

Zeitschrift



1963 Armstrong 500 at Bathurst.

July 2017

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**Jeff's Cruise to Penrith
Bugs n Buses by the Bay
T5 Trakka Camper
Polo GTI Road Test**

**Flat Four Cruise
1963 Armstrong 500
The Toy Department
Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

A member of the NSW Council of Motor Clubs. Also affiliated with CAMS.



Club VeeDub Sydney Committee 2016-17.

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Assistant Merch:	Kira and Bettina Rosch	
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VW Nationals Committee:	David Birchall Bob Hickman, Eddie Fleita	(02) 9534 4825
Motorsport Captain:	Rudi Frank motorsport@clubvw.org.au	0418 442 953

VW Motorsport Committee:

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Craig Adams	Martha Adams
Norm Robertson (JP)	Eddie Fleita

General Committee:

Shirley Pleydon	Charlie Attard
Zelco Jurkovic	Sue Monaghan
Conie Heliotis	

Canberra Committee.

Chair:	RJ 'Willie' Nelson chair@canberra.clubvw.org.au
Vice-Chair:	Bruce Walker vwevents@dodo.com.au
Secretary:	Mandy Conway vicechair@canberra.clubvw.org.au
Registrar:	Iven Laufer (02) 6254 1142
Merchandise:	Mandy Conway merchandise@canberra.clubvw.org.au

Club VeeDub membership.

Membership of Club VeeDub Sydney is open to all Volkswagen owners. The cost is \$45 for 12 months.

Monthly meetings.

Monthly Club VeeDub meetings are held at the Arena Sports Club Ltd (Greyhound Club), 140 Rookwood Rd, Yagoona, on the **third Thursday of each month**, from 7:30 pm. All our members, friends and visitors are most welcome.

Correspondence.

Club VeeDub Sydney
PO Box 1340
Camden NSW 2570

Our magazine.

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

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

Back issues (2007-on) are available at www.clubvw.org.au under the Media - Zeitschrift tag.

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

We thank our VW Nationals sponsors:

30 VW Nationals.

Volkswagen Group Australia	Stan Pobjoy Racing Engineering
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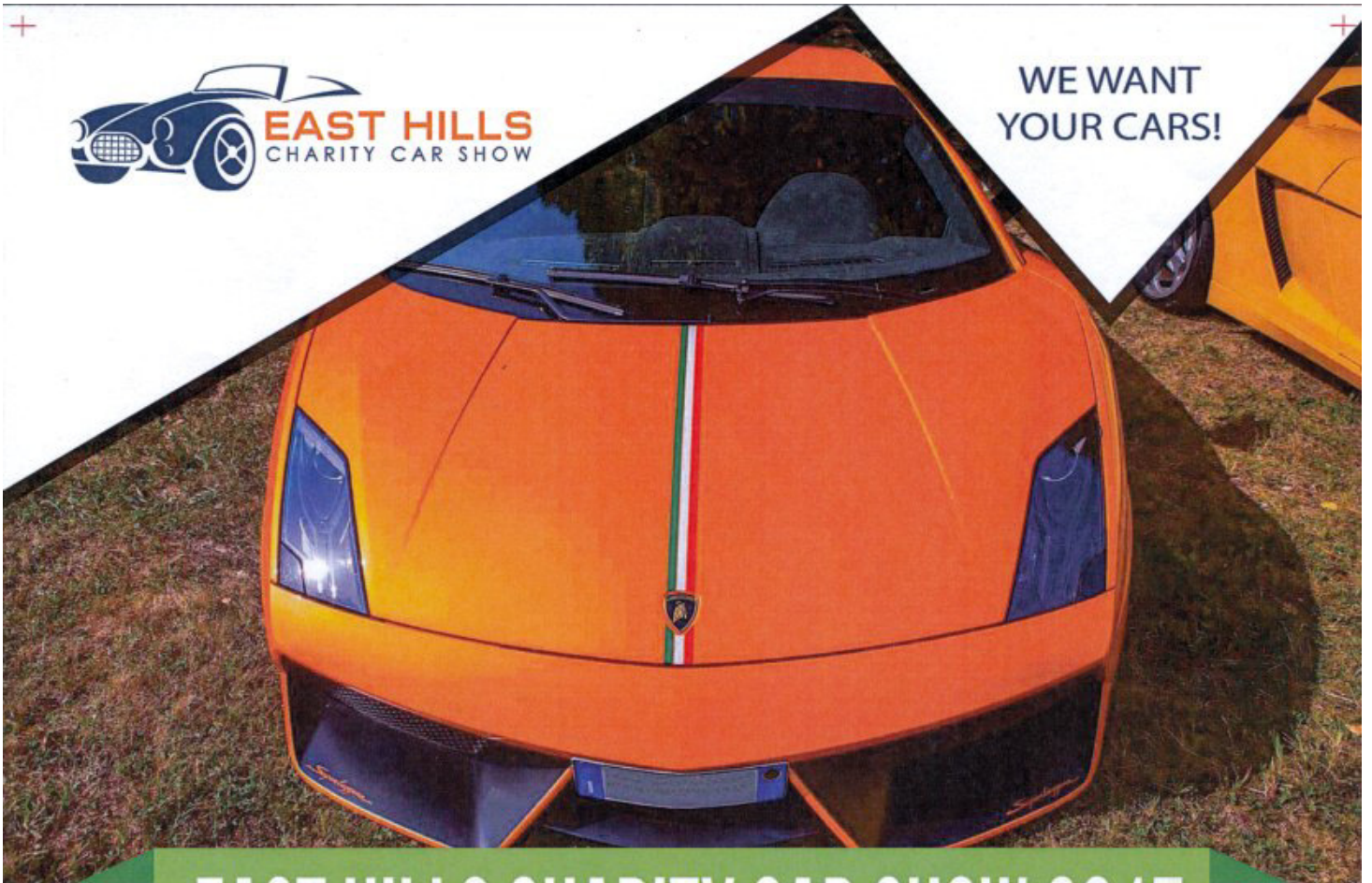
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*Please have respect for the committee members and their families
by only phoning at reasonable hours.*



WE WANT
YOUR CARS!



EAST HILLS CHARITY CAR SHOW 2017

PROSTATE CANCER FOUNDATION OF AUSTRALIA



23RD JULY 2017



10AM-3PM

KELSO OVAL-PANANIA

ALL MAKES AND MODELS WELCOME!

FOR MORE INFO & ENTRY FORMS VISIT:

WWW.EASTHILLSCARSHOW.COM.AU

INFO@EASTHILLSCARSHOW.COM.AU



Council of Motor Clubs Presents



The Shannons Sydney Classic

Sunday 13th August 2017

**Sydney Motorsport Park,
at Eastern Creek**

Gates open to the Public at 10am

Over 1900 Veteran & Classic vehicles from over 150 clubs on display and on parade, including cars, motorbikes, scooters and military vehicles, police vehicles, ambulances & fire engines. AND it's on rain, hail or shine. There's plenty to see and do indoors.

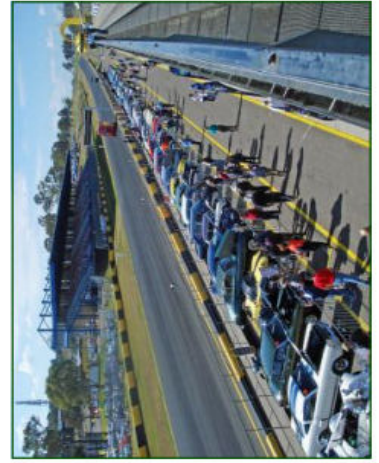
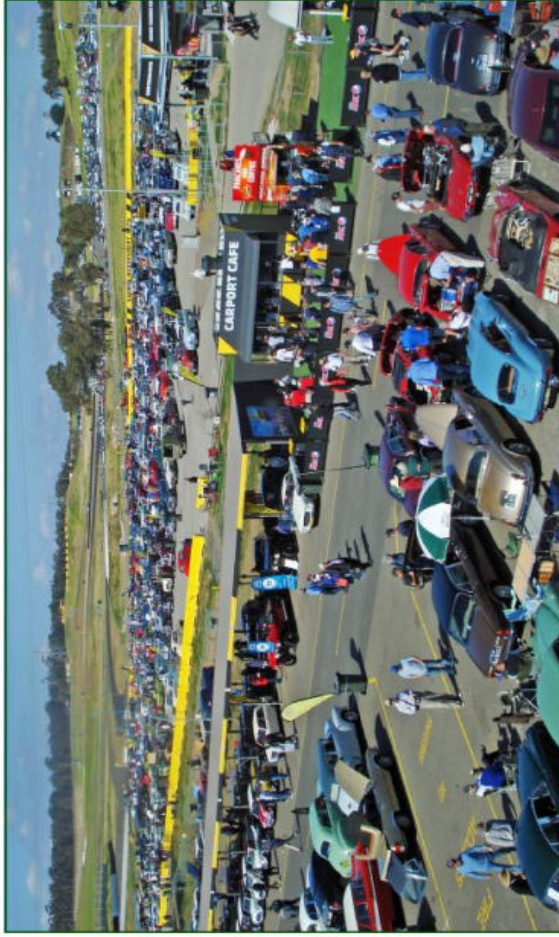
- ◆ Double-decker bus rides around the track (gold coin donation for the Bus Museum)
- ◆ Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale & the Free Spirit Markets.
- ◆ Live music, with Pink Cadillac (50s/60s Rock 'N' Roll & The Escalators (Swing and Easy Jazz)
- ◆ Don't forget, this is very close to Father's Day, so come along and pick up a gift that Dad will love!
- ◆ It's a day for all the family with lots of things for Dad, Mum & not forgetting the kids with clowns, face painting and lots more.
- ◆ All the services will be there; SES, RFS Marine Rescue etc.

General Admission \$20

**Free entry for kids under 12 years
& Free Parking.**

**For your chance to win a ride in a classic car
pre-book your ticket on line at**

(<http://www.sydneymotorsportpark.com.au/boxoffice/>)





THE LIONS CLUB OF NARELLAN

SUNDAY, 20TH AUGUST, 2017

Onslow Park, CAMDEN



All Vehicles Welcome!!!

\$5 Vehicle Entry / \$10 Per Judging / Public Gold Coin Entry

SHOW HOURS 10am to 2pm - VEHICLES ENTRY 8am

Trophies Awarded at 1.30 p.m.

*FOOD *TRADE STALLS *MUSIC *RAFFLE

All Proceeds to Lions Charitable Causes



NARELLANLIONSCLUB@gmail.com

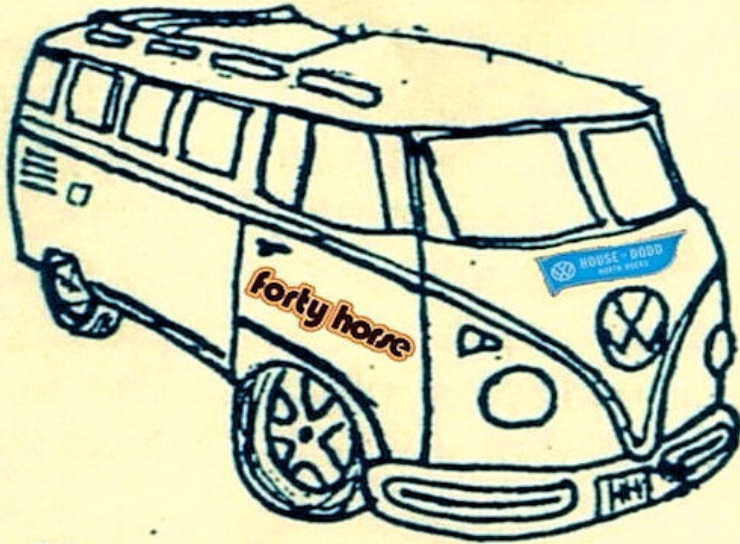
Contact: Danny 0417676815 / Ross 0431094626

Call Out to All Split Window Kombis! you're invited to the

25TH

ANNIVERSARY

AUSTRALIAN SPLIT WINDOW KOMPI KLUB.



"WINTER EUROPEAN"

TO MT. WILSON. CRUISE FOR A BYO PICNIC LUNCH

ALL PRE 68 SPLIT WINDOW KOMPI'S WELCOME

27TH AUGUST 2017

SUNDAY

MEET:- 8.30am at MCDONALDS

WINDSOR RD MCGRATHS HILL - SPLITTING AT 9.30 AM.

Split Window Kombi's Depart McDonald's at 9.30am.
All Other VW Models Welcome to Depart McDonald's at 10.00am.

FOR MORE INFO CONTACT: SIMON BARNFIELD
FACEBOOK Group Register: "Australian Split Kombi Winter European Cruise 2017"

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APPIN WHEELS FESTIVAL

CALLING ALL MOTOR ENTHUSIASTS

-Open to all Makes/Model Cars, Bikes and Trucks

**-\$10 Vehicle Entry Fee - Register on the day
(payable at gate, muster onsite by 9.30am)**

-Spectator Entry Gold Coin Donation - Kids U15 free

SUNDAY 17TH

SEPTEMBER 2017

10AM TO 2PM

APPIN PUBLIC SCHOOL

97 APPIN ROAD, APPIN



FAMILY FUN DAY WITH ENTERTAINMENT FOR EVERYONE!!!

**Jumping Castle, Face Painting, Hot Food and Drinks,
Live Band Playing, Raffles and a Cow Pat Lottery.**

**PLUS your chance to Win Jack Brabham Signed
Memorabilia in the Silent Auction.**

Prizes Awarded for Top 20 Voted Vehicles.

Proudly Supported by IGA Appin

This is a major fundraiser - all proceeds go to Appin Public School P&C

Enquiries: Call Melissa 0420662396

In case of bad weather, this event may be cancelled at short notice. If rained out, this event will take place on Sunday 24th September 2017. The following are not permitted on the grounds during the event: Dogs, Smoking, Consumption of Alcohol, Vehicle Movement, Use of Kids Bikes, Scooters or Skateboards.

Club VeeDub
Canberra Chapter



www.canberravw.com



Club VeeDub Canberra Chapter's main event for 2017!

SHANNONS



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GERMAN AUTOMOTIVE ENGINEERING & DESIGN

SHOW & SHINE, SUNDAY 17 SEPTEMBER 2017

CANBERRA ACT

New Location: Pialligo Estate, 18 Kallaroo Rd, Pialligo

Check out the venue @ www.pialligoestate.com.au



- ▶ Trophies will be awarded
- ▶ 8am arrival for setup. Bring a chair, sunscreen & the camera!
- ▶ **ALL** cars must register at the **Club VeeDub** tent & have drip trays
- ▶ Display fee collected on arrival
- ▶ Food & drink will be available on site
- ▶ Enquiries to chair@canberra.clubvw.org.au

*Lennox Volkswagen - Phillip are once again proudly
sponsoring Club Vee Dub for this event!*



Von dem Herrn Präsident.

I was informed last week of the sad passing of car club member Carlos Bonini. Carlos drove a beautiful red Golf and often won the Golf 3 category at the VW Nationals. Carlos was passionate about detailing his Golf and was always keen for a chat. He will be sadly missed by his own family and friends but also his wider group of friends in the Volkswagen community, our sincere condolences go out to his family.

Well winter really hit this week. Great weather for air cooled cars but only if they have a heater. We had some events to go to with VWs which were great fun to attend. In June there was Jeff's Navigation Run to the Penrith Museum of Fire and the Flat Four Morning Tea Cruise to the Yallah Woodshed. In July was the Bugs and Buses By The Bay 2017, at Croudace Bay Park, Belmont. There are reports and photos of these events in this issue.

Coming up in July is the East Hills Charity Car Show at Kelso Oval, Panania and in August is the Shannons Sydney Classic 2017 at Sydney Motorsport Park, Eastern Creek and the Lions Club Classic Car Show, Onslow Park Camden. After that in September is the Split Window Kombi convoy to Mt Wilson, and the Appin Car Show.

Keep an eye on the calendar and mark the events in your diary. If you would like to organise a club event, then please do so! Come along to a meeting and we can make it happen. We just need to run the date and concept past the committee to ensure it doesn't clash with other events on the calendar.

This month is the AGM where all committee positions will be declared vacant. So if you fancy becoming more involved in your club, come along and put your hand up, we could use the help! It's always nice to see new faces on the General Committee.

See you soon,

Steve Carter



Kanberra Kapitel report.

Hi everyone, we've had a quiet month after a busy May, and a postponed meeting due to a number of people being away.

In late July we will be running an event at a local bodywork establishment, details will be on the email. We have to work in with their schedule so apologies for short notice but it will be worth the visit.

In August, David is running another Fish and Chip run to Batemans Bay (19 / 20 Aug), this will be an excellent cruise, more details to come.

September 17 is our big event - German Auto Display, see initial details on the flier included in this



edition of the magazine.

A quiet month but we will emerge into Spring with some awesome activities.

Bruce

Klub Kalender.

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

July.

Thursday 20th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. **Tonight is the Club's AGM - all positions are vacant and will be renominated / voted on. Why not volunteer for a position? 8:00pm start.**

Sunday 23rd:- East Hills Charity Car Show at Kelso Park, Panania. The East Hills Charity Car Show is a community event which attracts car lovers from all over NSW. Car enthusiasts pay a small fee to participate in the event and provide a spectacular display of cars for most makes and models. Prizes are offered in a wide range of categories. Enter from Marco Ave, next to Panania Diggers. From 10am to 3pm. **Join the Club VW Convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for 8:30am start.**

Monday 24th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

August.

Thursday 3rd:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 10th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Sunday 13th:- Shannons Sydney Classic 2017 at Sydney Motorsport Park, Eastern Creek. Organised by the CMC, it's the largest classic car show in Australia. Double-decker bus rides, trade stands, historic race cars, Concours, parade lap of the track. Club VW will again have a Volkswagen display, 20 cars maximum. We have requested the same location near the pit garages. You must book with David Birchall at the monthly meeting, or on (02) 9534 4825 to gain an entry / display ticket.

Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus

VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Sunday 20th:- Lions Club Classic Car Show, Onslow Park Camden. All classic VWs wanted, old and new! Come along and show off your VW. \$5 vehicle entry, \$10 for judging, gold coin entry for spectators. Show cars arrive at 8am to assemble, show open 10am to 2pm. Trade stalls, raffle, food and drink, music and entertainment. All proceeds to the Lions Club. Contact Danny on 0417 676815 for more info.

Sunday 27th:- Split Window Kombi Winter Cruise to Mt Wilson. Split-window Kombis especially wanted, but all VW models old and new are welcome. Meet at McDonalds, Windsor Rd McGraths Hill, at 8:30am. Split-window Kombi convoy leaves at 9:30am. All other VWs leave in convoy at 10am. Photo stop at Mt Tomah, 10:30-11am. Cruise to Mt Wilson for a BYO picnic lunch. Prizes awarded 2:30pm. Sponsored by Andrew Dodd Automotive. Contact Simon at kombis2u@gmail.com for more info.

Monday 28th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

September.

Thursday 7th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 14th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Sunday 11th:- Appin Wheels Festival at Appin Public School, 97 Appin Rd Appin. Calling all motor enthusiasts! A family fun day with entertainment for everyone; plenty of kids entertainment and activities, food and drink. Bring your classic VW along to display – prizes awarded for Top 20 vehicles. \$10 show car entry, arrive before 9:00am. **Club VW Convoy meets at Uncle Leo's Caltex, Liverpool Crossroads, from 7:30am for an 8:00am departure.**

Sunday 17th:- The 2017 ACT German Auto Display Day (GADD). Venue change this year: Piallago Estate Winery, Piallago. This is a beautiful venue, on the banks of the Molonglo River as it enters Lake Burley Griffin, with views to Parliament House, Black Mountain Tower and RMC Duntroon. The winery has great coffee, various food outlets and lovely grounds to wonder around. Also welcome to bring your own picnic. ACT BMW Club are the hosting club this year. They are investigating bringing in kids entertainment this year to keep the kids (young and old) occupied. All VWs welcome; Air, water, new, old, standard or modified. Trophies on offer, with details yet to be finalised.

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Club Veedub AGM. Thursday 20 July 2017.

Our July monthly meeting at the Arena Greyhound Club will also be our Club's Annual General Meeting. All committee positions will be declared vacant, and new nominations for all positions will be sought. Voting will take place as required, should more than one nomination for a position be forwarded.

All Club Veedub members are invited to attend, and if you wish, nominate for a position on the committee for 2017-18. The 'General Committee' is a great place to start if you haven't done it before. We are always looking for new blood, new enthusiasm and new ideas. Come on, get involved! We welcome your input to help make our VW club bigger and better than ever.

Whether you'd like to stand for a position, or just have a say in how your club is run, please come along to the AGM. Drinks and snacks will be provided on the night.

Sunday 24th:- Sydney German Autofest 2017 at Gough Whitlam Park, Earlwood, organised by the Mercedes-Benz Club of NSW. Come join us for the Sydney German Autofest Display Day, for all German makes – Audi, BMW, Mercedes, Porsche and Volkswagen. Bring your VW along and join the VW display! \$10:00 entry per car for the Autofest. Food and drink stalls on site. Cars in place by 9:00am.

Monday 25th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

October.

Saturday 30th & Sunday 1st:- VW Warwick Drags 2017. Two days of Volkswagen drag race action! Dyno challenge, Street parade and static show, scrutineering and practice; evening tappet cover racing and special presentation, Sunday racing all day. Great food and drink. Air and water-cooled VWs welcome, stock and hot-rodged. Pre-entry by Friday 23rd September is mandatory; no entries on the day. Go to

www.vwma.net.au/warwick for all entries and more info.

Thursday 5th:- Magazine Cut-off Date for articles, letters and For-Sales.

Sunday 8th:- Burwood Spring Festival Classic Car Show at Burwood Park, Burwood, from 8:00am. The classic car show is part of the Spring Festival, with displays, stalls, food stands, rides and entertainment all day. Vintage, Veteran and Classic cars. Club Veedub will be having a Volkswagen display (\$10 entry). You must pre-book by 1 Sept to enter. Visit www.burwoodfestival.com.au or phone the Burwood SES on (02) 9745 1386 to book. Tell them you are with the VW Club.

Thursday 12th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 19th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Monday 30th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

November.

Thursday 2nd:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 9th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Sunday 12th:- Cars For A Cause show 'n' shine charity car show at the Camden Bicentennial Equestrian Park (entry off Sheathers Lane). Show cars from 8am. The entry fee for this day is \$20 which includes entry into the show for your car and everybody in it, a raffle ticket to win a pre-registration prize and a bag with samples, trade merchandise and more! The day has been designed to be a fun family day out with plenty for everyone including local small business market stalls, kids activities and for the car enthusiasts there will be trade stalls and DIY demos. Contact Amy Scurr on (02) 4721 3301 or amy@autowest.com.au

Thursday 16th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

Monday 27th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

Marktplatz.

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

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

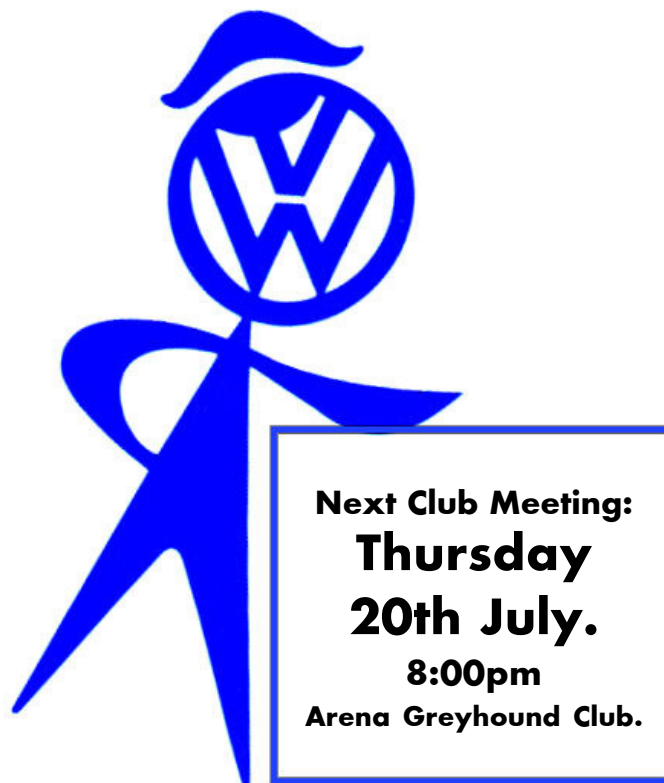
Photos can be included on the website but not in Zeitschrift. All ads will appear in Zeitschrift first so our members have first chance to see them. They will then be transferred to the club website on the third Thursday of the month.

New Ads.

Wanted:- I am looking for an oval beetle. Would you happen to know anyone that is selling one, in any condition as long as it is complete. If you have an oval Beetle to sell, please contact Mr Albert Spiteri on 0410 107228 or email albertspiteri57@yahoo.com

For Sale:- 1971 Volkswagen 1600 Type 3 Wagon, 2dr Man 4sp 1600. An opportunity to own a classic car in great original condition. It is with great sadness that we're selling our beautiful car. It's in good condition with only minor issues. Comes with a child restraints anchorage bar (this can also be easily removed at request). Roadworthy certificate included so you don't have the headaches of getting one yourself. Registration has been paid until March 2018. A great daily driver or collectors joy. Odometer: 31618 km, Primary colour: White. Rego: AC61AI. This car represents great value at \$9,200, located in Clovelly. Contact Emily Bull on 0434 116413 or email emilybull@hellofuture.tv

For Sale:- 1971 Volkswagen Type 3 Squareback, chassis no. 3612120333. GREAT RESTORATION PROJECT! NO structural rust, Minor surface and panel rust, Engine runs. 60,000 miles on car, 10,000 miles on reco engine and clutch, Brakes don't work. Majority of interior upholstery has been



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dismantled for restoration, project not continued. Some spares including spare bonnet & 3 wheels. All tyres on car hold air. Light green with brown interior. \$3000 ONO – Will consider all offers. Contact Chris Burn on (02) 6495 7691 or email crazyredranga@gmail.com

2nd month Ads.

Wanted:- Hi, I'm the son of Dave Cameron Rogers who has been in special care unit last 6 years. He was the organiser of Club VW Illawarra for many years. **I've been searching for his '56 oval, last known rego CAL56**, light blue with Porsche Fuchs wheels 911. I'm currently building a '58 but I would like to find Dad's car too. Please contact me if you can help as it means a lot to me. Keep on dubbing cheers Cam. 0447 876822 or email camsrestos@gmail.com

Wanted:- Hi I am looking to purchase a **VW dual cab ute late 60s to mid 70s**.in good condition. If you know of any for sale could you please let me know. Thank you. Contact Mr David Thomas by email on 15dthomas@gmail.com

For Sale:- 1971 VW Superbug S, 1600, Flat windscreen in

Trades and services directory.

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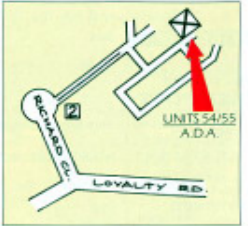
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Wanted:- Are there any VW T4 Transporter owners in the Northern Beaches, Sydney, who can be contacted to exchange **tips and tricks for our VW T4 Transporters?** I'm looking for help and advice. If you can help, contact Gayle Leo on gayle-lee@hotmail.com

For Sale:- One set of genuine VW roof racks to suit 1998 VW Polo. Complete with original fitting instructions & torque wrench. Car was sold some years ago so roof racks no longer required. Price \$20.00. Located at Winston Hills, NSW. Contact Wayne mob. 0412860294 or email wmat43@hotmail.com.

Trades and services directory.

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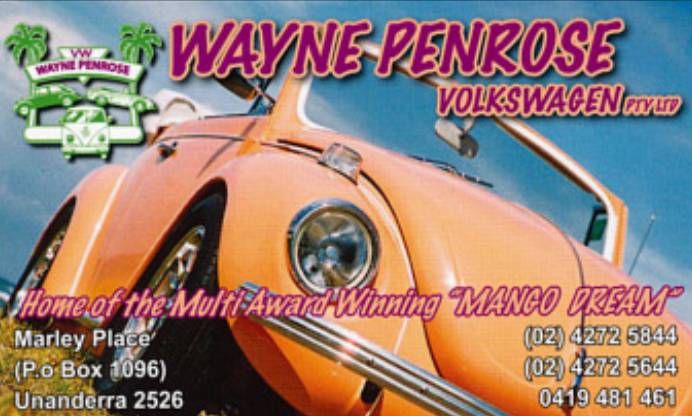
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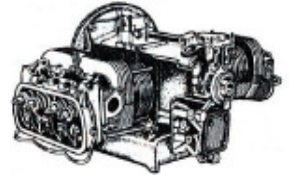
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Meanwhile, the Infotainment pack includes the 31-cm Active Info Display virtual instrument cluster, a 23-cm 'Discover Pro' satellite navigation system with gesture and voice control, along with the Dynaudio 400W premium audio system with 10-channel amplifier and subwoofer.

Specifying the GTI Luxury package adds niceties like a panoramic electric sunroof, vienna leather upholstery, heated front seats, electrically-adjustable driver's seat with memory, and power folding exterior mirrors with memory function.

For \$47,990 you can have the special three-door Golf GTI Performance Edition 1, which is limited to just 150 units.

Golf GTI & R updates.

Local pricing and specifications for the 2017 Volkswagen Golf GTI and R performance range have been detailed this week, ahead of an expected Australian arrival in mid-August.

Headlining updates include the revival of the three-door GTI in the GTI Performance Edition 1, and the Golf R wagon, which initially arrives in special-edition Wolfsburg trim before returning as a permanent member of the family in 'standard' R form in January.

The performance line-up kicks off with the Golf GTI, starting at \$41,490 (all prices excluding on-road costs) with the standard six-speed manual and \$43,990 for the six-speed DSG dual-clutch variant.

For 2017 the GTI's 2.0-litre turbocharged petrol engine gets a power bump to 169 kW, while torque remains the same at 350 Nm.

Standard equipment includes 18-inch 'Milton Keynes' alloy wheels, adaptive chassis control with selectable driving modes, dual-zone climate control with Air Care filtration, keyless entry and start, leather multifunction steering wheel, a colour driver's multifunction display, 8.0-inch 'Discover Media' infotainment system with satellite navigation and Apple CarPlay/Android Auto compatibility, and LED interior ambient lighting.

There's also front fog-lights, automatic LED headlights with dynamic cornering, rain-sensing wipers, front and rear parking sensors, and an automatically-dimming rear-view mirror.

Like the regular Golf range, all models come equipped with autonomous emergency braking (AEB), multi-collision brake, seven airbags and a driver fatigue monitor.

Optional equipment for the Golf GTI includes metallic/pearl effect paint (\$500), Driver Assistance Package (\$1600), Infotainment Package (\$2300) and GTI Luxury Package (\$3900).

The Driver Assistance pack adds the usual adaptive cruise control, lane assist, blind spot monitor, park assist, proactive occupant protection and dynamic light assist.

Additional specification includes an uprated 180kW/370Nm version of the 2.0-litre turbo mated to a new seven-speed wet-clutch DSG transmission, a front differential lock, larger disc brakes, 19-inch 'Brescia' alloy wheels, and honeycomb microfleece/leatherette upholstery.

There's also 'Premium' LED tail-lights with dynamic indicators, the 12.3-inch Active Info digital driver's instruments, adaptive cruise control, lane assist, park assist, dynamic light assist, blind spot monitor with rear cross traffic alert, rear privacy glass, and a merchandise pack worth \$300.

Essentially, the limited edition adds the driver assistance package as standard equipment, with the only other option being a panoramic electric sunroof for \$1900.

Sitting atop the permanent range is the Golf R, which in hatch form starts at \$52,990 with a six-speed manual and \$55,490 with the new seven-speed wet-clutch DSG. The 'regular' Golf R wagon will join the line-up permanently next year, with pricing to be detailed closer to launch.

As the hero of the range, the Golf R picks up a 213 kW/380 Nm 2.0-litre turbocharged petrol engine, which sends power to VW's 4Motion all-wheel drive system.

Standard kit includes the new 23-cm 'Discover Pro' satellite navigation system with gesture and voice control, 31-cm Active Info virtual instrument cluster, vienna leather upholstery, heated front seats, electrically-adjustable driver's seat with memory function and power lumbar support, power folding exterior mirrors with memory, rear privacy glass, metallic/pearl effect paint, 19-inch 'Spielberg' alloy wheels,



and 'Premium' LED tail-lights with dynamic indicators.

Meanwhile, the limited-edition Golf R Wolfsburg Edition returns in both hatchback and wagon body styles, with the seven-speed wet-clutch DSG as standard. Pricing for the Wolfsburg models is still to be confirmed.

Extra equipment includes 19-inch 'Pretoria' alloy wheels in grey metallic, real carbon-fibre exterior mirror housing, chrome roof rails (wagon), 'Carbon' nappa leather upholstery, Dynaudio 400W premium audio system with 10-channel amplifier and subwoofer, adaptive cruise control, lane assist, blind spot monitoring, rear cross traffic alert and dynamic light assist.

The Golf R is also available with the optional Driver Assistance pack, which is identical to that offered with the GTI minus the automatic parking function, which isn't available for the flagship model, along with a panoramic electric sunroof which is offered on both the Golf R and Golf R Wolfsburg (\$1900).

All performance versions of the 2017 Volkswagen Golf range are available to order now, with first deliveries expected in mid-August. Stay tuned for an update with pricing for the Golf R Wolfsburg editions.

Paul Pottinger, general manager for corporate communications at Volkswagen Australia, has said that a manual Golf R wagon could be on the cards for Australia, though low demand could play against its introduction.

"We'll continue to take manual as in the Golf R hatch, of course. We'll consider a manual R Wagon, but realistically there's not going to be the demand for a permanent placement," he said.

2017 Volkswagen Golf GTI, R pricing (excl on-road costs):

GTI – \$41,490/\$43,990 (manual/DSG)
GTI Performance Edition 1 – \$47,990
R Hatch – \$52,990/\$55,490 (manual/DSG)
R Wagon – \$TBC
R Wolfsburg Edition Hatch – \$TBC
R Wolfsburg Edition Wagon – \$TBC

GTI 3-door returns.

As mentioned above, the Volkswagen Golf GTI three-door will make its long-awaited return to Australia next month, in special edition form with 180 kW of power.

Volkswagen Australia will import 150 units of the three-door during the launch phase of the updated Golf, Golf GTI and Golf R family.

The limited edition model is called the Golf GTI Performance Edition 1, and its specification is unique to Australia – just like last year's 500-unit run of Golf 40 Years edition.

The Golf three-door Performance Edition 1 will be available in White Silver or Dark Iron Blue paint and sport long list of luxury equipment. Sadly, the bright red shown here is not included.

It also premieres the new Golf GTI Performance version's running gear, in lieu of the Mk7.5 five-door version



that will almost certainly arrive a little later on.

"The three-door Golf GTI Performance Edition 1 is the first in a series of limited release GTI Performance variants," VW Australia says.

This means the regular 169 kW/350 Nm EA888 2.0-litre turbo engine is upgraded to make 180 kW/370 Nm in our market's first three-door GTI in years, matched to a unique seven-speed DSG. Sadly, no manual option.

Crucially, it'll also get the GTI Performance's locking front differential and superior brakes, which we know from experience helps the FWD's handling.

"The hot hatch on which all others are implicitly based is the Golf GTI," Volkswagen Group Australia managing director Michael Bartsch reckons.

"This version is one for the purists."

Of course, if there were ever a GTI truly made for purists, it'd be a three-door with cloth tartan seats, stripped equipment and a manual gearbox, as we speculated on here.

The good news is, don't give up. Volkswagen Australia isn't saying much, but the company has hinted on numerous occasions that other versions will come, and it now has a Scirocco-sized hole in its range after the VW coupe was discontinued here.

GTI and R sales comprise about 20 per cent of total Golf volume here, which is very high by global standards.

Each car comes with a complimentary Merchandise Pack of items from the GTI Collection valued at \$340. It consists of a sport bag, umbrella, cup, folding box and beach towel.

Golf Alltrack update.

The updated 2017 Golf Alltrack has been detailed alongside the regular hatch and wagon range, ahead of its local arrival this month.

As part of the '7.5' update, the rugged Alltrack wagon range expands from a solo offering to a three-strong range, including a new entry-level petrol model and a new flagship turbo-diesel variant.

Price of entry is also significantly lower, now kicking off at \$34,490 (all prices excluding on-road costs) for the base Alltrack 132TSI, powered by a 1.8-litre turbocharged four-cylinder petrol engine pumping out 132kW of power and 280Nm of torque. Drive is sent to all four wheels through a

six-speed DSG dual-clutch transmission.

Standard kit in the entry-level Alltrack includes 'Summits Cloth' interior trim, dual-zone climate control with Air Care filtration, keyless entry and start, leather multifunction steering wheel, selectable driving modes with an off-road setting, and an 8.0-inch 'Composition Media' infotainment system with Apple CarPlay and Android Auto.

There's also LED interior ambient lighting, rear-view camera, 17-inch 'Valley' alloy wheels, automatic headlights and wipers, an automatically-dimming rear-view mirror, front and rear parking sensors, front fog-lights, along with LED tail-lights and daytime-driving lights.

Like the regular Golf hatch and wagon range, all Alltrack models come equipped with autonomous emergency braking (AEB), seven airbags, and a multi-collision brake system.

The Alltrack Premium 132TSI starts at \$38,490, just \$150 more than the previous standalone Alltrack model, and adds niceties like 'Comfort Sport' front seats, Vienna leather upholstery, heated front seats, an upgraded 8.0-inch 'Discover Media' infotainment system with satellite navigation, LED headlights with dynamic cornering lights, a colour multifunction driver's display (the base model has a monochrome unit), and carpet floor mats.

Also available is the Alltrack Premium 135TDI (\$40,990), which mirrors the specification of the petrol-powered variant with the exception of swapping in a 2.0-litre turbo-diesel engine with 135 kW of power and 380 Nm of torque. The diesel is also mated to a new wet-clutch seven speed DSG.

Three option packs are also available depending on grade; the Driver Assistance Package (\$1800), Sport Luxury Package (\$2900) and the Infotainment Package (\$2300).

Available on all variants, the Driver Assistance pack adds the 12.3-inch Active Info Display digital instrument cluster with special off-road configurations, adaptive cruise control, lane assist, park assist, and proactive occupant protection system.

The Sports Luxury pack is only offered with Alltrack Premium models, and includes larger 18-inch 'Kalamata' alloy wheels, steering wheel-mounted paddle shifters, panoramic electric glass sunroof, electrically-adjustable driver's seat with memory function and power lumbar support, power folding exterior mirrors with memory, and rear privacy glass that absorbs 65 per cent of light.

Finally, Alltrack Premium variants can be optioned

with the Infotainment package, which also adds the 31-cm Active Info driver's display, 23-cm 'Discover Pro' satellite navigation system with gesture and voice control, along with the Dynaudio Excite 400W premium audio system with 10-channel amplifier and subwoofer.

Owners who wish to option both the Infotainment and Driver Assistance packages can combine the two for \$3400 – a saving of \$700.

The updated Golf Alltrack range is available at your Volkswagen dealer now.

2017 Volkswagen Golf Alltrack pricing (plus on-road costs)

132TSI – \$34,490

132TSI Premium – \$38,490

135TDI Premium – \$40,990

Golf R Performance Pack.

The 2017 Volkswagen Golf R will soon be offered in Europe with a Performance option, and although not yet confirmed for Australia, VW's local arm says it is far from written off.



In a short clip released earlier this year, VW Germany teases several performance-oriented options that will allow owners to "squeeze even more out of your new Golf R".

Among the new add-ons is a 17-inch (432 mm) brake package, a larger rear spoiler similar to the one used on the Golf GTI 40 Years special edition, a titanium exhaust system sourced from Akrapovic, along with what seems to be a de-restricted top speed of 267 km/h – up from 250km/h.

In overseas markets like Europe, where the Golf R gets a higher-power engine tune (228 kW/400 Nm), Volkswagen claims its hottest hatchback can complete the 0-100km/h sprint in just 4.6 seconds. However, in "hot climate" markets like Australia, the 2.0-litre turbo is detuned to 213 kW/380 Nm – with the claimed benchmark sprint rated at a fractionally slower 4.8 seconds. However this is down from 5.0 seconds on the 2016 Golf R, and would be the quickest figure ever for an Australian-model Volkswagen.

As standard the Golf R is offered with a six-speed manual transmission, with a new quick-shifting wet-



clutch seven-speed DSG available at extra cost.

Volkswagen says that the performance options will be “offered at a later date”.

General manager for corporate communications at Volkswagen’s local arm, Paul Pottinger, said the company is looking into the performance options, but could not confirm their availability for Australian models at this stage.

“Just as we’ve co-operated with Oettinger for accessories on current Mark 7 Golf GTI and R, we’ll be looking at similar gambits for the Golf 7.5 GTI Performance and Golf R range,” he said.

VW Caddy upgrades.

The Australian Volkswagen Caddy range has been bolstered by the addition of three new diesel variants, and the return of the budget-friendly Caddy Runner model.

The new variants join the upgraded 2017 Caddy small van range, which first appeared in Australia late last year in petrol-only TSI variants. The VW Caddy is the best-selling small van in Australia, and the new diesel variants will boost the Caddy’s appeal further.

The three diesel versions are all powered by a 2.0-litre turbo four-cylinder engine with 75 kW of power (at 4000rpm) and 250 Nm of torque (from 1300-2800rpm), and the derivatives bear the TDI250 moniker as a result. All diesel Caddy models are fitted with a six-speed dual-clutch automatic transmission and front wheel drive.

The three versions include the short-wheelbase two-seat model, the long-wheelbase two-seat Maxi, and the five-seat Maxi Crew van. Fuel consumption for all three versions is claimed at 5.3 litres per 100 kilometres.

The diesel models all attract a premium over their equivalent petrol models: the most affordable model is \$31,590 (all prices plus on-road costs), while the Maxi van is \$33,790 and the Maxi Crew costs \$35,790.

At the other end of the scale is the Caddy Runner, which uses a downsized 1.2-litre four-cylinder turbo petrol engine with 62 kW of power (at 4800rpm) and 160 Nm of torque (from 1500-3500rpm), and as such it bears the TSI160 nameplate. It is only available with a five-speed manual gearbox, and is front-drive.

The list pricing for it is \$24,990 drive-away, and it’s expected to be a promotional model that could disappear after the end of financial year.

The remaining petrol TSI220 Caddy and Caddy Maxi van models, with the 1.4-litre petrol engine and six-speed



manual or seven-speed dual-clutch auto gearbox options remain. In late 2016, Volkswagen added standard collision avoidance safety kit to the Caddy range, giving it class-leading tech.

2017 Volkswagen Caddy van range pricing (plus on-road costs):

TSI160 SWB Runner manual – \$24,990

TSI220 SWB auto – \$29,290

TSI220 LWB Maxi manual – \$28,590

TSI220 LWB Maxi auto – \$31,590

TSI220 LWB Maxi Crew manual – \$30,090

TSI220 LWB Maxi Crew auto – \$33,090

TDI250 SWB auto – \$31,590

TDI250 LWB auto – \$33,790

TDI250 LWB auto – \$35,790

Next Polo GTI to use Golf engine.

The next-generation Volkswagen Polo GTI will reportedly use the 2.0-litre turbocharged engine from the fifth-generation Golf GTI.

Sources from within Volkswagen have told the UK press the new Polo GTI will ditch the current car’s 1.8-litre turbocharged mill in favour of a 2.0-litre turbo unit, said to be the 147 kW/280 Nm EA113 engine used in the fifth-generation Golf GTI. This engine is still used in the current Jetta.



The current 1.8-litre Polo GTI has 141 kW/320 Nm when paired with a six-speed manual, but torque drops to 250 Nm if the seven-speed dual-clutch transmission is chosen. Despite the difference in torque, both models have a claimed 0-100 km/h time of 6.7 seconds.

As with the current GTI, the new model will likely feature lowered suspension, revised styling, GTI-style alloy wheels, different interior trim, and the XDS electronic differential lock.

Under the skin, the next-generation Polo will use the MQB A0 platform, which made its debut with the Seat Ibiza earlier this year. The new Ibiza is a significant 87 mm wider than the old model, and the new Polo will likely share a similar jump in girth.

The new Polo will be given its global launch this year, but Volkswagen Australia has confirmed the new car won’t

arrive down under until early 2018. It's likely the Polo GTI won't be launched at the same time as the rest of the range, but will follow a few months later.

Safer Amaroks needed.

Volkswagen Australia continues to push for better safety features in its Amarok ute, as the company counts the cost of missing the latest safety tech.

The Volkswagen Amarok doesn't have the benchmark level of safety assistance tech that rivals such as the Ford Ranger do. For example, the Ranger has a pre-collision warning system, lane-keeping assistance and blind-spot monitoring – the Amarok misses out on all of that.

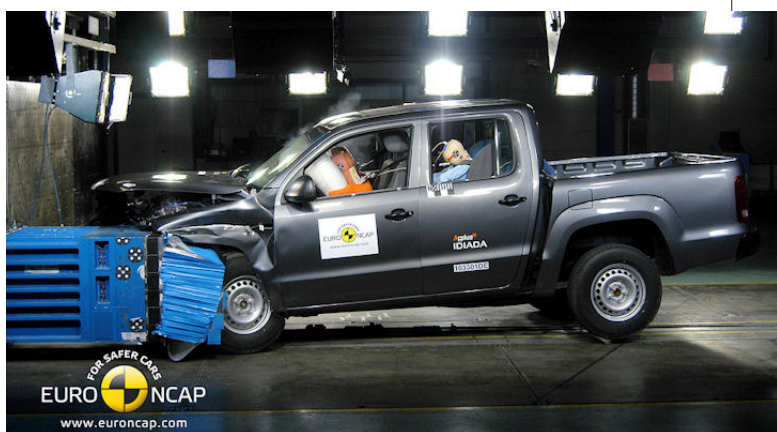
And that's despite the fact the VW is the most expensive ute in its class, with the high-end model tickling the \$70,000 mark.

Volkswagen Australia commercial vehicles director Carlos Santos said recently that VW Australia is in constant talks with the Argentina VW factory that produces the Amarok with the aim to see the kit added.

"We're talking with them in a firm way. It's important, with where we sit with that model, where we are seeing in reviews that we're getting pipped purely for lacking those systems," he said. "We know for the performance we dominate.

"The most popular markets for Amarok are: South America; us in Australia – we're the second-biggest export market outside of South America – and it's not a big segment in Europe. But the ability is there definitely to do, and we are asking for it. And we will take it as soon as we can get all those driver assist systems, we will take them," Santos said.

Volkswagen Australia product marketing manager Nick Reid said the local company has no timing on the potential for the equipment being added here.



"There's no update at this stage," Reid said. "We're talking with the factory about that about the demand from our end for that, the extension of the safety products."

The Volkswagen Amarok is a five-star crash performer – but it scored those five stars in 2011, when the scoring system employed by the Australasian New Car Assessment Program (ANCAP) was more lenient.

The Amarok not only lacks the electronic safety aids of the Ford, it also remains the only mainstream dual-cab ute on

the market without curtain airbag protection, meaning those in the back have no airbag coverage.

VW-Tata deal.

The Volkswagen Group and India's Tata Motors have officially signed a memorandum of understanding (MoU), and will begin working on "long-term partnership" centred around small cars for India and the subcontinent.

According to the two parties, the ultimate goal is to expand their offerings through jointly developed products. This should lead to models sharing common platforms, and possibly hard points, sheet metal and interior fittings.

Tata says that the companies will "develop innovative solutions for [the] Indian and overseas markets", and help the Indian car maker embrace new technologies.



For the Volkswagen Group, Skoda, presumably because of its position as a value brand, will take the leadership role in this alliance with Tata.

With the MoU signed, the companies will begin work in setting out the official framework and rules for their partnership. This process, the parties say, will occur "over the coming months".

As such, no further details about the deal's specifics have been released, although Tata expects to have its first products from the alliance on the market by 2019.

It's believed that the two companies have been discussing a partnership for low-priced cars for a while. Initially, Volkswagen was keen to use a variant of its high-quality adaptive MQB platform for front- and all-wheel drive cars, but struggled to make it price competitive.

Tata was keen for Volkswagen and Skoda to share its recently developed Advanced Modular Platform (AMP). The Indian automaker finally won Volkswagen over after AMP was independently tested by EDAG, a German engineering and consulting firm, and came out with top marks in structural rigidity and crashworthiness.

Volkswagen has struggled to make a large dent in the Indian car market, with many of its products too large and too expensive for India's automotive sweet spot. The smallest VW models that VW currently makes and sells in India are the Polo, the Ameo (a Polo sedan), and the Vento (a stretched Polo sedan).

Back in 2009, Volkswagen tried to gain a secure foothold in India and Asia by entering into a partnership with Suzuki. That relationship quickly frayed over engineering, control and technology issues.



The Toy Department.

Hot Wheels' popular 'Car Culture' series continues in 2017. The previous release of the 'Redliners' series was popular with the US V8 fans, with the five-car series containing a '55 Chevy Bel Air Gasser; a '68 COPO Camaro; a '68 Mercury Cougar; a '69 Corvette Racer and a '70 Dodge Charger R/T.

Now for the Volkswagen fans comes a new five-car release – 'Air-Cooled!'

This series features a Custom VW Beetle with split-window body and no mudguards; a Custom VW Type 3 Squareback panel van; a VW SP2 Coupe (a Brazilian model); a Porsche 356A 'Outlaw' race car, and a '60s Fiat 500.

VW fans will notice that the Squareback is listed as a '69, but in fact it has the '70-'73 longer, squarer nose and 3-segment taillights. A small error by Hot Wheels, but one only true VW fans will spot.

The SP2 has been seen with a white/blue paint job on other Hot Wheels releases, but this one has a new chassis and a Brazilian-style yellow, green and blue paint job, and a cool

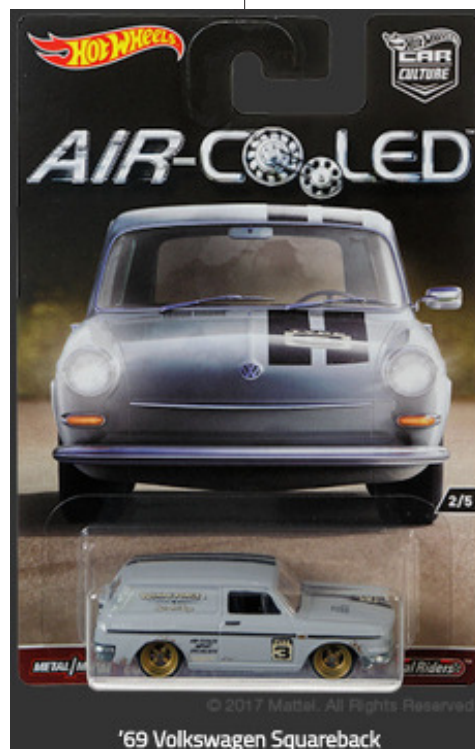
large VW emblem on the bonnet.

With full-metal castings and Real Riders wheels, the Car Culture editions are the ultimate expression of what it means to be Hot Wheels. I spotted these models for sale in Toys R Us last week, for just \$6.95 each. An easy way to add to your VW model collection.

Jeff's Cruise to Penrith.

On Sunday 18th June we organised a club navigation run to the Penrith Museum of Fire.

We met at my favourite coffee shop, Gloria Jeans at Bella Vista, from 9am for breakfast and coffees. The girls at Gloria Jeans looked after everyone with hot coffees on a chilly morning.





We had three Beetles, six Kombis and one Passat turn up to the start – a disappointing turn-up for a VW cruise on a fine sunny day. We handed out the navigation sheets and the cars headed out on their adventure a little after 10am.

The route took cars north to Box Hill and Riverstone, and along scenic back roads to Vineyard, Mulgrave and South Windsor. Then they headed south along more back roads through Berkshire Park, Shane's Park and Llandilo and into Penrith.

The route was easy and no one got lost. The questions were also very easy – mostly – and everyone was able to Google that NSW railway gauge is 1435 mm, or 4ft 8½in. Only a few teams spotted the yellow Beetle in the front yard, near the end.

We all parked together in the grounds of the Museum of Fire, while Wayne Sole's professional video team took photos and video footage from a high-tech drone. We gave away trophies to the best navigation team (the Chow Vans team); best Air-cooled VW (Wayne) and best Water-cooled VW (Phil).

After that we enjoyed looking through the Museum of Fire, located in the restored former Penrith Power Station building. They have a great collection

Most of us headed off to Panthers for a bistro lunch, and some of us a round of aqua-golf after.

It was a very enjoyable day



and everyone enjoyed themselves. However the number of cars to come along was very disappointing.

Jeff Swords

Flat Four Cruise.

On Sunday 25th June I went to the Flat Four Cruise to Wollongong and Yallah.

I met up with Kylie, Phil, Wayne and Laurie at Uncle Leo's at Liverpool Crossroads just before 8am, then headed off in convoy down the highway to Campbelltown, where Flat Four was starting. They were gathering at Koshigaya Park, just near Campbelltown library.



There was a short drivers briefing, then we all headed off towards Appin. Beetles were leading, followed by Kombis and the two watercooled VWs mostly at the back. It was great to see Brian make it along.



It was slow trip to Appin in the morning traffic but a bit quicker along Appin Rd towards Wollongong. We came out at the top of Bulli Pass but took the highway down Mt Ousley to the Wollongong turnoff. From there the convoy got split up by traffic lights and there was some confusion on direction before we found the lighthouse.



All the roads around the lighthouse were closed due to a pushbike race, so we had to drive down to the inner harbour before we could park together.

We had half an hour to wander about and talk to the owners before we started up again and headed off. We headed south from Wollongong to the Yallah Woolshed for morning tea and brunch. This is on the left of the highway, just before you come into Albion Park. It was dilapidated for years but has recently been bought and renovated by a church group.

It was a very enjoyable cruise and a nice day out. Thank you Flat Four for organising the run.

Jeff Swords



Bugs and Buses by the Bay.

I recently went to the Bugs and Buses By The Bay VW show, on Sunday 2nd July.

We left the McDonalds at Thornleigh at 8am. There were 4 Bugs and 5 Kombis in the convoy, with Wayne leading the way.

The weather was fantastic.

After we left the VW show, we went to the Catherine Hill pub for lunch.

Jeff Swords



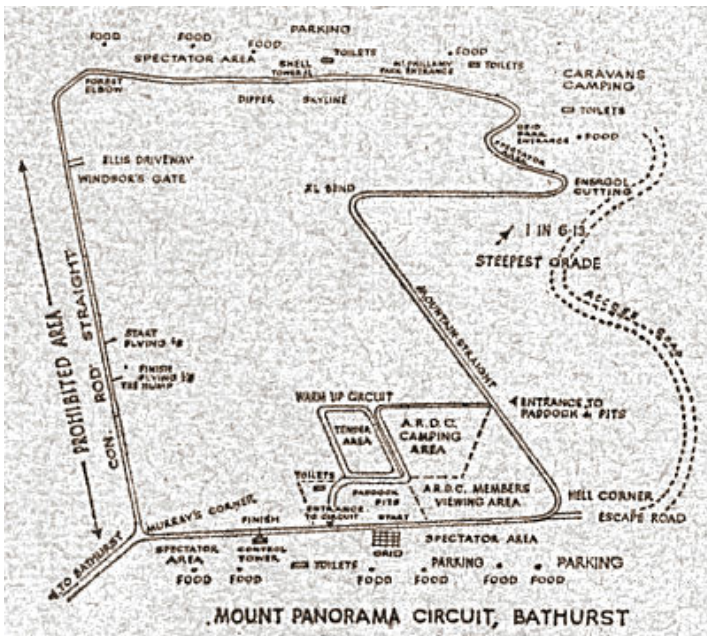
C.J. Whitney

Row of Bugs, with Jeffrey Swords' Bug front and centre.

— at Croudace Bay Park

2 hours ago · 🌐

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Drivers prepare for Armstrong classic.

The Sydney Morning Herald, Monday 23 September 1963

Drivers competing in next month's Armstrong 500-mile production car classic are preparing for a gruelling run of more than seven hours on the 3 7/8-mile Mt Panorama circuit at Bathurst.

The race, for Australian-built and assembled sedans, is due to start at 9 am on Sunday, October 6, and finish at about 4:15 pm if the weather is fine and the road dry.

The 61 entries placed with the Australian Racing Drivers Club is a record field for the Armstrong 500, which will be run in four price classes.

These are: Up to £900, 13 entries; £901 to £1,000, 24 entries; £1,001 to £1,200, 12 entries; and £1,201 to £2,000, 12 entries.

Great Interest

The field actually exceeds by one the maximum number of cars permitted by C.A.M.S. to compete in any one race on the circuit, but application has been made to include the extra car.

Twenty-one different models are represented, including the best-selling makes on the Australian market and two new cars, the Ford Cortina GT and Holden S4.

Most popular choice is the Morris Cooper, 12 being entered to challenge the four Morris Major Elites, two Cortina 1500s, two Renault R8s, the Renault Gordini and Simca Aronde in the £901 to £1,000 class.

Greatest public interest will undoubtedly centre on the £1,001 to £1,200 class, in which the controversial Holden S4 will do battle with Ford's competition-bred Cortina GT.

Fastest cars in the race should be the two Studebaker Larks, which covered the greatest distance of all sedans in last year's Six-Hours marathon at Bathurst.

One of the Larks clocked 114.65 mph, but this maximum may well be within reach of the S4, which is

reputedly capable of 110 mph without the fine tuning which the Armstrong cars will undergo.

A feature of the race is the considerable support given by the motoring trade, which was previously lethargic towards this type of event.

Until this year, Phillip Island off the southern coast of Victoria, was the traditional locale of the annual Armstrong 500, which was instituted in 1960.

The deterioration of the circuit gradually caused a decline in trade and driver support and public interest waned until the sponsors agreed to let the A.R.D.C stage it at Bathurst.

Mike Kable

1963 Armstrong 500.

Australian Sports and Automobiles, November 1963

Barry Collerson drove a Fiat 770 in the recent Armstrong 500... This is his own story.

The 1963 Armstrong 500, held for the first time on the Mount Panorama Circuit at Bathurst after several years at Phillip Island, was generally voted by competitors to be the best 'Armstrong' ever. Attracting a record entry of 61 cars, of which 58 arrived for practice, the race was run in perfect conditions, fine and mild - certainly not the usual for Bathurst weather.

THE A.R.D.C. WELCOMES YOU TO
THE 1963
ARMSTRONG 500
MOUNT PANORAMA CIRCUIT, BATHURST
SUNDAY, 6th OCTOBER, 1963
OFFICIAL PROGRAMME 2/-

BP SUPER CONTAINING BENZOL
and ENERPOL MOTOR OILS
are the KEY to racing
successes and family
motoring too

The highlight of the race was the lower-class duel between the Mini and the VW, as well as the outright performance of the Ford GT Cortinas which were not only the fastest cars on the circuit but had the reliability to match. The winning car was driven by last year's winning combination, Bob Jane and Harry Firth. The car ran like a train throughout the race with only routine pit stops for fuel.

By contrast the biggest disappointments were the much ballyhooed S4 Holdens which struck trouble in the first 100 miles; the Scuderia Veloce Vauxhall Velox and the Mini Coopers. The performance of the Minis, although gaining a class win, would hardly inspire confidence on the part of a would-be purchaser with four out of 12 starters failing to finish. Of the remaining eight, one was running on top gear only and at least one other was minus second gear for the greater part of the race. The number of gearbox failures must no doubt be causing quite a bit of consternation at BMC.

The large number of enthusiasts who make a bi-annual pilgrimage to Bathurst began arriving late on Friday afternoon and continued to pour into town all day Saturday so that by 6.45 am on Sunday morning the roads from the town to the circuit were jammed with cars.

Practice had claimed only one victim, the Fallu / Kratzman Vauxhall VX490 which had rolled at Forest Elbow during the last practice session on Saturday afternoon, although several other pit crews burnt the midnight oil on Saturday night to see their cars to the starting grid.



When the starter's flag fell at 9 am Sunday, 57 cars screamed away towards Hell Corner on the first of 130 laps. From my mobile grandstand at the wheel of the little Fiat 770, I had a first-hand view of the biffing, pushing and shoving that went on as the field headed for that first corner up to six abreast, using the dirt on both sides of the road and seeming certain to leave at least a couple of cars hanging on one of the fences... miraculously enough, everybody got through and the race was on.

At the end of the first lap the leaders were Warren Weldon (Studebaker Lark), David McKay (Vauxhall Velox), Kevin Bartlett (Holden S4) and Alwyn Rose (Valiant). On the third lap the Jane / Firth Cortina GT moved into second place behind the Lark and ahead of Bartlett, the Geoghegan brothers' Cortina GT and McKay who made the first of his pit stops, rejoining the race some nine minutes later.

By the sixth lap the two Cortinas were in front of the Lark with Bartlett still leading the Holden challenge and throwing the S4 around with gay abandon. After 10 laps Firth

had a five second lead over the Geoghegan car with a further seven seconds to Weldon who was in turn eight seconds ahead of Bartlett followed by the Brian Muir / Spencer Martin Holden.

The P. and R. Williams entered Mini Cooper, driven by Brian Foley and Peter Manton, had a five second lead over Charlie Smith's similar car in Class B followed by the other two entries driven by Stewart / Bolton and Martin / West with Sid Howard in fifth place.

Class A (under £900) was providing the closest dicing of all with George Reynolds and Bill Ford, both VW mounted, circulating nose to tail and often side by side only two seconds ahead of Vaughan and Lane's Morris 850 driven by Don Holland and Lindsay Little, with another Vaughan and Lane Morris 850 driven by Nicholson and Gibson only four seconds behind them.



At 9.36 am McKay, who was already three laps behind the leaders, made another pit stop and two minutes later the Stewart / Bolton Mini Cooper pulled in with a broken windscreen but after hasty repairs was back in the fray after a five-minute delay. At 9.50 am Brian Muir was in the pits with broken rear shock absorber mountings but was mobile again after only two minutes.

About this time I was passed around the top of the mountain by the Brian Lawler / Bill Burns Humber Snipe Automatic, but through the esses I was almost able to park the Fiat in the boot of the Humber which looked to be handling like a high speed blancmange.

By this time the pace which had been really on from the start was beginning to take its toll. On the 16th lap Doug and Graham Kelley retired their Mini Cooper with a broken gearbox and two laps later the Sid Howard/Les Welley Mini Cooper also retired with gearbox trouble. Two minutes later McKay dropped a valve in the Velox and that was that.

Almost simultaneously the Humber Snipe limped into the pits with a valve through the top of a piston and the pit crew immediately began working to remove the offending piston and valve in an effort to qualify as a finisher at least - even if on five cylinders.

At approximately 10 o'clock I negotiated through Forest Elbow to find the Heldon Motors' Holden parked at the beginning of Con-rod Straight with a pair of feet belonging to Brian Muir poking out from underneath. For several laps I noticed Brian in this unenviable position until at last he was able to remove the broken tailshaft, coast down Con-rod Straight and around Murray's Corner and push the car to his

pit where a replacement was fitted.

By now the Scuderia Veloce pit was looking particularly crowded as the David Walker / Ron Clarke Renault R8 had been parked there for some time. Frank Kleinig jun. had a relatively short drive, taking over the Morris 850 after team mate Tony Hill sideswiped the fence at Hell Corner only to retire with transmission failure a few laps later.

While all this drama was being enacted the Firth / Jane and Geoghegan GT Cortinas were running like clockwork. Both had made their first pit stops - the Geoghegans took 1 1/2 minutes while the Victorians took less than a minute.

At 11.45 am I handed over to my co-driver Les Howard and examined the lap charts to find that the order after 40 laps was as follows: Class A: Ford/Ferguson (VW); Reynolds/McEwan (VW); Holland/Little (Morris 850); Nicholson/Gibson (Morris 850); Andrews/Tresise (VW). Class B: Chivas/Wilkinson (Mini Cooper); Donnelly/Marchiori (Mini Cooper); Gates/Nedelko (Mini Cooper); Foley/Manton (Mini Cooper); Caelli/Abbott (Cortina 1500). Class C: Firth/Jane (Cortina GT); Geoghegan/Geoghegan (Cortina GT); Bartlett/Reynolds (Holden S4); McPhee/Ryan (Cortina GT); Grant/Marden (Holden S4). Class D: Needham/Weldon (Lark); Reynolds/Allen (Valiant); Russell/Raeburn (Zephyr); Wright/Fergusson (Lark); Coe/Fisher (Peugeot 404).

By this time the Foley / Manton Mini Cooper had lost the use of second gear and Charlie Smith's Mini Cooper was suffering from the same ailment. At 11.50 am Bill Reynolds lost a wheel shortly after taking the Holden over from Kevin Bartlett, damaging the bodywork slightly in the ensuing tangle with the fence. Bartlett also lost a wheel on the same car but in more spectacular fashion, motoring the length of Con-rod Straight at 80 mph plus on three wheels, negotiating Murray's Corner on the brakedrum and entering the pits with sparks flying from the brakedrum, much to the delight of the spectators.

At 12.20 pm the Graham White / Greg Mackie VW rolled at Murray's Corner but was pushed back onto its wheels and restarted. At 12.30 pm the Geoghegan Cortina made an unscheduled pit stop which delayed them several minutes allowing the Firth / Jane car to increase its lead to more than a lap.

At 2.15 pm Les Howard pitted the Fiat for fuel and it was my turn to re-enter the fray. By this time the race had settled into a fairly regular pattern with the exception of Class A, in which the Holland / Little Morris 850 and the Ford / Ferguson VW were staging a tooth and nail battle for the lead. Not only were they on the same lap but passing and re-passing each other, and this after some six hours of racing. This dice was destined to hold the interest of the large crowd until the chequered flag.

At approximately 3.45 pm I approached McPhillamy Park corner to find Warren Weldon feverishly winding the jack handle under the Studebaker Lark which at this stage had a comfortable lead in Class D. Two laps later he was still there and the Russell / Raeburn Zephyr had taken the class lead. When he was finally mobile Warren limped into the pits for further attention to the front wheel.

Arriving at McPhillamy Park corner a couple of laps later, Jim Wright in the other Studebaker Lark lost a wheel and took to the scrub on the inside of the circuit, trying



unsuccessfully to defy the law of gravity as the big car took a short cut down the mountain, fortunately without injury to the driver.

With a little over half an hour to go I arrived at XL Bend (the fast right-hander beginning the climb out of Mountain Straight) to find the Cook / Rose Valiant lying on its roof with wheels still spinning some 30 feet down in the gully, further depleting the field in Class D.

Meanwhile the Geoghegan brothers had been making up a little ground on the leading Cortina until a blown head gasket spelt finis to their efforts and a disconsolate Leo began the long walk back to the pits.

At this stage the Russell / Raeburn Zephyr only had to keep going to take the honours in Class D but a tyre blowout in the closing stages relegated them to second place behind the Reynolds / Allen Valiant. Meanwhile the Humber with only five pistons made a reappearance to complete one lap and so qualify as a finisher with the grand total of 21 laps (approximately 75 miles).

As mentioned earlier the battle between the Morris 850 and VW continued right to the finish with both cars "on the limit", the VW going "underneath" the Mini in the braking area at the bottom of Con-Rod Straight only to be repassed going up the mountain.

On the last lap Little rolled the Mini at Murray's Corner while in the lead and with only 100 yards to go to the finish, marking a dramatic end to probably the hardest fought battle in the history of the "Armstrong". The Mini was man-handled back on to its wheels to be driven across the line to gain a class second amidst wild applause from the crowd.



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Some minutes after the winners had finished, Charlie Smith limped across the line with the off-side wheel of his Mini Cooper lying out at about a 60 degree angle.

Probably the most disappointed competitors were W. Coe and S. Fisher who brought their Peugeot 404 across the line third in Class D, only to be excluded from the results at Monday's scrutineering when a carburettor jet was found to be oversized.

The smooth and efficient organisation of the meeting leads us to hope that the Armstrong 500 will be held at Bathurst again next year, just as we hope that the success of Harry Firth and Bob Jane will justify the Ford Motor Company in their support of motor racing and possibly encourage some of our other leading motor car manufacturers to show similar confidence in their products.

Barry Collerson

Class A (Up to £900)

1. Lanock Motors Ltd.
Drivers: W.Ford, B.Ferguson (VW) - 116 laps
2. Vaughan & Lane Pty. Ltd.
Drivers: D.Holland, L.Little (Morris 850) - 116
3. Victorian VW Agents
Drivers: G.Reynolds, J.McEwan (VW) - 115

Class B (£901-£1000)

1. Denis Summers Conversions
D.Chivas, K.Wilkinson (Morris Cooper) 125
2. Delore Motors (Newcastle)
Drivers: J.Gates, M.Nedelko (Morris Cooper) - 125
3. Ford Motor Co.
Drivers: A.Caelli, E.Abbott (Cortina 1500) - 123

Class C (£1001-£1200)

1. Ford Motor Co.
Drivers: H.Firth, B.Jane (Cortina GT) - 130
2. F.G.Morgan
Drivers: F.Morgan, R.Sach (Holden S4) - 129
3. Grawill Motors Pty. Ltd.
Drivers: B.McPhee, G.Ryan (Cortina GT) - 129

Class D (£1201-£2000)

1. Ron Dunbier Motors
Drivers: A.Reynolds, A.Allen (Valiant) - 126
2. Ford Motor Co.
Drivers: G.Russell, J.Raeburn (Zephyr) - 126
3. Killara Motor Garage
Drivers: R.Holden, W.March (Peugeot 404) - 119

Armstrong 500 report.

'Club News', Volkswagen Club of NSW, November 1963

The Armstrong 500 was held at Bathurst on October 6th at Mt Panorama Circuit. This was the first time that the Armstrong was held at any place other than the Philip Island circuit in Victoria, but the meeting's huge success should guarantee that Bathurst will be chosen for future Armstrongs.

Savvy advance publicity and some interesting times on practice day helped attract a crowd of 25,000 on race day. We saw a field of 57 cars start punctually at 9.30 a.m. on the first lap of the punishing circuit.

The Studebaker Lark driven by Warren Weldon was first up the mountain, leading comfortably from David McKay in a Vauxhall Velox with a pair of Holden S4s and a Valiant grouped close. Further back in the field the Firth / Jane Cortina GT was threading its way through the slower traffic and gradually gaining on the leaders.

The Stude held its lead for the first few laps without change, but the flying Cortina was dangerously close by the fourth and fifth laps, and already leading in Class C. On the next lap the Cortina passed the bigger car to lead the field and its own class. Though the Stude still held the lead in Class D.

David McKay and his co-driver Greg Cusack were driving well, but developed engine trouble soon as the third lap and was forced to make frequent pit stops. At 10.15 a.m. his retirement was announced due to a burned valve.

In Class A the Minis and VWs were having a private battle from the starting line. Placings changed with every lap and neither appeared to gain an appreciable lead over the other. The main stars in the duel were the George Reynolds / Jim McEwan and Bill Ford / Barry Ferguson VWs, and the Lindsay Little / Don Holland Mini. These were on a hot pace throughout the race, and eventually filled three places in the class.



Class B was a Morris Cooper picnic throughout, though these were reduced later in the race by 'gearboxitis', which was confined to the B.M.C. ranks and probably helped the Cortina to get third in the final placings.

Though a few of the Holden S4s showed some promise at times, they were in general no match for the faster Cortina GTs which had them for speed down Con Rod, outcornered, and outbraked them all without losing their firm grip on the Class C.

Class D was led for most of the race by the Bert Needham / Warren Weldon Stude Lark, the only threats coming from the Geoff Russell Ford Zephyr, and the Chrysler APS Valiants. The position remained virtually unchanged until 3.40 p.m. when the Needham Lark called at the pits with brake trouble. Stude hopes were really shattered a few minutes later when the remaining Lark (Jim Wright / Alex Ferguson) spun at McPhillamy and broke an axle. The Zephyr then moved up to the lead, but has a blackout which allowed the Tony Reynolds / Tony Allen Valiant into the front, where it stayed to the finish.

One of the surprises in Class A was the fact that VWs were cornering at least as fast as the Minis, and sometimes faster. This probably shocked some of the Mini pilots, who

must have been surprised to see a VW shoot past them in the Con Rod braking area, give them a friendly tail wag at Shell (Murray's) Corner and chug along down Pit Straight.

Changes of places in Class A were mainly achieved through the corners as both cars had identical performance down Con Rod and little if any difference up the mountain, or through Pit Straight. Their Flying 1/8 mile times were consistently between 84 and 85 m.p.h. (135 - 137 km/h), no doubt assisted by the down grade after Forrest Elbow.

Holden S4 mounted, Kev Bartlett made an exciting run in the early afternoon, trying to catch the Cortinas, but a wheel let him down (literally) on Skyline and he completed that lap on three wheels. The brake backing plate was buckled in the process, but some quick work with a pair of Multi-Grips soon had him running again, though at reduced speed, and no longer a threat in Class C.

The Victorian Cortina of Firth / Jane, though comfortably leading its Class was occasionally threatened by the Geoghegan Cortina which at one time closed the gap to only 12 seconds. Geoghegan's car was the only Cortina to have troubles ranging from a sticking throttle to a broken sway bar bracket.

While in pursuit of the leading Cortina following his throttle trouble, Geoghegan was baulked by a slower car on Con Rod Straight, and forced to brake violently. As a result he tore away a sway bar bracket and made another pit stop. Up to this time he had been running third in Class C, but the 'Fearless' Fred Morgan / Ralph Sach Holden EH S4 moved into his position while Geoghegan was in the pits.

At 2.00 p.m. the Mini/VW duel was still going strong. The three leading cars had completed 74 laps, but were still only yards apart. Ferguson (VW) was in the lead with Little (Mini) close behind, and Reynolds third. They were only 2 laps ahead of the other Class A cars, but 10 laps behind the Firth / Jane Cortina, which in turn was enjoying a full lap lead over the second car in Class C, the McPhee Cortina, but shared but shared the 84th lap with the Needham Lark that was leading Class D.

There were few major changes until the outright leader was comfortably over 100 laps, then Class D was reshuffled following the elimination of both Larks. At the same stage of the race Geoghegan blew a head gasket and retired.



As the leading Cortina completed its 123rd lap, with seven to go, Little (Mini) and Ferguson (VW), turned on a show and gave a performance which made their previous laps look like a Sunday drive. As the Cortina started its 124th lap Ferguson was leading the Mini in Pit Straight, but Little challenged and passed him before Hell Corner, and led up the Mountain Straight. The VW kilned slightly through the cutting, and they were level at Reid Park, but Little pulled away on Skyline. Ferguson closed the gap at the braking area into the Esses but could make no impression through the Esses. Ferguson passed the Mini on Con Rod, only to be repossessed at the first hump, but Ferguson left his braking later and passed the Mini in Shell Comer.

The Mini regained the lead in Pit Straight, and held it through the cutting and across Skyline. Through the Esses and Forrest's Elbow the Mini slightly increased its lead, but Ferguson closed the gap again by Shell Corner and was right on his tail at the end of their 113th lap.

The Mini retained its lead and slightly added to it in their 114th lap, though Ferguson hounded him at every opportunity. The Mini still held a narrow lead for the run up the mountain when they were both passed by the leading Cortina GT on its 129 lap. Little held his lead across Skyline, but lost ground in the Esses. He stayed in front down Con Rod, but once again Ferguson took him on Shell Corner, and was first into Pit Straight for their final lap.

Ferguson led up Mountain Straight for the last time, but Little passed him in the Cutting and held a slight lead up through McPhillamy. Ferguson gave him no breathing room however, and the legendary pocket handkerchief would have covered them as they screamed over Skyline for their last run through the Esses. The Mini gained a little here and led narrowly down Con Rod. As they approached Shell Corner Ferguson once again braked later than Little and made a strong passing move. They were wheel to wheel at the corner, but the Mini overshot - and flipped into the safety fence. Ferguson crossed the finish line into first place in Class A.

Little was only slightly shaken and pushed the Mini back on its wheels. He restarted and crossed the finish line only 1 minute 18 seconds behind the winning VW. Another VW (George Reynolds) was third, one lap behind.

Neville Malone





The start of the Armstrong 500-mile race for saloon cars at the Mt. Panorama course, Bathurst, yesterday.

Watching the 1963 Armstrong 500.

'Club News', Volkswagen Club of NSW, November 1963

This report on the Armstrong 500 is for the members of the interstate VW Clubs who may have had an incomplete or scaled down version of the 500, also to our own members who don't read the Sunday papers; or for those like me, who feel the papers don't print the news items we wish to read.

Much to the pleasure of those who made up their minds to go up to Bathurst to watch this event, or to those who applied to the ARDC to be officials, it was a perfect week-end in ideal weather, fine & sunny, with cold nights.

Geoff Cook, Warren Russell, Greg Hart, Frank Perkins and Eric Willington were Flag Officials on different parts of the track. Others present were Doris Willington, Luise Perkins, Hazel Russell, Lottie Reynolds, made up the other side of the party. With caravans to keep out the cold winds at night and protection from the sun per day, everything was set for enjoyment.

With an early breakfast, we were out on the track at 8.30 a.m. on Saturday morning, willing and ready for what may come our way. Saturday was to be a practice day for the checking of machines and petrol consumption under very hard driving conditions, as one pit stop too many could lose the race for any one crew or team.

A strange duel between the Holden, Vauxhall teams was an eye-opener for the spectators. They seemed bent on destroying themselves, hurling their machines around XL Bend at terrific speed far in excess of the cars' capabilities, with tyres curving under the wheels, their suspensions taking a pounding they were never made for. With the plunging of the front wheels, they started up a chain reaction at the rear, and what the transmission had to contend with was nobody's business. The thumps and wallops that sounded from these vehicles would turn the hair grey of any self-respecting motorist.

Picture the situation. The cars bore down a hollow then up a slight incline into a right-hander at an estimated speed of 60mph (100 km/h), then curving to the left at the top through The Cutting. The surface of the sealed strip on XL Corner was none too smooth, which didn't help at all.

Towards the end of the class practice runs, the theme of the following day was showing itself, a duel between the VWs and Minis, and the big gun Holdens EH S4s, Studibaker Larks, Ford Cortina GTs and Vauxhalls in their different classes.

The Stage was set for the big day the following Sunday. We the officials were to be on the track at 6.30 a.m. in readiness for the start at 9.30 a.m. Staggering out of the warm beds at 5.30, a hurried breakfast then gathering up our gear and a packed lunch provided by ARDC. In our positions shortly after, we gazed down the Mountain Straight which now was still and quiet, a far different scene from what it would be in a few hours from now. From our position we looked down also upon Pit Straight and waited for the smoke and bang which would tell everyone the race was on.

Sure enough - BANG! Here they come! What an amazing-sight, the 59 cars roaring up Mountain Straight in a jumble of hoods and bonnets with dust, grass, smoke flying up from the wheels. The big boys in front, the little ones snapping at their heels; with a soul searing roar they hurled past, dicing for positions and trying to jockey the other one out. Turn the corner and keep on the sealed strip! As the last car flashed past the silence seemed unreal, then in a minute in the far distance the leaders were streaking down Conrod Straight, belting out the ton or more with the rest of the field streaming out behind them. With a feeling of intense excitement, 16,000 spectators knew they were to witness the greatest day of road racing ever seen at Bathurst for many a year to come.

On the second time around the first cars out of Pit Straight and up Mountain Straight were the Stude Lark with the Holdens, Cortinas and Vauxhalls in hot pursuit. The surprise was the position of the VWs; they were in the middle of the pack amongst the Mini Coopers, Simca Arondes and Morris Elites, which could prove one thing - they must be braking later than others on the corners. The overall performance of the cars was 100%.

As the hours passed by, and the miles mounted up, the Cortinas with their disc brakes moved further ahead with each hour. The Holden S4s, though the engines performed perfectly on how well the cars drove, the overall performance



Another thrill for the crowd. A Holden EH-S4 driven by K. Bartlett and W. Reynolds comes into the pit area on three wheels and a brake drum. The front wheel had come off some distance back. They replaced the missing wheel and continued in the race.



was no match against the Cortina GTs. The Morris Elites, though not very fast cars, put up an excellent show going around with no trouble or vices.

About mid-day the duel between the Mini 850 and the VW 1200 Standard started to show itself. Tails out, first one and then the other in front, they bore down Conrod Straight at 84 mph (135 km/h), streaking for the Shell Corner leaving the braking until the last possible moment. The stronger braking of the VWs gave them the edge on the other cars. Moving to the inside, braking later and boring out in low gear they showed their heels time and time again to the Minis. With their pit stops down the minimum, checking tyres and oil was only routine and the only replacement was petrol. They would have to be driven to their maximum to stay ahead of the Minis as they were all out to forge ahead where possible, from the VWs.

The whole race hinged on who would have to stop at the pits before the flag fell at the finish. Would the Minis or would the VWs; the leading cars hung to each other mile after mile; 1 pm, 2 pm, 3pm. Then it happened, the leading Mini turned into the pits. With haste the pit crews poured over the car and in a matter of minutes it was away but valuable time was lost. Pushing to the extreme the gap was closed but the braking of the VW kept her in front again and again.

The last few circuits were a battle of tactics. Barry

Ferguson slipped streamed the Mini, forcing on its driver at every second. One small slip and the VW would be through. From the Skyline a tremendous roar was heard, which meant the VW had slipped through at some point, then in a matter of seconds they were belting it down Conrod Straight with only yards between them. The flying Mini forged past again, then the same braking manoeuvre played over again. The flag was waved for the last lap, and then it was really on.

Slip-streaming the Mini up Mountain Straight, Barry pushed up through the Cutting and hung on as they went past us. I could hardly bring myself to look across to Conrod Straight to see whether the Mini or the VW was in front - it was the VW, just. In the last few hundred yards before Shell Corner the Mini again took the front, with Barry on its bumper bar, then slipping once more to the inside, standing on the VW's brakes and boring into the corner the VW won the derby and crossed the finish line a winner. The Mini rolled, pushed off line, but if not who would have won? It could be argued but the result would have been the same. A few feet did it.

It was well worth standing there for hours. Getting waves of thanks from the drivers making you feel you were really part of it...

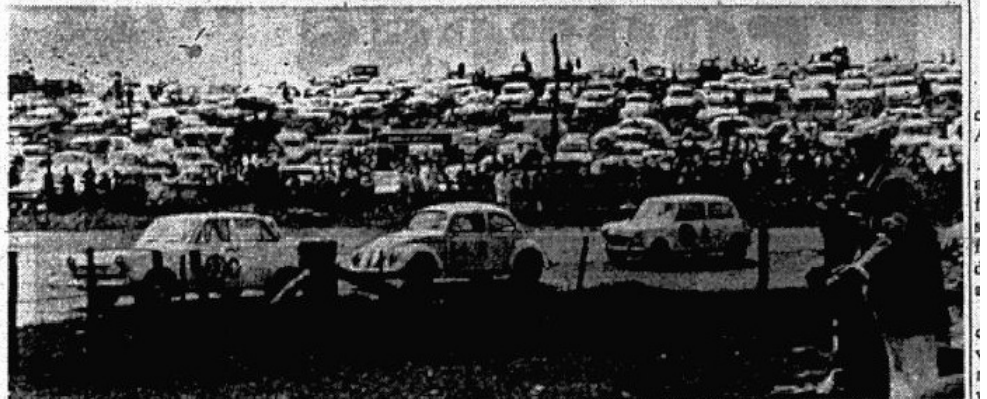
Eric Willington

Armstrong Reviewed

500

Motor Sport
BY MIKE KABLE

Mt. Panorama is assured of becoming the regular circuit for future long-distance production car races following the success of the recent Armstrong 500.



A Cortina G.T. leads a Volkswagen and a Morris 850 at Hell Corner during the Armstrong 500 race at Mt. Panorama. The VW won its class. The Morris, earlier in the lead, had a mishap and finished second.

This year's race attracted considerable publicity and through being televised drew the average motorist's interest to an unprecedented extent.

Organisation, by the Australian Racing Drivers' Club, was of the highest order and no stone was left unturned to ensure that the cars complied to production standards.

While the smaller cars on one hand were handicapped by the very nature of the circuit, they overcame this with superior roadholding and braking.

This was borne out by the fact that a 1.1-litre car was able to lead the race almost from start to finish and build up a sizable lead on bigger-engined rivals.

Paid Off

The Ford Company's venture in entering no fewer than five cars—two Cortina G.T.s, two Cortina 1500s and a Mk. III Zephyr—paid off handsomely.

The "works" G.T.s, besides Bruce McPhee's privately entered car, showed impressive speed and reliability and the company's pit was a model of efficiency.

McPhee's effort in driving for all but one of the 129 laps he covered at con-

sistently high average speeds was in itself a fair feat of endurance.

Fastest lap of all was set by Ian Geoghegan in the Cortina G.T. which he and his brother Leo co-drove so splendidly until they were outed by a blown head gasket.

Motor racing experience over the past several years with the various series of four-cylinder Ford engines has considerably assisted their development.

Used in all leading Formula Junior cars now for several seasons, they are rapidly becoming one of the most successful competition engines yet developed.

Stage Set

Teething troubles beset three of the five S4 Holdens just when the stage was set for a fierce battle with the Cortina G.T., but they showed much promise.

The Fred Morgan-Ralph Sach car in contrast had a trouble-free run to run up 129 laps, one less than the winning car, to finish second in Class C.

On the score of sheer reliability, the four Morris Major Elites which finished intact in the Armstrong 500 are worthy of special mention, although they did not figure in the major results.

The Elites, of course, did not have the performance of their smaller "brothers," the Morris-Coopers, which took out 1, 2, 5 and 6 in Class B, but they withstood the pounding well.

The strain of constant gearchanging at peak r.p.m. proved too much for many of the B.M.C. "Minis" and caused the retirement of several cars.

Three Renaults

One crew, Victorian Peter Manton and Sydney's Brian Foley, drove their Mini-Cooper from lap 38 on with only top gear operative.

Circuit News

Entries close on October 21 for the Australian Auto-

Even so, the little car tackled the tough 1-in-9 gradient of the mountain circuit reasonably willingly and stood up to the tremendous braking strain.

The three Renault RBs repeatedly showed their remarkable braking ability on the bottom of the main straight by being miles an hour faster than their rivals into the tight left-hander known as Murray's Corner.

Very great interest centred around the up to 1900 class, which showed the little difference in all-round performance between

the Volkswagen and Morris 850.

State trials champion Barry Ferguson and A.R.D.C. president Bill Ford drove their VW to a meritorious win in the class after the most exciting battle of the race.

The stout-hearted little Fiat 600D, smallest capacity car to compete, was a model of consistency, having only three routine pit stops and logging 103 laps.

Its co-drivers, Barry Colleson and Les Howard, obtained 28 m.p.g. and a maximum of 82 m.p.h.!

New Chevy Has

The American Co. produced an entirely new which fits neatly into of past Chevy II and its lar-

The Chevelle is very much in accord with the present American demand for a "compact," and it is of a type which may have an appeal in Australia.

While it offers almost as much interior space as the regular, it is some 16 inches shorter and 3 1/2 narrower.





Kombi the next generation

Next generation Kombi.

Time to Roam Australia magazine, June/July 2013

The VW Kombi is credited with being the first global RV, and the spirit of the VW van that changed the world lives on.

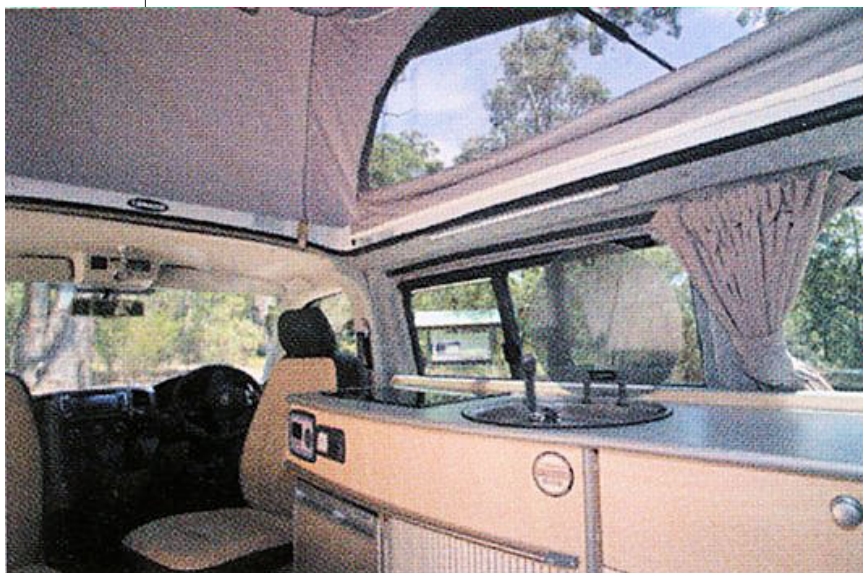
The current incarnation of the VW Kombi is the T5 Transporter, and there are several Australian conversion specialists taking run-of-the-mill T5s and turning them into highly capable campervans.

Trakka is by far the best known, having just celebrated 40 years since its first T2 conversion rolled out the door, and today its aptly named Trakkadu represents the pinnacle of the Volkswagen van converters' art. Stylish, practical and engineered with the full wisdom of those decades of experience, the Trakkadu is simply the best modern Kombi you can buy.

Unlike its forebears, the test Trakkadu featured here is an All Terrain model that comes with VW's 4Motion all-wheel drive package, plus a VW suspension upgrade from 3000 kg to 3200 kg, which in a vehicle this size is a chunky amount. In addition, Trakka has also fitted Seikel raised suspension that lifts the T5 by 70 mm. That certainly results in better ground clearance but has the side effect of making the Trakkadu a little less easy to get into undercover carparks.

For the actual conversion, the most obvious items on the outside are the elevating roof and the Fiamma F45 Titanium awning. The roof, made from a composite construction, has a very low profile and is fitted with gas struts, making it very easy to lift from inside. More subtle are the table rail fitted to the sliding door and the water tank outlet on the mid off-side. Out of sight externally are the water tanks and the external shower, which is actually mounted inside the Trakkadu at the rear, but very much for use outside, unless of course you like water running through your camper!

Of course, the T5 Trakkadu comes with all the cab comforts we've come to expect. In making that comment, I'd make the nostalgic observation that we've come a long way



since the days of the T2s that were used in the early Trakkas! Extras include the radio/CD player with an iPod connection and the optional stereo upgrade with satellite navigation and rear-vision camera.

In the safety department, the T5 comes with front airbags as standard but this vehicle came with optional side and thorax airbags. Naturally, ABS disc brakes are fitted all round and the T5 also comes with an Electronic Stability Program.

On The Road

Getting behind the wheel of the Trakkadu means a fun ride. Yes it is a van, but the gutsy 132 kW turbo-diesel VW delivers plenty of power and the seven-speed DSG gearbox is a very smooth performer indeed. On the bush tracks I tried, being an AWD, there was little scrabbling for traction and the ride was surprisingly smooth.

All the controls are closed to hand, including those on the multifunction steering wheel, which are really handy. Rain sensing wipers are part of the VW package. The external rear view mirrors on the VW are good but the rear vision camera certainly aids when reversing around. A neat little addition are the folding rear-seat head restraints that would otherwise block the internal rear view. A bonus is that they are easier to move out of the way when making up the bed.

The living area of any van conversion is going to be considerably smaller than a coach-built motorhome, but it's more than adequate for this light weight camper, as well as being very versatile for an around-town machine. Both cab seats swivel around; there's a kitchen bench/wardrobe unit along the offside; a day/night lounge seat mid-van and a large shelf in the rear. With the roof up, the large screened windows offer plenty of ventilation. There is a rear tent available for the Trakkadu but I have to say given the lack of opening windows, I might well be considering Velcroed insect screens for both the sliding and rear doors. Light weight Euro Ply is used for all the cabinet construction. General storage is a bit limited, but there are both good sized wardrobe and



under-shelf areas in the rear, as well as the kitchen cupboards.

Simple is the word to best describe the Trakkadu's catering facilities. A Webasto diesel fired cooktop is used for heating everything up; an underbench Waeco 80 litre fridge keeps things cool and the stainless steel, glass-lidded washing up bowl keeps things clean. General storage consists of large cutlery drawer and two cupboards, both with space-saving roller shutter doors.

In the larger cupboard are two drawers; a nice and convenient way of stashing everything. At the forward end of the bench, above the fridge, are both the Trakka electrical control panel and the Webasto cooktop controls. I like the electronic control panel, with everything neatly in one place.

After Hours

Making up the 1.95 m x 1.25 m bed is quite simple, a matter of folding the headrests back and releasing the seat back by pulling on the centrally located strap. The seat can be moved forwards and backwards a fair bit, so it is quite easy to fill the gap between the folded-down seat-back and the rear shelf. There's one reading light, centrally located at the rear, so guess where the pillows are going to go! If extra sleeping accommodation is required for children an optional roof bed is available.

Insulated curtains are fitted all round, except for the cab windows, where a custom made, press-studded curtain is used - quite a simple arrangement but one that works quite well. LED lighting is used throughout, with a mixture of strip and reading lights.

A tricky little feature is the LED strip lights fitted inside the awning mounting at each end. Not overly brilliant but still good enough to see what you are doing and not in your face either.

The Verdict

It might look small and simple but the Trakkadu AT is a very sophisticated piece of machinery. Whilst not being





the size of say Trakka's Crafter-based Jabiru motorhome, it does offer tremendous versatility in the ways it can be used. It certainly can be used very easily around town, with its capacity to carry four people or large loads. Alternatively, in the bush it's kitted for remote campsites, along with the ability to get to those same places with aplomb and without difficulty. Being a relatively light-weight camper it's also good for the environment, by having a minimal impact on several fronts.

Specifications:

Manufacturer: Volkswagen / Trakka
Model: Trakkadu AT
Base Vehicle: 2.0-litre 4-cylinder turbo-diesel (AWD)
Price - Drive-away: \$131,410.00

For full details and specifications go to
<https://trakka.com.au/>

Pros:

VW Transporter base vehicle
Setting up is quick and simple
Good carrying capacity
Hi-tech and energy efficient electrics
Economical

Cons:

Not cheap but you get what you pay for
Bed tight for taller people
Raised ground clearance not suitable for some car parks



Trakka founders Sally and David Berry



Porsche wins Le Mans.

The 24 Hours of Le Mans 2017 was recently held over the weekend of 17-18 June, at the famous 13.6-km Circuit de la Sarthe in France.

Recognized as the 'Grand Prix of Endurance', the 24 Hours of Le Mans demands more from the teams and drivers than any other racing event in the world, testing the limits of man and machine to the extreme.

Remarkable scenes unfolded as last year's rivalry between Toyota and Porsche was reignited in the Le Mans Prototype 1 (LMP1) class. Last year the Audis suffered mechanical troubles and finished third and fourth; a Toyota led for almost the whole race before failing on the very last lap, allowing the second-placed Porsche to cruise past for a famous victory.

However, this year there were only six entries in this top class, thanks to Audi withdrawing from endurance motor racing after almost two decades in the sport – and 13 Le Mans wins since 2000. There were no Audis this year. There were just three Toyota TS050 hybrids; two Porsche 919 hybrids and a lone Nismo VRX30A in the top class in 2017.

After several days of qualifying, the #7 and #8 Toyotas were on the first row of the starting grid, followed by the #1 and #2 Porsches, and the #9 Toyota and #4 Nismo. With the LMP2, LMGTE Am and LMGTE Pro classes, 60 cars altogether faced the start.

On Saturday 17 June at 15:00 CET, with soaring track temperatures and a fevered anticipation amongst the crowds at Circuit de la Sarthe, the sixty cars lined up on the grid — their one mission, to travel the furthest distance in 24 hours. Grand Marshal Mark Webber drove the leading car on the formation lap, before pulling away from the field as the French Tricolore dropped to officially start the race.

The #4 Nismo (ByKolles Racing Team) entry retired after completing just 7 laps due to a loss of compression in the engine. Toyota established a healthy lead in the early hours of the race and the #2 Porsche took a lengthy stop after three and a half hours to fix its front axle and hybrid drive unit,

losing touch with the leaders. Four and a half hours in the #8 Toyota also had to make lengthy repairs in the pits, dropping them from contention for the win.

In darkness, ten hours in, the overall race leader #7 Toyota suffered a clutch failure and could not make it back to the pits under hybrid power, forcing its retirement. This was quickly followed by the #9 Toyota colliding with an LMP2 car which caused a puncture. The debris left on the wheel rim caused further damage to the #9's gearbox and forced it to retire also.

This left the #1 Porsche with a large lead in the overall standings as dawn came. However, with just four hours to go, it too failed when it lost oil pressure in its 380 kW 2.0-litre V4 turbo petrol engine and retired from the race. This left the #38 (Jackie Chan DC Racing) LMP2 car as the overall

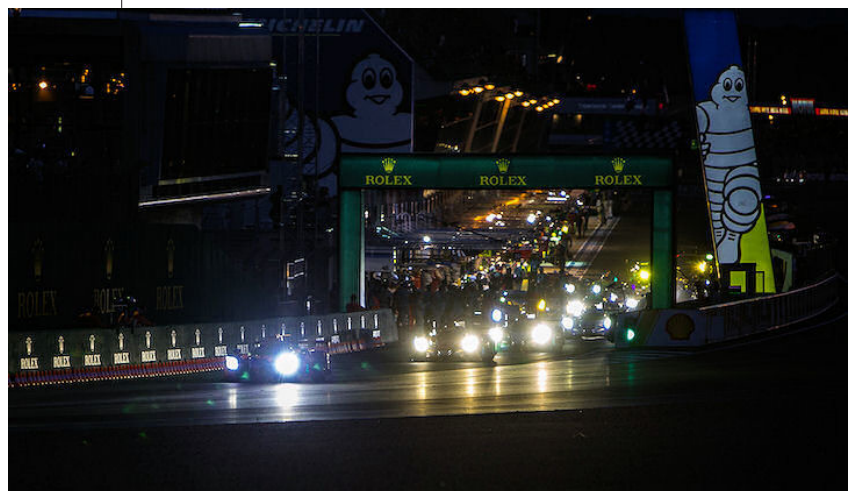
leader, meaning that for the first time in history the race was led by an LMP2 runner.



The only surviving LMP1 Porsche #2 was two laps behind the leader after its lengthy pit stop earlier, with the sole surviving Toyota #8 around 10 laps further behind and out of the running. The Porsche had four hours to catch up two laps, meaning it had to go flat out and make up around 11 seconds per lap to pass the leading LMP2 car before the finish.

Timo Bernhard pushed the Porsche hard, carving through the traffic going as fast as he could. Sure enough, he caught and passed the #38 car with just over an hour to go.

At the 3pm finish, Porsche drivers Timo Bernhard,



Earl Bamber and Brendon Hartley went on to claim a momentous victory with 367 laps completed, in a race where all six LMP1 cars encountered difficulties. Porsche claimed its third victory in a row (2015-16-17), and 19th victory overall – the most of any maker at Le Mans. The sole surviving Toyota #8 finished eighth.

In the Le Mans Prototype 2 (LMP2) category, the #13 and #31 Oreca 07-Gibson cars fielded by Vaillante Rebellion soon dominated the class. The #38 Jackie Chan DC Racing was a force to be reckoned with as it overtook the #13 in the sixteenth hour. The misfortunes in the LMP1 class also played to their advantage with the three LMP2 cars topping the overall timetable in the final few hours of the race. The pace of the #38 car was never likely to be strong enough to resist the inexorable #2 Porsche 919 Hybrid, which finally claimed the lead in the penultimate hour of the race. It was a proud moment for the Oreca 07-Gibson #38 and #13 cars though as they took 2nd and 3rd place respectively on the podium — the first time for LMP2 cars at Le Mans.

It was the trio of Chevrolet, Aston Martin and Ford who battled for victory in the final laps of the LM GTE Pro class. The #97 Aston Martin Vantage driven by Jonathan Adam, Daniel Serra and Darren Turner claimed victory ahead of the #67 Ford GT Chip Ganassi Team UK driven by Luis-Felipe Derani, Andy Priaulx and Harry Tincknell in a dramatic finish.

In Le Mans GTE Am, a well-balanced class soon turned into a tussle between the Ferrari 488 GTE, Aston Martin and Porsche 911 RSR. As the Rolex clock counted down the final minutes, it was the #84 JMW Motorsport Ferrari driven by Will Stevens, Dries Vanthoor and Robert Smith, which rose from seventh on the class grid to win the race class.

The 24 Hours of Le Mans 2017 proved once again that racing on the limit over the course of 24 hours not only requires a unique combination of precision, skill and awareness, but reliability and performance are also vital to success at the Circuit de la Sarthe. Le Mans is “one of the most demanding yet the most rewarding races in the world”, said nine-time Le Mans winner, Tom Kristensen, and continued, “it is always a balance between triumph and tragedy.” Forty-nine of the sixty race starters crossed the finish line after 24 hours, exemplifying the punishing nature of this 13.629-km circuit and proving once more that crossing the finish line is a challenge in itself.

The podium ceremony was filled with emotion as Rolex Testimonee and Grand Marshal, Mark Webber presented the famous 24 Hours of Le Mans trophies to his former team-mates. As the Official Timepiece of the 24 Hours of Le Mans since 2001, Rolex rewarded the winners with a specially engraved Rolex Oyster



Perpetual Cosmograph Daytona watch.

Timo Bernhard said: “It feels surreal. When I joined Porsche as a junior driver back in 1999, I carefully developed the dream to perhaps one day get the chance to fight for overall victory at Le Mans. I hoped I would be good enough to really do this one day. Now, 18 years later, we have achieved it together. The final lap was very emotional for me. It will take some time before I realize what has happened.”

Earl Bamber said: “I can’t believe we’ve managed to pull this one off having been at the back of the field after an hour in the pit-box. Both Brendon and Timo have been part of the Porsche LMP programme from the beginning while this victory is as much down to the guys in the pits. Without their hard work we wouldn’t have got back racing again so this win is down to them.”

Brendon Hartley said: “Le Mans is one crazy race. The mechanics worked incredibly hard on Saturday evening to get our car repaired in super fast time and since that moment Timo, Earl and myself, together with our engineers, have been pushing hard, 100 percent every second, and desperately hoped that our efforts would somehow pay off.”





Soft-touch dash and door-tops, auto-up/down power windows, and a red-stitched leather wheel from the Golf GTI are some of the hallmarks that really shout 'quality' where others shout 'mediocrity'.

Derived from the same EA888 engine family that powers the 2.0-litre Golf GTI and Golf R, the Polo GTI's turbocharged 1.8-litre four-cylinder produces up to 141 kW of power and 320 Nm of torque. Despite the DSG version having its peak torque restricted by 70 Nm (to 250 Nm), both variants nail the 0-100 km/h sprint in a claimed 6.7 seconds. During its hard-driven stint in our garage, our manual GTI averaged 9.1 litres per 100 kilometres, up from a claimed 6.1 L/100 km (5.7 L/100km for the DSG).

VW Polo GTI.

Not all manufacturers can lay claim to bringing about a whole new type of car. Yet, Volkswagen was arguably the first to develop the hot hatch: a car that teams great dynamic ability with an easy to live with nature and an affordable price of entry. Most of all, a car that's fun to drive. Now, while the Volkswagen Golf GTI may have become bigger, heavier, and perhaps more refined in almost every conceivable way, the Volkswagen Polo GTI is the younger brother that still invokes the light-hearted spirit of the original 1976 Golf hot hatch.

Although the current Volkswagen Polo GTI weighs in at 1242 kg - a far cry from the original Volkswagen Golf GTI's kerb weight of 810 kg - the baby GTI blends nippy performance with everyday usability, in a way that some manufacturers are still trying to emulate.

Arriving on the Australian market in mid-2015, the updated fifth-generation 'Type 6C' Polo GTI found itself in a hotly contested market. You're spoilt for choice if you find yourself in the market for a fun, sporty, and affordable hot hatch.

At \$27,390 (before on-road costs), the Polo GTI boasts myriad standard equipment above and beyond what is offered by its competition. Highlights include cruise control, rear-view camera, 6.5-inch touchscreen with Apple CarPlay and Android Auto compatibility, Bluetooth connectivity, and 17-inch alloy wheels. It's also the first Polo GTI to be offered with both a seven-speed dual-clutch DSG automatic transmission and a six-speed manual transmission - "Praise be," exclaim the purists.

Even more impressive, though, is the first-time inclusion of electronically-adjustable dampers. Add it all up, and the amount of value packed into the latest Polo GTI easily puts some of its competitors to shame.

With our 'Blue Silk' metallic (a \$500 paint option) six-speed manual-equipped Polo GTI coming in \$2500 cheaper than its DSG equivalent, it slots in roughly mid-pack between the soon-to-be-updated \$25,990 Ford Fiesta ST and the \$30,000 Renault Clio RS200.

The Polo GTI brings a premium feel to the light hot-hatch game that none of its competition can match.

Previously, we suggested the 1.8-litre engine was down on aural character compared to the old twin-charged 1.4-litre unit. While still true, after experiencing the sound from the outside, we found it to be a decent little grumbler - especially on the upshifts.

One of the biggest talking points of the updated Polo GTI's arrival was the addition of an all-new 'Sport' mode. Apart from stiffening up the newly added adjustable dampers, pushing the button changes all the usual parameters such as throttle response, steering weight, and exhaust noise.

In their firmer setting, the trick dampers help hunker down the little hatch when diving into corners, bettering body control and flattening cornering dynamics.

Retaining some of the original hot hatch charm of the first Golf GTI, the Polo GTI willingly gives its all when set upon some windy roads, being able to attack at what feels like a relentlessly quick pace. Yet, it never feels like you're driving beyond your own, or the car's, limits. It's a tool that decisively goes about hammering through whatever is thrown at it.

Annoyingly, that dependableness is also one of its downfalls. We're not suggesting that it should set the world on fire in terms of driving enjoyment; after all, it's a \$27,000 five-door hatchback. But its German nature does shine through. Fun it may be at times, it feels as though it was more built to do a job, rather than entertain the driver - particularly when compared with the likes of the Fiesta ST.

The electromechanical steering does well to quickly



zip the car left and right, however, it lacks the feel and pinpoint accuracy of the Fiesta ST's. The engine pulls along well and has great pickup from low revs, yet, falls short of the theatre attached to the turbo 1.6-litre in the Clio RS200.

You can see where we're going here. Although its competition might not be as polished as the Polo GTI as an overall package, each bring their own neat little aspect to the party - which they nail. As a driver's car, the Volkswagen Polo GTI is a legitimate go-getter that's very good in all areas, but not exceptional in any one area.

Yes, its character may be lacking in terms of driving experience, but let's not forget the entire story.

Around town, the punchy engine does well to place you where you need to be in traffic - it's actually a hoot to nip around the city in such a small car with such an energetic engine. The issue of parking is done away with thanks to good visibility and a tight 10.6-metre turning circle, though, if you're after front and rear parking sensors, you'll have to fork out for the GTI's optional \$1400 Driver Assistance Package.

Although not the last word in comfort when commuting, Volkswagen deserves praise for including the adjustable dampers as standard. And further, in 'Normal' mode, they help soften the blows that would be felt with force in any of the Polo GTI's rivals.

Speaking of comfort, cabin space is a bit light-on in the Polo GTI.

The GTI's trademark tartan sports seats are comfortable on the commute and supportive enough through cornering and when accelerating hard, however, if you're beyond 6-foot tall, you'll be experiencing the cramped space in a variety of ways.

If you're anywhere near my 6-foot-four, up front, you'll have trouble placing feet for heel-and-toe downshifts - best bring along your favourite driving shoes to minimise your footprint - and in the back, you'll find head room lacking and your knees digging into the soft-backed front seats. Understandable shortcomings considering the Polo is still in the light car segment.

In terms of infotainment, thanks to the updated inclusion of Apple CarPlay/Android Auto, satellite navigation is now provided where there previously was none. And from the buttons flanking the 16.5-cm touchscreen, to the leather gear shifter and aluminium sports pedals, the Polo GTI's key controls feel high quality. That said, we were surprised to find ill-fitting and misaligned buttons above the central screen.

The 204-litre boot is just about big enough for one small-sized suitcase and an accompanying backpack, and underneath the floor, the car receives a space-saver spare tyre. If you experience anything worse than a flat tyre, you'll also be pleased by the Polo GTI's three-year/unlimited kilometre warranty, three years roadside assistance, and six years capped-price servicing (with annual scheduled services every 15000 km or 12 months, ranging from \$420 to \$711).

There's not much you can trip up the 2016



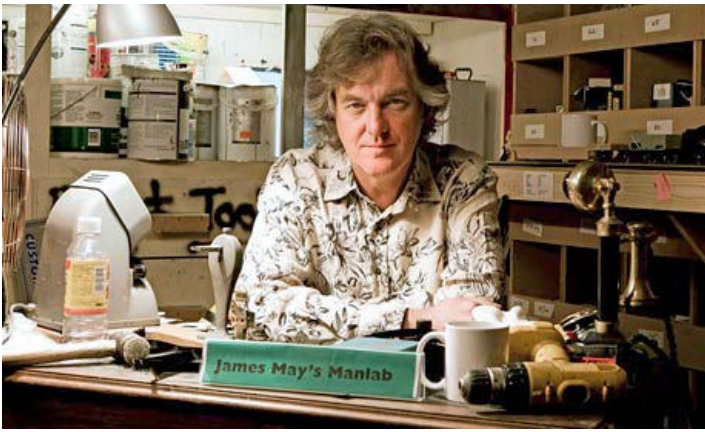
Volkswagen Polo GTI on. It's such a solid all-rounder that even manages to incorporate an air of quality above and beyond what its price point would ordinarily suggest. It also ticks the mandatory hot-hatch boxes of ability, practicality and price.

It might not evoke quite the same passions as the original Volkswagen Golf GTI, but it's hard to imagine any modern car could - what with safety equipment and technology weighing down cars these days. So, if you're after a born-again 1976 Golf GTI, you might be out of luck. However, if you've got your sights set on an affordable day-to-day performer with sporting performance to boot, then we'd still highly recommend a drive of the latest Polo GTI.

Specifications:

Engine: 1800cc 4-cylinder with turbocharger
Output: 141 kW @ 4300rpm, 320 Nm @ 1450rpm
Transmission: 6-speed manual, front-wheel drive
Wheels: 7.5 x 17", 215/40 R17 tyres
Performance: 0-100 km/h in 6.7 sec. Top speed 235 km/h
Fuel Consumption: 6.1 L/100 km. 45-litre tank.
Dimensions: 3983 mm (L), 1682 mm (W), 1443 mm (H)
Weight: 1242 kg
Turning Circle: 10.6 m
Warranty: 3 years / unlimited km
Service Interval: 12 months / 15,000 km
Price: From \$27,390





The brown movement, and why it should be stamped on.

James May's May on Motors, 2006

Brand values are obviously a complete con. If I've understood the history of motoring correctly, VW was founded on the principal of ein car for ein volk. And yet here they are, in 2005, producing a £65,000 limousine that nobody seems to want.

I've just spent a week with the W12 Volkswagen Phaeton and in many ways it knocked my face off. It presents a compelling case for being the most thoroughly engineered car in the world. Most objections to it, in fact, have centred around nothing more than the VW badge on the nose.

Being a VW doesn't make the Phaeton any less good; it may even make it better. But in any case, I've never been that bothered by a car's badge. I'm far more concerned about the colour.

And the first time I parked the Phaeton outside my house, and then glanced back at it as I walked away, something bothered me.

That evening, on my way to the pub, I had another look at it under the sodium streetlights. It still bothered me. Even when I re-emerged several hours later with my beer goggles on, I still didn't quite fancy it.

So the next morning I got up early and had a good hard stare at it in that watery first light that plays all sorts of tricks with the colour and shape of things. And I became very uneasy indeed. There was no longer any doubt in my mind. It was brown.

Now I've been around long enough to know that taste is a cyclic business. I've had my Adidas rucksack since I was at school, and after several decades in the loft it's resurrected as the envy of local youth.

I recently had a new kitchen fitted in my house, and I couldn't help noticing that my worktops are almost exactly the same colour as the ones my late grandmother had installed in her kitchen in the '50s. The light fittings, too, have an ancestral air about them.

Some years back I bought a job lot of six '60s refectory chairs in stainless steel and orange vinyl, for £20. I've now put them in the new kitchen and my wet friends walk in, gasp, and say "Oooh, where can I get some chairs like that? They're so now."

Actually, they're very then, but this is my point. The same thing is happening in car design. When I was a boy, chrome was cool. Then it wasn't, and people wanted matt black bumpers and plastic wheel trims to replace their shiny hub caps. Now the Vauxhall Vectra has a strip of chrome across its rump serving no purpose other than to celebrate the chrome renaissance.

We are simply witnessing one complete phase of the cycle, the phenomenon that causes old people at flea markets to pick up some overpriced item of old tat and exclaim "Eeh, I must have had hundreds of these when I was young and I threw 'em all away."

But I still believe that brown, at least as far as cars are concerned, was a one-hit wonder that did not become lodged on the great Wheel of Fashion. I know that red is the new black, fat is the new thin, short is the new long and mix is the new match, but I've yet to be convinced that brown is anything other than the same old brown. But I could be wrong.

So I rang Stephen Bayley, a chap who knows all about the vagaries of style and design, who has forthright views about things like Formica and who probably pronounces Anglepoise as if it were a French word.

And amidst a lot of stuff about Goethe and colour theory, he made a very interesting point. "Brown is a very impure colour," he said. "It's not in the spectrum, so we're a bit suspicious of it." How right he is.

I would go even further than that. Ignoring the obvious scatological connotations, brown is not the colour of motion, and as cars are essentially mobile things it just doesn't suit. Looking from the window of my office I can see no end of resolutely stationary brown things - the earth itself, for a start; house bricks, tree trunks, and my neighbour's dog. Brown has an innate static quality that made it perfect for the Fiat Strada but is wholly inappropriate on the 200 mph (320 km/h) Phaeton.





Brown is fine on old overcoats, well-polished brogues, antique furniture and conkers, but these are organic products and their browns are many and varied, and forever changing with the play of light. The brown of a car body is not the same thing at all. It's unrelenting and so . . . well, it's just so bloody brown.

Car manufacturers, I'm told, are ready to give brown a second shot. They will not call it brown, of course, any more than they can bring themselves to call red anything other than 'richlieu'. It will be Sienna, Burnt Umber or Midnight Beige. But no one will be fooled.

Time and fickle fashion will change our view of most things motoring. Everything is relative and has to be viewed in the context of its era. Except brown. Brown, like the speed of light, is an absolute. It's absolutely awful.

James May



What's the Big Deal with the Beetle Then?

BBC Top Gear, 1993

With the exception of a few child molesters, Nazi memorabilia tend not to feature very highly on anyone's shopping list.

Jackboots have an appeal, for sure, but only in the sort of clubs frequented by government ministers and television personalities. Iron Crosses are collected by people with beards, which is fair enough. And panzer tanks intrigue children at military museums. But none of these things are sweet, or cuddly, or nice. Normal people collect thimbles, or teddy bears, or the numbers on the side of trains; harmless things. It takes a special kind of person to be interested in a vicious bunch of sadistic murderers led by a man with Charlie Chaplin facial hair.

So what, I wonder, is the story with the Volkswagen Beetle?

Here is a car that was designed by Ferdinand Porsche in 1938, which gives it some pedigree, but only after he'd been ordered to do so by Hitler who wanted a people's car - literally, a 'volks-wagen.'



By rights then, it should be remembered with the sort of fondness we reserve for the V2 rocket, the U-boat and the Messerschmitt Bf-109. It may have been designed by a genius, but it was the vision of a loony.

It was nearly a short-lived one too. After the war, the factory in Wolfsburg was a bombed-out ruin, but to keep the locals busy, the allied powers appointed a British army engineer, Major Ivan Hirst, to get it going again.



Things once again looked good for the Beetle even though Lord Rootes, Britain's head motoring honcho, apparently told Hirst he was a 'bloody fool' for attempting to make what seemed to be a silly car.

Henry Ford thought it was a foolish idea too, and very nearly bought the factory for his own rapidly expanding operation. He pulled out at the last minute because he felt it

was too close to the fast-closing Iron Curtain.

So, miraculously, the Beetle survived, and here we are today, smiling when a Beetle clatters by. Students sit around discussing the merits of anarchy and the evils of Thatcher, and then drive home in a Nazi staff car.

Woody Allen, a man who has more cause than most to have a problem with the Nazis, used a Beetle for admiration and laughs in his film *Sleeper*. He even had a flattering word or two for the people who made it.

But it was not *Sleeper* that turned the Beetle around. It was *Herbie*. That little white car with the number 53 on the doors and a superimposed screen going on outside the windows transformed the image of the Beetle. No longer was it a Nazi staff car. And nor was it a living testimony to British military stupidity. It wasn't a car at all in fact. It was a cuddly puppy dog.



The kind of people who like to give their car a name - people who have musical lavatory-roll dispensers, usually - fell for the Beetle hook, line and sinker.

Despite the rudimentary suspension, despite the air-cooled engine, despite the wayward handling and despite the fact it performed with all the gusto of continental drift, it sold incredibly well.

To date, 21 million have been made which makes it the best-selling car ever, and by a huge margin. By comparison, there have been just 5 million Minis.

Not only that, the Beetle is still being produced in Mexico and Brazil, and is by far and away the most popular car in the distinctly un-Aryan continent of South America. Especially so in Paraguay where the local importer is a Mr A. Hilter.

That's a masterstroke for VW. When Morris finished building the Oxford, they sold the rights and the manufacturing equipment to Hindustan of India. Today, it stills sells well but the original creators get nothing in return.

VW owns its operations in Mexico and Brazil and making a car designed more than 50 years ago is very nearly as profitable as South America's only other big industry, coffee.

The Beetle, then, has been a good thing for VW who, because of the Love Bug films, managed to fool all of the people, all of the time.

And the charade looks set for another few

years yet because at the Detroit Motor Show earlier this month, VW unveiled a new concept car.

It is brand new from tip to toe, but it doesn't take someone with a degree in car spotting to work out what inspired the Californian designers.

The engine may be at the front, and the passenger compartment may be an air-bagged and -conditioned palace but this is a Beetle. VW themselves say it is a back to the future concept car.

It's been born because by 1998, VW, along with every other major carmaker must ensure that 2 per cent of all the cars it sells in California produce no emissions.

The trouble is that if you put an electric motor in a normal car, no one will buy it. The end result looks like a normal car but performs like a wheelbarrow, costs the earth and takes six weeks to recharge every 50 miles.

If we are going to have electric cars, VW believes they must look different to normal cars, which is why their designers looked back to the Beetle. Half the battle's won already because most of the people who like the relic are the kind of souls who sport shoes made out of potatoes, and would actually want a planet-saving milk float.

No firm commitment has been made on what sort of engine it should have, but three alternatives are being examined. It seems VW likes the idea of blending diesel and battery power. Oh my God. Mogadon will be bankrupt in a week.

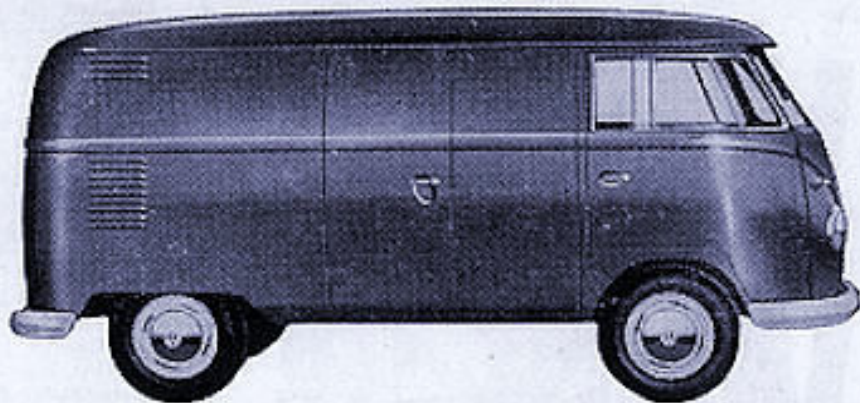
The man who headed up the operation to make this snooze-mobile says the original Beetle offered innovative technology when it arrived in the States in 1949 - "An air-cooled motor, unusual shape, no grille, motor in the back."

The design team wanted to blend modern technology with VW's heritage and the finished product reflects, he says, "Everything we have always stood for - simple, honest, reliable, original."

And a desire to annex the Sudetenland. But he forgot that bit.

Jeremy Clarkson





Here's when a Volkswagen makes sense



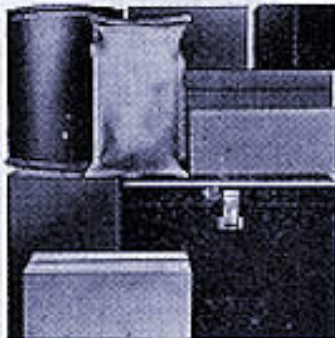
WHEN YOU BUY IT you pay only £1,161.10.0 tax paid and you get a payload capacity of 1830 lbs., more than double that of ordinary 7 cwt. vans. This price includes a heater/demister.



WHEN YOU PARK IT you slip easily into spaces bigger vehicles can't tackle (what's more important to a commercial vehicle). A VW is a good 10 inches shorter than ordinary 7 cwt. vans.



WHEN YOU FUEL IT you'll get a good 25 miles per gallon with 15 cwt. on board, much more with lighter loads. And a Volkswagen seldom needs oil between changes.



WHEN YOU LOAD IT you load through wide, double side doors and a wide rear door. This means faster, smoother deliveries even on crowded streets. The VW is also available with double doors both sides.



WHEN YOU DRIVE IT you get the handling ease and manoeuvrability of a saloon car. A Volkswagen turns sharply, climbs easily, gives all the speed you want with the famous air-cooled rear engine.



WHEN YOU SERVICE IT you'll find fast, inexpensive service and a complete supply of genuine VW spares at hundreds of VW agencies throughout Australia. And you pay the same low prices everywhere.

VW Delivery Van, roomy, rugged, reliable. Only £1,161.10.0.
VW Kombi Van, £1,190. VW Micro Bus, £1,330.10.0.
VW Pick-up, drop-sides and tailgate, £1,108.
(All prices tax paid, and for State Capital Cities.)



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