31st July - 5th August 2024

VALLA BEACH HOLIDAY PARK

WELCOME MAGAZINE

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When it comes to VW & Porsche
We Share Your Passion

Welcome to the Volkswagen Spectacular's 40th Anniversary and our 24th Show!

It's a momentous occasion that brings us immense joy to celebrate.
We're incredibly grateful for the unwavering support and enthusiasm we've received over the years.
Each show has been a testament to the vibrant community that has grown around our love for Volkswagen, and this year, we're thrilled to mark four decades of shared memories, passion, and dedication.

As we reflect on the journey that has brought us to this significant milestone, we want to extend our heartfelt thanks to every participant, visitor, supporter and Sponsors who has been part of this incredible journey. Your enthusiasm, camaraderie, and love for Volkswagen have been the driving force behind the success of every show. It's your participation that has turned this event into a spectacular celebration, year after year.

Looking forward, we're excited to continue this tradition, bringing even more innovative and engaging experiences to our loyal community. This anniversary is a celebration of the past. Thank you for being an essential part of our success. Let's make this 24th Show the best one yet and drive into the future with the same passion and spirit that have defined us for the past 40 years.

Thank you

Pell Family

Enjoy the 2024 Volkswagen Spectacular!

PLEASE NOTE:
All cars must be Registered and Road worthy to participate in any event of the VW Spectacular July 31st to 5th August 2024 including inside the Valla Beach Holiday Park.
Unregistered vehicles will have to be pushed at walking speed or towed on trailers.
It is up to the discretion of the organisers to Police this matter.
We have the support of the Nambucca Valley Mid North Coast Police District so please respect the rules!

Shop at the Shops that Support Us!

Look for the posters!

Wednesday 31st July 2024

9.15am	Cruise to Bellingen, Morning Tea (owners cost) at Butter Factory followed by Lunch at Heritage Hotel Motel Dorrigo then a visit to Waterfalls to walk around the beautiful falls. Bring your walking shoes!
5.00pm onwards	Early Bird get together Riverview Paddock Island to Plate Catering - Casual Dining Night at Valla Beach Holiday Park BYO

Sponsored by
Andrew Dodd 02 9683 2184

EMPI is the source for air-cooled VW performance since 1956, offering precision CNC machined cylinder heads and the most extensive range of carburettors available; plus, brake kits, wiring harnesses and suspension components, EMPI has everything you need to rebuild, restore, resto mod and race your buggy, sand rail, dragster or streetcar. Now offering complete All New All EMPI Long Blocks hand built by racing legend Jack Sacchette as well as fully assembled front beams in 6 different configurations and Buggy IN A Box to make your projects easier. With over 9,000 part numbers and more being added every week, EMPI has all the parts you need. EMPI parts are only available from Authorized EMPI dealers, visit the EMPI website at www.empius.com to locate your nearest EMPI dealer and follow EMPI on Instagram at empi_inc for new products, events and more!

Automatic fire Suppression system

BLAZE CUT®

Protect Your Car From Fire

- Compact: small footprint of the BlazeCut Tube with A, B, C and electrical fires class rating can protect almost any space
- No cylinder for storage required: the whole system can be placed inside the protected enclosure as there is no cylinder
- Cost-effective: long working life, automatic activation, zero maintenance beats the competition in cost-effectiveness
- Optional pressure switch and other additional components like signalling unit to perform further safety functions
- Clean and effective extinguishing agent: world-wide known and accepted HFC gas (HFC-227ea) fire agent
- No pressurisation needed: the system works by increasing pressure of the extinguishing agent when heated
- Automatic operation based on increased temperature: ideal for non-occupied spaces
- Fully independent: TxxxE system is operational 24/7 without any power supply
- Maintenance free during entire working life means zero maintenance costs
- Long working life: up to 10 years depending on the type of application
- No harm to protected enclosure when system discharged
- Simple installation: system easily secured by cable ties or clamps
- Pressure gauge to monitor the system pressure at any time
- Maximum operation temperature: up to 90°C (194°F)
- Minimum operation temperatures: down to -40°C (-40°F)

BlazeCut.com

VOLKSWAGEN HISTORY

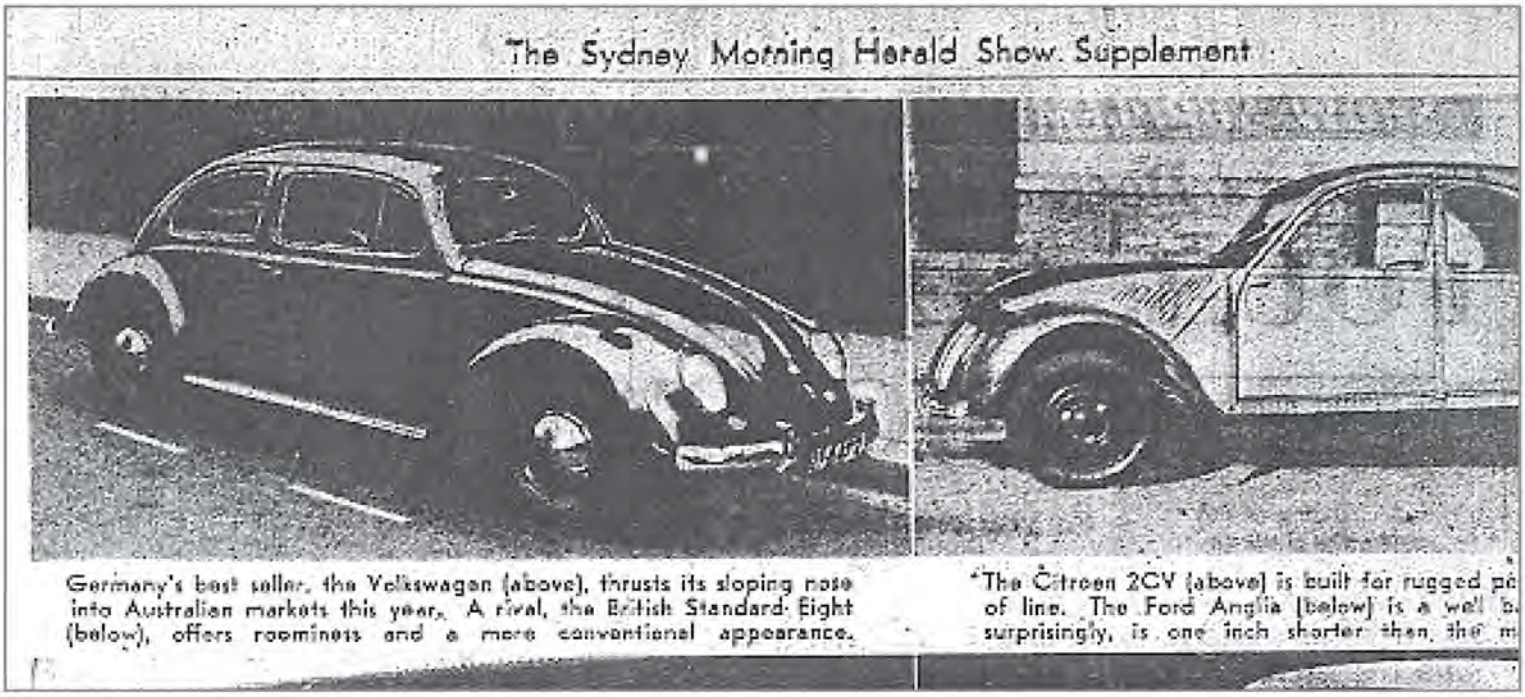
By Phil Mathews - Club VW

1954

Spencer's Regent Motors Rover agency at 82-92 Sturt St in South Melbourne (a Land Rover dealership), is confirmed as the Victorian VW distributor and main Melbourne Volkswagen sales agency, with parts and service at 93-103 Clarendon St South Melbourne. Spencer soon decides to create a separate VW retail sales/service outlet called Spencer Motors, with himself as dealer principal.

Victorian race driver Eddie Perkins (who normally drove Rovers for Regent Motors) and his brother-in-law George Reynolds set a Perth-to-Melbourne driving record in one of the new 30-bhp 1131cc VW's. They drive 3,300 km of mostly dirt highway in 38 hours and 57 minutes, averaging 87 km/h, nine minutes quicker than the previous record. Their run finishes in Melbourne on Tuesday 30 March, coinciding with the opening of the Melbourne Motor Show.

The Volkswagen range is given its first large public showing and 'official' release at the Melbourne Motor Show in



March, held at the domed Royal Exhibition Building in Carlton Gardens. Two weeks later, from 12 April, NSW have their official VW launch at the Sydney Royal Easter Show at Moore Park, when a light brown Sunroof Sedan and a light green Cabriolet are placed on display. In those days Sydney did not have a separate Motor Show; it was simply a part of the Royal Easter Show. One of the VIP's to show off the new Volkswagen in Sydney was Miss Inge Hess, young daughter of the German Ambassador (who normally drove a luxury Mercedes-Benz).

The first Volkswagen's are officially sold in March. The Sydney Morning Herald reports (on Thursday 22 April) that the small German car, the Volkswagen, was listed on the registration information for the first time. The statistics showed that 13 Volkswagen's were registered in March 1954; nine of them in Victoria, two in Tasmania, and one each in New South Wales, and South Australia.

Spencer awards the VW distribution rights for NSW to Larke, Neave and Carter Pty Ltd (later called LNC Industries), an existing Sydney Rover distributor through their subsidiary, Grenville Motors Pty Ltd.

LNC sets up a new subsidiary called 'Lanock Motors' (from the surnames of two LNC directors, Eric Lane and William Locke), to – 1954 handle VW's. The first VW's arrive by ship at Woolloomooloo in May. Other state distributors are also established Annand and Thompson in QLD, Light Motors in SA, Western Motors in WA and Greg Cusack Pty Ltd in ACT. Most are already Rover distributors, resulting in many new joint Land Rover / Volkswagen agencies, especially in country areas. Other new VW agencies are farm supply stores and tractor / farm equipment dealers.

In June, Martin and King Pty Ltd of Clayton, Victoria, a railway carriage manufacturer and car body works, begins assembly of the first VW CKD packs under contract to Regent Motors. They were Baron von Oertzen's choice of assembler, with a good reputation for assembling steel rail carriages and British car bodies. Cont page 8...

Thursday 1st August 2024

6.30-8:30am	Breakfast at Valla Beach Holiday Park - Food Vans available.
8.00am sharp	Competitors Raleigh Raceway all day event for 'Ben Durie Memorial' Lap Dash Raleigh Raceway.
	CASH ONLY at Raleigh Raceway. NO EFT on both days!
	Spectators welcome - Food & drinks available ALL DAY at the track.

Sponsored by
Harding Performance 1300 730 949

10.00am	Line up at VW office at Valla Beach Holiday Park Cruise around beautiful Nambucca Valley lunch at Nambucca Golden Sands (owners cost)
11.00am	Cruise leaving from Tennis Court arriving for lunch at Raleigh Raceway
5.00pm onwards	Food vans at Valla Beach Holiday Park BYO

HARDING PERFORMANCE

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GOLDEN SANDS Tavern

VOLKSWAGEN VIP'S $20 MENU

Beer Battered Flathead - served with chips, salad & tartare
200gm Rump Steak - cooked medium with chips, salad & gravy
200gm Chicken Schnitzel - served with chips, salad & gravy
Pair with a glass of house wine, middy of beer or soft drink for $5
Please ask us about our vegetarian options

Proudly supporting the Volkswagon Spectacular 2024

Martin and King are owned by Clyde Industries Ltd (a major builder of railway equipment in NSW), and their new workshops are in an industrial estate adjoining the rail spur at Westall (Clayton) in southeast Melbourne. Martin and King soon discover that unlike the UK-built Riley and Wolseley bodies they had used (which needed considerable extra modification work and hand fabrication to assemble), the Volkswagen CKD kits were the most precise fit they had ever seen and fitted together perfectly. Volkswagen's are assembled and completed at the rate of 5 cars per day.

The first Australian-sold VW's are oval window with the original 30-bhp 1131cc engine, with single tailpipe. Early models have push-button starter. In June 1954 the new Australian-assembled CKD VW is upgraded to the new 36-bhp 1192cc engine, and this is the version tested by most of the newspapers and magazines of the day.
Regent Motors' general manager, Allan V. Gray, decides that endurance trials are a good way to publicise the new VW and its strength and reliability. The first Redex Trial of 1953 (won by Ken Tubman's Peugeot) had been front-page news last year. Therefore, four VWs are entered in the 15,450 km Redex Trial of 1954, two backed by Regent Motors and two by Lanock Motors. Two VWs finished the event, in 13th and 95th place outright, the best of them driven by Melbourne journalist Laurie Whitehead, while the other was driven by Ralph Wilson. The other two VW's driven by Keith Carmody and Jack Jeffrey retired with accident damage. This Redex was famously won by 'Gelignite' Jack Murray and Bill 'no relation' Murray in a 1948 Ford V8.

Australia's first Volkswagen owners' club (and one of the first in the world) is established in Melbourne when Don Bowd of Regent Motors writes to their new VW buyers, inviting them to join. Cont page 10...

Automatic fire Suppression system

BLAZE CUT®

Understanding Risks

Vehicle fires are an issue all over the world and the number of fires increases each year. The majority of vehicle fires occur in the engine compartment. The most dangerous sources of fires in the engine compartments include; petrol, oils, electrical arcing, overloaded wiring, hot surfaces and mechanical sparks. The engine compartments of vehicles are one of the most critical environments due to the increased risk of fire. Tight space, hot environment, changing temperatures, and air flow have substantial impact on extinguishing and pose a challenge for every fire suppression system.
BlazeCut "T" Series systems help protect engine compartments by capturing the staring fire or by suppressing the fire giving the crew time for further action. Easy installation, no maintenance and affordability makes this system a perfect first line fire protection of the engine compartment of vehicle.

Understanding The Product

The system consists of a heat sensitive tube made of special plastic which is closed by a stainless steel fitting on each end. The tube has both storage and detection function which means that the extinguishing agent is stored directly in the tube and no additional storage device like cylinder is needed. The system is supplied with a clean agent HFC-227ea. HFC-227ea fire extinguishing agent. The extinguishing agent is a world- wide known and accepted gaseous clean agent used for total flooding fire suppression applications with very high effective, zero ozone depletion potential and safe to people.

BlazeCut system operates automatically independent of any power supply by detecting higher temperatures. When the temperature in the protected enclosure rises to a critical threshold, the detection tube melts down at the point where the affecting temperature is the highest. Melting the tube creates a hole releasing the entire extinguishing agent stored in the tube onto the source of the fire.
BlazeCut systems are manufactured in Europe according to the latest ISO9001, ISO14001, AQAP Quality management and environmental standards, tested and approved by several authorities. All systems are tested at our in house testing facility as well as by accredited testing institutes.

TI Type Test · DEKRA On the safe side. · TÜV SÜD · TÜV SÜD · AQAP 2110 · RoHS compliant · CE

T Series

T Series with Pressure Switch

BLAZE CUT

For more information on BlazeCut products please visit the website for more details BlazeCut.com

Friday 2nd August 2024

6.30-8.30am	Breakfast at Valla Beach Holiday Park - Food Vans available
8.00am sharp	Competitor Raleigh Raceway all day event for 'Ben Durie Memorial' Lap Dash Raleigh Raceway.
	CASH ONLY at Raleigh Raceway. NO EFT on both days!
	Spectators welcome - Food & Drinks available ALL DAY at the track.

Sponsored by
Indian Automotive 02 4731 6444

10.00am	Leave Valla Beach Holiday Park Cruise around beautiful Nambucca Valley lunch at Secret Location (owners cost)
11.00am	Cruise leaving from Tennis Court at Valla Beach Holiday Park arriving for lunch at Raleigh Raceway

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DAS Resto Parts 07 5591 7040

6.00pm	Food vans at Valla Beach Holiday Park
7.30pm	Charity Auction at Valla Beach Holiday Park

VOLKSWAGEN HISTORY - By Phil Mathews - Club VW Cont...

The first 'VW Club of Victoria' meeting is held at the workshops of Alvee Park Autos in Mt Waverley. VW racer George Reynolds is a founding member. Fellow VW racer and journalist Laurie Whitehead donates the first perpetual trophy. The Volkswagen's retail price on release is £972. Today's historical 'wisdom' is that the Volkswagen was a 'cheap and cheerful' budget-priced economy car.

That may be correct for the USA, where the VW was indeed cheap compared with the big US cars of the time, but the VW was NOT cheap in Australia (a British country in the 1950s and 1960s).
In 1954, a Standard Ten was £924; a Renault 750 Deluxe was £861; a Morris Minor 2-door was £848 and a 4-door was £897; a Ford Anglia was £922; a Fiat 600 was £838; and an Austin A30 was £846.
In Australia the Volkswagen was an expensive car for its size and power output. In fact it was not much less than a six-cylinder FJ Holden Standard (£1142).
In VW's first year on the Australian car market, they debut in 13th sales position, behind Holden, Ford, Austin, Standard, Morris, Vauxhall, Hillman, Chrysler, Chevrolet, Humber, Dodge and Wolseley.
2,080 Volkswagen's are sold - 1,746 VW 1200s and 334 Transporters.

INDIAN AUTOMOTIVE - OUR STORY

1. 72 Dual Cab - One Owner Beauty

Lynette's voice trembled slightly as she called the Indian workshop when Mikki answers. She had found Kimm's business card among her late husband Graeme's belongings. Graeme had passed away recently, and Lynette was now faced with the bittersweet task of parting with his prized possession: a 1972 Dual Cab Ute. This vehicle wasn't just a car; it was Graeme's daily driver for his carpentry business, a sturdy companion through countless projects and long days of hard work. The Ute was in remarkable condition, a testament to Graeme's meticulous care and passion for his trade. Lynette hoped that by entrusting the Ute to Mikki's workshop, it would find a new owner who would appreciate and cherish it as much as Graeme had.

2. 76 Bronco Brown Camper George

The 1976 Bronco Brown Camper was a treasure discovered in a South Australian deceased estate. After the prolonged lock downs due to Covid, it felt like a breath of fresh air to embark on a road trip. The camper was a time capsule, filled with the scent of adventure and the echoes of countless journeys. It had been a faithful companion to its previous owner, a nomad at heart. Driving it home was like retracing the steps of its history, each mile a tribute to the wanderlust that had once fuelled its engine.

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The workshop's task was clear: to restore its glory while preserving the stories embedded in its worn-out seats and faded paint.

3. 54 Oval

From a shed clean out in South Australia came a gem: a 1954 Oval Beetle. It had been sitting in a dusty garage, untouched for years, a silent witness to the passing of time. The Oval was a classic, its design timeless and elegant.

As the workshop embarks on its careful restoration to protect its patina, the goal is to honour its vintage charm while reviving its spirit. This Beetle wasn't just a car; it was a piece of automotive history, waiting to be brought back to life.

4. 61 Beetle

For a young local named Kate, her 1961 Beetle was more than just a car; it was a rite of passage. She had driven it on her P plates until 2005, when she left for overseas adventures.

The Beetle had been her faithful companion through those formative years, witnessing late-night study sessions, first dates, and spontaneous road trips.
Now, after years of sitting idle, it was time for the Beetle to be rejuvenated. The workshop's mission was to restore not just its mechanical parts but also the memories and freedom it symbolised.

5. 72 Panel van

Manfred had bought his 1972 Panel van new, a blank canvas for his ambitions. He had started to give it a freshen up a few years ago, but as his eyesight deteriorated, the project came to a halt. The Panel van, disassembled and waiting, was a symbol of unfinished dreams. The workshop's role was to pick up where Manfred left off, to bring his vision to fruition and ensure the Panel van could hit the road once more, carrying with it Manfred's spirit of adventure and resilience.

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Tuesday to Saturday for Lunch

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Fire-place • Top Bands

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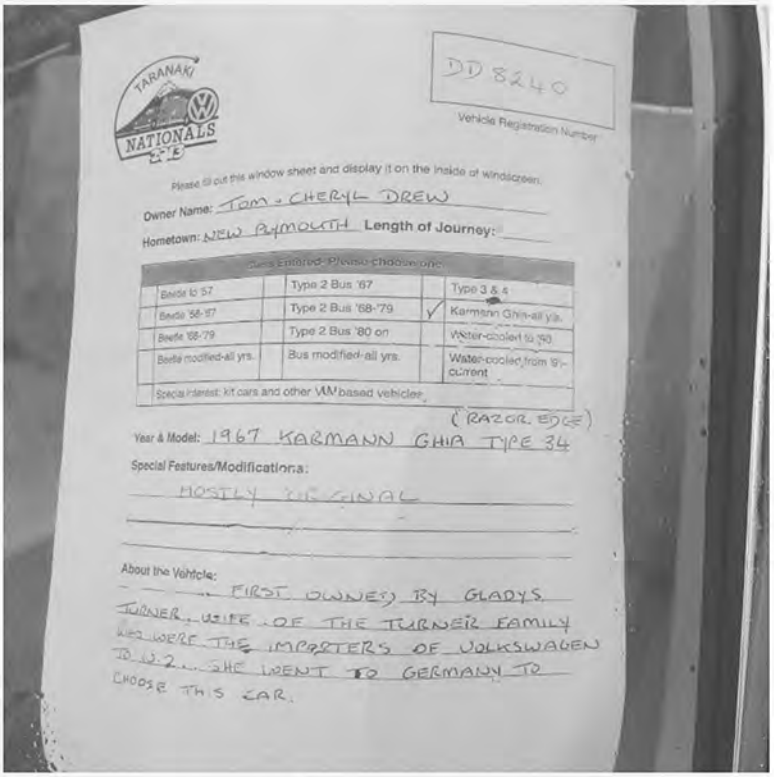

TARANAKI NATIONALS

DD 8240

Vehicle Registration Number

Please fill out this window sheet and display it on the inside of windscreen.

Owner Name: TOM - CHERYL DREW

Hometown: NEW PLYMOUTH Length of Journey:

Cars Entered - Please choose one			
Beetle to '57	Type 2 Bus '67		Type 3 & 4
Beetle '58-'67	Type 2 Bus '68-'79	✓	Karmann Ghia-all yrs.
Beetle '68-'79	Type 2 Bus '80 on		Water-cooled to '80
Beetle modified-all yrs.	Bus modified-all yrs.		Water-cooled from '81-current
Special Interest: kit cars and other VW based vehicles.			

(RAZOR EDGE)

Year & Model: 1967 KARMANN GHIA TYPE 34

Special Features/Modifications:

MOSTLY ORIGINAL

About the Vehicle:

FIRST OWNED BY GLADYS TURNER, WIFE OF THE TURNER FAMILY WHO WERE THE IMPORTERS OF VOLKSWAGEN IN N.Z. SHE WENT TO GERMANY TO CHOOSE THIS CAR.

OTHER RESCUES...

Barndoor 11 window work in progress

The Butcher's Bus

The Dual Cab Mitch Revs

Show Quality Body & Paintwork by Brian Cross

- Panel Beating
- Chop Tops
- Patch Panels
- Acrylic or 2 Pak
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All Work Carried Out to the Highest Standard

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NSW 2448

Automatic fire Suppression system

History of BlazeCut and VW's

BlazeCut's Head Office is in Sydney, Australia and our dedicated manufacturing, research and developent is all in-house in our own BlazeCut facility in Slovakia, Europe. BlazeCut has always been a proud high quality Made-in-Europe product.

The VW community has been an integral part of BlazeCut's history. Since the start of the company, BlazeCut has aimed to make fire safety more accessible for people and applications. With the development and introduction of T Series in 2013, the product was the first of its kind first line of defence product to pioneer the global market and not long after, BlazeCut entered the VW space.

The founder of JOGR, Mr Bus Co and a long time VW bus enthusiast, who worked on VW Kombi's and Beetle's wanted to fireproof his own VW bus. So, he researched and reached out to BlazeCut back in 2013 to purchase the first BlazeCut products into the US soil. Soon after, there was a huge success in the VW space that BlazeCut opened a BlazeCut USA office.

With many online VW forums discussing the products, VW parts sellers or workshops around the world such as Customs Speed Parts from Germany, Vintage Speed Parts from Taiwan, Gakuya from Japan started to become BlazeCut dealers. Now BlazeCut has a large network of resellers globally.

With one of our co-founders of BlazeCut being Australian, BlazeCut also had huge success in the Australian region by working/being part of an amazing and enthusiastic community. We contribute the success of our products to the passionate vehicle owners who love their vehicles and that's what motivates BlazeCut team to continually improve the products. Today, BlazeCut products are used in many industries such as Aviation, Construction, Mining, Defence by improving the way a fire suppression system works.

For more information on BlazeCut products please visit the website for more details BlazeCut.com

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25 WALLACE ST

MACKSVILLE

02 6568 4837

7am—6pm Mon—Fri

WELCOME TO THE VOLKSWAGEN SPECTACULAR

Saturday 3rd August 2024

7.00am	Sausage sizzle breakfast, bacon and eggs with juice, tea and coffee followed by BBQ's - Lions Club of Nambucca & Nambucca Valley Rotary Club Food vans will be available also.
8.00am	Line up at Valla Beach Holiday Park - prepare for convoy - leave 9:15am

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T3

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Saturday 3rd August 2024 Cont...

9.15am	Leave Valla Beach Holiday Park 9:30am sharp - Convoy drive to Nambucca Heads - Show & Shine - Leaving Bowra st at 12.00 to return to Valla Beach Holiday Park
12.00pm	BBQ at Valla Beach Holiday Park BYO Food Vans at Valla Beach Holiday Park Show & Shine Valla Beach Holiday Park
12-4pm	Swap Meet at Valla Beach Holiday Park
2.00pm	Live music at Valla Beach Holiday Park Demonstration from NSW Fire and Rescue BlazeCut Demonstration

Sponsored by
BlazeCut 02 8006 1300

Sponsored by
Dubsmith 0407 683 330

3.00pm	Children's fun time - afternoon tea for VW children
6.00pm	Saturday Night - Valla Beach Holiday Park Booking a seat is essential - only 325 seats available Adult / Children 3-12 / Children under 3 Band & Dancing / BYO (Bookings essential) Sit down Gala Dinner Catered by Riverview Paddock Island to Plate Disney -Theme at Valla Beach Holiday Park Bookings essential. EVERYONE IS WELCOME!! Must have arm bands on (issued upon arrival at VW office) Come into to Hall after sit down meal to enjoy dancing & music Prizes to be won for Best Dressed Family - Best Dress Couplet Anyone not dressed up will be charged a gold coin for charity.

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Just Kampers 02 9645 7660

All Air Cooled
.COM.AU
0438 467 366

It's great to be back at the 2024 Volkswagen Spectacular in Valla Beach again. Is there anything better than catching up with old friends, seeing hard won restorations finally completed or hidden gems making an appearance?

I write this as, once again, I am on the road driving to a VW event.

This time, I am driving our 1962 11 window Kombi from Perth to Sydney to join in the fun and games at the VW Nationals. In a couple of months, we'll then be driving down from the Byron Hinterland to attend the VW Spectacular before winding our way down the coast to attend events in NSW, Victoria, and Western Australia.

We own 3 Kombi's and the obligatory project (in our case, a Country Buggy) and the Kombi's are all driven regularly.

For this trip, I am joined by my mate driving his Type 181 VW Thing which makes for quite an adventure.

For those, that are not familiar with us, All Air Cooled is Australia's largest distributor of the Silver Weld through panels which made their entrance into the market some years ago. To us, having restored and owned a few kombi's, they were a game changer in terms of the fit and the quality.

Prior to taking on these products, we had always distributed some of the leading brands in the market – Grumpys Metal, Buttys Bits, Air Cooled Accessories, Wolfsburg West, Wolfgang International, Blazecut to name a few – but

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Auto Parts and Accessories
NAMBUCCA HEADS • OPEN 7 DAYS
6568 6673

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0438 467 366

All Air Cooled Cont...

the addition of the SWT range really rounded out what we could offer to the community.
We supply parts and panels across Australia and abroad. We've sent panels and parts to New Zealand, Singapore, Thailand and Guam to name a few, but most of our business is here in Australia. While a massive proportion of our orders are sent to Sydney, Melbourne, Brisbane, we have clients in all the States, both capital cities and regional areas and even the occasional island.

Our focus and speciality is Kombi's. Diving deep and really

understanding the nuances and issues between kombi's over the years and models is important which is why we specialise and like to share this knowledge with the community.
If you are embarking on a restoration project or looking for parts for your car, please get in touch. If we can't assist, we usually know someone that can. We're passionate about seeing these cars back on the road and driven, which is why we really enjoy attending these shows and hearing about people's projects and plans.

Driving these cars is an adventure whether it's across the Nullarbor or down the coast for the weekend. In getting out and meeting Kombi owners, we hope that we may encourage others to embark on their own adventure. Be it small or large.

Enjoy the VW Spectacular, hope to catch up over the next few days!

INSTA: allaircooled_life **FB**: All Air Cooled **EMAIL**: sales@allaircooled.com.au

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BLAZE CUT
THE GEEK SHACK
WOLFSBURG WEST Parts For Volkswagen Restoration
AIRCOOLED ACCESSORIES

THANK YOU TO KELLY
MY GRAPHIC ARTIST WHO HAS STEPPED UP
DURING THE VOLKSWAGEN SPECTACULAR.
THANKS KELLY

THANK YOU BJ FOR ALL YOUR SUPPORT BEFORE,
AFTER & DURING THE VOLKSWAGEN SPECTACULAR

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Thanks! Chris, for Artwork for our T-Shirts Amazing Job!
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Automatic fire Suppression system

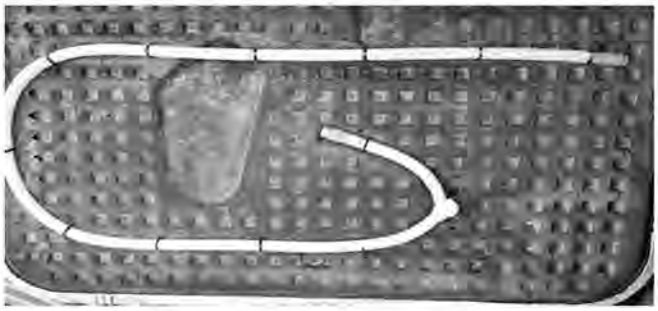
BLAZE CUT®

Stories from the Community - Fires

What motivates BlazeCut's team is over the years, customers from all over the world in the VW community shares with us that their vehicle and their lives were saved by BlazeCut. We've collected some of stories from the classic car community users here.

"Glad I had it. I'll be a repeat customer" Noganav, VW Van, 2014:

"Just a little update on the real-world performance of the BlazeCut. On my way back from Mexico this weekend I had an engine fire break out from a short at the main terminal coming from the alternator. 3 hours in line at the border in 120-degree heat was too much for her. The BlazeCut activated and stopped the fire before it did any damage at all. I had a spare cable and was able to drive my van home. Oh, and it makes one hell of a noise when it goes off! Glad I had it. I'll be a repeat customer "



"Get one! It undoubtedly saved our bus and gear inside" Levi Plies, VW Kombi, 2016:

"Here are some pics from this weekend and a strong warning to all bus owners.
We spent a long weekend camping and hiking and almost made it home without issue until we decided to do take another side trip. We were cruising in 2nd gear along a mostly dirt road along the side of a lake when the head temps started climbing and the power dropped off. I pulled it out of gear and began to stop when a very loud POP came from the rear. I grabbed a fire extinguisher ran to the back to see what happened. Luckily the #blazecut had already put out the fire before we even got to a stop. The 1 - 2 side carb appeared to have caught fire inside the filter. The fuel lines were fine but some of the harness is going to have to be replaced. If you don't have a BlazeCut in your VW, get one! It undoubtedly saved our bus and gear inside"

"I am a true believer" Lishea Chastain from USA, VW Kombi, 2018

"Just to let you guys know the BlazeCut saved my bus and myself on Tuesday April 17. My alternator belt broke and cut and jerked the gas line. They told me Flames were coming out of the side vents and two feet out of the back. The BlazeCut activated and the engine shut off immediately. Thanks for such an amazing product. Fire Dept. didn't even have to get the hoses out. I have recommended this product to all the VW sites I am on and to several friends. I only had the BlazeCut installed a few days prior, I am a true believer!"

"Thank you BlazeCut, you saved my bus and potentially my house. Fantastic product" - Greg

"When i heard a loud bang. The fire was out under the hood. Thank god for the BlazeCut fire suppression system" - Scott Budoff

"Just wanted to say thank you!! My 68 bus was saved because of your wonderful product. You guys seriously are the best!"
- Jason Santo Colombo

"I CANNOT STRESS TO STRONGLY THAT BLAZECUT FIRE SUPPESSION SYSTEM SAVED MY CAR!" - Mark Dunbar

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Sunday 4th August 2024

ALL DAY	Valla Beach Holiday Park
7.00am	Pancake Breakfast Food Vans all day
9.00am	Park Vehicles for Show & Shine - We request everyone with a Volkswagen to join us on the arena
9.30am	Top 10 judging - Finishes at 11:30

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ALL DAY	Swap meet all day Markets Entertainment Valla Beach Holiday Park
10.30am	Children's Fun Time - Face Painting etc

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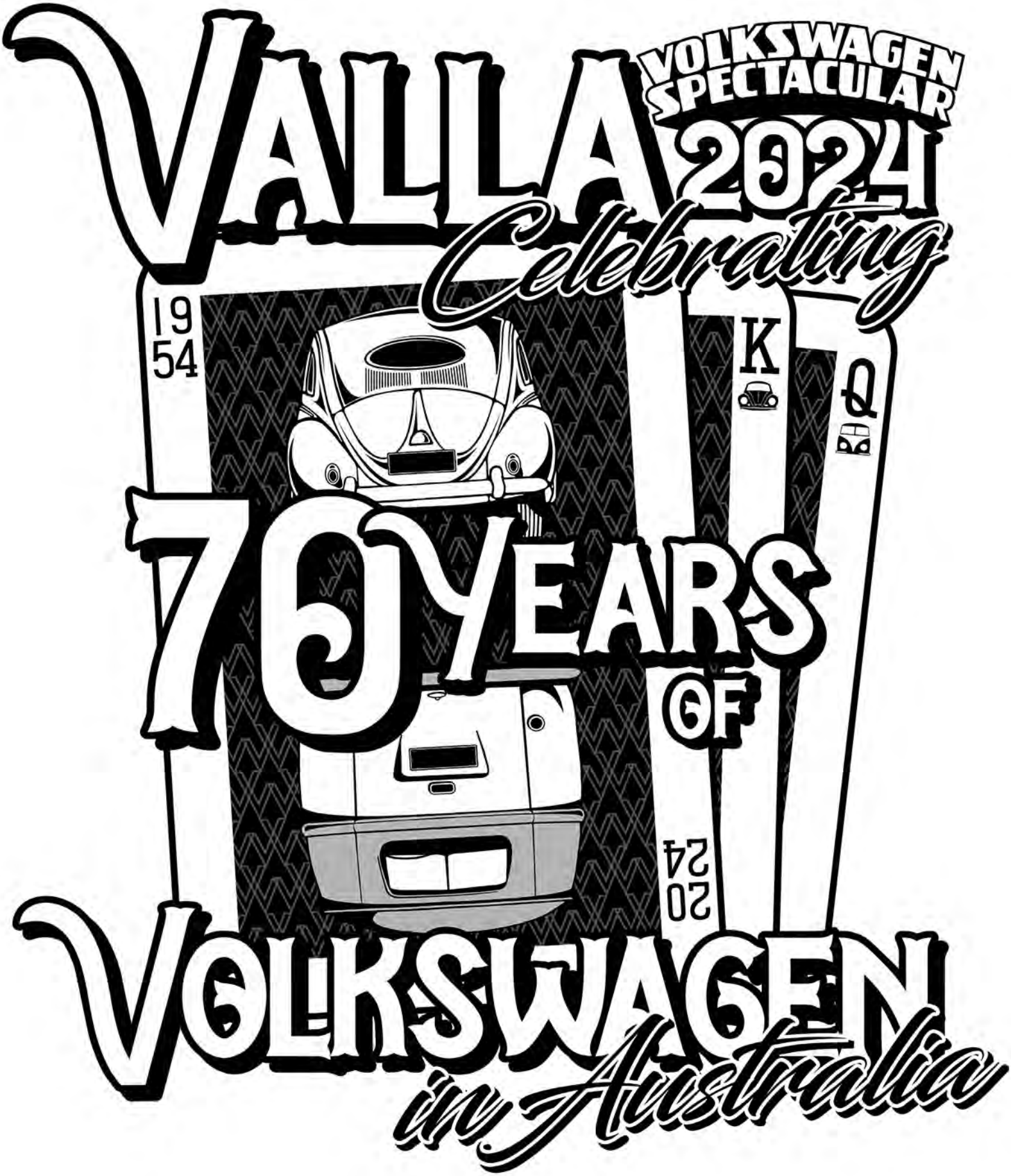
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Sunday 4th August 2024 cont...

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2.00pm Presentation of Trophies - Top 10
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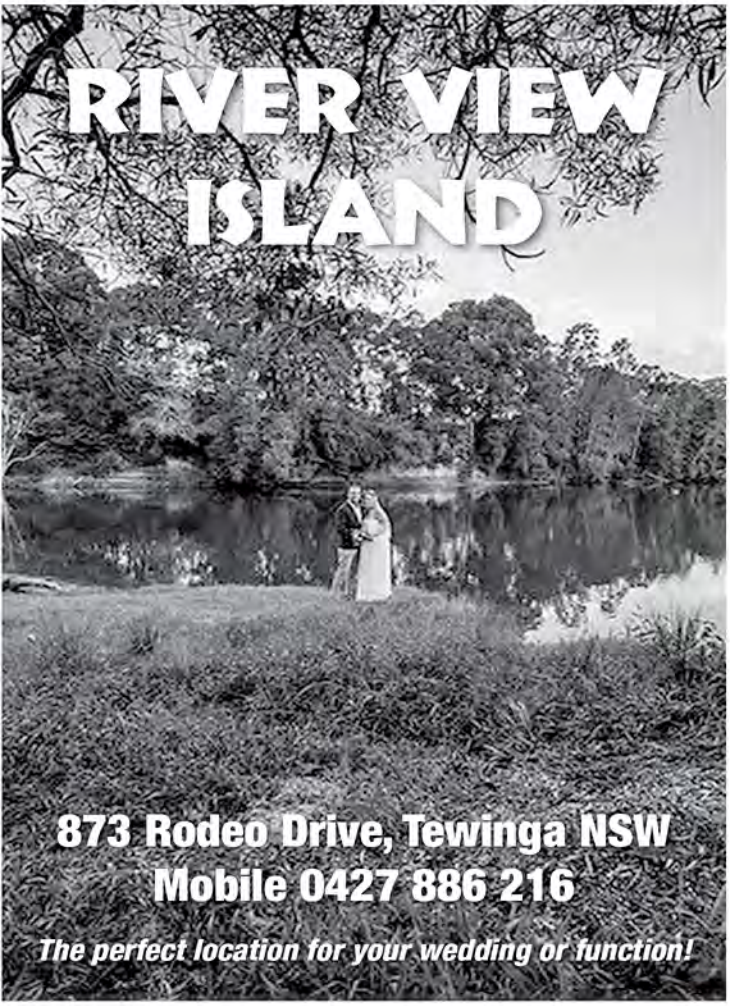

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Monday 5th August 2024

6.30am Breakfast at Valla Beach Holiday Park-Lions Club of Nambucca & Nambucca Valley Rotary Club.

FIRE AND RESCUE NSW

WELCOME TO THE 2024 VW SPECTACULAR FROM FIRE AND RESCUE NSW

Hello all and a very warm welcome from your local firefighters. It is fantastic to be able to welcome you all back to the Nambucca Valley this year.

You will notice Firefighters from Fire + Rescue NSW will be around helping the organising committee with this year's event completing various tasks and we look forward to meeting you all.

With the weather getting colder, be sure not to put yourself or your family at risk. We want to remind people to be fire safe in and around the home coming into winter but all year round as well.

Here are some fire safety tips to always consider:

- Be careful when using heaters and fireplaces. Be sure to keep all items at least one metre from all heating and fires.
- Ensure you have working smoke alarms.
- Do not overload power boards.
- Turn off heaters and electric blankets when not being used and/or before getting into bed.
- Remember that most fires start in the kitchen while cooking. Keep looking when cooking and don't leave the house whilst leaving appliances on.
- If you have a dryer, change the lint filter after every load and ensure to switch off if leaving the house. Dryers are a major contributor to house fires.
- Have a fire extinguisher and a fire blanket. Learn how to use them.
- Be sure to turn off any battery chargers charging batteries/rechargeable batteries on charge in particular lithium batteries.
- Always use correct/manufacturer chargers on rechargeable batteries/equipment.
- Do not use LPG cylinders for cooking or heating indoors as they can leak, and the gas is both toxic and highly explosive.
- Plan your escape if a fire were to occur considering 2 or more different exits.
- Never leave an open fire or hot coals unattended.

WELCOME TO THE 2024 VW SPECTACULAR FROM FIRE AND RESCUE NSW (CONT.)

Some important information regarding Smoke alarms:

- Ensure you have at least 1 working smoke alarm per each level of residential occupancies.
- Also ensure any motor homes, caravans and camper vans have a working smoke alarm each.
- You may also consider Carbon Monoxide alarms especially for any moveable dwellings as listed above.
- Basically, any dwelling where people sleep should have a working smoke alarm.
- **Smoke alarms have a life span of no more than 10 years. Expiry dates can normally be found on the back. Be sure to check the expiry date and replace where necessary.**
- Remember to test your smoke alarm monthly. All smoke alarms have a test button. Push this and wait till you hear 3 beeps. If you hear 3 beeps, your smoke alarm is in working order. If you don't hear any beeps, replace the battery or the alarm.
- The best location to install smoke alarms are outside bedrooms. Where possible, try to keep a reasonable enough distance from kitchen.
- Always install smoke alarms on ceilings and not on walls. As smoke rises, smoke will reach a smoke alarm on the ceiling before it reaches an alarm on the wall giving you the most advanced warning.
- If your smoke alarm goes into alarm and you are not sure why, best to call 000. For all you know, there may be a fire you cannot see or smell or maybe even at the neighbours house. Fire + Rescue NSW can attend and investigate.
- Smoke alarms save lives. They are cheap and easy to install so there's no reason not to have a working smoke alarm.
- For any persons over 65, or living with a disability, or who are disadvantaged or with English as a second language, Fire + Rescue NSW can come out and carry out a free Home Fire Safety Visit. If you would like further information or would like to request a Home Fire Safety Visit, please contact your nearest Fire + Rescue NSW Station.

Holidays are a great time to relax and enjoy spending time with family and friends. Help us, help you be fire safe. If you are holidaying or camping within the Nambucca Valley/Local Park, please take the same fire safety precautions as you would in your own home. In any Holiday Parks, locate and remember where the nearest hose reel and evacuation point is in the park you are staying in upon arrival.

WITH REGARDS FROM THE LOCAL FIRE + RESCUE CREW AT NAMBUCCA HEADS.

Team Funcup Australia

Funcup Invades Australia!

It's official the Funcup cars are here.

Originally conceived in mainland Europe in 1997, this unique class of racing has been supremely popular with race car enthusiasts ever since. The VW Beetle Funcup race cars compete around the globe as an endurance based race car.

One hour, three hour, six hour races are staged with full grids of Funcup cars in Europe and the UK, but the pinnacle is the 25 hours of Spa in Belgium where 150 of these amazing cars turn up to race!

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It's not an easy path to go down if you want to bring race cars into Australia, let alone build a successful class for racing. It takes an experienced operator to bring this to fruition.

This is where the G-Force Motorsport operation, overseen by long time motorsport stalwart Greg Woodrow is one of the few who have the skills and knowledge to build the Funcup class in Australia and New Zealand.

If you follow motorsport at all, you will know that Greg built the now famous French racing marque, Mygale Racing Cars, in Australia and New Zealand building a network of the best teams in the country.

The Mygale cars in Formula Ford, Formula 3 and FIA Formula 4 have been the dominant force for so many of our top young drivers over the past 20 years. In fact, drivers such as Cameron Waters, Will Brown, Anton Depasqual, Jack LeBrocq, Richie Stanaway, Luke Youlden and Liam Lawson all learned their trade in Greg's Mygale racing cars.

Mygale have won the last twelve Australian Formula Ford championships in a row!

The cars are a tubular chassis design, with a closely representative fibreglass VW Beetle body, and underneath it's all racecar. These rear-wheel-drive cars are powered by a 2ltr Volkswagen Golf engine putting out around 180 HP.

The power gets to the racetrack through a 5-speed sequential gearbox with a blipper for the down change and stopping power is supplied through four-wheel disc brakes. The cars are log booked with Motorsport Australia and the AASA.

Seat position is mid-car and feels very much like the race car they are when you sit middle and low. Data acquisition is supplied through a Motec or Aim data system which allows Greg and his team to coach at the highest level. Having coached some of the best young drivers in the country, Greg says this is a great way to efficiently improve your skills on the racetrack.

The cars weigh only 795kg so they are a spirited drive! The Funcup race cars supply the closest, most competitive and affordable racing you will find. Cont...

The really great thing is that anyone can drive them, with any level of experience. If you can drive a car on the road, you can drive a Funcup Race Car.
Currently there are three cars in Australia with more on the way.

Due to their unique design the cars are by far the cheapest way to go motor racing with tyres and brakes lasting for a dozen track days or more. A lot of the parts are derived from the earlier Volkswagen Golf models and the lightweight mass of the car reduces wear on the drive-train considerably.

You can be a professional race-car driver and spend a full day at the track, arrive and drive, with mechanic and coach for less than a thousand dollars. You can also race the cars and if your up for the challenge, go to Bathurst in November and tame the mountain!

Additionally, you can buy a share, or even your own car and let the team at Funcup Australia prepare and maintain it for you, even making the car work financially for you by leasing it out when you're not on the seat.

It's a dream scenario to get yourself behind the wheel of a race car we know, so why are you hanging around, your dream awaits! Contact the team at Funcup Australia for further information below.

Funcup Australia
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OUR STORY - By Adrian Smith

Dubsmith Garage was founded late 2016 in Lake Macquarie NSW in the humble beginnings of our home shed in suburban Cameron Park. With years of owning kombi's passing by leading up to 2016, as most would experience owning an old VW, repairs and maintenance became regular and costly outsourcing the works. So the decision was made to learn the trades of mechanical, paint and panel to save these costs and know how to do them correctly and efficiently.

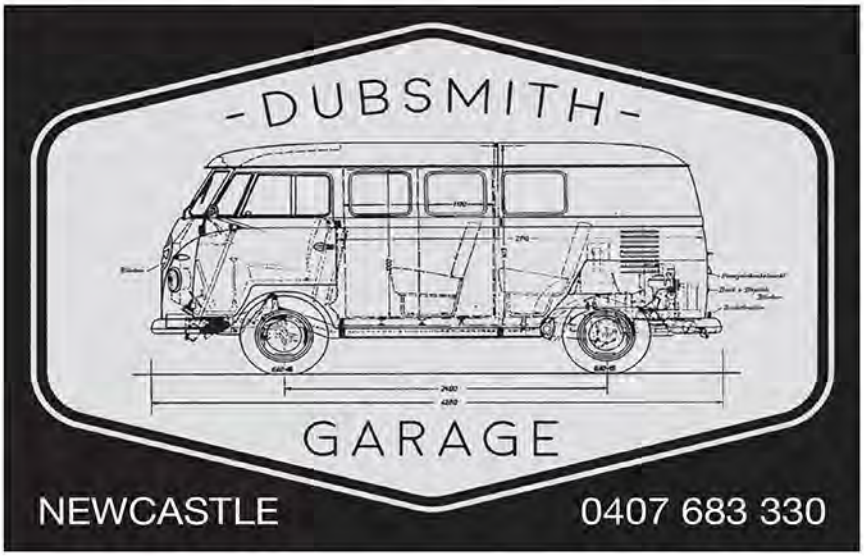
At the time working for the family mining engineering business as a welder on heavy mining bulldozers and excavator undercarriage equipment, the decision came to step away from the family business and follow the strong interest in the world of restoration. With the decision made and the works flowing, the reality of the business growing set in and the idea of moving into an industrial sized facility was the only choice to continue and grow. The business workshop now being located in the small Hunter Valley suburb of Metford, the possibility of growing became a reality.

A full-scale workshop was concepted and put into action. Fully certified and compliant spray booth built by me over a few weekends to complete the puzzle.

Hoists installed and employees sourced. At this stage the reality of a fully-fledged restoration workshop was underway and no intentions of slowing down.

Several high-level restorations under our belts, the decision was made to grow even further and employ more staff. With this growth also came the need for the floor space growth to occur too.

Having met with a draftsman and a planner, the idea was set in stone to commence a council DA to build a new facility to allow the business to expand even further. This DA has been recently approved as of late 2023 and the wheels are in motion to have a stand-alone structure built to allow the business to completely occupy the current building we are in. This will take our total floor space to just under 1000sqm!!!!!!!!!! With approximately 35 vehicles currently on site, the need for space and storage, along with works area has been the foremost important step in moving forward. A 2nd spray booth will be built and erected to help facilitate the demand within the workshop for spray booth usage.



Currently, Dubsmith Garage employs 7 permanent full-time staff. 3 x metal workers, 3 x painters, 2 x mechanic/fit out (1 of those roles is filled by me).

Dubsmith Garage has some very significant builds coming up on the job list, that will take our works to an already growing international market. The opportunity to complete metal works and paint a 1954 23 Window Barn door Deluxe will put the spotlight on the business given the fact there are only approx 12 remaining in the world. 2 others exist in Australia with those also ear-marked for us to do.

Cont Page 46....

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OUR STORY - By Adrian Smith cont...

With our social media presence of a Friday evening growing more and more popular, the "The Week That Was @ Dubsmith Garage", has proven crucial and relevant in the true processes of correct restoration works. The business prides itself on high-level works across all fields of the restoration process. Metal works done correctly and structurally correct, paint works done so to facilitate "life-time warranty" through our paint supplier PPG. Fit out and mechanical works done so to achieve the highest standard of owners expectations.

Correct restoration is not a cheap process and is by no means a quick process. But when done so correctly and all steps followed to the finest level, the vehicle will stand the test of time. We are striving each and every week to turnout the highest quality works possible, and that is only done so with the skilled employees I have rounded up and taught. All of the business's employees are avid motoring enthusiasts which ultimately helps in the passion and dedication for high quality works. Our level of finish and standards will only continue to grow leaving no stone un-turned in our restoration works.

Stay tuned!
Adrian Smith

Owner/Operator
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Some of our restorations so far

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VW Spectacular – STAN POBJOY

In October 2012, I hauled my Supercharged Methanol fed 1916cc Hillclimb Race Car up to Warwick to run at the drag strip. This made a change from the Hillclimb tracks I usually race at. Achieving a best time of 7.1sec @ 101MPH for the 1/8th mile strip I was also awarded the Trophy for "Best Engineered" at the event. I had a blast and promised to return the next year but that Christmas things went wrong when "the back went".

The following 9 months of failed physiotherapy, I ultimately ended up in hospital for an operation that stopped me from attending the 2013 Warwick Drag weekend. Speed week was held at Lake Gairdner, South Australia in 2013. Glenn Torrens was racing his Salt racing Beetle and I was to double enter but this also went out the window. Glenn managed a best run of 124.352MPH in the G-PRO class, making him Australia's fastest Beetle. The World record being 131.5MPH set at the Bonneville Salt Flats in the USA.

Thanks to my customers' patience and the help of friend Greg Ward, in the months following the operation, I was able to catch up on the backlog of engines waiting for machining and assembly!

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VW Spectacular – STAN POBJOY CONT...

A quick trip to Willowbank in December 2013 resulted in Greg's 1916cc Hillclimb Beetle, achieving a best of 13.30secs @ 101.45MPH for the ¼ mile track. There will be further improvements to come this year.

In April this year I turned 65, and have been asked numerous times, "So what are you going to do now that you can retire?" My answer is always the same, "Are you kidding? I won't be retiring, I'm having too much fun!" It is now my goal to join the exclusive "under 40sec club" at Queensland's, Mount Cotton Hillclimb circuit along with other Hillclimb endeavours. So we have been on a mission ever since to upgrade the "Aero" package on my race car, to bring it from the 1970's spec into the year 2014.

It is our plan to be ready for the VW Spectacular. All three cars will be racing at the Valla Spectacular 2014.

So although I am a little older than the last VW Spectacular, I'm not going to retire from racing and with renewed energy from a "healed back", I'll be doing what I've always done, machining and building my 1916cc engine combinations, on behalf of customers, for many years to come.

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Over Easter, we took our 2019 Volkswagen Golf R to compete at the Bathurst 6 Hour for the fourth time. We have steadily built up the performance & reliability of the car, so now it is a class winner and can challenge for outright victory.

Our Golf is in the class A1 "Extreme Performance Forced Induction", based on a readily available 4-seater, fixed roof car that has been built in accordance with the 3E production car ruleset.

Our drivers: Iain Salteri & Cem Yucel

Our experienced drivers were Cem Yucel & Iain Salteri, they have been paired together for many years now.

In our class, we are predominately up against Mercedes AMG A45s, Mitsubishi EVO 10, Subaru WRX STI. Performance is limited & restricted by power (in our case, the turbo boost is monitored for the entire race), and a minimum weight. Unfortunately, we are sitting close to the lower end of the power/weight ratio in our class.

So, what's new for 2024?

Due to regulation changes, our Golf runs a full fire suppression system as well as an FIA spec auxiliary fuel tank, which connects to the factory VW fuel tank and gives us a total capacity of 90 litres, the extra volume was crucial to stay out on track, and to limit our refuelling stops.

The car also uses a host of the products we sell for the performance enthusiast, a great testbed.

In-fact, due to us finally being able to run more boost (a new change for 2024), 0.2 bar more. We ended up running what was essentially an 'off-the-shelf' RacingLine OEM+ Stage 1 ECU tune, with reduced boost to meet the restrictions.

Thankfully it still passed the lower-classed cars with ease!

We qualified 22nd outright & 5th in class. Only a couple of seconds separated all the class A1 cars.

Our aim was simple.
Stay out of trouble and use a clever strategy, use our track position to get ahead of the faster cars that required to pit almost twice as many times. We used our qualifying sessions to calculate race pace & fuel consumption. We knew that the quicker cars used more fuel and were much harder on the brakes & tyres.

Once the race started, it was going to plan…
Up until a slight moment was had & we bumped a Lexus, turning him around at Forest Elbow. Slight damage, but more so the hurt was a 15-second penalty.

We managed to serve that penalty under an early safety car, so we were back in the hunt.

Over the next 4 hours, it was all going to plan. Pitstops consisted of refuelling and driver changes. During the entire 6 hours, we never lifted the hood, nor swapped any tyres or brakes.

Towards the end of his driving stint, Cem had a big moment at turn 2 (the end of Mountain Straight), where an awkward manoeuvre to avoid another car under brakes resulted in him running wide, clipping the tyre barrier, and folding in a mirror. Thankfully no damage to steering components or wheels.

With the end of the race in sight, the Subaru STI challenging us for class lead blew a turbocharger and one of the four X class BMWs had a mechanical failure. That meant all we could do was to hope that the ferocious BMW's battling for the outright win, somehow would take each other out, so we could squeeze our way onto the outright podium.

Fortunately enough, the Golf was running strong. Our drivers managed to keep it in fourth outright and take the A1 class victory. Resulting in the best ever finish for a Volkswagen and an A1 car in the history of the event!

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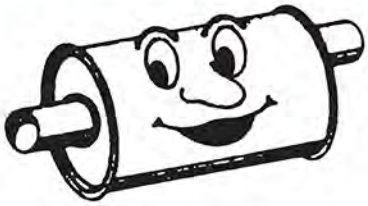

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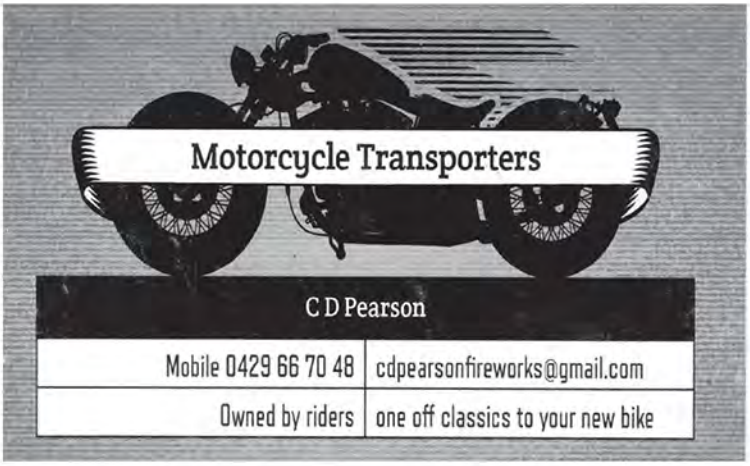

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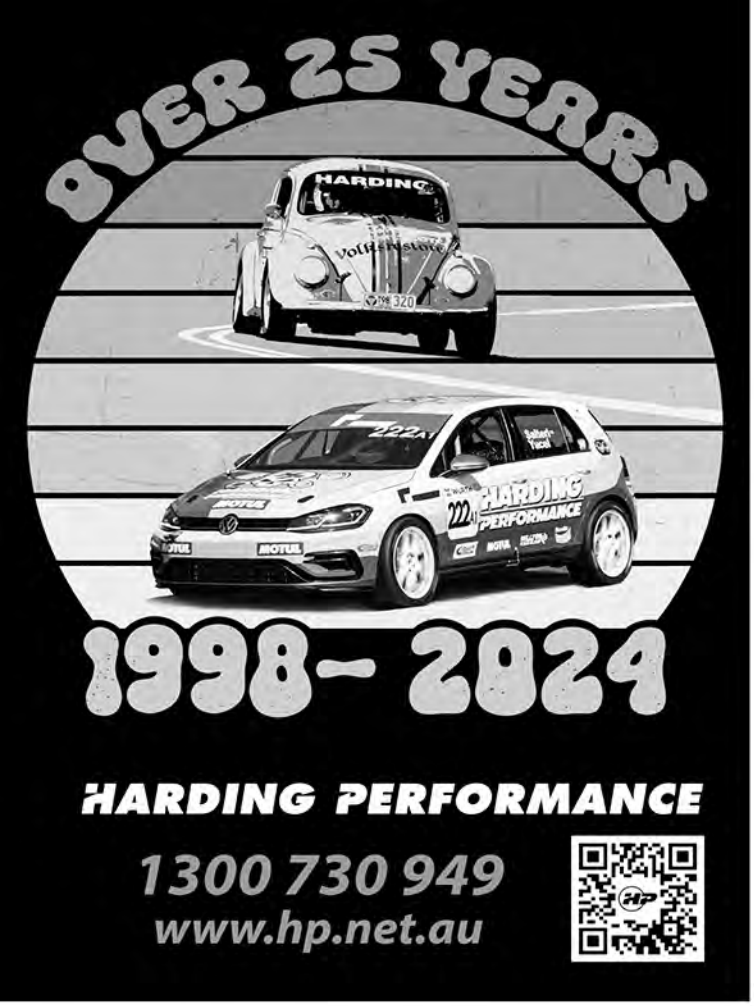

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TECH

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Electronic Ignition

The advantages of electronic ignition over the conventional points and condenser setup are many, but there is one pitfall to be wary of...

Whether you buy an electronic ignition module kit to install into your distributor or you buy a complete electronic distributor to swap in, the correct wiring of the electronic module and/or distributor to your coil is crucial, especially with the entry level kits. Mix the wires around and the module will instantly fry and it's off to buy another one!

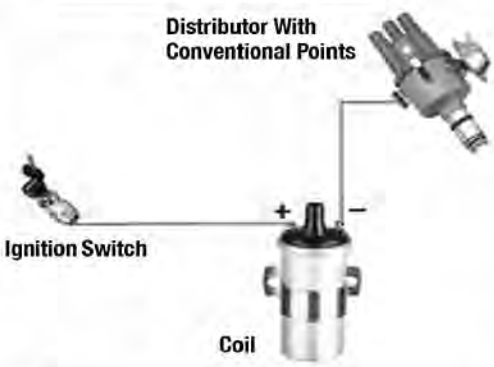
There are two wires from the module and/or distributor - a black wire and a red wire. The black wire is connected to the negative (-) side of the coil and the red wire to the positive (+) side of the coil. It might sound straight forward, but time and time again VWMA hears of modules being fried because the wires were connected the wrong way. How does this happen?

Firstly, it's a simple matter of not being careful. Coils on a VW Type 1 upright engine are usually mounted on the fan shroud, pointing down and almost impossible to read the - and + terminal markings unless you remove the coil to check (note: '-' can be marked 1 and '+' as 15). The best practice is to mark your coil on the outside case above each terminal with a white marker clearly indicating which is - and +. This is a full proof way to ensure you know exactly which terminal is which when you re-mount the coil.

This is also not a bad idea on Type III and IV engines, even though the coil is laid down and the base visible. Mistakes can still occur, especially if the coil base and markings are both black. As an alternative you can highlight the raised markings with a white pen providing this gives a clear indication.

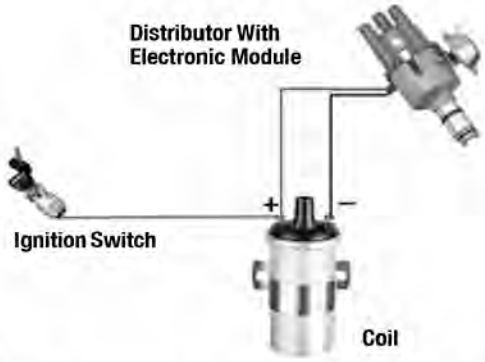
Secondly, people assume that the wiring of their coil with the standard points was already correct and simply swap over the electronic ignition wires. However, classic points will sometimes still work even if the wiring is reversed on the coil, so it's not safe to assume that the original wiring arrangement is correct.

The entry level electronic ignition modules have no protection should the wires be connected wrong, however, most manufacturers now offer an 'idiot' proof module which senses incorrectly wired Ignition or a "key left on" which can also fry the module. The 'idiot' proof versions shut down the system, thereby protecting the module, coil and other components from damage.



On the left is a typical factory diagram of how the distributor with conventional points is connected to the coil. The single wire from the distributor condenser is connected to the negative (-) coil side. The wire is usually green in colour.

Below is how an electronic module and/or distributor is connected to the coil. The black wire is connected to the negative (-) and the red wire is connected to the positive (+).



Black markings on a black base can easily be mixed up, and in the case of this coil, the negative post is designated by the numeral 1 and the positive post by 15. Just another trap for 'young' players

The standard coil position on an upright engine makes it difficult to read or confirm the terminals on the coil, so one way to ensure a mistake is not made is to mark in white paint the negative and/or positive above each terminal on the outside of the coil. It could just save you some dollars from an amateur error!

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The History of the Volkswagen Spectacular!

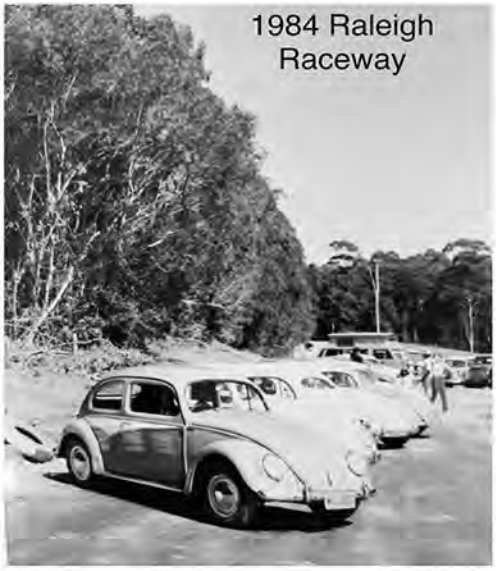
The Volkswagen Spectacular has a storied history that dates to the 1980s when Mark and Donna Pell, proprietors of a Volkswagen repair and spare parts business in Nambucca Heads, conceived a brilliant idea. They envisioned bringing together Volkswagen owners and enthusiasts from the North Coast for a day of camaraderie and fun.

Their inaugural event, hosted at Raleigh Raceway-Amusement Park just North of Nambucca Heads, exceeded all expectations. A remarkable turnout of 150 VW's journeyed from as far as Sydney and Brisbane, leaving Mark and Donna in awe of the sight of so many VW enthusiasts congregated in one location.

Initially, Mark thought they had achieved their goal and saw no need for another event. However, Donna had different plans. She insisted that they couldn't simply stop there, and so they continued the tradition. Little did they realize at the time that their modest idea would burgeon into a cherished annual gathering that would endure for decades.

Over the years, the Volkswagen Spectacular burgeoned in popularity, drawing more VW's and enthusiasts with each passing year. It transformed into a familial affair, with Mark and Donna's family joining in to lend a hand, alongside a host of devoted volunteers.

As time progressed, the Volkswagen Spectacular evolved, adapting to shifts in the VW community. While Beetles once reigned supreme, the resurgence of VW Kombi's precipitated a notable change. Today, certain older models of Kombi's command staggering prices, with values soaring to approximately $80,000 or more.


1984 Raleigh Raceway

Now, as it enters its 40th year and celebrates its 24th show in 2024, the Volkswagen Spectacular stands as a beloved tradition. It brings together VW aficionados from every corner of Australia and serves as a testament to the dedication and fervour of Mark, Donna, Luke, Carli and their family members and volunteers, and all who contribute to its enduring success year after year. What a remarkable achievement indeed!

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