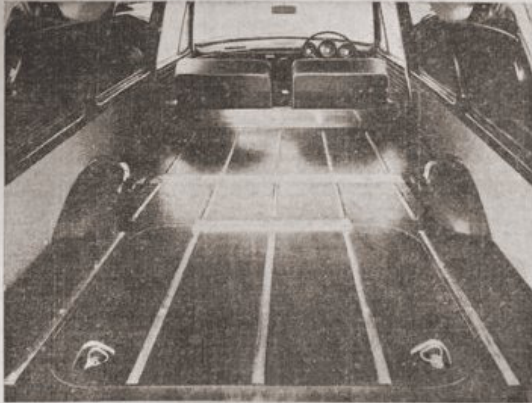
MODIFIED STATION WAGON
BODY (Can be converted
easily at low cost).

SEE IT! DRIVE IT! BUY IT!

The Revolutionary Volkswagen "1500" Panel Van Price £995 (incl. Tax) Deposit
£250 and Easy Terms.

Call today and inspect this latest addition to the VOLKSWAGEN FAMILY

LOADS
OF
ROOM



IMMACULATE SEDAN FINISH



63038 - Norm Gown FX Holden, #14 Geoff Hood & # 32
Allan Moffat Volkswagen - Sandown 23rd June 1963 -
Photographer Peter D'Abbs

SEDAN OR BUS?

Feb. 1963.

The Volkswagen 1200 sedan is usually regarded as a four to five seater

But that does not mean that you cannot get more people into one — as was proved only too well last month.

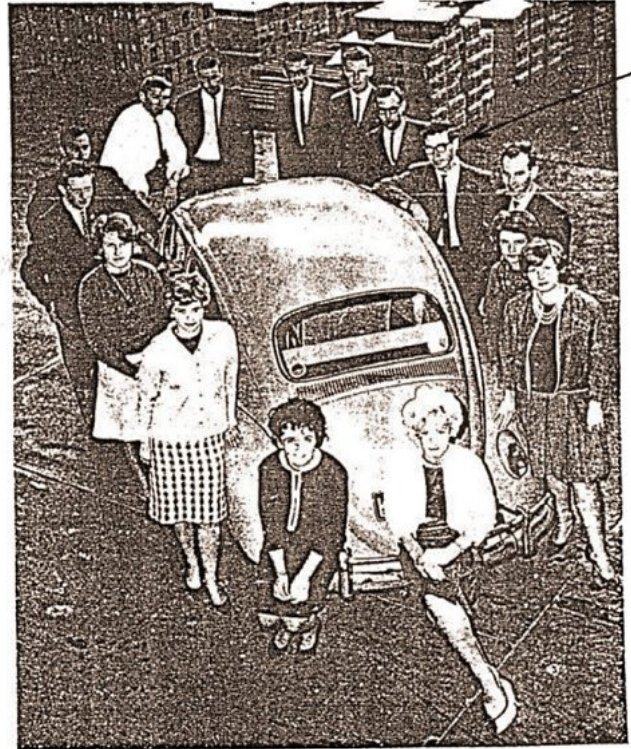
In the Castlemaine (northern Victoria) Court last month police gave evidence that when they stopped a Volkswagen a total of 12 people got out.

"The Herald", Melbourne, could not quite believe this, and asked us to see whether this was possible.

We agreed to try . . . and squeezed 15 people in.

Then, with "The Herald" motor-ing writer, Peter Costigan, at the wheel, the sedan was driven around Plant No. 2.

So — anytime you want to take the family and all your relations for a spin, just bring out the VW.



The 15 who managed to squeeze into a VW sedan are, clockwise from Val North in the middle of the back bumper, Lesley Hoffman, Pat Lowe, Jennifer Jones, Pat Whitaker, Arthur Misso, Mike Dwyer, George Copeman, Peter Costigan ('The Herald'), Robert Strahan, Geoff Muir, Allan Moffat, Jim Pollard, Diane Wilson and Jenny Raynor.

WHO IS THIS MAN?!

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



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





The late news.

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

A worker was accidentally locked in the mirror production room at the O'Brien glass factory over the weekend. He wasn't harmed when rescued on Monday morning, but he'd had plenty of time to reflect.

A customer went to PetBarn last week and bought a muzzle for her pet duck. Nothing fancy, but it did fit the bill.

Famous Australian artist Pro Hart thought he had invented a brand new colour last week, but he was mistaken. It was just a pigment of his imagination.

A new strain of head lice is going around, one that is resistant to conventional treatments. They've left scientists scratching their heads.

A Japanese animator was stood down from his job at the Tokyo Disney studios today for hating his boss. He had manga management issues.

Nylex-Gardena have just released an exciting new range of secateurs and garden shears. They come in a wide range of fashion colours and contain the latest cutting-hedge technology.

A German tourist walked into a bar in Surry Hills yesterday and ordered a glass of sherry. Dry, the barman asked? The German shook his head, raised one finger and replied Nein, just the one.

Performing at the Royal Easter Show this week is the famous Max the Magic Dog. He is a labracadabrador.

The Chinghai Chinese dumpling soup restaurant at Hurstville was burned to the ground by vandals last night. Police say it was an act of wonton destruction.

A local man saw a sign on the train today which read: 'Please give this seat to an elderly person.' So he unbolted it and took it to his Nanna's house.

A gullible cow was spotted visiting a tannery today. She was easily sued.

On a TV interview last night, Lady Gaga's husband explained how he wakes her up every morning. Poker face.

Evangelist Billy Graham addressed Federal parliament today and told the story of Lot. "The angels urged Lot to take his wife and flee from the city," he said, "but she looked back and was turned into a pillar of salt." PM Anthony Albanese raised his hand to ask a question. "What happened to the flea?"

A man yesterday walked into the sports bar at Stadium Australia with his large pet crocodile, and asked. "Do you serve referees?" Yes of course we do, said the barman. "Fine. I'll have a beer, and a referee for my crocodile."

Young TV star Robert Irwin turned 18 yesterday but failed his driving test exam. He said he had to answer the question 'What sign might you see on a country road?' Apparently, 'Pick Your Own Strawberries' is the wrong answer.

Kyle Sandilands checked into his Melbourne hotel this week and asked for a morning wake-up call. At 6 am his room phone rang and the receptionist told him 'You're 53, you're fat and ugly, your radio show is crap and everyone hates you. Wake up man.'

Sport. Champion show jumper Rodney St John-Smythe told reporters yesterday that his first year of marriage had been almost perfect. His bride, Angela Scott-Jones, had only four faults - and two of those were refusals.

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

AN APOLOGY FROM VOLKSWAGEN

When we told you in a recent advertisement in the Sun-Herald on November 12, 1978, that a VW Diesel Golf was the first car to make it from Sydney to Melbourne on a single tankful, we honestly believed it was true.

To our horror and shock, we have just found out that Triumph and Ford have also accomplished this feat.

We apologise.

It's difficult to check these things when no public, permanent records are kept.

And perhaps we were a little carried away by the fact that our Diesel Golf not only made Sydney to Melbourne on a single tankful—an amazing 77.8 mpg for the run—it also had enough fuel left over to do 200 km of the return journey to Sydney.

That's the real economy story we were trying to tell you.

And we trust our fellow motor manufacturers will accept this public apology.



VWN 2644

IT'S OFFICIAL. WE DID IT ON A SINGLE TANKFUL.

The Volkswagen Golf Diesel has done something no other car ever made has done.

It's gone from Sydney to Melbourne, GPO to GPO, on a tankful of fuel. For those of you with a mind for figures, it works out at 77.8 mpg (3.62 litres/100km).

Quite remarkable, even for a Volkswagen.

77.8 MPG.

The car was absolutely standard (even to 28psi tyre pressure) and was officially checked both in Sydney by the N.R.M.A. and in Melbourne by the RACV.

TOTAL Oil Australia supplied an observer to go along on the trip and supervise fuelling/refuelling.

Although the Golf was standard, we must admit to using a non-standard driver.

Our 77.8 mpg (3.62 litres/100 km) Golf was driven by Kevin Bartlett, one of Australia's top racing drivers.

It might seem a little strange to use someone who's more at home on a race track rather than a recognised economy driver, but we didn't wish to appear unfair.

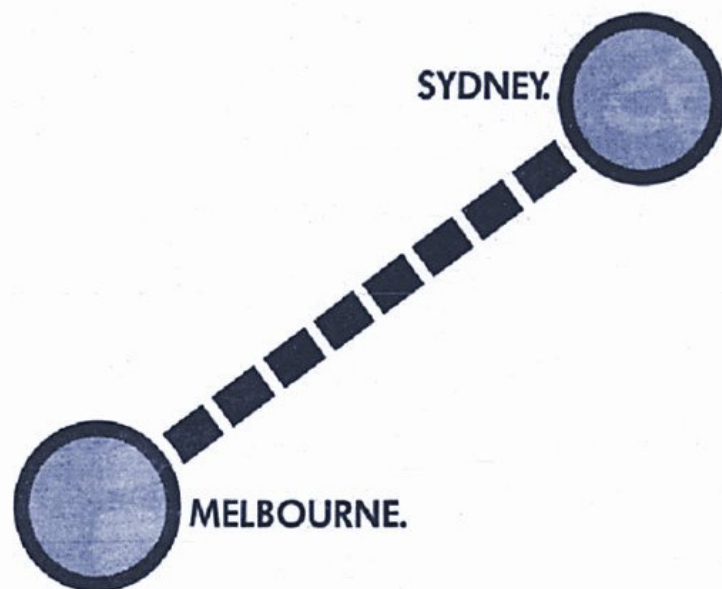
Apart from its record breaking economy, Mr. Bartlett was impressed by the Golf Diesel for other reasons. As he put it, 'It's



the first Diesel car that acts like a normal car.

In fact the Golf Diesel will reach 80 km/h in just 11.5 secs. and cruise up to 140 km/h.

And while you shouldn't expect to get 77.8 mpg (3.62 litres/100 km), for everyday driving you should be able to



achieve 45 mpg (6.5 litres/100 km) without driving for economy.

For example, Peter Robinson, the Editor of Wheels Magazine said "...the little car was thrashed. The result...an almost incredible 18.4 km/l (51.9 mpg). Perhaps there really is a Diesel in our motoring future."*

Our Golf Diesel is of course a Volkswagen which makes it a very reliable car.

What makes it more reliable though is that there are fewer parts that might need service and repair when you drop it in for a major service every 20,000 km or twelve months.

There's no carburettor, no coil, no ignition distributor and no spark plugs.

When you buy a Golf Diesel, you can expect it to last a very long time.

And things that last a long time have a habit of holding on to their value.

If you'd like to arrange a test drive of a Golf Diesel, the car that went from Sydney to Melbourne for just \$5.17* worth of fuel, see your Volkswagen dealer.

Oh, incidentally, our claim about making it from Sydney to Melbourne on a single tankful is not entirely accurate.

As it turned out, when we arrived in Melbourne and checked the tank we found we had enough fuel to go a little further.

Like 200 km back towards Sydney.



*Extract from November 1978 issue of Wheels Magazine. †Sydney to Melbourne trip was completed on 15/2/78 and fuel is priced as at that date. Volkswagen Australia Pty Limited. (A Division of LNC Industries Limited.)

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