

# VOLKS

## *enthusiasm*



- 4 October - VECSA General Meeting
- 29 October - Memorial Cruise
- 1 November - VECSA General Meeting
- 3 November - Climb to the Eagle
- 26 November - Volksfest 2023



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# From the Editor

Hi volks. Welcome to the October and November edition of Volksenthusiasm.

Wow another bumper issue that is fully loaded. We have early Karmann Ghias, Type 3 Karmann Ghias, events, kombi travels around the world (superb) - you name it and more. What a sensational magazine.

Let's keep these wonderful articles coming and if you have ever thought about contributing an article, photograph, etc. now is the time.

Well done everybody and thanks so much to all the contributors on such a brilliant publication. You will see that Volksfest is just around the corner and as such you will see the promotional poster in this issue. Well done Jon.

All you need to do is carefully undo the staples a little bit and pull it out - take out the poster and redo the staples. Great marketing idea for our fantastic show.

Acknowledgement must go to Frank Marten for again, doing such a superb job on putting this magazine together.

Thanks to all who helped out with articles this month Tony Mudge, Mike Dillon, Peter Antoniou, Werner and Rosemary Sturchler, Tony Laube, Anthea Courtney, Frank Marten, Andrew Taylor 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.

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 (preferably separate).

- ELECTRONIC format only (scans can be done on request)
- 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:** Pete's Aerosilver 1958 KG

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# President's Report



Welcome to the new financial year of the Volks Enthusiasts club of SA. I would like to take the time to thank the outgoing President and Committee for their time and effort during the past year.

Welcome to the new committee and thank you for those new members and returning members to the committee for the 2023/2024 financial year.

On the lead up to the better weather, time to get those VW's shined up and ready for the cruises that are coming your way. This October we have the Bay to Birdwood (we are doing a little side jaunt to watch the vehicles drive past, check the website for details), then the memorial cruise to pay respect to those members that have contributed over time and unfortunately had to leave us early.

We then have Volksfest 2023 at the Torrens Parade Grounds on the 26th of November. This is the ultimate show of our club and what we contribute to the VW scene in Adelaide. If you have some time on the day to contribute to the running of this fantastic event, put your name down and there might even be something in it for you, other than supporting the club that gives you cheap registration for your classics.

I look forward to presiding over another fantastic year at our beautiful club.

Keep those pistons banging sideways.....

Andrew Taylor,

Your Prez





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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

OCTOBER	
<b>OCTOBER 4</b>	<b>VECSA General Meeting at Austrian Club from 7:30 pm</b>
<b>October 8</b>	Strathalbyn Auto Swap, Strathalbyn Oval Complex – Sellers \$20, Public \$5
<b>October 16 - 27</b>	Federation Motorfest details fhmcsa.org.au – Day 3 and 4 fully subscribed
<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 Meet up at TTG Library carpark from 8am to watch the parade. BYO chairs, food and drinks/
<b>OCTOBER 29</b>	<b>Memorial cruise to Strathalbyn</b> – Meet at Top of Taps from 9:30 for 10:00 am leave, meandering through the Fleurieu Peninsula to Robin Hood Hotel
NOVEMBER	
<b>NOVEMBER 1</b>	<b>VECSA General Meeting at Austrian Club from 7:30 pm</b>
<b>November 3</b>	John Blanden's Climb to the Eagle details sportingcarclub.com.au
<b>November 12</b>	Autoclassica Italian cars only details info@adelaideitalianfestival.com.au
<b>November 12</b>	Rotary Club of Regency Park Swap Meet 137 Days Rd Regency Park Sellers \$20 Gates open 7am Buyers \$5Gates open 8am Ph Jack 0418 605 475 or info@RegencyParkRotary.org.au
<b>NOVEMBER 16</b>	<b>VECSA committee meeting</b> at Shannons, South road Glandore from 7:30pm
<b>November 17</b>	Fabulous Freitag @ The Austrian Club from 6:00pm. Please contact Ken Rowlands on 0413 386 051 to book.
<b>November 19</b>	Yankalilla Classic Motor Show – Registrations now open 0414 995 669 yankalillaclassic@gmail.com
<b>NOVEMBER 26</b>	<b>Volksfest at</b> Torrens Parade Ground
DECEMBER	
<b>DECEMBER 6</b>	<b>VECSA General Meeting at Austrian Club from 7:30 pm</b>
<b>DECEMBER 10</b>	<b>Christmas BBQ at Memorial Gardens, Menzies Crescent Prospect</b> Bring a Salad or Sweet to share BYO table chairs and drinks BBQ supplied
FUTURE EVENTS	
<b>JANUARY 10</b>	<b>VECSA General Meeting</b> at 24 Braeside Avenue Holden Hill BBQ from 6pm and meeting from 8pm Please bring along a salad or desert to share and BYO chairs
<b>MARCH 10 / 22</b>	<b>Ratex to Tasmania</b>
<b>April 26 - 28</b>	All Historic Racing at Mallalla Raceway
<b>April 29 – May 10</b>	South East Safari Tour 2024 details fhmcsa.org.au

## LEGEND

UPPER CASE Dates, **Red Text** = VEC Events  
Lower Case Dates, Black Text = Non VEC Events  
**Blue Text** = Important Event Entry Details

**Cruises will be cancelled if temperature is above 34 degrees Celsius but the planned activity will go on without the cruise component**

# Drive It Day

(or if you prefer OLD CAR DAY)

The Federation of Historic Motor Vehicles SA has selected the 1st September in each year as Drive it Day whereby we are encouraged to take our historic vehicles out for a run so the public can see and appreciate them.

The Gawler Veteran Vintage and Classic Vehicle Club invited the VECSA to join them on this day for a picnic lunch at the Bethany Reserve, Bethany, near Tanunda in the Barossa Valley.

Our small contingent of 6 cars met at the Tea Tree Gully Pub and pushed off at 10.00am for the run via Chain of Ponds, Williamstown and Lyndoch on our way to Bethany.

It is a great opportunity to mix informally with members of other clubs, to meet fellow enthusiasts who share our hobby, to have light hearted chats and to give our old vehicles an airing.

We met up with Ian Tooley of the Gawler Club. Ian joined us on our Midweek Meander and Munch Run in March of this year with his barn find 1957 VW Beetle and on this outing he had the time to set up one of the many rare extras that came with his purchase at that time.

It was his “Palmer's Car Top Sleeper”, a cool 2 man roof top tent complete with a changing compartment below and a ladder to climb inside. He even had the foolscap advertising brochure of the day that said the total cost of the lofty sleeping accommodation was a mere 88 pounds. Very cool!

The variety of historic vehicles on display was amazing and we were surprised to see good number of Beetles that belong to members of the local Gawler Club and the Barossa Valley

Historical Vehicle Club that also came out for the run.

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**From your Roving Transporter Reporter.**













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# The People's Festival

The People's Festival (aka VOLKSFEST 2023) was held in Swansea New South Wales from the 8th to 10th September. This was the first one to be held, and the organising couple hope to run every 2 years. The profits from this event have been donated to Beyond Blue. The festival had food and drink stalls, a beer tent, market stalls and live music.

Two Kombis left South Australia to attend this event, taking 5 days to arrive in Swansea. But only one Kombi made it to the festival.

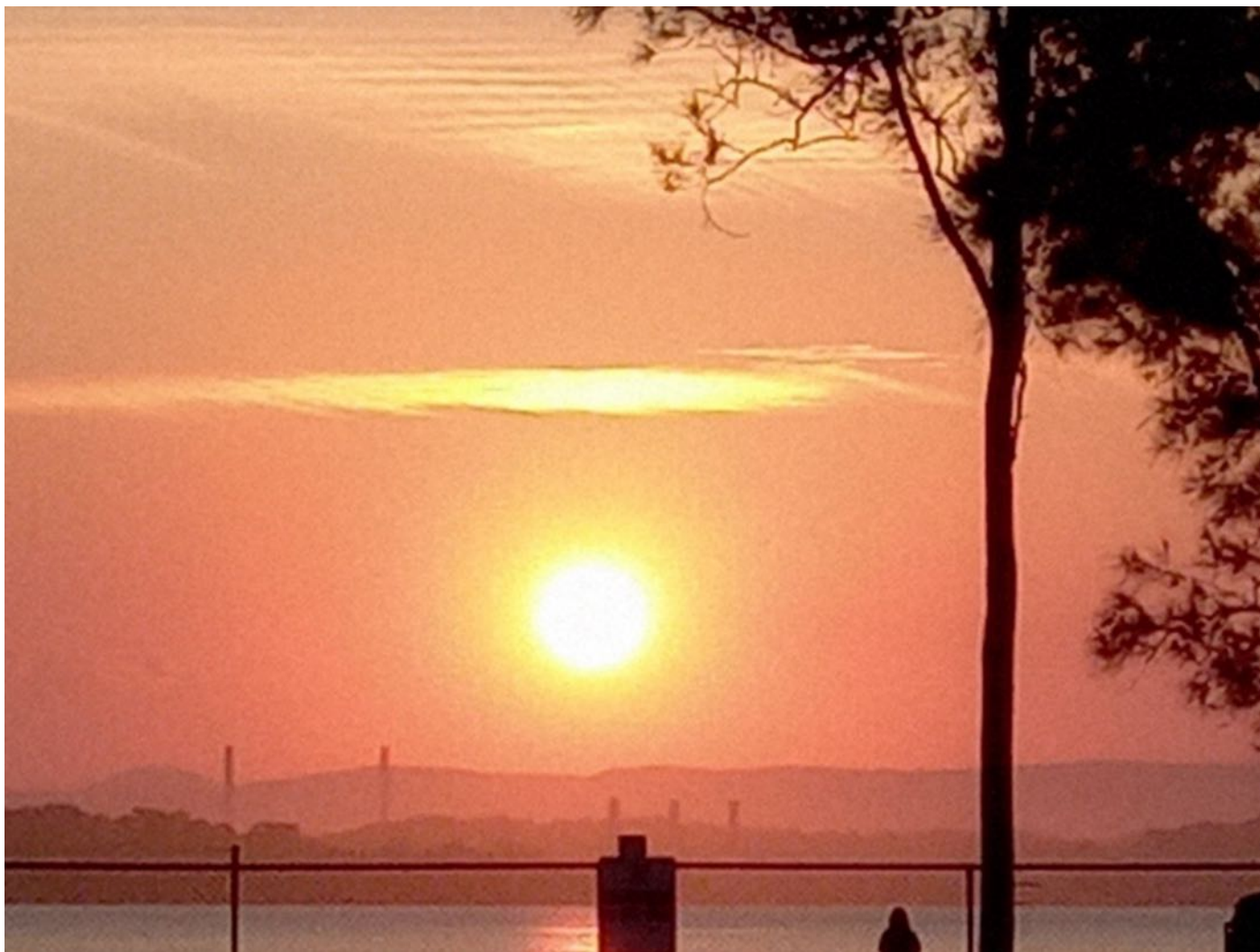
When you are travelling through Parkes NSW, be sure to call into a little café in Clarinda Street called the 'Roasted Kombi'. The owner is a Kombi owner, and has all things Kombi on the walls, tables and will have a Kombi in the courtyard.



'Lucille' decided that she was going to holiday in Dubbo instead.

Thanks to RAA she will be home soon.





**Sunset over Lake Macquarie**

Volksfest 2023 booked out the Swansea Lakeside Caravan park, and all you could hear was the sound of Volkswagen engines coming to life in the mornings.

On Friday 8th there was a run to the local airfield to see the Red Bull plane and meet the local man who is in the Red Bull team, then on to the Yacht Club for lunch. The festival kicked off at 3 pm with local



artists/bands entertaining the festival goers with their music.

There were plenty of food stalls, offering a wide variety of foods as well as a beer tent. The evening finished off with the showing of Herbie goes to Monte Carlo.





Saturday 9th was a drive out to Caves Beach. The Caves Beach Surf Lifesavers provided the first aid for the festival, so we drove out to the reserve there and ‘rattled the can’ to provide more money for them.

This was followed by a swap meet back at the caravan park, with more entertainment and market stalls into the evening.



**Drone shot taken before all of the vehicles arrived at Caves Beach.**





### **Best Volkswagen in the Show and Shone**

Some more of the photos from the show and shine and around the Caravan Park











Drone Photos courtesy of Jon Huber (Flatfourtoyourdoor)  
 Anthea Courtney, Tony Laube, Volksfest 2023

This festival was amazing in every way. The people, the places, the events planned and the TALKING with other enthusiasts.

The majority of the Kombi owners that were in attendance there are going to 'Old Bar' near Taree NSW for the long weekend in October. There is the Valla Volkswagen Spectacular in August 2024 which is up near Nambucca Heads NSW and there is a Revolks Volkswagen Weekend camp and cruise on 6-8 October in Lorne Victoria. These are just a couple of events that were talked about.

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# Mike's Musings

This is an interesting idea from VW – the company has filed a patent which would see indicator stalks replaced by a series of buttons inside rim of the steering wheel and these buttons would control indicators, lights and cruise control. But – here's the thing – the buttons would be multi use - the driver would need to first select 'first operating elements' with a button, which would then illuminate options such as headlights

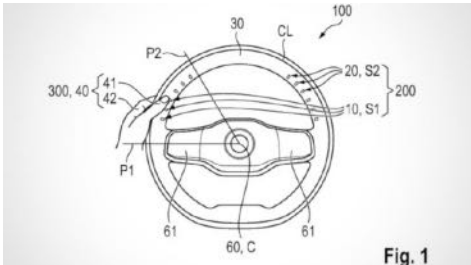


Fig. 1

and high-beam. I.e., a two-stage operation. So, if you select another button for 'secondary operating elements', it would change the buttons to another set of , e.g., infotainment or cruise control. I guess it's similar to the

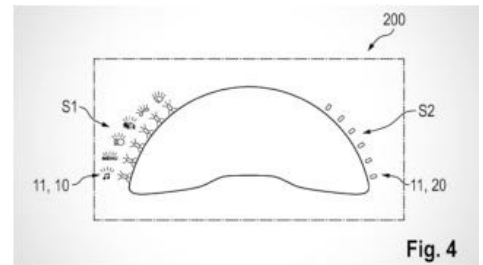


Fig. 4

'shift' button on your computer keyboard, which can change whether a key is used for numbers or punctuation. VW argues that this could make driving safer because you wouldn't need to remove your hand from the steering wheel. I guess it's an idea rather than a plan so like many futuristic concepts, it doesn't mean we'll necessarily see it on cars in the future. Even so, I can't help thinking that it's something that would be more easily adopted by those of a much younger generation who are much more the 'digital natives' rather than some of us 'digital immigrants.'

Did you know that there are hippos in Columbia, South America? No, nor did I until I came across an article in an online car journal about how an SUV had collided with a hippo on a road in Columbia which resulted in the death of the hippo. The SUV didn't fare so well either although according to the reports I have read, the driver and passengers were unscathed. The type of SUV is not named in any of the reports I read and



it's difficult to identify in the few photos available on the web. So why are there hippos in Columbia, South America? Apparently, during the 1980s the drug criminal Pablo Escobar had imported a group of hippos for his private zoo, but then after his death in 1993 (- shot by police during efforts to arrest him) his zoo was left neglected and the hippos escaped into the wild where they bred. Understandably in Columbia there are no natural predators for hippos and so they have thrived and approximately 200 animals now roam freely in the area. Given

that that they are not natural to Columbia and are presenting a real danger to the natural environment in Columbia, there have been conversations about culling but there is some opposition to this from some community groups. Zoos elsewhere in the world are reluctant to accept them because there is no history to



go with the animals and the risks this may pose if they are used in breeding programs. Could be interesting to see what actions end up being taken. So finally, I have come across a justification for buying an SUV in Australia – it will keep me safe in the event I have a collision with a hippopotamus!

A VW event that I would really have liked to attend is the Wörthersee Fan Meet, the Golf GTI festival that was held on the shores of Lake Wörthersee, Austria since 2002. According to



reports the event attracted almost 200,00 visitors! The event has been cancelled since 2020 due to Covid and it had been planned to start again this year, but then the local authorities decided not to give permission, citing environmental concerns. Their actual words were; “Numerous side effects of the automobile event have led to increasing criticism and decreasing acceptance of the annual meeting.... The effects of climate change, the responsibility of political decision-makers for the preservation of ecosystems and the need to



align actions at all levels according to the principles of sustainability make it necessary to place the future design under new premises.”

Wow, I wonder if this is the future for all car shows?

On the brighter side though, VW has stepped in and the event will be transferred and held in 2024 in...Wolfsburg! I’ve never been to Lake Wörthersee, but I have been to Wolfsburg and I don’t think that this location is second best – with the Autostadt museum, the almost iconic building of the VW factory and the huge glass silo-type towers holding new VW cars about to be delivered, this is a great backdrop to any VW event. [ The picture above on the left shows a flying GTI (!) from the 1988 show.]



Another item in an online car journal that caught my interest (but which is also not VW related) was that Elon Musk now owns the James Bond ‘underwater car’, the Lotus Esprit that was used in the film The Spy Who Loved Me. If you’re interested, you can find a short article on Carsales that describes the construction of the ‘cars’ that were used as props in the film and how the underwater stunts were performed. After filming was completed (1977) it went on a promotional tour and then ended up in a storage unit on Long Island where the rent was paid for 10

years. However, once the lease expired no-one claimed the vehicle and so the contents of the storage unit were auctioned and the then buyer is said to have paid \$100 for the car! Later this buyer sold it on to someone else who had the exterior restored. Elon Musk bought it at auction in 2013 for \$500,000 and has said publicly that he plans to turn it into a genuine ‘car submarine’ powered by Tesla motors. Personally, I’d like to see that, but I’m thinking that with his current Twitter woes, this particular project might take a little time to come to fruition.



My local games shop has now a rack of Majorette brand diecast VWs. These are relatively cheap and cheerful little models. Some are individual models of Beetles and Kombis; some are Kombi and trailer/caravan combinations and there are a few ‘gift packs’ such as this set of 5 vehicles (1/64 scale). I think they’re quite attractive little models and they appear to be licensed by VW, too. I’ve seen this particular set advertised for about \$25.00

**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.



# Around the World in a 1967 Kombi

*In the August/September 2022 issue of Volks Enthusiasm I wrote a story about Werner and Rosemarie Sturchler and their world travels in a 1967 Kombi. We sent them a complimentary copy of our magazine and in response Werner sent me a large envelope by registered mail which detailed his diary notes, press clippings, photos and stories detailing his vast travelling exploits. As a result, a follow up article, using his words, has now been compiled:*

“On 7th November 1969 Rosemarie and I bought a secondhand 1967 Kombi for \$2,000 which was one of the last of the split screened models produced. We then moved to Mount Isa and I worked as a Fitter and Turner at the Mines and the next 3 years were utilised to top up our travel funds and to prepare the Kombi for some serious travelling. In mid March 1972 we left Mt Isa and after an adventurous tour through Australia’s north west, we arrived in Perth and worked until 16th March 1973 when we then loaded the Kombi on board the “Centaur” bound for Singapore. After a detour into Thailand (See Photo No.5. Camping on Phuket near the fishing village Goda in Thailand with the friendly village kids) we had to again board a ship the “Rajulah” which took us from Penang in Malaysia to Madras in India. From India we drove to Switzerland (my birthplace) via Afghanistan, arriving in December 1973.

After working 3 winters in Switzerland to earn money to continue the trip we were again at sea on the “Cabo San Roque” to Barcelona Spain and then onto Buenos Aires in Argentina where we arrived in early May 1976. (See Photo No.1. The Kombi being unloaded in Buenos Aires after a 19 day voyage). Steadily we traversed South America and our journey from Argentina to Canada lasted one and a half years.

Between Cusco (the capital of the Inca Empire before the Spanish conquest) and Lima in Peru is a distance of about 1,500 kms. We travelled on the

Altiplano which is on average about 4,000m above sea level but had to decent numerous times into valleys below 1,800m only to climb back to over 4,000m again. We drove over the Anticona Pass where we found ourselves 4,843m above sea level (See Photo No.2. On top of the Anticona Pass) which is 36 metres higher than Mont Blanc, the highest peak in the European Alps. Here, next to the road is also the highest railway in the world. As they take passengers from Lima at sea level to nearly 5,000 metres above sea level in about half a day, some travellers experience problems with the thin air and faint. For this reason the train carries a couple of trained nurses and a supply of oxygen as well. Every time we climbed to over 3,000km above sea level we had to advance the ignition on the Kombi from normal 5 degrees before TDC to sometimes as much as 20 degrees to negotiate the steep, rough, gravelly roads. Also the petrol can be not only dirty but also low on octane, this alone already advances the ignition and at low altitude can get the motor to knock like a diesel. On numerous occasions we had to stop and clean out the carburetor on deserted roads where robberies, due to our isolation, were common place. We learned of the need to have a second clean carby on the ready to shorten the time it takes to get back on the road again.





Buenos Aires and Santiago de Chile were just two South America cities with the most chaotic road traffic conditions in the seventies. (See Photo No.7. On the Puyehue Pass from Bariloche in Argentina to Osorno in Chile. We are lucky to still be driving on winter tyres since leaving Switzerland!).

We put the Kombi again on a cargo boat from Cartagena, Columbia to Panama while we had to go by plane. (See Photo No.3. Our camp in Panama City outside the swimming baths). When travelling through the USA the most memorable experience was in Death Valley, which is 86 metres below sea level with a very hot temperature of 52 degrees. We finally arrived in Canada in November 1977.



On the 3 December 1977 we commenced the last leg of our overseas adventure onboard the P&O ship “Oriana” and left the freezing cold of Vancouver via Hawaii to Sydney and into the hot Australian summer. This 20 day cruise was a befitting conclusion to our around the world tour, which led us through 4 continents and 34 countries.



From 21st December 1977 the Kombi was again on Australian soil but it was not time yet to relax as we did many tough holiday trips here in Australia. Our tortured Kombi was able to prove it's worth on many roads and tracks designated mainly for 4WDs. Like for instance the Birdsville, the Oodnadatta and the Tanami Tracks as well as the Gibb River Road through the Kimberleys and the Burke Developmental Road across Cape Yorke. (See Photo No.4. On tour of the great Australian outback). At the beginning of 1997 we did a much easier trip to Tasmania. At all times the Kombi proved to be reliable transport even under very trying conditions and during the over 360,000kms it only had to be towed three times and lucky for us that never happened in remote areas”.

Finally, on 26th October 2019 after decades of travelling, the Sturchlers sold their beloved 52 year old Kombi with saddened hearts. In Rosemarie Sturchler's own words “We could have bought a house or something but we didn't, we just travelled.”



What a truly remarkable story.

**From your Roving Transporter Reporter.**

P.S. Werner Sturchler also enclosed 8 fantastic photos with explanations for each and I think they are worthy of inclusion with his story:





Photo A “We are back in Mt Isa in 1997 and the Kombi is 30 years old so we celebrated by getting a new Registration Plate VWK 67.”



Photo B “Crossing from Malaysia into Thailand on the way to Phuket.”

(Continued on page 31)







PRESENT'S

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Photo C “Repairs to the Kombi were necessary in Katmandu in Nepal. Here we discovered that the brown bread that was sold in the local government shops very cheaply was in fact hashish and that explained the presence of a large number of international hippies who had gravitated to Katmandu.”



Photo D “Bartering with Tibetan refugees while camping in a dry rice field near Pokhara in Nepal. We acquired some genuine souvenirs in exchange for things we did not need anymore”





Photo E “Southern India. In the early days of the British Raj the now huge trees were planted so that travellers could stay in the shade while walking from town to town in this very hot climate. The trees now provide a great environment for all kinds of monkeys”.

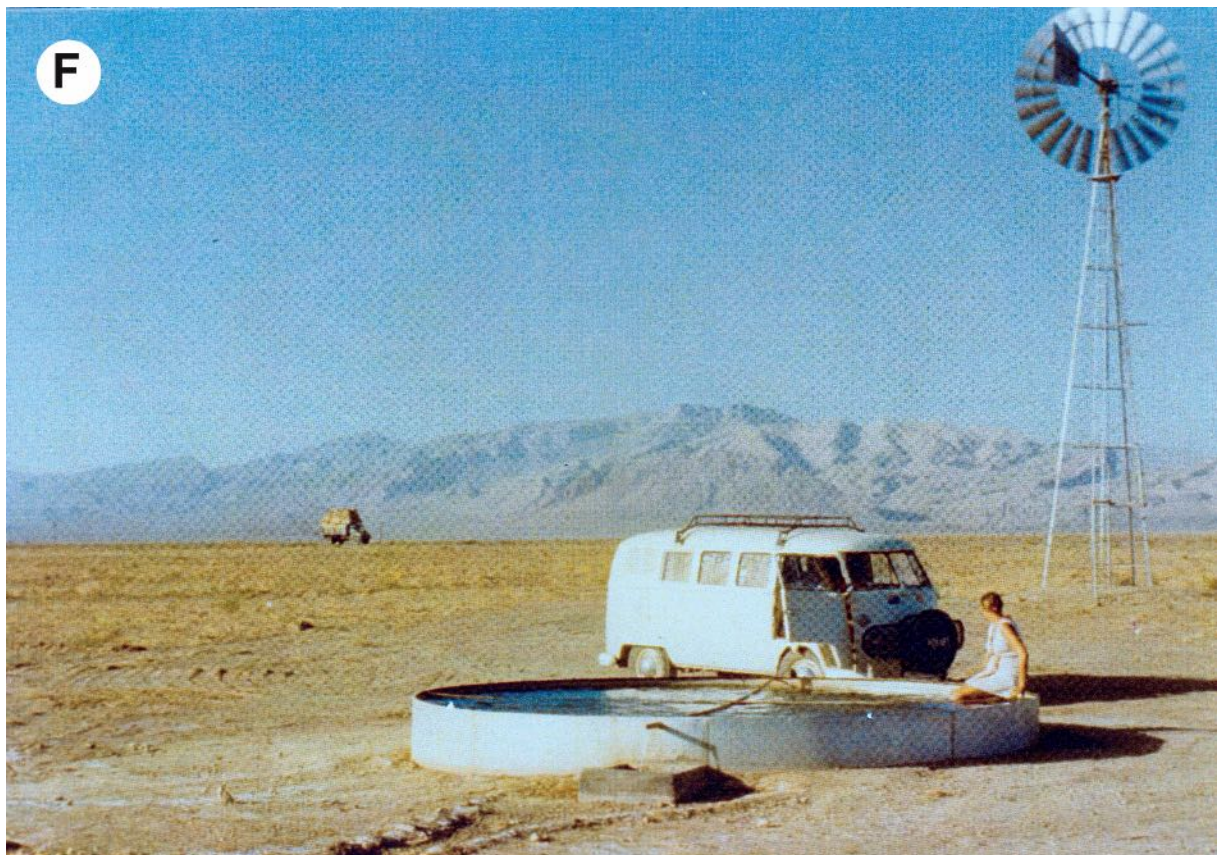


Photo F ‘Somewhere in Afghanistan with an Aussie Southern Cross Windmill. The windmill was donated by Australia many years ago as part of our foreign aid contribution to Afghanistan’.





Photo G “We are leaving Valparaiso in Chile to cross over the Andes to Mendoza in Argentina. The road pass is closed due to heavy snow fall so we had to drive through the railway tunnel where loose boards had been laid across the sleepers. After the train from Argentina arrived here we were the first vehicle to drive into the 3km long tunnel. While rattling through the dark spooky railway tunnel the thoughts of a breakdown had us on edge for the whole time because there were more cars to follow.



Photo H “Our group of over landers (mostly in Kombi’s) waiting here at the harbour of Cartagena in Columbia to put our vehicles on the cargo boat “Gulf Shipper” for the short overnight trip to Panama City. As there is no doctor on the boat, no passengers are allowed and we had to fly from Barranquilla in Columbia to Panama City. There is no possibility to travel between Columbia and Panama overland as the US and Columbia governments are not keen to build connecting roads across the border.



# THE KARMANN GHIA 1500 COUPE (TYPE 34)

The Type 34 Karmann Ghia was first introduced in 1961 but the production run ended in 1969 when it was replaced by the VW-Porsche 914. Over this period 42,498 Type 34s were sold. This model was designed to give VW a bit of a boost following the success of the original Karmann Ghia Type 14 models that first appeared for sale in 1955.

The Type 34 was designed by Segio Sartorelli at Carrozzeria Ghia and was based on the Type 3 platform with its new flat 4 1500cc engine. With its twin headlamp front end, sweeping angular swage lines and flat backend featuring round tail lights it was a standout design which did not appeal to all tastes. The sharp swage line running from nose to rear gave rise to its nickname “Razor Edge”.

It was the most luxurious and expensive Volkswagen as well as the fastest production VW model of its day. The relatively high price (worth 2 Beetles) tempered demand and as it was not officially offered for sale in the US meant that its world-wide sales numbers were far below expectations.

However, it was the prototypes of the Type 34 model that really looked super-ultra-cool.



Seventeen Type 34 Cabriolets were designed and made ready for production but the additional manufacturing costs of having to extensively strengthen the floorpan rendered it unviable and as a result, the cabriolet project was shelved by VW in 1962.

Then, in 1965, Volkswagen toyed with the idea of developing the Type 34 range with a fastback version but only one single prototype was made. Rarer than the rare.

This fastback example now resides in the museum at Karmann's Osnabruck plant. The museum is mind blowing and has many Karmann Ghias on display from the very first Type 14 model of 1953. This museum should be on every VW enthusiast's bucket list to make a visit. The vehicles in this museum are kept in A1

mechanical condition and are often driven to special events and car shows throughout Germany. The Type 34 fastback has even made a special appearance at a Volksworld Car Show in the UK!

It is great that these fabulous cars can be seen and admired in the metal.

**From your Roving Transporter Reporter.**





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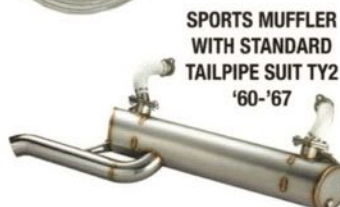
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# LUNCH AND BOWLING DAY AT TANUNDA



On Sunday 30<sup>th</sup> July 2023 we met at the Tea Tree Library car park at 10.30am for an adventurous trip to Tanunda.

The cruise travelled via Golden onto Williamstown Road through Creek. At this point we stopped to say that Cooper has the best premises was previously used by enormous shed at the rear of the that has all the “future projects” gallery. Stored upstairs was even many VW factory components will no doubt end up being the made by Westfalia in Germany Type3 front end and a steering wheel from a splitty. Very cool! Cooper also runs a Camping Hire business on the side where you can choof off in a Beetle (or Kombi Camper) and enjoy both the great Aussie Outback and the ultimate VW motoring experience at the same time.



Grove Road, One Tree Hill Road then Cockatoo Valley and on to Sandy at Coop's Kombi's and I would have VW Mancave in the State. I think the an engineering firm but it has an block with a massive mezzanine floor lined up like ducks in a shooting a very rare Fridolin Van made up of so that when Cooper gets to that one it best gem of all. This vehicle was the 1970s with a Kombi rear end, a

Type3 front end and a steering wheel from a splitty. Very cool! Cooper also runs a Camping Hire business on the side where you can choof off in a Beetle (or Kombi Camper) and enjoy both the great Aussie Outback and the ultimate VW motoring experience at the same time.



We then travelled on to our lunch destination at “The Clubhouse” in Tanunda, a top spot for a good hearty meal.

The Barossa Bowland was the next point of call and as our booking was for 2.00pm it made the day's planned activities work like military precision. We had 2 teams of 7 bowlers in each team and the thing I noticed these days is that you can just rock up in your sneakers and you no longer have to hire a pair of smelly old used bowling shoes to enjoy the game. Team 1 won the day with 630 points mainly due to the “Professional” bowlers of Jon Kruger with 137 points and Graham East with 119 points. Michael Morton was the top scorer in Team 2 with 113 points out of their total of 548 points. What great fun!



The rain held off for most of the day but we struck a few showers along the Northern Connector on the trip home so I hope Rob Brown in his Volksrod got home dry and warm in his thermal underwear. Many thanks to Verena and Cate for jointly organizing this top day's outing which I am sure this day was thoroughly enjoyed by all. And that is what Vdub cruising is all about.

**From your Roving Transporter Reporter.**





# Pete's 1958 Aerosilver Karmann Ghia

Along time ago, in a galaxy far far away (a year or so ago), I was surfing the inner tube and managed to come across a 1958 Karmann Ghia on the Lowligh registry that had been on the production line at about the same time as my Karmann Ghia. Not only that - but it was in the amazing and rare colour combination of Aerosilver (more about that later) and upon further investigation, I found that the KG was residing in Sydney.

So naturally we exchanged emails and some great conversation ensued with the car's owner, Peter, and I vowed to catchup if I should ever reach Sydney again. There is something magical, conversing with someone who has a similar vehicle than yours and when it's a 58 Ghia with virtually the same production date, well say no more. From my research I can ascertain that my 58 Ghia (George) and the Aerosilver were on the production line virtually at the same time with mine leaving the factory approximately a week or so after Peters.

Fast forward to August 2023 and I found myself on the way to Sydney to catchup with friends I hadn't seen for years and if I could find his contact details, the icing on the cake would be to catchup and spend some time with both Peter and this delightful Karmann Ghia.

I couldn't think of a better form of transport to see a Karmann Ghia than blasting across the harbour at 30 knots holding onto dear life and bending the knees in rough swells as we passed the heads and headed into the Manly Wharf. What a magnificent experience and I just couldn't wait to meet Pete and finally see this jewel, in what would be a truly memorable morning. I had already proudly shown two tourists, one from Holland and one from Cuba a photo of what I was about to see and both were highly impressed. Funnily enough the Cuban knew what it was ("oh a Karmann Ghia") but sadly the cigar situation was grim.

Peter kindly picked me up at the wharf in a 4WD and I simply couldn't wait to see the car. Part of the deal was for me to offer advice on the car and it's restoration accuracy for want of a better word and I was slightly nervous thinking what if . . .

The roller door finally came up and I saw it. I was speechless. What I saw before me was one of the most visually stunning vehicles this cat has ever laid eyes on. Waking around the car and taking it all in, it was very clear that this was something special.

After doing a few laps around the car totally gobsmacked, it was very clear to me that this would arguably have to be one of the most beautiful and accurate restorations of a 1950s Karmann Ghia Coupe that I have ever seen. The attention is in the detail and trust me, I checked.

Essentially what I saw before me was a brand new 1958 Karmann Ghia - I can't tell you what a treat that was. The Aerosilver paint job has an amazing presence and adds a fantastic hue to the car which changes colour slightly. The only way I can describe it is perhaps an Aston Martin silver colour or a Mercedes Benz silver with a hint of mint which adds to it's uniqueness. VW did a small number of factory metallic paint jobs believe it or not and Aerosilver was one of them. Amazon Green was another.

The car has an amazing history spanning four different continents and Peter has kindly provided a timeline and history of the vehicle so be to sure to check that out. Given the fact that it spent mosts of it's life in Nebraska - that only goes to show the amazing effort in this restoration. This car also took out first place in it's class at the VW Nationals recently, not an easy fete by any means.

Apart from not having synchromesh in first gear, nothing grinds my gears more than seeing a particularly bad or incorrectly restored Ghia (apart from modified). You all know what I am talking about here.

Correctly restoring an early Karmann Ghia to any form that resembles concourse is incredibly difficult, expensive and time consuming. Let's talk about the jewellery or brightwork. One day I counted every single piece of brightwork inside my car. I think it was way over 40 at least, and that's inside the car, gauges included.

The attention is in the details. 1958 had special diamond patterned heat seemed door panels which as far as I know are only available from one place in the world (Australia). They have rare diamond patterned stamped sun visors also, almost like bakelite. All present here along with a beautiful silver hood lining inside the trunk with the gas tank also correctly painted Aerosilver.



The wide whitewall tyres are beautiful and wrapped around correctly painted rims with beauty rings. The gaps, rubber, chrome, jewellery - all well simply amazing. Other cool features is the bamboo parcel shelf and the fully restored blaupunkt - nice touch. Oh and did anybody notice the KPH gauge, I couldn't drive it, I wouldn't know how fast I was going - cool cool cool. Ok I confess it has an incorrect beetle gear stick knob, but that's about it and it's being corrected. Hint hint Jerry. Oh naturally you will notice that it has been lowered ever so slightly and Peter is quite happy with the cool factor in the stance.

1958 and 1959 Karmann Ghias had their own unique steering wheel and this one has been restored to perfection. I love these steering wheels and I only purchased my car for the steering wheel, the car just came with it.

The engine bay is a work of art and I will let the photos do the talking here. Beautiful tinware, dizzy, everything about it - just love it and it would definitely pass any scrutiny from the purists. Take a close look at the battery, that's not a brand new six volt battery. I could be wrong but as far as I can tell it's an original late 50s or early 60s battery.

Well it was time for a drive which would remain with me as one of the most memorable experiences of all time. Driving around Manly with the Sydney heads and the beaches in the background in a brand new 1958 Karmann Ghia was a truly superb experience. Watching the sun gleam off the Aerosilver fenders - amazing, even the wipers are perfect and much better than my sticky tape counter parts.

This car has obviously been beautifully mechanically restored and unbeknown to Peter at the time, it sports a 36 hp Wolfsburg West performance exhaust good for atleast another 3 ponies. This gave rise to a rather torquey little monster with very reasonable performance and Manly is not flat, either that, or the lead foot principle is at bay here.

It was great spending time with Peter and the thoroughly enjoyable conversation we had. I can't thank you enough for such a memorable experience and for sharing your jewell of the Nile with our readers. Thank you so much and in closing all I have to say is - you lucky bastard - what a find and well done.

Until next time

**George's Dad**

**(The photos and links to videos about the car's history will be posted in the Club's Blog section)**





















# Peter Antoniou's Karmann Ghia History

<b>4th November 1958</b>	Manufacture date details. Note original colour was black. It is believed that a US serviceman purchased as new in Germany and brought back to Lincoln Nebraska. Have not been able to source original owners name to date
<b>Early 1960's - 1985</b>	Ernest L Norris / Norris family who had a farm in Diller Nebraska (near Kansas border) purchased from original owner. It was purchased for his daughter however she didn't like it and it sat. They eventually sold it with in farm machinery auction
<b>1985-1988</b>	Man who purchased the car whose name we don't have was apparently the son of the optometrist that worked in Sears in Lincoln Nebraska. He unfortunately lost 2 children tragically in two separate accidents and sold the car to Rick Albro
<b>1988 - 2012</b>	Rick Albro purchases the car with about 17k miles and uses it as daily driver for many years in the harsh Nebraska climate. He is an enthusiast who owns several 356 Porsches. He sells the car to Javier Cadado in Barcelona SPAIN. Javier arranges shipment.
<b>2012 - 2017</b>	Car purchased by Javier Cadado from Barcelona SPAIN and ships from the US.  Javier got about 90% done when another lowlight that he had been chasing for years had become available and he put this one up for sale and Markuu Aittokoski from FINLAND purchased and shipped to Helsinki
<b>2017 - 2021</b>	Markuu rebuilt the engine and gearbox and completed the restoration to about 98%  Markuu decides to put car up for sale at the height of Covid. He is a VW enthusiast and simply ran out of space. Car was advertised via classic Car Trader where I spotted and contacted Markuu.  He was initially hesitant about selling to me sight unseen but I persevered.  I joined the Helsinki VW Facebook group and made several contacts and quizzed them about the car and all of them know of the car and the owner. I was satisfied that the car was fine to purchase, and we did the deal.  The car even featured in a Finnish car coffee book which the seller kindly included with the car
<b>May 2021 – present</b>	I was introduced to Maurice Rissman from Coffs harbour that specialises in overseas purchases and logistics and we managed to get the car to Germany via car carrier and then into a container. The car took about 3 months without a hitch. A month later all shipping and other supply lines began to grind to a halt. It was a major fluke and I would never would have attempted to import a car if I know of the issues that were around the corner.  I have added several cosmetic bits and pieces in an attempt to get the car to as correct as possible. The car picked up best in class at its first attempt in the VW 2022 Nationals  Unbelievably the car turned up on time, cleared customs without a glitch and in one piece.





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# Vbay

## Kombi Floor

I need a section of floor (40cm X 20cm) for my 1971 low light kombi to repair holes that were there as vents for the fridge. I am told later model floor are a similar design. Do any of you members have an old floor that would sell to section of to me.

Thanks for any help you may be able to give.

Mark Borlace - email: MBorlace@raa.com.au

## Selling VW PARTS FOR SALE

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  - Various early Beetle guards up to 1966 need panel work \$50 ea
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# General Meeting Minutes

VOLKS ENTHUSIASTS CLUB OF SOUTH AUSTRALIA INC.

## GENERAL MEETING HELD AT THE AUSTRIAN CLUB ON 02/08/2023 MINUTES

<b>1. MEETING OPENS</b>	<p><b>Apologies:</b> Paul Spizzo, Trevor and Julie Bodinar, Chris Fletcher, Paul Socher, Barry Marshall, Peter Kelly, Liam West, Angelica Eigenwellig.</p> <p>Confirmed valid memberships, advised voting rights. Confirm 20% attendance. 51 in attendance.</p> <p>Thanks to Roma and Ken Rowlands, thanks to Austrian Club.</p> <p>Conduct Member Draw (\$300.00) –Martin Pomeroy – not present. Next meeting \$25.00</p>
<b>2. MINUTES OF PREVIOUS MEETINGS</b>	Previous Annual General Meeting held 03/08/22.
<b>3. PRESIDENT'S REPORT</b>	Outgoing President Rob Brown thanked committee members, portfolio holders and the general membership for their contributions and support.
<b>4. BUSINESS ARISING</b>	nil
<b>5. SECRETARY'S REPORT</b>	<p>New members: William Schroeder, Leonardo Mantilla, John Hosking, Steven Philp, Angela Sorger.</p> <p>Correspondence: Auspost statement, PCCU statement. Journals: Zeitschrift, Wagensville</p>
<b>6. TREASURER'S REPORT</b>	<p>July Financial Report: Opening balance (01/08/23) \$41,089.31. Income \$3,151.92. Expenses \$3,584.72 Closing balance (31/07/23) \$40,655.51. Financial year report (abridged) in club magazine.</p>
<b>7. CLUB SPONSORSHIP REPORT.</b>	Ongoing.
<b>8. EVENTS REPORT.</b>	See magazine for all details: 17/08 VECSA committee meeting, 18/8 Freitag, 01/09 Old Car Day cruise to Bethany, 06/09 VECSA general meeting, 13/09 Hahndorf cruise (tbc), 21/09 committee meeting, 04/10 general meeting, Memorial cruise (tbc), 03/11 Climb to the Eagle.
<b>9. VOLKSFEST 2023</b>	26 November 2023.
<b>10. RATEX</b>	Andrew T: Ratex 2024 proposal to Tasmania 10-22 March 2024. Ferry has been booked for 12 vehicles (10 VWs, 2 Landrovers, 25 people). Entry forms to be distributed over the next month.
<b>11. MERCHANDISE</b>	Display available – items available to order tonight or via club magazine.
<b>12. CLUB REGISTRATION</b>	320 vehicles on club registration.
<b>13. CLUB MAGAZINE</b>	Current magazine posted and available online. Always seeking articles.
<b>14. WEBSITE</b>	Ongoing updates to calendar and Events. Technical improvements occurring.
<b>15. GENERAL BUSINESS</b>	<p>(i) John Kruger: contact details for Ballarat VW Club (ii) David Seaton: suggested Beachview Wines McLaren Vale as venue for a future club cruise (iii) Ken Rowlands: report on donation to Austrian Club which was received with appreciation (iv) Rob Brown: Ray Rockcliff plaque displayed.</p>
<b>16. MEETING CLOSES</b>	General Meeting closed; AGM begins.





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

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There are options under each of the categories when ordering on-line.





# General Meeting Minutes

## VOLKS ENTHUSIASTS CLUB OF SOUTH AUSTRALIA INC. GENERAL MEETING HELD AT HOLDEN HILL ON 07/09/2023 MINUTES

<b>1. MEETING OPENS</b>	<b>Apologies:</b> Paul Spizzo, Rob Brown, Rob Gilbert, Angela Eigenwillig, Trevor and Angela Jenkins, Paul Kennedy, Diane Hoey, Chris Fletcher, Barry Marshall, Peter Kelly, Liam West, Tony Laube, Anthea Courtney Thanks to Roma and Ken Rowlands, thanks to Austrian Club. Conduct Member Draw (\$25.00)- Andrew Lawton – not present. Next meeting 50.00
<b>2. MINUTES OF PREVIOUS MEETINGS</b>	Previous General Meeting and AGM held 02/08/23. Minutes in club magazine and print copy available.
<b>3. PRESIDENT'S REPORT</b>	President Andrew Taylor thanked previous and new committee member and portfolio holders for their contributions and support.
<b>4. BUSINESS ARISING</b>	(i) Ray Rockliff plaque – now installed in Klub Kombi (ii) Klub Kombi – commercial storage required within the next 2 months.
<b>5. SECRETARY'S REPORT</b>	New members: Anna Holasek Correspondence: Auspost statement, PCCU statement. Journals: Zeitschrift, Volksclub Bendigo
<b>6. TREASURER'S REPORT</b>	Financial Report: Opening balance (01/08/23) \$40,655.51. Income \$2,282.93. Expenses \$458.99. Closing balance (31/08/23) \$42,479.42. Financial year report (abridged) in club magazine.
<b>7. CLUB SPONSORSHIP REPORT.</b>	Ongoing.
<b>8. EVENTS REPORT.</b>	See magazine for all details :01/09 Old Car Day cruise to Bethany, 06/09 VECSA general meeting, 13/09 Hahndorf cruise (tbc), 17/09 Gawler Swap Meet, 21/09 committee meeting, 22/09 Freitag, 04/10 general meeting, 08/10 Strathalbyn Swap Meet, 16-27/10 Motorfest, 29/10 Memorial Cruise (Beach Road Wines), 01/11 General meeting, , 03/11 Climb to the Eagle, 24/11 Volksfest Cruise (tbc), 26/11 Volksfest ( Torrens Parade Ground).
<b>9. VOLKSFEST 2023</b>	26 November 2023. Additional volunteers will be required for short times during the day.
<b>10. RATEX</b>	Andrew T: Ratex 2024 proposal to Tasmania 10-22 March 2024. Ferry has been booked for 12 vehicles (10 VWs, 2 Landcruisers, 25 people). Entry forms available.
<b>11. MERCHANDISE</b>	Items available to order tonight or via club magazine.
<b>12. CLUB REGISTRATION</b>	320 vehicles on club registration.
<b>13. CLUB MAGAZINE</b>	Articles for next magazine due 20 September 2023. Always seeking articles, particularly member stories re their projects.
<b>14. WEBSITE</b>	Ongoing updates to Calendar and Events. Technical improvements occurring.
<b>15. GENERAL BUSINESS</b>	(i) Technical discussions- to be part of general business in future meetings. Question: dimensions of windows for bay window Kombi.
<b>16. BUY AND SELL</b>	Michael Morton: type 2 68-79 Kombi wanted. Rob Strawbridge: T3 van for sale (Port Adelaide). Andrew: type 3 parts for sale. Note: members can advertise items for sale or wanted in the club magazine or via the website.
<b>17. RAFFLE</b>	No raffle.
<b>16. MEETING CLOSES</b>	Closed at 8.25 pm. Next Committee meeting 21 September 2023 at 7.30 pm at Shannon's. Next General Meeting 4 October 2023 at 7.30 pm at the Austrian Club.



# V & T Motors

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V&T Motors is your local car service mechanic in Lonsdale. We have many years experience servicing and maintaining Vw's both old and new. We take great pride in offering our customers the very best in automotive care and we are committed to providing personalised and friendly service at all times. We are a Repco Authorised Service centre and a 40+ year RAA Approved Repairer. We have a wealth of experience in servicing all makes and models, including commercial fleet vehicles. For reliable car maintenance, service & repairs in Lonsdale and the surrounding areas, please use our online booking form or give Brendan or Karl a call.

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## 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.**

### September

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

### October

- 1 Joe Jones
- 2 Peter Alderson
- 2 Rik Lovett
- 5 Barry Marshall
- 7 Alexander Jon Bates
- 9 David Stephens
- 9 Diane Myers
- 15 Andrew Stevens
- 17 Wim Hermans
- 19 David Seaton OAM
- 21 Kym Robert Dayman
- 22 David Gluyas
- 22 Philippa Hold
- 23 Martin James Pomeroy
- 25 Robbie Tyrell
- 26 Paul Frederick Sochor
- 27 Ruth Watson
- 29 Russell Mason
- 31 Peter Ivkovic



The Federation of Historic Motoring Clubs, in affiliation with a number of other motoring clubs, organised a run to the Macclesfield Oval for the Arthur Clisby Memorial Picnic Day on Sunday 24th September 2023.

Tony Mudge was on hand with a pile of freshly printed sponsor fliers to promote and discuss our Volksfest 2023 event with every Volksy driver he could find.

We need to spread the message to ensure that our show will be a cracker on the 26th November 2023.

Check out the big A3 Volksfest poster in the centre spread of this magazine.



For those of you who have not seen or heard of a Fridolin, this photo depicts a radically restored 1971 example, albeit in left hand drive mode





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# 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>			Date of Birth
<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@vecsa.com.au](mailto:info@vecsa.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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