

Zeitschrift



Driving the Jayco Crafter Kampervan.

April 2026

IN THIS ISSUE:

**Flat 4 Kelso Show n Shine
Vintage Veedub drag car
1974 Passat wagon
More Ash articles**

**Canberra Famous Wheels
Crafter Kampervan
Life-saving VW Golf
Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



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	Joe Buttigieg	Wayne Fenech
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Secretary:	Aldred Gonzalez	clubveedubact@gmail.com (secretary)
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Inspectors:	Paul Cross, Willie Nelson, Horst Kirchner	
Ordinary Members:	David Brinton, Tristan Cross, Paul Ingram	

*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/
www.facebook.com/groups/ClubVeeDubACTPublic/

Our magazine.

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

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

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

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

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See the back page for all 2025 VW Nationals sponsors

CLUB VEE DUB



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APRIL 19

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MEET 9AM FOR A 10AM

DEPARTURE

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Richmond

Cruise-In

Celebrating National Motoring Heritage Day

Sunday 17th May 2026

Cruise meeting point

PANTHERS Mulgoa Rd PENRITH

Time - 8:00am, departs 9am

✦ **Cruise** approx. 25km
to the Heart of the Hawkesbury, Richmond Club

RICHMOND CLUB carpark

From 8:30 am - 3pm



✦ **FREE** entry to general public, \$10- entry if
you wish to display your car. *** CASH ONLY ***

✦ **Family Friendly Event**

✦ **Market Stalls**

✦ **Ex Military Display**

✦ **Coffee cart on site**

✦ **Activities for Kids**, face painting, balloons

Funds raised to be donated to local charities.



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PENRITH**



Updates will be promoted on our facebook page, alternatively please feel free to contact Magic Metal Motoring Club.

Email - magicmetalmotoringclub@gmail.com

PRE - NATIONALS

Cruise

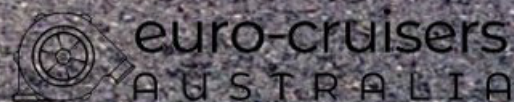
Sat 23rd May 2026 8 am for 8:30 am departure
19 Stoddart Rd, Prospect (Home Maker Center)

- 9am - Vineyard Hotel - Vineyard
- 10am - The Australian Hotel - McGraths Hill
- 11am - Wisemans Ferry Bowling Club

There is no cost to join the run, we will be supporting local cafe's on route and a booking has been made for the Wisemans Ferry Bowling Club for Lunch.



Organiser: Paul Stewert 0449 238 234



SWAP MEET TRADE STANDS LIVE MUSIC FOOD SHOW AND SHINE

CLUB VEE DUB SYDNEY
PRESENTS

2026 VW NATIONALS

Fairfield Showground

24TH MAY 2026

WWW.CLUBVW.ORG.AU



Von dem Herrn Präsident.

We are all looking forward to hosting VW Nationals on Sunday 24 May at Fairfield Showgrounds. This is the premier Volkswagen event of the year, and preparations have been motoring ahead. Food trucks are adjusting their menus, vendors are gathering their stock, and you are preparing your car to enjoy with friends, old and new.

Last month, Flat Four held their Show 'n' Shine on Sunday, 29 March at Kelso Park North off Henry Lawson Drive. The weather was sunny, and there was a good turnout from Club VeeDub members. Our man Sam delivers his report in this issue.

Coming up, Club VeeDub will go for a drive to the Grey Gums Cafe on Sunday, 19 April, from McGraths Hill McDonald's. Petrol prices have eased recently, and who knows what the future might bring. Let's enjoy our cars together.

Get ready for VW Nationals. The entry forms are in this issue, or you can download them from our website: www.clubvw.org.au/vw-nationals/vw-nationals-2026/

Don't forget our next monthly meeting, on Monday 20th April at the Canley Heights RSL. I look forward to seeing you there.

Bis bald (See you soon).

Danny Haynes



Kanberra Kapitel report.

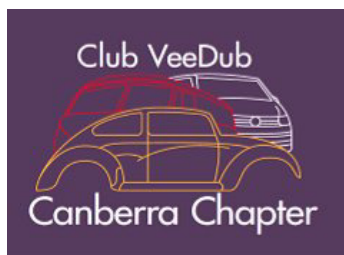
March certainly flew by, with a couple of key events keeping the chapter busy. We held our Chapter AGM and also took part in the ACT Motor Council's Famous Wheels event. Report and photos in this issue.

I'd like to sincerely thank all committee members who served over the past year, and welcome those stepping into new roles, including our new and returning registrars. Our club simply wouldn't function without the time and effort of our dedicated volunteers.

April will be a quieter month due to Easter, school holidays and the ANZAC Day weekend. However, things are set to pick up again in May, with the possibility of another Canberra Cars & Coffee, followed closely by the VW Nationals. It's great to already hear of several Canberra members planning to make the trip up the Hume to attend.

As always, please keep an eye on the club's Facebook page and check your emails regularly so you don't miss any upcoming events or updates.

-Aldred



Klub Kalender.

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

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

April.

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.

Sunday 17th: Richmond Classic Car Cruise-In. Meet at Penrith Panthers, Mulgoa Rd Penrith, at 8am for a 9am cruise departure. 25 km to the Richmond Club, Francis St. \$10 to show your car, cash only please. Coffee cart on site, kids activities, classic cars. Organised by Magic Metal Motoring Club Ltd.

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 Bowliing 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 Prariewood. 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/

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 for an evening of VW fun, no boring stuff but lots of socialising, latest events and raffle prizes. Take a free magazine. Get your Historic Rego sorted! Central location, plenty of parking. Enjoy the club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

July.

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.

Monday 20th- CLUB VW MONTHLY MEETING at Canley Heights RSL Club, 26 Humphries Rd, Wakeley. Come for an evening of VW fun, no boring stuff but lots of socialising, latest events and raffle prizes. Take a free magazine. Get your Historic Rego sorted! Central location, plenty of parking. Enjoy the club's bistro and sports bar too. Lots of fun, all welcome. 7:30pm start.

Now Available!

Club Veedub car badges and logbook wallets are now available! See Adam at the next monthly meeting, or contact him on 0404 984 648.

Car badges: \$30 each



Logbook Wallets (brown or black): \$35 each



Marktplatz.

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

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

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

New ads.

For Sale: Parts, all for VW Type 1: Pair of 44hpmx kit \$650 need a clean with stacks; Pair of 34 kit minus linkage \$250 need a clean; Sidewinder no muffler ceramic coat \$500 15 x 8 4-130 like new -150 or \$1200 the lot. Phone Lee on 0424 296 578



For Sale:- 10 August 1959 Australian delivered 114 VW sedan de Luxe right hand drive. Fully restored / modified to a very high standard. Colour is Porsche Meissen blue.

Engine: 2332cc Turbo Fuel injected with Dual Throttle Body Redline EFI, Forged 84mm crankshaft, 94mm Wiesco Pistons, Mahle Cylinders, Scat H Beam Conrods. 42 x 37.5 dual springs, Match Ported manifolds. Hemi ciut chambers 61cc, 8.2 compression. Balanced engine. Stage 2 Kennedy 2100lb pressure plate, Daiken clutch disk. Porsche style cooling fan. Garret ball bearing turbo with custom impeller v band dump pipe, waste gate and blow off valve. Serpentine upper & lower tensioner fan belt. 90 amp alternator. Fram Oil filter, with 72 row oil cooler/ fan. CSP Valve covers, Pauter roller rockers, Braided lines, Methanol injection, Custom Exhaust. **Transaxle:** 4 speed Rancho-built Pro drag swing Rhino Case Aluminium with gussets, super diff, 2 Heavy duty side plates. German 3.88 R/P, Weddle 1-4 Gears, Chromoly Pinion Retainer, Sway away axles. **Suspension:** Full air ride suspension with accu air levelling system. Front Airkewld Pro built beam link pin air ride Rear Airkewld. **Brakes:** 4 wheel airkewld disc brakes with hand brake. **Wheels / Tyres:** Empi 17 in, Tyres front & rear Pirelli P Zero 205/45/17. **Body/ Floor pan:** Fully stripped and repainted using PPG paint. Stainless bolts throughout. **Interior:** TMI door cards and seat covers. New headliner, German weave carpet. **Wiring:** Full custom re wire, NOS head lights, LED tail lights. Semaphores that open and then blink. All chrome re done. Fuel gauge in speedo. Lots more parts not listed the car is fully customised. Also including original 1200 numbers matching engine plus original transaxle, drum brakes etc, dash clock, speedo. Price \$105,000. If Interested please contact Cameron Smith on 0411 758 123 or email cameron@parkzip.com.au

2nd Month ads.

Wanted:- Issues of the Volkswagen Spectacular car show magazine, for 2022 and 2024. I have the 2018 magazine; there was no 2020 show due to covid, and I missed 2022 and 2024 due to work. Does anyone have these issues they no longer want? If so please let me know - Phil (0412 786339) or please bring them along to the next meeting.

For Sale:- 1995 VW Golf Mk 3. 240,000km. Roadworthy, good condition. Runs well, no mechanical issues. Gloss



varnish is stripping off, a few minor dings, heater disconnected, but air con works fine. Rego is about to run out. Applicable for historic rego. Will consider any reasonable offer to save it from the wrecker. Phone Mark 0417 279 364 or email mhmoes@gmail.com

For Sale:- I have a 1995 VW Golf Cabriolet that I love. Unfortunately recently, while driving, the cam belt broke and

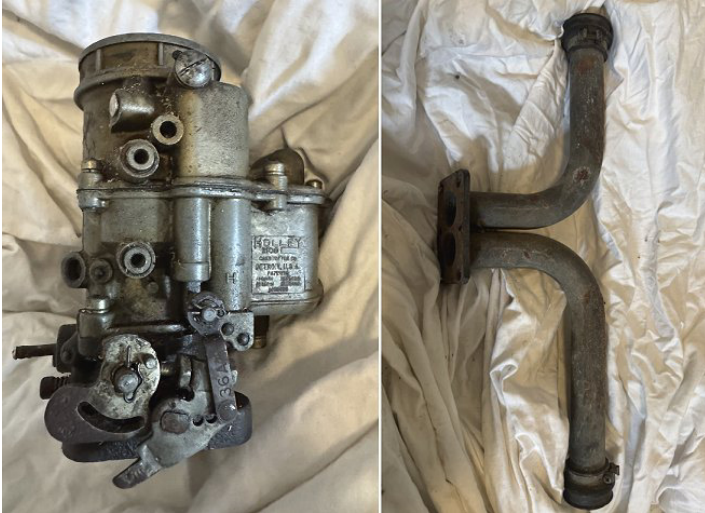


Next Club Meeting:
Monday
20th April.
7:30pm
Canley Heights RSL.

has therefore damaged the valves. It is going to cost \$4700 to repair and unfortunately I cant do that. I wish I had the skills to do it myself! I imagine a VW lover with mechanical skills might like to buy it and fix it themselves - saving lots of \$\$.

Registered to August 2026 the car is currently at a mechanics in Orange. We live in Canowindra. I have no idea how much to sell it for but asking \$500 ONO. Please contact Helen on 0428 660 944 or email trudi_helen@hotmail.com

For Sale:- 15x8 steel rims from Just Kampers 4x130 stud pattern cost \$200 ea only used for no more than the Nationals and back 2023 still in as new condition in boxes \$100 for both Phone Lee 0424 296 578 in Sydney

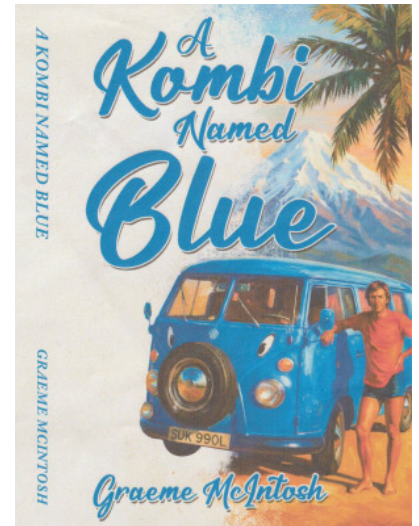


For Sale:- Holley 2100 'Bug Spray' 2-barrel carb and custom manifold for twin-port VW heads. Very popular in the 1970s, carb needs overhaul. Free - but must collect from eastern suburbs of Sydney. Contact Ian on 0408 202 328 or email ianproductionator@gmail.com



For Sale:- Genuine Barn find - iconic 11/78 Golf GLS Mk 1. One owner, 132,000km, silver/tan inside, rare t-bar auto, original in every way, extras include factory: Front and rear aero, alloy wheels, air conditioning, manual sunroof with Cibie driving lights, owners' manual, snow chains and dealer history, some rust mainly in front floors but rustproofed when new, always serviced and dealer history Lennox. For more info email Karren at kazzied2u@yahoo.com.au

Now Available:- Fellow VW enthusiasts, I am pleased to announce the worldwide release of my book **'A Kombi Named Blue.'** It tells the story of my romp around Europe in an old Kombi van in 1973. This was the time before travellers' technical aids were available, just rough planning and potluck. Every country had its own currency and passport, and customs clearance was required at



each border crossing. You will read the funny stories that two naïve Aussies get up to as they try to negotiate language and customs in foreign lands. Then share a year working in England despite political turmoil. IRA bombings and miners' strikes they lived like kings in a shared house with Canadians, New Zealanders and South Africans while employment opportunities blossomed. Then share a white Christmas in Canada followed by a 4-week tour around the USA on Greyhound busses sleeping on the bus at night sightseeing during the day. It is an easy read and will be of interest to all Veedub enthusiasts. The book is available through me at \$32.50 which includes postage. Interested members can contact me via email providing name and mailing address and if they would like me to sign it they can list what they would like me to include as a personal salutation I would be happy to do it. I will then respond with my bank transfer details and when the transaction is complete mailing will follow. My email address is as follows: graeme.mcintosh@bigpond.com Please feel free to contact me regarding this matter, I hope your club has a successful year. Best regards Graeme McIntosh



For Sale:- 1990 VW T3 Kombi, 2.1-litre auto pop-top camper. 219k km, new starter motor new water pump hoses, stainless steel water tanks and solar but needs connecting back up. Located Newcastle area, \$12,000 o.n.o. Ph.Nathan on 0438 408 379 or email kennonbk79@gmail.com

Trades and services directory.

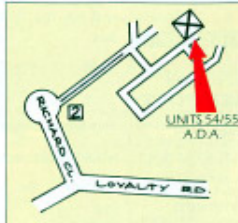
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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with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

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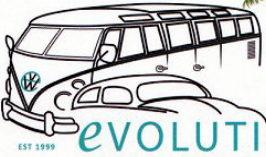
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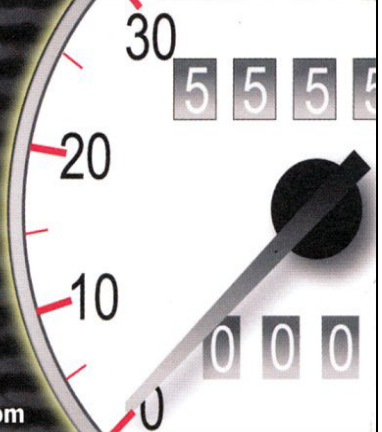
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New Member: ☐ Renewal: ☐

Name:

Address:

State: Postcode:

Email:

Phone: (Landline)
 (Mobile)

Do you want to participate in CAMS motor sport? ☐ NO ☐ YES

Will you be applying for NSW Historic Registraton? ☐ NO ☐ YES

\$50 - Normal Membership

\$60 - Historic Rego Membership

Simply join and pay on-line using the QR code (see over).

You only need to fill out and post this form if you can't do it on-line.

Trades and services directory.

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For Club polo shirts, jackets, hats, mugs, stickers etc - or any other

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Contact Adam Daines

0404 984 648

sales@clubvw.org.au



Laze Away Travel

Patrick Natoli

Principal
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Club Veedub Sydney Membership / Subscription Form.



Join on-line

Choose \$50 Normal Membership, or \$60 for Membership with Historic Registration.

Note:- If you cannot join via the webpage, for whatever reason, you can do a direct bank transfer:

Club VeeDub Sydney Inc.

BSB: 032002

Account: 562396

Receipt no:

Then cut out this form, fill it out and post it to:

Club Veedub Sydney

PO Box 5120

Greystanes NSW 2145



Transport for NSW

DRIVE Lite Historic and Classic Vehicles

April 2026

A warning for Historic Rego owners.

This information was received from Transport NSW, DRIVE Lite newsletter for April 2026:

Conditionally registered vehicles from five car clubs were recently inspected at Silverwater.

These inspections are part of series of compliance events directed at historic and classic vehicles, with more planned throughout 2026, explained Leigh Grant, Senior Manager - Vehicle Operations.

"I want to thank vehicle owners and clubs that have cooperated in conducting this ongoing operation. We have seen some well maintained, safe and compliant vehicles, however there are some concerning vehicle safety issues arising from our inspections," said Leigh.

"We remind clubs and owners of the importance of complying with Transport's lawful directions regarding vehicle inspections. For the clubs and vehicle owners who have not complied, Transport will be exercising its powers."

Transport directed 85 owners to present their vehicles for inspection to assess vehicle safety and confirm eligibility for historic and classic registration.

Key outcomes included:

- * 46 vehicles inspected
- * 25 vehicle defect notices issued
- * 16 vehicles identified with major defects, including six deemed unsafe to drive from the inspection site
- * 19 vehicles deemed ineligible for the Historic or Classic Vehicle Scheme.

Enforcement action is underway to cancel the registration of 39 vehicles that failed to comply with the inspection direction, including a vehicle registered to the responsible person of one club.

Two club officials who are also Authorised Examiners within the Authorised Inspection Scheme (AIS) have been referred for action against their AIS accreditation. The Motor Vehicle Tradesperson Certificate of one person was expired and the Motor Vehicle Repairer Licence of the other was expired.

As the first line of compliance, recognised clubs play a vital role in the historic and classic vehicle scheme. It is essential that the integrity of the scheme is protected.

Club members with Historic rego are urged to ensure their club membership and vehicle registration are both current. Make sure your VW is in good

mechanical condition, and neat and clean inside and out. Make sure your VW is essentially standard with period accessories only - no modern modifications unless safety-related. Carry your Historic Rego paperwork with you, and fill out your logbook on every trip. Do your homework and there won't be a problem if you're pulled over.

If you have any concerns, please contact the club's Historic Registrars John Ladomatos, or Wayne Fenech.

VW PHEV local prices.

Plug-in Hybrid Electric Vehicle versions of the 2026 Volkswagen Tiguan and Tayron family SUVs will cost \$2000 to \$3000 more than regular petrol versions, when they arrive in showrooms sometime before June this year.

The first plug-in hybrids sold by Volkswagen in Australia under \$100,000 (the PHEV Touareg R costs \$129,990), will be offered in two model grades each, Elegance and R-Line, with different power outputs from a 1.5-litre hybrid system.

Prices start from \$62,390 plus on-road costs for the Tayron 150TSI eHybrid Elegance, and rise to \$76,550 for the Tayron 200TSI eHybrid R-Line, with equivalent Tiguan versions listed at \$64,590 and \$74,550, respectively.

The price premium of \$2000 to \$3000 is on par with what Toyota used to charge for a RAV4 Hybrid above now-defunct non-hybrid petrol versions, despite the VWs fitting a battery with a capacity 10 times larger.

The plug-in hybrid Tiguan and Tayron share a 1.5-litre turbocharged four-cylinder petrol engine, a single 85 kW electric motor, and a six-speed dual-clutch automatic transmission.

However, they are only front-wheel drive, and the inclusion of the battery pack is believed to delete the Tayron's third row of seats.

Elegance versions tune the engine to 110 kW for combined outputs of 150 kW/350 Nm, while the R-Line ups engine power to 130 kW for a total of 200 kW/400 Nm once the electric motor is included.

A 19.7 kWh battery pack is standard fitment for electric driving range ratings based on European WLTP testing of 113 km to 117 km, depending on the model and variant.

Lab testing returns fuel consumption claims of 1.6 to 1.8 litres per 100 kilometres, though it is expected to heavily favour electric driving. AC charging at up to 11 kW is offered,





as well as 40 kW DC charging.

Volkswagen has not published a full list of standard features for the plug-in hybrids, but they are expected to match equivalent 2.0-litre petrol variants.

It would mean 19-inch alloy wheels, a 32.8 cm touchscreen, LED headlights, leather upholstery, power-adjustable heated and ventilated front seats, heated outboard rear seats, a power tailgate, wireless phone charging, and a 360-degree camera in the Tayron Elegance.

The regular Tiguan 150TSI Elegance builds on the Tayron's specification with a 38.1 cm touchscreen, matrix LED headlights, Harman Kardon premium audio, and a head-up display, among other features.

R-Line variants of the regular petrol SUVs stand apart with 20-inch alloys, unique styling, sports seats, and on the Tayron, some of the aforementioned luxury equipment from the Tiguan 150TSI Elegance.

The 2026 Volkswagen Tiguan and Tayron plug-in hybrids are available to order now, ahead of showroom arrivals in the second quarter of this year (April to June).

2026 Volkswagen Tiguan prices:

110TSI Life FWD - \$45,650
 110TSI Elegance FWD - \$51,450
 150TSI R-Line AWD - \$56,850
 150TSI Elegance AWD - \$61,590
 150TSI eHybrid Elegance FWD - \$64,590 (new)
 195TSI R-Line AWD - \$71,550
 200TSI eHybrid R-Line FWD - \$74,550 (new)

2026 Volkswagen Tayron prices:

110TSI Life FWD seven-seat - \$48,950
 150TSI Life AWD five-seat - \$54,790
 150TSI Elegance AWD seven-seat - \$60,390
 150TSI eHybrid Elegance FWD five-seat - \$62,390 (new)
 195TSI R-Line AWD seven-seat - \$74,550
 200TSI eHybrid R-Line FWD five-seat - \$76,550 (new)

Amarok range downsized.

The 2026 Australian VW Amarok model line has been given a massive shake-up.

The previously available Core and Life trim levels, and

the single- and twin-turbo four-cylinder engines that powered them have been cut, with most variants now powered by the continuing 3.0-litre V6 turbo diesel engine.

Volkswagen has kept its high-spec model line intact, with the Style now serving as the entry-level valiant, and the range moving up through PanAmericana, Aventura, and a new limited-edition Dark Label variant.

At the top of the line-up, Volkswagen's locally-modified Amarok W600, with styling and handling upgrades fitted by Walkinshaw in Australia, serves as the flagship model (see March 2026 Zeitschrift).

All variants are powered by a 184 kW/600 Nm 3.0-litre turbo diesel V6 engine, shared with the Amarok's platform partner, the Ford Ranger.

The only other engine available is a 2.3-litre four-cylinder turbo petrol, producing 222 kW and 452 Nm, previously reserved for the Aventura grade, but now offered exclusively in the Style.

The move sees Volkswagen drop the 125 kW/405 Nm single turbo and 154 kW/500 Nm bi-turbo 2.0-litre diesels offered previously.

From 10 versions available in the 2025 line-up, the Amarok range has been pared back to seven variants for 2026.



While the Ranger similarly axed the bi-turbo engine and expanded V6 availability, single-turbo four-cylinder Rangers remain available for price-leading versions.

The Amarok Style V6 is now the only model optionally available as a factory-built cab-chassis variant, with all other variants fitted standard with a rear tub.

Style variants can also be upgraded with 20-inch alloy wheels in place of standard 18-inch wheels.

Volkswagen has not announced pricing for the restructured line-up, but with the 2025 version of the Style TDI600 4x4 starting from \$73,740, base pricing looks unlikely to get anywhere near the \$55,490 starting point of the now-discontinued Core TDI405 4x4.

The move to V6 and turbo petrol power means all Amarok variants now feature part-time four-wheel drive with a '4A' automatic mode, and a 10-speed automatic transmission.

The newly announced Amarok Dark Label comes equipped with 20-inch matte black alloy wheels, a spray-in tub liner, soft tonneau cover, tinted tail lights, and LED matrix headlights.

Befitting its Dark Label name, the special edition model gets black-pack styling with black mirrors, door



handles, side steps, front skid plate, roof rails, and a powder-coated black sports bar. Contrasting Dark Label decals are fitted on the bonnet, doors, tub, and tailgate.

The Dark Label edition will be limited to 200 units in Australia.

As with the rest of the 2026 Amarok range, pricing has not yet been revealed, with Volkswagen Australia to announce pricing and full specifications for the MY26 Amarok closer to its unannounced on-sale date.

ID. Buzz price drop.

Only 18 months after arriving in Australia, Volkswagen has cut pricing of its ID. Buzz electric vehicle (EV) by up to \$12,000 in a bid to open up "accessibility" to its van and people mover range.

The cut applies to the full recommended retail price (RRP), following limited-time discounts offering similar reductions on the ID. Buzz since the model launched in December 2024.

The most affordable version of the ID. Buzz, the Cargo short wheelbase (SWB), is down \$10,000 to \$69,990 before on-road costs.

For those wanting more than just three front-row seats, the ID. Buzz Pro SWB adds a second row to accommodate a maximum of five passengers, and is now positioned at \$75,990 before on-roads - a \$12,000 price drop compared to before.

The ID. Buzz Pro can also be had in long-wheelbase (LWB) form, which adds a third row for seven seats in total,

with pricing dropping \$10,300 to \$80,990 plus on-roads.

Finally, the top-spec ID. Buzz GTX - only available in LWB form - has shed \$5000 from its retail price, now \$104,990.

On top of the lower RRP's across the board, Volkswagen Australia has also rolled promotional drive-away pricing valid until the end of April this year, which further undercut the previous offers.

Under the promotion, the ID. Buzz Cargo can be had for \$72,990 drive-away, while the SWB and LWB versions of the ID. Buzz Pro are priced at \$79,990 and \$84,990, respectively.

Aside from price, the four ID. Buzz grades can also be differentiated by electric motor outputs.

In the Cargo, the system punches out 210 kW/550 Nm, while the passenger-focused Pro grades have 210 kW/560 Nm.

The top-spec GTX, meanwhile, features all-wheel drive from dual electric motors, outputting a total of 250 kW.

SWB models are also fitted with a 79 kWh lithium-ion battery, while LWB versions have a larger 86 kWh pack, enabling an all-electric driving range between 422 km and 452 km, depending on specification.

Last year, Volkswagen Australia reported 552 examples of the ID. Buzz people mover as sold, accounting for a third of total volume in the 'People Mover Over \$70,000' segment, as classified by sales statisticians - making it the most popular model in its, albeit small, class.

The ID. Buzz Cargo, meanwhile, added 190 to VW Australia's bottom line last year.

In a media release announcing the new pricing, VW states the new positioning "reflects the strong customer response to our all-electric people mover and van family", which the German brand expects to continue.

Multivan upgrades.

The 2026 Volkswagen Multivan is set to receive a mid-life update, just over four years after its European launch.

A late introduction to the Australian market in 2025 means the T7-generation Multivan has barely been on sale locally for 12 months so far.

Volkswagen has released the first official image of the updated Multivan, focusing heavily on the facelifted version's styling changes.

Leading the change is a restyled front bumper, which brings a more restrained and formal look to the Multivan, while moving it a step closer to the styling of the ID. Buzz EV.

Gone are the mesh bumper inserts and 'frowning' lower grille vent of the pre-update model, replaced by a smoother bumper, louvred horizontal bumper vents, and a flat grille panel without any openings.

Headlight DRL signatures have also been revised to match the new front styling.

European customers will have access to three new two-tone paint finishes, and the option of matte finish paint for the first time on the Multivan.

The official preview image is one of the new





two-tone colourways, finished in solid Candy White and Grey Brown metallic.

Alloy wheels also come in for attention, with six new alloy wheel designs across 17-, 18-, and 19-inch sizes.

The updated Multivan is set to go on sale in Europe in the second half of 2026, with Volkswagen promising to provide additional details by the end of August.

In Australia, the Multivan slots into the People Movers over \$70,000 class, and has managed 54 sales to the end of February 2026, outsold by in-house rival, the ID. Buzz (109 sales), and the Mercedes-Benz V-Class (59 sales), but ahead of the Zeekr 009 (38 sales).

In 2025, the Multivan moved 285 units across the whole year, down 47.5 per cent compared to 2024's 543 sales. This was itself a 23.6 per cent decline compared to the 711 units sold in 2023, when the Multivan was still based on the T6 Transporter and categorised in the under \$70,000 People Mover class.

The Multivan's top-selling year in Australia was 2018, when the Transporter-based model sold 1,095 units (including 'Kombi 70th' special editions - two years too early. The Kombi debuted in 1950.

European Free Trade Agreement.

New-vehicle pricing for more than 100 models currently on sale in Australia could be directly affected if a Free Trade Agreement with the European Union is finalised.

Talks between Australia and Europe on a Free Trade Agreement (FTA) would result in the removal of a 5 per cent import tariff - which does not apply to vehicles manufactured in Japan, China, Thailand, South Korea or the United States - should the deal be locked in.

The agreement, which Federal Minister for Trade, Senator Don Farrell, said "was now close" to finalisation after talks with European Union leaders, is also expected to result in the gradual scrapping of the Luxury Car Tax (LCT), a 33 per cent levy on every dollar of a car's price above a set threshold.

An LCT threshold of \$91,387 applies to vehicles with a claimed fuel consumption of 3.5 L/100 km or less - including electric cars, which are already exempt from the 5 per cent import tariff if they are priced below the LCT limit.

The LCT threshold for all other vehicles in the

current 2025-26 financial year is \$80,567.

Popular European-built models that could benefit from price cuts include the BMW X1, Audi Q3, Mercedes-Benz GLC, Sprinter and GLA, and Volkswagen Golf, T-Roc, Tiguan, Tayron and Multivan, and perhaps the Caddy and Crafter commercials.

The deal would also benefit European-built vehicles from non-European brands, which also incur a 5 per cent import tariff, such as the Hyundai i30 N Hatch (Czech Republic), Mitsubishi ASX (Spain), Suzuki Vitara (Hungary) and Jeep Compass (Italy).

In theory, while the removal of a 5 per cent import tariff would reduce the cost of an entry-level, German-built Volkswagen Golf hatchback from \$39,290 to \$37,325 before on-road costs - a saving of nearly \$2000 - carmakers would not be forced to pass all of the savings onto customers.

In addition, several volume-selling models from European brands would not be eligible for a tariff exemption because they are built outside the European Union.

For instance, the BMW X3, Volkswagen Polo and (Ford-based) Amarok are manufactured in South Africa, which does not have an FTA with Australia, while the Volkswagen Transporter is now built at a Ford factory in Turkey, where the Transit, Transit Custom and Tourneo are sourced.

In contrast, several models from European brands are already exempt from import tariffs because they are built in countries with existing Free Trade Agreements, including the United States, Mexico, China and South Korea (no Australian VW models come from those countries).

The Cupra Tavascan electric SUV is manufactured in China, but it would still be exempt from import tariffs even if built in Europe if it remained under the LCT threshold. Volkswagen does not import any Chinese VWs into Australia.

The 2026 BMW iX3 electric SUV would benefit from an FTA with the European Union, as the new-generation model, due in Australia this year, is built in a new electric-vehicle factory in Hungary, not China.

Aside from the Euro agreement, all car models, including vehicles built in Japan, would also benefit from the gradual scrapping of the LCT, which has been estimated to generate \$1.15 billion in tax revenue for the Federal Government this financial year.

A Free Trade Agreement between Australia and the European Union will grant better access into Europe for Australian beef and dairy products, in exchange for the axing of the Luxury Car Tax.



T-Roc R getting closer.

The next Volkswagen T-Roc R has been spotted testing ahead of its launch later this year, following the recent reveal of the normal second-generation T-Roc medium SUV in 2025.



The new small performance SUV is set to include sportier styling, and a version of the engine and all-wheel-drive system used in the Golf R. This time it's expected to gain a 48-volt mild hybrid system for the first time.

Design changes for the 2027 T-Roc R over its standard sibling include redesigned front and rear bumpers, four exhaust tips, and, on other prototypes that have been spotted, new black alloy wheels.

Expected for model year (MY27), the new Volkswagen T-Roc R will be powered by a 2.0-litre four-cylinder petrol engine, which is said to be closely related to that of the Golf R, with an estimated output of 245 kW.

The new 48-volt mild hybrid system is likely to be paired to the existing seven-speed dual-clutch automatic gearbox and the Golf's all-wheel-drive layout.

The first generation Volkswagen T-Roc went on sale in Australia in 2020, before being facelifted in 2022 with the introduction of the R variant, already offered in Europe in pre-update form since 2019.

In November 2025, it was announced that the outgoing T-Roc would end production before the start of the 2026 model year, with current stock levels expected to fulfil demand for the first few months of the new year.

The new-generation T-Roc was revealed in August of last year and is expected to be released in Australia this year, though timing is yet to be confirmed.



The lack of heavy camouflage suggests the T-Roc R is closer to production, though it is not expected to arrive in showrooms overseas until early 2027.

An Australian launch is highly likely given the popularity of the first-generation model, but likely to be 4-6 months behind Europe.

Tiguan R also.

The Tiguan R, has been caught on camera in its next generation ahead of a launch expected in 2027 or even 2028.

Spy photographers have captured images of a Tiguan R-Line with four exhaust tips, a signature of Volkswagen R models from the Tiguan to the Golf and T-Roc.

While the bumpers are unchanged on this early prototype, it rides on larger 21-inch wheels wrapped in Hankook tyres, hiding drilled brake rotors.

Production models are likely to receive new front and rear-end treatments, blue brake callipers, a larger rear spoiler, and R badges.

The spy photos represent the first confirmation of plans for a second-generation Tiguan R, which was Volkswagen's top-selling R model in Australia during its run, and also found success in Europe.



Arrival timing is yet to be confirmed, but the early stage of these prototypes suggests it may not be due until the second half of next year, close to the regular Tiguan's mid-life update.

It is likely to use a tuned version of Volkswagen's 2.0-litre four-cylinder turbocharged petrol engine, which produced 235 kW and 400Nm in its predecessor, but is likely to be uprated to the latest Golf R with 245 kW/420 Nm.

Expect the engine to be paired with all-wheel drive and a seven-speed dual-clutch automatic transmission.

Given the current Tiguan 195TSI R-Line is priced from \$71,550 before on-road costs, expect the new Tiguan R to surge close to or beyond \$80,000 before on-roads, due to the expected power bump, styling updates and technology.

The previous Tiguan R left showrooms priced at \$73,790 before on-road costs.

Specifications for the new 2027 Tiguan R are yet to be released, and are expected closer to the vehicle going on sale.



Canberra Chapter AGM Report – 2026.

The Canberra Chapter AGM for 2026 was held at the Loaded Dog in Tarago and offered members an enjoyable cruise and a relaxed meeting venue. With ongoing roadworks around Canberra and Queanbeyan likely to cause delays at our usual meeting points, members gathered instead near the edge of Queanbeyan at the TAFE. From there, we set off on an approximately 45-minute cruise to Tarago via Bungendore.

Despite a few sections of roadworks along the way, the run was smooth and trouble-free. The weather was very pleasant and, while not a challenging drive, it made for an easy and enjoyable cruise. Members who preferred to travel directly also met us at the venue.

At the Loaded Dog, everyone enjoyed lunch and drinks, with the club contributing towards purchases for financial members. Following lunch, we held our regular



monthly meeting, which was then followed by the Chapter AGM. Members agreed that shifting the AGM to the March/April timeframe was a welcome change, providing far more favourable weather than last year's June meeting.

Thank you to everyone who cruised together, as well as those who met us at the venue, making the day a success both socially and administratively.

For info: new committee for 2026/27

President/Secretary: Aldred Gonzalez

Treasurer/Council Rep: David Cook

Registrar: David Cook

Delegated Inspectors: Paul Cross, Willie Nelson, Horst Kirchner

Ordinary Members: David Brinton, Tristan Cross, Paul Ingram

Canberra Famous Wheels 2026.

Our day at Famous Wheels 2026 started bright and early, with members meeting at the Arboretum. While





choosing this location during the Balloon Festival may have been ambitious—with thousands of spectators flocking to the site—it turned into a memorable start, as hot air balloons drifted overhead while we waited for traffic to ease before cruising on to Thoroughbred Park.

Thanks to a number of pre-ordered tickets, the club was allocated a designated spot in the European section of the event. A great mix of club Volkswagen's and associated vehicles joined us on the day, making for an impressive display. The event itself was extremely well attended, featuring cars of all makes and models. This year's theme focused on military and service vehicles, with an excellent



variety on show, including a Kübelwagen.

Attendance exceeded organisers' expectations, with large crowds of spectators enjoying the displays. Combined with fantastic weather, it made for an enjoyable day among great cars and great company. We're already looking forward to returning for next year's Famous Wheels event.



2026 VW Nationals approaching fast.

Well I do enjoy a car show like no other. Where can one look at VWs from the late '40s to the present, all under one weather-proof roof? Where can one pick up a show discount part, a hard to get piece someone has been hording or that one part that could be the finishing touch ?? (the last bit never seems to happen) For me the VW Nationals is an encyclopaedia of knowledge.

So some of you know me, and some of you don't. A quick intro - I did my apprenticeship building race and rally cars and that part of me has never gone away. I got introduced to VW in 1990 so I've been a Volkswagen / Audi Technician for about 35 years. Between Toranas, panel vans, rally cars and motorcycles I've learnt a lot mechanically. I was told think it, build it and if it broke find out why. I remember the toxic green stuff BP100, the smell of Castrol R, going to buy D-size Nitrous Oxide bottles at your local CIG, parts were relatively cheap and available. Plenty of speed shops on Parramatta Rd that were packed - and going to Brickies in the evening! My '54 oval has been in VWMA and a small piece in Street Machine

So rocking up to a shop in Pendle Hill (following the oil drops over the bridge) as a spectator with my sister and her BF I was to get bitten by the bug, so to speak.

Simple, crude, yet totally different from the Chev-powered Torana I drove. My sister's beau had a duck egg blue with white roof KG with blue velour interior. The seats were out of a Camira, it had real 911 rims but beside the odd shape it was what was lurking under the deck lid. No cooling tin, no fan, big oil cooler and what looked like a turbo off a diesel truck. This thing rattled the heads loose, couldn't be driven more than 5 km (a mid-winters night maybe 10), but Christ did it go well in a straight line. my mind starting ticking...

Well they broke up and I never saw him nor the car ever again. But one thing I admired was the innovation of this 20yo skinny kid. So getting to the point - yes I can waffle on a bit, the nationals to me is what a person has done outside the box - no I don't mean dumping the entire Empi Ebay catalogue on a car, nor bolting the back shed contents to ones roof like it's a busted Taco.

I mean the innovators, the guys obsessed with correct numbers, the wild rides that once were something totally different, the custom paint that looks like a mirror, the race cars with their techn and brute power, parts you can't buy, the one-offs made in workshops... these are the things that get my mind racing with the next idea and how to make it different.

Sure we don't have a category for best custom and innovation (it would need a judging panel - who will put their hands up?) for I know there are a lot of cars still sitting in sheds around the country ready to have the dust washed off them and put back on display.

So when you hear that V8, stare at that bench seat in a beetle, look at that turbo, gawk at that custom panel work, hear the sound of gear drives, smell that E85, hear the crackle from the exhaust or roar from 50mm IDAs, port fuel injection, custom big brakes, the sheer size of an Autocraft or Pauter assembly... these ideas came from people who thought outside the box. So whether you drive it or trailer it, whether it's a race car or wild custom, built not bought or paid a

mortgage to finance it, what I'm saying is if it's different, bring it along.

Hughesy might even get me to do a round up piece in VWMA (I'd love to be a VW journo wink wink) - so hopefully you innovators, racers, concourse and custom car builders out there show us that VW wow and show all how an idea turned into something great.

Lee Phillips

VW Nationals Car Show Entry Forms.

Opposite are the entry forms for this year's VW Nationals Show and Shine on Sunday 24th May. All show entry cars will need to fill one out and hand it in as they drive in the show area.

But you might find it easier and faster to print off this one, fill it in and bring along on the day, rather than waiting until you're actually in the queue at the gate.

The forms are colour-coded - brown for Air-Cooled and blue for Water-Cooled. The categories available for each VW car are listed on the sheet. Choose carefully - you can only enter ONE CATEGORY. Make sure you know the correct model and year of your VW, so you're in the right category.

Also make sure you know whether your VW is Standard or Modified, if that applies to your class.

Not sure? Standard means that your VW is essentially the same as it was when it left the factory. It looks stock and it has mostly stock-standard VW mechanical components. Adding period accessories still makes it Standard. Whether restored or original, if it looks and runs like it did when it was in the VW dealer showroom, it's Standard.

Modified means you've customised the way it looks or runs. Different wheels, guards, suspension changes, bigger or faster motor, custom interior, different paint, later model or non VW parts, etc etc. It now looks, runs and sounds different. It's your own customised, personalised VW and it's no longer as VW once made it. It's Modified.

If you are still uncertain, just use the common sense rule. If it looks like it's modified, then it is.

The Concours Class is for immaculate stock-standard VWs only, 10 years old or more. This is the only category that is judged by a panel of VW industry experts.

All the other categories are peer-judged. All car entries receive a judging sheet to allow you to choose up to 20 VWs of any sort that you think should win a trophy. Spectators also get one vote with their People's Choice tickets.

All votes are tabulated by computer to determine the winners. All categories will have a First Place trophy, while the most popular categories will have a Second prize as well.

If you can bring this sheet already filled out on the day, and use the Tap-And-Go payment, it should be a very quick trip through the entry gate! Don't forget to stop for your photo- you might win a trophy!

You can also download the forms from the Club website (scroll down):

www.clubvw.org.au/vw-nationals/vw-nationals-2026/



VW Nationals 2026

Air-cooled Show Entry Form

Name:

Entrant No:

Official use only.

Contact Number (on the day): E-mail: Rego No: Model: Year: Vehicle Description:
Category Entered:
(please choose from
listing below)

\$30 Show and Shine entry (includes one occupant)

* Vehicles may only be entered in ONE category *

All car show entries are automatically entered into People's Choice, Pam Withers Award and David Birchall COTD.

The *Concours* category is judged by a panel of VW experts, and is open to immaculate stock VWs over 10 years old only.
All other categories are peer-judged. A ballot sheet will be provided to each entrant upon entry. Entries to all categories close at 10:30am sharp. Peer judging forms must be returned to the Club VW stand no later than 12:30pm.

Air-cooled Car Show Categories:

#: Categories

- 1 Beetle - up to 1957 - Standard
- 2 Beetle - up to 1957 - Modified
- 3 Beetle - 1958 to 1967 - Standard
- 4 Beetle - 1958 to 1967 - Modified
- 5 Beetle - 1968 onwards - Standard
- 6 Beetle - 1968 onwards - Modified
- 7 Factory Karmann Cabriolet - All Years
- 8 Kombi T1 - up to 1967 - Standard
- 9 Kombi T1 - up to 1967 - Modified
- 10 Kombi T2 - 1968 to 1979 - Standard
- 11 Kombi T2 - 1968 to 1979 - Modified
- 12 Transporter T3 - 1981 to 1992 - All
- 13 Type 3 and Type 4 - Standard
- 14 Type 3 and Type 4 - Modified

#: Categories

- 15 Karmann Ghia - All Years
- 16 Factory Air-cooled Off-road - All
- 17 Non-factory Off-road, Buggies, Exotics - All
- 18 Kit Cars and Aussie Convertibles - All
- 19 Rat class - All Years
- 32 *Concours d'Elegance*

Automatic Entry (do not choose)

- 33 People's Choice - Air-cooled
- 35 Pam Withers Award
- 36 David Birchall Car of the Day



VW Nationals 2026

Water-cooled Show Entry Form

Name:

Entrant No:

Official use only.

Contact Number (on the day): E-mail: Rego No: Model: Year: Vehicle Description:
Category Entered:
(please choose from
listing below)

\$30 Show and Shine entry (includes one occupant)

* Vehicles may only be entered in ONE category *

All car show entries are automatically entered into People's Choice, Pam Withers Award and David Birchall COTD.

The *Concours* category is judged by a panel of VW experts, and is open to immaculate stock VWs over 10 years old only.
All other categories are peer-judged. A ballot sheet will be provided to each entrant upon entry. Entries to all categories close at 10:30am sharp. Peer judging forms must be returned to the Club VW stand no later than 12:30pm.

Water-cooled Car Show Categories:

#: Categories

- 12 Transporter T3 - 1981 to 1992 - All
- 20 Polo, Up! - All Years
- 21 Classic Golf (Mk1, 2, 3, 4) - 1976 to 2003
- 22 Modern Golf (Mk5, 6, 7, 8) - 2004 onwards
- 23 VW Convertible - (Golf Cabriolet, Eos) - All
- 24 VW Sports (Scirocco, Corrado, New Beetle)
- 25 VW Sedan (Vento, Bora, Jetta, Passat, CC, Arteon) - All
- 26 VW SUV (T-Cross, T-Roc, Tiguan, Touareg)
- 27 VW Commercial (T4-T5-T6 Transporter, Caddy, Crafter) - All Years
- 28 Amarok - All Years

#: Categories

- 29 Audi - All Years
- 30 VAG Family (Skoda, SEAT, Cupra, Porsche)
- 31 VW Electric (ID.4, ID.5, ID.Buzz)
- 32 *Concours d'Elegance*

Automatic Entry (do not choose):

- 34 People's Choice - Water-cooled
- 35 Pam Withers Award
- 36 David Birchall Car of the Day



Flat Four Kelso Park Show n Shine.

Sunday 29th March. Beautiful weather, tasty food, good company and of course, plenty of vehicular porn as a good turn out of our wunderkin cars turned up to this annual and well supported event.

Pleased to say good turnout of Club Veedub members, including a few new faces from our monthly meetings. Flat

Four is a similar club to ours, lesser numbers but more involvement and always make us feel welcome.

Looking forward to future events, if not co-sponsored shows.

Sam Chalouhi





Just plain rude.

There is definitely no confusion, we are at the bottom of the market when it comes to Volkswagen cars and parts.

The cost of living is hitting hard. People won't say it but we are in a recession at the moment.

It's probably the worst I've ever seen, and I've seen a few.

This is actually a good thing if you're planning on buying a classic Volkswagen, but on the other hand if you are selling it's bad.

It's actually not even worth advertising cars or parts for sale at the moment.

I definitely have stopped buying or selling. There is no point or no money to be made.

People just don't have any spare cash or savings to buy.

Sure, there are some people buying at the moment, but they are very expecting, wanting and actually very rude when making low offers.

People constantly offer only about a third of your already low asking price.

People definitely want to buy an unregistered car with no clutch that hasn't run for years and drive it across Sydney in peak hour traffic.

All while offering you a third of your asking price.

I've actually never seen anything like it until now.

For example, if you have a decent Beetle for sale at the moment at \$25,000, you can expect offers around \$8,000.

Just hang on to these cars at the moment, the market will pick up in a few years.



But if you're in the market for a classic Volkswagen, times have never been better.

This is the time for buying like I mentioned in my stories from a year or two ago.

My recommendation is to buy a nice Karmann Ghia.

If you're buying, be wanting and be expecting but maybe try not to be so rude.

There are more subtle ways of lowballing people.

Good luck.

Ashley Day.

A wheeler and dealer staple.

When wheeling and dealing you ultimately want to double your money on any item.

If you can't double your money, it's better to simply leave the cash in the bank.

You can wheel and deal in any Volkswagen or Porsche parts or cars you like, just as long as you can go close to doubling the original investment.

I've noticed, over the years that one safe investment is old original Porsche wheels.

You may have seen me here and there with Porsche wheels for sale?

That's because Porsche wheels are a bread and butter item when it comes to making money from home.

I have a formula for buying and it's funny how it hasn't changed for 40 years.





This is the formula.

Buy any original Porsche wheels with the centre cap still in them that you can find for \$50.00 each.

Clean them and sell them for \$100.00 each.

Don't buy wheels without centre caps as they are more expensive than the actual wheels, believe it or not.

Yes you can still buy Porsche wheels with centre caps for \$50.00 each.

Check wrecking yards, tyre places, Porsche businesses and friends' houses.

My pick to get you started is the ATS cookie cutters, Design 90 and Cup one wheels.

Lastly check condition, sizes and offsets to make sure all wheels are the same and not mismatched.

Good luck.

Ashley Day.

The problem with modern classics.

All Volkswagens from 1994 up until now have an immobilising system in the ignition.

This system lets your car keys talk to the car.

It lets the vehicle know that you are the owner and you have the keys.

Obviously it's an anti theft device, so people can't steal your car easily.



Interestingly, Hyundai and Kia don't have immobilising systems and are dead easy to steal, sometimes being stolen multiple times.

Anyway, inevitably one day your keys won't talk to the car and it won't start, no matter how hard you try.

This is a immobiliser problem or issue.

This is why most modern classics end up in the wrecking yard, like this poor old New Beetle I spotted the other day.



Most people don't bother getting it fixed, because it's expensive and mostly not worth calling a VW dealership or auto electrician with the right equipment, diagnostic skills and VW spare parts.



So that's it, modern immobilising systems will kill your car one day.

Sure if the car is expensive or desirable enough it can be repaired, but mostly this is the end of modern classics.

Ashley Day.



Vintage Veedub Supplies Drag Car.

- * Driver - Wayne Fenech
- * Owner - Boris Orazem

This story started in 1995 when Boris invited Gene, Dee and Garry Berg to Australia. I was lucky enough to help crew on their famous black '67 drag car while racing in Sydney and Queensland.

While at the jamboree at Willowbank Boris asked me if I would like to drive his car at the event. I remember the first run like it was yesterday. I was so nervous I staged the car with the back wheel. After restaging the car it ran 13.5 seconds and I was hooked. We campaigned that car in Super Street for a number of years and had a lot of fun. During that time Boris and I spoke about building a new car.

So about twenty years ago the build began. Boris had an old floor pan at the back of the workshop and every Saturday afternoon we would spend cutting and modifying things. First was modifying the rear end of the car, then the front end, and every thing else because once you start changing gine one thing everything else needs to be changed.

We mocked up a roll cage out of exhaust pipe and fitted a 1965 body to the car. Once we were happy with the basic build we bought some chrome molly pipe and sent the car over to Brad Young at Westside Mufflers to bend and weld



up the roll cage. He also fabricated the tin wear in the car.

At the same time Craig Hughes came to Sydney talking to all who were interested in setting up a drag racing event in Warwick.

We ran the old car the first few years at Warwick until I broke the gearbox, and we decided to finish new car. The car was finally together and Warwick was coming up fast.

The final thing to do was to make the car presentable, so Dave Birchall and I got 6 cans of flat black and it was painted. To my surprise Mike Waldron and Boris organised Shane Hobson to make up some stickers and the car was loaded on the trailer and off we travelled, leaving Sydney after work.

The first event for the new car was at Warwick and it was memorable as on the Saturday qualifying session the car took off like a rocket and after changing into third gear the car lost traction and I did a 360 spin. After a change of underwear the rest of the weekend went off without any other issues.



The car was running a highly modified turbo type1 VW motor at that time. During the build Boris had been in correspondence with Mike at Autocraft in the USA. Then the new motor parts started to arrive - first came the engine case then all the other parts arrived and the build began.

Once the car and new motor was sorted and running well, Boris's cousin Carlo visited Australia from Slovenia and he happened to be a spray painter. Once he saw the car he decided it needed painting, the current paint scheme was





created by Boris and Carlo. Shane Hobson was then contacted to finish the car off with the sign writing.

* I would like to thank Boris Orazem for his help and support over 30 years

* Leigh Harris for his tuning and wiring support

* The late Dave Birchall for all the laughs and help

* Paul Fenech, Louie Guevara, Mike Waldron, Dave Butler, Henry Spicak and Brad Young for all their help over many years.

Why not come and see us run at Warwick this year!

Below are the Autocraft engine specs

Autocraft 2800cc

- " Autocraft Aluminium Case
- " Scat Crankshaft - 86m flanged
- " Pauter - 5.7 con rods
- " Pauter - 101m Barrels
- " JE - 101m Pistons
- " Total Seal Rings
- " Autocraft Roller Cam
- " Autocraft Roller 1.7 Rockers
- " Jet engineering custom push rods
- " Autocraft Cylinder Heads
- " Hand Made Exhaust system
- " Turbo Smart Charger
- " Wet sump fabricated by Brad Young Westside
- " Dave Butler prepared Kombi Gearbox
- " Earls supplied Tilton twin clutch plate
- " Autronic SM4 ECU and ignition system
- " 8 x 2200cc Siemens deka injectors (two per cylinder)
- " Hyper Racing Fuel (Methanol)

Best quarter-mile time: 9.35 @ 151mph (243.1 km/h)

Wayne Fenech



Vintage VEE-DUB SUPPLIES

Quality Volkswagen Parts
go into our Volkswagens
and we won't use
anything else on yours.



Crafter Kampervan.

Long before a hash-tag was anything more than a confusing symbol on a typewriter, Campmobiles were already a thing.

And you can largely thank Volkswagen for that because its Kombi models from the 1950s, '60s and especially the '70s help cement the idea of roaming around the country in a self-contained car-cum-house as a holiday or retirement favourite. More than that, the affordable, rugged Kombi made it actually possible.

Back then, there were a couple of paths to tread. You could take a second-hand delivery van, or a tradie's or florist's Kombi van (windows preferred but not always present) and trick it out with a home-made bed, a table and whatever gear you needed to survive on the road.

Or, if the cash was around in sufficient quantities, you could buy a window-van or Kombi semi-microbus brand-new and have it converted to camper spec. There were quite a few Australian companies that did the conversions back in the day, such as Swagman, Trakka-Van, Dormobile, Landcruisers, John Terry (Freeway), Discoverer and Sunliner. They could take your basic Kombi and add cupboards, fridge, stove, sink, table and folding seat-bed. They could also fit the pop-up fibreglass roof if required.

The ultimate in the 1970s was to buy a brand new 'factory' Campmobile from your Volkswagen dealer. These were converted new by the Adelaide-based Sopru company, which was owned by LNC Industries (VW Australia) with additional workshops in Melbourne, Canberra and Sydney. They had a full factory warranty and could be serviced in any VW dealership. But they weren't cheap. In 1976 a basic 2.0-litre Kombi with windows was \$5120. A Sopru 'basic' conversion added \$1360; the Traveller added \$1962 and the Deluxe with everything added \$2341. So a Deluxe Campmobile was \$7461 in total - more than a Ford Fairmont or Holden Premier, and only slightly less than a Ford Fairlane or Holden Statesman.

So they were NOT surrie or hippy mobiles when they were new - they were expensive luxury lifestyle vehicles.

Volkswagen's own German in-house conversion supplier, Westfalia was (and is) regarded as the best of all the VW conversions, but Westfalia campers were not sold in Australia. The Sopru camper was the local standard by which

all others were judged. Volkswagen sold over 12,000 in Australia by 1980, the biggest selling campervan in Australian history.

So, when VW announces a 21st century take on the concept of a big factory campervan, those who like the idea of a lap of Australia but don't like caravans or towing, are suddenly all ears.

Like most things, this latter-day VW camper has grown a size or two over the last six or seven decades. Sure the modern T6 Transporter-based Trakka campers and the VW-built California are high quality, but some buyers are looking for something bigger and roomier. Which is why this Kampervan TD1410 4 Motion (to give it its full name) is based on the long-

wheelbase, high-roof version of the big Crafter van, rather than the T6 Transporter layout.

But just as commercial vehicles have become bigger and more sophisticated, and glamping has grown out of actual camping, does the modern take on the Campmobile legend make the grade in 2026? And does the Volkswagen offering retain any of the charm of the original camper van?

Oh, and forget about Westfalia (it's owned by Mercedes-Benz nowadays). This conversion is the work of none other than Aussie caravan specialist Jayco.

The deal between Jayco and VW locally, means this variant of the Crafter Kampervan is an Australia-only deal, similar to Trakka with their T6 conversions.

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

Based on the top-shelf Crafter van, the Kampervan then goes on a mission to be both a car and a holiday house.

So, pull up a comfy chair, because there's a fair bit to discuss here. This isn't just a tent on wheels, it's a fully functional tiny home that just happens to be relocatable on a daily basis. As such, the vehicle needs to be able to manage energy, water, gas and waste.

VW's aim was to elevate the quality standards of the caravan industry to that of the car-making world, as well as address its customers' main agendas, including storage, the ability to go off-grid and the management of light and ventilation for sleeping.

That utility starts with the walk-through layout where





the front seats swivel to form the other half of the dining table seating. From there, the layout runs to a full bathroom, a kitchen and then back again to a fixed queen-size bed.

The bathroom combines a shower and a lavatory with a cassette system for black-water storage and disposal.

The kitchen features a 90 litre fridge with a freezer drawer that is accessible from both inside and outside the vehicle. There's a dual gas-hob and a 9.0 kg gas bottle stored in the rear compartment (under the bed, but accessed from outside) that also includes a huge slide-out drawer for an extra fridge or whatever else needs to be carted around.

There's also a sink with a mixer tap and the vehicle carries 120 litres of fresh water, not to mention gas-powered on-demand hot water.

A wind-out awning runs the full length of the van, extending the living space and forming a space for the VW-branded camping table and chairs.

The bedroom includes a pair of swivelling fans for cross-ventilation, USB and 240-volt ports, a swivelling TV and blinds and screens on all windows. The standard air-conditioning system will also run for about seven hours before the vehicle runs out of power.

Speaking of power, the electrical system is a force of nature. Aside from the standard Crafter battery (which remains the start battery and can't be depleted by the equipment on board) the standard smart-alternator function has been disabled so the engine can help charge the batteries whenever possible.

That power storage array incorporates a 400 Ah lithium-ion battery with a 3000-watt inverter to run the 240-volt system even when off-grid. There's a 60A DC-to-DC charging system and, all up, VW reckons the vehicle can stay off grid for about three days straight based on normal power consumption. A multi-screen control panel tracks power usage and issues alerts when required.

So, what's missing from the Kampervan? Climate-control air-conditioning for the cabin, mainly (the Crafter starts life as a commercial van, after all). Oh, and beds for the third and fourth passengers (if you are thinking of bringing kids along).

The Crafter Kampervan starts at \$157,990 for the on-road biased Style model, and \$165,490 for the All-Terrain version.

As the more off-road capable variant, the All-Terrain gets 16-inch steel wheels with all-terrain tyres, bash plates, a higher ride height and a snorkel.

In either case, the accommodation fittings and fixtures

are identical. That sounds pretty steep, but go out and price a full-sized four-wheel drive and a full-sized caravan with a bathroom and then see how it all stacks up.

Is there anything interesting about its design?

Given that the design of the camper conversion was partly the work of Jayco, there's every reason to suspect that the end result should work for recreational users. That is, of course, provided Jayco's caravan-building experience translates to a campervan layout.

That's because this is not as simple as plonking a wheel-less caravan onto a Crafter cab-chassis; integration in the key here.

The various zones - driving, entertaining, sleeping, bathroom and cooking - need to work with each other with as many components having more than one job.

The off-grid capability is also a highlight and, in the case of the All-Terrain model with its off-road tyres, bash plates and 30mm higher ground clearance, makes getting farther off the beaten track more of a reality.

A lot of people will wonder why VW didn't simply import a batch of the campervan conversions it already builds in Europe.

The fact is, however, that the German-made left-hand drive layout means the sliding side door would be on the wrong side for Australia, and the integrated gas system would not have met ADR standards. So just like the old days, the idea of a local conversion was needed - which is where Jayco came in.

How practical is its space and tech inside?

The Crafter's phone mirroring system seems to work pretty well, although its menu-driven layout can be a bit frustrating (it's hardly alone there) and Android phones sometimes didn't want to connect as simply as they should have (potential user-error here, folks).

But the rest of the interior is typically Crafter-smart including lots and lots of cup-holders, USB ports and cubby-holes dotted around the front seat area.

Doubtless, a few months on the road will show up design issues according to the individual, but for now, our main comment would be the proximity of the bathroom to the food preparation area (although, to be fair, most owners will cook outside the vehicle).

The mattress is a split queen unit (rather than a single mattress) and it occupies the full width of the rearmost part of





the vehicle, so making the bed might be a bit more difficult.

The location and width of the bathroom (although it feels pretty tiny once you're in there and operates as a wet-room) also means there's just half the rear view that the vehicle might otherwise have.

The thick pillar between the two rear barn-doors also adds to that blind spot. At least the mirrors are good; nice and wide and very clear.

It's when the Kampervan is not being used to survey this wide, brown land that its practicality starts to come into question. Unlike a conventional four-wheel drive and caravan rig, the accommodation section of the Crafter can't simply be unhooked and parked in the driveway.

Which means it's not really suburb or city-friendly. Underground car-parks will soon detach the air-conditioning unit in a pretty violent way, and the almost-seven-metre length will have you looking for adjacent empty parking spaces (or the car-and-trailer section at Bunnings).

Put simply, this is the touring solution for those who want to tackle the Big Trip in one go, staying on the road for weeks or perhaps even months. Obviously, that's an observation rather than a criticism, but it remains something to think about.

What are the key stats for its engine and transmission?

The Crafter is powered by VW's now-familiar 2.0-litre turbo-diesel four-cylinder engine which produces 130 kW of power and 410 Nm of torque thanks to a pair of turbochargers.

Driving through an eight-speed automatic transmission, the torque is then sent to all four wheels via VW's '4Motion' permanent all-wheel-drive system.



It's worth mentioning the automatic transmission is a conventional torque-converter unit, rather than the dual-clutch layout VW has championed for years now.

The Crafter also uses ventilated disc brakes front and rear, and however you look at it, the modern driveline of the Kampervan makes an old air-cooled Kombi look even more antiquated (which is saying something - the Kombis' all-independent suspension was far superior to all the Japanese vans of the time - and even those of today).

And while the Crafter in commercial-vehicle trim has the option of an electronic locking rear differential, the Kampervan adds this as standard.

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

Although the Crafter's driveline boasts energy recuperation, it's not a hybrid system. Instead, the vehicle's alternator is able to generate electricity during braking and store that in the vehicle's batteries for later use, rather than storing that power in a dedicated hybrid battery.

This also helps ensure the main battery is always fully charged to power the stop-start system that is also standard on the Crafter.

Because it's a commercial vehicle, there's no compulsion to offer an official fuel consumption figure and, indeed, Volkswagen doesn't.

But our real world drive, which included some winding roads and a bit of freeway thrown in, gave us an average figure of between 9 and 10 litres per 100 km. This is likely to be a bit lower on a purely highway run, but is a good indicator of general use consumption.

The 75 litre fuel tank should, then, give an easy 700 km of range, but don't forget the Crafter's engine uses AdBlue, so that annoying extra cost needs to be factored into running costs.

What's it like to drive?

You can see the appeal of a high driving position the moment you step into (or climb into, really) the Kampervan. The view out is fabulous and even though the vehicle is just shy of seven metres long, you soon develop a bit of a sixth sense for where the back wheels are, based on what the front wheels have just done.

The glass area is huge with the exception of the view to the rear, thanks to that bathroom placement.

The front seats are big and comfy, although the two rear seats are pretty flat and place the occupants quite close together. There's enough adjustability in the seat and steering column to make anybody feel at home and the exterior mirrors are big and clear.

There's enough performance, to be sure, but the sheer mass of the Kampervan and the fact that it's moving a lot of air means you'll be giving the rather long-travel accelerator a decent workout.

Taking off into traffic is the only time the VW will feel a bit sluggish, but once the engine has a few revs on board it all gets going fairly smartly.

Unlike a lot of modern cars that can feel as though they're travelling a lot slower than they really are, the Kampervan is the opposite. Not that it's spooky to drive, but there will be times you'll be in a 100 km/h zone, look down and discover you're doing 90.

In the context of a leisure vehicle, this shouldn't bother

anybody apart from a highway patrol officer down on his or her monthly quota.

The engine is smooth and the transmission is refined and possesses enough smarts to make a better job of shifting itself than the driver ever will.

It's not exactly silent inside, though, with a smattering of clicks and clatters from some of the less-automotive furniture, but it's a fair bet even a brand-new house would likewise rattle a bit if you hurled it down a bumpy road at 100 km/h.

The biggest source of noise pollution, though, is in the All-Terrain model and consists of a chorus of sucking, sobbing, choking and burping noises from the snorkel which is placed right near the driver's right ear. Obviously, it's worse with the window open.

Ride quality is very good. Clearly, having a bit of weight on board doesn't hurt, but even so, the Kampervan refuses to pitch or wallow despite that ride compliance. In fact, it's very composed for such a big unit that was originally designed to carry parcels and pallets.



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

The Crafter, on which the Kampervan is based, is typical of the emerging breed of commercial vehicles that try not to give anything away to passenger cars in safety terms.

Well, in the front seats anyway, because the two seats in the rear are formed by a bench seat that doubles as a kitchen-table seat, so lacks the contouring of most car seats.

More importantly, the rear seats miss out on side-curtain airbags. This is understandable given the vehicle's origins. Both rear seats do, however, feature top-tethers for child restraints.

Up front, meantime, the two front passengers get both front and side-curtain airbags with a full array of driver aids to help with safety.

They start with stability control, anti-lock brakes, brake-assist, traction-control, multi-collision braking and hill-holding function.

There's also autonomous emergency braking that works at speeds up to 60 km/h, driver-fatigue detection, a rear view camera, adaptive cruise-control, rear cross-traffic alert, blind-spot monitoring and lane-keeping assistance.

What's missing? Apart from the side airbags for all passengers, we'd like to see tyre-pressure monitoring on such a large, heavy vehicle and AEB that works beyond 60 km/h.

The Kampervan has not been ANCAP tested.

What warranty is offered? What are its service intervals?

What are its running costs?

The Kampervan carries Volkswagen Australia's full five-year/unlimited-kilometre warranty. That extends to not just the base vehicle, but the whole conversion including all of Jayco's additions and other aftermarket fittings.

VW offers a version of capped price servicing called its 'Service Care Plan' that covers scheduled maintenance for the first five years and can be purchased at the time the vehicle is ordered.

No price for this was available as we went to press, but for reference, the same five-year service plan for the Amarok dual-cab ute costs \$1900.

Standard service intervals are every 12 months or 20,000km, whichever comes first.

Verdict

This is not the vehicle for somebody looking for the odd weekend away. That's mainly because it will take up a lot of real estate when you're not using it (it may not even fit in a lot of car-ports or garages) and it's far from a daily driver for the school run or shopping trips.

If you're looking for a getaway machine that will also work at home for the other 48 weeks of the year, a conventional caravan and four-wheel-drive is likely to be a better bet, purely because the tow-vehicle can be your day-to-day transport

But if your plans include longer getaways and you have the storage space to keep the Kampervan stashed away safely, it starts to emerge as a functional alternative.

Talk to long-term travellers, and even the best camper trailer needs to be set up each night and folded away next morning, and as for tents, don't even start us...

But like a full-sized caravan, the VW simply pulls up to where ever it is you want to stay for the night and is ready to feed, entertain and rest its occupants within seconds of stopping.

But unlike a big, heavy caravan, the Volkswagen imposes far fewer driving caveats (including fuel consumption) and is a vastly more enjoyable and simple thing to drive in pretty much any circumstance.

It's not for everybody, but for those whose lifestyle it matches, the VW Kampervan is an alternative to a caravan that deserves short-listing. Let's face it, 12,000 Campmobile owners can't be wrong.

David Morley





15 Tips to Teach a Teenager to Drive.

Popular Mechanics, January 2013

Driving is fun, exhilarating, and a rite of passage. It is also perilous, especially for the inexperienced: Traffic accidents are the leading cause of death among teenagers in the US - period - when someone under 20 is driving. For a kid about to take the wheel, good lessons can be life-saving.

1. If you are the instructor, start by telling your student that the hands on the wheel should be at 3 o'clock and 9 o'clock (not 2 and 10). This allows for maximum rotation with minimal exertion - meaning greater control.
2. Relaxed arms also increase control. "Why?" your pupil might ask. The answer is that relaxed muscles respond faster than tense ones. On the flip side, many factors decrease control; a chief one is distracted driving.
3. Tell your student to stay focused, which often translates to 'put the smartphone out of reach.' Using one behind the wheel robs you of 37 per cent of the brain power that could otherwise be applied to driving, according to a Carnegie Mellon University study.
4. Have you ever met a teenager who responds well to scolding? Okay, so when you're giving a lesson, keep the mood light.
5. To do this, ignore little slip-ups and praise good practices ("Nice lane position. I like how you keep checking your mirrors.") Positive reinforcement makes good habits stick.
6. If that's too soft for you, consider this: Nothing teaches a driver how to deal with a crisis like parking-lot donuts. Instructor Bill Wade of Tire Rack Street Survival suggests having a student driver push a car to extremes on a deserted asphalt expanse.
7. For example, with the car up to speed, give the order to turn abruptly and keep accelerating; sharp cornering and even skidding in a controlled environment beats doing those things in an emergency. If the car skids, the car's centre of balance shifts and will either slide straight-on (understeer) or the rear

can swing around or fish-tail (oversteer).

8. As the car skids, tell your pupil to tap the brakes and turn the wheel away from the direction of the skid in order to regain control. As he gains more practice, get him to try adding some throttle to the skid.
9. Now have your student get the car rolling at 30 mph (50 km/h) or so, and mash the brake pedal to the floorboard. Your pupil will learn the odd, pulsing feeling of the antilock braking system - and to keep applying pressure in spite of it.
10. Wade says to give vacant-lot lessons in all weather conditions so the driver can find out how the car behaves on wet, icy, or snowy pavement.
11. The last can also help teach parallel parking: Set up two cones in the lot about 6 metres apart, and pour a little water onto the tread of the tyres. After your student reverses the car into place, have him or her get out and look at the water tracks on the ground - visual evidence of a job well done.
12. When your student graduates to the road, instruct him or her to scan for 'exit points'; veering onto a grassy median or nature strip is preferable to a collision.
13. This sounds obvious, but there's an exception: If an animal runs into the car's path, a driver is more likely to avoid personal injury by hitting the critter than by jerking the wheel to avoid it. This rule is void if the animal is a cow.
14. Encourage your student to learn to drive a manual. It enhances the feeling of human and machine working in harmony and increases confidence.



15. Finally, consider pro lessons. At the Skip Barber Racing School, for instance, young drivers go from the classroom to the test track to learn such things as accident avoidance at high speeds. Arrive alive!

Joe Bargmann



Brazilian sunflowers.

The Sydney Morning Herald, Saturday 27 November 1982

Sunflower and soybean oil may have more to offer the world than good margarine and nutrition.

Volkswagen research engineers in Brazil have been successfully running diesel-engined cars and trucks on the stuff.

Their promising results are enough to shiver down the spine of any Arab oil sheikh.

They indicate another success in the South American nation's ambitious plan to become self-sufficient in automotive fuel by growing its own.

Alcohol fuel from plants such as sugar cane and cassava is already blended with petrol in a 20/80 gasohol mixture, and vehicle manufacturers such as Volkswagen produce spark ignition engines that can run on straight ethanol. However, diesel vehicles still have to rely on fuel processed from expensive imported crude oil.

Perhaps not for much longer, however. Test fuels prepared from degummed and neutralised soybean oil, which is specially treated to reduce its viscosity and replace its glycerol with methanol or ethanol, may become viable alternatives.

Soybean oil was chosen because it is Brazil's main vegetable oil, but in bench tests sunflower oil, similarly treated, has shown results just as good.

The Brazilian Government is encouraging sunflower production in southern States as a winter crop, mainly on land not being otherwise used. "Respectable amounts" could be available in the future, according to the Volkswagen researchers.

The vehicles and engines used in testing were regular production models. VW's 1.6-litre indirect-injection, four-cylinder motor, installed in a VW Passat passenger car and VW Type 2 light van, was run on the fuel.

Testing was also done on a 13-tonne truck fitted with a 5.8-litre direct-injection diesel engine.

Results from the indirect-injection 1.6-litre gave good performance and consumption, but the direct-injection truck engine suffered from excessive dilution of its lubricating oil, due to a chemical reaction with the soybean fuel.

Despite engine modifications to provide a more complete combustion, the lubrication problem persists, with oil having to be changed every 2,000 km instead of the usual

5,000 km.

The main problem is the soybean fuel's much lower volatility. Its flash point is 160 degrees Celcius compared with that of conventional distillates, which is 28 degrees Celcius.

In the direct-injection motor - with a compression ratio of 16 to 1 - this has led to contamination of the lubrication oil by some unburnt fuel. In the indirect-injection engine, with its 23 to 1 compression ratio and swirl-action combustion chamber, this was not a problem.

Rigorous durability testing - 1,400 hours on the dynamometer, 70 per cent of them at maximum power and 20 per cent at maximum torque - saw virtually no difference in power and torque output, but up to 10 per cent higher fuel consumption.

Smoke emissions were much lower using the soybean fuel, and the exhaust smelled "different" but was comparable in density.

On the road, the Passat covered 60,000 km and the Type 2 commercial - carrying a full 1,000 kg payload - covered 35,000 km on the experimental fuel.

After the durability tests, the engines were stripped down and examined for wear. Bearings, piston rings, cylinder bores and the valve train remained within VW tolerances.

Drivability, performance, engine noise and starting were all comparable with those of engines running on distillate.

Despite the problems encountered in the direct-injection truck engine, VW engineers remain optimistic about its future on soybean and sunflower fuels.

In tests against two similar trucks running on distillate, the test engines pulled similar loads and demonstrated comparable drivability and performance.

Their fuel consumption was about 4 per cent higher, seemingly because of the different calorific values of the soybean fuel.

The researchers feel that by the time plant oils become available in sufficient quantities for high substitution, they will have solved the problem of lubrication oil dilution.

Brazil has begun a fleet test using the new soybean fuel in a 20/80 per cent blend with distillate.

With the growing realisation that renewable energy sources have to be developed as finite petroleum resources dwindle, what's going on in Brazil is fascinating.

Biomass fuels have been proposed for Australia and small pilot projects to produce alcohol petrol-extenders from fermented sugar cane are under way.

The future for biomass fuels would seem to be limited in this country, however, as long as we remain virtually self-sufficient in the light crude oils that are so perfect for petroleum production.

However, soybean or sunflower oil as a replacement for the heavier diesel fuel could have commercial appeal later on.

There remains a conflict between the use of plants for food and fuel and questions of land use priority. As well, biomass fuel is still more costly to produce than fossil fuel.

The Brazilians, however, are showing the way. Their sugar cane yields four billion litres of alcohol fuel a year, with major growth planned.



Lifesaving Golf.

petrolicious.com, March 2017

In Holland, there's a Volkswagen Golf that's a lifesaver. Literally. This is a tale that'll show you how important it is to be an optimist and to never, ever give up. It's about a guy called Christian, and the love of his life: his Golf.

We're probably all convinced of the idea that a car is so much more than just a metal box with wheels. It's not a scientific statement, but 23-year-old Dutchman Christian Kuijpers provides undeniable proof of it. When he turned 18, his parents presented him with the gift we all dream of - a car. It didn't come as a surprise though, because they allowed Christian to choose the vehicle of his dreams. That was an easy one: it had to be a VW Golf. With his parents on a modest budget, Christian chose a modest car, a 1991 Mk2 Golf 1.3, a red one. Spoiled kid, with a red car as a birthday present you might think.

That's not really the case though; life has all but spoiled Christian. He has Duchenne muscular dystrophy, a progressive muscular disease that has put him in a wheelchair, barely able to move, let alone drive his car. He can't even get in it. The average life expectancy for this disease is 26, but luckily Christian doesn't like to be average. As far as he's concerned, it's his Golf that motivates him to wake up every

day, and ignore his disease as much as he can. His dad, Herman, is his partner in crime.

Not only does Herman care for Christian - a very physically demanding job - he also helps his son convert the Golf into a GTI. Christian spends his days online finding parts, which Herman then bolts onto the Golf. With every day going by, the Golf looks more menacing, its humble origins long forgotten and the enthusiasm of its owner growing by the second.

Whenever weather permits it, Herman drives the Golf up and down the street while his son puts his wheelchair on the curb so he can watch and listen as his "girl" drives by. Contrary to what you might think, this doesn't depress Christian to not be in the driver's seat. Seeing his car and realizing she is his to keep gives him energy

to the point where he's able to beat the odds. His mother is convinced this VW Golf is the best possible medicine for her son. "He's thinking about it 24/7. He wants to make this car exactly as he wants it, and I am convinced he will finish it. This Golf prolongs his life."



Christian proved his mother right in the summer of 2014. In July of that year, Christian was rushed to the hospital after having a respiratory arrest. He was put on a respirator and told this would be permanent. Christian was fighting for his life in a bleak hospital room. He couldn't even see the TV. His head wouldn't move in that direction. Things looked bad. That is, until Christian's father and some of his friends - with reluctant permission of the nursing staff - fitted a life-size picture of Christian next to his Golf to the wall of his room. He couldn't talk, but by having his dad point out the letters of the alphabet on a piece of paper, and thus painstakingly constructing sentences, he told his nurses all about his Golf. His recovery suddenly sped up. Three years after the ordeal, Christian says: "That picture told me I had to keep going. Having this respirator sucks at times, and without the Golf I wouldn't have chosen to go through all this."

This remarkable story has spread to a sizable audience. Over the years, newspapers and magazines have written about Christian, who is incredibly active on Facebook. It has resulted in people taking his story to heart, and it has led to Christian making a great number of friends, all thanks to his





car and his determination and resolve. Those who were there before Facebook help Christian along whenever and wherever they can too, of course.

For instance, on one of his birthdays, a group of his friends showed up with the BBS wheels Christian had wanted for a long time and bolted them onto the Golf. Another birthday saw Christian's car as the star of a car meet on his street, with a few Porsches in addition to some other outstanding VWs. And last summer, Christian's friend Hans helped him to realize a lifelong dream when he took the Golf to a VW show. He was moved to tears, just like he was when a number of friends took the Golf for a ride on Christians favourite roads, along with their own cars - an Audi A6, an Audi Cabriolet, along with a BMW 3-series and 5-series - with photographs taken to prove to Christian how awesome his girl looks when in action. He turns to the memories and pictures whenever life gets tough, and these sources of comfort are possible because of great friends and a loving family.

And it does get tough. A few years ago, Christian's father was diagnosed with lung cancer. His lung was removed as a result, and thankfully he recovered remarkably well. Last summer, the cancer returned though, with less than bright outlooks at the moment. Herman fights though, inspired by the optimism and strength of his son in his own struggles. Christian worries about his dad, and sometimes the worry proves too strong for even his optimism. That is, until one of his friends reminds him of his Golf and all it helped him achieve. Then he lights up and soldiers on, for the love of his car and the father that helped make it a reality.

Recently, Christian's online endeavours helped him find a new motivation. Christian is always watching car-

related movies and reading automotive websites. During his browsing one night, he stumbled onto the story of Alfredino. His father, Enzo, thought Alfredino was destined to be his successor at the head of a very famous company: Ferrari. Alfredo Ferrari, nicknamed "Alfredino," or simply, "Dino," is purported to have been the mind behind the racing V6 engines that took Phil Hill to his F1 title in 1961. Alfredino and his father did great things together until Alfredino passed in 1956. He suffered from Duchenne muscular dystrophy. The sports car carrying the V6 Alfredino helped developed was lovingly called the Dino by Enzo. The story moved Christian. On his Facebook wall he writes: "This boy became famous through his own car. I have the same disease as him, and my car made me 'famous' as well. I'm thinking back on being at school, not paying attention to maths because I was too busy thinking about the Golf I was sure I would own in the future. When I was 10 years old, I already knew my Golf had to be red, just like a Ferrari should be red. I can hardly believe this story, it makes me think I should fight on, for Alfredino."



Hungry for information on Dino Ferrari, Christian found an alleged quote from Enzo exclaiming that "The most important victory is the one that is yet to come." With that in mind, Christian is able to keep up his optimistic outlook: ignoring his disease to the point it where it virtually disappears, and optimistic that his dad will prove much stronger than his disease. If his belief ever wavers, all he needs to do is look at his Golf.

The link with Ferrari is uncanny in a way too. Enzo Ferrari is but one of the countless heroes in the automotive world. Who'd have thought that, among names like Enzo Ferrari, Mario Andretti, Ayrton Senna, and Ferdinand Porsche, you could also find the name of Christian Kuijpers. Maybe not on the same list, ok sure, but you can't deny that he is a hero in his own right. His story makes being a petrol-head feel more important, somehow.





Volkswagen Passat LS station wagon: ample room for holiday loads.

Passat Wagon.

The Sydney Morning Herald, Monday 23 October 1974

The Volkswagen Passat LS station wagon handles as well as, if not better than, the sedan version.

The Passat was recently named Car of the Year by the Australian motoring magazine, Wheels, because of its refreshing efficiency and totally modern concept.

Usually, when a sedan is extended to a wagon the handling suffers slightly, but this is not so with the Passat.

The wagon is designed for the buyer who wants maximum room in medium dimensions.

With the back seat folded flat the Passat has 1.53 cubic metres (54 cubic feet) of loading space - plenty of room to stow holiday or picnic gear or bulky parcels.

It is a clean-lined vehicle with large glass areas and an attractive crisp-lined appearance.

It will seat five adults comfortably in its fully reclining front bucket seats and contoured rear bench.

The inclusion of a counter-sprung one-piece upward-lifting rear tailgate is useful. The gate swings high out of the way and it can be opened and closed with one hand.

The amount of loading space available is unusually large because

of the design of the rear suspension. By separating the shock absorbers from the coil springs and mounting them forward of the rear axle, the design reduces the height and bulk of the suspension units, and encroachment on the luggage area.

The low loading height and flat floor enable the space to be used well.

The Passat's excellent power-to-weight ratio - especially with the 1500cc engine fitted as standard on the station wagon - gives brisk performance and good fuel economy.

The engine - which has a single overhead camshaft driven by a plastic-toothed belt for added quietness - spins freely and

achieves its 86-bhp maximum power without high engine speeds and offers its maximum pulling power at medium revolutions.

The four-on-the-floor all-synchromesh gearbox has well-spaced ratios and gives maximum speeds in gear of 55 km/h (35 mph) in first, 99 km/h (55 mph) in second, 128

km/h (80 mph) in third and a top speed of 160 km/h (100 mph). The gearstick has a rubbery, imprecise feel which makes it possible to fumble snatch changes.

Steering is by rack and pinion, and is one of the lightest systems available. Directional stability is excellent, and the Passat does not suffer from severe front-wheel-drive characteristics such as distinct self-centring of the wheel.

Foot controls are reasonably large and light to use, but they are a little too far from the floor for long-distance comfort.

The seats are firm - almost hard - but are comfortable over longer distances, giving good support and holding driver and passengers in place securely.

The cabin's interior is neat and well finished - functional rather than luxurious in appearance.

Head and leg room are good throughout, and all-round visibility is excellent.

Instruments are comprehensive and well-positioned. They are clustered together in front of the driver, with heater-demister controls and minor switch gear to the left within easy reach, or on steering column stalks.

DETAILS AT A GLANCE

PRICE: \$4,378 (excluding options, registration and pre-delivery charges).

ENGINE: Front-mounted, water-cooled four-cylinder in-line unit of 1.5 litres (1,471 cc) developing a maximum 64 kW (86 bhp) at 5,800 rpm and maximum 123 Nm (92.2 lb/ft) torque at 4,000 rpm. Bore, 76.5 mm; stroke, 80 mm; compression ratio, 9.7 to 1. Engine drives front wheels by double-jointed drive shafts.

GEARBOX: Four-speed all-synchromesh with floor-mounted stick shift.

STEERING: Self-adjusting rack and pinion steering box, safety steering column. Turning circle, 10.3 metres (33.8 ft).

BRAKES: Diagonal dual circuit system with discs of 240 mm (9.45 in) diameter at front, and drums of 189 mm (7.3 in) at back. Brake servo and brake pressure limiter.

SUSPENSION: Front — suspension struts and lower wishbones, coil springs with progressive buffer springs and telescopic shock absorbers, all combined in suspension struts; rear — torsion beam axle and stabiliser bar, coil springs with rubber buffers and separate telescopic shock absorbers.

DIMENSIONS: Length, 4.190 metres (165 in); width, 1.6 metres (63 in); height, 1.36 metres (53.5 in); wheelbase, 2.47 metres (97.2 in); track, front, 1.34 metres (52.8 in); rear, 1.35 metres (52.6 in); ground clearance, 120 mm (4.7 in). Kerb weight, 919 kg (2,007 lb); wheels 413x13; tyres, 165 x 13 steel-belted radials.

The suspension system - struts, lower wishbones and coil springs in front and torsion beam axle and coil springs at the back - give a firm, comfortable ride and soaks up the worst surfaces well.

The system also ensures positive, safe handling when going fast. The Passat wagon corners willingly at moderate speeds, with mild understeer which transfers to a gentle oversteer as more power is applied. The steel-belted radial tyres fitted as standard give good road adhesion, even in the wet.

The brakes are power-assisted front discs and rear drums linked by a dual diagonal circuit braking system. They pull the car up straight and without wheel lock time after time in simulated emergency stops with marginal fade but with a big increase in brake pedal effort. The front discs tend to squeal under normal use, and this can be annoying.

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Fuel consumption is a strong point of the wagon. Most drivers should expect to get at least 30 mpg (9.4 L/100 km). Assuming you can achieve this, the wagon's 50-litre (11-gallon) fuel tank gives a cruising range of 535 km (330 miles) and can be filled for about \$6.70.

A fully comprehensive NRMA insurance policy for a metropolitan driver, over 25, using the wagon privately and paying cash for it, would cost \$221.40 full rate, or with full 60 per cent no claim bonus, \$90. The same person taking the same policy but buying the Passat on hire-purchase or leasing would pay \$278.65 full rate or \$112.90 with bonuses. All figures include stamp duty.

A year's registration for private use in the metropolitan area costs \$113.95.

The test car was supplied by Volkswagen Australia Pty Ltd.

Barry Seton

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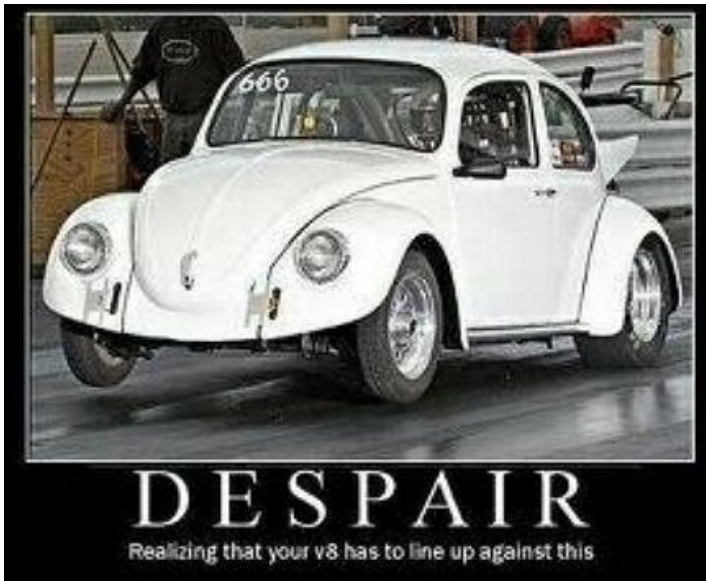
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Oscar's Scrapbook.



John Fullagar
May 5, 2025 · 🌐

N.O & E.R. Turner, 90 Ring St Inverell. They were the local VW dealer from 1969 to 1979. The original building looks the same in 2010 (middle), but by 2024 (bottom) had been redeveloped.



Turn it on, wind it up, blow it out, GTI.



Minto tested Freon engine in converted Volkswagen bus

Wallace Minto wanted space to install his experimental boiler, propane-fuel tank, vapor condenser, and computer—so he used a Volkswagen bus for a test bed. At left he checks his instruments. At right,

author Francis has his hand on return-line plumbing from motor to condenser. System produces 350-plus hp., and is designed to operate in outside air temperatures of below zero to 90 degrees and up.

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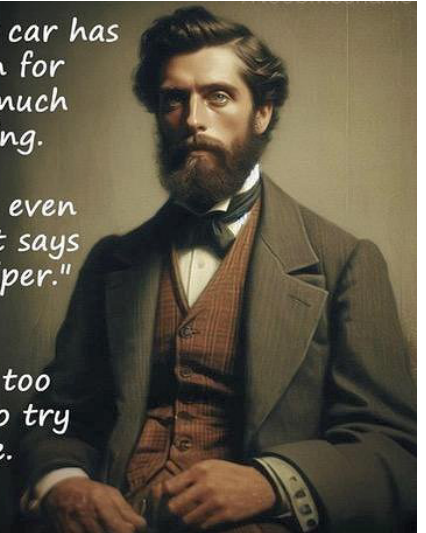
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everything.

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one that says
"rear wiper."

I'm still too
afraid to try
that one.



georgetrosleyfan Edited • 152w
Cool little VW final pencil drawing on
tracing paper. George then slides the
final pencil drawing under a good piece
of paper and inks in the final art on his
light table. #carart #automotiveart



Chuck Norris.

When Chuck Norris was born, the only one who cried was the doctor. You never slap Chuck Norris.

After he was born, Chuck Norris gave his mother a lift home.

Chuck Norris built the hospital he was born in.

Chuck Norris makes onions cry.

Ghosts sit around campfires and tell Chuck Norris stories.

Chuck Norris can teach a woman how to reverse park.

Chuck Norris once went to a feminism rally. He came back with his shirt ironed and holding a sandwich.

The influenza virus gets a Chuck Norris shot every year.

Chuck Norris got pulled over by the Highway Patrol. They got off with only a warning.

Chuck Norris uses police pepper spray to season his steaks.

Quilton once tried making Chuck Norris toilet paper. But it wouldn't take crap from anyone.

Chuck Norris doesn't eat his vegetables. He finishes them off.

Chuck Norris has a grizzly bear rug on his floor. It's not dead, it's just afraid to move.

Jesus can walk on water. Chuck Norris can swim through land, to the top of Mt Everest.

Chuck Norris counted to infinity. Twice.

Chuck Norris can also divide by zero.

If you can manage to spell 'Chuck Norris' in Scrabble, you win. Forever.

Chuck Norris starred in all the Star Wars movies. He was The Force.

Chuck Norris doesn't need toilet paper. He uses wolves.

The boogeyman checks under his bed for Chuck Norris.

Chuck Norris can kill two stones with one bird.

Chuck Norris ordered a Whopper With Cheese at McDonalds. And got one.

A taipan once bit Chuck Norris on the leg. After four days of excruciating pain, the taipan died.

Chuck Norris threw a grenade and killed 50 bad guys. Then it exploded.

Chuck Norris never uses a stunt double. Except for crying scenes.

When Alexander Graham Bell invented the telephone, he found he had missed calls from Chuck Norris.

Chuck Norris can kill your imaginary friends.

Chuck Norris has already been to Mars. That's why there's no life there.

The Loch Ness Monster claims to have once seen Chuck Norris.

Chuck Norris went skydiving but the parachute didn't open. He went back next day and got his money back.

Chuck Norris doesn't use condoms. There's no protection against Chuck Norris.

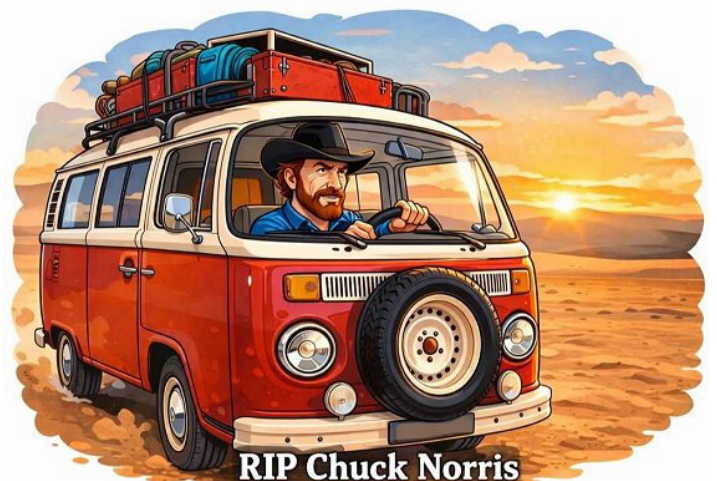
Global Warming is really caused by Chuck Norris' farts.

Chuck Norris once went to the Virgin Islands. Or The Islands, as they are now known.

The theory of Natural Selection is wrong. It's actually just the list of animals Chuck Norris has allowed to live.

They were going to carve Chuck Norris' face on Mt Rushmore. But the granite wasn't strong enough for his beard.

Chuck Norris did not die. He just finished conquering this world, and has moved onto the next.



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