

Zeitschrift



Driving the new VW Multivan Life.

January 2026

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**Canberra Flags photos
1970s Small Car sales
Porsche 914/S (914/8)
More Ash articles**

**VW Multivan Life review
VW VR6 engine
1974 Audi 100GL
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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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

Meet us at Uncle Leo's BP Truckstop at the Crossroads, Liverpool, from 7:30am. We depart at 8:00am, pausing at Appin and finishing at Stanwell Park at 10:00am.

ALL VWs old and new
WELCOME!!

If you don't want to cruise, just head straight to Stanwell Park beach and meet us under the Club VW marquee.



The 19th VW Summer Cruise & BBQ 2026

***Sunday
18th January***

Families and kids are all invited, with a gold coin BBQ lunch of snags and rolls along with ice cold drinks. There's a great playground, grassy park, nearby kiosk and toilets - and of course the famous surf beach!.

**Contact: Steve: 0490 020 338
Zelko : 0419 807 807**



The Australia Day Car Show

**Monday 26th January 2026
8am-2pm**

**Have Questions?
Contact Carl at 0417 471 137**

**Join The Club VW convoy!
Meet at the Ampol service
centre Westbound, Eastern
creek from 7:15AM for a
7.45AM departure for
Glenbrook. (28km)**



**Venue - Panthers Bowling
Club Glenbrook, CNR Great
Western Highway and Hare
ST Glenbrook.**



Club opens 10am

Presented By CLUB VW





Shoalhaven Volkswagen Club invites you to

BERRY BLAST from the PAST

Sun 1st

MARCH 2026

WHERE: Berry Bowling Club grounds TIME: 9am

ENTRY : \$20...cash preferred.....Gold coin donation for the public to view display

Brush the dust ,rust off your favorite old Vdub & come & show it off

People's choice award Trophy drawn at 4pm

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Sunday 22nd March 2026

Exhibitor entry 8:00 to 10:00

Public Entry 10:00 to 13:30

Enquiries: info@CACTMC.org.au

Details: https://cactmc.org.au/cactmc_wheels.html

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2026 VW NATIONALS

Fairfield Showground

24TH MAY 2026

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VOLKSWAGEN SPECTACULAR FAREWELL

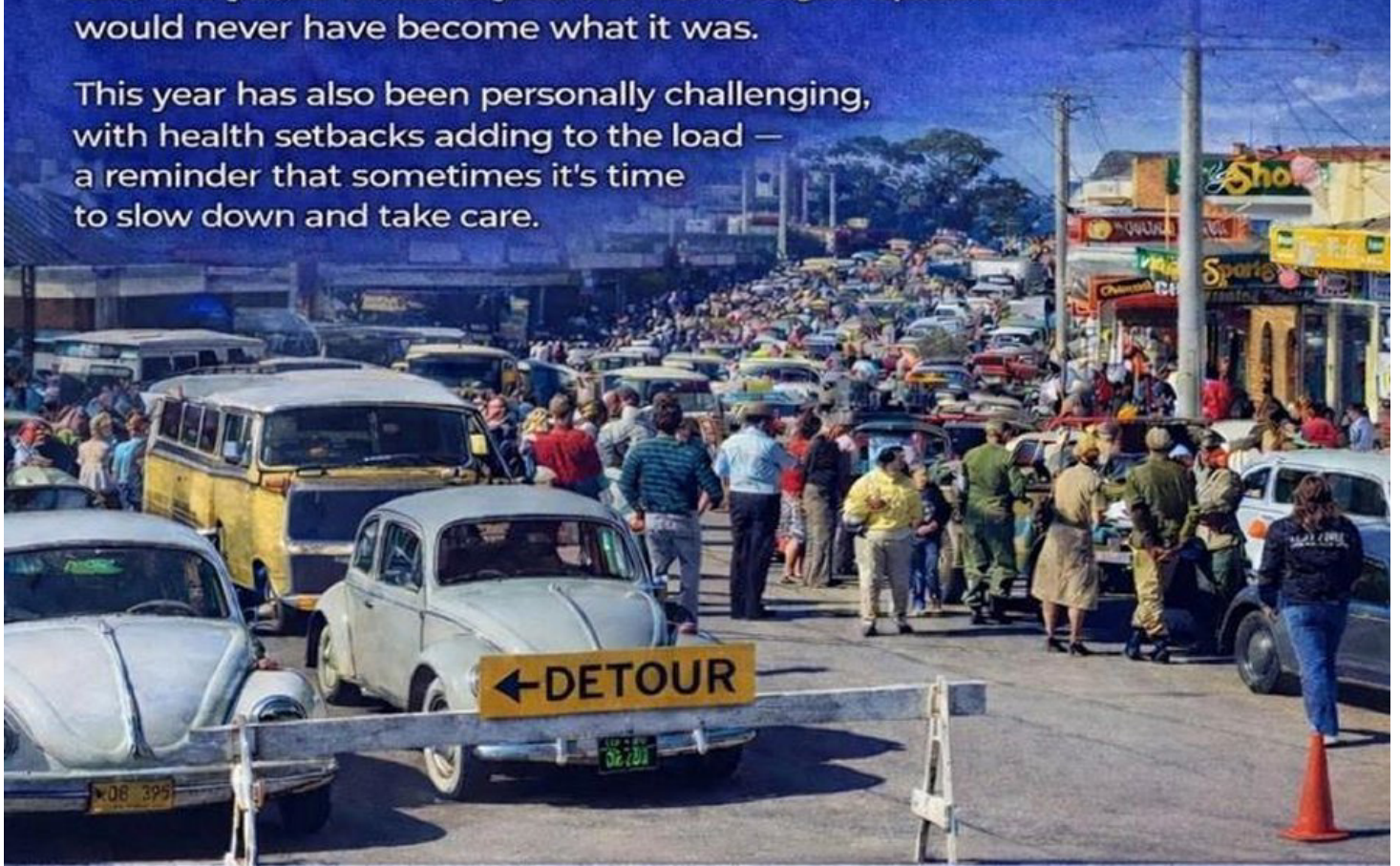
After every curve ball thrown at us over the past few weeks — including progress at Valla Beach Holiday Park, which no longer allows us to continue the show in its present format, ongoing difficulties at the racetrack — we have made the very difficult decision that it is time to hang up our boots.

This decision has not been made lightly.

It has been a great innings — 1984 to 2024 — a long, memorable, and proud journey.

We would like to sincerely thank all our friends, family, sponsors, and the wider VW Owners community for your incredible support over the years. Without you, the Volkswagen Spectacular would never have become what it was.

This year has also been personally challenging, with health setbacks adding to the load — a reminder that sometimes it's time to slow down and take care.



From the bottom of our hearts,
THANK YOU for being part of the journey

The Pell Family

Von dem Herrn Präsident.

Frohes neues Jahr! (Happy New Year)

Have you enjoyed the Christmas and New Year break? On the car front, I found the screw that I lost while replacing the cabin air filter on my Mk4 Golf. It was amongst the dirt and leaves packed behind my front left wheel arch liner! I can report all was dry, with no rust. Drive on!

We had a great turnout of about fifty-five people to our Club VeeDub Christmas party at Canley Heights RSL. The meeting portion was short, and the conversations were warm and friendly. Thanks to Raj at Canley Heights RSL for keeping the delicious food coming.

We start the new year with our 19th Summer Cruise (Sunday, 18 January). First, we meet at Uncle Leo's BP Roadhouse in Liverpool and then drive south to Stanwell Park, stopping at Appin along the way. Bring your picnic blanket and a hat, and we will enjoy a BBQ lunch and a cold drink.

On Australia Day, we will display our cars on the lawns of the Panthers Bowling Club in Glenbrook (Monday, 26 January). We meet at the newly redeveloped M4 Westbound Ampol and cruise up the mountain. I hope your car is ready. Take a look at the opening pages for further details.

Unfortunately it looks like the long-running VW Spectacular at Nambucca Heads has come to an end. Donna and Mark Pell first ran the show in 1984, and it grew into one of the largest and most popular VW shows in Australia. Initially yearly and later bi-yearly, it was due to be run this year but the notice (opposite) says that the Pells will no longer be running it. Thank you to the Pells for all their great work over the last 40 years.

See you all at the next meeting, at Canley Heights RSL on Monday 19th January.

Möge das neue Jahr dir Freude und Erfolg bringen. (May the new year bring you joy and success.)

Danny Haynes



Kanberra Kapitel report.

Happy New Year! Hope that the new year brings happiness with your family and VeeDubs!

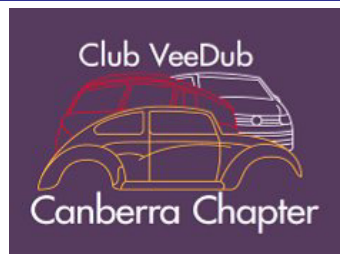
Not much happens in December as we leave it kind of free for people to catch up with non-VeeDub activities. However, we did get a few flag runs in there.

Early January in Canberra is Summernats - there is one or two VWs in there but generally it is geared towards cars that are highly modified ...

Our next major event is Wheels of Canberra, Sunday 22nd March 2026. Look in your inbox for an email about pre-purchased tickets and the due date to book one.

As always, keep an eye on the social pages for anything coming up - especially our impromptu flag runs ...

-Aldred



Klub Kalender.

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

Canberra Chapter events are shown in dark blue. See www.facebook.com/groups/ClubVeeDubACTPublic/ for all info on these events.

January 2026.

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

Sunday 18th:- VW Summer Cruise 2026. Meet at Uncle Leo's BP Roadhouse, Liverpool Crossroads, at 7:30am for coffees and photos. Cruise departs 8:00am. Brief photo stop at Appin, then onto Stanwell Park via Bulli Pass and Thirroul by 10am. Families and kids welcome. Gold coin donation for BBQ sausage sizzle and drinks. Large grassy park with club tent, kids' playground, kiosk, toilets and nearby surf beach. All VWs welcome, old and new.

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.

Monday 26th:- Australia Day VW Display at Glenbrook Bowling Club, Great Western Hwy and Hare St, Glenbrook. Join the VW convoy from the Ampol servo Eastern Creek, M4 westbound (the McDonalds has been demolished!) from 7:15 for coffees. 7:45am departure to Glenbrook (28 km). Park in the club carpark and display your shiny VW (old or new). Space for 30+ cars. Enjoy the club's facilities for lunch. Contact Carl on 0417 471137.

February.

Tuesday 3rd:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

Friday 6th:- Magazine Cut-off Date for articles, letters and For-Sales.



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1965 VW "1500S" SEDAN. DUA 069. Reg. 6/66. Birch green, tan interior. Very small mileage. This vehicle is the property of our Sales Manager. Huge saving on new price.

1965 VW DELUXE SEDAN. DTG 180. Reg. 5/66. Turquoise, Moroccan tan interior. This vehicle has travelled a mere 800 miles and would represent "terrific value" at a huge saving on new price.

1965 VW DELUXE SEDAN. DRU 428. Reg. 4/66. Ruby red, grey interior. Has only travelled 1250 miles. Better than new. The price "we" assure "you" will be "most" surprising.

1964 VW DELUXE SEDAN. DOK 109. Reg. 12/65. 4000 miles. Bahama blue, tan interior. Absolutely "immaculate" ... Full price £220 With "low" deposit and "small" weekly payments.

1961 DODGE PHOENIX SEDAN. CNC 172. Reg. 12/65. 37,000 miles. White, green and grey interior. Radio. "Immaculate." Mechanically "perfect." Not a penny to spend. Terrific value ... Deposit only £285

1964 VW 1500 SEDAN. DEH 911. Reg. 6/66. 5000 miles. Polar white, matching interior. "As new." "new car" buyer at a huge saving.

1964 VW STANDARD SEDAN. DLE 554. Reg. 10/65. White, red interior. Very "low" mileage. Immaculate. Low deposit. Easy repayments. Full price £475

1964 VW DELUXE SEDAN. DEY 651. Reg. 1/66. Polar white, tan interior. "Better than new." Huge saving ... Full price £725

1962 VW DELUXE SEDAN. CTG 814. Reg. 9/65. Low mileage. White, red interior. Very attractive. Must be "value" ... Deposit only £150

1965 VW DELUXE SEDAN. DJL 031. Reg. 5/66. Ruby red, grey interior. This vehicle could not be faulted in "any way." Any inspection. Low priced at only ... £295

With the lowest of deposits, plus easy repayments.

1961 VW DELUXE SEDAN. DPT 428. Reg. 12/65. Blue, red interior. The "one" is "something" right "out" of the box. When "you" come to see this one, "bring" your friends with you. ... Deposit only £125

1963 VW DELUXE SEDAN. DER 348. Reg. 12/65. Light blue, red interior. Most attractive. Any inspection on this one. Full price only £595

1962 VW DELUXE SEDAN. DTG 297. Reg. 12/65. White, green interior. Terrific looker. Excellent performer. Better be early for "this one." Deposit only £148

1964 VW STANDARD SEDAN. DLE 501. Reg. 9/65. Gulf blue, red interior. "Could not" distinguish from new. N.R.M.A. inspection welcomed. Very easy terms. ... Full price only £695

1960 VW DELUXE SEDAN. CSK 843. Reg. 3/66. Blue, blue and grey interior. Another "outstanding" vehicle. This is "much better" than "public" transport, and much cheaper. ... Deposit only £130

1964 VW DELUXE SEDAN. DNL 128. Reg. 11/65. Bahama blue, tan interior. Radio. One owner. We sold this vehicle new. Immaculate. Very easy terms available. ... Full price £798

1960 VW DELUXE SEDAN. CBO 005. Reg. 10/65. Blue, blue interior. Outstanding in appearance and performance. The deposit only £130

1959 HILLMAN MINX DELUXE SEDAN. CY 621. Reg. 5/66. Grey and white, red interior. Could not be faulted in any way. "The price?" Deposit only £107

Very easy repayments.

1960 HOLDEN SPECIAL SEDAN. CDP 221. 2 toned blue, blue and grey interior. Outstanding condition. Any inspection. Deposit only £130 Very easy terms.

1961 VW CARAVANETTE. CNR 694. Reg. 12/65. 2 toned, green and white, the "appointments" are luxurious. The "holiday" of a lifetime. Very easy terms available ... Full price £998

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THIS WEEK'S SPECIAL

1958 FORD ZEPHYR SEDAN. BNC 794. Reg. 4/66. Radio. Grey, blue interior. This "would be" one of the "best" ZEPHYRS in Sydney. Deposit only £110

1961 VW DELUXE SEDAN. DRU 578. White, grey interior. Radio. This "must" be "value." Our trade-in value cannot be equalled. Deposit only £130

1959 VW DELUXE SEDAN. BXU 022. Reg. 10/65. Green, green interior. Absolutely immaculate. The "performance" is all that "could" be desired. Just "imagine" ... Deposit only £110 Very easy repayments.

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Monday 9th:- Committee Meeting at Canley Heights RSL Club, 26 Humphries Rd, Wakeley, 7:30pm.

Monday 16th:- CLUB VW MONTHLY MEETING at Canley Heights RSL Club, 26 Humphries Rd, Wakeley. Come and see our new meeting venue! 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.

March.

Sunday 1st:- Berry Blast From The Past 2026 VW show at Berry Bowling Club, 140 Queen St (the old highway), Berry. Gates open 9am, vehicle entry \$20 (cash please). Gold coin donation for public entry. Brush the dust and rust off your favourite VW and come show it off! People's Choice and raffle draw at 1pm. All proceeds to Can Assist. Hosted by the Shoalhaven VW Club. Contact Allan on 0448 062884.

Tuesday 3rd:- Canberra General Meeting at the Spanish Australian Club, 5 Narupai St Narrabundah, from 7:30pm.

Friday 6th:- Magazine Cut-off Date for articles, letters and For-Sales.

Monday 9th:- Committee Meeting at Canley Heights RSL Club, 26 Humphries Rd, Wakeley, 7:30pm.

Monday 16th:- CLUB VW MONTHLY MEETING at Canley Heights RSL Club, 26 Humphries Rd, Wakeley. Come

and see our new meeting venue! 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.

April.

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

Friday 10th:- Magazine Cut-off Date for articles, letters and For-Sales.

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

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

May.

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

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

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

Monday 18th:- CLUB VW MONTHLY MEETING at Canley Heights RSL Club, 26 Humphries Rd, Wakeley. Come and see our new meeting venue! Please join the RSL Club while you're there, it's only \$3 per year or \$9 for 5 years. Central location, plenty of parking. Enjoy the club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

Saturday 23rd:- VW Pre-Nationals Cruise, organised by Euro Cruisers Australia. Begins at Prospect Homemaker Centre, 19 Stoddart Rd, at 8am for an 8:30 departure. 9am Vineyard Hotel. 10am - the Australian Hotel McGraths Hill. 11am - Wisemans Ferry Bowling Club for the finish and lunch. Contact Paul Stewart on 0449 238234 for more info.

SUNDAY 24th: VW NATIONALS 2025 at Fairfield Showgrounds, Smithfield Rd Prarieewood. Our biggest VW show of the year is on again! 32 peer-judged categories, plus special judged Concours and perpetual trophy categories including the David Birchall Car of the Day. VW trader and market stands, new car display, swap meet, kids activities, music and entertainment, great food and drink, VW family fun all day. Gates open 7:30am. For more information, go to www.clubvw.org.au/vw-nationals/vw-nationals-2026/

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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:- 2007 Volkswagen EOS manual Convertible 1F TFSi Hardtop Cabriolet 110000 miles on clock. Hard top roof works, car is a good example and Great for summer cruising. 4 Cyl 2.0L Turbo 6 Speed Manual cabrio Sporty with Cruise control. No leaks. Cold aircon. Smooth drive.



Next Club Meeting:
Monday
19th Jan.
7:30pm
Canley Heights RSL.

Comes with roadworthy, Registration has recently expired. Mag wheels, Stunning gold colour, Hard Top Luxury Sports. Car located at Pitt Town. \$5000. Contact Oliver Sawaya on 0411 809 198 or email elisha_sw@outlook.com



For Sale:- Hi, I have this beautiful, complete, working **VW T1** vehicle for sale in Italy. If you are interested, you can contact me at my email address pigrieco@tiscali.it or on WhatsApp at 0039 3470475818. Bye and thanks. Carola

2nd Month Ads.

For Sale:- I have a **VW Instruction Manual** dated August 1968 in a good condition. I was wondering if anyone is interested in purchasing it. Contact Trudy Brogan on 0458 449 273 or email trudyandkel@gmail.com



For Sale: Genuine 1971 VW Superbug S (1600cc, 2 door, 4-speed manual). Stock standard original factory specification, unmodified survivor – never restored or altered. Garaged by current owner since 2002, started and maintained with minimal use. Runs and drives well, mechanically sound, regularly maintained. Neat and tidy classic car. Straight body, aged paintwork in fair condition with some patchiness and

patina. Some surface rust on the roof. Treated rust in rear panel. Green exterior/Black interior. Tyres and wheels are in good condition. Original factory interior in aged condition. Roof lining fair condition. Rear luggage compartment lining and carpet peeling. Instrument panel working and dash good. Seats good. Top of rear seat vinyl peeling. Front and rear seatbelts functioning with rear safety handle. Rubber lined flooring with carpet mats. Starts and drives well, clean engine, gearbox good, brakes good, clutch ok, all electricals working except for radio. MacPherson strut suspension, front disc brakes, new battery. Requires a new fuel line. The original 1600cc engine runs strongly. Original VW owner's instruction manual and service records, Full-service history and receipts from new. Documentation makes this an authentic rare survivor. 2 x spray cans matched touch up paint. Current full NSW registration till January 2026. Car located in Cronulla (NSW). \$14,990 ONO. Serious enquiries only please. Call John on 0414 193 650 or email johnsong@outlook.com to arrange an inspection. No swaps.

For Sale:- Hi there I'm an avid Volkswagen enthusiast and currently own a Kombi and a Beetle here in New Zealand. I'm getting in touch to see whether any of your members might be interested in a fully restored, immaculate **1966 split-screen crew-cab ute**. As you'll know, these are extremely rare vehicles—especially in this condition. I'm happy to provide a full set of photos and details. Please let me know if this would be of interest. While I'm based in New Zealand, I thought this vehicle may attract even stronger interest from collectors in Australia. I'm happy to email through current photos but here is a link to restoration photos: https://drive.google.com/drive/folders/1EmSTfg7IN—bBxN5b33W2_nSdu2LxjRC?usp=sharing Please contact Glen at glenmarsh7@hotmail.com or phone (NZ mobile) 64 211 38691

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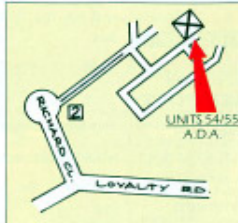
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AUSTRALIAN V DUB PERFORMANCE Centre

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.

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

Fax: (03) 9761-6216

Email: avwpc@vwperformance.com.au



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Volkswagen sales drop again.

In spite a number of new models released in 2025, Volkswagen's Australian sales have fallen again, according to VFACTS sales figures released this week.

Volkswagen recorded **28,970 sales in 2025**, a hefty slump of 20.6 per cent over 2024 in a year when overall vehicle sales were steady and actually increased - slightly - by 0.3 per cent. This is the lowest VW sales figure in Australia since 2007, when just 27,400 were sold.

A decade ago, Volkswagen sold 60,225 vehicles in Australia, its all-time record figure. In 2025, that figure fell to 28,970, representing a 20.6 per cent drop that followed another 16.8 per cent fall in 2024. Volkswagen sales have fallen in seven of the ten years since the 2015 record figure.

VW's current sales have now fallen below the best figure from the air-cooled era more than half a century ago - 31,419 in 1964 - and barely above 28,597 in 1960 and 27,068 in 1963.

Volkswagen finished 14th on the list of popular makes for 2025, falling one place from finishing 13th in 2024. It's VW's lowest position on the popular makes listing since 1998, the last time VW was 14th. It's also therefore the lowest market position Volkswagen has been in since being run by Volkswagen Group Australia (formed in 2001 - VW finished 12th that year, albeit with only 11,007 sales). Volkswagen was passed by BYD and Chery, both for the first time ever, but did manage to sneak ahead of Tesla (by just 114 sales), hence an overall fall of one place.

Total Volkswagen sales in Australia since they first went on sale in March 1954, excluding Audi and other Group marques, have now reached 1,381,414.

The Golf was the only passenger car in the lineup to post growth in 2025, rising a modest 4.0 per cent to 3,047 units (a long way from the record 22,380 recorded in 2015). It was the top-selling Small Car >\$45,000 ahead of the MG4 (2,986) and Audi A3 (2,331). But Volkswagen recorded declines across the rest of the range bar the new-for-2025 Tayron SUV.

Volkswagen's commercial vehicle range delivered the only other bright spot, with Caddy Cargo van sales up 18.6 per cent to 885 units. The Caddy is the unsung hero of the

VW range, dominating the Small Van category for more than two decades. This year the Caddy again beat the Peugeot Partner (432 sales) and Renault Kangoo (254 sales).

The Amarok dual-cab ute - twinned with the Ford Ranger - remained Volkswagen's top seller, but its 5,392 sales were down 35.8 per cent on the 8,400 units delivered the year before. It's significant that while VW's competitors saturate the TV with ads for their twin-cab utes, VW Australia barely advertises the Amarok on TV at all.

The T-Roc small SUV suffered a similar 33.7 per cent decline, though it remained Volkswagen's most popular SUV and second-best seller overall. Volkswagen delivered 5,159 T-Rocs overall during the year to finish second in the Small SUV >\$45,000 category, behind the

BMW X1 (5,306 sales) and ahead of the Audi Q3 (4,206 sales).

The Polo finished third in the Light Cars >\$30,000 category, with 934 sales. It was beaten by the Mini Cooper (2,263) and Hyundai i20 (1,213).

Volkswagen had some success with the People Movers >\$70,000 category. The ID.Buzz was the best-seller, with 552 sales. The new VW Multivan was second with 285 sales, ahead of the Mercedes V-Class (263). But compare that with sales in the <\$70,000 category - the Kia Carnival sold 10,948 units. VW does not have any people movers available for under \$70,000. The Caravelle starts at \$69,290 but soon moves up when on-road costs and any extras are added.

The Transporter had a very disappointing year, with the T6 model running out and being replaced by the Ford Transit-based T7 late in the year. The category once dominated by the VW T1 and T2 is now owned by the Toyota Hiace, which sold 11,073 units. The Ford Transit Custom and Hyundai Staria Load were the runners-up.

Volkswagen's upmarket brand Audi had a slightly better year, with sales climbing slightly to 16,014, a rise of 4.4 percent. This follows last year's drop of 19.5%, so still a way to go recover lost ground. Audi has always aimed to compete equally with BMW and Audi, but with Mercedes selling 27,581 vehicles and BMW 26,842, Audi are a long way behind. Audi's all-time record is 24,258, set back in 2016. The Audi A3's third place in the Golf's category, and the Q3's third place in the T-Roc's category mentioned above were Audi's only successful models compared with its competitors.

Skoda had a disappointing year, selling 4,808 vehicles which was a 4.1 percent drop on last year, following an even larger 37.3 percent drop the year before. It's been a big fall since Skoda's record year of 9,185 in 2021. However the Skoda Superb was the top-selling large car <\$70,000, with 199 sales, ahead of the Citroen C5X (just 2 sales as it ran out). Next year Skoda may have the category to itself.

For the Volkswagen Group, Cupra was the standout in 2025, selling 2,830 units (an increase of 21.0 per cent), the second-highest figure behind the 3,765 recorded in 2023. Like Chery and BYD. The Tavascan (339 deliveries) and Terramar (246) SUVs helped increase total Cupra sales. These helped offset declines with the Leon small car, down 2.3 per cent to 339 units amid the changeover to an updated model.

The Ateca SUV is being phased out, and fell 61.5 per cent to 101 units; the Born electric hatch (a rebadged VW ID.3) was retired during 2025, and recorded 315 deliveries, down 32.3 per cent. Cupra's best seller is the Formentor SUV, which accounts for over half of the brand's total sales. It notched 1,490 deliveries, up 17.8 per cent.

A total of 1,241,037 new vehicles were delivered last year, up just 0.3 per cent from 1,237,287 in 2024 - despite Australia's population growing by around 1.5 per cent in 2025.

It's the third year in a row the overall Australian auto market has grown, and comes despite some analysts predicting no growth in 2025. The result reflects sustained consumer demand and a market continuing to evolve as new technologies and vehicle types gain traction.

Electrified vehicles were a clear highlight, led by rapid growth in plug-in hybrids. Sales of plug-in hybrid electric vehicles more than doubled in 2025 to 53,484 units, an increase of 130.9 per cent year on year. Conventional hybrids also continued their steady rise, with 199,133 vehicles sold, up 15.3 per cent, cementing their position as Australia's most popular lower-emissions option.

Battery electric vehicles recorded 103,269 sales from all sources, accounting for 8.3 per cent of the total market. Despite more than 100 EV models now available locally, growth in the segment has been slower than previously forecast. Market share has increased by just 1.1 percentage points over the past two years, prompting ongoing debate about infrastructure readiness and consumer confidence.

China further increased its position to become the second-biggest supplier to Australia, overtaking Thailand. Chinese-built vehicles accounted for about 18 per cent of total sales in 2025, up from around 14 per cent the year prior. Japan remained the largest source country, followed by China and Thailand, with South Korea in fourth place. Together, these four nations supplied roughly 80 per cent of Australia's new vehicles.

SUVs and light commercial vehicles continue to dominate buyer preferences, accounting for 60.7 per cent and 22.6 per cent of the market overall in 2025, up from 56.9 and 21.9 per cent respectively in 2024. SUV sales rose 5.5 per cent to 733,831 units, while passenger vehicle sales dropped sharply by 22.6 per cent. For many years the most popular option for buyers, passenger car deliveries totalled just 164,847 units in 2025, accounting for just 13.3 per cent of the total market - down from 17.1 per cent in 2024.

Toyota retained its position as market leader, ahead of Ford and Mazda, for the 23rd year in a row. Even with sales down ever so slightly (a 0.6 per cent drop), the Japanese giant delivered more than twice as many vehicles as second-placed Ford. Ford suffered a greater drop of 5.8 per cent, affected by a slump in Ranger 4x2 sales and interruptions in customer deliveries for the F-150.

Mazda remained in third place, also suffering a decline. Its deliveries were down by 4.2 per cent, hampered by a 16.4 per cent drop in sales for the CX-3 which nevertheless still led its segment.

Kia once again finished ahead of its sister brand Hyundai, with 82,105 and 77,208 deliveries respectively. But despite the launch of the new Tasman ute, Kia sales were only up by 0.4 per cent year over year, while Hyundai grew by 7.7 per cent.

Mitsubishi held onto a top 10 spot despite ending imports of models like the Eclipse Cross and Pajero Sport, plus a changeover to a new, more expensive ASX. It sat in sixth with 61,198 deliveries, down 17.9 per cent. That's a drop of one position in the top 10, with Hyundai overtaking.

The top 10 was rounded out by GWM, BYD, Isuzu Ute and MG. GWM climbed three spots while MG dropped three, and BYD entered the top 10 for the first time (it placed 17th in 2024). Isuzu Ute also dropped one spot.

Missing from the top 10 was Nissan, which finished in 12th position after its deliveries dropped by 21.6 per cent year over year. It sat in ninth place in 2024.

The Ford Ranger was Australia's top-selling vehicle, followed closely by the Toyota RAV4 and Toyota HiLux, underscoring the nation's enduring appetite for SUVs and utes. Then came the Isuzu D-Max, Ford Everest, Toyota Prado, Hyundai Kona, Mazda CX5 and Mitsubishi Outlander. Volkswagen again had no vehicles in the top 20.

Australia's top-selling brands for 2025:

1	Toyota	239,863	-0.6%
2	Ford	94,399	-5.8%
3	Mazda	91,923	-4.2%
4	Kia	82,105	+0.4%
5	Hyundai	77,208	+7.7%
6	Mitsubishi	61,198	-17.9%
7	GWM	52,809	+23.4%
8	BYD	52,415	+156.2%
9	Isuzu Ute	42,297	-12.2%
10	MG	41,298	-18.4%
11	Subaru	39,005	-3.9%
12	Nissan	35,511	-21.6%
13	Chery	34,889	+176.8%
14	Volkswagen	28,970	-20.6%
15	Tesla	28,856	-24.8%
16	Mercedes-Benz	27,581	+11.1%
17	BMW	26,842	+1.9%
18	Audi	16,014	+4.4%
19	Honda	15,383	+9.2%
20	Suzuki	15,378	-27.7%

Tiguan and Tayron updates.

Updates for the 2026 Volkswagen Tiguan and Tayron family SUVs have been announced for Australia.

Volkswagen Australia has confirmed the Model Year 2026 (MY26) Tiguan and Tayron receive an upgraded





autonomous emergency braking (AEB) system with 'Turning Assistant 2.0' functionality.

The revised system is now capable of detecting traffic "that is about to turn towards the driver," in addition to the existing detection of oncoming traffic driving straight and turning towards oncoming traffic.

In addition, Tiguan 110TSI Life and Tiguan 110TSI Elegance grades feature smaller 17-inch 'Venezia' and 18-inch 'Napoli' alloy wheels, respectively, replacing the 19-inch 'Catania' wheel design still standard for the 150TSI Elegance.

Volkswagen claims the smaller wheels "further enhance the ride comfort" of the 110TSI grades.

There are no changes to recommended retail prices (RRPs) for the 2026 Tiguan and 2026 Tayron compared to their 2025 counterparts.

In Australia, the Tiguan and Tayron line-ups will expand with the addition of plug-in hybrid (PHEV) variants, which are rated with an electric-only driving range of over 100 kilometres on the WLTP lab-test standard.

The new variants will rival plug-in hybrid models such as the Mitsubishi Outlander, Mazda CX-60 and Toyota RAV4 in the mid-size SUV segment, and the Kia Sorento, Mazda CX-80 and BYD Sealion 8 in the large category.

Earlier last year, Volkswagen Australia said it was considering multiple configurations for the Tiguan and Tayron plug-in hybrids, including Elegance and R-Line grades.

The 2026 Volkswagen Tiguan and 2026 Volkswagen Tayron petrol-only grades are on sale now.

2026 Volkswagen Tiguan price in Australia

Tiguan 110TSI Life FWD - \$44,990

Tiguan 110TSI Elegance FWD - \$50,690

Tiguan 150TSI R-Line AWD - \$55,990

Tiguan 150TSI Elegance AWD - \$60,990

Tiguan 195TSI R-Line AWD - \$70,490

2026 Volkswagen Tayron price in Australia

Tayron 110TSI Life FWD seven-seat - \$48,290

Tayron 150TSI Life AWD five-seat - \$53,990

Tayron 150TSI Elegance AWD seven-seat - \$59,490

Tayron 195TSI R-Line AWD seven-seat - \$73,490

Amarok Dark Edition.

The current Volkswagen Amarok has gained a new Dark Label grade in Europe, reviving a name applied to

special edition versions of the previous-generation ute.

Volkswagen Australia has confirmed the Amarok Dark Label, on sale now in Germany, is "under consideration" for our market.

In Europe, the Dark Label is based on the diesel V6 version of the mid-spec Style, adding unique badging, matte black 20-inch alloy wheels, darkened exterior trim, and black 'ArtVelour' microfleece upholstery.

It also gains rear privacy glass, darkened tail-light lenses, a black tailgate handle, and Dark Label badging on its steering wheel and front carpet floor mats.

Available colours for the Amarok Dark Label are limited to Midnight Black, Dark Grey and Bright Blue.

It is fitted with the Amarok's 184 kW/600 Nm 3.0-litre turbocharged diesel V6 engine matched to a 10-speed automatic transmission and full-time four-wheel-drive.



As the Dark Label is based on the Amarok Style diesel V6, it would likely be positioned slightly above this grade if it is locked in for Australia, with the Style TDI600 currently priced from \$73,740 before on-road costs.

The Dark Label special edition was first offered for the previous-generation Volkswagen Amarok in 2014, including in Australia, before it returned with a facelift and V6 diesel power in 2018.

Volkswagen Australia also offered 'Black Edition' versions of the previous Amarok, while its first special edition for the current-generation ute was the off-road-focused '10 Deserts Edition' launched this year.

Volkswagen is yet to confirm if the Ford Ranger-based Amarok - which is built in South Africa - will be impacted by the global removal of the 2.0-litre bi-turbo four-cylinder diesel from its donor car.

Touareg Wolfsburg Edition.

Volkswagen Australia will introduce the Touareg Wolfsburg Edition as a send-off model to the current Touareg range.

The Volkswagen Touareg 210TDI Wolfsburg Edition comes with 21-inch black 'Leeds' alloy wheels, a Wolfsburg badge on the tailgate, and black finishes on the roof rails, mirror caps, grille, and front and rear bumper brightwork.

Interior additions include a 14-speaker Dynaudio Consequence audio system, driver's head-up display, panoramic sunroof, four-zone climate control, soft-close



doors, electric steering column adjustment with memory, and electrically-adjustable passenger seat with memory.

The Touareg Wolfsburg Edition replaces the TDI210 R-Line in the range and offers a level of equipment that matches the R-Line, with the optional \$8000 Sound & Comfort Package, and \$3300 panoramic sunroof added.

Pricing for the Touareg Wolfsburg Edition starts from \$124,990 plus on-road costs and includes a choice of Silicon Grey and Grenadilla Black metallic paint with options Meloe Blue metallic (\$700) and Wolfsburg Edition-exclusive Onyx White (\$2000) available.

Regular pricing for the Touareg 210TDI R-Line was from \$116,290 before options, representing a saving of around \$2600 for the special edition package.

At the same time, all Touareg models, including the 170 TDI, Touareg 210TDI Elegance, and Touareg R models, will come equipped with Final Edition interior appliques as production comes to an end.

Final Edition versions of the Touareg in Europe are equipped with laser-engraved logos on the rear door window surrounds and embossed on the leather gear lever.

The mechanical specification remains unchanged with the Touareg Wolfsburg edition powered by a 3.0-litre turbo diesel V6 producing 210kW and 600Nm, with an eight-speed automatic and all-wheel drive.

Pricing for the Touareg 170TDi starts from \$91,690 and spans to \$136,790 for the plug-in hybrid Touareg R flagship, before options and on-road costs.

The Volkswagen Touareg 210TDI Wolfsburg Edition will be available at dealerships around the country from March 2026, but Volkswagen has not disclosed how many vehicles will make up the limited edition run. After that, the Touareg will be discontinued after a 23-year run.

Current T-Roc R ending.

The high-performance Volkswagen T-Roc R small SUV is set to reach the end of the road in Australia.

Volkswagen has announced that production of the T-Roc R will come to an end before the start of Model Year 2026 (MY26), with the remaining stock in the country expected to last only the first few months of the year.

The move isn't altogether surprising, with Volkswagen having revealed a second-generation T-Roc in 2025 (see Zeitschrift August 2025).

The new model debuted with mainstream models, typical of the staggered roll-out of most new vehicles that sees high-performance versions follow later.

The available R-Line appearance package shown at the time offered a hint of what to expect from a future T-Roc R model.

Overseas, Volkswagen has confirmed that a second-generation T-Roc R is under development, following spy pictures of a mule undergoing testing at the Nurburgring last year.

The current T-Roc R is powered by a 2.0-litre four-cylinder turbocharged engine producing 221 kW and 400 Nm, paired with a seven-speed dual-clutch automatic and all-wheel drive.

The current Mk8.5 Golf R hot hatch could offer a preview of what might power the next T-Roc R, with a 245 kW/420 Nm 2.0-litre engine fitted to Australian-delivered examples.



To see the current T-Roc out, Volkswagen introduced a limited-edition T-Roc R Wolfsburg Edition with an Akrapovic sports exhaust and black exterior styling package.

Volkswagen Australia currently also offers drive-away pricing on remaining MY24 stock still in dealers, from \$65,990 drive-away, and MY25 vehicles priced from \$67,990 drive-away, instead of the regular \$64,990 plus on-road cost pricing.

For now, the rest of the T-Roc range, including the T-Roc CityLife, Style, and R-Line, remains available. The new-generation T-Roc is set to launch soon in Europe, likely limiting availability of the first generation globally.

Volkswagen Australia has not yet announced when the regular mainstream versions second-generation T-Roc are expected in Australia. If it launches in Europe this year, it is unlikely to reach Australia until late 2026 or early 2027.

Euro Mk2 T-Roc R confirmed.

Meanwhile it's been confirmed that the VW T-Roc R will return for a second generation, with customer deliveries in Europe and the UK due in 2027 ahead of a likely Australian launch in 2028.

A camouflaged example of the new T-Roc R was displayed to UK media during a Volkswagen event, where it was confirmed the higher-riding sibling to the Golf R hatch will adopt mild-hybrid technology.

The second-generation T-Roc R will inherit the changes applied to the standard car, which will launch in Australia in 2026, including its updated MQB Evo platform

with a wider track.

Its 2.0-litre turbocharged four-cylinder petrol is likely to match or exceed the current Golf R hatch, which outputs 245 kW and 420 Nm for Australia, up from the T-Roc R's current 221 kW and 400 Nm.

Autocar reports the SUV will also feature Volkswagen's latest multi-plate-clutch four-wheel-drive system, an optional titanium Akrapovic exhaust system, and 20-inch alloy wheels with wider performance tyres.

The T-Roc R is also set to adopt components from the Volkswagen Golf GTI Edition 50, including stiffer springs, according to the report.

In addition, Volkswagen reportedly confirmed the new model's styling will be further differentiated from the T-Roc R-Line, with more-aggressive front and rear bumpers.

Inside, it will gain a new steering wheel and front seats, along with unique graphics for its digital instrument cluster.

Production of the new Volkswagen T-Roc R will reportedly commence in October 2027, according to Autocar.



As outlined above, the current T-Roc R will soon be discontinued for the Australian market, with the last of the current range limited to standard 110 kW and 140 kW variants until the second generation arrives, hopefully later this year.

VAG models coming in 2026.

The Australian new car market offers buyers more choice than ever before - and that offering is set to become even more diverse with even more Chinese brands heading for our market in 2026.

Of course we only care about Volkswagens and VW Group vehicles. Here's the all the new car arrivals for 2026 known so far.

Volkswagen

Multivan PHEV: Early 2026. A new plug-in hybrid drivetrain will be added to the Multivan range making 180 kW of power and giving up to 94 km of electric driving range.

Tiguan and Tayron PHEVs: First half. Plug-in hybrid variants of the Tiguan and Tayron ranges will launch in the first half with more than 100 km of electric driving range and up to 200 kW of power.



Touareg Final Edition: Second half. The Touareg will cease production for global markets and the new Final Edition will be the final model offered, with special trims and badging to celebrate its run.

New T-Roc: Second half. Volkswagen's biggest-selling product locally enters its second generation in a more premium and more spacious form, with hybrid drivetrains confirmed too.

Audi

Q5 e-hybrid: First half. The third-generation Q5 earns a plug-in hybrid drivetrain with up to 270kW of power and 100km of WLTP electric driving.

Q3 and Q3 Sportback: Second quarter. Audi's most popular product locally enters its third generation, with plug-in hybrid power for the first time in Australia.

Skoda

Kodiaq and Superb PHEV: Early 2026. Skoda's first plug-in hybrids will launch in Australia with a 1.5-litre turbo-petrol engine, electric motor and up to around 100km of electric driving.

Enyaq RS and Elroq RS: Early 2026. Skoda Australia will add to the Elroq and recently-updated Enyaq electric SUV ranges with the top-spec 250kW RS models. Pricing is yet to be confirmed.

Octavia mild-hybrid: First half. A new mild-hybrid drivetrain with the same outputs as the current 1.4-litre turbo-petrol engine but improved efficiency will be added to the Octavia range, though it's not yet known if it will become standard equipment or grade-dependent.

Epiq: Late 2026. Skoda's new Epiq small electric SUV is yet to be revealed in production form, but will likely launch in Australia by the end of 2026 with up to 425km of driving range.

Cupra

Leon facelift: Mid-2026. The updated Leon is already on sale in Australia, but other variants such as the 245kW VZx Sportstourer wagon are due in 2026.

Formentor facelift: Early 2026. The Formentor update is due early 2026 with new styling and a revised lineup, but the hi-po five-cylinder VZ5 is due locally in late 2026.

Danny's photos.

I have attached three photos from our recent Christmas Party at the Canley Heights RSL.

Danny Haynes



Canberra Flags Runs.

We had a flags run late December and one to start the year. The late December one was officially cancelled due to the weather. However, some brave souls did venture out - even a mantra buggy braved the elements ... We also cut the January one short due to impending weather - then we get the heat wave ...

-Aldred





More power for automatic VW one-tonner.

The Bankstown Torch, Wednesday 8 June 1973

A bigger, 1700cc engine giving 74 bhp (23 per cent more power) and automatic transmission are two important options available with the new range of VW one-ton commercial vehicles.

Sometimes referred to as 'the box the Beetle came in,' the VW one-tonners have always offered a large carrying capacity and easy adaptability for all kinds of commercial use.

Addition of the larger engine and automatic transmission as options make the vehicle more appealing for a variety of uses.

The vehicle will now be available in two engine sizes, 1600cc or 1700cc with three-speed automatic transmission optional on the larger engine.

The larger engine gives a top speed of 78 mph (126 km/h) and greater torque for easier overtaking and hill-climbing.

It is a four-cylinder, four-stroke, flat four engine with twin carburettors.



Automatic transmission is operated by means of a floor-mounted T-bar, between the front bucket seats and within easy reach of the driver.

The T-bar gear panel illuminates for night driving, and a safety lever is mounted on the grip to prevent accidental engaging of gears.

The front end of the VW commercials has been redesigned, and now incorporates stronger bumpers and an energy-absorbing deformation element behind the front bumper, in case of collision.

Rear bumpers are also stronger.

Fresh air and heater outlets have been relocated and enlarged for more comfort and better defrosting, while controls are simplified.

A wash/wipe stalk switch has been added to the steering column, for finger-tip control and easy operation - the driver's hands need not leave the steering wheel.

The VW one-tonners still have power-assisted disc brakes as standard equipment, a first in the commercial business, and this year the disc brake pads are thicker for longer brake life.

A new steering damper and worm and roller steering gear give greater steering ease.

Other technical changes include a new nickel-plated muffler for longer life, a dry paper air filter with the 1700cc engine, and an additional engine lid for easier servicing access, also with the larger engine.

The VW commercial workforce has now been expanded to eleven base vehicles, with the introduction of the new High Topper vehicle with 25 per cent more space and six feet (1.8 m) of standing height inside.

The basic range consists of single- and double-door Delivery Vans, Kombi, High-Topper, Microbus (standard and deluxe), single- and double-cabin Pickups, and three models of Campmobiles.

Just make it yourself?

Believe it or not, you can have a go at making car parts yourself.

You can buy them but sometimes the money isn't in the budget. Sometimes you can even make whatever you need with stuff you have leftover stuff from other projects.

Therefore it's basically free.

I needed some rear seat bases, for example, and I actually couldn't buy them, so I made them out of nothing in about an hour.



Sure they're not great, but they didn't have to be.

For the amount of time and money I have to restore the car, they'll be fine.

Also you can see that things don't have to be perfect.

Maybe next time I might do a bit of a better job?

Good luck with things.

Ashley Day.

Camel power.

I know everyone loves find and recovery tales.

So, in other stories of mine, I wrote about finding old Volkswagens in faraway country towns.

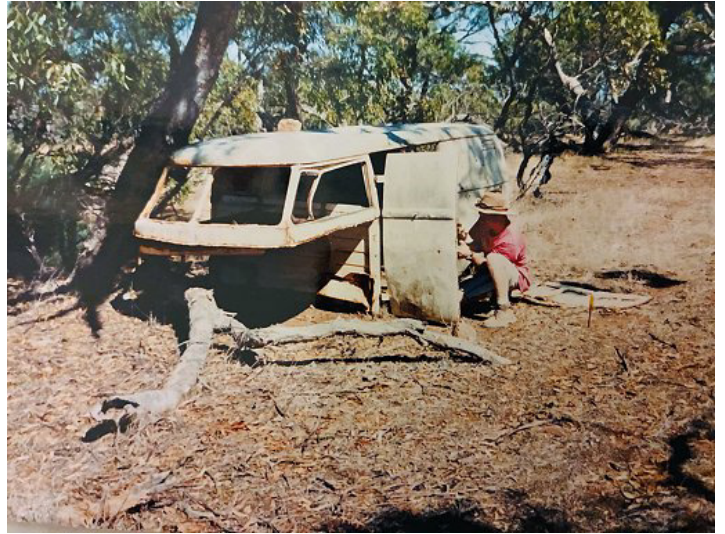
Quite often, I used to come across Kombis on farms and paddocks that were camel-drawn.

Many just had camels in front of a very old transporter,

but some were chopped and modified specially for the job.

These camel-drawn Kombis were towed around country towns and used as mobile pie or ice cream shops.

For example, in Cunnamulla (QLD), Broken Hill (NSW) - and Kimba (SA), where this picture was taken.



I'm sure many other country towns had them in the '70s and '80s.

I always wondered how a camel is cheaper than having a proper Kombi engine and why people built them?

When you factor in that camel drawn vehicles don't need petrol, registration, insurance or servicing and remember that petrol was expensive in the '70s and it starts to make some sense.

Also horse or even camel drawn vehicles have right of way on roads and bridges.

It would have been a cheap and good business I think. Just a bit of hay and you're away.

Maybe next time my Golf lets me down I'll invest in a camel ???

Ashley Day.

Glass reinforced plastic.

Believe it or not but one of my trades is reinforced plastics, plastic welding and plastic identification.

For years I studied it at TAFE.

You could say that plastic is my thing.

You can make anything you can imagine with plastic and reinforced plastic.

That's the good thing about it and if you have a good imagination it's only better.

Stuff I have made over the years for Volkswagens and Porsches include dash pads, consoles, interior panels, doors, bumpers, mudguards, bonnets, boot lids, race seats, sunroof parts, templates and more.

It's not hard to do, it's just a little time consuming.

I recommend doing this at TAFE if you want to learn it properly, but maybe these days you could pick it up from YouTube - at least the basics anyway.

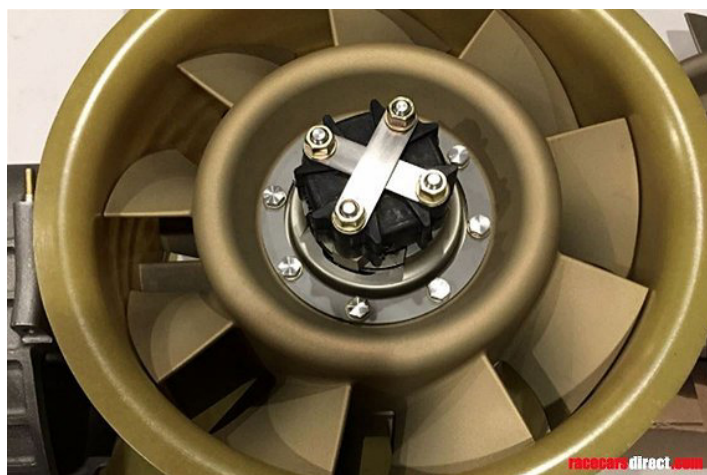
Remember when TAFE was cheap and you could

pretty much study anything inexpensively.

Still, making glass reinforced plastic is a pretty handy skill to have.

My favourite thing I have ever seen made of polyester fibreglass is the cooling fan on the Porsche 936 that won Le Mans in 1976.

It took me weeks to figure out how they made these.



Those Germans must have a great imagination.

Imagine what those cooling fans go through at full revs for 24 hours.

If you want a reproduction one of these fans they cost \$25,000 USD.

I wouldn't mind seeing a bit of old school raw polyester fibreglass on more air cooled Volkswagens.

By the way, remember carbon fibre is only stronger than normal E class glass because it is put in an autoclave and it has the bubbles sucked out under pressure, then it is cooked.

Hand laid carbon fibre is weaker than normal polyester fibreglass.

It's done just for looks.

Ashley Day.





VW Multivan Life.

Volkswagen's new-generation Multivan is the brand's family-oriented bus, and the new VW people mover feels more high-end and somehow more practical than ever. But something has changed, and it's only now that it feels as though the final piece of the Multivan puzzle has been found and makes this van complete.

Volkswagen's entire vehicle range is mind-bogglingly big. From hatchbacks, wagons and SUVs to vans and buses, they all have two things in common - a high-quality feel and practicality. The Multivan has always adhered to this theme as well, since its Australian debut in 2004 with the new T5 Transporter range, joining the Kombi and Caravelle passenger versions. In Europe there was a 'Multivan' version of the T3 and T4 Transporters as well, but they weren't sold in Australia. But the later T5.5, T6 and T6.5 versions also included a Multivan.

Now, the new-generation 'T7' Multivan has arrived, and it's clear Volkswagen has stuck to the same recipe of premium and practical. But there's been a big change in the way it drives, thanks to the decision to stop basing the van on the commercial Transporter and start building it on the ubiquitous VW MQB car platform.

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

Volkswagen has launched the new Multivan in one grade to begin, called 'Life' and it comes exclusively with a diesel engine. A 'Style' grade will come later in 2026 to sit above it, with a higher price but more features and different powertrain - likely a petrol-electric hybrid.

For now, though, the Life is here and there are two versions - a long one and a short one. Volkswagen calls them 'short wheelbase' and 'long wheelbase,' but the truth is their wheelbases (the distance between the front and rear wheels) are identical. It's only the back area of the car which differs in length and it's only by 20 cm - the length of the boot, basically.

But let's go with Volkswagen's choice of words. The Life in short wheelbase form lists for \$75,990 and the long wheelbase is \$3000 more at \$78,990, both before on-road costs.

Standard features on the Life include LED headlights, 17-inch alloy wheels, power sliding rear

doors and power tailgate, a 25.5 cm media screen and 26 cm digital driver's display, three-zone climate control, push-button start and eight-speaker audio, plus wireless Apple CarPlay and Android Auto. Seven seats are standard, too.

Is there anything interesting about its design?

As with all Volkswagens the redesign of the new-gen Multivan is more about refining than redefining. Just like the Golf hatch which has kept its look through eight generations the Multivan is recognisable and familiar but new and modern looking, too.

Smoother lines, a more heavily raked windscreen and a flatter bonnet make for a cuter snub nose. The new Multivan is less boxy than before even though it is still a box on wheels, just a sleeker, more adorable one.

As mentioned, the Multivan comes in two lengths: the short wheelbase, which is 4973 mm from the front bumper to the rear bumper, and the long wheelbase which is 5173 mm long. Height for both is 1900mm. Wheelbase is 3124 mm for both models.

Inside, the cabin is modern with large screens for media and driver instruments with a minimalist design to the dash, while the lack of a centre console frees up space. The sense of roominess is enhanced by daylight flooding in through oversized windows which can be taken a step further when combined with the optional panoramic (split panel) glass roof.

There are nine body colours to pick from: 'Candy White', 'Pure Grey', 'Reflex Silver Metallic', 'Copper Bronze Metallic', 'Deep Black Pearlescent', 'Energetic Orange Metallic', 'Medium Blue Metallic', 'Mono Silver Metallic' and 'Starlight Blue Metallic'.

How practical is its space and tech inside?

Practicality is the Multivan's greatest strength. Seven seats come standard and the rear five can be configured into numerous variations. If you like you could have those rear seats facing each other or you can just have a second row with a large boot area or you could have two in the middle row and two in the third row or whatever other variation you can think up. Yes, you can remove all five rear seats and now that they're 25 per cent lighter it's easier to do so.

People space is excellent and at 189 cm tall I found it





possible to not only sit comfortably in the second row behind my driving position, but also behind that in the third row with plenty of leg and headroom.

An optional multi-functional table is also available and this can slide on rails from the third row all the way up to between the driver and front passenger.

Second row cabin storage is outstanding. You'll find drawers under the seats big enough for a pair of shoes, hidey holes and cupholders everywhere, seat-back tray tables and gigantic door pockets.

Up front is a double glove box, a dash-top storage bin, more cupholders as well as a multitude of pockets and small storage holes for bits and pieces.

For devices there's a wireless phone charger and four USB ports.

You'll also find three-zone climate control with air

vents throughout the cabin and dark-tinted glass for the side windows.

Finally, the power sliding rear side doors are huge and allow easy entry and exit to and from both rear rows.

Being able to leave the driver or front passenger's seat and walk through to the second row is also handy and fun. Not while driving, of course, although it's tempting. And something that drivers of old air-cooled Kombis will fondly remember.



What are the key stats for its engine and transmission?

At the moment there's just the one grade of Multivan, the Life, and it's powered by a 2.0-litre four-cylinder TDI diesel making 110 kW and 360 Nm. Transmission is a seven-speed dual-clutch automatic which sends drive to the front wheels.

Coming later in 2026 will be a petrol-electric variant, but it will only be available in a more premium Style grade.

What is its fuel consumption? What is its driving range?

Volkswagen says that after a combination of open and urban roads the Multivan Life should use 6.4 L/100 km. While on the launch the trip computer was recording an average of about 8.5 L/100 km, but we'll assess fuel efficiency again when this VW goes in for service.

In theory, if you do use 6.4 L/100 km, the Multivan's 80-litre tank should give you a monstrous 1250 km of range.

The score for efficiency looks quite low here and that's because without having driven the Style grade and the hybrid powertrain all we have to go by currently is the diesel.

What's it like to drive?

The missing piece of the Multivan puzzle for me has been the way it drives. Past versions have been less 'car-like' than rivals like the Kia Carnival. It felt like a commercial van to drive, because essentially it was. But that's been fixed.

One of the biggest changes to this new-generation Multivan is the platform on which it's built. Volkswagen has decided to swap the Transporter body shell from the past for the 'MQB Evo' platform which underpins vehicles such as the Golf, Caddy, Passat, T-Roc, Tiguan and Tayron, as well as numerous Audis, Skodas and Cupras.

Having spent a few hours driving this new generation Multivan around some great country roads during the launch I can testify that not only is the ride comfortable and composed but this van handles way better than you might imagine.

While the Multivan is in no way a sports car, good handling adds to the fun factor. It's easy to drive with light,



accurate and direct steering, good acceleration and smooth gear changes from the transmission, great pedal feel under your feet and superb visibility from the high seating position and oversized windows all around.

That said, I enjoyed driving the previous generation Multivan. I loved its fun and easy piloting factor and the change in platform for this new-gen model makes the experience even more pleasurable.

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

Volkswagen's Multivan scored the maximum five-star ANCAP rating under 2022 criteria (tested by Euro NCAP).



Safety tech includes AEB, lane keeping assistance, rear cross-traffic alert, blind-spot warning, front and rear parking sensors and emergency assistance.

Importantly, side curtain airbags extend to cover all three rows; there's also a centre airbag between the driver and front passenger.

A pleasant surprise was finding how non-intrusive a lot of the safety tech on board the Multivan is. While there's steering assistance there are no annoying alarms and bells as you'll find in other vehicles. In trying to focus your attention on the road they only distract you further.

What warranty is offered? What are its service intervals?

What are its running costs?

The Multivan is covered by Volkswagen's five year/ unlimited kilometre warranty.

Servicing is recommended every 15,000km or annually and will cost you between about \$600-800 a year.

Verdict

The Australian launch of the new generation Multivan was confined to the Life grade with the 2.0-litre diesel engine. Later in 2026 the Style grade will arrive bringing a hybrid powertrain and even more features.

From this first drive, however, it's clear that while slightly pricier than its Kia Carnival rival the new generation Multivan is more practical than ever, and now that it rides on a car platform, far better to drive.

Laura Berry

Kombi to make a welcome return.

Modern Motor, November 1981

Now that sanity has returned to the Deutschmark, LNC Industries is poised to release the (relatively) new range of VW Commercials on the local market.

The last Kombi was imported in November 1979 when world currencies stacked strongly against all German imports.

The new stability in Germany's currency has given the VW Commercials a price range almost the same after



It's still an air-cooled, flat-four, rear drive, four-speed manual two-litre platform with independent front and rear suspension using boosted discs at the front and drums at the rear (what a mouthful). Changes have been ergonomic rather than mechanical.

Performance is almost the same as the old model with a claimed maximum of 127 km/h and a DIN test fuel consumption of 11.8 L/100 km. Front and rear weight on the road remains remarkably similar to the old Kombi with 56 per cent front and 44 per cent rear unladen. Turning circle has been reduced from 12.5 to 10.7 metres - a great improvement over the old Kombi.

Much attention has been paid to passive safety features. A full width deformation element is fitted behind the front bumper and

inflation as they were when last seen here. The basic Kombi will sell somewhere between \$9,900 and \$10,600; the Microbus between \$11,300 and \$12,000 while the best value is the Microbus L deluxe priced between \$12,200 and \$13,000.

While these prices won't exactly frighten the Japanese opposition, they will not give a savage heart attack to dyed-in-the-wool VW freaks who bewailed the loss of the chaff-cutting box when it disappeared in 1979.

The new Kombi has a host of features to make it much more attractive. The front has a vestigial snout with a more steeply raked screen for better aerodynamics and, hopefully, greater cross-wind stability. With 22 per cent more window space, the new Kombi is easier to see out of. The horrible tiny rear window has been replaced by a full width piece of glass which probably accounts for 20 of the 22 per cent increase in glass area.

The fuel filler cap has been moved to the bottom of the B-pillar, immediately beneath the driver's side front door. This follows the repositioning of the fuel tank to a safer area - away from potential accident sites. The fuel tank didn't need to be changed for this reason though, but to accommodate the new, lower engine and help lower the floor at the rear of the van.

The Japanese vans won sales due to the poor rear access in the Kombi, but the new VW can fight this claim with its much bigger rear opening load hole. It also has the other benefits of rear engine drive with the lowest floor in its class and, therefore, the greatest headroom for passengers in the Microbus version, or the greatest load height in the van version.

The most immediate change inside is the all-new dash. VW never managed to make a satisfactory image change from base-commercial to part-time car with the interior of the old Kombi. The new model, however, has a dash and interior that would be at home in any car. Ventilation has been improved with overhead cool air ducts for rear passengers as well as the usual face-level front ventilation. Heater ducts are separate and take air to the front and rear of the Microbus.

VW's design hasn't changed radically.

immediately beneath the front lights. This higher deformation bar ties into the stout bars which run through the passenger doors to the sturdy box section used to support the front seats. Incidentally, the battery is now stored under the front passenger's seat - more accessible than earlier models which housed it in the engine compartment.

Volkswagen's close attention to detail in the field of passive safety is no doubt spurred on by growing concern about driver and passenger safety in the event of an accident in forward control vans.

The largest single change, and the one that will be welcomed by commercial users, is the wider, deeper tailgate. The new low engine allows the floor to be moved down so the loading height at the rear is now 825 mm. Engine access is through a large plate in the floor at the raised section. The oil filler is now located behind the rear number plate so that oil can be added without unloading the van.

Electronics play a large part in the new low engine with a digital idling stabiliser that keeps engine idle speeds constant under a wide variety of conditions.

Sales aren't likely to be brisk for the new range when they first start rolling into the showrooms later this year or early next. However the strong following the Kombi had for many years - including a number at the top of its class - will probably guarantee enough sales from people selling their old vans. Hardworking Kombis bought from the last shipment in 1979 will probably be needing replacement soon.





Small car sales rise with fuel prices.

The Sydney Morning Herald, Monday 11 February 1980

Petrol cost and fuel economy have become the most vital factors in the choice of a new and used car, leading to marked shifts in used car values and swiftly changing design and production plans by car makers.

Two surveys just published - one by the NRMA, the other by organisers of the Total Oil Economy Run - confirm the sudden importance of miserly fuel consumption in the minds of the public.

Four out of five of the 2,573 motorists surveyed by the NRMA said fuel consumption would be a vital factor when they choose their next car. The 1,200 motorists interviewed in the Total Economy Run survey in NSW and Victoria placed fuel economy a "very close second" to price in making a decision to purchase a new car.

The figures and attitudes are not surprising. Since 1970 fuel prices have increased in Australia by 280 per cent and the curve has risen more sharply since the Federal Government decided in 1978 to adopt its world parity fuel price policy.

In 1970 petrol cost 9.2 cents a litre, or 41.8 cents a gallon, and you could fill the tank of the average Holden Kingswood or Ford Falcon for about \$7.

Today super petrol costs about 35c a litre, or just under \$1.60 a gallon, and to fill the same petrol tank now costs about \$25.

The resulting shift in preference for four-cylinder cars has been little short of spectacular.

In 1970 the 'traditional' Australian family car was a six-cylinder locally-produced car. The Valiants, Kingswoods and Falcons dominated the market, holding almost 60 per cent of total sales.

By the mid-1970s their popularity was on the wane and small fours, mostly Japanese designed, were increasing their share.

Today the fours dominate with more than 60 per cent of the market and nothing but growth ahead, according to industry forecasters. The future of V8s is under a cloud and the traditional Australian sixes

are fighting a rear-guard action, clinging tenaciously to about 30 per cent of the market by holding fleet buyers and appealing to existing six-cylinder customers with new models.

The changing fortunes in the new car arena have been matched in used cars where good, clean low-kilometre four-cylinder cars fetch as much, in some cases more, today than they did when new three or four years ago.

At the same time, and particularly over the past year, large V8s have plummeted in popularity and price with year-old Ford

LTDs or similar \$15,000 to \$18,000 models being difficult to sell from used car yards at prices almost halved from new.

The medium-sized local sixes, after a hiccup fall midway through last year prompted by a series of petrol price jumps, are lower priced than before, but are holding their own based on value for money.

Bat having sketched the scenario several points must be made about the relationship between petrol price and vehicle choice. And people in the new and used car business are quick to raise them.

One is that emotionalism has clouded the facts for many people.

Mr Neville Lynch, of Starline Motors at Granville, who has spent a lifetime selling used cars, claimed people were losing sight of their practical needs in their rush to cut the cost at the petrol bowser.

"We have had cases of people rushing in here after a petrol price rise and trading in their family Kingswood on a premium-priced small car. Then a year later they are back looking for a six-cylinder family sized car, saying the four was too cramped for the kids or not powerful enough to tow the family caravan or boat."

Mr Les Vagg, a Pennant Hills Holden dealer and also President of the Motor Traders' Association, urged people to "do their sums" before choosing a car.

"Certainly it is true petrol prices have risen steeply, but petrol in Australia is still relatively cheap by world standards.

"But the rush to buy economy has left the larger sixes and V8s, especially V8s, unwanted and unloved ... and their prices have really crashed.



Holden's Sunbird — proof that a small engine isn't always economical.



The sophisticated Daihatsu Charade — the kind of car our makers ignore.

"Four-cylinder models on the other hand have firmed in price and today are often more expensive than a six-cylinder car of the same year," he said.

A study of the most recent dealers' guide shows this clearly.

A 1976 Ford Falcon XC automatic is priced at \$2,800, while a Datsun 180B of the same year costs \$4,200 and a 1976 Toyota Corolla SE automatic \$4,350.

As Mr Vagg says: "You can buy an awful lot of petrol with a saving of that magnitude."

In fact the \$1,400 difference between the Falcon and the Datsun would buy 3,985 litres of super at today's prices. Assuming your Falcon gets 14.1 litres per 100 kilometres (20 mpg), that's enough for 28,350 km (or 17,500 miles) of motoring.

And the real fuel consumption of any car is determined as much by the way a car is driven as its engineering efficiency, weight and size.

Mr Michael Wilson, of the Australian Automobile Association, agreed that the smooth driving-for-economy style could narrow the gap considerably between the fuel consumption figures of the owner of a small V8 and a two-litre four.

"There is something to be said, too, for the fact that larger capacity engines don't work as hard to give the same performance as a little engine. The big slow revving six or V8, while pulling a heavier body, can still give fairly good fuel figures," he said.

My own road test fuel checks marry closely with figures obtained by Wheels magazine and the NRMA Open Road and others.

The average fuel consumption of the five most popular manual two-litre cars - the Chrysler Sigma, Datsun 200B, Toyota Corona, Holden Sunbird and Ford Cortina - equals 11.3 litres per 100 km, or 24.9 mpg. Individual figures ranged from a high of 10 litres per 100 km (28 mpg) returned by the Corona to a low of 14.8 litres per 100 km (19 mpg) returned by the heavy-bodied Sunbird.

The average fuel

consumption of four or the most popular automatic six-cylinder family cars - a 3.3-litre Commodore, 3.3-litre HZ Kingswood, 4.1-litre XD Falcon and a 4.3-litre Chrysler Valiant - was 13.3 litres per 100 km, or 20.1 mpg. It ranged from the low of the Kingswood at 16.3 litres per 100 km (17.3 mpg) to the high of the Valiant fitted with the computerised 'electronic lean burn' system of 12.8 litres per 100 km, or 22 mpg.

And just recently, without trying too hard, I managed to get 16.1 litres per 100 km, or 17.5 mpg, out of a five-litre V8 Holden Statesman SL/E.

As the managing director of GM-H, Mr Chuck Chapman, has often said: "If the only object of our business was to build fuel-efficient cars, we would all start making VW Golf diesels tomorrow. But people dictate our business and they come in all shapes and sizes and want all sorts of things from their cars. That's why we make a variety of types."

But Mr Wilson of the AAA claims one of the problems is that there are not enough fuel-efficient cars sold in Australia. Only a handful, mostly imports, can, he says, in the hands of any driver, consistently get better than 9.4 litres per 100 km, or 30 mpg.

"Local car makers don't make small fuel-efficient cars, and until our import quota system is abolished there will be few of the remarkably fuel-efficient, small-engined cars currently being developed and sold overseas available here."

Those that are, are more often than not, too small for the family man, such as the Mini Moke and the soon-to-be-released three-cylinder 1,000cc Daihatsu Charade, or too expensive like the VW Golf Diesel. These three are all capable of 7 litres per 100 km (40 mpg) or better.

In the meantime buyers of new and used cars in Australia, if fuel economy is their prime requirement, should weigh the pros and cons more rationally before making their choice.

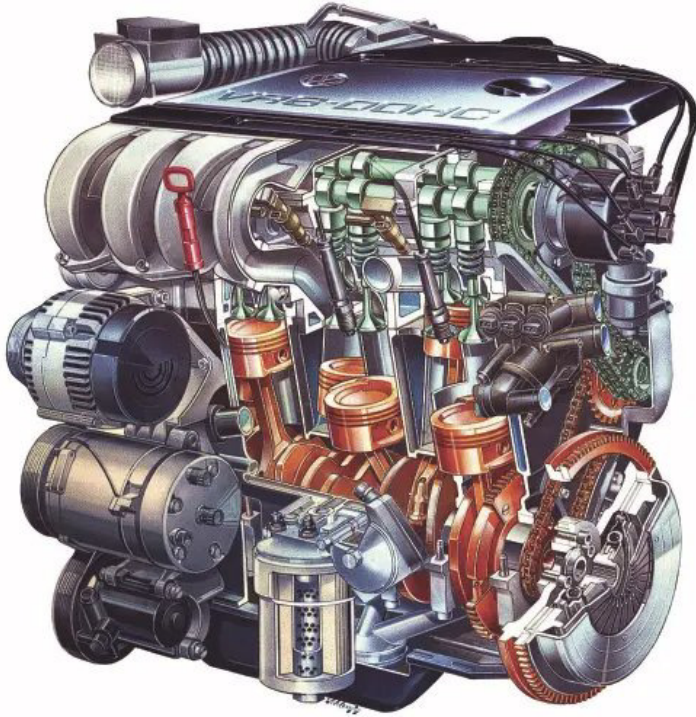
Scan old road tests to see what figures have been returned by the various makes under consideration. Then check out their interior dimensions to see which one is most suitable for carrying the whole family.

And perhaps most importantly, learn to drive for economy. It's a simple matter of slowing down overall, being more observant, looking forward to avoid stops wherever possible and being gentle with the throttle at all times.

David Robertson
Motoring Editor



Chrysler's dated Valiant uses space-age technology to be the most frugal six.



The Volkswagen VR6.

Volkswagen's Verkürzt Reihenmotor ('shortened in-line engine') quietly ended production in December 2024. VW comms director Andreas Schleith confirmed the end of the line for the engine better known to friends and fans as the VR6, which survived a 33-year lifespan powering millions of commuter cars, enthusiast hot hatches, powerful SUVs, and even delivery vans.

'Vee' engines have been around a long time. The very first was a two-cylinder V-twin built by Wilhelm Maybach in 1889 for one of Gottlieb Daimler's earliest vehicles. The first V8 followed in 1903, an Antoinette engine built for aeroplanes and power boats, and likewise the first V12 in 1904 by Putney in England, used in racing boats. The 1910 De Dion-Bouton was the first production car with a V8, although Rolls Royce had made some prototype V8 cars in 1905. The 1914 Cadillac 'L-Head' V* was the first mass-produced V8. The 1915 Packard Twin Six and the 1915 National were the first production cars to use a V12.

V8 engines normally have their two banks of cylinders set apart at a 90-degree V-angle, which is the point of greatest internal balance. V12 engines have balance points at 60, 120 and 180 degrees, but almost all V12s use a 60 degree angle. The famous Porsche 917 flat 12 was actually a 180-degree V12 as it used shared crank pins (like a 60-deg V12) and is thus not a true boxer engine layout.

The first V6 engine was built in Germany in 1908 as a generator for petrol-electric railway engines. However V6 engines suffer greater imbalance and vibration issues than V8s or V12s, due to the odd number of cylinders in each bank. Aircraft makers avoided them, and most V6s were initially used only in boats and outboard motors where some vibration was acceptable. It wasn't until 1950 that Lancia built the first V6 automobile, the Lancia Aurelia.

V6 engines have their best balance with a 60 degree vee, but some makers have also made 90 degree V6s (usually American makers using a V8 as the basis), and 120 degrees.

Others have tried 45, 54, 65, 72, 75 and 80 degree vees. Imbalance vibrations are reduced by the use of split crank pins, harmonic dampers and counter-rotating balance shafts. The result is that most modern V6s combine the smoothness of an inline-six with the power of a more typical 60-degree V6, all in a package more similar in size to a standard inline-four. As a result, V6 engines have mostly replaced in-line 6 engines in production today.

By the late 1980s Volkswagen was looking to update the popular Scirocco coupe with a new more powerful up-market model, the Corrado. VW needed a more powerful engine than the G60 and 16V fours used in the Scirocco, but still had to fit the confined engine bay and in a transverse engine layout - ruling out a normal 60-degree V6.

So following the lead set by Lancia with their 1930s narrow-angle V4 and V8 engines, VW designed a 15-degree narrow-angle V6 engine. Imagine taking two in-line 3-cylinder engines (chop one cylinder off a Golf engine), and making them into a vee just 15 degrees apart. The cylinders will be staggered and 'overlap', allowing the engine to use one large cylinder head across both banks, rather than two separate cylinder heads.

The result was an engine barely larger than an in-line four but with 50 per cent more volume. And the single cylinder head contains the entire valve-train and requires only two cams for either a 12-valve or 24-valve engine.



All of the above means more power, less weight, and - most critically - less cost, hence why a company as obsessed with penny pinching as Volkswagen adopted this unique layout. But Volkswagen still needed to solve a few challenges that the VR6 creates, and doing so would eventually transition what started as an economy of scale into a burgeoning enthusiast favourite.

Unequal length intake and exhaust runners, exhaust routing, and an unusual 1-5-3-6-2-4 firing order - the latter to maintain the optimal rotating assembly balance - all lend a unique character to the narrow-angle engine. The VR6 first appeared in the 1991 Corrado coupe, and also the 1991 B3 Passat. Initially the 12-valve engine was 2.8-litres (128 kW) for the Passat, or 2.9-litres (140 kW) for the Corrado and Passat Syncro. Usage soon spread to the Mk3 Golf, Vento (Jetta), Sharan people mover and Transporter (Caravelle and Multivan).

In 1997 VW released the VR5 version, which basically removed one cylinder. This was to create an even more compact engine with the power of an Audi in-line 5, but with the dimensions smaller than an in-line 4. The 2.3-litre VR5 was used in the Mk4 Golf, Bora, New Beetle and B5 Passat in various markets and were made up to 2006, replaced by cheaper and more efficient four-cylinder TSI turbo engines.

Meanwhile the VR6 continued its development. A 24-valve version (4 valves per cylinder) appeared in 2000, still using just two camshafts. This engine produced 150 kW and replaced the 12-valve engine in most markets. In 2001 the 24v engine was enlarged to 3.2-litres and was produced in several levels of tune, depending on the model. It powered the limited edition New Beetle RSI (165 kW); the Mk4 Golf R32 (177 kW) and the Audi A3 and TT (184 kW).

In 2005 the engine was enlarged again, this time to 3.6 litres, and was fitted with direct petrol injection for the first time. It had a redesigned engine block, with the vee angle narrowed to just 10.6 degrees. It was produced in two versions of tune, 184 kW and 206 kW. In 2008 a further uprated 3.6-litre version was used in the B6 Passat R36. These engines were also used in the VW CC, Phaeton, Touareg, Audi Q6 and Q7 and Porsche Cayenne.

As much as the VW tuning crowd appreciated the VR6 engine, though, VW boss Ferdinand Piëch took the engine further - and a number of his more infamous VR6-based creations will undoubtedly go down in automotive history. This was the line of 'W' engines - essentially taking two VR6 engines and marrying them together in a wider 72-degree vee on a common crankshaft, resulting in an engine with four banks of cylinders.

The resulting 6-litre W12 engine (with twin turbochargers) was first seen in the Ferrari-like 1997 VW W12 Syncro Coupe, 1998 W12 Roadster and 2001 W12 Nardo concept cars. In February 2002 the W12 Coupé took the world record for all speed classes over 24 hours at the Nardò Ring at Lecce in Italy, covering a distance of 7,740.576 kilometres at an average speed of 322.891 km/h. This record still stands.

The first production car to use the 331 kW naturally-aspirated W12 engine was the 2001 Audi A8. Other Group cars to use the W12 engine have been the VW Touareg W12 and VW Phaeton W12 and, with twin turbochargers, the Bentley Continental GT coupe and Flying Spur 4-door saloon (412 kW standard model, 449 kW 'Speed' model, and 522 kW 'Supersports' model). Production of the W12 engine ended in mid-2024, replaced by the new twin-turbo V8 High Performance Hybrid system (575 kW).

Another W engine was the VW W8 engine, which was basically two VR4 engines in a wider vee - or a W12 with the end four cylinders removed. It appeared in the facelifted B5 Passat in 2001. The 4-litre W8 produced 202 kW - less power than equivalent conventional V8s, but considerably smoother. However sales of the Passat W8 were poor, and the high costs saw the engine discontinued in 2004.

The most extreme example of VR6 development was the W16 engine, created by merging two VR8 engines in a wider vee. This engine displaced 8 litres and initially produced 736 kW. It was first seen in the 1999 Bentley Hunaudieres and 2000 Audi Rosemeyer concept cars, and went into production in 2005 in the Bugatti Veyron. With four turbochargers, it produced 736 kW and later upgraded to

882 kW for the Veyron Super Sport. For the new Chiron in 2016, the W16 now produced 1103 kW for the standard versions and 1177 kW for the Super Sport. Production of the Chiron, and the W16, ended in 2024.

According to urban legend, the whole reason Volkswagen acquired Bugatti back in 1998 was to bring a sketch to life: Piëch had made a drawing on an envelope of three VR6s combined into an 8.4-litre naturally-aspirated W18, and wanted it to power the original Veyron prototype. This would have been a 'true' W engine layout - one centre VR6 engine bank, and one on either side making a three-block double vee. This was the layout used in a number of 1920s aircraft engines such as the 24-litre 600 bhp Napier Lion, which had three banks of four in-line cylinders. Exorbitant costs made Piëch's W18 unfeasible.



Eventually the new generations of efficient VW four-cylinder direct injection turbo FSI and TSI engines appeared, producing more power than the VR6 engine in a smaller and lighter package. They began to replace the VR6 engine across the range - the last Golf VR6 was made in 2008; the last Phaeton VR6 in 2016 and the last Passat, Touareg and Porsche Cayenne VR6 in 2018.

By 2020 the only remaining vehicles to still use the VR6 engine were the US-built VW Atlas and its Chinese equivalent the VW Teramont; the Chinese VW Talagon, and the Chinese Audi Q6. All of them would end in 2024, when production of the much loved VR6 engine came to an end. These models continue on with modern VW turbo four cylinder engines.

VW VR6 models are sure to be collectors' items in future. Keep your eye out for a great condition Mk3 Golf VR6, a Mk4 Golf R32 or a Passat R36 (sedan or wagon) to add to your collection. Even a Passat W8, probably the rarest and most collectable of all modern VWs.

The end of the road always arrives at some point, though, and after nearly 1.87 million engines built over more than three decades, the VR6 may be gone but certainly never forgotten.

Kris Clewell



come as a surprise. He was involved in some of the wildest and most advanced projects at the Volkswagen Group and Porsche, including the Audi Quattro, the Volkswagen Phaeton and the Bugatti Veyron.

Piëch was appointed Head of Development at Porsche in 1968, and the 908 endurance race car made its racing debut that same year, powered by a new, 3.0-litre air-cooled flat-eight that was initially tuned to develop about 350 horsepower at a screaming 8,400 rpm. On the road-car side of the company, the 914 landed in 1969 to replace the flat-four-powered, 911-based 912 at the bottom of the range. The model was developed jointly by Volkswagen and Porsche, which were separate companies at the time, and buyers could initially choose a flat-four engine

Porsche 914/S.

It took a while for the 1969-76 VW-Porsche 914 to earn respect on the collector's market, given that it wasn't a huge sales success at the time. Just on 116,000 were sold in 7 years. The Volkswagen 411-derived air-cooled flat-four that powered most of the production run certainly didn't help things. The VW 'Type 4' engine started at 1.7 litres (80 bhp), and was increased to 1.8 litres (86 bhp) in 1974. A 2.0-litre version (101 bhp) had been offered the year before.

Porsche offered a flat-six for their model, the Porsche 914/6, which used a slightly detuned 2.0-litre (110 bhp) version of the engine from the 911T. Only 3,300 were built, but Porsche did build a few higher-performance prototypes. The 914/6 GT was built solely for racing, with high performance suspension and brakes, flared fibreglass bodywork and worked 2.0-litre Carrera engine that produced 210 bhp. Similarly, a short run of just 11 prototypes of the Porsche 916 were built - similar to the 914/6 but with flared steel guards and a fixed roof. It could also be had with either the 2.4-litre from the 911S, or the 2.7-litre from the Carrera.

In 1969 Porsche built two more even more powerful variants, which remained at the prototype stage. The experimental Porsche 914/8, as it was commonly called, or 914/S by the maker, benefited from a 908 race-car sourced flat-eight engine.

Seeing the name "Ferdinand Piëch" appear in a story about an obscure, performance-oriented prototype shouldn't

sourced from the former or a flat-six built by the latter.

Precisely who came up with the idea of stuffing the 908's engine into the 914 is largely lost to history, but it might not be a coincidence that the first example built was given to Piëch as a test car. The monster engine was mounted ahead of the rear axle, fuel-injected, but detuned to a more tame 300-horsepower output, which was still enough for a 250 km/h top speed. It spun the rear wheels via a five-speed manual gearbox.



At first glance, the 914/S looked pretty much like a 914. The list of visual changes included an air intake for the engine oil cooler added to the front bumper, dual pop-up headlights that were wider than the regular car's, flared wheel arches, and a fuel cap relocated to below the windshield. It was a different story under the body, where the S rode on a redesigned suspension system with specific shocks and titanium coil springs. Additional switches on the centre console revealed the roadster's experimental nature.

Porsche later built a second 914 S and gifted it to Ferry Porsche, the son of Porsche founder Ferdinand Porsche, on his 60th birthday in 1969. That car used carburetors instead of fuel injection, which lowered the engine's output to about 260 horsepower, and it was somewhat surprisingly registered for road use. In spite of the drop in power, Porsche claims that the second 914 S had the same top speed as the first.

Even with 260 horsepower, the 914/S would have stood out as the most powerful road-going Porsche of its era had it seen the light that awaits at the end of a production line.





The high-power 911s released in the 1970s wouldn't have matched the 914/S.

The vaunted 911 Carrera RS 2.7 launched in 1973 had 210 horsepower, while it took the later Turbo 911s to surpass the naturally-aspirated 914/S. The original 1975 3.0-litre Porsche 930 turbo produced 260 bhp, and the 1978 model with the 3.3-litre engine and intercooler produced 300 bhp.

Relatively light, well-balanced, and powerful, the 914/S must have been one hell of a car to take on a fast-paced drive. It remained at the prototype stage, however, and Porsche canned the project after only two were built. The company explains that some of the lessons its engineers learned while figuring out how to build a quicker 914 were later applied to the 916, though that project was ultimately cancelled as well.

Ronan Glon



Revolutionary VW models in Australia soon.

The Sydney Morning Herald, Thursday 2 February 1967

Melbourne, Wednesday. - For the first time in Australia the Volkswagen organisation will market a car with the engine at the front.

The car is the German-built Audi, which has front-wheel drive and will sell for \$3,300 to \$3,700.



And the engine of the Audi is not only at the front but is water-cooled as well.

The Audi is built by the Auto Union works in Ingolstadt, West Germany, which are now totally owned by the Volkswagen organisation.

All versions of the Audi sold here will have disc brakes on the front wheels. They will be fully imported.

The Audi is one of a range of new vehicles which VW Australasia is introducing to boost lagging sales.

Among the others will be a locally-designed 'go anywhere' rear-engined vehicle which has not yet been officially named but is currently called a 'country buggy.'

The buggy, which bears a slight resemblance to the German scout car of World War II, can clamber over rough country and has in-built float chambers so it can double as a boat.

The company hopes to market the buggy overseas as well as in Australia.



AUDI — VIGOROUS PERFORMER WITH LUXURY LOOK



Sun-roof adds a further touch of class.

Audi 100GL - Functional elegance.

The Sydney Morning Herald, Monday 29 April 1974

Possibly because it is not imported in large numbers and perhaps because it is not vigorously promoted, the Audi 100GL has tended to be overlooked in the growing medium-luxury car field.

That is a pity, for if more buyers knew more about it, the Audi could easily become a top seller.

In initial cost and running expenses, it comes out ahead of most of its competitors.

The 100GL is the top-of-the-line model from Germany's Audi-NSU-Auto Union, the company taken under the wing of the giant Volkswagen organisation a few years ago.

Advanced engineering principles employed by Audi-NSU have had a profound influence on VW and have led to the introduction of several 'new generation' models, including the recently released Passat.

The exterior of the Audi 100GL has a functional elegance that is typical of quality-built European saloons.

The car is set off by rounded, moulded wheel trims and large glass areas.

Under the bonnet is a four-cylinder engine of 1871cc, inclined at a 40-degree angle. It delivers a punchy 129 bhp (96 kW) at 5600rpm, through a three-speed automatic transmission which drives the front wheels.

The engine is a quiet and vigorous performer which revs willingly and

pulls strongly.

The transmission, with its stubby, console-moured lever, is inclined to be a little jerky in operation, particularly at slower speeds where it tends to jump, undecided between top and second.

The kick-down control is quick and decisive and provides on-tap bursts of speed for overtaking.

Inside, the Audi is tidily and expensively furnished and the finish is of a high standard.

Passengers and driver are comfortable in the fully adjustable front bucket seats and contoured rear bench with its pull-down centre arm rest.

Seats are covered in attractive soft cord material and are firmly sprung and well-shaped to give good support to the

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back and thighs.

The rest of the cabin is opulently furnished with safety padded panels on the doors, thick carpet on the floor and wood veneer on the dashboard and its surrounds.

Built-in arm-rests and useful map pockets are fitted in the doors. A large drop-down glovebox, a wide rear parcel shelf and a small oddments tray on the driver's side give carrying space beyond the vast amount provided by the carpeted, flat-floor boot.

The driving position is reasonably good. Smaller drivers will find, however, that the seat is set rather low, so that the large steering wheel interferes slightly with forward vision.

Main instruments are housed directly before the driver in a square hooded panel.

Rocker switches on the fascia and stalks on either side of the steering column give finger-tip control of windscreen washer/wipers, trafficators and headlamp flasher.

The suspension is firm enough to prevent harshness on uneven surfaces yet provides a 'limousine' ride on good bitumen.

The power-assisted disc-drum braking system pulls the car smoothly to a stop without rear-wheel lock-up, time after time without noticeable fade, and with only a marginal increase in brake pedal pressure after 10 stops from 60 mph (97 km/h).

Steering is light and precise and the car's suspension is such that it is sometimes difficult to believe that you are driving a front-wheel-drive vehicle.

Road adhesion and cornering ability are excellent.

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DETAILS AT A GLANCE

PRICE \$7,599 (before registration, including options).

ENGINE: Front-mounted, four-cylinder, in-line, water-cooled unit of 1871cc, developing maximum 129 bhp at 5600 rpm and maximum 117.9 ft/lb (16.3 mkg) torque at 3500 rpm. Bore 84.0mm, stroke 84.4mm, compression ratio 9.7 to 1. Single downdraught two-stage carburettor with idle air control and automatic choke.

TRANSMISSION: Three-speed automatic with floor console mounted shift and torque converter driving front wheels.

BRAKES: Front discs of 11.5in (291mm) and rear drums with servo assistance and dual circuit with pressure governor to rear wheels.

SUSPENSION: Front: Two longitudinal wishbones with high mounted coil springs and telescopic shock absorbers plus transverse stabiliser bar. Rear: Torsion crank axle with coil spring struts and stabilisers plus panhard rod and double acting telescopic shock absorbers.

STEERING: Rack and pinion type with spiral gearing. Turning circle 36.8ft (11.2m).

DIMENSIONS: Overall length 15ft 2in (4.625m), width 5ft 8.07in (1.729m), height 4ft 8.1in (1.425m), Wheelbase 105.3in (2.675m). Track, front 55.91in (1.420m), rear 56.1in (1.425m). Ground clearance 7.7in (195mm). Kerb weight 2,469lb (1,120 kilos). Fuel tank capacity 12.8 gallons (58 litres). Wheels 4JJ x 14H2, tyres 165SR14 radials.

At normal road speeds the car feels fairly neutral in its handling. It is only at higher speed that the front end begins to slip away in a mild understeer through corner.

On the open highway the car will cruise comfortably at between 80 and 90 mph (129 - 145 km/h) with the engine only a muted hum up front. At lower speeds, about 75 mph (121 km/h), the engine makes its presence felt through an exhaust boom, but that passes as the speed rises.

In gear the car will reach speeds of 44 mph (71 km/h) in first and 70 (113 km/h) in second. Top speed is 104 mph (167 km/h).

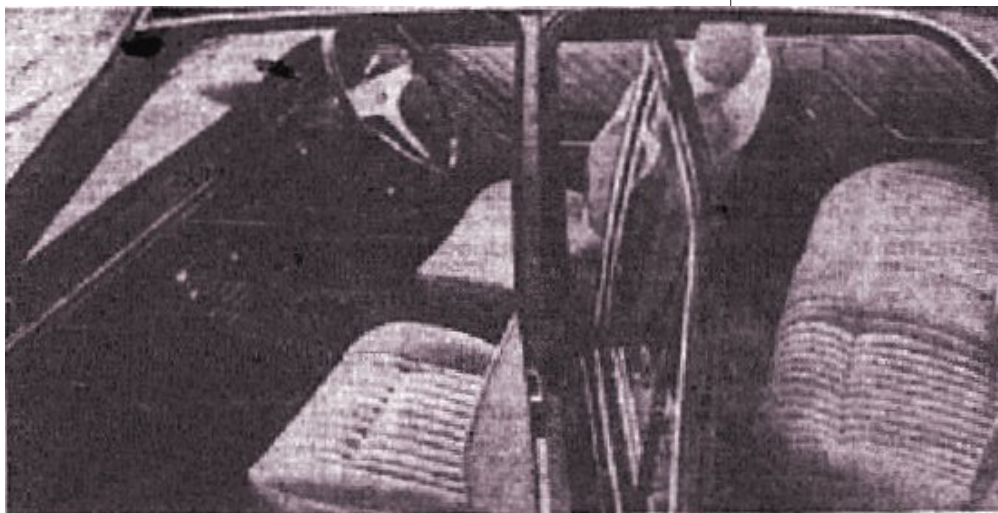
The Audi is a quality product, excellently furnished and equipped with distinctive good looks that will stand the test of time.

On test it returned 28 mpg (10.0 L/100 km), giving its 12.8 gallon (58-litre) fuel tank a range of just over 350 miles (560 km) for a refuel charge of about \$7.20.

Volkswagen Australia, which has built up a solid back-up service organisation, offers a six months or 6,000-mile (9,600 km) parts and labour warranty.

A fully comprehensive NRMA insurance policy for a metropolitan owner over 25, using the car privately and paying cash for it, would cost \$336.85 full rate or, with full 60 per cent no-claim bonus, \$137.15. The same policy if the car is being bought on hire-purchase or is being leased, would cost \$422.85 full rate, or \$171.55 with full bonuses. All figures include stamp duty.

Barry Seton



Interior is expensively, comfortably furnished.



20 Ways to Save Gas This Summer.

Popular Mechanics, July 2012

For every penny that gas prices go up, Americans spend \$1.25 billion more per year at the pump. No one wants to waste that kind of money. So unless you're hauling the whole ball team, it's time to unload the old Chevy Suburban. And you, Honda Element fella, stop smirking: You're getting only 20 mpg - and driving something even less aerodynamic.

Ignore the bad press from the 'Dieselgate' scandal and try a Volkswagen TDI - Golf, Jetta or Passat. The turbo diesel gets better mileage than any petrol car and almost all hybrids, and no range anxiety you get with electrics. And they drive better too.

If you're driving something that gets reasonable fuel economy, drive it reasonably. When entering a highway, accelerate to 100 km/h at about double your car's best 0-100 time. That is, not lead-foot quick, but not snail slow either. As Popular Mechanics proved in a battery of tests, this puts the car in its more efficient top gear quicker than the smug hyper miler crawling up to speed ... in the right lane.

Coasting in gear - the same tests showed that rolling in neutral requires a trickle of gas to keep the engine running but in-gear coasting does not, as the engine is ticking over slightly faster. And that if you anticipate traffic lights and don't come to a complete stop, you can boost your economy by as much as 50 per cent.

A warm engine is more efficient, so string errands together by driving to the farthest destination first, which will get the block heated up, then work your way home.

When it's warm out, keep cool by opening the windows, enjoying the breeze, and turning off the gas-draining A/C. At highway speeds, however, our tests showed windows-down driving creates drag. So at 100 km/h or faster, roll up the windows and turn on the A/C.

Notice to hoarders: You don't need to always lug around a case of oil, a bag of sand, or that box of antique tools you got at the garage sale, right? So empty your boot - the less weight, the better your mileage. Pickup drivers - remove the 120 kg toolbox from the bed. And while you're at it, close the

tailgate to create a drag-reducing air bubble. MythBusters increased the overall range of a full tank by 50 km using this technique.

The show also proved that a right-turn-only route (left-hand turns only for Australia) increases fuel economy by 3 per cent, because idling (at traffic lights, for instance) wastes fuel.

For that same reason, avoid traffic pinch points. Driving at speed is more fuel efficient than creeping along in low gear. And if you're not regularly carrying a bike or a kayak on that roof rack, reduce drag by sliding off the crossbars or at least sliding the crossbars all the way back (making a single wing).

At the pump, avoid gas rated E10 - 'E' is for ethanol, which has about 30 per cent less energy than gasoline and kills your economy. It also absorbs water from the air and will rust

your classic car's steel fuel tank. It also makes carb engines run lean, unless you install bigger jets. Modern Volkswagens demand at least 95-octane petrol, and sometimes 98, so buy the best petrol you can find. Check the label on the inside of your VW's fuel flap for the factory recommendation.

While at the filling station, inflate your tyres properly and check them for uneven wear, which works against you. Stickier, wider performance tyres also increase road friction and sap mileage. So steer clear of tyres meant for race cars, and switch to eco-focused tyres, which reduce rolling resistance.

Get regular servicing and tune-ups; a smooth-running engine is more efficient.

Finally, don't overlook the obvious: Nothing saves gas like not driving at all. Ride your bicycle to fetch that litre of milk and loaf of bread, especially if the shop is just a kilometre or two away.

Michael Frank

Spring cleaning your car.

The Sydney Morning Herald, Monday 14 December 1972

With the warm summer holidays looming large, this is a good time to give your car a thorough clean.

The job will not only enhance the appearance of your car but will do much to increase its resale value.

But be warned - it's a full weekend's work.

Three areas need cleaning. First the interior, then the engine, and finally the body.

Interior

The seats and interior trim of most cars are made of a PVC material with either fitted carpets or rubber mats on the floor.

Most front seats can be completely removed by sliding them forward on their runners. The back seat cushion can usually be lifted out, too.

If the carpets can be removed, take them out. A

household vacuum cleaner can be used - but it is not really powerful enough to remove the type of grit, gravel and sand that is often ingrained into car carpets.

Many car-wash places have industrial vacuum cleaners that can be used for a small charge. They will do a much more efficient job.

While the carpets are out you will be able to see if there is any sign of dampness on the underfelt. If there is, remove the felt and treat the floor pan - once it has dried out - with under-body sealant.

Wash the rubber mats in hot soapy water and use ordinary carpet shampoo on the carpets.

Grit and dirt on the seat runners should be removed and a light smear of grease applied to the runners.

The PVC upholstery can be cleaned using aerosol or liquid proprietary cleaners available from most service stations or accessory shops for around \$2.

Do a small piece at a time and try to avoid streaks through overlapping. Don't use a brush with stiff bristles as this can damage the seat surface.

Methylated spirit on a soft cloth will remove the thin layer of tar and dirt that builds up on windows and a chamois leather will bring up a sparkling finish.

Before leaving the passenger compartment clean the glove-box - you'll be amazed at the things you find in its murky depths.

Engine

A set of overalls or your oldest coat and trousers will come in handy for the next stage - under the bonnet.

Begin by removing the battery and covering the fuse-box, dynamo, distributor, regulator and starter solenoid with polythene bags. These can be held in place by elastic bands.

Engine degreasers are available in liquid or aerosol form. The sprays are convenient because the pressure drives the foam into inaccessible places. But they are more expensive.

Paint brushes should be used to apply the liquid type. Make sure the car is parked where the dropping grease and dirt can do least damage.

Don't apply the cleaners while the engine is hot. Allow about 10 minutes for the cleaner to do its job then wash it off using an old cloth or sponge and the garden hose.

Use a weak ammonia solution on the battery tray. This will neutralise any acid that might have escaped from the battery cells.

Clear any deposits that have built up around the battery terminals and apply a light smear of petroleum jelly to them before replacing the battery.

After everything is dry it isn't a bad idea to spray all electrical components with ignition water-proofer.

Before slamming down the bonnet, lightly oil the carburettor linkages, bonnet release catch and bonnet hinges.

Bodywork

For the next stage it is an idea to rope in a few friends because proper cleaning and polishing of the bodywork is tiring, arm-breaking work.

No matter how resistant modern nitrocellulose and acrylic lacquer finishes are, in time their brilliance will



become dulled by the ravages of sunlight and polluted atmosphere.

Shampoos and polishes help but cannot eliminate the problem.

Panel beaters use cutting-down cleaners to remove a thin film of paint from the surface of a car. But these should be used only rarely and by skilled hands.

There are milder chemical cleaners on the market that will do a similar job. One of the best for big jobs, such as we are contemplating, is plain white spirit.

Before starting give the car a good wash, preferably with a hose-fed brush. Start from the bottom and work towards the roof. A good hosing down under the wheel arches will remove the winter's build-up of mud.

After the car is washed make an inspection of the body for stone-chips. A touch-up paint - either brush and can or aerosol - is available for virtually every car paint colour. They are very easy to use.

The white spirit should be applied methodically. Split the body into sections, starting at the front and working back. Make sure every bit of old polish is removed.

Before starting with the new polish make sure the car has not been standing in the sun.

Applying polish to hot painted surfaces causes streaking and could even stain the paint.

Have plenty of clean cloths and again split the car into sections. Apply the polish over small sections at a time, turning the cloth frequently.

The easy way

If the idea of two solid days' hard work on your car does not appeal to you there are a few firms in Sydney who will do the work for you . . . but at a cost.

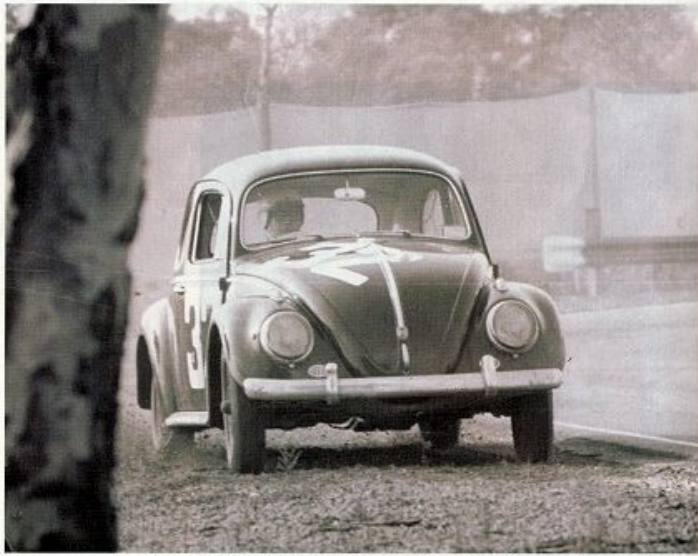
The biggest of these when asked for a quote on the amount of work outlined in this article, was unable to break the figure down. But they charge \$25 to do a 'car detail' which involves about the same amount of work.

The professionals add a few embellishments, such as spraying silicone-based solutions onto the cleaned engine block, to prevent further build-up of grease, and spraying a special plastic on PVC to keep out the dust.

The \$25 charge includes insurance while the car is being cleaned and the company undertakes to pick up and deliver the car to your door. The job takes about seven and a half hours.

Oscar's Scrapbook.

Vale Allan Moffat (1939-2025)



At the wheel of the 'works' VW Beetle—all four wheels off the track but with the power still fully applied.

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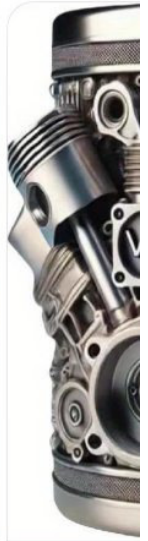
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Old Sydney Album · [Join](#)

Karan Singh · April 23, 2025 · 

SYDNEY STADIUM c1964

SYDNEY STADIUM (1908-1973)

The site of the iconic Sydney venue which was demolished 52 years ago to construct the Eastern Suburbs Railway Line. The stadium was built in 1908 on the site of a former Chinese market garden that was leased by boxing promoter Hugh Donald Macintosh as a venue for sporting events. It hosted the biggest sporting event in Australia's history up till then, where over 20,000 crammed in the stadium on 26 December 1908 to see Tommy Burns fight the African-American Jack Johnson. Colorised Photo courtesy-StateLibraryOfNSW



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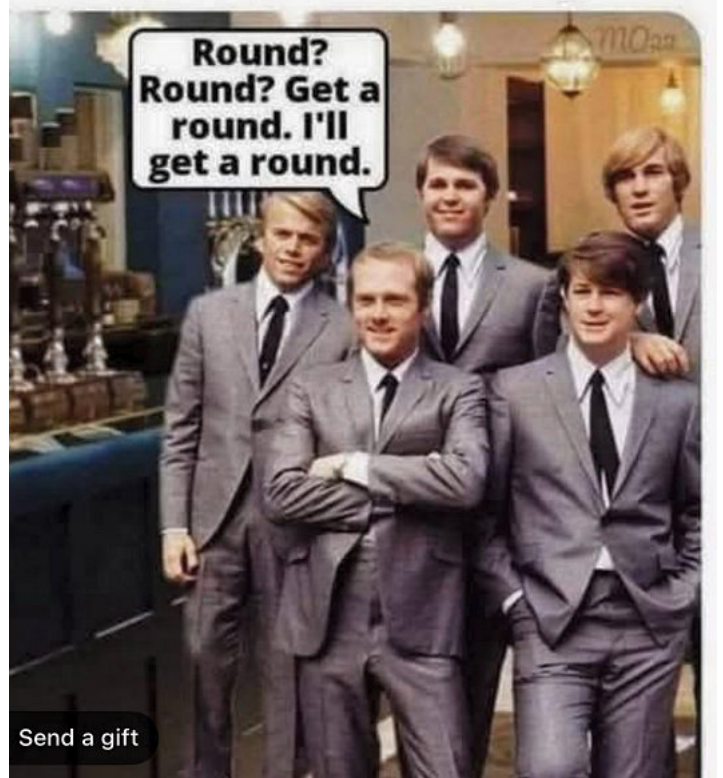
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Wouldn't it be nice
to go to the pub
with The Beach Boys:





The late news.

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

Two fortune tellers were discussing the weather yesterday. The first one said 'You know, it's going to be a very hot summer next year.' Yes, the other agreed, 'It reminds me of the summer of 2086.'

A bikie walked into a Lakemba pub last night, clenching his fists and carrying a set of jumper leads. The barman said 'Hey buddy, don't you go starting anything in here.'

The highest marks in year's HSC were achieved by a Kirrawee student named Giselle Gateau. She said the exams were a piece of cake.

There was tragedy in the Lucas Heights tavern yesterday when two chemists walked in. The first chemist said, 'I'll have a glass of H₂O.' A second chemist said, 'I'll have a glass of H₂O too.' The second chemist died.

The Pharmaceutical Association has reported that sales of haemorrhoid cream have drastically reduced this year. The bottom has fallen out of the market.

Phil Gould has been cleaning out his garage. Without any hesitation he threw out his collection of baseball cards, including one of the famous 'Babe.' He's ruthless.

Josh Hadsworth, the CEO of Krispy Kreme doughnuts, has decided to step down from the role. He said he was sick of the hole business.

The Wiggles have been invited to appear on the next series of Dancing With The Stars. Captain Feathersword was also invited, but Henry the Octopus was rejected. Judges said he has four left feet.

Federal Minister for Trade, Senator Don Farrell, said today he had no problem whatever with genetically modified foods. Why just last night, he said, he had eaten a lovely leg of salmon.

A woman was arrested in Vaucluse today after slapping her clairvoyant, who had laughed while reading her fortune. She was charged with striking a happy medium.

CSIRO scientist Dr Gavin Boemear said everyone had laughed when he first said he would discover the secret of invisibility. They told him it could never be done. Well, he said, just look at me now.

Radio host Ray Hadley went into Raben Footware yesterday to buy some Doc Martin boots. He tried them on and walked about a bit. He asked the assistant why they were so comfortable. She said 'air sole.' Hadley replied 'Yeah f#@k you too.'

A new department store opened in Sydney today, called 'Moderation.' They have everything there.

One of the Melbourne Cup starters was scratched yesterday when the jockey suffered from diarrhoea. He hit the ground running.

82-year old Alma Spratt had a break-in at her apartment in the Sunset Retirement Village in Caringbah yesterday. Thieves stole all her antidepressant tablets. She said 'Well I hope they're happy now.'

The Invocare Funeral business this week revealed a new range of coffins made from glass. When asked if these would be a success, a spokesman commented 'Remains to be seen.'

Managers of the West Sydney Traffic Control initially refused to believe reports that their most senior controller had been stealing from the company. But when police went to his house, all the signs were there.

Sport. At Rosehill today a jockey was hit by a turkey, a tin of salmon, boxes of chocolates and mixed nuts and a Christmas pudding as he passed the fourth furlong. He complained to stewards that he'd been hampered.

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

If you really care
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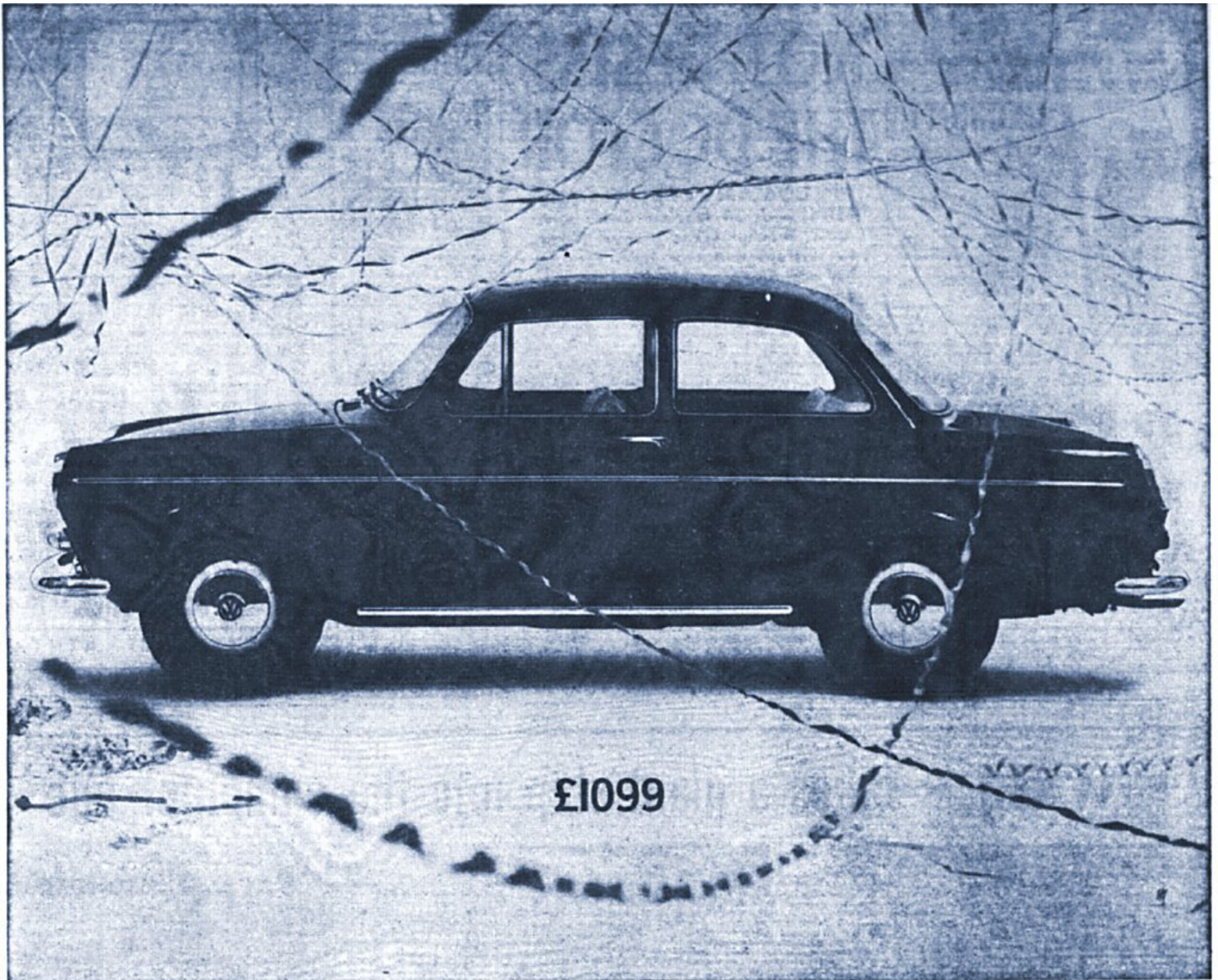


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