

Bi-Monthly: August - September 2023

# VOLKS

## *enthusiasm*



August, 2 - VECSA AGM  
August, 5-6 - Price Tractor Pull  
August, 18 - Fabulous Freitag  
September, 6 - VECSA General Meeting  
September, 13 - Cruise to Hahndorf  
September, 22 - Fabulous Freitag



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# From the Editor

Hi volks. Welcome to the August and September edition of Volksenthusiasm.

Jeepers 56 pages, what a great achievement everyone. The club doesn't have a desktop publisher, we have a magician. Another beautiful white rabbit pulled out of the hat.

To all of our contributors - thank you so much - wonderful stuff.

I saw the new Manx a while ago and have been wanting to share it with you for some time. I wrote to Meyers Manx and they were kind enough to send me some wonderful material, so be sure to check out this amazing vehicle. At the time you read this it will be the 12 month anniversary of the official launch of the Manx - there are some fantastic photographs of the launch and check out our website for exclusive video footage, both new and retro.

I have always loved the Manx and it's incredible uniqueness and fun factor. I did buy one, or nearly did. It was much the same colour as the new one and at the time, the price was \$2,700 and the owners even offered to throw in a few scooby doobs under the seat (humph). After putting a deposit down (I had to have it) it was time for a test drive. It all went well and I truly loved the car, until I saw the blue lights in the rear vision mirror. You guessed it - defected off the road on the test drive. Something do with no engine guard or an exposed engine (understandable) and the mudguards not being quite wide or long enough to cover the tyres. So it didn't happen.

Funnily enough in the late 70s my sister dated a lovely chap who had an incredibly beautiful electric purple metallic flake manx with a 3D fluorescent green holographic image of a cobra protruding from the front bonnet. What a great era and jeepers I wish I could find it now (I have tried) - I know it must be somewhere.

Peter - I love what your doing with the 54 - well done. I thought 58 Ghia parts were rare, but 54 fenders - argh.

Thanks to all who helped out with articles this month Tony Mudge, Mike Dillon, Meyers Manx, Amy Foster, Peter Ivkovic, Frank Marten, Michael Morton, Peter Nelson, Rob Brown, and Graham East.

Thanks also to Ken, Roma and Sophie for taking care of the Volks Postage this month.

Articles can be sent to [editor@vecsa.com.au](mailto:editor@vecsa.com.au).

I hope you enjoy this edition and as always, keep those pistons banging sideways.

Until next time - George's Dad

All articles are welcome and preferred as text (Word document etc.) and photographs only.

- In a ELECTRONIC format only,
- A4 size, 1/2 or Full page with photos and text
- Hi Res JPG/PNG
- Otherwise a PDF with the pages separated.



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### EDITORIAL POLICY

The editor reserves the right to refuse publication of material which is not VW related is deemed to not be in the best interests of the Volks Enthusiasts Club SA Inc. Or in our opinion could infringe copyright. The Club will not be responsible or liable for any incorrect information supplied to and for the Newsletter. Readers should verify the accuracy of any content in the magazine prior to using it for their own purposes

**Cover:** Meyers Manx 2.0 Electric.



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# President's Report



Hello Boys and Girls,

Well this is it, my final say for this coming financial year. My ride as president in 2022 to 2023 has been interesting to say the least. Since my last stint as pres. things have changed somewhat. The club has become more computerised and club dealings are more instant than they used to be, which is good thing, I think. I have enjoyed the past 12 months and being president has been rewarding and gave me a real insight into the club and the way it runs behind the scenes.

The next club meeting is our AGM and all the committee positions will be vacated and open for re-election. I want to take this opportunity to encourage club members to consider taking on a role for any of the positions on the committee, it's not as scary as people might think. We are not a big corporate business so our committee meetings are very low key and can be quite fun.

If you think you would like to take on a role or you know of someone who you think would do a great job in a position you can nominate yourself or somebody else. Any help would be of great benefit to the club.

I would also like to take this opportunity to thank the existing committee for everything they have done during the past year. They have been an amazing group of people, they made my job easy, dedicated to the club one and all.

Oh, and reminder, we need to get as many people to the AGM as we can so that we can attain a quorum. NO quorum, NO committee, NO committee, NO club. So please make an effort to be there on the night.

Der Präsident

Rob Brown



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# Events Calendar

Check the Events page at <https://www.volksenthusiasts.org.au> for up-to date information  
Contact Graham at [events@vecsa.com.au](mailto:events@vecsa.com.au) for any enquiries

<b>AUGUST</b>	
<b>AUGUST 2</b>	<b>VECSA Annual General Meeting from 7:30 pm at Austrian Club, General Meeting to follow AGM</b>
<b>August 5/6</b>	Price Tractor Pull – Market stalls, Live music 406 Crowell Rd Winulta
<b>AUGUST 17</b>	<b>VECSA committee meeting</b> at Shannons, South road Glandore from 7:30pm
<b>August 18</b>	Fabulous Freitag @ The Austrian Club from 6:00pm. Please contact Ken Rowlands on 0413 386 051 to book.
<b>SEPTEMBER</b>	
<b>SEPTEMBER 6</b>	<b>VECSA General Meeting at Austrian Club from 7:30 pm</b>
<b>SEPTEMBER 13</b>	<b>Cruise to Hahndorf for lunch</b>
<b>SEPTEMBER 21</b>	<b>VECSA committee meeting</b> at Shannons, South road Glandore from 7:30pm
<b>September 22</b>	Fabulous Freitag @ The Austrian Club from 6:00pm. Please contact Ken Rowlands on 0413 386 051 to book.
<b>OCTOBER</b>	
<b>OCTOBER 4</b>	<b>VECSA General Meeting at Austrian Club from 7:30 pm</b>
<b>OCTOBER 19</b>	<b>VECSA committee meeting</b> at Shannons, South road Glandore from 7:30pm
<b>October 20</b>	Fabulous Freitag @ The Austrian Club from 6:00pm. Please contact Ken Rowlands on 0413 386 051 to book.
<b>October 22</b>	Bay to Birdwood
<b>OCTOBER TBA</b>	<b>Memorial cruise</b>
<b>FUTURE EVENTS</b>	
<b>November 19</b>	Yankalilla Classic Motor Show – Registrations now open 0414 995 669 yankalillaclassic@gmail.com
<b>NOVEMBER 24</b>	<b>Volksfest Cruise and dinner</b>
<b>NOVEMBER 26</b>	<b>Volksfest</b> at Torrens Parade Ground
<b>DECEMBER TBA</b>	<b>Christmas BBQ at Memorial Gardens, Menzies Crescent Prospect</b>
	<p>LEGEND: UPPER CASE Dates, <b>Red Text</b> = VEC Events  Lower Case Dates    Black Text = Non VEC Events  <span style="color: blue;">Blue Text</span> = Important Event Entry Details</p> <p><b>Cruises will be cancelled if temperature is above 34 degrees Celsius but the planned activity will go on without the cruise component</b></p>




## Mid-Week Cruise

On a pleasant 17 degree winter's sunny day on the 12<sup>th</sup> July 2023 nine cars met in the Tower Hotel Carpark for a cruise through the beautiful Adelaide Hills. We choofed off at 10.30am and drove up through Norton Summit, via Forest Range, checked out the Lenswood Oval and ended up in Woodside to visit and to purchase goodies at Melba's Chocolate Factory and the Cheese Shop. We then drove back through Woodside on our way to the Artwine Cellar Door for a meal of cheese platters, dips and pate. And of course there was the drop or two of the preferred Red for the day, made from the Grenache grape, and appropriately named "Grumpy Old Man". Where have I heard of that label before???

The point of interest for me was the fact that some members travelled far and wide just to be part of the cruise and enjoy the day with fellow VW enthusiasts. Club President Rob Brown travelled from Willunga in his Beetle Rod "Ringo" and Darryl Poole did a round trip from Moonta in his immaculate dual cab Kombi (which, by the way, still displays the 2009 Volksfest sticker when he won the Roy Williams Memorial Trophy for that year).

Artwine is in a top location, situated on the crest of a hill overlooking surrounding vineyards where we virtually had the facility to ourselves to enjoy the usual VW banter. In this environment you felt far removed from the hustle and bustle of a busy city life. Many thanks to Perry Toynton for organizing such an enjoyable midweek meander cruise.

**From your Roving Transporter Reporter.**



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**Abbreviated Audited Financial Statements  
for VECSA for the year ended 30 June 2023.**

<b>ABRIDGED AUDITED REPORT 2022-2023</b>		
<b>VOLKS ENTHUSIASTS CLUB OF SOUTH AUSTRALIA INCORPORATED</b>		
<b>Statement of Financial Position</b>		
<b>for the period 1 July 2022 to 30 June 2023</b>		
	<b>2023</b>	<b>2022</b>
<b>Income (Total Receipts)</b>	\$ 46,228.86	\$ 28,185.01
<b>Expenditure (Total Payments)</b>	\$ 28,231.77	\$ 29,481.33
<b>Net Surplus (Deficit) for the year</b>	\$ 17,997.09	\$ (1,296.32)
<b>Members Equity as at 30 June 2023</b>		
	<b>2023</b>	<b>2022</b>
<b>Opening Balance as per Books</b>	\$ 23,091.22	\$ 24,387.54
<b>Plus Surplus (Less Deficit) for year</b>	\$ 17,997.09	\$ (1,296.32)
<b>Closing Balance as per Books</b>	\$ 41,088.31	\$ 23,091.22
Note: The Statement of Financial Position is prepared on a Cash Receipts Basis		
and reflects the date on which receipts are banked.		
Where possible, all receipted items are banked in the month of receipt.		
<b>To the Members of the Volks Enthusiasts Club of S.A. Incorporated:</b>		
<b>Audit Opinion</b>		
In my opinion the financial statements of the Volks Enthusiasts Club of S.A. Inc		
fairly present the position of the Club on the 30 June 2023 and the results of its		
operations for the financial year ended on that date.		
<u>SIMON HOWARD</u>		
Honorary Club Auditor		
9th July 2023		

# The Future Volkswagen Options

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# World Wide Day of the Beetle

This year, to celebrate the World Wide Day of the Beetle (officially on 22 June) the Volkswagen Club of SA organised a joint Cruise to Aldinga on Sunday 18th June 2023.

We met at 10.00am in the Linde Reserve Carpark at Nelson Road Stepney for a 10.30am departure. The number of Beetles on the Cruise was significantly down this year probably due to the threat of rain for later in the day. However there is always the odd surprise in store. Have you ever seen the number-plate “Yours 2” on an UP! Some VDub owners are very creative and obviously the penny did not drop in the number plate issuing department of the Registrar of Motor Vehicles. The cruise went via Fullarton Road to Cross Road then onto Goodwood Road and up the Main South Road to Majors Road and then south along the esplanade once we reached Christies Beach. The contingent of 15 vehicles held together very well and we were joined by Ringo at our destination. On reaching Aldinga one group stopped at the Hotel for lunch whilst the others continued to Jimmies Take Away on the foreshore.



The lunch was great, the food very filling and the conversation very enjoyable until we all departed for home at 3.00pm. It was another enjoyable day out in our classic VDubs.

**From your Roving Transporter Reporter.**





# Meyers Manx 2.0 Electric

## Dreams Do Come True

Meyers Manx Provides Sneak Peek at New Manx 2.0 Electric

Entrepreneur Phillip Sarofim and Automotive Designer Freeman Thomas Re- Energize Meyers Manx with the Brand's First All-New Vehicle in Six Decades

Meyers Manx unveiled the Manx 2.0 Electric on Monday, August 8, 2022, at a private event in Malibu, California ahead of its official debut at The Quail, A Motorsports Gathering. This first-of-its-kind electric vehicle encapsulates the authentic feel and heritage of the original Meyers Manx, reimagined for the contemporary age with an environmentally friendly ethos.

The Meyers Manx was created in 1964 by Bruce Meyers as a go-anywhere dune buggy dedicated to adventure and fun. His groundbreaking creation became an American classic for both its whimsical design and its remarkable performance.

Noted venture capitalist Phillip Sarofim acquired the brand from Bruce and Winnie Meyers in 2020 through his firm Trousdale Ventures. He appointed legendary auto designer Freeman Thomas to serve as the company's CEO and to design the Manx 2.0 Electric. Bruce Meyers passed away in 2021, but his legacy lives on through the revitalized brand.

"The Meyers Manx has always been a symbol of joy, simplicity and purity. It's the solution to the complexity of life," said Sarofim, Chairman, Meyers Manx. "Continuing the legacy of the Meyers Manx connects us with the optimism of the 1960s California culture, an optimism we all can share."

Meyers Manx is partnering with a U.S.-based manufacturing entity to bring the Manx 2.0 Electric into production in 2023, with final assembly taking place in California. The Meyers Manx Beta program will deliver the first 50 cars to select customers in 2023. The launch vehicles will provide a unique engagement experience with the group of early adopters by providing feedback to the development team as they refine the production version.

Manxes did it all: In 1967, after breaking the speed and time records for driving the distance of Baja and winning the inaugural Mexican 1000 outright in the same year, the roadster was driven by everyone from Elvis to Steve McQueen. This quintessentially Californian icon became a pop culture cornerstone of the 1960s and 70s.

"Knowing Bruce's artistry and Phillip's enthusiasm for the brand, I am so glad that Bruce trusted us to carry his legacy into the future. The new Manx 2.0 Electric is designed to exceed expectations. It's simple and endearing and taps into the spirit of playfulness. The ageless design brings out your inner child. It's about passion," said Thomas.

## About Meyers Manx:

Meyers Manx is the original fiberglass dune buggy kit car company, created by Bruce Meyers and now owned by Phillip Sarofim's Trousdale Ventures. Bruce Meyers had a vision for fun when he designed and built the first-ever fiberglass body dune buggy in the 1960s. Now, over 50 years later, Phillip Sarofim has taken the wheel to expand that vision globally by bringing "More Smiles Per Mile" than anything else on four wheels.

George's Dad and Team VEC would like to give a very special thank you to Meyers Manx and Amy Foster for providing such brilliant material for this edition on the Manx EV 2 and its launch.

Thanks and acknowledgment must go to the photographers on providing such beautiful photography. Robin Trajano, Evan Klein, Thaddeus James, Taylor Robbins and Hagop Kalaidjian.

Meyers Manx are doing some great things so be sure to check out their website

<https://meyersmanx.com>

In closing - would I own one - hell yeah !!!

George's Dad

Thank you Meyers Manx and thank you Bruce for such an amazing iconic vehicle that has touched the heart and soul of enthusiasts around the world.

**By the time you read this, exclusive and rare video footage provided by Meyers Manx will be available to view on our website and trust me, the footage is excellent, encompassing the old and the new.**



# Meyers Manx 2.0 Electric



I'm an artist and I wanted to bring a sense of movement and gesture to the Manx. Dune buggies have a message: fun. They're playful to drive and should look like it. Nothing did at the time.

Bruce Meyers

## MEYERSMANX 2.0 PRELIMINARY SPECS\*

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*\*Still in development; subject to change\**

### **Dimensions/ Target Weight**

L: 123.5 in / 3137 mm

W: 70.3 in / 1786 mm

H: 53.3 in / 1354 mm

WB: 82 in / 2080 mm

Curb Weight: 1500 lbs (est.) with 20 kWh battery

Curb Weight: 1650 lbs (est.) with 40 kWh battery

### **Battery/ Motor / Target Range**

20 kWh / TBD hp / 150-mile range

40 kWh / 202 hp, up to 240 ft lbs torque / 300-mile range

Lithium-ion pouch cells with integrated BMS (Battery Management System)

RFID Wristband / RFID card immobilizer for access control (future accessible by phone app)

### **Energy System**

1k standard charging

Onboard 6 kW Charging System Unit

DC fast charge up to 60 kW (optional)

### **Chassis/ Suspension/ Brakes/ Rear Brakes**

All aluminum monocoque

Independent Rear Suspension (IRS)

Front and rear disc brakes; regenerative rear brakes

Electric Assist Steering

Electric E-Brake

### **Powertrain**

2 Electric motors provide precise control of each rear wheel

Motor, Inverter, Gear Train, and Brakes are housed in a single unit

40 kW 0-60 in 4.5 seconds (est., with 40 kWh battery)

Rear Wheel Drive



## FACTSHEET+ TIMELINE

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- > **1964-** Bruce Meyers creates the first Manx, “OldRed.”
- > **1967-** Bruce Meyers wins very first Baja 1000— then known as the Mexican 1000—by over five hours in a Manx.
- > **1967-** The Meyers Manx is featured on the April 1967 cover of *Car and Driver*, which leads to 350 orders almost overnight.
- > **1968-** Steve McQueen modifies a Meyers Manx and features it in the film *The Thomas Crown Affair*.
- > **1969-** Approximately 70 companies are knocking off Manxes; Bruce Meyers goes to court to fight the copycats and loses his patent.
- > **1971-** Bruce Meyers shuts down the company.
- > **Early 1990s-** Meyers accepted an invitation to a dune-buggy festival in Le Mans, France, where he’s greeted like Carroll Shelby at a Ford Mustang rally. The enthusiasm, he says, was overwhelming and got him thinking about the Manx again.
- > **2000-** Bruce Meyers creates a resurgence of interest by founding Meyers Manx, Inc., based in Valley Center, California. The Classic Manx series is offered in a limited edition of 100.
- > **2002-** The Manxter 2+2 and Manxter DualSport are born. These two new models are modernizations of the original design but scaled to a full-length Beetle floor pan.
- > **2020-** Bruce and Winnie Meyers sell their company to Trousdale Ventures, a firm led by venture capitalist Phillip Sarofim. Renowned designer Freeman Thomas is appointed CEO.
- > **2021-** Bruce Meyers dies in California at the age of 94.
- > **2022-** Meyers Manx 2.0 Electric is unveiled.





Photos are provided by  
Meyers Manx 2.0 Electric.  
Photo Credits to Robin Trajano, Evan Klein,  
Thaddeus James, Taylor Robbins and Hagop  
Kalaidjian







Photo credit Robin Trajano @robintrajano courtesy of Meyers Manx



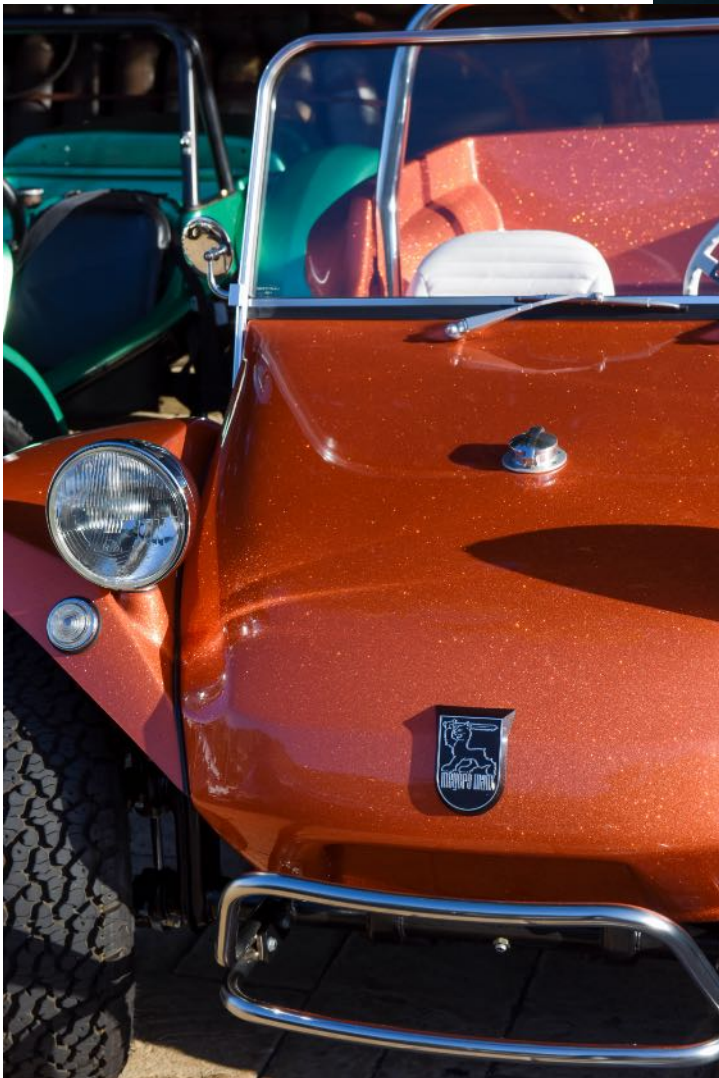


Photo credit Robin Trajano @robintrajano courtesy of Meyers Manx















# Mike's Musings

I know I've written about EV cars previously and that while I think the notion of emission-free motoring is something that must be pursued, there is still a lot of work to be done to achieve this goal. In Volks Enthusiasm March 2021 I wrote how a number of the car world's leading designers believed that electric powered cars were an immediate response by manufacturers to meet emission standards and that there would be 'some other' solution to individual transport options in the future. Then in April 2022, I wrote how Marek Reichman, the (then) chief creative officer at Aston Martin considered that electrification is not the long-term answer to zero emissions but he does see it as part of the evolution to 'zero fuels' like biofuel and hydrogen. Now I've just come across an article by Rowan Atkinson (*The Guardian* 3 June 2023) who makes similar points. Where he differs a



little in his analysis of the issue is in his consideration of the energy required to build a car. Atkinson writes: *[In 2021] Volvo released figures claiming that greenhouse gas emissions during production of an electric car are nearly 70% higher than when manufacturing a petrol one. How so? The problem lies with the lithium-ion batteries fitted currently to nearly all electric vehicles: they're absurdly heavy, huge amounts of energy are required to make them, and they are estimated to last upwards of 10 years. It seems a perverse choice of hardware with which to lead the automobile's fight against the climate crisis.*

Perhaps a more important point is that if we *kept our cars longer* then we would reduce the CO2 emissions associated with car production would be reduced. I recommend his article to you. You can find it at <https://www.theguardian.com/commentisfree/2023/jun/03/electric-vehicles-early-adopter-petrol-car-ev-environment-rowan-atkinson>

There are many owners who like to ensure that their classic vehicles are unique and will seek to individualise them. It seems to me that classic air-cooled VWs fall into the 'even more' unique category and I have commented on colour schemes and patinas in previous columns. But this



example is really unique! I understand that the Bosnian owner of this VW Beetle has covered his car in over 50,000 semicircular oak tiles! When I say covered, I should add that this includes inside and outside! It has



taken the owner over 2 years to complete this and according to the owner (carpenter?) each piece is claimed to have required 23 different procedures to make and fit. Some areas — such as the rear deck, B-pillar, windscreen wipers, wing mirrors, steering wheel, gear lever, engine vents, antenna, hub caps, and even the rear brake light — are fitted with



straighter, longer pieces. There are also custom-made oak VW badges on the rear bumper attachments and interior mirror. The owner made all of the wooden fittings — steering wheel, gearstick, hubcaps, radio — in his garden workshop.



I wonder if he uses wood finishes on the car? Does he give it a coat of decking oil every year? And how much does all this wood weigh? I could go out on a *limb* and guess that *yew* won't be *branching* out into making your own *Oakswagen*!

Just some final comments on car owner manuals (see my previous column). Apart from length (providing you read the manual completely and comprehensively, there's also the level of reading difficulty. According to the widely-used Flesch-Kincaid Reading Ease Score, the manual of the McLaren 765LT was the most difficult to read of those analysed, with a score of 44.3, with the BMW 2 Series scoring 45.06 i.e. tertiary education level of difficulty to read, explaining why many of us may find them rather complex. And to reference our previous yardsticks for length, it is actually easier, and quicker in many cases, to wade through *War and Peace* or *The Fellowship of the Ring* than to read these manuals. The manuals for the Ford Ranger and Mercedes GLC also fall into this category. I wonder if this is suggesting that the owners of these cars may not have read or understood their manuals and this might explain their driving style? Easy (easier?) manuals to read and understand include those of the Tesla Model Y, the Porsche 911 Turbo S and the (yet to be released here) Mustang Mach E.

Should you have lost your manual or bought a car without one, there are online sites where you can download owners' manuals. Many of these sites have collected thousands of car owner's manuals over the years submitted by community members. However, I don't think you're going to find manuals for classic cars – for example I checked on the VW Beetle and there are manuals from 2019 back to 2007 only, and there are no Kombis



I came across this quite attractive Corgi model Devon camper which also came with an equally impressive history: *the camper modelled was built in Hanover, Germany, in October 1966 to option codes M396 - UK market RHD, and M543 - no seating in load area. It was supplied directly to VW's official UK camper van builder, Devon Conversions, Sidmouth. Engine: 1,493cc HO AC OHV SP Power: 53bhp at 4200rpm Torque: 78.1Lb.ft at 2600rpm Maximum speed:*

*65mph. Unladen weight: 2,447lbs Length: 168.9 inches.*

The original Devon company was started in a garden shed by Jack White, a carpenter/builder with a passion for VWs. Although Devon Conversions specialised in VW's, they did expand into producing campers using other base vehicles. The company moved to larger premises in 1960, a former gas plant called the Alexandria Works, which had its *own rail link* to get vehicles in and out efficiently, and by the mid-1960s were converting well over a 1000 vehicles per year (see attached photos). The company was sold to the Renwick, Wilton & Dobson Group who continued to trade under the J



P White (Sidmouth) Ltd. name until June 1971 when it was renamed Devon Conversions Ltd. By 1972 the company was the official VW converter for the UK and were selling 3,500 campervans (!!) per year. The company moved to Exeter in 1981 but went into voluntary liquidation in 1985. 3,500 campervans per year is an impressive number - I wonder how many campervans (of any make) are sold today. You can purchase the Corgi model on Amazon for about \$75.00.

**Mike Dillon**  
[info@vecsa.com.au](mailto:info@vecsa.com.au)

**Disclaimer:** The views, thoughts, and opinions expressed in this column belong solely to the author, and not necessarily to the Volks Enthusiasts Club of SA committee or members.



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# CLUB REGO DAY

Sunday 4th June 2023 was our selected day to address our obligation to have Log Books stamped for the forthcoming year and pay Membership Fees to ensure our right to drive our precious metal in accordance with the State Government's 90 day conditional registration scheme.

Our usual excellent venue was at the Adelaide Hills Toyota in Adelaide Road Mount Barker where we set up the Club Kombi and the Café to have a BBQ and to serve hot soup, coffee and cakes to the hungry crowd. The Club Merchandise was also on display and did a roaring trade. I noticed a fabulous range of woollen knitted beanies on the stand this year, probably due to the 3 degree start to the day that was experienced the year before. Thanks to Graham East, our Merchandising Officer, for his efforts and to the Club ladies for their marvellous knitting skills.

We offered a 3 hour window from 11am to 2pm for members to attend to these administrative duties have a quick lunch and have the rest of the day to themselves. The main comment that I heard was the day had a great vibe as you get to meet and talk with many members that you do not see on a regular basis. They came as far away as Cogdoba, Mypolonga and Willunga and everywhere in between.

On the financial side the club took \$2,698 in cash, \$1,748.56 on card and a further \$334 from the Café. The Club Committee had determined that this latter amount be paid into the Ratex account and be donated to the charity of choice when the next Ratex event takes place.

There are too many members to thank for the successful running of this day that provides a great opportunity to get the bulk of the administrative paperwork done before the start of the new Club year.

WELL DONE TO ALL.

**From your Roving Transporter Reporter.**





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# One Cool Fully Imported 1954 Beetle

I recently visited Peter Ivkovic's shed to examine the progress on the restoration of his 1954 Beetle which he has owned for the last 35 years.

Peter bought this car from a Mrs Susan Cowley of Seaview Downs on the 23<sup>rd</sup> July 1988 for \$300. Susan had purchased this car brand new from Four Ways Service Centre, on the corner of Unley Road and Cross Road in 1954 and had owned the car for the first 34 years of its life. Unfortunately Susan lost her driver's license in 1988 after she hit her gate and severely damaged both front guards of the car as her driving skills had declined over time.

This car was one of the few fully imported oval window sedans sold in Australia prior to Volkswagen (Australasia) Pty Ltd commencing their CKD factory operations in Clayton Victoria in June 1954. The doors shut on this car with such a resounding clunk that it makes you want to open and close them until your arm aches. The metal guards have that beautiful solid sound when tapped. The interior still has that typical beetle quality and smell to it and the felt headlining is in excellent condition. The original sales stickers are still on the back window. The patina of this bodywork needs to be retained wherever possible. This vehicle represents the pinnacle of motoring quality and engineering from a bygone era.

The engine has been recently reconditioned and features unique engineering details that were only seen on these early 36hp models. The spark plug leads are neatly supported inside a pipe that is bolted to the manifold. To top up the oil you need to remove the entire breather pipe that is held in place by a spring clip. Peter was fortunate to procure an original NOS single pipe muffler from the original Volkswagen Dealership in Mount Gambier just before they closed up their workshop many years ago.

Unfortunately Peter has had to source 2 front replacement guards but he was able to find a pair in NSW from an enthusiast that had fully imported them from BBT in Belgium, a firm renown for supplying good quality parts for early model Volkswagens.

There is still a bit of work to get the beetle in top running condition but no doubt that event will be subject to a future story when we see this project come to fruition.

Peter is now keen to get his precious metal back on the road before he gets far too old to appreciate and enjoy the unique sound of dak dak music ringing in his ears.

**From your Roving Transporter Reporter.**

*(Photos on page 39)*



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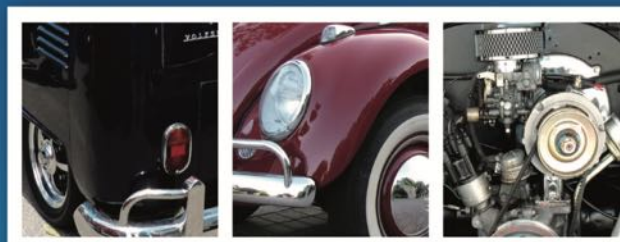
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## Peter Ivkovic's Restoration of his 1954 Beetle





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# Tasmanian Kombi Kraze



**Salamanca Markets Tasmania**  
**Photos sent by Michael Morton from**  
**Peter Nelson at Volksfest Hobart**



# HOW TO SPRUCE UP A BEETLE - AT A MINIMAL COST

Back in 2010, my brother and I bought a cheap dilapidated Stickshift Beetle to use on the inaugural Ratex trip to Arkaroola and we gave him the CB call sign of “Victor”. He was in a very sorry state as he had very dull paintwork and the various resprays over time had covered all the piping and rubbers. There were dents and splits in the guards, bog in the bottom of the doors, rust around the rear window, stained and ripped headlining and the carpets were torn and worn out. This is a story on how you can improve a Beetle with a little TLC, without breaking the bank, and a few tips along the way have been thrown in for good measure.

## **Bodywork**

It is amazing what new skills you master with a little practice. Dents can be knocked out with a peen hammer and dolly or even applying the right pressure in the right place. The bog is best applied in small applications at a time and you do not need to apply it to bare metal to make it stick. Rather than filing down the bog with a metal file I finally found it more efficient to scrape the bog with the blade of a Stanley knife scraping at a 90 degree angle to the body. Once you are satisfied that there are no raised sections in the filler, you just need to sand it back with a few grades of wet & dry prior to paint. With the split in the guards, I used a generous dose of araldite sandwiched between a thin metal backing plate and the guard and held in place overnight with a spring clamp. (I did not have access to a welder). I took the rear window out as the rubber seal had perished and had caused the rust. I was able to grind down the rust to good metal and squirt in a good dose of fish-oil into the pinholes. I then finished off with a layer of bog, which seems to stick to anything. Matching the paint is always a problem. (The original colour was Antarctica White but for some reason one earlier respray had a dab of red in it). I went and saw Marcin at Paint Supplies SA and he matched a batch to the colour of the numberplate light housing. Their spraycans give a broad constant delivery of paint. It is a good idea to wash the body down with sugar soap to ensure good paint adhesion. I did not paint the entire roof but feathered the paint off rather than masking the roof off at a certain spot. The doors got the same treatment – just painted the bottom 6”. If the weather is cold it is best to heat the can in a tub of water prior to use and even warm the metal with a hair dryer. Put on at least 4 coats. Whatever happens, you always seem to get a bit of orange peel after using a rattle-can and the new painted surface feels slightly rough to the touch. Don’t worry as the newly painted surface can be sanded back with fine grade wet & dry when the paint hardens or even a good going over with cutting compound will produce a nice smooth finish that will bring up some gloss.

Material costs for bodywork repairs:

Rear window rubber seal	\$ 85
Tub of Bog Filler	\$ 15
Fish Oil	\$ 6
7 rattle-cans & colour match	\$266
Rear window replacement	\$100

### **Headlining & Door-cards**

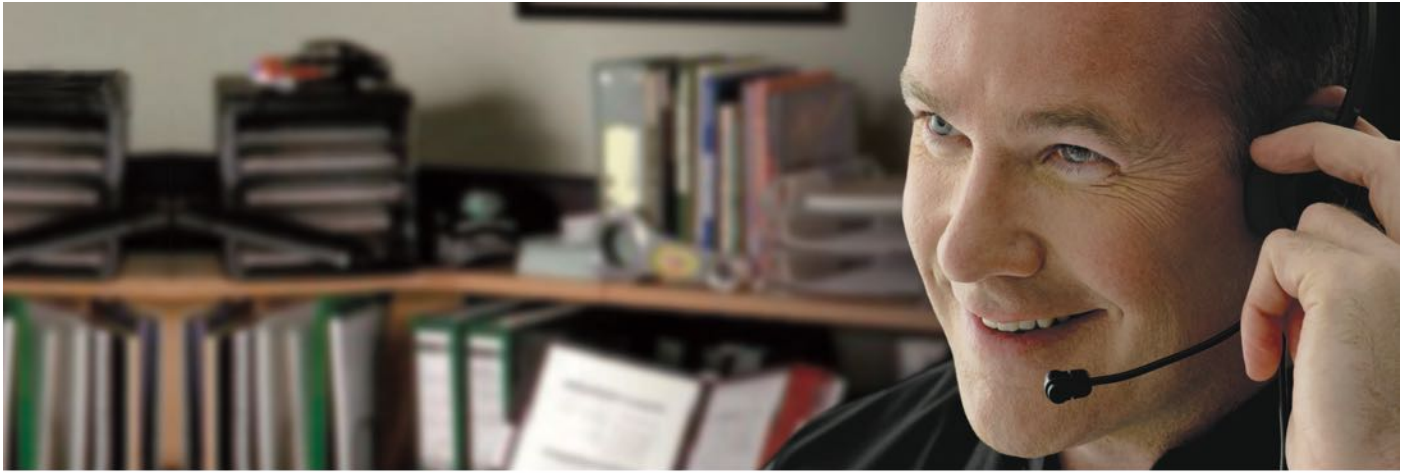
The headlining looked so bad that I got a quote from a Motor Trimmer to do the replacement. Even if I supplied the headlining, his quote was still approx \$2,000! So - time for a radical rethink. I decided to just paint it myself. Off to Bunnings for a roll of white cloth tape then to Crowies to get 2 sample pots of house paint, one to match the colour of the sunvisor and the other to match the colour of the door-cards. There is no need to invest in “quality” vinyl paint. Clark Rubber had a few offcuts of sponge rubber to give away. Where there were gaps between the headliner and the roof, the only way to get the cloth tape to stick firmly over a tear was to wedge a decent lump of sponge rubber in the cavity. Hand painting was done using a 1” brush in a circular motion and making sure that the holes in the perforated headlining were not filled with paint. One coat was all that was needed. Splits in the door-cards were filled with a tube of black windscreen rubber sealant which is paintable and easily smoothed out with a bit of spit on your finger.

Material costs of headlining & door-cards:

Roll of cloth tape	\$ 6
Tube of Rubber Sealant	\$ 10
2 cans of Sampler Paint	\$ 16

### **Carpet**

This is where the internet becomes handy. On Ebay there is a firm in Melbourne that specialises in making steam formed carpet to fit a beetle floor pan. It is supplied in two sections. A front piece from the firewall to the seat runner and the rear piece from the front seat runner to the rear seat. It has colour matching braided edges. The only trouble is you have to cut your own holes out for the seat belts, gear stick and heater outlets using a good pair of sharp scissors. It is best to do a dry run before you stick down the carpet along the heater channels with contact cement. You don’t need to use a heck of a lot. It may help to reposition 1 or 2 of the upholstery nails that were used when the car was manufactured.



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Material costs of new carpet:

Carpet Kit from Supplier      \$245

Tin of Contact Cement      \$ 10

So, the total cost of the makeover was a mere \$759 and I must say that the Beetle now looks very presentable without having to worry about supermarket dings. You just need the motivation, the time and the energy to have a go at it yourself.

Man Hours have not been recorded – that is secret men's business!!!

**From your Roving Transporter Reporter.**







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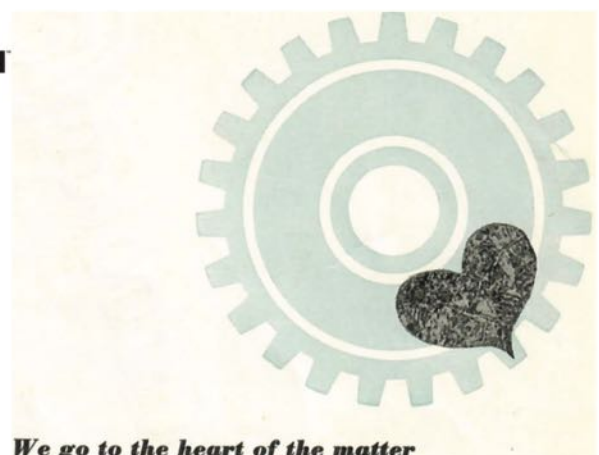
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Various early Beetle guards up to 1966 need panel work \$50 ea

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Contact Tony Laube on 0401 123 283

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Hi All, I have a '75 2 litre T2 camper for sale. Lots of mechanical work done by Siggie and the crew at GHR over the past 15 years, lots of receipts going back decades. Recently painted and lots of mechanical and interior parts replaced. Drives really well, tyres have done a couple of hundred kms, reg till mid July. Rock'n'roll bed rebuilt to full width. New stereo and speakers - and the original clock works!

Needs new roof canvas and some interior trim finished - I'm moving to Tas soon and have run out of time to finish it all. You could drive it around Australia tomorrow and finish the fiddly bits at your leisure.

Make me a reasonable offer around \$27k and it's yours. Located at Pasadena, SA.

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See the VECSA website for pictures

**Check out the web site under Buy-Sell for more options.**

**Contact Martin Pomeroy if you are looking to buy or sell and would like it included in the magazine and on the web site.**

**You can also email to [webmaster@vecsa.com.au](mailto:webmaster@vecsa.com.au) to place an advertisement either in the magazine or on the website.**

**<https://www.volksenthusiasts.org.au/buysell/>**



# General Meeting Minutes

**VOLKS ENTHUSIASTS CLUB OF SOUTH AUSTRALIA INC.**

## **GENERAL MEETING HELD AT THE AUSTRIAN CLUB ON 07/06/2023 MINUTES**

1.	<b>MEETING OPENS</b>	Welcome/Invite Apologies: Rob Gilbert, Tony Thornton, Chris Fletcher, Paul Kennedy, Barry Marshall, Darryl Poole, John Olah and Amanda Bennie, Christine Anderson, Diane Hoey, John Kruger. Membership Draw - \$250 – - - not present. Next meeting \$275.00
2.	<b>MINUTES OF PREVIOUS MEETINGS</b>	Previous General Meeting held 3 May 2023; minutes circulated via magazine. Previous Committee Meeting held on 18 May 2023 at Shannon's Head Office.
3.	<b>BUSINESS ARISING</b>	Nil
4.	<b>SECRETARY'S REPORT (MD)</b>	Correspondence: Letter of thanks from Cummins Hospital Auxiliary for Ratex donation. Journals: Zeitschrift. New Members: nil.
5.	<b>TREASURER'S REPORT (TM)</b>	Monthly Report - Opening balance (01/05/23) \$26,622.63, Income \$1172.00; Expenses \$2223.69. Closing balance (31/05/2023) \$25,570.98.
6.	<b>CLUB EVENTS REPORT (GE)</b>	See magazine for all details: - CHECK THAT ALL EVENTS ARE PROCEEDING:04/06 Club Registration cruise to Mt Barker, 16/6 Freitag, 18/6 DOTB cruise to Aldinga, 30/7 Bowling cruise to Barossa, Motorsport Festival begins 16/10 – details to be emailed to members. Members are invited to organise cruises – send details to Graham.
8.	<b>CLUB SPONSORSHIP</b>	Invitations now sent to sponsors for 2023/24. Platinum sponsor Solitaire have already paid, as have silver sponsors German Auto, Kombis 4 U, Bridgestone Select. Waiting for sponsorship from 11 others.
9.	<b>RATEX 2024</b>	A proposal for a Ratex in 2024 is under development for presentation to committee.
10.	<b>VOLKSFEST 2023</b>	To be held 26 November 2023. Torrens Parade Ground booked.
11.	<b>MERCHANDISE</b>	Ongoing. Can order online, pick up goods at meeting.
12.	<b>CLUB MAGAZINE</b>	Article deadline for next magazine 20 July 2023. Current magazine available online. Buy and Sell items can also be advertised on website. Always seeking new articles which should be sent to Chris.
13.	<b>WEBSITE</b>	Member application form not required for renewals. Buy and Sell items can also be advertised on website.
14.	<b>CLUB REGISTRATION</b>	60 new log books issued at Club Registration Day. Ursula thanked for also taking on role as membership officer.
15.	<b>GENERAL BUSINESS</b>	(i) Ray Rockliff plaque: Rob B to organise wording. (ii) Chris: microphone needed at general meetings. Ken to check availability from Austrian Club. (iii) Death of long-time member Richard Sorger advised.
16.	<b>BUY AND SELL</b>	Tony L: many parts (body, panels, bumpers, engines) available.
17.	<b>RAFFLE</b>	No raffle.
18.	<b>MEETING</b>	Meeting closed at 8.20pm. Next Committee Meeting – Thursday 22 June 2023 7.30pm



# General Meeting Minutes

## VOLKS ENTHUSIASTS CLUB OF SOUTH AUSTRALIA INC. GENERAL MEETING HELD AT HOLDEN HILL ON 05/07/2023 MINUTES

1.	<b>MEETING OPENS</b>	Welcome/Invite Apologies: Paul Spizzo, Trevor and Angela Jenkins, Graham East, Chris Fletcher, Paul Kennedy, Darryl Poole, Keith Poole, Ben Laube, Diane Hoey. Membership Draw - \$275.00 –Kai Pottharst- not present. Next meeting \$300.00
2.	<b>MINUTES OF PREVIOUS MEETINGS</b>	Previous General Meeting held 7 June 2023; minutes circulated via magazine. Previous Committee Meeting held on 15 June 2023 at Shannon's Head Office.
3.	<b>BUSINESS ARISING</b>	Nil
4	<b>SECRETARY'S REPORT (MD)</b>	Correspondence: PCCU statements, Auspost invoice. Journals: Zeitschrift, Steering Column. New Members: Alison Sinclair, Norman Schultze.
5	<b>TREASURER'S REPORT (TM)</b>	Monthly Report - Opening balance (01/06/23) \$25,570.98, Income \$ 16,278.12; Expenses \$761.19. Closing balance (30/06/2023) \$41,088.60. Note: Income includes: sponsorship \$3250 + SA Car Club Grant \$5685.00+membership renewals \$6568 + merchandise \$774.00.
6	<b>CLUB EVENTS REPORT (GE)</b>	See magazine for all details: - CHECK THAT ALL EVENTS ARE PROCEEDING:30/7 Bowling cruise to Barossa, 2/09 AGM, 18/8 Freitag, 16/10 Motorsport Festival begins – details to be emailed to members. Members are invited to organise cruises – send details to Graham.
8.	<b>CLUB SPONSORSHIP</b>	\$3250 received to date from sponsors.
9	<b>RATEX 2024</b>	Andrew T: proposed Ralex to Tasmania 9-24/03/24. Application forms to be available at next general meeting.
10.	<b>VOLKSFEST 2023</b>	To be held 26 November 2023. Torrens Parade Ground booked. Club has received funding under the SA Car Club Grant scheme to fund Volksfest 23 (funds support grounds hire, infrastructure and advertising only)
11.	<b>MERCHANDISE</b>	Ongoing. Can order online, pick up goods at meeting.
12.	<b>CLUB MAGAZINE</b>	Article deadline for next magazine 20 July 2023. Current magazine available online. Buy and Sell items can also be advertised on website. Always seeking new articles which should be sent to Chris.
13.	<b>WEBSITE</b>	Minor updates to Events and Calendar.
14.	<b>CLUB REGISTRATION</b>	Ongoing
15.	<b>GENERAL BUSINESS</b>	(i) Ken re microphone availability at Austrian Club: only microphone in the Keller is located in the kitchen. Rob B: seeks the support of meeting attendees in not conducting conversations while meeting is in progress. (ii) John K: Death and funeral of long-time member Richard Sorger advised. (iii) Tony M re annual donation to Austrian Club. Prop Rob sec Andrew that t2023 donation to Austrian Club be \$1000.00. Carried.
16.	<b>BUY AND SELL</b>	Tony L: many parts (body, panels, bumpers, engines) available. David Gigg: 63 Beetle for wrecking/sale \$1800.00. Phil VK: 79 Kombi for sale.



# VECSA Merchandise

<https://www.volksenthusiasts.org.au/merchandise/>

The club sells merchandise to provide quality products that you can actually use as well as to be recognisable as a proud member of our club.

On the club's site, you can order and pay for your merchandise but you can opt to pay when collecting the item(s).

## To Order

On the site, you select a group i.e. T-Shirts and then you select the type, size and quantity. On completion of your selection, you submit your cart and the order is sent to the merchandise officer for processing.

Once the order is placed, you will receive a notification email confirming the order and you will also receive progress status emails, informing you when the item is available for collection at one of the general meetings or by mutual arrangement.



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**Please note:** The images are just the categories. There are options under each of the categories.

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STEEL WHEEL  
CHROME  
15X5.5"  
4X130 PCD



VINTAGE 190  
ALLOY SILVER  
15X4.5"  
5X205 PCD



## VINTAGE speed



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TY2 '50-'59

CLASSIC SHIFT  
LEVER 13.5"  
IVORY SUIT TY1,  
TY3 & KG



7MM & 10MM  
SHIFT KNOB WITH  
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KADRON CARBURETTOR  
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the website



# MEMBERS PAGE

All our Members' wellbeing is important to us

## Fabulous Freitag

Set in the intimate surroundings of the Keller at the Austrian Club, the Fabulous Freitag is an event held by the Austrian Society.

One Friday a month, the Volks Enthusiasts Club meets to enjoy the uniquely European feel with food quality and value that cannot be found elsewhere.

Come along and support the Austrian Club and enjoy an evening where good times are guaranteed.

The Austrian Club is located at 11-17 Torrens Road, Ovingham. Service starts at 6 pm.

For dates, see the Events Page on our website.

### August Birthdays

3	Trent Cilento
5	Chris Fletcher
6	Brady Hills-Phillips
7	Paul Szentirmay
9	Jason Andrews
10	Reg L Van Buuren
12	Tony Laube
12	Trevor Jenkins
13	Catherine Heath
13	Cynthia Koch
13	Robert Gleeson
18	Greg Brusic
19	Melissa Kober
20	Christopher Taras
21	Paul Huddy
21	Raymond Knight
26	Rob Henderson
30	Annasofia Hamilton

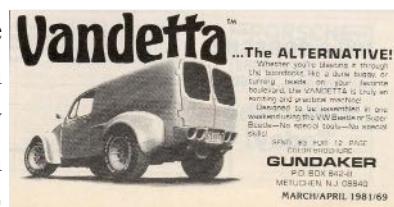
### September Birthdays

4	Craig Tidswell
4	Keith Poole
7	Cate Morton
7	Craig William Opie
11	Holly Payze
11	Mitchell Wood
12	Darryl Poole
16	Amy Fitzgerald
20	Angelika Eigenwillig
20	Pamela Mudge
21	Trevor Petrus
22	Bruce Dawson
23	Norman Schulze
26	Perry Toynton
28	Jesse Zilm
29	Ricardo Reynold
30	Craig Marshall



"The Hillbillies have migrated from the poor man's Porsche to the real thing". This photo was taken on their Porsche "Luftwanker" Tour to Lorne in Victoria.

Another one of our Club President Rob Brown's project cars "The Alien". The picture was taken about 20 years ago at Wigley Reserve but its present condition and its current location remains unknown.



# Volks Enthusiasts Club SA Inc Application for Membership

*The home of genuine Volkswagen Enthusiasts*



I, the undersigned apply for membership of the Volks Enthusiasts Club of SA Inc. I understand that my membership is conditional on it being accepted by the Club Committee.

If accepted as a member, I agree to do my best to uphold the good name of the Volks Enthusiasts Club of SA Inc and will abide by the Club's Constitution and By-Laws.

**Membership Type** Full: ☐ Family: ☐ Social: ☐

*If Family, add full member name of related person living at same address*

<b>Full Member Name</b>				
<b>If you join in:</b> (Once only discount) Add extra for Family Membership	<b>Jul-Sept</b>	<b>Oct-Dec</b>	<b>Jan-Mar</b>	<b>Apr-Jun</b>
	\$60	\$50	\$40	\$60 (15 months)
	\$30	\$25	\$20	\$30 (15 months)

**All Renewals are \$60**

**Please note:** You do not have to complete the form for **renewals**.

If your details have changed you can notify the club by completing the on-line form or via email

<b>Full Name</b>			<b>Date of Birth</b>
<b>Address</b>			
<b>Suburb/Postcode</b>			
<b>Phone/Mobile</b>			
<b>Email</b>			
<b>Occupation</b>			
	<b>Year</b>	<b>Model</b>	<b>Engine (make/size)</b>
<b>Vehicle(s) Owned</b>			

**Magazine Delivery** By Post ☐ Read On-line ☐

<b>Signature/Date</b>		
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**General Meetings:** First Wed of each month at 8:00 pm  
**Where:** Austrian Club, Torrens Rd Ovingham SA  
**Enquiries & applications:** The Secretary, PO Box 306, Kent Town, SA 5071  
 Email: [info@vecs.com.au](mailto:info@vecs.com.au)

**EFT Details: BSB No: 805 050 Acc No: 2359539 Acc Name: Volks Enthusiasts Club**

Go to <https://www.volksenthusiasts.org.au/join/join.php> to complete the application on-line

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