

VOLKS

enthusiasm



04/02/2026 VECSA General Meeting

19/02/2026 VECSA Committee Meeting

22/02/2026 Model Train Display

04/03/2026 VECSA General Meeting

19/03/2026 VECSA Committee Meeting

28/03/2026 Coffee 'n Chrome



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Editor's Notes

In this magazine we have a number of stories from Tony Mudge, Mike Dillon and myself that hopefully provide some entertainment and information.

Firstly, I wrote a couple of articles relating to the severe consequences of Volkswagen and all other western car manufactures in their pursuit of meeting the unrealistic expectations of governments in relation to EV's.

On happy notes, there are a number of pictures from the Coffee 'n Chrome event, the VECSA Christmas picnic and the cruise to Gumeracha.

Mike, admires a replica Harlequin Golf at Volksfest 2025, praising its bold colour choice and era-appropriate teddy bear wheels. He also mentions a Matchbox Car version of the Harlequin Golf, which is more successful in sales than the original.

Tony has provided some interesting stories which includes a story about how Volkswagen air-cooled motors often leak oil due to various potential issues. The oil return hole position in the engine case may contribute to leaks, with a higher position being more prone to problems.

He has also contributed a story and images from the monthly Coffee & Cars event at the old Victoria Park Racecourse which attracted a large turnout of enthusiasts despite the weather. The event featured a diverse range of vehicles, including a standout supercharged Bugatti, and provided an opportunity for attendees to socialise and enjoy coffee.

Tony also wrote about Mike Mudge's 560 David Brown diesel tractor, a unique non-VW vehicle, participated in the Blackwood Christmas Parade in December 2025 and Club member Lucy Boehm, who is travelling around Australia in her 1976 Kombi "Sandi".

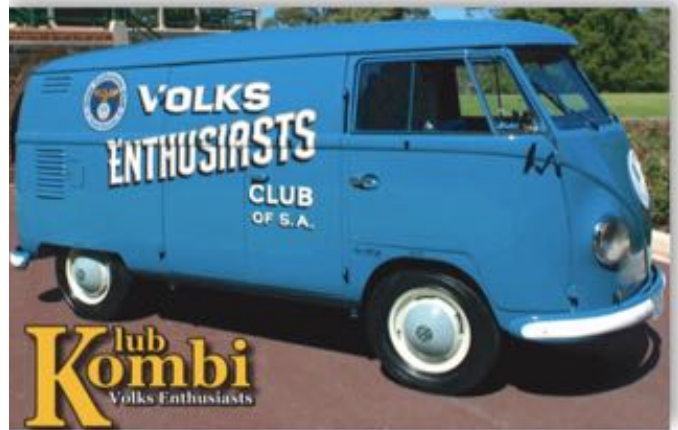
GHR has written a tribute to Sigfried Giebel, who passed away on 23 December 2025. He was a loyal colleague and friend for 47 years. Siggie will be remembered for his work ethic, humour, and dedication to helping others.

And, as usual some amusing advertisements from the past and various images.

One additional point, on page 5, it is obvious we have an acute lack of events for members. Please read this and help turn this situation around.

All articles are welcome and preferred as text (Word document etc.) and photographs (preferably separate with descriptions where applicable).

ELECTRONIC format only (scans on request)
 A4 size, ½ or Full page with photos and text
 Hi Res JPG/PNG
 Send all articles to: editor@vecsa.com.au



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Cover Photo: Kombi in Nature



Musings from the Prez

Fellow Enthusiasts,

Welcome to a new year!! Our 30th year as a club. Keep your eyes peeled for more information around celebrations that will be arranged shortly.

We as a committee work hard for this great club, and I want to assure the members that we will continue to bring the members cruises, shows and Ratemex (or is it Ratii??) into the future.

I would like to honour Siegfried (Siggy) Giebel who passed late last year. Siggy was a supporter of both our club and so many of our members sought assistance from the genius that was Siggy. RIP Siggy, the VW community will be poorer for your passing.

Keep those pistons banging sideways people

Prez





Events Calendar

Check the Events page on the VECSA website for updates and further information.

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

Contact events@vecsa.com.au for any enquiries or suggestions for new events

VECSA General Meetings at the Austrian Club, 11-17 Torrens Rd Ovingham, SA
The meetings currently start at 7:30 PM but this is subject to change

Other than the General and Committee meetings, the only event at the time of preparing this magazine is the Model Train Display at Helen's place. This display is quite impressive and worth seeing.

Below is a guidance for organising events. It is not difficult and you should perhaps view it from a perspective of what you find interesting and chances are, others will too.

There is also a suggestion form on the events page if you do not want to organise an event but would like to propose a possible option.

And, at all times Bec will no doubt assist with any ideas you may have.

Date	VECSA Event	Event
04/02/2026	VECSA Event	VECSA General Meeting
19/02/2026	VECSA Event	VECSA Committee Meeting
22/02/2026	VECSA Event	Model Train Display
04/03/2026	VECSA Event	VECSA General Meeting
19/03/2026	VECSA Event	VECSA Committee Meeting

As mentioned above, check the web site for updated information as new events and further information may be available.

Organising Events

Contact Bec - Events Coordinator with your ideas

The following may assist in coming up with a suggestion/plan for an event:

- Think of a location that may be of interest. This could be just to have lunch, BBQ or some other activity such as mini-golf, bowling etc.
- For a cruise, determine a starting point for the trip
- Plot a course on how to get there such as a scenic drive.
- Determine a date and time. We usually arrange to meet 30 minutes before the departure time. This may be a mid week cruise or perhaps on a weekend, one such as the Barn 1890 cruise. Usually weekend ones may attract more members but the mid-week ones are usually quite well attended as well.
- If necessary, such as when having lunch at a venue or an activity you may want to know numbers by a certain date in order to pre-book.
- Let the committee know and we can advertise it in the magazine, on the Events page and the Calendar on the web. We can also send a notification via email to all the members to ensure as many members as possible are made aware of the event.



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Volkswagen's Electric Ambition Falters

Massive Losses, Chinese Dominance, and a Forced Reckoning

By Frank Marten

Volkswagen AG, Europe's largest automaker, has long positioned itself as a leader in the global shift to electric vehicles (EVs), with ambitious targets to electrify its lineup and challenge Tesla's dominance. Yet, as 2025 draws to a close, the company's aggressive EV strategy has delivered severe financial blows, underscoring the broader industry's struggle with unmet market expectations. In the third quarter of 2025 alone, Volkswagen swung to a €1.3 billion operating loss, driven largely by a €5.1 billion impairment charge related to Porsche's delayed and restructured EV projects. This impairment, combined with escalating costs from U.S. import tariffs and weaker-than-expected demand, contributed to a 58% plunge in operating profit for the first nine months of the year. The group's net profit dropped 61% to €3.4 billion during the same period, highlighting the enormous pressure from overambitious EV investments amid a cooling market.

These figures represent more than quarterly setbacks; they signal a systemic crisis for Volkswagen's electrification roadmap. The company had poured billions into battery plants, software development (via its troubled Cariad unit), and new EV platforms like the MEB architecture powering the ID family. Porsche's strategy reversal—delaying certain all-electric models in favour of hybrids—triggered the massive write-down, reflecting broader doubts about pure EV viability in the near term. U.S. tariffs under renewed trade policies added further strain, with charges estimated at billions annually, exacerbating costs for imported components and vehicles. Volkswagen's net cash flow outlook for 2025 hovered around zero, strained by these outflows and investments in future technologies.

EV sales performance has been mixed, offering little relief. Globally, Volkswagen Group delivered around 50% more all-electric vehicles in the first half of 2025 compared to the prior year, a notable uptick driven by models like the ID.4 and ID.Buzz. In the U.S., ID.4 sales surged 176% in Q3 2025, contributing to strong quarterly growth. However, full-year 2024 saw a 3.4% decline in battery-electric sales group-wide, with the ID.4 remaining the top model but overall volumes falling short of earlier projections. High prices, charging infrastructure gaps, and consumer preference for hybrids have capped adoption, particularly in key markets like Europe and China. Volkswagen's once-vaunted goal to overtake Tesla in EV sales by 2025 now appears unattainable, as demand stagnation forces production adjustments and cost-cutting measures.

The root of much of Volkswagen's distress lies in China, the world's largest auto market, where fierce competition from domestic EV makers has eroded the company's once-dominant position. Volkswagen's market share in China has slipped amid a price war ignited by affordable, tech-laden models from brands like BYD and Xiaomi. Chinese manufacturers develop and launch new EVs in 12-18 months—far faster than Volkswagen's cycles—putting immense pressure on legacy players. In response, Volkswagen announced a \$3.5 billion investment in Chinese R&D and partnerships, aiming to accelerate local innovation and regain ground through joint ventures.

This Chinese onslaught is underpinned by years of state support. Beijing has invested over \$230 billion in its EV ecosystem since 2009, including direct subsidies, tax breaks, and infrastructure buildouts. BYD, now the global EV sales leader, exemplifies this strategy: the company received \$2.1 billion in direct subsidies in 2022 alone (3.5% of revenue) and a cumulative \$3.7 billion from 2018-2022. These funds fuelled vertical integration—from batteries to assembly—enabling ultra-low pricing (models under \$10,000) and rapid scaling. While China phased out national consumer subsidies by 2022 and plans to end tax rebates by 2027, the early support cemented dominance, allowing exports that undercut Western rivals.

Western policymakers, fearing China's EV ascendancy, responded with mandates and incentives that compelled manufacturers like Volkswagen to accelerate electrification. The EU's 2035 ban on new combustion-engine sales and generous subsidies mirrored U.S. efforts, pushing billions in premature investments. Yet, as demand lagged, these policies boomeranged. EU tariffs on Chinese EVs—up to 38.1%—aimed to protect locals but raised costs across the board, even for Volkswagen's China-built models like the Cupra Tavascan, which face additional duties. Ironically, reviews are underway to potentially exempt some Volkswagen imports, highlighting the tariffs' complex impact. Some analysts argue these measures have backfired, pushing Chinese firms toward plug-in hybrids and indirectly boosting non-EV segments.

Facing this perfect storm, Volkswagen has initiated drastic measures: multibillion-euro cost-cutting programs, potential factory closures in Germany, and workforce reductions. Hybrids are gaining emphasis as a bridge technology, while pure EV timelines are extended. The company's CFO has warned of limited time—one or two years—to turn things around.

Volkswagen's travails mirror industry-wide EV challenges

but are amplified by its scale and exposure to China. The dream of rapid electrification, fuelled by policy responses to Beijing's subsidised juggernaut, has yielded massive losses and strategic retreats. As tariffs, subsidies, and market realities collide, Volkswagen must navigate partnerships, cost discipline, and realistic demand forecasting to avoid deeper crisis. The road ahead remains charged with uncertainty.

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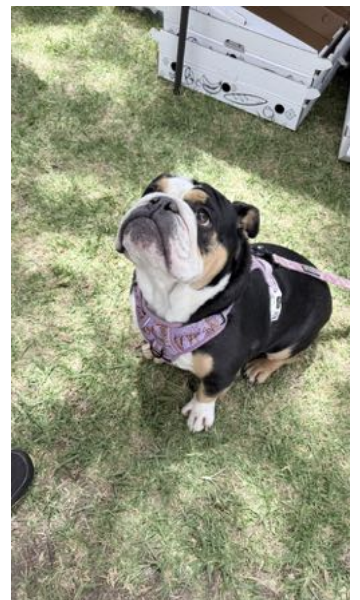


VECSA Christmas Picnic

By Frank Marten

On 14 December, the club had their annual Christmas Picnic. In the past it was a BBQ but it was decided that the event would be catered, thereby sparing the usual extra work required by our dedicated BBQ experts (Anthea and Tony).

It was a pleasant day with very reasonable temperatures. The selection of food was great and catered for everyone and I believe everyone had a good time. This included Andrew and Bronwyn's dogs that virtually ate the food one was holding. They were well behaved even if sometimes they obviously felt that they had been patient enough.



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Coffee 'n Chrome

By Frank Marten



Continued on next page









Coffee 'n Chrome Continued

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Oil Leaks in a Type 4 Kombi Motor

From your Roving Transporter Reporter

Volkswagen air cooled motors are renowned for leaking oil when parked in the shed as there are many areas that may prove to be the culprit, whether it be from the main engine oil seal, the pushrod tubes, the hub seal, the rocker cover gaskets or the oil cooler grommets etc.

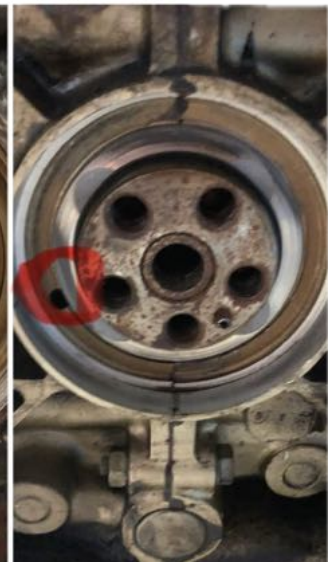
I recently changed the main oil seal in a Type 4 motor and noticed that the oil return hole in the engine case was at the 8 o'clock position in the engine case. On further investigation I found that this was the common position for the 1700cc motors and early 1800cc motors. However, the Volkswagen engineers in Hannover relocated this hole on the later 1800cc motors and the 2000cc motors to the 6 o'clock position. Perhaps they realised the old higher position was more prone to the rear main seal leaking due to oil pooling behind the seal and then eventually dripping via the bell housing to the floor.

Some engine re-builders put a drain at the 6 o'clock position if the case is split but it is not a good idea to do it when the motor is in one piece due to debris contamination in the motor. So my hole stayed at 8 o'clock.

You learn something new every day.

Oh! A top tip when removing the main seal is to drill a small hole in the old seal and insert a PK screw and ease it out with a claw hammer against a block of wood. This is much safer than using a screwdriver that may scratch the seal surface of the case.

The next big task is to remove the old 1600cc twin port motor and shoehorn this bigger motor and gearbox into "Willshemakeit", the lowlight crossover, so watch this space.



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Cruise to Gumeracha

By Frank Marten

On 6 December, the club went on a cruise to Gumeracha!. The journey started from the Happy Valley Reservoir Reserve, Chandlers Hill Rd.

Ursula and I thought it would be better to join the cruise part of the way at Melba's Chocolates, Woodside as the trip way down south would have required getting up much earlier, something we were not so keen on doing.

I suspect the others had a great scenic drive through the Adelaide Hills which included Bridgwater and Hahndorf but so did we starting from Tea Tree Gully although we did miss our turn-off, resulting an increased distance but that was all good as it added to the scenic drive.

Melba's is pretty good, but it always ends up being a costly exercise and might lead to some extra weight being gained. Their chocolates are irresistible.

After our treats at Melba's, we headed to Gumeracha and checked out the giant rocking horse and the souvenir shop. This is the main attraction there.

We ended up at the Gumeracha Hotel for a lunch where we had a pleasant time where we occupied the majority of the available space.

The trip back was equally as good, cruising through the hills in Ursula's wonderful Karmann Ghia.





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Mike's Musings

By Mike Dillon

A car drives into a car show.... Yes, sounds like the beginning of a dad joke, but if you attended Volksfest 2025, at Civic Park, Modbury you would have seen this car - a ‘Harlequin’ Golf and I was really pleased to see it because, as far as I am aware, VW Australia did not import any Harlequin Golfs. It really is a jumping off point for different approaches to a whole lot of things that are uniquely VW. (This car is a replica, though – more of that later).



Some VW historians say that the origin of the Harlequin Golf came from this 1960’s VW advertisement showing a Beetle with multi- coloured panels to show interchangeable parts. The (then) boss of VW Ferdinand Pietsch, took inspiration from this advert which then gave rise to the 1995 VW Polo Harlequin (- no, not the Golf!). Now, it was originally planned that only 1000 of these ‘special edition’ Polos would be made, but the demand was so great that 3800 cars were manufactured. Only the owners of the first 1000 received a special key ring with their cars, though.

Well, if the Polo Harlequin was so successful, then why not extend the concept to the Golf, thought US VW executives. In 1996, 264 of the Golf Harlequins left the Pueblo, Mexico factory. Each Golf was painted in either Chagall Blue, Ginster Yellow, Pistachio Green or Tornado Red. Then, the panels from each car were removed and swapped over to other cars to make the patchwork ‘harlequin’ effect!



Color Pattern	Red Base	Yellow Base	Green Base	Blue Base
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Rocker Panel	Red	Yellow	Green	Blue
Rear Quarter	Red	Yellow	Green	Blue
Front Bumper	Red	Yellow	Green	Blue
Front Doors	Red	Yellow	Green	Blue
Side Mirrors	Red	Yellow	Green	Blue
Hood	Red	Yellow	Green	Blue
Rear Doors	Red	Yellow	Green	Blue
Rear Bumper	Red	Yellow	Green	Blue
Front Fenders	Red	Yellow	Green	Blue
Front Grill	Red	Yellow	Green	Blue
Rear Hatch	Red	Yellow	Green	Blue

But in true VW design ethos, there was a specific plan for the arrangement of the panels so that no colour ever bordered itself! So, every grille matches the front guards, the front doors match and the rear doors match. The car’s original body colour can be seen in the in the rear quarter panels, roof and rocker panels. Nothing was left to chance, though – there was a chart that had to be followed!

However, the Harlequin Golf was a sales flop in the USA on its release! The colour scheme was just too ‘way out’ for US tastes and people just didn’t want to be seen in a car that looked like it was assembled in the local wrecker’s yard. Some cruel souls even called it a ‘clown car’! There are also stories of VW dealers taking panels off multiple Harlequins to create single- colour VW Golf so that the cars would sell! A few Harlequins saw service as fleet cars in the Atlanta Olympic Games but even this exposure didn’t improve sales.



In 1996 Mexico would also get its own Harlequin. The country was still producing the Beetle and the very small number of 141 Beetle 1600is received the Harlequin treatment. Perhaps an idea for those of you who are almost at the paint stage of your Beetle restoration?



And what about a more modern Golf being given the Harlequin treatment? Southern Volkswagen created a modern Harlequin Golf (-a Golf R!) in 2024. I’m guessing the car was originally white and the different colours are ‘wraps.’ I wonder if car was sold in ‘Harlequin’ form? Perhaps Southern VW could let us know?



Just to return to the advert of the multi-coloured Beetle because I know many (most?) VECSA members are more interested in air cooled VWs than the other models: the writing in the top left-hand corner of the advert reads: The green fender came off a '58. The blue hood came off a '59. The beige fender came off a '64. The turquoise door came off a '62. Most VW parts are interchangeable from one year to the next. That's why VW parts are so easy to get. The advertisement looks better in full size – perhaps our Editor might scale this up for inclusion in a future magazine 😊).

The car in the photo at the start of this column belonged to a member of the Victorian contingent that drove over to take part in our event. Regrettably, I didn't have time to talk to the car's owner and I would have liked to ask him/her why they painted their Golf in these 'iconic' colours. It's sad we don't see too many older Golfs on the roads and within our club. I'm aware that interstate and overseas many early Golfs are often 'restored' to look like Golf GTi look-alikes but this owner has taken a different direction altogether and it's a courageous move - I wonder how often they have to explain to bystanders/show visitors/ people at the servo etc. the origin of this particular paint scheme? And, of course, I do need to point out that this is a Mk2 Golf whereas the original Harlequin models were based on the Mk3 Golf. But in this day and age when most German cars well, most cars, really) are painted in the colours of the German rainbow (black, white or grey/silver), cars like this really do stand out (in a good way) and really do generate a sense of fun, light heartedness. I congratulate the Victorian driver on his choice, even with the teddy bear wheels! (Which given the age of the car are actually era-appropriate.



I remember when teddy bear wheels seemed to be mandatory on small 90s cars, especially Mazda 121s but like that model of car, you don't see them anymore. You can still buy sets of Ronal 'Teddy' wheels online. Again, if you consider wheels to be like 'jewellery' on a car, you might want to consider a set of these Ronal wheels for your 90s VW. And, if you want to give an Australian vibe, then go for the Koala wheel (not Ronal)! Again, you might find these online, but as always, it's 'buyer beware'. Wonder how easy such wheels are to balance?



And.... as always, you 'need to exit through the Gift Shop!' Yes, you can buy a (Mattel) Matchbox Cars version of the Golf Harlequin. It's for sale online for around \$45.00. For those of you who do collect model VWs, this one is 1:64 scale and the boot ('trunk') does open! You can't buy it directly from Mattel anymore because their site advises they're sold out. Hmm... the Matchbox versions appear to be more successful than the original in sales

Mike Dillon

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.]

The Electric Dream Shattered

EVs' Market Flop and the Crushing Burden on Western Automakers

By Frank Marten

In a bombshell announcement on December 15, 2025, Ford Motor Co. revealed it would take a staggering \$19.5 billion charge to write down its electric vehicle investments, one of the largest impairments in automotive history. This move, driven by sluggish EV demand and shifting Trump-era policies, underscores a dramatic retreat from the electrification push that once defined the industry's future. Ford is scrapping plans for an all-electric F-150 Lightning successor, repurposing battery plants for energy storage, and redirecting resources toward profitable gas-powered trucks and hybrids. The write-down, spread across 2025-2027, highlights how EVs have failed to meet lofty market expectations, leaving manufacturers grappling with billions in losses and forcing a painful pivot.

The EV market's unraveling has been swift and severe. Global EV sales growth decelerated to just 21% in 2025, reaching 18.5 million units, buoyed by Europe but hampered by U.S. stagnation amid tax credit rollbacks. In the U.S., EVs are projected to snag only 9-10% of new vehicle sales in 2026, far below the 20-30% targets hyped by executives and policymakers. Tesla, the EV poster child, endured its first annual delivery decline in 2025, down 1.1% despite aggressive incentives and budget models like the refreshed Model Y. U.S. Tesla deliveries hit a four-year low of under 40,000 in November, a 41% plunge, as cheaper variants failed to spark demand. In Europe, Tesla's sales cratered over 80% in Sweden in April, with similar slumps in key markets, exacerbating a broader industry recession. Startups like Rivian faced a 22% Q2 delivery drop to 10,661 vehicles, citing market challenges and production hiccups. Recalls plagued the sector, with

defects in batteries and electronics underscoring reliability woes. High prices—averaging \$55,000 for EVs versus \$35,000 for gas cars—coupled with range anxiety, charging infrastructure gaps, and economic headwinds, have deterred mass adoption. Government grants, like the UK's pre-Budget incentives, yielded only marginal sales bumps, proving insufficient to woo buyers.

This demand shortfall has inflicted enormous financial strain on Western manufacturers, turning EV ambitions into balance-sheet black holes. Ford's \$19.5 billion hit caps a streak of \$13 billion in EV losses since 2023, pushing the company to forecast profitability only by 2029 while boosting 2025 EBIT guidance to \$7 billion. Volkswagen AG, Europe's titan, swung to a €1.3 billion (\$1.5 billion) Q3 2025 operating loss, battered by a €5.1 billion impairment on Porsche's delayed EV projects and U.S. tariffs inflating costs by another €5 billion annually. VW's nine-month operating profit plunged 58%, forcing production cuts and a rethink of its EV timeline, even as global BEV deliveries rose 50% in H1—albeit from a low base. The company, still scarred by Dieselgate, admitted its 2021 goal to outsell Tesla by 2025 was unattainable. General Motors and Stellantis echo these struggles, with delayed plants, write-downs, and hybrid pivots amid sunk costs exceeding \$100 billion industry-wide in R&D and factories. These aren't fleeting setbacks; they're systemic crises, as overcapacity meets tepid demand, eroding margins and threatening jobs.

China's shadow looms large over this turmoil, not merely as a rival but as a catalyst for the policies now squeezing the West. Beijing's industrial strategy has propelled

Chinese firms to dominate 62% of global battery production and over 50% of EV sales, fuelled by over \$230 billion in subsidies since 2009. This includes direct grants, tax breaks, and buyer incentives, enabling exports of ultra-cheap models under \$10,000 that undercut Western offerings. Western governments, alarmed by China's EV ascendancy, enacted aggressive mandates—like the EU's 2035 ICE ban and U.S. Inflation Reduction Act subsidies—to reclaim ground, but these backfired by accelerating investments without matching demand. Tariffs, such as the EU's up to 38% on Chinese imports and U.S. 100% duties, aimed to shield locals but inflated component costs for firms like VW. China's supply-chain grip—controlling rare earths and batteries—further amplifies pressure, as Western players depend on imports while facing exclusion from Beijing's markets.

At the vanguard is BYD Co., China's EV behemoth, whose subsidy fuelled strategy exemplifies Beijing's playbook. Founded as a battery maker, BYD has leveraged massive government aid to become the world's top EV seller, surpassing Tesla in Q4 2024. In 2022 alone, BYD pocketed \$2.1 billion in direct subsidies, equating to 3.5% of revenue, funding R&D, factory expansions, and vertical integration from mining to assembly. China's national program, spanning a decade from the early 2010s, offered up to 60,000 yuan (\$8,500) per vehicle, plus purchase subsidies reducing buyer costs by 20-30%. This aligns with five-year plans prioritising EVs as a strategic industry, with incentives totalling \$15 billion to bolster domestic commitment. BYD's executives downplay subsidies, crediting innovation, but critics argue they

enable predatory pricing and forced tech transfers. Beijing signalled a subsidy phase-out in its 2026-2030 plan, but past support has cemented BYD's edge, allowing exports that flood global markets and erode Western margins. Buyer credits in China further distort competition, with EV tax incentives encouraging switches from ICE vehicles.

The fallout? A vicious cycle where Chinese dumping prompts Western tariffs, which in turn hike costs and slow transitions. China retaliates with probes into EU brandy and U.S. soybeans, escalating trade tensions. As 2025 ends, the EV hype feels like a relic. Manufacturers must temper mandates, embrace hybrids as bridges, and build resilient supply chains. Without recalibration, the path to sustainability risks veering into insolvency. China's model—state-orchestrated dominance—exposes a brutal reality: in the EV race, policy trumps pure innovation, and the West is playing catch-up at a steep cost.

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and/or on the website.

Please notify us if the item(s) advertised have been sold, so the advertisement can be removed from the magazine and from the website.

2013 VW Transporter T5 GP - Are you ready for adventure??

If you are, and you are looking to do it in style, this is the perfect, low mileage Volkswagen for you...

- Year 2013
- Type VW Transporter T5 GP
- Engine 2.0 Tdi (Diesel)
- Transmission DSG 7 Speed Auto
- Model Frontline Conversion
- Body Style Pop-Top Campervan with canvas sides & 3 flyscreen windows
- Seats 4
- Sleeps 2
- Odometer Only 124,700 kilometres!
- Condition Incredible condition with only two owners since new!



This fabulous camper comes with original VW dealership invoices and a full log book service history. The timing belt and brakes were replaced in early 2025 and the registration doesn't expire until mid-March, 2026 therefore you can start planning your first adventure now...!

Price: \$ 50,000.00

For all further details contact Maya on 0434 923 747. More pictures and information on the website in [Buy & Sell](#)

Genuine 1970s Kombi Van Annexe for Sale

Original annexe/tent for a 1970s Kombi. It is in very good original condition considering its age apart from a small hole and small rip as pictured. The main zip has also been replaced.

It has been in storage for many years. We are looking for \$1000 ono.

Contact Julie-Ann Fairweather via email at julieannfairweather11@gmail.com

1987 Audi 5+5 5E for sale

Reduced to \$5,500 - Contact Reg at sooty882@gmail.com

Caravelle 5-85 for sale

\$10,000 - Phone Grant 0409 678 336

Beetle Guards for Various Beetles

See the website for a complete list and pricing. Contact Tony by email on vw1600squareback@gmail.com

Check out the web site under Buy-Sell for more information, including pictures
<https://www.volksenthusiasts.org.au/buysell/>



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GENERAL MEETING MINUTES HELD AT THE AUSTRIAN CLUB ON 3/12/2025

1. MEETING OPENS

Welcome/Invite Apologies: Roma Rowlands, Jacque and Craig Opie, Phil Van Kruyssen, Phil Cacciola, Reg Van Buren.

Thank you to Ken and Rob G and the Austrian Club for hosting this meeting.

Welcome to all members including new members.

Membership Draw - \$75.00- Cath Vogelsang– not present. Next meeting \$100.00

2. MINUTES OF PREVIOUS MEETINGS

Previous meeting held on 5 November 2025 at the Austrian Club. Mov Christine Anderson, sec Verena Teale, carried.

Previous Committee Meeting held on 12 November 2025 at Glandore.

3. BUSINESS ARISING

Covered under other agenda items.

4. SECRETARY'S REPORT

Correspondence: PCCU statements, Auspost invoice. Journals: Volksclub Bendigo

New Members: Anne Marie Pijanka, Doug Kerridge, Robert Lynch.

5. TREASURER'S REPORT

Monthly Report - Opening balance (01/11/25) \$18,490.92. Income \$3793.58. Expenses \$6969.93. Closing Balance (30/11) \$15,314.57. Term deposit: \$20,000.0

Financial report on Volksfest. Summary: Income (Sales and Gate takings): \$3198.56. Expenditure (incl marquee hire, band, advertising, trophies etc) \$4814.20. i.e. loss \$1615.64.

6. CLUB EVENTS REPORT

See website and magazine for current list and details of all events: 6/12 Gumeracha cruise, 14/12 VECSA Xmas picnic, Prospect Memorial Park, 7/01/26 general meeting Holden Hill, 22/02/26 Model Train cruise Glandore.

Members asked to contribute ideas, offer to organise cruises.

8. CLUB SPONSORSHIP

Ongoing.

9. RATEX 2026

As planned for earlier this year i.e. Dinosaur Trail Qld between 16/05/26-30/05/26. Meeting in 22 January 2026 at WA Football Club for those who need to confirm participation.

10. VOLKSFEST 2025

Invitation to interested members to attend the next committee meeting 15 January 20226 to review Volksfest and future planning.

11. MERCHANDISE

Discounts available on Volksfest tee shirts. Can order online with delivery at next general meeting.

12. CLUB MAGAZINE

Articles wanted. Deadline for next magazine: 18 January 2026. Most recent magazine available via the VECSA website.

Continued next page

13. WEBSITE

Regular updates continuing, including changes to layout, navigation, events and calendar. Links now available to the most recent magazine. Check blogs. Reminder to advise Frank when items are sold.

14. CLUB REGISTRATION

Ongoing. Currently 297 vehicles on club registration among 182 financial members. Warning about driving unregistered vehicles.

15. GENERAL BUSINESS

Technical. Cate: Power steering kit for VW? Kit called 'Lite Steer' available, advertised in VWMA, cost \$2500 approx. Rob Strawbridge is planning to convert his Beetle, but advises car will lose spare wheel space.

Thanks to Rob G for his donation of deposit for borrowing the club's torque multiplier.

Rob Brown: 'Ringo' currently on display at Southern Volkswagen.

VECSA Xmas picnic on 14 December 2025 at Prospect Memorial Park. Check website for details.

16. BUY AND SELL

Tony Laube: new spare wheel mount for Kombi for sale. Rob G: his Beetle may be for sale. Square Back (1984) for sale, asking in high \$20ks.

17. RAFFLE

10 winners. Thanks to Rob Gilbert for organising and to prize donors.

18. MEETING CLOSES/NEXT

Meeting closed 8.10pm. Next General Meeting Austrian Club Wednesday 7 January 2026 at Holden Hill, at 6.00 pm. Next Committee meeting 15 January 2026 at 7.00 pm at Shannon's.

The January General Meeting was cancelled due to the extreme temperature on the day.



Coffee and Cars

Coffee and Cars

From your Roving Transporter Reporter

On the third Sunday of the month the latest venue for coffee & cars is now at the entrance to the street circuit at the old Victoria Park Racecourse. Sunday 21st December 2025 dawned as a shower threatening morning but this did not dampen the number of enthusiastic drivers in their vehicles that turned out. There was plenty of room on the grassed areas to park and the most precious of all the vehicles lined up on the bitumen area in front of the old racecourse grandstand.

Volkswagens were well represented and grouped in an area that comprised 2 Beach Buggies, 5 Beetles, a Type 3 Fastback and 2 Kombis. There were a number of water cooled hot Golfs, GTIs and Rs spread over other parts of the parklands. And of course Coffee was dispensed from the usual “Coffee Kombi” and there was even a newer version of a Coffee Van in the form of a T6 Transporter.

The most outstanding vehicle was a supercharged Bugatti built well before VW claimed an interest in the marque. The restoration could not be faulted.

It is a great morning's outing; to be able to chat with other motoring fanatics, to enjoy a coffee, to marvel at the most expensive machinery and to ponder over the huge variety of precious metal that you are ever likely to see gathered in the one place in Adelaide – fantastic stuff.









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.

Contact Jacque Opie - merchandise@vecsa.com.au for order enquiries.

		
T-Shirts AU\$30.00	Polo Shirts AU\$30.00	Winter Jacket AU\$80.00
		
Hats AU\$18.00	VEC Stickers and Badges AU\$6.00	Drink Bottles AU\$15.00
		
Cups and Stubby Holder AU\$10.00	Key Rings/Bottle Opener AU\$5.00	Rugby Top AU\$58.00

**Amarok
PanAmericana V6**



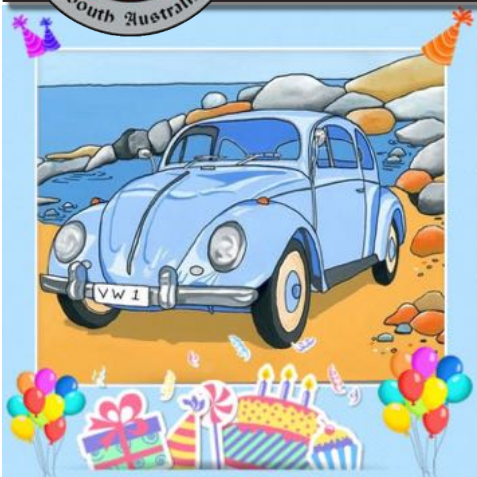
**Who said tough
had to be rough?**



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Members' Section



Birthday List

February

1	Peter Caruso
4	Garry Williams
7	Victor Horvat
8	Peter Biermann
8	Tony Bryant
8	Lachlan Matthew Cox
13	Justin Draper
14	Robert Segulin
17	Melissa Ashton-Bell
18	Andrew Preece
18	Anthony (Tony) Thornton
20	Michael Eagle
20	Ilija Kovacevic
24	Christopher Parker
25	Ryan Balzan
27	Christine Anderson

March

4	Ronald John Norman
4	Martin John Williamson
9	Kai Pottharst
11	Bruce Hall
12	Gregory Kelly
13	Simon Lynch
13	Darren McGlashan
20	Philip Holmes
21	Phillip Cacciola
22	Jill Hadden
24	Andre Hummel
25	Adam Witkowski
26	Nick Roberts
26	Stuart Roy
29	David Gigg
30	Margaret Tidswell





Members' Section

Vale Sigg

3/12/1948 - 23/12/2025

It is with deep sadness GHR Motors shares the passing of much loved colleague and friend Sigfried Giebel on 23 December 2025.

Siggi will be remembered as a loyal business partner of 47 years at GHR. With a high work ethic, Siggi's enormous capacity for work was evident this year as he continued tirelessly through his illness almost until the end of his life.

A loving father, grandfather and friend. Siggi's sense of humour and the ability to connect with people was his gift.

Helping others was a priority for him, not only through his work but through his service at the South Port Surf Life Saving Club and his volunteering as an ambulance officer for many years.

Siggi will be surely missed. Your work is now all done and you can finally rest.

Your legacy at GHR will be a lasting one.

Thank you for putting the 'G' into GHR Motors.



Mike Mudge's 560 David Brown Tractor

Our Club Registration Scheme has a few unique vehicles on the register and the most unusual non VW item would have to be Mike Mudge's 560 David Brown diesel tractor. Here it is pictured participating in the recent Blackwood Christmas Parade in early December 2025 after carrying the "Blackwood Hillbillies" down the main street and pelting the jubilant crowd with carrots, celery sticks and apples!!





Members' Section

"Sandi" Lucy's 1976 Kombi

Club Member Lucy Boehm is travelling around Australia at the moment in her trusty 1976 Kombi "Sandi". Lucy set off on her epic trip at the conclusion of our "Clayton Ratex" Northern Exposure Flinders Ranges trip back in May 2025. "Sandi" is pictured at the Billabong Roadhouse located halfway between Geraldton and Carnarvon in Western Australia, 770 Kms north of Perth. Best Wishes Lucy on your epic journey.





Membership Information

If you are an Enthusiast of the Volkswagen marque and you have been looking for those of us who are rare and keen, then you need to join the Volks Enthusiasts.

We cater for Enthusiasts of all persuasions with social events, cruises, observation runs as well as our world renowned 'Volks Fest' (our annual show and shine) and much, much more.

We also provide the outstanding club Magazine, posted to full club members. It is also available electronically on the site.

VECSA general meetings are held on the first Wednesday of each month at the Austrian Club, Torrens Road, Ovingham (refer to the Events Page for times). Members usually arrive at around 30 minutes before the start of the meeting to enjoy a drink and chat prior to the meeting. Please check the web page for meeting times.

Applications for membership are considered by the VECSA committee which meets two weeks after a general meeting. Payment of the membership fee is required with your application. This can be done via direct credit and the club's banking details are provided below.

You should also be aware that should you be seeking club registration, then this is organised either at a general meeting (once your membership has been approved) or by attending our club registration day (generally held during June).

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

Enquiries & applications: The Secretary, PO Box 306, Kent Town, SA 5071 Email: info@vecsa.com.au

Check the club's website for further information at: <https://www.volkseenthusiasts.org.au>



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The Super Beetle. We've made so many improvements they're beginning to show.



We've put on a few pounds. Now there is a little more to love.

155 pounds more.
But not one single ounce of fat.
That's because we've made 90 meaningful improvements.
Some big. Some not so big. Some you can see.
Some you can't.
But all of them in the right places. All to make the Beetle work better.
For instance, after all these years, we made the Beetle longer.
A whopping 3" longer.
Not because we're trying to make it sleek and racy looking.
But because we put in a different front suspension system. So you could get a more comfortable ride.
And if you look real close, you'll notice that we made the Beetle's nose slightly bigger.
Not because we thought a new front end would make it more attractive.
But because after we put in the new front suspension system, we saw a practical way of practically doubling the trunk space. So you can carry almost twice as many things.
Our point is, of course, that we never make changes for the sake of making changes.
We just keep improving the car we have.
We've made over 2,200 improvements since 1949.

The idea of coming out with a new car every other year never made any sense to us.
It's expensive and time-consuming.
We'd rather spend our time and money making sure the improvements we make each year are better than the ones we made the year before.
And that's just what we've done for 22 years.
The result?
The Volkswagen is one of the most highly developed cars on the road.
Which is probably the reason why we sold over 12 million throughout the world.
And over 3 1/2 million in America.
So if all our improving is beginning to show, it isn't because we're changing the idea behind our car.
We never will.
The 1971 Beetle is still the same sensible, economical car it's always been.
Only more so.



We've designed it for two types of roads. Rough ones and rougher ones.

In other words, Super Beetle is built to take it.
As we said before, we put in a different front suspension system.
Its wheels are independently suspended. So a jolt to one wheel isn't passed along to the other 3.
And up front we coil spring/shock absorber strut, a clever little piece of engineering that gives you an amazingly smooth, comfortable, quiet ride. Even on some of the roughest terrain.
In back is a double-jointed rear axle that keeps the drive wheels flat on the road. And gives you more control over the car.
And to make our Super Beetle go, we put in an even longer lasting engine.
It's the strongest engine we ever offered in the Beetle.
It's made out of the same stuff Porsche uses to make its race car engines: lightweight magnesium alloy.
And also it has 3 more hp than the '70 Beetle. So it doesn't have to work as hard to get from one place to the other. Any automobile engineer will tell you that that will make it last even longer.
To make our Super Beetle stop, we enlarged the brake drums. It also has a dual braking system.

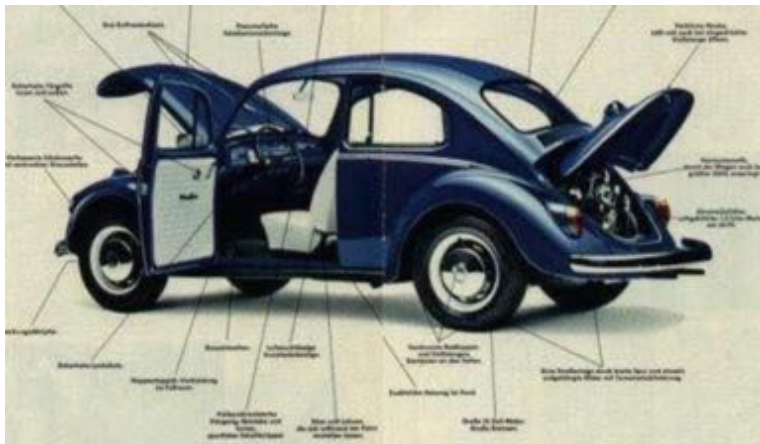
(Two sets of brakes. One in front. One in back.) So if one set should fail, the other will still operate.
Super Beetle is also pretty tough to shake loose. Its body is welded, not bolted, together for a stronger, lighter, rattle-free construction.
Plus, it has a 6" ground clearance so it will clear just about anything on the road. And a skid plate underneath to protect it from the things it can't clear.
One final point about Super Beetle's roadability. It's built to go in mud and sand and ice and snow and places where other big cars just spin their wheels.
That's because its air-cooled engine is in the back. Behind the drive wheels. Where you get extra traction. Which is nice to have. Because when the going gets rough, Super Beetle can put its back to work.
And make its own roads.



We've designed it for two types of people. Men and Women.

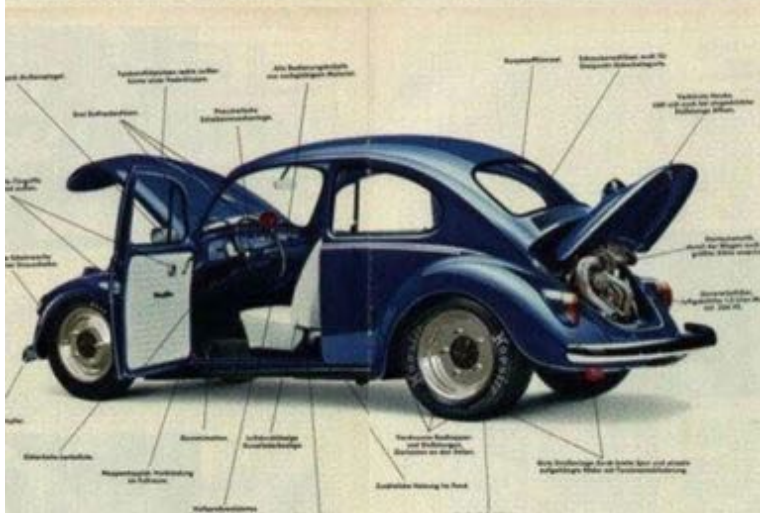
Why have so many women found the VW so easy and so much fun to drive?
One reason is the VW's size: a mere 13 ft. 5 in. long and 5 ft. 2 in. wide.
So it's easier to handle in traffic, easier to make U-turns, and easier to park.
Especially with our optional automatic stick shift.
Then you can drive around town all day without ever changing gears.
There's no clutch pedal. You just put it in Drive 1 and sit back and relax. When you want to cruise over 55 mph, just put it in Drive 2. And that's it.
And the nice thing about our automatic stick shift is that it still lets you get about 25 miles on a gallon of gas.
[Of course, if you'd rather shift for yourself there's always our standard 4-speed synchromesh transmission.]
On the other hand, if you're the man of the house you'll probably like the VW for other reasons.
Like the initial low cost of buying it.
And the air-cooled engine that can never freeze up or boil over. Because it doesn't have a radiator. So it never needs water or antifreeze.
You might also like the fact that it doesn't gulp gas, takes pints of oil instead of quarts, and uses 4 spark plugs instead of 6 or 8.
Then there's VW's high resale value.
And the last, dependable service you get from any of the over 1,100 VW dealerships in all 50 states.
Of course, the standard equipment the Super Beetle comes with is something everybody will like.
Door-to-door carpeting, flow-through ventilation system with a 2-speed blower, bucket seats, telescoping steering column, dual braking system, built-in headrests, day/night rear-view mirror, ignition/steering lock. Even an electric rear-window defogger.
And an automatic control that dims high beams to parking lights whenever the ignition is turned off.
There's also the new big trunk, practically doubled over last year (9.2 vs. 4.9 cu. ft.). Plus, another 4.9 cu. ft. of luggage space behind the rear seat.
Incidentally, if you need more space you can always fold down the back of the rear seat.
Our Super Beetle may not be the most beautiful car in the world. But one thing's for certain.
It's easy to live with.





Der neue VW1200.

Sinnen Sie sich vorstellen, daß jemand anders als wir ein so gutes Auto für 4485 Mark verkaufen könnte



new Volkswagens.



The Passat.



The Squareback.



The Bug.





Solitaire Volkswagen

We have moved from Medindie to
104 Main North Rd, Prospect

Adelaide's home of Volkswagen



solitairevolkswagen.com.au