

# Zeitschrift



Australia Day 2026 at Glenbrook.

## February 2026

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Australia Day Glenbrook  
1974 Audi Fox  
Family Road Trip  
More Ash articles

Cars Under the Stars  
VW Transporters  
Bad Drivers  
Plus lots more...



The Legend Never Dies

## Club VeeDub Sydney.

[www.clubvw.org.au](http://www.clubvw.org.au)

A member of the NSW Council of Motor Clubs.  
Affiliated with Motorsport Australia (CAMS).



# Club VeeDub Sydney Committee 2025-26.

|                                |                                                                              |                   |
|--------------------------------|------------------------------------------------------------------------------|-------------------|
| <b>President:</b>              | Danny Haynes                                                                 | 0414 797 010      |
|                                | <a href="mailto:president@clubvw.org.au">president@clubvw.org.au</a>         |                   |
| <b>Vice President:</b>         | Lee Woods                                                                    | 0414 952 509      |
|                                | <a href="mailto:vicepresident@clubvw.org.au">vicepresident@clubvw.org.au</a> |                   |
| <b>Membership:</b>             | Mohammad Bamya                                                               | 0450 003 098      |
|                                | <a href="mailto:membership@clubvw.org.au">membership@clubvw.org.au</a>       |                   |
| <b>Treasurer:</b>              | Narelle Taylor                                                               | 0407 904 935      |
|                                | <a href="mailto:treasurer@clubvw.org.au">treasurer@clubvw.org.au</a>         |                   |
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|                                | <a href="mailto:editor@clubvw.org.au">editor@clubvw.org.au</a>               |                   |
| <b>Vintage Registr:</b>        | John Ladomatos                                                               | 0449 236 076      |
| <b>Vintage Assistant:</b>      | Wayne Fenech                                                                 | 0439 133 278      |
|                                | <a href="mailto:vintage@clubvw.org.au">vintage@clubvw.org.au</a>             |                   |
| <b>Social Media:</b>           | Daniel French                                                                | 0414 328 062      |
|                                | <a href="mailto:social@clubvw.org.au">social@clubvw.org.au</a>               |                   |
| <b>Social Events:</b>          | Kylie Rayner                                                                 | 0401 135 381      |
|                                | <a href="mailto:social@clubvw.org.au">social@clubvw.org.au</a>               |                   |
| <b>Webmasters:</b>             | Mohammad Bamya                                                               | 0450 003 098      |
|                                | Phil Matthews                                                                | 0412 786 339      |
| <b>Book and DVD Librarian:</b> | Carl Moll                                                                    | 0417 471 137      |
|                                | <a href="mailto:library@clubvw.org.au">library@clubvw.org.au</a>             |                   |
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|                                | <a href="mailto:tools@clubvw.org.au">tools@clubvw.org.au</a>                 |                   |
| <b>Merchandising:</b>          | Adam Daines                                                                  | 0404 984 648      |
|                                | <a href="mailto:sales@clubvw.org.au">sales@clubvw.org.au</a>                 |                   |
| <b>Assistant Merch:</b>        | Oscar Daines                                                                 |                   |
| <b>Raffle Officer:</b>         | Christine Eaton                                                              | (02) 9520 4914    |
| <b>Motorsport Captain:</b>     | Rudi Frank                                                                   | 0418 442 953      |
|                                | <a href="mailto:motorsport@clubvw.org.au">motorsport@clubvw.org.au</a>       |                   |
| <b>VW Nationals CEO:</b>       | Lee Woods                                                                    | 0414 952 509      |
|                                | <a href="mailto:nationals@clubvw.org.au">nationals@clubvw.org.au</a>         |                   |
| <b>Committee:</b>              | Steve Carter                                                                 | Eddie Flieta      |
|                                | Zelko Jurkovic                                                               | Sandy Benic       |
|                                | Joe Buttigieg                                                                | Wayne Fenech      |
| <b>General Committee:</b>      | Stewart Burke                                                                | Tony Williams     |
|                                | Sam Chalouhi                                                                 | Arthur Margaritis |
|                                | Lee Phillips                                                                 | John Vellis       |

## Canberra Committee.

|                          |                                      |                                                                                  |
|--------------------------|--------------------------------------|----------------------------------------------------------------------------------|
| <b>President:</b>        | Aldred Gonzalez                      | <a href="mailto:clubveedubact@gmail.com">clubveedubact@gmail.com</a> (president) |
| <b>Secretary:</b>        | Aldred Gonzalez                      | <a href="mailto:clubveedubact@gmail.com">clubveedubact@gmail.com</a> (secretary) |
| <b>Treasurer:</b>        | David Cook                           | <a href="mailto:clubveedubact@gmail.com">clubveedubact@gmail.com</a> (treasurer) |
| <b>Registrar:</b>        | Willie Nelson                        | <a href="mailto:clubveedubact@gmail.com">clubveedubact@gmail.com</a> (registrar) |
| <b>Council Rep:</b>      | David Cook                           | <a href="mailto:clubveedubact@gmail.com">clubveedubact@gmail.com</a> (council)   |
| <b>Ordinary Members:</b> | 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 5120  
Greystanes NSW 2145



## Facebook:

[www.facebook.com/ClubVeedubSydney/](https://www.facebook.com/ClubVeedubSydney/)  
[www.facebook.com/groups/ClubVeeDubACTPublic/](https://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](http://www.clubvw.org.au) under the Media - Zeitschrift tag.

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

## We thank our VW Nationals sponsors:

### 37 years.

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

### 30 shows and over.

Aust VW Performance Centre      Shannons Car Insurance  
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See the back page for all 2025 VW Nationals sponsors





**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**

**After expenses proceeds go to Charity**

**Camping at Berry Showground if you wish to make a weekend out of it...**

**Phone Caretaker direct : 0427 605 200**

**Blast enquires:**  
**ph: Allan 0448 062 884**





**It's Time to Dust off Your VWs, It's on Again!  
FLAT FOUR'S Lighthouse to Lighthouse Run.  
Come and Join the FUN, Rain, Hail or Shine!**



**Date: Saturday 7th March 2026**

**Time: Meet from 3:00pm Depart: 3:30pm.**

**Meeting Point: Old Wollongong Lighthouse,  
Flagstaff Hill Park, Wollongong.**

**Finishing: Kiama Light House, Kiama.**

**Afterwards, you can enjoy one of the many Restaurants and Cafe  
Kiama has to offer Or Join a Few of US at Kiama Leagues Club.**

**For more Info. visit [FlatFour](#) on FaceBook  
and/or Phone [Kevin 0417480905](tel:0417480905)**





**The Council of ACT Motor Clubs Inc. presents**

## **WHEELS of Canberra '26**

**An Autumn Show & Shine for all Marques**

**Celebrating: Military & Service Vehicles  
and classic MGs**



In aid of:



**Thoroughbred Park Canberra**



**Sunday 22<sup>nd</sup> March 2026**

**Exhibitor entry 8:00 to 10:00**

**Public Entry 10:00 to 13:30**

Enquiries: [info@CACTMC.org.au](mailto:info@CACTMC.org.au)

Details: [https://cactmc.org.au/cactmc\\_wheels.html](https://cactmc.org.au/cactmc_wheels.html)





# SHOW 'n' SHINE



Sunday 29<sup>th</sup> of March 2026

Gates OPEN - 7:30am

\$10.00 Entry

CASH ONLY

BBQ / Raffles

Kelso Park North,  
Softball Complex Milperra  
Enter via Henry Lawson Drive



Contact Stuart - 0418978155



CLUB VEE DUB



LET'S GO FOR A DRIVE

APRIL 19

**GREY GUMS CAFE**

MEET 9AM FOR A 10AM

DEPARTURE

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CLUB VEE DUB SYDNEY  
PRESENTS

# 2026 VW NATIONALS

*Fairfield Showground*

24TH MAY 2026

[WWW.CLUBVW.ORG.AU](http://WWW.CLUBVW.ORG.AU)





# Von dem Herrn Präsident.

I hope you had a Happy Australia Day! What a great time to celebrate our great country, learn about our history and consider the future. We enjoyed an Australia Day Car Show at Panthers Glenbrook Bowling Club. Members met at the newly redeveloped M4 Westbound Ampol and enjoyed a leisurely cruise up the mountain, then a show on the lawn and a meal in the club. There wasn't much room left on the lawn or in our stomachs.

Due to poor weather, the Committee decided to cancel the Summer Cruise set for Sunday, 18 January. There was significant rainfall, wind and flash flooding. The best option was to keep the car in the garage.

Coming events include the Shoalhaven VW Club's VW show at Berry Bowling Club on Sunday 1st March. Hopefully the weather will be fine for this one.

Flat Four will have their annual Lighthouse to Lighthouse Cruise on Saturday, 7 March, driving around 40 kilometres from the old Wollongong Breakwater Lighthouse to the Kiama Lighthouse. Hopefully, the blowhole will deliver some action. On my recent visit, in very calm conditions, I saw a bunch of tourists wondering what the fuss was about.

Wheels of Canberra will be held at the Thoroughbred Park on Sunday, 22 March. The show is for all marques, but this year is celebrating military and service vehicles and classic MGs. The event is hosted by the Council of ACT Motor Clubs. See the Facebook page of our Canberra Chapter for information and to book your tickets in advance.

There are more events coming up in April and May, so as always keep an eye on the Calendar and the flyers.

Bis bald (See you soon).

Danny Haynes



# Kanberra Kapitel report.

The summer holidays have ended and it has been a hot one. Hoping no VWs did get affected by the heat.

Due to most of Canberra migrating to the coast over this period, we haven't had many impromptu events. Recently we've just had one flags coffee day and the Festival of Speed event. There was some good VW Group representation at the Festival with two hill climb beetles running the circuit.

We are moving our Chapter AGM into better weather bringing it early for the 15th of March, and forgoing the monthly meeting at the Spanish Club - see below.

Wheels 2026 is coming for 22 March - check your email for an update on discounted tickets - otherwise it is at the gate for full price. Canberra Cars n Coffee is back for 2026 as well - Feb 15 is the next meetup and this is one of the largest such events in Australia - keep an eye on the FB page for where we meet to cruise in together.

Keep cool (whether it be air or water) and hope to see some of you at the events coming up.

## Canberra AGM.

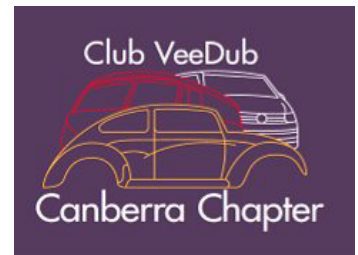
This is to advise of the AGM of Club VeeDub Canberra Chapter is to be held on Sunday 15th of March at a venue to be decided.

We intend to meet somewhere Canberra-ish, cruise to a destination and have some lunch then the AGM ... this will take place instead of having the March meeting for the month. The club will provide a voucher per membership towards the lunch (as has in the past).

We have moved it back to earlier in the year so that the weather is still kind of nice and we won't be in the middle of winter ...

Hope you can attend.

-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](http://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/](https://www.facebook.com/groups/ClubVeeDubACTPublic/) for all info on these events.**

## February.

**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.

**Saturday 7th:- VW Lighthouse to Lighthouse Cruise**, organised by Flat Four VW Club. All VWs, old and new are welcome, come along and join the fun, rain hail or shine. Meet at Wollongong Lighthouse, Endeavour Drive, Flagstaff Hill Park at Wollongong, from 3:00pm. Depart 3:30pm for a cruise to Kiama Lighthouse. Then afterwards if you wish to Kiama Leagues for food and drinks. For more info contact Kevin on 0417 480905. Join the Club VW Convoy from Uncle Leo's BP Roadhouse at Liverpool Crossroads, from 1:30pm for a 2pm departure. 75 km and 55 min to Wollongong.

**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.

**Sunday 22nd:- Canberra Shannons Wheels** car show. Held at Thoroughbred Park, Canberra Showgrounds, 1 Randwick Rd Lyneham. Presented by the ACT Council of Motor Clubs. Gates open for entrants from 08:00, \$10 admission for exhibitor cars. General public from 10am. 7 trophy categories on the day. Plenty of trader stands and food stalls. Organisers have asked clubs for numbers to ensure enough space is allocated to each club. Please let Cookie know if you intend on attending via his post on the Canberra Facebook page/s. For more information go to [www.cactmc.org.au/cactmc\\_wheels.html](http://www.cactmc.org.au/cactmc_wheels.html)



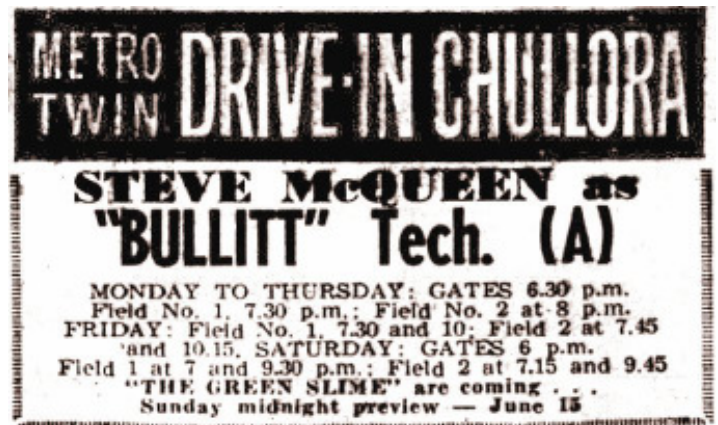
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MONDAY TO THURSDAY: GATES 6.30 p.m.  
Field No. 1. 7.30 p.m.; Field No. 2 at 8 p.m.  
FRIDAY: Field No. 1. 7.30 and 10; Field 2 at 7.45 and 10.15. SATURDAY: GATES 6 p.m.  
Field 1 at 7 and 9.30 p.m.; Field 2 at 7.15 and 9.45  
"THE GREEN SLIME" are coming . . .  
Sunday midnight preview — June 15

**Sunday 29th:- Flat Four VW Show and Shine** at Kelso Park North Softball Complex, Henry Lawson Drive Milperra. Gates open 7:30am. \$10 entry (cash onl). BBQ and raffles. Join our friends from Flat Four for a fun day. Contact Stewart on 0418 978155.

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

**Sunday 19th:- Club Veedub's 'Let's Go For A Drive'** day, to Grey Gums Café. Meet up at McDonalds McGraths Hill, cnr Windsor Rd and Groves Ave, at 9am for coffees, snacks and a chat. Depart at 10am for a nice drive through Wilberforce and onto the Putty Rd to the Grey Gums Café at Putty. Enjoy the local food and drink, stay as long as you like before heading home. It's a nice 88 km drive, which should take around an hour and 20 min or so. All VWS old and new welcome! Contact Sam on 0422 659 586 for more info.

**Monday 20st:- 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/](http://www.clubvw.org.au/vw-nationals/vw-nationals-2026/)

## June.

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

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

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

**Monday 15th- CLUB VW MONTHLY MEETING** at Canley Heights RSL Club, 26 Humphries Rd, Wakeley. Come and see our new meeting venue! Please join the RSL Club while you're there, it's only \$3 per year or \$9 for 5 years. Central location, plenty of parking. Enjoy the club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

## Marktplatz.

*Marktplatz ads in Zeitschrift are free. All ads should be emailed to [editor@clubvw.org.au](mailto: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](http://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:- Accuair VX4 3/8 PTC manifold** with 2 Viair 52 mm dual range pressure gauges. Comes with Slam Specialties MC. 1-SS hand control, new water trap and 2x 1/8 PTC t pieces and 1/8 PTC line. Very little use. Call Steve Carter on 0439 133 354.

**For Sale:- My 2001 5-speed manual 2-litre Golf Cabriolet** with power roof and A/C, which I have owned for 12 years, has developed what I think is a differential fault, resulting in undriveable "kangarooing." I am no longer set up to lift out gearboxes (and have bought an Eos). It is registered until 08-May-2026. In thinking this was a fuel injection problem I have replaced every component except the fuel injectors including the fuel pump, MAF sensor, throttle body and ECU. I have also replaced both CV joints, lower ball-joints and track rod ends, spark plugs and leads and ignition coil. I have changed oil and filter every year (< 5000 km). Within the last



**Next Club Meeting:**  
**Monday**  
**16th Feb.**  
**7:30pm**  
**Canley Heights RSL.**





20,000 km the clutch, timing belt and water pump, strut top rubbers, gear change bushes and Optima battery have been replaced and the car is generally in excellent condition but not drivable except onto a trailer and has always been garaged in Umina Beach while I have owned it. It has a Bluetooth radio, LED headlamps, TPMS, parking sensors and a reversing camera, oil pressure gauge and voltmeter and many consumable and other spares (collected while still available) including oil and air filters, brake pads, engine mounts, camshaft cover gasket, hoses, water pump, power steering pump, ignition switch and diagnostic scanner. \$500 but no reasonable offer refused as I would much prefer it to go to a fellow enthusiast than be scrapped. Phone Andrew on 0419 724 245 or email [absassoc@optusnet.com.au](mailto:absassoc@optusnet.com.au)



**For Sale:- Volkswagen Kombi T3**, 4 speed manual van, rare South African model Australian delivery, 2 litre water cooled engine, complete car, 8 seats. Back seats lay down to bed, has been in storage for 20 years, suit restoration / project spares etc. Comes with several boxes of spares heaps of potential. Car located at Liverpool, phone Paul on 0406 702 131 or email [p76car@yahoo.com.au](mailto:p76car@yahoo.com.au)

## 2nd Month 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. 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](mailto: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](mailto:pigrieco@tiscali.it) or on WhatsApp at 0039 3470475818. Bye and thanks. Carola





## Trades and services directory.

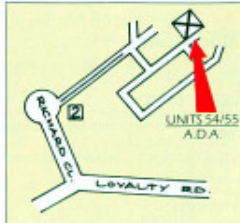
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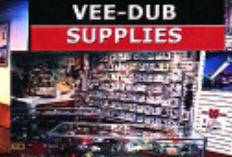
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11B Harp Street  
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Australia 2194



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Fax: 02 9718 8704

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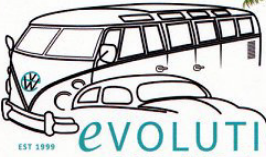
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Prices are yet to be confirmed, and details may change before the first examples reach showrooms, but the new petrol Style is likely to start close to the \$69,740 plus on-road costs of the outgoing bi-turbo diesel version.

It would mean a \$15,000 increase in the entry price, though the Style is the top seller in the Amarok range, and the V6 has historically accounted for the majority of deliveries.

As a result, a 10-speed automatic transmission and four-wheel-drive will now be standard across the consumer Amarok line-up, as will the largest interior displays available - a 30.5 cm touchscreen and a 30.5 cm instrument cluster.

## Bi-turbo Amarok 4s dropped.

Australian VW dealers have been advised that all but one variant in the consumer 2026 Volkswagen Amarok line-up are poised to use turbo-diesel V6 power - including a new Dark Label special edition - and a cheaper turbo-petrol grade will be introduced.

Preliminary details shared with Volkswagen dealers have outlined a streamlined Amarok line-up for the year that focuses on high-grade variants, and axes 2.0-litre bi-turbo four-cylinder diesel power.

Mirroring the Ford Ranger ute on which the Amarok is based, it is set to mark the end for the two 154 kW/500 Nm bi-turbo variants, the Life TDI500 and Style TDI500.

Also on the chopping block for private and small-business buyers - but retained for large fleet customers - is said to be the 125 kW/405 Nm 2.0-litre single-turbo diesel Core TDI405, currently the cheapest in the range at \$55,490 plus on-road costs.

Due to join the range is the Style TSI452 as a new entry-level variant, with a 222 kW/452 Nm 2.3-litre turbo-petrol engine, which will replace the slow-selling Aventura TSI452 currently positioned at the top of the line-up.

Also slated to be added is the Dark Label special edition, which dealers have been told will be offered in limited numbers with V6 power - a 3.0-litre turbo-diesel with 184 kW/600 Nm - as standard.

Expected to be based on the mid-grade Style, European versions adds black 20-inch alloy wheels, darkened exterior trim and tail-light lenses, unique decals, Dark Label steering wheel and floor mat badging, and a choice of black, grey, or blue paint.

It will create a local Amarok line-up comprised of the Style turbo-petrol pick-up, Style V6 diesel pick-up and cab-chassis, and Dark Label, PanAmericana and Aventura V6 diesel pick-ups.

It is set to be expanded with the Walkinshaw edition in the second half of the year, planned to use V6 diesel power, dealers have been advised.

Other changes advised to dealers for Model Year 2026 (MY26) include the addition of a 20-inch wheel option for the petrol Style only - a machined version of the Dark Label's alloys - as well as the axing of the leather upholstery option for all Style formats.

It would make part-leather, part-ArtVelours microfleece upholstery the sole choice in the Style, expected to be shared with the Dark Label.

Volkswagen Australia is yet to confirm the revised MY26 Amarok range, and provided the following media statement when contacted on the changes.

"For 15 years the Amarok has established itself firmly as a 'V6 brand' while evolving to be even more than that - its loyal and new customer base love its premium value, elevated feel, significant performance and leading handling," a Volkswagen Commercial Vehicles spokesperson said.

"These are the virtues that will come into even sharper focus for the Amarok in the second half of 2026, aligning perfectly with the forthcoming and highly anticipated Amarok W-Series flagship that is in development.

"Currently the range is not finalised. We will finalise a range that focuses on what fans love most about Amarok, starting with an 'entry' point that has features such as a stitched leather-look dash, significant driver seat support, high quality trim and plenty of technology - combining a premium feel with classically great performance and handling.

"This thread will continue and peak with the Amarok W-Series, making for a very distinct and resolved range for our customers."





**2026 Volkswagen Amarok expected line-up - prices TBC**  
**Amarok Core TDI405 diesel pick-up - limited to large fleets**  
**(was \$55,490 plus on-road costs for MY25))**  
**Amarok Style TSI452 petrol pick-up - new**  
**Amarok Style TDI600 V6 diesel pick-up - carry-over (was**  
**\$73,740 plus on-roads for MY25)**  
**Amarok Style TDI600 V6 diesel cab-chassis - carry-over (was**  
**\$77,740 plus on-roads for MY25)**  
**Amarok Dark Label TDI600 V6 diesel pick-up - new,**  
**limited numbers**  
**Amarok PanAmericana TDI600 V6 diesel pick-up - carry-**  
**over (was \$78,990 plus on-roads for MY25)**  
**Amarok Aventura TDI600 V6 diesel pick-up - carry-over**  
**(was \$82,990 plus on-roads for MY25)**  
**Amarok Walkinshaw V6 diesel - new, details yet to be**  
**confirmed**  
Axed: Amarok Life TDI500, Style TDI500 pick-up/cab-  
chassis, 10 Deserts Edition TDI500 (limited run), Aventura  
TSI452

## Walkinshaw Amarok closer.

Meanwhile the Walkinshaw performance version of the latest Volkswagen Amarok ute has been revealed, with the promise of sharper road handling and tougher styling.

But Volkswagen and Walkinshaw are keeping the front fascia of the tuned Amarok, badged W600, under wraps until closer to its Australian showroom arrival between July and September 2026.

The W600 differs from most other flagship utes in its category in prioritising on-road performance, rather than morphing into an off-road challenger to rival the Ford Ranger Raptor and Nissan Navara Warrior.

It succeeds the previous-generation W580 and W580S editions, with no replacement for the off-road-focused W580X for the time being.

Prices are yet to be confirmed, but given the regular Amarok Aventura V6 is currently listed at \$82,990 plus on-road costs, and the old W580S was \$7500 dearer than its regular counterpart, the Walkinshaw may start close to \$90,000.

Walkinshaw's involvement has seen new shock absorbers, a model-first rear sway bar, and road-focused Michelin Pilot Sport tyres added with the goal of improving road handling, in lieu of a power bump from the 3.0-litre turbo-diesel V6.

A new front bumper with an LED light bar and unique grille pattern sets it apart on the road, with black arch flares to cover the wider 20-inch wheels, a sailplane, and Walkinshaw badges inside and out.

Power-operated side steps, a feature typically seen on full-size US pick-ups, are fitted as standard, in what's said to be a first for the category.

Volkswagen says surveys of Amarok customers have found few take them beyond the tarmac, and that buyers of the old

Amarok Walkinshaw range value performance, handling, and styling over off-road ability and value for money.

As with the previous iteration, the new ute arrives in Australia as a regular Amarok, before it is converted to W600 specification by Walkinshaw in the south-east Melbourne suburb of Dandenong.

It will have a longer life than the previous Amarok Walkinshaw - as the W600 is launching earlier in the ute's life cycle - but the number of examples Walkinshaw can produce will be limited.

Unchanged is the 3.0-litre Ford-designed turbo-diesel V6 from the regular Amarok, which retains outputs of 184 kW/600 Nm - thus the W600 name - compared to the W580's 3.0-litre VW turbo-diesel V6 producing 190 kW/580 Nm in regular driving, rising to 200 kW on overboost.

It is matched with a 10-speed automatic transmission, and four-wheel-drive with a '4A' mode for powering all wheels on sealed surfaces.

Given the W600 is slated to be fractionally heavier than a regular Amarok, the new Walkinshaw is likely to mirror the Aventura's 8.5-second as-tested 0-100 km/h performance - slower than the old W580, which was timed at 7.8 seconds.

No changes have been made to the brakes or the engine and transmission's software calibration, nor has Volkswagen added paddle shifters or a Sport mode from versions of the related Ford Ranger.

It is expected that the Amarok's core capabilities - a payload close to one tonne, a 3.5-tonne braked tow rating, and its approach and departure angles for off-roading - will be retained, however.

Volkswagen highlights a more comprehensive makeover of the chassis applied to the new-generation Amarok W600, compared to its predecessor.

New shock absorbers from Koni are fitted at the front and rear, using frequency-selective technology that allows the damper to react differently based on the size of the bump the vehicle hits.

It has been tuned for the Amarok by Walkinshaw, rather than being purchased off the shelf, and uses a more durable housing from Koni's Raid series of off-road suspension.

A 22 mm rear sway bar is fitted for the first time in a current-generation Amarok to boost handling, and includes a custom bracket that allows it to bolt onto the vehicle without drilling additional holes into the factory suspension mounts.







The dampers and rear sway bar are painted in the Lapiz Blue hero colour used on the Volkswagen Golf R hot hatch.

New 20-inch flow-formed wheels are added for the W600, with a 10-inch width and 35 offset - up from a regular Amarok Style's 18x7.5-inch wheels and 55 offset - which add 51mm of width to each side of the vehicle.

Michelin Pilot Sport 4 SUV (285/50 R20) road tyres were selected for their mix of steering, handling, ride comfort, noise suppression, and performance, Volkswagen says. The brakes are carry-over.

Other performance enhancements include dual exhaust pipes from the catalytic converter to twin side-exit outlets behind the rear-right wheel, which have not interfered with the full-size spare wheel.

Styling changes focus on a new front bumper with a sportier look, based on the profile of the camouflage wrap - plus a new W-shaped upper grille insert, and an LED light bar connecting the headlights.

Walkinshaw Group chief designer Julian Quincey said the arrival of the W600 earlier in the Amarok's life cycle helped justify additional visual changes.

"It [W580] was going to be a limited production run ... and a limited number of vehicles that we were making, so we weren't able to change the front of the vehicle as we have been able to on this vehicle," Quincey told Australian media.

"We had a carry-over bumper. With the new program, it's a much longer timeframe. We're looking at larger volume, and that gives you much more opportunity to get that visual presence on the vehicle, and visual change."

Walkinshaw says it is working to ensure the new front end - including a tweak in the position of the VW badge, which includes the parking camera - won't affect the calibration of the Amarok's crash-avoidance systems.

Power-deployable side steps are standard fitment - believed to be a first for the 'mid-size' ute class - which also help the rampover angle, compared to the fixed side steps on regular Amaroks.

Also new are black wheel-arch flares and wider mudflaps to suit the upgraded wheels and tyres, black Walkinshaw badges on the front wheel arches and tailgate, and black inserts for the 'AMAROK' tailgate lettering.

Inside, additions are limited to headrests embossed with the Walkinshaw logo, new floor mats with W600 branding, Walkinshaw sill plates, and metallic sports pedals.

The Amarok W600 will arrive for conversion in a

bespoke specification designed for the model, with a high level of standard equipment on par with high-grade Aventura Amaroks.

It is likely to include leather upholstery, heated seats, a 30.5 cm touchscreen, 30.5 cm digital instrument cluster, matrix LED headlights, dual-zone climate control, and a 'sailplane' sports bar, without the Aventura's compass-shaped badge.

The Volkswagen Amarok W600 is due in Australian showrooms in the third quarter of 2026 (July to September), pending any delays.

In the meantime, Walkinshaw engineers will continue testing the vehicle at the former Holden proving ground in Lang Lang, Victoria, as well as on challenging country

roads used in Tasmania for the Targa Tasmania road rally.

"Down at Lang Lang, we've got our durability circuit that we can run - we've got a series of potholes, on-road and off-road tracks, the rough track Belgian blocks, chassis twists, water troughs," Amarok W600 chassis engineer James Ackerly told Australian media.

"What this does is it sort of simulates about 150,000 kilometres [of driving], so checking the life of the vehicle, making sure we're happy that all the componentry [we] have added to it are fit for purpose."

## ID. Buzz slowly catching on.

The Volkswagen ID. Buzz has passed the 100 sales in a month milestone - and has seen interest triple in three months - amid improved supply and hefty discounts, Volkswagen Australia says.

While its \$87,990 plus on-road costs starting price is unlikely to see it challenge the Kia Carnival - which accounts for three in four people movers sold in Australia - the reborn Kombi is now outselling its new T7 Multivan diesel counterpart by more than two to one. Quite an achievement, as VW Australia does not advertise either model on TV.

Data published by the Federal Chamber of Automotive Industries (FCAI) reports 108 ID. Buzz people movers as sold in December 2025, up from 73 a month prior, and accounting for a fifth of 2025's sales total of 552 vehicles.

It was Australia's top-selling people mover that wasn't a Kia Carnival - a vehicle which attracted 986 deliveries last month - even ahead of the Hyundai Staria (96) that is half the VW's price.

A further eight ID. Buzz Cargo vans were sold - normally priced from \$79,990 plus on-roads - for a total of 190 in 2025.

Volkswagen Commercial Vehicles director Nathan Johnson said that interest in the reborn electric Kombi has grown after what he admits was a "slow start."

"Yeah, it's definitely picked up," Johnson said at a media event in late December for an around-the-world record being set by an ID. Buzz.

"I think our lead inquiry has almost tripled over the last three months, which has been really good.



"Obviously, we had a slow start - some challenges with supply and so forth, but in the last couple of months, I think, you know, we're averaging about 30 a week at the moment.

"... Inquiry is definitely much stronger in the last few months. And we've got, from a Cargo perspective, we're definitely in the conversations with some great fleet opportunity as well. So things are looking up."

Johnson said the ID. Buzz is attracting more than just existing VW Multivan owners looking to go electric.

"The customers are quite diverse at the moment," the executive said. "I don't really have a pinpoint. Obviously families, but then we've also got the older generation, too, that have that heritage connection with it.

"It's a very diverse group of customers, which is good. I think as time progresses, we will start to see more of the larger families and so forth come across."

Significant discounts in recent months are likely a factor in the ID. Buzz's increase in popularity.

Volkswagen is currently offering the ID. Buzz Pro five-seat short-wheelbase people mover for \$79,990 drive-away, an estimated saving of about \$15,000 from its regular drive-away price, depending on where it is registered.

The seven-seat, long-wheelbase version is currently \$84,990 drive-away, down from an RRP of \$91,290 plus on-road costs, which correlates to drive-away pricing of about



\$100,000, depending on the state or territory of registration.

"From a pricing perspective ... we're around about where we need to be in terms of the market at the moment," Johnson said.

"Obviously the market's quite competitive at the moment, in terms of some of the discounting and so forth, so we'll continue to evaluate it.

"I think the beauty of the moment is that the price - and discount - we've got has brought us into a lot more novated leasing conversations from being below the LCT, which is obviously one of the key priorities to get into that space.

"This topic is going to evolve over the next six months, depending on how the government moves with the tax incentives and so forth as well, so we'll see what happens there."

The Volkswagen executive is referring to an upcoming government review of the Fringe Benefits Tax (FBT) exemption for sub-\$91,387 electric vehicles purchased under a novated lease, which has attracted as many as 100,000 customers in Australia.

The exemption is set to cost 18 times more in lost tax revenue - at \$1.35 billion - than forecast upon the policy's

introduction in 2022, with a projection of just \$70 million.

"We've just got to find the right buyer group," Johnson said, when asked if a potential axing of the FBT exemption would be a worry for the ID. Buzz in the long term.

"I think we'll watch that space quite carefully as to what happens over the next couple of months, and then we'll make some decisions on that.

"At the moment we're ensuring that we get the momentum we need to build strong interest and deliver on the inquiry that's coming through in the car, and whatever gets thrown at us in the future, we'll tackle that head down, because we always do."

## ID.Polo gets switches.

The 2026 Volkswagen ID. Polo is set to make its full-scale debut in Europe later this year, but Volkswagen has revealed the full, undisguised interior of the new city car.

The design of the ID. Polo's interior delivers on Volkswagen's ongoing promise to restore physical controls in vehicle interiors, after a generation of unpopular products with swipe/touch controls for infotainment, climate control, and steering wheel buttons.

The ID. Polo also marks a return of quality materials and premium feeling finishes after the latest generation of Volkswagen models faced criticism for stepping backwards in an attempt to reduce manufacturing costs.

The ID. Polo features what Volkswagen refers to as "a new cockpit generation" with large displays for instruments and infotainment, backed up by physical climate control buttons and steering wheel controls for the audio system and cruise control, among other functions.

A statement from Kai Grünitz, who heads up the Volkswagen brand's technical development, says, "Our new interior architecture, starting with the all-new ID. Polo, elevates the customer experience to a new level: with clean lines, high-quality materials, and an intuitive operating environment with physical buttons and newly structured screens.

"In addition, from the ID. Polo onwards, our next software generation will deliver noticeably more comfort and functions for our customers."

The move away from touch screen controls for the majority of vehicle functions has seen Volkswagen reintroduce a row of physical buttons for temperature, recirculation, and demister controls within the HVAC system.

Unlike the trend seen on some Chinese brands of making air vent adjustment a touchscreen-controlled function, the ID. Polo has manually-adjusted air vents.





Steering wheel buttons move away from Volkswagen's capacitive touch controls and back to physical buttons.

The layout for the steering wheel controls is an adaptation of existing Volkswagen products, providing a familiar format with a more user-friendly interface.

The ID. Polo features a new two-spoke steering wheel, a broad use of fabric surfaces in places like the lower dash, upper doors, and sides of the centre console, and a large digital instrument display replacing the compact instrument screen of other Volkswagen EVs.

Volkswagen has also shown off its playful side with a 'retro display' mode that gives the 26 cm instrument and 33 cm infotainment display a graphics package that's reminiscent of a Mk 1 Golf.

The retro mode includes details like an audio cassette animation for the media player, a mechanical odometer-style trip meter, and creases and folds on the in-built navigation system, to imitate a folded paper map.

Volkswagen also says the ID. Polo runs a new software generation, which replaces the Generation 3.0 software package that was rolled out across VW's line-up from late 2022.

The new interior design forms part of what Volkswagen calls its Pure Positive design language.

The full reveal of the ID. Polo is expected in the first quarter of 2026.

Volkswagen has already revealed that the 4053 mm-long hatch will use a front-wheel drive version of its MEB+ modular electric platform, with a target starting price of under 25,000 Euro (\$AU43,700).

The ID. Polo is to be the first VW EV to use long-standing existing model names, rather than soul-less numbers. ID. Polo is considered much more friendly and palatable for buyers than ID.2, which was its intended name earlier. Likewise, the next ID.3 could be named ID. Golf, and the next ID.4 could be ID. Tiguan.

The ID. Polo range will include 85 kW, 99 kW, and 155 kW versions, with either a 37 kWh or 52 kWh battery. A performance-oriented ID. Polo GTI will follow later with a 166 kW motor.

## China-only Passat ePro.

Volkswagen is giving its Chinese market sedan a serious electrified upgrade. The new Passat plug-in hybrid, badged Passat ePro, debuts as a China-only model with a bigger battery, much longer EV range and the kind of tech-

heavy cabin Chinese buyers now expect.

It's also an important piece of VW's local new-energy strategy at a time when its global finances are under real pressure.

Built by SAIC-Volkswagen, the Passat ePro sits on a new plug-in-specific architecture and uses a hybrid system built around a 1.5-litre TSI EVO II turbo four and a 145 kW drive motor. A 22 kWh battery lives under the floor, delivering a claimed CLTC pure-electric range of more than 150 km. Combine that with the petrol engine and VW quotes roughly 1,300 km of total range on the same optimistic test cycle.

That's a big step up from earlier Chinese Passat PHEVs that topped out at roughly half that EV distance. It also shows how quickly plug-in tech is evolving alongside dedicated EVs like the ID.4. In China, though, VW clearly thinks there's still strong demand for long-leg plug-in sedans that can run electric during the week and petrol on holiday trips.

On the outside, the ePro looks like a stretched, sharpened evolution of the latest Passat Pro. The sedan measures just over 5 metres long with a 2,871 mm wheelbase and leans on clean surfacing, slim LED headlights with a full-width light bar and matching through-type LED tail lights. It reads more upmarket and tech-forward than earlier Chinese Passats while staying conservative enough for corporate buyers.

The cabin follows the same pattern. A horizontal, wraparound dashboard mounts a 32.8 cm central touchscreen, a 26.2 cm digital instrument cluster and a separate passenger-side display, backed by updated software and connectivity. Underneath, a MacPherson front and multi-link rear suspension are retuned to cope with the battery mass while preserving the soft, business-sedan ride that keeps the Passat near the top of China's joint-venture sales charts.

The Passat ePro also lands at a delicate moment for Volkswagen globally, with European sales of its ID EV range sluggish and several VW factories in danger of closure. VW USA has seen a sharp 67% collapse in profits, and warned that US buyers should not expect the same level of discounts and incentives.

Against that backdrop, China remains VW's most critical volume and profit base. A long-range plug-in Passat tailored specifically for that market is both a defensive move and a signal: even as VW struggles elsewhere, it is still willing to invest in region-specific hybrids that sit alongside full EVs rather than replacing them. European, Australian and US buyers may never see this car, but if the ePro lands well with Chinese commuters, its powertrain recipe and packaging could easily influence VW's next generation of electrified sedans outside China.







## Australia Day at Glenbrook.

Another sunny day and 28 degrees so a perfect start to a great turnout, with a total of 40 cars turning up. The convoy from the twin servos at Eastern creek departed there at 7:50 and arrived at about 8.15 am.

We had a lot of non club cars show up, being from owners we haven't met before. I gave out 4 membership flyers to people enquiring about joining. Also a lot of passers by who found the show advertised on Facebook.

A great variety of cars too with two Type 181 'Things,' Karmann Ghias, Kombis, Type 3s and of course lots of Beetles. From the modern VWs there was only one water-cooled Polo, two Tiguan and an Amarok.

The Bowling Club doors opened at 9:30 for coffees and at 10 am for the bar. Bailey and Angie from Panthers nominated Narelle's Bumble Bee the best Beetle, Charlie Attard the best Kombi and Rudi Frank's Karmann Ghia as the Best 'Other VW' trophy winner.

Most people went into the club for a cold drink and all bar a few were gone by 1 pm, most to other family commitments at home.

I am hoping this can be a permanent annual fixture and thank you to Panthers bowling club for supporting Club VW.

Carl Moll









## Drive it like you stole it.

Now I'm older, I'm not really interested in driving fast at the race track or even public roads.

Who could be bothered having to explain to the police why, let alone the points loss and fines.

But, back in the day, when I was younger, I had no problem using some roads as a racetrack.

Obviously, there were no speed cameras in those days, just the odd highway patrol car.

Saying that, there were some times, for one reason or another, that I found myself driving a total stranger's Porsche 911, 944, or 928.

It could happen to you for these reasons.

1. You could work at the Porsche dealership or mechanical shop.
  2. You could have a friend that has one and tells you to take it for a drive.
  3. Your partner or family member could own one.
  4. Someone that owes you money could leave you with one for the day.
  5. Yes this can happen and it's my favourite. You could rent one for the day or go to a Porsche driving experience day.
- These types of Porsches are the best cars to drive and trust me, you will remember and rave about it forever.
- When you own a Porsche yourself and you drive faster, you are always worried about your cylinder values, tiny noises and how much something is going to cost if anything goes wrong.



With a 'loan' Porsche you don't have to worry.

Always remember, most importantly and for God's sake, 'DON'T CRASH IT!'

We all know what a badly crashed Porsche looks like and what happens to the occupants inside of all vehicles involved.

When people ask me what the best Porsche is, I always tell them - "somebody else's."

Ashley Day.

## Parts hunting at home?

Any Volkswagen enthusiast will always collect extra parts for spares.

We can't help it, we love to save money.

Not only that, who knows what the next Volkswagen you find will be?

Saying that, as the years go by stuff falls down behind benches and also gets buried under piles of more Volkswagen treasure.

Sometimes cleaning up is not a big priority and life can also get in the way.

When you do get around to cleaning up, chances are you'll find some useable items.

Stuff that's been around for years.

Also you sometimes can forget about actual items you have.

One the best things I ever found cleaning up in the shed was two Porsche 911 tool rolls with the original tools still in them.



Also smaller items can be just as handy and useful these days.

It might be time to go through some of your stuff, dig down behind work benches and get down to the bottom of those piles of treasure.

I actually like cleaning up these days and remember, anything interesting you find is obviously free because it's already yours.

Ashley Day

## 2025 Porsche club Concours.

For many years I have been going to the once-a-year event.

It's just like our Volkswagen Nationals, only it's for Porsches.







This year it was at Sydney Motorsport Park at Eastern Creek.

Over the years it's gotten bigger and better, and this year was no exception.

Loads of lovely shiny Porsche road cars, race cars and even tractors.

Everyone is always very friendly and quite happy to talk about their cars.

You can easily ask anyone if you can have a sit in their car and they will go out of their way for you.

My partner, who actually knows nothing about Porsches, sat in cars like a brand new GT3, the first place winning 356 and everything in between.

It's a great event and the weather couldn't have been better.



People that put Porsche owners down obviously have never been to a Porsche car show. Nice people, beautiful cars. Maybe check it out next year?

Ashley Day.

## End game?

Most Volkswagen enthusiasts collect cars and parts. It's just what we do.

Over a lifetime, hopefully, the collection gets better and better. It's a bit of fun and a distraction from other things going on in your life.

It's also a great way to meet people.

At some point, things can get a little messy and it can sometimes look like a place Volkswagens come to die.

Eventually over time you get organised and have a better focus on what cars and parts are important to you.

Because none of us are going to live forever, have you ever thought about what your end game may be?

Do you want to leave a mess for family to clean up?

Do you wish to leave behind nice Volkswagen investments for people you care about?

Personally, I'd just like to have a few old cars I can take to the pub on the weekends.

Whatever your endgame might be, it's about time to start making things happen.

Start cleaning up, maybe place a couple of ads on Facebook.

Keep working on your dreams. Never stop.

Ashley Day.







## Canberra Flags.

Recently we've just had one flags coffee day in Canberra. Here are some photos of the day.

-Aldred

## Cars Under The Stars.

We rocked up in tiger to Wetherill Park plaza to take Lee for dinner, ended up with a fine evening, a few good cars, a few pics to share with you members. This would be a good place for an evening show. Enjoy!

Sam Chalouhi











Audi Fox: small, but with unexcelled comfort and styling.

## Audi Fox - a touch of class.

*The Sydney Morning Herald, Monday 8 July 1974*

The Audi Fox is a kind of mini Mercedes-Benz - a small car with a touch of class.

Nominated as the 1973 International Car of the Year by 44 journalists from 15 countries, it has a special reputation well established.

Volkswagen Australia, which distributes and markets the Fox and its bigger brother, the 100 GL, has had a few problems getting sufficient stocks. But the situation is improving and dealers are finding it easier to get cars to customers.

At nearly \$4,500, it is not a cheap motor car. But it is not intended to be.

You get what you pay for. It is well equipped, well finished, reasonably economical and fairly powerful.

The engine, drive train, gearbox and suspension (and even the body shell) are almost the same as those used on the 'new generation' VW Passat range.

In fact, the Passat design had been formulated by Audi not long after its takeover by Volkswagen a few years ago.

The power plant is a compact 1.5-litre overhead camshaft four-cylinder water-cooled unit that develops a lusty 98 bhp at 5800 rpm. It is the same basic engine as the Passat, but is more highly tuned and makes 12 hp more than the Passat's version. It drives the front wheels.

The gearbox is a four-speed, all-synchromesh unit with a floor-mounted shift.

Steering is by rack and pinion. The suspension has independent McPherson struts at the front with a torsion



crank axle and coil springs on the back.

The brakes are discs and drums with a hydraulic twin-circuit connected diagonally and are power assisted.

This brief outline of the specifications gives some idea of the advanced nature of the car.

In appearance and comfort the Fox excels. It has clean European lines, with large glass areas that are attractive

and stylish.

The four doors open wide for easy entry to the opulent interior, which is tastefully appointed with high quality trim materials.

The thick carpets fit snugly. The front buckets and rear bench seats are covered in 'breathing' vinyl and are well upholstered and contoured.

The driving position is comfortable for most drivers. There is a fair amount of fore and aft travel and the seat squab is adjustable.

Smaller drivers will find that the steering wheel is set a little high and hinders forward visibility.

The foot controls are awkwardly placed. They are set left and the driver has nowhere to rest his left foot. The accelerator pedal is too far away from the right firewall and on longer trips the driver's ankle can get quite painful holding the throttle open.

The gearshift is close at hand but its operation is rather vague and rubbery. It is very easy to fumble changes before becoming accustomed to this.

Instrumentation is adequate. Main gauges are clustered

### DETAILS AT A GLANCE

**PRICE:** \$4,488 (before registration).

**Engine** four-cylinder, overhead-camshaft, water-cooled unit of 1,471cc developing a maximum 98 bhp at 5,800 rpm and maximum 89 lb/ft torque at 4,000 rpm. Bore and stroke, 76.5mm x 80mm; compression ratio, 9.5 to 1. Single down-draught two-stage carburettor. Front-wheel drive.

**GEARBOX:** All-synchromesh four-speed, plus reverse. Floor-mounted stick shift.

**STEERING:** Rack-and-pinion type with spiral gearing. Turning circle 33.8ft (10.3m).

**BRAKES:** Front discs of 9.45in (240mm) diameter, rear drums of 7in (180mm). Power-assisted hydraulic twin-circuit connected diagonally.

**SUSPENSION:** Front: Independent with McPherson struts and a transverse stabiliser. Rear: Torsion crank axle with coil springs and a transverse stabiliser.

**DIMENSIONS:** Overall length, 13ft 9in (4.20m); width, 5ft 2.9in (1.57m); height, 4ft 5.9in (1.37m); wheelbase, 8ft 1.2in (2.47m); track (front and rear), 4ft 4.7 in (1.34m). Kerb weight, 1,885lb (855kg). Fuel tank capacity, 10 gallons (46.1 litres). Wheels, 41/2J x 13H2-B. Tyres, 155 SR 13 steel-belted radials.



together directly in front of the driver in a pod set high on the dashboard.

They comprise a large speedometer, small electric clock and a large combination dial with fuel level and water temperature gauges and a cluster of warning lights.

Minor controls are operated by steering column stalks, one on each side of the wheel. The left is for lights and trafficators, the other for the windscreen washer/wipers. Push buttons on the fascia operate other controls and sliding controls are set to the left of the driver on the fascia. They are difficult to reach with the seat belt fastened, however.

The heater, like those on most European cars, is almost too good. But the flow-through ventilation system - with its directional outlets in the centre and at either end of the dashboard - does not pump out much air, even with the two-speed booster fan going.

Head and leg room is good in front and reasonable in the rear. All-round visibility is excellent.

On the move the Fox feels light and nimble. The steering is precise with good directional stability.



The compact dimensions of the car - it is only 13ft 9in (4.19 m) long and 5ft 2in (1.57 m) wide - make manoeuvring in town simple.

The engine is a willing performer and is never noisy. The gearing - once you get used to the shift pattern - is well spaced, although at times in top gear I had the feeling the engine was revving fast and that perhaps a fifth gear would be useful.

The car will reach 97 mph (155 km/h) and will cruise comfortably at 80 mph (129 km/h).

The ride is somewhat soft but comfortable, and the suspension copes fairly well with the worst bumps and corrugations.

Pushed hard into a corner, the car displays fairly neutral handling characteristics and is easily controlled with sensible use of the throttle and light steering.

The brakes on the test car - offered by VW Australia - squealed at low speeds. With really firm application they were faultless, pulling the car up in short distances in a straight line time after time.

Fuel consumption was surprisingly good. On test we managed about 30 mpg (9.4 L/100 km) giving the 10-gallon (46-litre) tank a cruising range of about 300 miles (480 km) for an outlay of \$5.70.



A fully comprehensive NRMA insurance policy for a metropolitan driver over 25 using the car privately and paying cash for it would cost \$273.75, full rate; or with full 60 per cent no-claims bonus, \$110.95. The same person taking the same policy but buying the car on hire purchase or leasing it would pay \$344.65, full rate; or \$139.35 with bonuses. All figures include new car stamp duty.

A year's registration in the metropolitan area, if the vehicle is used privately, costs \$71.45 plus new car stamp duty.

Barry Seton

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## VW Transporters.

The Volkswagen Type 2 and its descendants go by many names. Its official Volkswagen name is the Transporter, as its primary mission is to transport groups of people, cargo or a mixture of both. In the early days it was sold as the VW Commercial, though no one uses that name any more. Otherwise, people all over the world have their own names for the much-loved VW.

The Germans call it the Bulli, while the Americans call it the Bus (short for Microbus, the only version that was sold there for most of its life). In the UK they call it the Camper, whether it's actually a campervan version or not. In South Africa it's the Volksie Bus, and in Nigeria it's the Danfo. In Finland it's the Kleinbus; in Denmark it's the Rugbrød (rye bread loaf), and in Netherlands it's the Aardappelkist (potato box). Amazingly, in Serbia and Croatia it's known as the 'Terrorist' - due to its role in the 1985 movie 'Back to the Future.'

In Mexico, Brazil and Australia it's known as the Kombi. Originally 'Kombi' was just one version of the German range - the 'Kombination' model that combined cargo space with windows and removable seats. However in those countries it refers to the whole range of different models.

Whatever you call it, the VW Transporter holds another unofficial title as an icon that became the poster vehicle for a generation, all while evolving into an extremely versatile machine for the modern era.

Just to clarify the numbering convention - Type 2 was used to designate the new Commercial range from 1950, as



the Type 1 was the Beetle and its derivatives. In the same way the later Notchback/Fastback/Squareback range was the Type 3, and the even later 411/412 range was the Type 4. There was no Type 5 - VW stopped using this naming style when the new water-cooled range began in the early 1970s.

Within the Type 2 range were the different generations, which spanned the years. The first 1950-67 model was the 'first generation Transporter' - or T1 for short. Likewise the second 1967-79 model was the T2; the 1979-92 model was the T3. Their chassis numbers, and later VINs, always included a '2' to show it was a Type 2. For example, the T3 vans and minibuses had '25' in their VIN (hence the 'Type 25' name used only in the UK), while the T3 pickup was a model '24'.

BUT - from the T4 model onwards, VW no longer regarded the Transporter as a 'Type 2.' According to the numbers assigned on their VIN codes, the T4 was a model '70'; the T5 was a model '7H' and the T6 is a model '7J'. So remember that only the first three generations - T1, T2 and T3 - are really Type 2s. The later ones aren't.

It's ironic that the early Transporters are mostly remembered (and expensively collected) as the Microbus version, especially the so-called '23-window' and later '21-window' Deluxe Microbuses, sometimes called 'Sambas.' But of course the Transporter was produced in a bewildering array of versions over the years - delivery van, kombi, ambulance, campmobile, multivan, high-roof, single-cab and double-cab pickups, and numerous special bodies made to order, by the factory and by aftermarket suppliers.

There have been six Volkswagen Transporter generations since the model's debut in 1950, built initially in Wolfsburg and from 1956, exclusively in Hanover. And also manufactured and assembled all over the world - in Australia, South Africa, Nigeria, Mexico and Brazil.

A seventh-generation Transporter debuted last year, but for the first time it's not a VW design - it's based on the Ford Transit Custom van, in the same way the Amarok is based on the Ford Ranger.

Here's a look at the six VW-designed Transporter generations that came before.



### Volkswagen T1: 1950-1967

The legend began in March 1950 with the delivery van, with the Kombi and Microbus following a few months later. The ambulance and single-cab pickup appeared in 1952, and the double-cab pickup in 1958. The T1's rear-mounted Beetle-sourced 1131cc air-cooled flat-four engine produced just 24 horsepower, though it grew to 1192cc and 36 bhp in 1954 and 40 bhp in 1960, and finally 1485cc and 54 bhp from 1963.



The rear axles used the hub reduction boxes from the WW2 Kubelwagen - to lower the gearing and increase ground clearance. Transporter panels were the first to be stamped in the new Clayton plant in Melbourne, from 1960. German production ended in 1967 and Australia in 1968, but Mexico made the T1 until the mid-'70s, and Brazil produced a uniquely modified T1 (with some T2 body panels) until 1996.



## Volkswagen T2: 1967-1979

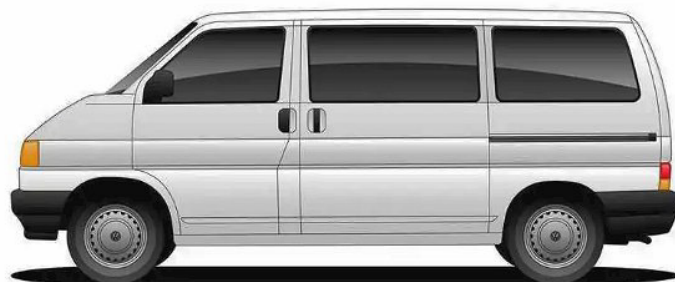
The basic formula continued for the Type 2's second-generation run, but the vehicle was heavily redesigned. The body shell was bigger, safer and more spacious, with a new car-style dashboard and a panoramic one-piece windscreen. The suspension was much improved, with front ball joints replacing the link pins, and the rear used Porsche-style half-axles with CV joints. All models were 12-volt and had dual-circuit brakes. It still had the air-cooled engine in the back, enlarged to 1.6-litres and 60 bhp. An extensive upgrade in 1972 saw new front safety crumple zones, boosted disk brakes and the choice of a Type 4-based 1.7-litre twin carb 'pancake' engine with 66 bhp. This was enlarged to 1.8-litres and 68 bhp in 1974, and finally 2.0-litres and 70 bhp in 1976. Some of these were fitted with Bosch L-Jetronic fuel injection. Australian assembly ended in 1976, replaced by full imports before German production ended in 1979. Mexico built the T2 until 1995, while Brazil made another updated version - the 'T2c' which had different body pressings and a higher roof. The last air-cooled, rear-engined Volkswagen was a T2c built in Brazil in 2005, after which the model was built with water-cooled ethanol 'Flex Fuel' engines (from the Polo) until finally ending in 2013.



## Volkswagen T3: 1979-1992

Angular modern lines with Golf styling cues were the hallmark of the third-generation Type 2 that entered the scene just in time for the 1980s. Noticeably bigger overall, with a much roomier cargo area, lower floor and much lower engine

hump. It had new coil-spring suspension for better handling and a much tighter turning circle. The fuel tank was moved to under the driver to improve weight distribution, empty or loaded. The T3 was available in the same huge range of different models as its predecessors, and also added an extra-luxury Microbus called the 'Carat', and a lifestyle model called the Multivan. It initially retained the 2.0-litre fuel-injected Type 4-based rear-engine, with hydraulic tappets for quieter running, but 1983 saw the demise of the air-cooled engine. It was replaced by the new 1.9-litre liquid-cooled 'wasserboxer' engine, based on the Type 1 block with water jackets, heron pistons, redesigned heads and Digijet fuel injection. It produced 85 bhp (63 kW). It was enlarged to 2.1 litres from 1985, producing 94 bhp (70 kW) for most markets but was available (Europe only) with a high-compression leaded 110 bhp (82 kW) version. The T3 also saw 'luxury' items like power steering, 5-speed box and air conditioning available for the first time. From 1985 a special AWD model called the Syncro was available, especially built by Steyr-Daimler-Puch in Austria. German production ended in 1991 and Syncros in 1992, but in South Africa T3 production stretched into 2002 (later with Audi 5-cylinder engines). The T3 was the last new model rear-engined Volkswagen.



## Volkswagen T4: 1990-2003

Entering production in 1990 before the final German T3 run a year later, the T4 took the Transporter mainstream with a modern Golf-based transverse front-engine Euro-style layout. While sales of the T3 had been satisfactory, customers had told VW they needed a van with a low floor front to back to allow complete loading from the rear; vans of that type from Mercedes, Ford and Fiat were a threat. The T4 was the most flexible Transporter so far, with a choice of two wheelbases for the first time; a tailgate or rear doors, and several different roof heights. The standard engine was the Golf's 62 kW 2.0-litre petrol engine, while 1.9 diesel and turbo-diesels were also available. These were soon joined by an Audi-style 2.5-litre 85 kW in-line five, and a 2.8-litre VR6 (up to 150 kW). A diesel in-line 5 was also added, and finally more modern TDI fives. The T4 came in the same wide variety of models, from vans to luxury Caravelles and Multivans, single and double-cab chassis, and for the first time a cab-chassis. As before, camper conversions were popular, especially the German Westfalia, and Syncro AWD versions were available. It was facelifted with a longer nose in 1996. The T4 was locally assembled in Poland, Indonesia, Taiwan, Malaysia and the Philippines.

## Volkswagen T5: 2003-2015

The T5 took the T4's flexibility even further, with a





new larger body shell and over 100 different variations in the German market. Basic models such as panel van, kombi, Caravelle and Multivan, single and double-cab pickup and cab-chassis continued, again with choice of different wheelbases, load ratings, roofs, side doors, rear doors, front or AWD, petrol or diesel. New models such as the half-panel, shuttle and taxi joined the range. An even wider range of authorised third-party conversions was available, such as campers, ambulances, refrigerated vans, side shutter vans, police vans, fire engines and ladder trucks. Versions of the T4 could seat anywhere from two to eleven people. Petrol engines could be 2.0-litre fours or 3.2-litre VR6s, and TDI 1.9 four or 2.5 five turbo diesels. Later petrols were TSI fours only, while BlueMotion TDIs were also introduced. Some special models of the T5 were available, including the California camper (Mercedes had bought Westfalia); the Sportline van and the lifestyle Kombi Beach. The T5 was facelifted in 2009.



## Volkswagen T6: 2015-2024

The 2015 T6 still used the same body shell and underpinnings as the previous T5 - which helped aftermarket manufacturers as their cupboards, shelves and partitions still fit and had the same mounting points. The same huge variety of body styles, wheelbases, doors and roofs as the T5 were available. However it gained a significant design update, with a completely new nose and a new dashboard, and revised rear with new taillights. There were new LED light options and a range of new safety features, driver assistance and multimedia. The large 5- and VR6- engines of the previous model were dropped, with new more efficient turbo TSI petrol and TDI diesel 2.0-litre engines powering the range. There was more separation between the Caravelle, now the long-wheelbase 9-seater, while the Multivan had more luxurious trim and seated 7 in three rows. The T6 was the basis of the ABT e-Transporter, a fully battery-electric model witted with a single 83kW electric motor and a 37.3 kW-hr battery. The T6 was facelifted in 2019, becoming the T6.1 with revised styling and new electrics and in-cabin displays.

In 2022 the T6.1 Caravelle and Multivan were replaced by the new T7 Multivan, based on the Golf's MQB platform, while the T6.1 commercial range continued on until the recent debut of the Ford-based Transporter. This new model has not been given the 'T7' designation.



## Volkswagen is driving hard at small car market with Golf.

*The Sydney Morning Herald, Thursday 4 August 1994*

Volkswagen is out to be a major player in the Australia market again. But its main weapon is not the Beetle, which virtually dominated the motoring scene in this country years ago.

Instead, the company's latest weapon is the Golf, a model which had limited success when assembled locally in the mid-1970s but which has been Europe's top selling car for 11 years.

The first generation Golf slowly faded from our shores after local production stopped in 1976. The 1977-80 fully imported models were restricted by import quotas and hefty import tariffs, pricing them off the market.

It wasn't until last year that the Golf name made a serious comeback to Australia, with the VR-6 model.

The VR-6, with its 128 kW six-cylinder engine and a price tag of more than \$40,000, has never been targeted at the family.

Into this breach comes the Golf GL, powered by a 2-



litre four-cylinder 85 kW engine and aimed at the family buyer.

The Golfs world-wide success has been quite extraordinary.

To date, it is one of only four cars to have passed the 15 million production mark. The other three are the Ford Model T, VW's own Beetle - which is still produced in Brazil and Mexico - and the Toyota Corolla.)

More than 4,000 Golfs a day come off production lines in Europe, South Africa and Mexico, and the car has won more than its share of international awards.

For Australia, importer TKM Automotive has chosen the deluxe hatch body powered by the 2.0-litre GTI engine, which is larger than the standard European 1.8-litre Golf GL, to cope with towing and air conditioning requirements

The GL here will compete in the small car class, the second largest sector in the market, which is dominated by the Ford Laser and Toyota Corolla, both of which have new models coming out this year.

But, as Mr Peter Reufli, general manager of TKM, said at the launch of the Golf GL last week, "Our main competitors will be the Honda Civic, Nissan Pulsar and the Mazda 323."

That list is pretty impressive, but VW is confident it can hook anyone who comes through the showroom doors.

After all, as Mr Reufli said, the Golf's pricing, very high level of equipment and it being a Volkswagen, "with all that this name implies," should be convincing arguments.

Only two versions of the GL will be available - a five-speed manual at a very competitive \$28,600 and a four-speed automatic at \$29,900.

Both come with the bits which are now virtually common among the imports, including power windows and door mirrors (which are heated), central locking, power steering and height adjustable steering column.

But it has something no other car under the \$30,000 mark has: airbags for both the driver and passenger.

With such equipment, the Golf is expected to have an impact on the Australian market - "as it has on other markets," Mr Reufli said.

"It will make car makers question the quality and value of their products and Australian buyers will have to reconsider what they regard as a truly safe and price-competitive purchase."

Fighting words indeed, but VW means business.

Its plans are to sell 800 Golfs, mainly the GL, by the end of this year.

And next year, VW hopes to boost its total sales in Australia to about 2,700, which would include more versions of the Golf as well as its Passat and Vento. If the success of the Golf VR-6 is any indication, Volkswagen will achieve its target.

But back to the Golf GL. Will it be able to make an impact on that market segment dominated by the Japanese? Having had the opportunity to sample the automatic and manual cars for several hundred kilometres during the launch program in the Adelaide hills, I believe it can - and will.

For one thing, the Golf is a nicely put together car,

## The Volkswagen Golf GL



with a solid feel and an ease of driveability that comes close to that of Japanese cars.

But that's where that similarity ends.

The Golf has a distinctly European feel about it; its power assisted steering, for example, having a nice weight and letting through quite a lot of road feel.

And its ride is simply top class, even through the obligatory dirt sections selected by VW.

Bumps and all those irregular road surfaces are well absorbed, the occupants enjoying a class of ride once available in only the larger cars.

Road-holding and handling manners, too, give the Golf a secure feeling.

There is some understeer, naturally, but not at the level found in many of its rivals. Passive rear-wheel steering makes it quite enjoyable to drive around twisting country roads.

The manual has one of the best change actions of any front-drive family car I've driven, with a clutch that's smooth and progressive.

In the same vein, the automatic, with a device known as DSP (for dynamic shift program), is smooth. More importantly, it doesn't show any traces of hunting that many automatics in cars with engines 2-litres and under tend to display.

The dashboard is functional, with almost everything in the right place, though it can hardly be described as attractive.

But the Golf is not perfect. The engine, smooth and fairly quiet as it, has only two valves per cylinder and a single overhead camshaft, while its rivals tend to boast of four valves and twin overhead cams.

And while those two airbags are great, ABS will be available only as an option from about October, and initially at \$1,800.

At best, it looks decent and bland, although some will say that it looks a bit old fashioned.

Perhaps so. But VW has never claimed its products are the most stylish, especially from the days of the Beetle. Still, as the Beetle proved time and again, looks are not everything.

Freddie Cheah

(Note: TKM ended up selling 676 Golfs in Australia in 1994, and 2,536 VW cars in 1995 - Ed.)





## Everydad's Guide to the Great Family Road Trip.

*Popular Mechanics, June 2013*

My family used to leave for our summer holiday well before dawn. My three sisters and I would curl up among the suitcases and pillows and promptly fall asleep. Waking up as the sun rose, and watching my dad expertly guide us down the highway always filled me with excitement, mingled with a snug sense of security.

That feeling remains the goal on any good family trip. You want the thrill of striking out for new territory but the confidence that no undue mishaps will befall you along the way. Getting that balance right requires just a bit of planning - and making the most of today's tech.

### Prepare Your Chariot

The week before a trip is a good time to give your car a mechanical once-over: have it professionally serviced at your trusted local workshop, including a grease and oil change, engine tune, brake service and all-over safety check.

When you get it home, check the tyre pressures and tread depth (including the spare), and the oil dipstick and coolant levels. Check the windscreen washer bottle and top up if necessary. If your kids are the right age, they can help with these tasks. It's never too soon for them to start learning the responsibility of taking care of a car.

And give the car a good scrub down and vacuum as well. A long trip with a car full of kids can be hell on any vehicle, so you might as well start your car off clean. There's not much that can go wrong with a modern car that you can fix on the spot. But it's still a good idea to have a basic tool kit, along with emergency items such as flares and a good battery torch.

Join a roadside assistance program, such as NRMA or AA, if you don't have one already - the side of the road is no place to negotiate with a tow-truck driver.

### Keep Tech in Perspective

These days it is common to see families barrelling down the motorway with each kid wrapped in headphones and lost in a movie or video game. There's no question that DVD players, game devices, and the like can make long drives easier, but all this distraction comes at a price.

When will these kids learn to whine and squabble like

my generation did? Seriously, though, think twice before using digital entertainment as a universal kid silencer. Turning on the DVD player every time children get slightly restless is a bit like pacifying them with big, sugary drinks; over time they will demand that any hint of boredom be immediately washed away with a flood of empty-calorie entertainment.

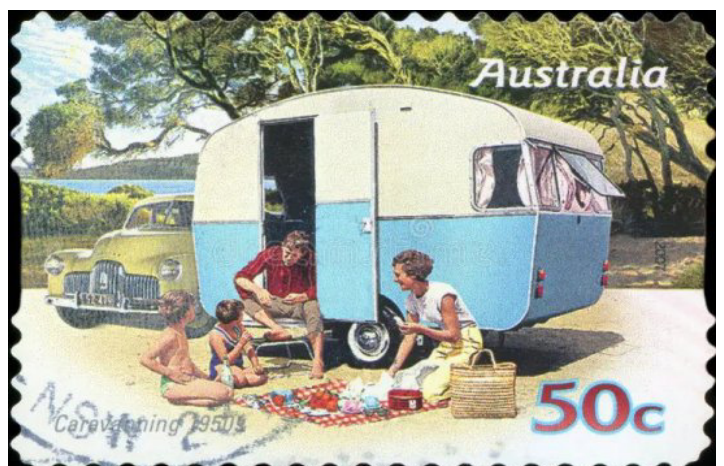


Set boundaries in advance about how much time to allot to movies and video games. And look for entertainment that the family can experience together, such as kid-friendly music that adults can also enjoy. Audio books are great. My three boys have listened to several volumes of Harry Potter, and the entire Lord of the Rings series (yes, we've taken some loooong road trips). Listening to these classics - instead of watching them - builds vocabulary and gives a family the chance to pause and discuss the stories as they progress. There are also quite a few good podcasts for kids; try The Radio Adventures of Dr. Floyd and Stuff to Blow Your Mind.

One of my favourite pre-vacation rites as a child was a trip to the newsagents to load up on comic books and magazines. Having some reading material your kids choose for themselves might make them less cranky during those no-movie hours. But caution them that reading on the move can still make them car-sick. Also note that most modern cars have windows; it won't kill kids to look out of them once in a while.

### Embrace Connectivity

In the olden days, Dad would buy a small travel diary and get one of us to fill it out each day, describing where we went and what we did. These were wonderful to keep, and they bring back many great memories when re-read years or decades later. But modern kids aren't much into writing in old-fashioned paper diaries.







Today, older kids will want to keep phones in hand to stay in touch with their social networks and contacts (i.e., the group of people formerly known as friends). Instead of battling that impulse, embrace it. Before you leave, set up a trip blog on Weebly.com or Tumblr and ask one of your progeny to be trip historian - writing updates and uploading pictures along the way. Twitter and Instagram are also great ways to document any adventure.

For parents, smartphones and tablets make a whole new style of travel possible. When I was a kid the evening search for a suitable motel was an anxious ritual: My dad would turn off the highway at the latest possible hour, and we'd cruise a likely commercial strip studying signs and facades. "A pool! A pool!" the back-seat chorus would insist; NO VACANCY signs were a cause for worry.

Today, making a hotel or campground reservation is as easy as pulling out the tablet in the late afternoon, selecting a destination an hour or two down the road, and securing your accommodations online.

Older kids can also be enlisted in using the Web to search out offbeat roadside attractions or quirky restaurants. We once found a place called the Roadkill Cafe, on old Route 66 in Seligman, Ariz. "You kill it, we grill it!" is their motto. What kid wouldn't love that? The more you can venture away from the multi-lane zones of fast-food uniformity, the more interesting your trip will be. Roadfood.com has great recommendations for diners and dives, and apps such as Yelp and Urbanspoon can automatically find restaurants nearby.

But most of all, use the Web to enhance your knowledge of the world you're passing through: How old are the Snowy Mountains? How long is the Murray River? How high is Mt Kosciuszko? And who was Kosciuszko? Wikipedia can answer all those questions, and every regional council, national park or local attraction has a website crammed with information on history, geology, wildlife, and more. With Internet access, the whole country can be an open-air museum.

## Lead, Don't Follow

GPS is a crucial convenience for route planning, but it can only show where you're going. It can't reveal all the surrounding terrain - and what you might be missing while passively following its single-minded lead. For that kind of context, nothing beats paper maps. On long trips a tourist state and territory road atlas is great. If you're going to be spending a lot of time on back roads (or off-road), the NSW government's Spatial Services produces exquisitely detailed topographical maps. These are available on paper, or as PDFs for use on digital devices.



Get the kids involved in map reading, picking routes, and setting the itinerary. Once you've selected that perfect side road or detour, GPS can help you find it. Also, use navigation apps tactically. The cWaze app for iOS and Android provides up-to-the-minute traffic alerts, road hazards, gas prices, and speed traps. It's the digital equivalent of the CB radio.

## Think Local

One of the best things about travel is that you aren't at home. Encourage your kids to notice what's different. Turn on local radio; grab a local paper. Try regional foods, especially the local bakeries and small restaurants. Look through the local antique stores. Make sure you have a beer in the local pub at the end of the day.

And by all means, buy as many knick-knacks, bumper stickers, tea towels, T-shirts and pointless souvenirs as possible. Give kids a daily allotment for these items so they can start learning to stay within a budget. Our digital world is great at providing information and helping us make connections, but when it comes to preserving memories, tangible objects are hard to beat.

In my garage hangs a car-top luggage carrier that's provided service for thousands of miles of family trips. It's plastered with stickers promoting every tourist trap and landmark from Mildura to Murwillumbah. My boys are older now and starting to take trips of their own, but sometimes I go out and look at those stickers: "This car climbed ..." Yes, yes, it did.

James B. Meigs



### GEARING UP

Nationwide chain stores with extended hours mean you can pick up anything along the way, but too many stops at Walmart eat into travel time. Here's a recommended checklist to help you pack for most situations.

#### SAFETY

- |                                                               |                                              |
|---------------------------------------------------------------|----------------------------------------------|
| <input type="checkbox"/> Reflective road triangle             | <input type="checkbox"/> Distilled water     |
| <input type="checkbox"/> Signal flares or flashing LED lights | <input type="checkbox"/> Empty gas can       |
| <input type="checkbox"/> LED flashlight                       | <input type="checkbox"/> Emergency cellphone |
| <input type="checkbox"/> First-aid kit                        | <input type="checkbox"/> Emergency food      |

#### REPAIRS

- |                                       |                                        |
|---------------------------------------|----------------------------------------|
| <input type="checkbox"/> Pliers       | <input type="checkbox"/> Jumper cables |
| <input type="checkbox"/> Duct tape    | <input type="checkbox"/> Tire gauge    |
| <input type="checkbox"/> Screwdrivers | <input type="checkbox"/> Knife         |
| <input type="checkbox"/> Spare fuses  | <input type="checkbox"/> Wrench set    |
| <input type="checkbox"/> Funnel       |                                        |

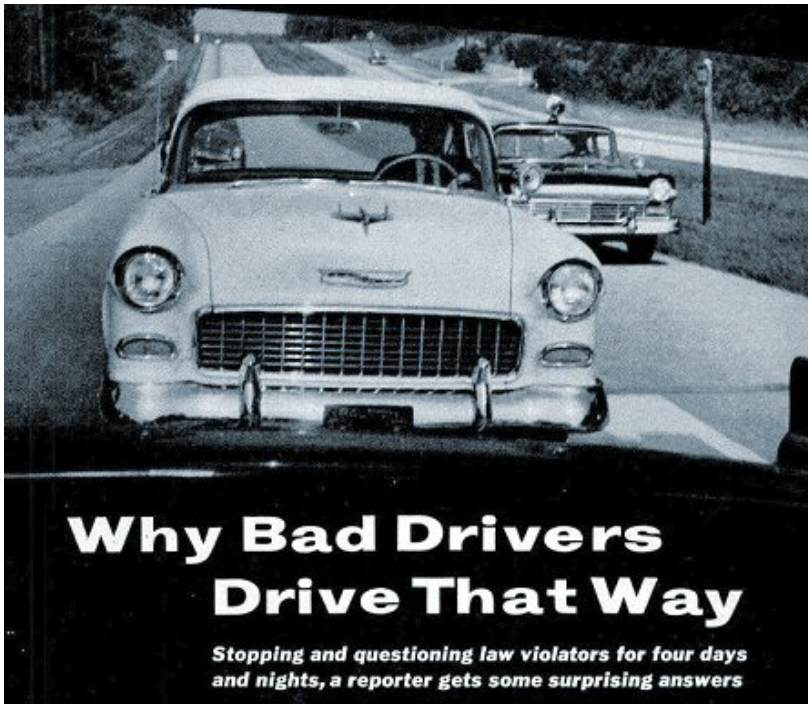
#### SANITY

- |                                                |                                             |
|------------------------------------------------|---------------------------------------------|
| <input type="checkbox"/> Phone charger         | <input type="checkbox"/> Power inverter     |
| <input type="checkbox"/> Reusable water bottle | <input type="checkbox"/> 12-volt Y-splitter |
| <input type="checkbox"/> Sanitary wipes        | <input type="checkbox"/> Travel pillows     |

#### BONUS ITEMS

- |                                      |                                     |
|--------------------------------------|-------------------------------------|
| <input type="checkbox"/> Sunglasses  | <input type="checkbox"/> Skateboard |
| <input type="checkbox"/> Beach towel | <input type="checkbox"/> Kite       |
| <input type="checkbox"/> Frisbee     |                                     |





*Popular Science magazine, June 1958*

You're on a fast road at night. A driver shoots his high beams full in your face - and refuses to lower them. You hang on grimly and grope past. Why do drivers do things like that?

Then there's the slow driver. You catch up to a line of cars. The leader is slow-poking along at 25 m.p.h., making everybody behind him mad.

Or you're on a trip and you look in your mirror. There's a truck on your tail - so close you can see the mashed mosquitoes on his grille.

How come?

To find out why drivers indulge in such dangerous nonsense, photographer Bill Morris and I spent four days and nights riding with the North Carolina Highway Patrol, recently honoured for its safety work. We not only talked to veteran troopers; we interviewed a good many of the dangerous drivers they stopped.

We weren't sure, when we started, that we'd get honest answers. But of 30 drivers interviewed, we found only one who, we were convinced, was not telling the truth. We'd agreed in advance with Motor Vehicle Commissioner Edward Scheidt: No driver interviewed would get a ticket, because by telling his reasons he would be performing a service to other drivers and safety experts.

Some of the time we worked in an un-marked car. But mostly we used regular Patrol Car No. 229, a '57 Ford with a Mercury Interceptor motor that packs a mighty wallop when 'in chase.'

Our driver was a tall Southerner with a voice like a rumbling volcano but an ultra-polite roadside manner. Trooper Lloyd Burchette knows every trick in the driver's book. When he arrests an erring motorist he rebukes him in the sad tones of a grieving father.

### The high-beam artists

Police say motorists are rude and selfish. If that's true, we thought, then the characters who attack you with headlights must be the meanest of all.

At eight p.m., 10 miles north of Raleigh on U.S. 1, we met our first 'customer.' His lights shone like dazzling suns. Burchette blinked for low beams. No luck. We began to squint. You know how it is.

Suddenly Burchette made a squealing stop, reached forward and flicked a switch. Around us the roadside flashed blood red. Burchette had flipped on his 'chase light.'

This got action. The oncoming car pulled over and stopped on his side. We unstrapped our safety belts and walked over.

Oops! Something was wrong. This driver didn't look as if he hated anybody. This was a minister.

"Sir," said Burchette sadly, "don't you know it's illegal and dangerous not to dim for another car?" He began examining the minister's license. I told the minister what we were trying to learn and asked what had happened.

He looked very unhappy.

"I was talking to one of those gentle-men in the back seat," he said. "A delegate."

"A delegate?"

"Yes, we were returning from a church convention."

"But you must have seen our lights blinking."

"Well, if I did it didn't register," he said. "I feel very badly. It is my rule to be courteous. You'll just have to say I wasn't attending to business."

I jotted down: 'Case No. 1. Clergyman. Mind not on driving.'

In the next couple of nights Burchette stopped a dozen headlight offenders and we began to get the picture. We interviewed:

\* A salesman who'd been on the road all day. "Second time tonight I've done that," he said. "I'm just groggy. When I'm tired I forget my beams arc down and when I meet a car I sometimes kick my lights up by mistake. Makes me feel embarrassed afterward."

\* A minor court official who'd had a couple of drinks and didn't know "what illumination I was using."



**A truck driver, stopped for tailgating,** had a typical explanation—he was trying to make the motorist ahead speed up so he wouldn't have to downshift on the hill ahead. Most drivers violating the safety code professed ignorance of doing wrong. Faces shown here are blanked off to preserve motorists' anonymity.



**A dawdling woman, endangering traffic** around her with her slow pace, said she had to drive under 40 miles an hour because her passenger was afraid to go any faster. Hardly any of the questioned drivers, told that they were not going to be ticketed, resorted to fictions to explain away their erratic behavior.



\* Several people who said they'd been talking, or fiddling with radios.

\* A pretty woman who had just picked up her husband at an airport after a business trip and was so happy to see him that she wasn't paying much attention to the road.

But among all these drivers we found only one real 'headlight battler' - a stubborn-jawed man of about 40 driving a new car. In two miles he didn't dim for anybody. I asked him why.

"Isn't it agreed among drivers - man to man," he said, "that if you don't lower your lights for me I just blast on through?"

Burchette looked at him. "Suppose we all drove that way?" he rumbled sadly. Then I told this man about the tired, confused, or talkative people we'd stopped.

He seemed impressed. "Well, live and learn," he said. "I always thought the other guy wanted to fight."

We shook hands and he drove on - with low beams.

### Slowpoke drivers

We were rolling west on U.S. 64 when we saw our first slow-poke. It was the second day.

Winding toward us over the hills came a 'funeral parade' of 10 cars behind a 'creeper.' Car after car edged out, trying to pass. One took a chance and made it.

Burchette waited until the parade went past us, then fell in line. After a while he began to work ahead in spurts. The slow driver's speed was varying from 40 down to 26 m.p.h. (65 to 42 km/h).

We got to the head of the line and pulled the car, a red sedan, over. The other drivers glanced at Burchette gratefully as they went by.

It was a car full of women. The driver sounded surprised. "What did I do?" she demanded.

Burchette said: "You are breaking the law and endangering all those cars, ma'am."

I asked: "Why were you driving so slowly?"

She said: "Well, we are on our way to a party in Rocky Mount. We started too early, and I was killing time."

"Didn't you see the cars behind you?" I asked.

"No," she said, looking me squarely in the eye. But her



**Two college boys, following the car ahead too closely for safety, said they were talking about an exam and didn't realize they were driving dangerously. Now and then a motorist was found who was sore at a fellow driver and drove in a way to "get back" at him.**

face reddened, and this time I didn't believe it. Burchette had a little talk with her - told her to pick up speed, then kill time after she got to Rocky Mount.

We stopped five other slowpokes and found:

\* One man blocking traffic on U.S. 1 at 35 m.p.h. (56 km/h) had a towel around his neck and a handkerchief in one hand. I thought he was crying. "Yes," he said, "I saw the cars behind me, but I just can't go it any faster. I've got the flu."

\* Another, doing 20, said his tyres were unsafe. (They were, too. Thin as paper.)

\* A third said he'd had "one beer," had hit a boulder, damaged his clutch, and was creeping to a garage.

\* An old man, doing 25 in a drizzling rain, complained he couldn't see through his windshield. It had been cleaned with the kind of cleaner that leaves oily streaks when the wipers are going.

\* A woman said she had a passenger who was afraid to go over 40.

Thus only one slowpoke driver was deliberately blocking traffic for selfish ends. The others all had reasons. But not one seemed to realize how deadly a slow car is in today's traffic.

### Bumper-chasers

We switched to an unmarked car because no smart driver knowingly tailgates a patrol car. We were doing 55 m.p.h. when Bill Morris looked back. Planted on our rear bumper was a young fellow in a rebuilt Mercury.

For two miles he clung there. He was surprised when Burchette stopped him



**A terminal manager for a truck company had tailgated because he was preoccupied, planning how he would pick up his small son after**

**school. "I just wasn't thinking of my driving," he said seriously. "It's not like me. I preach to my drivers every day not to tailgate."**





**The second car in line** (above) often can be blamed for the pile-up of cars behind a pokey driver on a two-lane road. He's afraid

to pass, and the other drivers are loath to try passing several cars at once. The cop is about to untangle this snarl.

and he saw the uniform.

"Well I got a ticket for speeding 10 miles back, and I was afraid to go faster than 55 to pass you," he said. "I thought a patrol car might see me."

"So you were 'pushing' us just a little, trying to hurry us?" I asked.

He grinned slightly. "It could be," he said. This lad evidently felt he could safely go 60 if he stayed in line behind another car going 60.

Interviewing other tailgaters, and talking with other troopers on the road that day, we found these further cases:

- \* A truck driver, arrested by another trooper for 'pushing' dangerously close behind a woman's car, said he was trying to speed her up so he could make the next hill in high.

- \* A businessman said the car he was tailgating had passed him, then slowed down. "Made me so mad I decided to just keep my speed (57 m.p.h.) and force him to go faster," he said.

- \* Two teenagers were trying to hurry a car containing a mother and two tots.



**The high-beam addict** in the car at right admitted that he was mad and knew exactly what he was doing.

- \* Two college boys were talking about an exam and claimed they weren't aware they were driving too close.

One fellow we'd wanted to meet was the character who suddenly cuts in from a side road onto a fast highway. Not until the last night did we have our chance. We were doing 55 on Route 70.

Suddenly a blue Buick shot out, and swerved into our lane just a stone's throw ahead. Burchette slammed on his brakes. He avoided the collision, whipped on his siren and shot Car 229 forward. A minute later we stopped the other car. The driver jumped out and came to meet us. It was a young father with his family.

"Okay, I was wrong," he said. "Sometimes I think I'm crazy."

Nobody argued with him.

Burchette wasn't missing anything on the road. One night we concentrated on drivers who annoy you by shining their high beams in your back window. Again we found drivers who were not deliberately being rude, but who were talking or daydreaming. And we found ignorance.

"Why, I never knew that bothered anybody," a woman said.

And Burchette gave us another slant.

"When I want another behind me to dim its lights," he said, "I flick mine. If it's a man, he usually understands. But women don't get it at all. I guess nobody's ever told 'em!"

### Conclusions

We climbed out of Car 229 for the last time and thanked Burchette. We'd had a chance to X-ray a lot of drivers' minds. And we came to these conclusions:

- \* Contrary to popular belief, few drivers are knowingly rude to you.

- \* But we found evidence that an appalling amount of ignorance rides the highways. Our schools and safety experts still have a long way to go to teach drivers safety and courtesy. Any one of the drivers we interviewed could have caused an accident. Yet nine-tenths of them honestly didn't know it! They'd never been taught.

Teaching will take time. But meanwhile, we wondered, couldn't it begin on the roads, with educational signs? These might help:

'Dim your lights for oncoming cars!'

'Dim your lights when following a car.'

'It's unlawful to drive too slow and obstruct other cars.'

'Don't drive close to the car ahead.'

'After passing another car, don't slow down. Keep moving!'

'If you're sick, don't drive.'

Such signs might have tremendous impact - on sick, sleepy or dreamy drivers - and maybe even on drunks.

Edward D. Fales Jr



## How headlight courtesy can go astray

**O**FTEN a motorist will stab an oncoming car with what appear to be his high beams when he actually has depressed his lights in common road courtesy. The reason is simple—he is cresting a hill, and to the car on the grade below, his low beams, shining down, for a brief moment strike where his high beams normally would.

There are two remedies for this: The driver can delay low-beaming until the other car is in his sights, or he can install a compensating automatic dimmer.



## Wiring error can mismatch lights

**S**OMETIMES the driver isn't to blame. An error by a service man can create one high beam and one low one (as above). Most of today's cars use a two-prong plug connector. If this is inserted upside down, or if lights are wrongly wired (below), mismatched headlights result.



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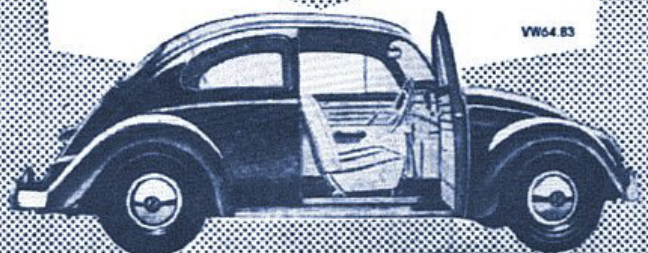
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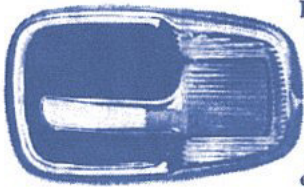
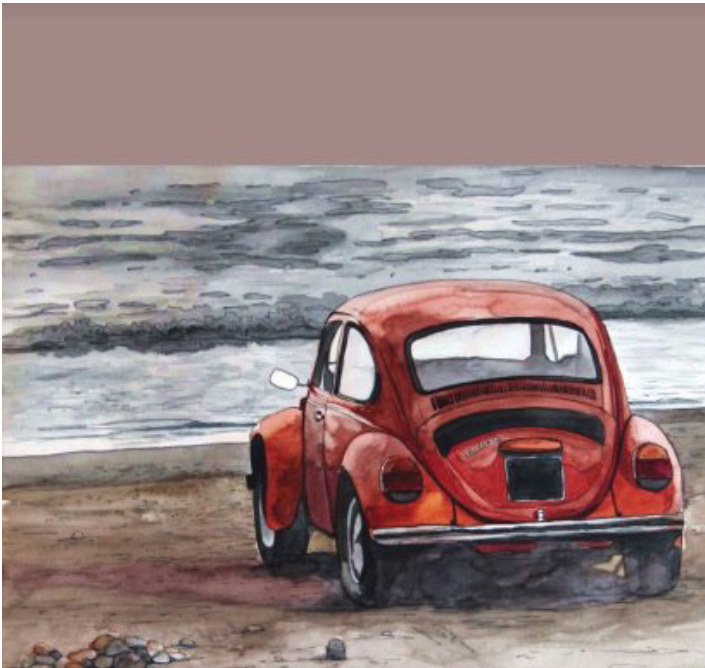
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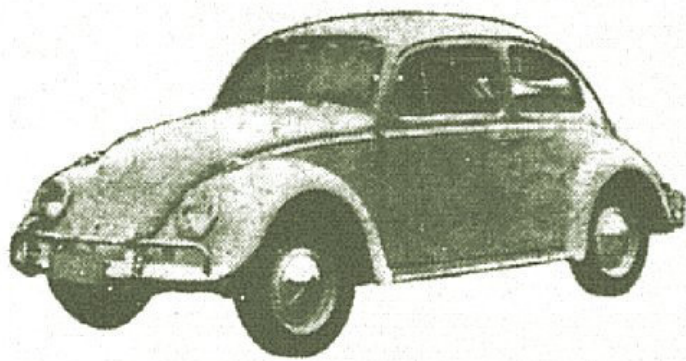
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Chris Wisbey

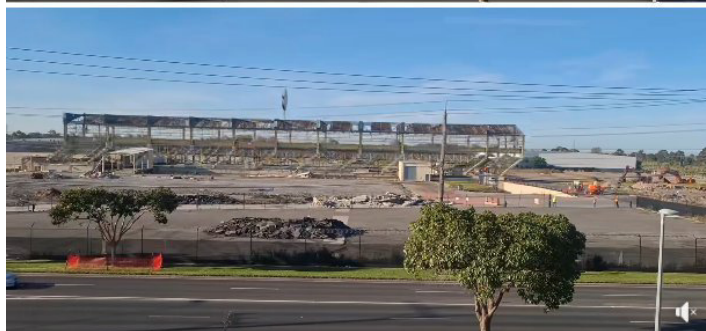
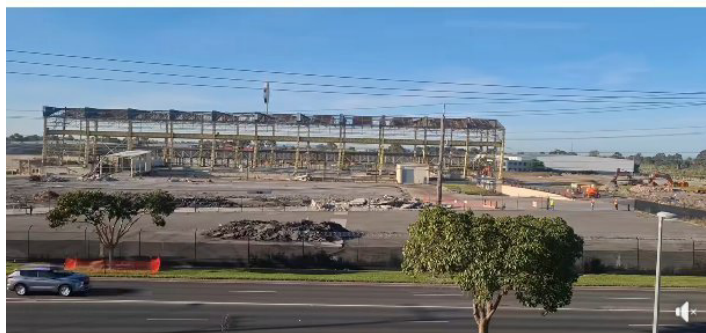
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Just after 8am on 16th October 2025 the old VW press hall, opened in 1960, came down. It once contained 30 large presses, from 300 to 1800 tons to stamp all panels for the Beetle, Kombi and Type 3 from Australian steel. It was sold to Nissan in 1976 and closed 1992.

The whole site is being demolished for a new computer data centre.







## The late news.

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

Jordan and Jessica, winners of this year's series of The Block, were complemented on the high standard of their house rebuild. Their bathroom was fantastic and their kitchen was superb. Their ceiling wasn't the best in the world, but it was right up there.

Renowned shark experts Ron and Val Taylor finished up their most recent under-water documentary with a press conference. After a number of silly questions, their patience was tested. The last question was 'why do scuba divers fall backwards into the water?' Because, Ron snapped, if they fell forwards they'd still be on the boat.

At Sutherland Hospital last night a nurse accidentally dropped her small battery torch into a patient's toilet. She thought it might have been a major problem, but luckily it was only a flash in the pan.

Chris Marshall's Organs and Pianos at Villawood have discontinued their range of orchestral harps. Buyers were avoiding them as there were too many strings attached.

TV host Karl Stefanovic revealed today that he had ended his relationship with his cross-eyed girlfriend. He said she had been seeing someone else on the side.

The Governor General Sam Mostyn visited the NIDA academy today to open their new theatrette. As she arrived, a young actor in a colourful clown costume held the door open for her. It was a lovely jester.

NSW Education Minister Prue Carr was discussing the new English curriculum with premier Chris Minns today. She told him she had never heard a good example of a double entendre. So he gave her one.

TV chef Matt Moran yesterday discovered a nest of angry bees living inside his designer kettle. He managed to pour them out, but then he had a swarm in a teacup.

The Captain Snooze bedding company have just introduced a new design of doona. It has a yo-yo stitched onto all four corners. It will be called the eider-up-and-down.

In a bid to combat his feelings of depression, TV host and carpenter Scotty Camm recently rebuilt his home bar and raised his liquor cabinet some 300 mm higher up the wall. He said he needed to lift his spirits.

A Rockdale man was rushed to hospital last night after accidentally swallowing his wristwatch. There was a long wait in the Emergency ward, but he sat in the toilet and eventually passed the time.

Taronga Zoo revealed their new bird enclosure yesterday. The magpies, cockatoos and lorikeets immediately felt at home, but not the spotted owl. He didn't really give a hoot.

It's been reported that the Terry White Pharmacy at Edgecliff has begun selling discounted Viagra. This has been very popular with customers, as they drive a hard bargain.

There were plenty of tears at the funeral today of Fairfield grandmother Beryl Watkins. Her husband gave a moving eulogy, saying 'Beryl's star sign was Cancer, she never used sun-screen, and she smoked heavily all her life. So it was a big shock when she was eaten by a giant crab.'

Sport. Olympic trampolinists Stefan Grolsch from Germany and Sofia Peroni from Italy announced their engagement yesterday. They will be getting married in the spring.

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

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And The Fox has also won the "Car of the Year" award in five European countries: Germany, England, Yugoslavia, Denmark and Holland, against some cars that were four or five times more expensive.

The reason is simply that the Audi Fox gives you



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| Stan Pobjoy Race Engineering   | (02) 6654 3694     |
| Support Co Au                  | 0414 952 509       |
| Vicsbahn                       | 0466 887 466       |
| Vintage Vee Dub Supplies       | (02) 9789 1777     |
| Volkwerke                      | VIC (03) 9840 6449 |
| Volkswurst                     | 0451 650 888       |
| VW Magazine Australia          | QLD (07) 3806 1240 |
| Warby's VW Stickers            | 0423 113 654       |
| Wayne Penrose VW               | 0419 481 461       |
| Wolfsburg Motors Sydney        | (02) 9519 4524     |
| Zax All Kars                   | (02) 9545 1965     |



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