

Zeitschrift



Thanks to Bruce Walker for the photo!

Merry Christmas to all our club members!

December 2017

IN THIS GIANT CHRISTMAS ISSUE:

The Toy Department
 Flat Four Shakedown
 Chat with Barry Parks
 Caddy Maxi Crewvan

ACT Marques in the Park
 Boris' Picnic Day
 1963 Armstrong 500
 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 2017-18.

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VW Motorsport Committee:

John Ladomatos	Brian Walker
Craig Adams	Martha Adams
Norm Robertson (JP)	Eddie Fleita

General Committee:

Shirley Pleydon	Charlie Attard
Zelko Jurkovic	Leanne Woods
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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25 years and over.

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*Please have respect for the committee members and their families
by only phoning at reasonable hours.*

Meet at Uncle Leo's Diner, the Crossroads, Liverpool, at 9:30am, departing at 10:00am, stopping at Appin and finishing at Stanwell Park at 12:30pm.

If you are not up for a cruise, head straight to Stanwell Park and meet us under the Club VW Marquee.



The 12th Annual VW Watercooled Summer Cruise 2018

Sunday the 21st of January!

Families and kids are all invited, with a free BBQ lunch of snags and rolls along with ice cold drinks. There is a great playground and of course the beach! All donations on the day will go to the cancer council.

**Contact Craig - 0404 184 893
Steve - 0490 020 338**

AUSTRALIA DAY

— IN PARRAMATTA —

CARNIVALE



10.30am-5pm

The iconic Carnivale classic car display is sure to delight car lovers, motoring enthusiasts and families alike.



- First held in 1986, CARnivale is one of the longest running events in Sydney's Australia Day celebrations
- Hosted in the former Parramatta Park racing circuit
- See vintage race cars that raced at Parramatta Park in the 1950s
- Visit the dedicated members marquee where you can learn about vehicle history, restorations and engineering from car club members
- Memorabilia stalls

PARRAMATTA
WE'RE CELEBRATING IN AUSTRALIA'S NEXT GREAT CITY

#ausdayparra





Gerringong Motor Fest 17th February 2018 Michael Cronin Oval

Gerringong Lions Club will be holding its annual **Motor Fest/ Car Show on Saturday 17th February 2018 on Michael Cronin Oval Blackwood Street Gerringong.**

The Lions Club Gerringong is a not for profit organisation and **all funds raised from this event will be provided directly to Prostate Cancer Research.**

This initial contact is to advise your club and determine if your club members may have an interest in participating in this car display day. We will be limited by numbers of participating vehicles, thought to be a maximum of **200 vehicles** (maybe a few more with comfort). As a result we plan on a limit of maximum per club of 15 to 20 vehicles. This may change depending on the numbers of clubs and vehicles that propose to attend.

About The Event

This event is structured to be a little different than just another car display day. We intend to invite some very specific and unorthodox vehicles along with specifically collectable, performance and exotic vehicles both old and new. Prizes will be provided to vehicles in each category. Barry Ferguson again this year plans to bring the HDT works team Commodore from the Round Australia, this is the sister car to Brock's and finished second; a great piece of history and Barry is a great bloke and always up for a chat.

We have allocated lots of room around each vehicle to ensure those participating can feel safe in knowing that their vehicle is safe whilst parked. **Entry for participating vehicles for driver and passenger is only \$5** to the vehicle participant/club member. A small charge of \$5 will apply for all other people including the general public. Any donations would be most welcome for a very important cause.

For your club members interest this event will be held on what is Gerringong's monthly market day in the centre of town (about 300 metres away) so will provide an excellent opportunity for members and partners to enjoy the hospitality of this wonderful seaside township.

This year like last year we anticipate a healthy interest in this forthcoming event, hence the advice to you so early. We would appreciate a reply from your club by **15th December 2017** or sooner to advise us if you would like to be formally invited to participate.

Many thanks to you and your motoring enthusiast members.

Contacts: Keith Watson

Car Show Coordinator Lions Club of Gerringong

Email: keithwatson3@bigpond.com:

Phone : Keith Watson : 0401 777 130



THIRLMERE FESTIVAL OF STEAM

Sunday 4th March 2018

The 2018 Thirlmere Festival of Steam is a great escape into our railway past - it's Australia's biggest rail heritage festival, featuring the largest number of steam locomotives to be found anywhere - five steam locomotives in operation!

The Festival is a fantastic day out for all the family, with all the fun of a country fair. Thirlmere village comes alive with a street parade, vintage steam machinery and historic vehicles, food, music, country crafts and displays. Over a hundred market stalls will offer their produce, craftwork, toys, snacks and specialty foods for sale.

The Festival is centred on historic Thirlmere Railway Station and Australia's largest display of historic locomotives, carriages and rail memorabilia at the Rail Heritage Centre, Thirlmere. A popular feature of the Festival is the huge variety of operational steam locomotives, all in operation on the day to provide frequent vintage steam train trips on the Thirlmere Heritage Railway to Buxton and back.

The ever-popular gala parade features bands, floats, performers and displays from local groups, car clubs and businesses, while classic and historic vehicles (including VWs) will line the streets. The parade starts at 1.00 pm. The Steam Festival also has lots of attractions especially for children, including miniature train rides, model train layouts and amusement rides of all kinds.



It is with great pride that we extend an official invitation to Club Veedub Sydney to join us at the Thirlmere Festival of Steam 2018 at Thirlmere, NSW, on **Sunday 4th March 2018**.

Sunday's event will be similar to previous years with a car display and parade taking place. There will be an entrant fee of approx **\$10 per car** (TBA) There will be prizes awarded on the day.

The VWs will once again display in Westbourne Avenue. Please enter from the northern end of Westbourne Avenue, as entry from all other locations will be prohibited. Please ensure that all members are in position by **no later than 9:30am**. There will be overflow parking for latecomers, but it will not be near the show cars. The earlier you arrive the better chance of a good spot. **Join the Club Veedub convoy from Uncle Leo's Caltex Servo, Liverpool Crossroads, at 7:15am for a 7:30am departure.**

The festival hours will be from 10:30am through to 5:00pm. Apart from the parade, which starts at 1:00pm sharp (marshalling from 12:30pm), vehicle movements will be kept to a minimum.

There is a restriction on parade vehicle numbers to **2 per club** to allow the parade to move freely and to reduce traffic snarls. If your club could select their appropriate vehicles and let the parade manager know on the day, that would be appreciated. The owners would then be required to ensure their vehicles are made available at the marshalling point in Westbourne Ave at the appropriate time (12:30pm). If they are not there on time, they will not be participating in the parade.

Please don't hesitate to contact me with any queries.

Gary Tierney, Vehicle Show and Parade Manager
0422 004275



www.thirlmerfestivalofsteam.com.au

Tea Gardens/Hawks Nest Motorfest

Myall Parks Sports Reserve,

Yamba Rd,

Hawks Nest

16 Trophies on Offer!



Saturday

10th March

2018

10am - 2:30pm

A huge display of Veteran, Vintage, Classic and Unique Cars and Motorcycles Also: Diaplays by Fire Brigade, Ambulance, Police and Surf Life Saving Club Monster Raffle with many valuable prizes donated by local businesses. Your support will benefit local community services

For More Information, Call Juergen Seil (02) 4997 0014





Von dem Herrn Präsident.

Hi all, well Christmas is almost here, the only club event left in the year is the Christmas Party, held in conjunction with December General Club meeting. It's on Thursday the 21st of December at the Greyhound Club. Don't forget to bring along a wrapped Christmas present to the value of \$5.00 (marked boy or girl). This entitles you to free drink tokens on the night. There'll be plenty of free nibbles and snacks provided. See you there!

We've had quite a number of very successful events in the past months, so read all the reports in this giant bumper Christmas issue Phil and Lily have put together. Thank you to everyone who has contributed articles for this bumper issue – at 52 pages it is the biggest issue we have ever had.

The always a crowd favourite Boris' Picnic Day was held at the same location as last year at Ramsgate and it was blessed with good weather and was very well attended, so thanks to all those who helped run the day and attended.

A new event was held in Kiama the day before Boris' Picnic day and was hosted by our friends at Flat Four, it was in stunning location. They plan to run it again next year so keep an eye on the coming events in Zeitschrift.

Lots of great events coming up including the VW 12th Anniversary VW Summer Cruise in January, so keep an eye out in coming issues of Zeitschrift to see what's coming up next year.

Merry Christmas!
See you soon,

Steve Carter



Kanberra Kapitel report.

Season's Greetings from Canberra,

Spring was spectacular and summer promises more of the same here in Canberra, with so many things to do in the Nation's capital this time of year. Car shows, markets, swap meets and outdoor activities galore!

The club attended the annual Marques in the Park car show at John Knight Park in Belconnen on November 12th with many other Canberra based car clubs. Thanks to Dave Cook who loaned me his Kombi for this show, with my 1303 L Bug still in pieces in my garage. With the threat of rain forecast, numbers were slightly down this year; however those that did attend were once again treated to a feast of automotive excellence. This is one of the two shows that the Council of ACT Motor Clubs conducts each year and is open (and free) to all car enthusiasts in the region. Most local car clubs attend; however anyone can come along and display their car at this show. This show is where you see some remarkable cars that you just don't see at any other time of the year around Canberra. The number of local Hot Rods and Muscle Cars is truly astounding. A report on the show is included later in this edition of Zeitschrift.

The annual Great Canberra Swap Meet was conducted at EPIC (Exhibition Park in Canberra) in early November and was once again quite a large event. This one is hosted by the Veteran and Vintage Motor Cycle Club of Canberra and as such is a must-do meet for those with old motorcycles. Also in November was the annual Queanbeyan Swap Meet, held on the last weekend of November each year. Running over two days, this meet is the largest swap meet of the year for Canberra and held in conjunction with the All American Car Show on Saturday and the Big 3 Car Show (Holden, Ford, Chrysler) on Sunday.



Other events that occurred in the region during November were:

04-05 Nov, the Yass Classic Motor Festival;
04 Nov, the Cooma Motor Fest;
19 Nov, the Rockabilly Roundup at The Old Canberra Inn;
20 Nov, the Shannon's South Coast Nationals at Moruya High School.

December 10th will see our club Xmas event, the Christmas Carols Cruise. We will meet at Old Parliament House at 1600 then cruise up to Mullion Park in Harrison for Carols in the Park. Our cars will be put on display, skirting the BBQ area where a sausage sizzle, drinks and of course singing of Christmas carols will be conducted into the evening. This is a wonderful event that the club has been involved with for the past three years and everyone always really enjoys the event. Feel free to bring a blanket and picnic if you wish.

December 17th is the Shannon's Xmas Cars and Coffee event at EPIC from 0900. These are great events to come

along to for a few of hours to check out some great cars and talk to other enthusiasts over a coffee. Each one gets bigger than the last and is becoming a must-do in the Canberra car scene.

Please remember our Chapter's monthly meeting will not be held in December. The next meeting will be on January 29th at the Harmonie German Club in Narrabundah. The AGM will be held on Sunday February 25th at the Lake George Hotel in Bungendore, which is also our monthly meeting for February. This will include a cruise out to Bungendore from Canberra and lunch at the pub, followed by the AGM. Please keep an eye on our facebook page and your inbox for more details.

Also, if you haven't joined yet, please check out the "Club VeeDub Canberra Chapter" Facebook page. Upcoming events, reminders for the meetings and photos of club member's cars are often posted on here.

If you are not receiving emails from the club, please contact us so we can add you to the mailing list; or if you don't want to receive our mail-outs, also please contact us. (vwevents@dodo.com.au).

Cheers for now,

Willie.



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.*

December.

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. **This meeting is also the Club Veedub Christmas party!** Bring a wrapped present, worth about \$5, to receive free drink coupons. All presents will be raffled; everyone wins a prize. Warm nibbles, snacks and drinks provided. 8:00pm start.

January 2018.

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

Thursday 11th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 18th:- 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 21st:- VW Watercooled Summer Cruise 2018. Meet us at Uncle Leo's Caltex Roadhouse, Liverpool Crossroads, at 9:30am for coffees, photos and VW chat. Cruise departs at 10:00am. Brief stop for photos at Appin, then to Stanwell Park by 12:30pm. Families and kids welcome, with gold coin BBQ sausage sizzle and drinks. Large grassy park with kids' playground, kiosk and nearby surf beach. All profits to the Cancer Council. All VWs welcome, new and old.

Friday 26th:- Australia Day CARnivale at Parramatta Park. Celebrate Australia's birthday in 2018 with a day-long program of festivities. Hot air balloons, BBQ festival, family zone with kids' activities, rides workshops and concerts; Hot 100 party, bar and rides, main stage concert and dazzling fireworks finale at 9pm. Huge vintage and classic car show with new elements this year. Pre-booking essential, up until 17 November only. Register on-line at www.australiaday.com.au/get-involved/registration/

Monday 29th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

February.

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

Thursday 8th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Thursday 15th:- 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.

Saturday 17th:- Gerringong Motorfest 2018 at Mick Cronin Oval, Blackwood St Gerringong, from 9am. Organised by the Lions Club for prostate cancer research. Over 160 cars will take part, including Thunderbirds, Pontiacs, Lotus, Mustangs, Brock Commodores, Valiants, Chevs, Leylands and Hot Rods just to name a few. Volkswagens wanted! Special guest Barry Ferguson will be attending with his HDT Repco Round Australia 1979 Commodore. \$5 car show entry, with trophies to be won. Town markets are on the same day. Join the VW convoy from Uncle Leo's Caltex, Liverpool Crossroads, from 7am for 7:30am departure. 1 hr 20 min to Gerringong.

Monday 26th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

March.

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

You're invited to the
**Club Veedub
Christmas Party!**



MERRY CHRISTMAS

The Club's December monthly meeting will also be our Christmas Party. If you haven't been to a club meeting for a while, why not come along and join in the festivities. All members and their families are welcome.

We will be providing free nibblies and hot finger food, and free drinks (beer, wine, soft drink). **Please bring a wrapped present** (to the value of about \$5) to gain your free drink tickets. All presents will be placed in a big pile and raffled off by Santa (Christine) on the night. If everyone brings a present, (kids too), then everyone can also go home with a present.

Thursday 21 December, at the Arena (Greyhound) Sports Club, 140 Rookwood Rd Yagoona, from 8pm. Hope to see you all there!

Sunday 4th: Thirlmere Festival of Steam 2018 at Thirlmere. Sunday's event will be similar to previous years with railway festivities, steam train rides, Trainfest museum, model railways, street festival, market stalls, a car display and street parade taking place. This year there will be an entrant fee of approx \$10 per display car. There will be prizes awarded on the day. A reduction fee will be charged for cars participating on both days. Contact Garry Tierney on 0422 004275 for further info. **The Club VW Convoy meets at Uncle Leo's Caltex at Liverpool Crossroads at 7:15am for a 7:30am departure.** We have to arrive by 9:00am.

Thursday 8th:- Committee Meeting and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

Saturday 10th:- Tea Gardens Motorfest 2018, at Myall Park Sports Reserve, Yamba St Hawks Nest. Exhibits of veteran, vintage, classic and unique cars. Volkswagens are invited to attend! Displays by surf lifesaving club, fire brigade, ambulance. Market stalls, live entertainment, food and drink stands. \$10 car show entry, with 16 trophies to be won. Cars to be in place by 9:45am for show opening at 10am, trophies awarded at 1pm. See www.teagardensonline.com.au for those coming from Sydney we recommend coming up the evening

before and staying in a local motel.

Thursday 15th:- 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 26th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

April.

Friday 6th:- Magazine Cut-off Date for articles, letters and For-Sales.

Thursday 12th:- Committee Meeting and magazine pack at the Arena Greyhound Sports 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.

May.

Saturday 26th:- VW Nationals Supersprint at Sydney Motorsport park, Eastern Creek. We're



**Next Club Meeting:
Thursday
21st Dec.
8:00pm
Arena Greyhound Club.**

back at this famous Sydney track, on the south 'Amaroo' circuit. VW racers wanted, air or water-cooled. Stock is OK! CAMS licence and helmet required. Phone Rudi Frank on 0418 442953 for information on licencing, registration and entry.

Sunday 27th:- VW Nationals 2018 at Fairfield Showgrounds, Sydney. It's Australia's biggest VW show, with 44 peer-judged categories, 2 concours categories (stock and modified) and 3 perpetual trophies. VW trade stands, new car display, VW swapmeet, kids rides, Club shop, German dancing, entertainment, great food and drink, VW fun all day.



For Sale:- My Dad Carlos' 1995 VW Golf GL 2.0L, as shown on the cover of last month's Zeitschrift. Red, 140000 km. 5-door manual, rego 30/4/18. Standard, completely unmodified, detailed inside and out. First prize winner at VW Nationals from 2013-2016. Shannons valued at \$12k, reasonable offers. Contact Ihara Mannise on 0434 079636 or email ihara@threefishes.com.au

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 if you provide a JPG. 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.

For Sale:- 1970 VW Beetle 1500. Good body, original engine. One family owned. Mostly restored. New petrol tank, new steering box, new brakes, new running boards, new regulator, adjustable lowered front end, new mag wheels and tyres, new velour lining, seats like brand new. New floor pans installed, new battery. Painted black with flame graphics across front and down sides. \$16000. Contact David Zappia on (mobile) 0435 742966 or email davidjzappia@me.com



For Sale:- My Dad Carlos' 2001 Golf Cabrio 2.0L, as mentioned in last month's Zeitschrift. Black, 137512 km. Manual gearbox. Always serviced at VW. Registration 4/2018. Wind deflector, Leather Seats. \$4800 ono. Contact Ihara Mannise on 0434 079636 or email ihara@threefishes.com.au



For Sale:- Hello in Australia, I have a VW T2 Westfalia Berlin year 1979 with a nice story of how I came to my country Chile. And in very good condition. I want to sell it and if you are interested someone informs me. thank you very much. I live Santiago. Mr Hugo Pinochet, phone +56941368687 or email hugopinochet@vtr.net

2nd month Ads.

For Sale:- 1963 VW Beetle. We purchased our beloved 1963 bug about 6 years ago and have used her as our daily driver up until now. Always serviced by experienced VW mechanic - all receipts kept. Plenty of money spent on extras and upgrades over the years. 1200cc engine. Many 12v components. Brand new tyres (purchased in July). Interior

very good for her age - carpets and roof lining all have been replaced. Minimal rust - only small bubbles starting to appear on bonnet and in roof lining on driver side. July 2018 registration. In pretty good condition for a 54 year old car. Grabs a lot of attention on the road. \$10,000 ono. Contact James Marks on 0422 520110 or email james.marks@ap.jll.com

For Sale:- Great avocado green German made **VW Thing 181** Safari for sale. Asking price \$22,000. I will trade it for a T3 camper with cash. Contact Craig Freier on 0466 180038 or email craigfreier65@hotmail.com

For Sale:- I have recently posted the below ad for a **1984 Caravelle**. I hope the next owner is someone who will appreciate and enjoy the vintage VW qualities of the car and look after it so am keen to have the ad circulated to your group. The ad is as per below:

<https://www.carsales.com.au/private/details/Volkswagen-Caravelle-1984/SSE-AD-4975655/?Cr=10>

If you have any questions please let me know. Best regards, Alex Houseman



For Sale: Two Beetle rear guards L&R with tail lights 1976 blue some surface rust and small dents \$150 donation to RFDS. Phone Barry on 0425 275097

For Sale:- I have recently finished my last project Beetle and still have a **shed full of parts** and panels gathered over my years of car rebuilds. Here is a list covering most bits which deserve a new home. In the main they relate to a 1970 model but boxes of bits cover earlier years. It would be a shame to let them go to waste, and would love to move them to some interested folks in a bundle lot for say \$250. A good sized trailer would be needed to carry it all to a further place of use. I'd be happy to talk to anyone interested. The money is not as important as finding a new home for it all. My health needs preclude any further activity but my relationship with my Beetles span over fifty years. It would be a closure on a very enjoyable period of my life.

Taillight parts, horns, bonnet, speedo cable, doors (2), steering column (dished), starter

Trades and services directory.

Unit 1
11B Harp Street
Campsie NSW
Australia 2194

Tel: 02 9789 1777
Fax: 02 9718 8704

Vintage
VEE-DUB SUPPLIES

KOMBI GHIA TYPE III BEETLE

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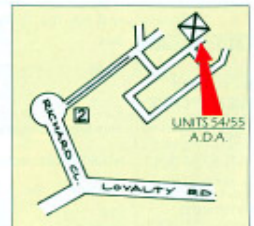
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Happy motoring! Contact Bill Impey in Ettalong on (02) 4998 1934 for all enquires.





Trades and services directory.

Trades and services directory.

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Arteon's 2837 mm wheelbase is 46 mm longer than that of the Passat, meaning there's more space for rear passengers too.

For those who aren't content with the standard specification of the Arteon, there are two cost options to choose from. First is the Sound and Style Package (\$2500), the other is a glass sunroof (\$2500).

The Sound and Style Package adds the Dynaudio premium sound system, along with larger 20-inch 'Rosario' dark graphite alloy wheels.

Buyers will be able to choose from seven exterior colours – one solid and six premium (\$900); Pure White (solid), Pyrite Silver (metallic), Manganese Grey (metallic), Chilli Red (metallic), Atlantic Blue (metallic), Turmeric Yellow

(metallic), and Deep Black (pearlescent).

VW Arteon released.

The 2018 Volkswagen Arteon is now on sale in Australia, with the single-spec range kicking off at \$65,490 before on-road costs.

Serving as VW's new passenger car flagship, the Arteon sits above the related Passat – with which it shares its MQB architecture – and is only available in one trim grade with one powertrain option in Australia.

That sole option is named the 206TSI R-Line, fitted with VW's familiar Golf R-sourced 206 kW/350 Nm 2.0-litre turbo petrol engine, sending drive to Volkswagen's 4Motion all-wheel drive system through a seven-speed DSG transmission.

Peak power arrives between 5700 and 6500rpm, while maximum torque comes in between 1800 and 5600rpm. Volkswagen claims a 0-100 km/h time of 5.6 seconds, while combined fuel use is rated at 7.5 L/100 km.

As reported previously, the Arteon comes fully loaded with equipment, including some brand-first features and technologies.

New features include a head-up display (HUD), a surround-view camera system, dynamic light assist, an electric tailgate, three-colour ambient interior lighting, Emergency Assist with Emergency Lane Change Assist, dynamic indicators, frameless side windows, heated outer rear seats, 19-inch 'Montevideo' alloy wheels, rear-sensing proactive occupant protection.

There's also a new theme for the Active Info digital driver's display and unique R-Line seats, while other standard kit includes adaptive cruise control, city-speed autonomous emergency braking (AEB), blind spot assist, rear cross-traffic alert, lane assist, park assist, adaptive chassis control, power folding door mirrors, massage and memory function for the driver's seat, keyless entry and start, along with a 23.4-cm 'Discover Pro' infotainment system with gesture control, Apple CarPlay and Android Auto.

Despite its slinky coupe aesthetic, the Arteon is quite practical, too. This is largely thanks to the liftback body style, which hides a 563-litre boot – expanding to 1557 L with the rear seats folded.

While the seats up figure is slightly behind its Passat sedan sibling (586 L), the maximum load volume is 400 L more capacious than its relative (1152 L). Additionally, the



Though there may be a range of exterior colours on offer, the interior is only available with black 'carbon' nappa leather, which has a carbon-fibre-like trim in certain areas.

2018 Volkswagen Arteon pricing

Arteon 206TSI R-Line – \$65,490

VW Tiguan 162TSI now here.

The Volkswagen Tiguan 162TSI Sportline has joined the Australian line-up this month, starting at \$45,990 before on-road costs.

Slotting in under the 162TSI Highline variant, the Sportline trim brings a more affordable option to the performance Tiguan range in similar fashion to the Golf GTI Original and R Grid models recently announced for the Australian market.

Full details of the new trim level are yet to be disclosed, though the 162TSI Sportline will feature the same 162 kW/350 Nm 2.0-litre turbo petrol from the Golf GTI – meaning it will retain its 6.5-second 0-100km/h sprint claim.

Standard equipment includes 20-inch 'Kapstadt' alloy wheels, adaptive chassis control, sport comfort seats with microfleece and cloth trim, adaptive cruise control, side assist



and Traffic Jam Assist.

It's unknown at this stage what exactly the Sportline misses out on compared to the more luxurious 162TSI Highline (\$48,490), though we'd expect the 23.4-cm infotainment system and 31.2-cm Active Info display to be missing – or at least optional.

However, the 20-inch wheels are larger than the standard 18-inch 'Kingston' rims on the Highline.

See the Volkswagen Tiguan 162TSI Sportline, as well as the rest of the 2018 VW Tiguan range, at your Volkswagen dealer now.

2018 Volkswagen Tiguan pricing:

110TSI Trendline – \$31,990/\$34,490 (manual/DSG, FWD)

110TSI Comfortline – \$36,990 (DSG, FWD)

132TSI Comfortline 4Motion – \$41,490 (DSG, AWD)

110TDI Comfortline 4Motion – \$42,990 (DSG, AWD)

132TSI Adventure 4Motion – \$43,990 (DSG, AWD)

110TDI Adventure 4Motion – \$45,490 (DSG, AWD)

162TSI Sportline 4Motion – \$45,990 (DSG, AWD)

162TSI Highline 4Motion – \$48,490 (DSG, AWD)

140TDI Highline 4Motion – \$49,990 (DSG, AWD)

VW Hot Hatch onslaught.

Australian buyers purchase more Volkswagen hot hatches per capita than almost every other market worldwide, giving VW's local arm an excuse to roll out new hot models and special editions over the next year or so.

Around 25 per cent of all Golfs sold here, for instance, wear GTI or R badges. In response, VW is about to launch the cheapest Golf GTI in 14 years, and a new entry stripped-back grade of the R.

This planned run of special editions – unique to Australia for the most part – follow on from the recently launched mid-life (Mk 7.5) updates to the GTI and R in their regular forms.

We're already familiar with the limited edition Golf GTI Performance Edition 1 three-door. In a few months time we will then see the

Golf GTI Original, a stripped-back three-door priced at what we believe will be a sharp \$36,990 before on-roads with a manual gearbox.

That's the same price as a Mk4 Golf GTI was in 2003.

Up a step we find the Golf R range, recently upgraded as well, complemented by additional limited edition Golf R Wolfsburg hatch and wagon derivatives, limited to 300 units apiece.

The Golf R wagon Wolfsburg Edition foreshadows the arrival of the Golf R wagon as a fully fledged member of the VW range from the beginning of 2018, priced at \$57,490 with a DSG.

But slightly before this, probably in late November, we're going to see a new special Australian-named offering called the Golf R Grid, which ditches the normal car's leather seats (instead getting Alcantara and cloth), the 23.4-cm screen for a smaller 20.3-cm and Active Info Display, and adding black mirrors.

This model will kick off at \$47,490 in manual hatch guise, which is cheaper than even the MY10 original of seven years ago, with an extra \$2500 for the DSG and a further \$2000 if you want it in the more practical wagon body.

So, total, that makes it the regular Mk7.5 Golf GTI plus the limited edition Performance Edition 1 and Original, then the Golf R hatch, Golf R wagon, Golf R Wolfsburg hatch and wagon, and Golf R Grid hatch and wagon. Like we said, a real VW hot Golf 'onslaught'.

But that's not all. Beyond the Golf, June/July 2018 should see the arrival of the brand new and significantly bigger/roomier Polo GTI, with 147 kW (the same as a Mk5 Golf GTI) and a heap of new cabin technology.

You can expect this new model to be a little pricier than the outgoing car, which kicks off at \$27,690 with a manual 'box.

Unfortunately, the car that would be an ideal candidate to slip beneath it – the recently revealed Volkswagen Up! GTI – is almost certain to be bypassed for Australia, because the price can't be negotiated down to palatable sub-\$25k levels.

The Up! GTI packs a turbocharged 1.0-litre three-cylinder engine punching out 85 kW and 230 Nm through a six-speed manual, weighs 997 kg, has a claimed 0-100 km/h acceleration time of 8.8 seconds, and is similarly sized to the Golf 1 GTI of the late '70s.

The other piece in the puzzle – though there'll no doubt be other special edition Golf GTI and R models eventually – is the plug-in hybrid Golf GTE, due here in the second half of 2018 priced around \$53,000.

The Golf GTE combines VW's familiar 110 kW/250



Nm 1.4-litre turbocharged four-cylinder petrol engine and a 75 kW/330 Nm electric motor, fed by a series of lithium-ion batteries stored beneath the boot floor.

Combined outputs are 150 kW and 350 Nm, with drive sent to the front wheels via a six-speed DSG dual-clutch transmission.

Volkswagen claims an electric-only driving range of 50 kilometres, at speeds up to 130 km/h. Fuel consumption for the petrol-electric hybrid EV is listed at 1.5 L/100 km on the European test cycle, and a 0-100 km/h time of 7.6 seconds is claimed.

It is worth noting that, thanks to its hefty battery packs, the GTE is 270 kg heavier than its GTI hot-hatch sibling.

VW hot hatch summary:

Golf GTI Original manual – likely \$36,990 (coming soon)
Golf GTI Original DSG – likely \$39,490 (coming soon)
Golf GTI manual – \$41,490
Golf GTI DSG – \$43,990
Golf GTI Performance Edn 1 DSG – \$47,990 (already here)
Golf GTE - ~\$53,000 (available late-2018)

Golf R Grid hatch manual – \$47,490 (available November)
Golf R Grid hatch DSG – \$49,990 (available November)
Golf R Grid wagon DSG – \$51,990 (available November)
Golf R manual – \$52,990
Golf R DSG – \$55,490
Golf R wagon DSG – \$57,490 (January)
Golf R Wolfsburg hatch DSG – \$57,990 (already here)
Golf R Wolfsburg wagon DSG – \$59,990 (already here)

Polo GTI - ~\$27,000 (available mid-2018)

2018 Passat and Tiguan.

Details for the upgraded 2018 model-year Volkswagen Passat and Tiguan ranges have been released this week, via new brochures on the VW's Australian website.



While we're waiting to get the official word from Volkswagen Australia, keen-eyed VW enthusiasts spotted the updates while configuring a Tiguan on VW's local online configurator.

For the Passat, the update appears to be limited to the addition of VW's new 23.4-cm infotainment system with satellite navigation on all models bar the entry-level 132TSI,



as previewed on the limited-run Passat Alltrack Wolfsburg Edition.

However, the brochure for the standard Passat Alltrack doesn't appear to be available at this stage, still only listing specifications for the 2017 model year.

Meanwhile, the Tiguan also gets the new 23.4-cm infotainment system as standard on the flagship Highline grade – offered with both 162TSI petrol and 140TDI diesel engines – along with the availability of Traffic Jam Assist as part of the optional Driver Assistance Package, utilising the adaptive cruise control function to semi-autonomously accelerate, brake and steer at speeds below 60 km/h.

Additionally, the Front Assist system with city-speed autonomous emergency braking (AEB) now gets a pedestrian detection function.

Stay tuned for further details of the updated Australian VW range for 2018.

V6 Amarok upgrade.

An upgrade for the new model year has given the 2018 Volkswagen Amarok V6 a 3500kg braked towing allowance – up from the 3000kg rating that still applies to previous examples.

The new rating comes courtesy of engineering changes to the Amarok's rear step setup, and the availability of a 3.5-tonne genuine Volkswagen tow bar.

The Amarok V6 is otherwise unchanged for the new model year, meaning its 165 kW/550 Nm diesel six carries over in its existing form.

Announcing the upgrade, Australia's Volkswagen Commercial Vehicles marketing manager Nick Reid said it had long been the "pet project" of the local arm.



“We know that Amarok buyers use their vehicle for work and play. The ability to tow a caravan or a boat is at the very heart of the Amarok, and we’re glad that we’re able to offer this enhancement to our customers, and their weekends,” Reid said.

Although this upgrade sees the Amarok V6 match the towing capacity of the segment’s leaders, the wider four-cylinder Amarok range maintains the existing 3000 kg rating.

Volkswagen will likely not be too fussed, however, with the company claiming the V6 is now the most popular of all Amarok variants for Australian buyers. Indeed, VWA tells us that in August, the V6 represented 74 per cent of Amarok sales.

2018 Amarok V6 TDI550 4Motion pricing:

Sportline Dual Cab Ute 8-speed Auto – \$55,490

Highline Dual Cab Ute 8-Speed Auto – \$59,990

Ultimate Dual Cab Ute 8-Speed Auto – \$67,990

Frankfurt Amaroks.

Volkswagen has revealed a pair of special Amarok utilities at the recent Frankfurt motor show: the Amarok Aventura Exclusive concept, and the Amarok Dark Label special edition.

Headlining the duo is the ‘Turmeric Yellow’ Aventura Exclusive concept, which features an uprated 190 kW version of the current Amarok’s 3.0-litre V6 turbo-diesel, and is said to “offer a look at the future range-topping 3.0-litre TDI engine” – likely aimed at the recently-revealed V6 Mercedes-Benz X-Class.



Paired with an eight-speed automatic transmission and permanent all-wheel drive like the current Amarok V6, Volkswagen says the Aventura Exclusive also has “increased torque”, though doesn’t disclose how far above the market version’s 550 Nm output the concept reaches.

Features on the show vehicle include 19-inch ‘Milford’ polished alloy wheels, chrome exterior highlights, bi-xenon headlights and LED daytime-running lights.

Inside, the Amarok Aventura Exclusive gets black leather trim with Curcuma Yellow stitching, steering-mounted paddle shifters and Discover Media navigation system.

Other features of the Amarok concept include the roll cover system at the rear, which for the first time is finished in aluminium. An aluminium-look underbody guard, ParkPilot, rear-view camera and a mechanical differential lock round out the appointments.



The Amarok Dark Label is a limited-edition model based on the European market’s Comfortline specification, adding an array of dark-themed enhancements inside and out.

Externally, the Dark Label edition is finished in ‘Indium Grey’ matte paint, while also featuring black sill pipes, matte-black sports bar, lacquered chrome strips on the front grille, and 18-inch high-gloss ‘Rawson’ alloy wheels.

‘Dark Label’ logos and badging are included in the visual changes, along with matte-black door handles and exterior mirrors. Inside, the Amarok Dark Label gets the new black headliner, and ‘Dark Label’-stamped black floor mats.

In Europe, both 120 kW and 150 kW tunes of the 3.0-litre V6 turbo-diesel are being offered, with the former coming standard with a six-speed manual and the choice of rear- or on-demand all-wheel drive, while the 150 kW version is offered with a six-speed manual with on-demand all-wheel drive or an eight-speed automatic with permanent all-wheel drive.

Volkswagen’s Australian arm is being tight-lipped regarding local prospects for a more powerful Amarok diesel and the Dark Label edition, though VWA communications boss, Paul Pottinger, recently said, “Volkswagen is not going to come second in the ute power stakes.”

That sounds like a direct response to the 190 kW/550 Nm 3.0-litre V6 diesel that will feature in the upcoming Mercedes-Benz X-Class – which should arrive locally early next year.

Aussie T-Rocs uncertain.

VW’s new Polo-based small SUV, based on the ubiquitous flexible MQB architecture, will slot into the Volkswagen range below the 250mm-longer Tiguan when it goes on local sale.

However, there’s a slight problem – there’s no clear timing on its Australian premiere.

Volkswagen’s local team have admitted there’s no guarantee it’ll show up here before the end of 2018, though its product planning team is understood to be pushing its German HQ hard on the issue. This is a real problem, because it needs the car yesterday.

“At this stage we can’t give you an update on when it’s coming,” a senior Volkswagen Australia executive recently admitted.

Reading between the lines, Volkswagen’s global management drastically underestimated the worldwide demand for the little crossover, to be built in VW’s plant in Portugal alongside the big Volkswagen Sharan and Seat

Alhambra people-movers. This plant also built the Scirocco until its recent end., which now frees up space.

Countries all over the world – aside, in large part, for the US – are growing ever hungrier for small SUVs. In Australia this segment now has 9.5 per cent share of the overall market, and the Mazda CX-3, Nissan Qashqai, Mitsubishi ASX and Honda HR-V all average 1000 or more sales every month apiece.

By missing out on this market, Volkswagen Australia is losing potential sales.

To put it another way, while the Australian market excluding commercial vehicles is now divided into roughly 50 per cent SUVs and 50 per cent passenger cars by sales, Volkswagen's ratio is more like 28:72. VW's overall market share is 4.8 per cent, but its share of the SUV market is just 2.9 per cent with just the Tiguan, Touareg and some Golf and Passat Alltracks on offer.

However, there's light at the end of the tunnel for the local arm. Volkswagen's sales and marketing boss in Germany, Jürgen Stackmann, admitted this week that VW had already decided to triple T-Roc production before the factory line had barely started, to 200,000 units annually. There's no doubt this will help Australia's cause.



Stackmann also conceded that Volkswagen has been lamentably slow to join the worldwide SUV boom, though said this was being rectified with the T-Roc, Tiguan Allspace seven-seater derivative (due on sale in March here), Atlas/Teramont full-size SUVs, plus the new T-Cross baby crossover and next-generation Touareg – both due in 2018.

There's also the just-previewed I.D Crozz pure electric crossover SUV that'll go on sale in 2020 priced similarly to a top-end Tiguan (see separate news item).

We will let you know as soon the T-Roc's local release is confirmed – stay tuned.

Updated electric VW I.D. Crozz.

Volkswagen has presented a sequel to the radical I.D Crozz electric crossover concept that premiered in Shanghai earlier this year. Both versions preview the future VW production car – with a range of up to 500 km - that will go on sale in 2020.

This 4.6-metre long coupe crossover (bigger than a Tiguan) will go on-sale at the same time as the \$40k VW Golf-sized I.D EV, and two years ahead of the I.D Buzz zero-

emission van, a modern take on the famous split-window Kombi.

Imaginatively called the I.D Crozz II, the new red-painted concept adds some design muscularity, with new 21-inch alloy wheels, new LED headlights and tweaked frontal design, gesture-controlled sunroof and lighting, and a slicker new voice interaction system.

Using this system, natural voice commands can be used to open or close all doors and to activate or deactivate the fully autonomous laser-guided 'I.D. Pilot' driving mode (something you can also do by pushing the VW logo on the steering wheel for three seconds). Voice control is activated by saying "hello I.D", combined with a command.

The I.D Crozz is based on Volkswagen's new modular MEB architecture designed just for electric cars, which will account for a targeted one million VW sales – and three-million from the wider VW Group as a whole – by 2025.

The compact electric drive system and integration of the lithium-ion battery into the vehicle floor free up space to give the cabin what VW reckons is "a flexible, lounge-like spatial concept that offers a superior amount of room".

Integrated in the middle of the instrument panel is a 26-cm tablet – an infotainment system with an individually configurable home screen. Its layout can be personalised via four different function tiles, such as 'Messages', 'Media', 'Telephone' and 'Navigation'.

The driver receives all data relevant to driving, such as speed and visual navigation instructions, via an augmented reality head-up display, while a 14.7-cm Active Info Display shows visual information to the driver too.

Meanwhile, where the interior rear-view mirror used to be there is now a system VW predictably calls the e-Mirror. A monitor here merges the data from the three external cameras. The images are transmitted from the exterior mirror cameras mounted in the left and right-hand sides of the car body and from a rear-facing camera.

Information and controls that have previously only been available to the driver and front passenger are now available to rear-seat passengers too – thanks to digital door panels. These white, semi-transparent control islands are ergonomically located in the trim of the four doors, where they appear to hover in mid-air.

The rather clumsily-named I.D Crozz II has an electric 4Motion all-wheel drive system where the front and rear axles each have one working motor, with torque distribution between them controlled via an 'electric propshaft'.

The system power output is a claimed 225 kW. At the rear axle the work is done by a compact 150 kW motor, while



at the front there is a 75 kW coaxial drive – and the top speed is 180 km/h.

Volkswagen claims that using a fast-charging system with a power output of 150 kW (DC) will let you charge the battery to 80 per cent within 30 minutes.

In most driving situations, the rear axle provides forward propulsion, but said ‘electric propshaft’ redistributes the power between the front and rear axles in fractions of a second. In addition, the I.D Crozz can be constantly driven in an all-wheel drive mode, on off-road trails or snow, for instance.

An ideal distribution of weight between the two axles has been achieved by integrating the battery centrally and locating the two drive system units at the front and rear. The ratio is 48 per cent (front) to 52 per cent (rear).

“This gives the I.D Crozz II handling properties on the same level as a Golf GTI,” Volkswagen boldly suggests.

The running gear has electronic damping control and newly designed multi-link rear suspension and MacPherson front suspension, each equipped with an integrated drive system and a decoupled subframe.

The boss of the Volkswagen Group globally, Matthias Mueller discussed its EV plans. “By 2030 there will be an electrified version of all 300 VW Group models sold around the world,” he said. “By 2025 we will sell three million units [of EVs] annually. We’re sending clear signals to suppliers and politicians. And customers.

“Volkswagen is going to lead the way to the future. A breakthrough won’t be achieved by self-proclaimed pioneers, but those who put the tech on the road in relevant numbers... a group that sells 10 million cars every year in all segments and all regions.

“2030 is basically the day after tomorrow, which means we are going to pick up the pace. With our road map we are going to redefine our priorities.

“By 2030 we will make more than 20 billion euros available on vehicles that will be based on two newly-engineered EV platforms, in factories, in charging infrastructure, and sales and marketing.”

Scirocco ends production.

The third generation Volkswagen Scirocco has been laid to rest, with the coupe-styled sibling to the popular Golf quietly ending production in Europe last month.

Despite still being on sale in Europe up to this point, the Scirocco was an old design, based on the ‘PQ35’ platform that underpinned the Golf 5 and 6, along with the recent Beetle. It does not use the more modern MQB platform that the Golf and other VW Group models have used since 2013.

The third-gen Scirocco was designed to offer a sexier alternative to the Golf, which, for a time, stopped being offered here in three-door form. The latest generation was the third to carry the Scirocco



nameplate, and it only came to Australia in flagship ‘R’ form, though other engines and trim grades were offered globally.

First revealed in 2008, the third-gen Scirocco made its debut in the Australian market in 2011. The sole ‘R’ variant featured the same 188 kW/330 Nm 2.0-litre turbo as the Golf 6 R, though the Scirocco missed out on the Golf’s all-wheel drive.

Both six-speed manual and six-speed DSG transmissions were available locally, with performance figures rated at 6.2 and 6.0 seconds respectively for the 0-100 km/h sprint – around half a second slower than the all-wheel-driven Golf R with the same engine.

A facelifted model arrived in Australia in 2015, bringing a refreshed exterior and interior, along with a \$2000 price reduction – though extra equipment like satellite navigation and a rear-view camera was added.

Last year saw the introduction of the Scirocco R Wolfsburg Edition, the final version of the badge offered in Australia. The Wolfsburg Edition was limited to just 150 units, and featured unique appointments including leather bucket front sports seats, 19-inch ‘Lugano’ alloy wheels and a numbered build plaque.

The third generation was the only one to have been sold in Australia, and was the most popular Scirocco model worldwide, totaling over 1 million units from 2008 to 2017 – more than the first two generations combined.

The original Scirocco debuted in Germany in 1974, just before the original Golf, and was built by Karmann of Osnabruck. It sold 504,000 examples up to 1981. Some examples were brought to Australia by LNC Industries in 1976, and one was shown at the Sydney Motor Show, but a very high and uncompetitive projected sale price meant that it never went on official sale. The second generation Scirocco appeared in 1982, larger and curvier, and was also built by





Karmann. It sold 290,000 examples before being discontinued in 1992. It was never sold in Australia at all, and nor was its more upmarket replacement, the VW Corrado (1988-95).

The Scirocco 3 had its best sales year in Australia in 2012, with 712 sales (compared with 18,000 Golfs). However VW has sold just 118 units in 2017, down from 272 units last year. For September, just four Sciroccos found homes in Australia, probably the last time the model will be mentioned in sales reports now that imports have ended. Less than 2,000 have been sold here over the seven years in total.

European sales will also end soon as stocks run out. The third-gen Scirocco was built in VW's plant in Palmela, Portugal, and VW will use the freed-up production capacity to ramp up production of the T-Roc small SUV. There are no plans to introduce a new MQB/Golf 7-based Scirocco.

However all may not be lost. There's speculation that the Scirocco badge could be revived as a sporty all-electric hatchback in the coming years, as part of VW's planned I.D. electric vehicle range. We shall see, but for now it's farewell to the Scirocco – a model Australians never really got to know.

The Toy Department.

This month we feature the 1962 release of the Matchbox Caravette No 34. The green split window came with opening side doors and can still be found today at many swap meets or garage sales.

Unfortunately for this model as with the other silver variations the doors were very easy to break or dislodge and so many of these models are now found without doors.

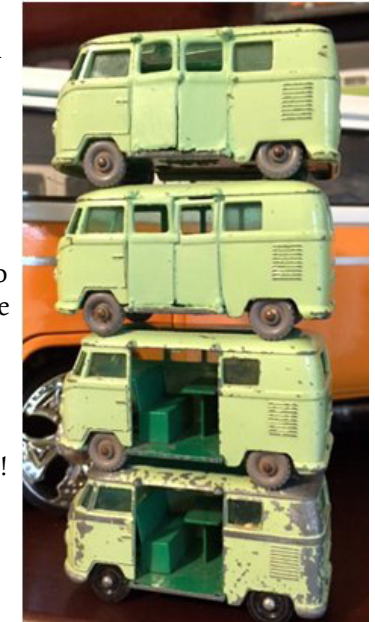
Matchbox decided in the late '70s to cease producing die-cast cars with operating doors and bonnets etc, due the likely hood of a choking hazard for young children. Most other 1/66 diecast toys today will be similar unless specifically marked as "not a toy" and only for children over a certain age.

I have made it a personal challenge to rescue some of



these fine models and replacing the doors which can be bought on line or through model car restorers.

These images show the work in progress and trick is to try and match the paint which is still yet to be perfected. I took my model to the local Bunnings store where the colour-matching crew set about matching the paint and mixing up a sample pot for about \$5.00. As you can see I have enough for a lot of doors! Preference is for a low sheen look can then be applied with some clear nail polish afterwards.



As for other new toy releases things have slowed down a bit at the local pegs, and with Greenlight models which by the way has been an exciting year with all the new releases. So until first quarter next year the following Greenlight models are on the horizon.

CLUB V-DUB SERIES

- 1950 Split Beetle
- 1964 Samba Bus
- 1971 Type 2 Panel Van
- 1975 Type 2 Double Cab
- 1977 T2 Double Cab
- Beetle Taxi Mexico - Red and Gold

For now wishing you all and your families a Safe and Happy Christmas!

Tony Bezzina



@GLCollectibles
/GreenLight.LLC



SERIES 6



29890A - 1:64 1950 Volkswagen Split Window Beetle



29890B - 1:64 1964 Volkswagen Samba Bus



29890C - 1:64 1971 Volkswagen Type 2 Panel Van with Roof Rack



29890D - 1:64 1975 Volkswagen T2 Type 2 Double Cab Pick-up



29890E - 1:64 1977 Volkswagen T2 Type 2 Double Cab Pick-up



29890F - 1:64 Volkswagen Beetle Taxi Cab

Kombi Palm Beach run.

Frank Skubla, a good friend of mine has had the green splitty shown in the accompanying photo for a while and recently bought another rat splitty, the third on the left in the picture. He also recently joined the club, and has been going to a few club runs.

On Friday Frank rang me to ask if I would drive with Noah, his son who is on "L" plates in the rat splitty, as Noah had organised a run from Thornleigh to Palm Beach on Facebook and he wanted to take both cars.

We met at Maccas at Thornleigh. 5 Kombis turned up - John and Fay's yellow split, Matt's 56 split ute, Marco's T2 dual cab ute, Frank and his wife Jude in the green split, and Noah and me in the rat split.

We had a pleasant run up to Palm Beach had a coffee and a chat, then headed down to Collaroy pie shop for lunch, which we ate beside Collaroy Bay. As always, lots of people waving, members of the public commenting on Kombis they have had, as well as our discussions on all things Kombi, surfing and general VW stuff.



Even though it was supposed to rain, it was a lovely spring day and after a top time we all headed home about 2.30. It is good to see a new member organising a run, but next time I suggested notifying the club directly (rather than on Facebook, which many people don't use), and with a bit more lead-in time and a flyer, many more members might turn up.

Also, if it becomes a club event, so those with club plates possibly won't have to use one of their 60 days. I thought I took a few pictures, some with the owners in them, but the only one that worked is the one enclosed which has the cars at Palm Beach. Hope you enjoy the story and photo in this issue of Zeitschrift. Regards,

Phil Warnecke

ACT Marques in the Park 2017.

The annual ACT Marques in the Park car show was run on Sunday 12 Nov at John Knight Park on the banks of Lake Ginninderra in the Canberra suburb of Belconnen. This show is one of two the ACT Council of Motor Clubs put on each year for all car clubs in the ACT region. Free to enter,

for both entrants and spectators, it's a relaxed atmosphere where the clubs are allowed to set up where they wish, as there is plenty of space to spread out. With a large playground, tree house and flying fox within the park, it's easy to see why this show attracts many families to the event each year.

The local Lions Club provides food on the day and a couple of coffee vans are usually in attendance. This year only one coffee vendor was booked, and as luck would have it, their van broke down en-route - meaning a lot of people were having caffeine withdrawal symptoms. Luckily the local McDonalds is only a short stroll away and once this was realised, most were able to feed their addiction.

Overall car numbers were slightly down this year; predictably due to the weather forecast for the day. However the rains stayed away and the temperature was a comfortable level for wondering around and checking out all the cars on display. The Volkswagen fraternity were once again well represented, with over a dozen cars turning up. One car, a 1959 Coral Red Beetle that hasn't been seen for a couple of years was a welcome sight and hopefully the return of regular outings for this beautiful car.





Mink. The Federal Police had a display of their motorbike fleet, which proved very popular with the kids. It probably helped that they set-up right next to the jumping castle.

Being a more relaxed event, many entrants were packing up and leaving by mid-day, presumably to fit other tasks / chores / kids sport etc into their precious Sunday. The VW owners were no different and by 1pm I was the only one left. This is actually one of the things that make this event quite popular - there is no expectation to hang around and no-one frowns upon those that do



leave early. When this type of flexibility is displayed, many owners who may otherwise not be able to attend can get along with their cars and enjoy sharing their babies with other enthusiasts.

An event that should be pencilled in to all local car enthusiasts calendar and definitely on their to-do list, held in November each year, Marques in the Park proves to be a popular annual event showcasing the huge variety of vintage, veteran, classic, muscle and popular cars of the ACT region.

Willie Nelson



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VWs weren't the only classic cars on display. Many great cars came along, including many from the local Hot Rod and Muscle Car clubs. Of course the usual Holdens and Fords were well represented, as were Minis, Classic Japanese and a large showing by the MX5 club. A standout for me was a spectacular Holden HK Premier with the 308 and Tri-matic combo, factory ordered with the GTS dash in stunning Silver

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Vintage Sprintcar Show n Shine.

On Sunday 12th Nov I went to the Vintage Sprintcar Association's Annual Show n Shine and Swapmeet. It was held at the German Club at Kembla Grange. Their president, Dick Pruen, actually came along to one of our monthly meetings and personally invited the VW club to attend.

They are raising money for the Illawarra Roller Hawks, a basketball team for wheelchair players.

We met at Uncle Leo's Caltex at Liverpool – just Kylie and Phil in their Kombis and me in my Superbug. We drove in convoy to Wilton and Mt Ousley to Kembla Grange. The German Club is a small licenced club with a grass park where the show was held.

We parked the VWs together then had a look at the sprint cars and the swap meet stands. Kylie bought some model cars. There were both winged and stock-car style sprint cars on display, as well as a small range of classic cars and bikes.



The Sprint Car Club had a BBQ going and I bought a sausage sandwich. When the licenced club opened, we went in for a drink.

It was a small show but a very enjoyable morning. We later drove home via the scenic Thirroul – Seacliff Bridge - Stanwell Park coast road to Waterfall.

The week after the show, we received this nice thank you note from the Sprint Car Club.

Jeff Swords

On behalf of the Vintage Sprintcar Association of Australia & the Illawarra Roller Hawks wheel chair basket ball team we would like to sincerely thank you for your support and attendance at our annual car & bike show & shine held at the German Club Kembla Grange.

Your support helped make the day a success and we managed to raise \$1200 to help the boys into their next season and maybe the title. Home games are held at the Croome road sports stadium Albion Park Rail or Beaton Park Stadium Wollongong.

These guys get no funding bar the odd grant from Government and rely on the generosity of the public and people like us for help, I think we can all feel proud of our respective clubs and we hope to see you at our next show same time next year, once again thank you for your support.

Dick Pruen.

President, V.S.A.A

Flat Four Shoreline Shakedown.

This story begins with Kiama Makers and Growers Market contacting Flat Four Vee Dub club president with an idea. The idea was to create an event involving the club and cars in conjunction with the market. They had always like Volkswagens and really wanted to see some in Kiama.

At first we were thinking it would involve only Flat Four Vee Dub club. However, it did not take long to realise that we could involve the wider VW community and there were some great benefits to boot. Primarily and most obvious is the great location, of course other benefits became evident as we got our teeth into the grind of organising the event. The markets are a great little stroll along the shoreline, Cafés. Eateries and watering holes and the blowhole are all a short walk away. There are ocean baths for those wanting to take a swim and there is more than enough space to grow the Shakedown into a much larger event.



So, enough of the pluses. Fast forward to the morning of the 25th November and Flat Four Vee Dub Club found itself parked up on the side of Picton road at 6:30am watching hot air balloons floating effortlessly in the crisp morning sky and horses eating quietly in the fields. This was the meeting point for us to cruise to the Shakedown. Meanwhile, our Club Veedub friends cruised from Uncle Leo's at Liverpool.

We soon found ourselves under way and had a very pleasant cruise down to Kiama with many beeps, hand waves and turned heads we arrived at the park at around 7:30am. The skies were clear and we knew we were in for a great day. Cars began to roll in quickly; the Club Veedub convoy arrived and before we knew it we had 51 great cars sitting in the sunshine with a glistening Pacific ocean as a backdrop. How could life get any better? Cars, sea breeze and a great bunch of fellow VW enthusiasts to share stories, experiences and smiles with.

Shoreline Shakedown was open to all VWs - water cooled, air cooled, early or late. While on this occasion the water cooled were under-represented the air cooled rides made up for it with a combination of great cars all winners in their own rite. Hey, they made it. From the Blue Mountains, Canberra, Sydney.....they came from all over.

Whilst we regard this year as having been a resounding success we really hope to grow it into something special for all to look forward to each year. Plans are already afoot for the next Shoreline Shakedown. At this stage we are unsure if the date will remain the same but you will hear about that in good time. Meanwhile, the Kiama markets are held on the third Sunday each month.

Cheers to all who came along to make this event and made it a special one. Without you there is no event. Please remember to tell those you know who were not able to make it that they really need come along to the next one.

Flat Four has a number of upcoming events we would



love you all to be a part of, so keep an eye out for them on our website, or in this magazine from our friends at Club Veedub.
Kind Regards,

Rod Raymond
Flat Four Vee Dub Club





unfortunately Raymond and Grace had other commitments that day. Still, there were plenty of swappers setting up their blankets and tables on the grass under the shade, selling their VW parts.

Everyone enjoyed wandering up and down the rows of VWs, many we know well and some we had never seen before. Great to see some new faces coming along to a VW event, and we hope to see you again. Also great to catch up with other friends we might not have seen for a while.

The weather was so nice that some people brought their cossies and rashies and went for a swim in the bay. The

Boris' Picnic Day 2017.

Sunday 26th November was the day for the very popular VW Picnic Day, hosted by Boris from Vintage Veedub Supplies at Campsie and organised by Dave Birchall after months of phone calls and paperwork with the Bayside Council.

Once again the picnic day was held at our new venue at the Ramsgate Beach car park, off the Grand Parade on the shores of Botany Bay. It's a really nice spot with some shady pines and a modern amenities block for convenience.

The day dawned bright and sunny with a light breeze, The club tent, BBQ and entry gate were set up early. It's still a normal public carpark, but Martha and Shirley were on the entry gate were able to keep the number of non-VWs to a minimum.

The cars started arriving at 8am. It was a fantastic turnout, with many VW Beetles, Kombis, Type 3s, Ghias and even some modern VWs arriving to enjoy a day by the water. Soon the carpark was bulging at the seams – over 150 VWs on the day.

The BBQ was sizzling, with Steve, Dave, John, Zelko, Rudy, Leigh and Boris taking turns to cook the snags and onions. The crowd was so large that all snags were sold on the day – none left to take home! Christine helped out with the stand and served the line of customers.

There was no club merchandise stand this year, as





sand and water looked very clean and inviting. The venue also meant a huge number of passers-by coming through the area, either on their Sunday walks or jogs, or on pushbikes or scooters.

The weather was perfect, clear and sunny and very warm but with a lovely breeze off the water. It was important to wear a hat and slip-slop-slap, with so many people wearing shorts on the day.

By 1pm the snags were mostly all gone and many of the cars were starting up to head home. Thank you to Dave and Boris, and all the other club helpers, who made it such a successful day.



Internationales Oldtimertreffen Bodman-Ludwigshafen.

While driving in the environs of our village, I happened across a poster advertising a car show for the coming August weekend, for "Oldtimer", which in German means older cars, up to the year 1973. They're very clear-cut about these things. Woe betide you if you try and get in with your January 1974 gem. The meet was in Ludwigshafen, up the top of the Bodensee, "Lake Constance" in English, so it was a good excuse for a Sunday drive around a very nice part of the world.



We drove the 80 km and actually managed to find a parking spot straight away. This was a good omen, as parking has been a real concern for me, and the number of visitors at the event was pretty large, so I don't know how they all managed. While walking to the actual event, still in the car parking area, there were quite a few vehicles of immediate interest to us VW-minded people. Things were looking up.

Then as we got closer came the sound of live music, the smell of Wurst, a throng of people and a beautiful location right on Lake Constance, with a backdrop of Switzerland across the water. This was unlike any car meet in Australia I've been to.

Rod Young



In the carpark.



The general atmosphere: very green, underneath a nice patch of trees, right on Lake Constance. There were mobile beer bars because this is Germany. Europeans can be trusted to be responsible, even at events where people have to drive home.



A really nice T2a Westfalia camper, with Lake Constance behind. That's Switzerland over the water.





A chat with Club member Barry Parks.

Current VW :- Beetle

Year :- 1976

Modifications:- Raised front end to increase clearance,
Skid pans front and rear
Pobjoy 1916cc motor

Time as a member :- 2 years

First love of VWs:- Barry states he was around 18 years of age when he acquired his first VW which was a 1962 Beetle, and since that time has owned 11 Beetles of varying years and conditions.

He recalls his favorite being a 1962 promotional Beetle for a pet shop. It had one seat and a wooden cut out of a Dalmatian dog covering the car from the roof to the running boards.

Now from the photos we can see Barry is not one to worry about the highly polished look Beetle, however the setup of his '76 and rally look is for a very important cause indeed.

Barry and his Beetle are involved in some pretty important charity work for the Royal Flying Doctor Service.

Once a year a rally is held to raise one million dollars



for the charity, which involves a punishing tour through creeks, dirt roads, sand, dust storms and hill climbs.

Barry has driven on at least 4 rallies over the years and is always on the look out for a co- driver who is happy to also drive back following the 3000 km trek. The most recent rally started in the mid west NSW city of Tamworth and finished at Elly Beach in far north Queensland.

So feel free next time to talk to Barry about his adventures and I am sure he would be happy to give you a good look at that nice '76 Rally Beetle.

Rossana Westall



Trials Special Beetle.

Volkswagen Club of NSW 'Club News', April 1967

There is an old proverb which says something about good things come in small packages; it could have been written specifically about the Volkswagen 1600 T.S. (Trials Special) Beetle.

This is an extensively worked over VW 1300 Deluxe, especially the engine and transmission, and the result is a car with stunning performance, superb comfort, and just about the best handling of any sedan in the trials and rally game.

How do I know? It is easy, for I was fortunate to be able to test this vehicle. The phone rang and I was asked if I had the time to give this car a test, and within minutes I was behind the wheel and away.

The colour is blue, and the only give away that this is not the usual hack is the '1600 TS' badge (pinched from the similarly named Type 3 Fastback) on the rear engine compartment lid.

This car really showed its paces when a 1600 TS Fastback passed us at a fast clip. To see the look of amazement on his face when he was passed in top, and both cars gunned it at the same time. He was left standing, and no doubt will wonder for many a day - 'What was that?!

Now a look where the goodies are kept. Lifting the engine boot lid, and the first thing you notice is that the compartment is full. The twin carbies and their matching twin throat manifolds take up nearly all the space. Also the twin-port heads. The distributor, a Bosch V.JR4 BR25 with no vacuum advance. The coil is a standard Bosch. The carby linkage is the neatest and most efficient type I have ever seen. They fit behind the fan housing and they will never fall off. The engine is balanced, ported and polished, and develops approx. 90 bhp with 8.5 compression. The clutch is a 1600 TS type which when released sends you back into the seat, it comes in with a wham.

Standard transmission is used with a limited slip diff (available to order from Germany) which really showed its value when we drove through sand and mud.

An engine compartment light is fitted, also a backing light. Tyres are nylon Olympic air ride with two French Goodyear winter treads in the rear of the car. Twin 6-volt batteries are used which would be needed. Moving through the gears there was no audible stress from the working parts;

in fact it a very quiet car. The only sound comes from the twin carbys who swallow a huge amount of air.

The 1600 T.S. slices through corners with such a singleness of purpose that the corners might just as well not be there.

At high speed the car gives a rock steady ride, whistling around bends with only a faint suggestion of body lean. Now for a surprise - this car uses standard Armstrong shocks, and the only modification is a chassis head grip strengthener.

One thing is noticed, as soon as you enter, is the crew's comfort. Nothing has been spared though it is cluttered up with

gimmicks. Everything is functional. The driver and navigator have head rests, safety belts are fitted and laminated safety glass. For the navigator a Helphos spot and a swan-neck navigator's light.

There are electric washers instead of the pressure type, and so too a trip meter speedo. A Halda twin master is neatly placed in front of the navigator and a fuel gauge which shows 16 gallons (73 litres) when full.

The extra driving lights are Marchals and they give a long brilliant light. A dipper switch from a VW 1600 TS Fastback is used to do the trick, very effective.

Moving to the front compartment, it is filled by a huge 16 gallon (75-litre) tank, specially designed at Clayton. It does away with needing a petrol tank where the back seat normally is.

The range at normal driving would be from Sydney to Melbourne, but in trials or rallyies approx 300 miles (485 km).

The Volkswagen 1600 T.S. accelerates like all get-out up to 90 m.p.h (145 km/h), after which the curve flattens out. However it will run right up to and over 100 m.p.h.

Maintaining 80 m.p.h. (130 km/h) is easy and at that speed it's a temptation to press down, for the motor with its crisp bark invites harder use.

Performance on test:

Acceleration From 0-30 m.p.h. (48 km/h) - 5.0 sec. From 0-50 m.p.h (80 km/h) - 8.5 sec

Maximum in Gears: Second gear - 52 m.p.h. (84 km/h);

Third Gear 75 m.p.h. (121 km/h)

Braking Efficiency: 98% from 45 m.p.h. to stop - 3 sec. Fitted with Maico disc brakes.

Fuel Consumption: Normal 37.2 mpg (7.6 L/100 km),

Competition 19.2 mpg (14.7 L/100 km).

Engine: 1600cc, 90 bhp. 8.5:1 compression ratio. Solex twin throat carburettors and matching manifold. Mechanical fuel pump.

Suspension: Independent all round. Disc on front, drums at rear.

Fuel Capacity: 16 gallons (75 litres).

Curb weight: 18 cwt (915 kg) with driver. 6-Volt ignition, two batteries, engine fitted with sump guard.

Designed by Pat Whitaker (Volkswagen Aust), Clayton, Victoria

Eric Willington, Editor.

1963 Armstrong 500.

We first visited the 1963 Armstrong 500 in the July 2017 issue of Zeitschrift. This was the first 500 at the Mt Panorama circuit, and famous for the day-long struggle between the Mini and VW (which the VW won - yay!)

Then we went further back to the first three Armstrong 500s at the Phillip Island circuit in Victoria - 1960 (Aug issue), 1961 (Sept issue) and 1962 (Oct issue). The 1962 race tore up the track so much that the race was moved to Mt Panorama for 1963.

Before we move on to the 1964 and later races that also featured VWs, let's go back to the 1963 race one more time. This is an essay on the race written by the famous motoring journalist, the late Bill Tuckey.

THE move of the Armstrong 500 from Phillip Island to Bathurst must be put into its proper place. The Island had more history, because that was the place where the first recognised Australian Grand Prix was held in the 1920s, albeit on a public road circuit well removed from the former dairy farm where the Armstrong was later run. Bathurst, in fact, as a scenic public panoramic drive, was born as a race circuit first in 1938, when Englishman Peter Whitehead brought out an ERA to win the inaugural racing car event.

It is important to remember that at the time Armstrong-York were considering where to move their race from the Island due to its deteriorated condition, there were a lot of circuits available, some of them public roads. That wonderful old Lowood circuit was still running in Queensland, and in fact was planning its own enduros; Tasmania's Longford, in hindsight the finest road racing circuit Australia has ever seen, was in full flower; there was Sandown and Lakeside and Warwick Farm, Calder and Mallala ... and Bathurst.

Today when you look at what Bathurst has become you tend to wonder at the flukiness of the decision that brought the Armstrong to its Mountain home. Because the ARDC then and for many years following was dedicated to the proposition that it existed primarily for its members, to provide motor sport facilities for them, and that hopefully enough members of the public would come along and watch and pay sufficient money to enable the club to operate for another year.

The club's committee and its management saw the Armstrong as just another motor race. They had no idea - nor did they for probably another five years at least - that they had got their hands on what was to become one of the classic motor races in the world.

Neil Marsden, vice-president of the Confederation of Australian Motor Sport and director of Sandown, offered his track for the race on the basis of Armstrong giving half the sponsorship and naming rights to Molybond. The erudite and courtly Britisher Geoff Sykes, running Warwick Farm, didn't want it because his cause was rooted in bringing out international Grand Prix drivers and fostering pure motor racing. If the truth be known, Geoff Sykes never did like touring cars. So it came to Bathurst.

The three Phillip Island races had been organised by the Light Car Club of Victoria.

Of course, what the race immediately acquired with the move to Bathurst, along with the wonderfully frustrating and ego-lelling Mount Panorama scenic drive, was the impeccable organisation of the Australian Racing Drivers Club.

It was then - as it would be for the next 10 years - under the mailed fist in the steel glove belonging to ex-policeman Jack Hinxman. Hinxman ran his club and his race circuits - earlier Mt Druitt, then Catalina and finally Amaroo Park - one way, and one way only. By the book.

If it wasn't in the book, Hinxman didn't want to know. He had a laconic, dry policeman's drawl, and used 'copper' language, automatically and reflexively selecting the right words so as to avoid argument and present finality. "Youse blokes," he would say at the driver's briefing, "have been told about how you enter the pit lane. If you transgress this ruling then you will accept the bloody consequences, and youse can protest your bloody heads off but it won't do you one bit of good."

Jack Hinxman, his wife Tot, his faithful ARDC servants Ray Price, John Allaburton and Ivan Stibbard - who later took over the job from Hinxman - put a regular 12 hours a day, six days a week into the organisation. For a long time Hinxman ran the licensed club as well as the motor racing operation. It damn near killed him. He had two massive heart attacks, before eventually dying on Remembrance Day in 1987. His epitaph had already been written. It's called The Great Race.

What the Armstrong acquired with its move to Bathurst was an enormously efficient army of officials drilled to the last ounce by Hinxman and his system. The pre-race briefings would begin four months before the event. Hinxman supervised every detail, down to the number of toilet rolls, how the flag marshals' cut lunches would be moved around the circuit, what officials would be responsible for turning off the PA system in the tower at the end of the day.

Of course, the club and its members had acquired years of experience, not only at Bathurst but at their other circuits. Bathurst was a special problem, because it then existed on a very tenuous agreement between the Bathurst City Council, the ARDC, the owners of the private land inside and bordering the road, and the NSW State Government.

The circuit was used twice a year - once at Easter and again on the NSW Labor Day weekend, traditionally the first weekend in October. It was a proud place, and the Bathurst Chamber of Commerce could do their sums about the amount of money motor race meetings brought into the town. So the ARDC was able to continue, but every advance, every change, every new idea, had to be negotiated and filtered through the sieve of the interested parties. It literally took 10 years - a decade - for the club to get agreement for one extra day of practice.



Pragmatic as always, Hinxman decided that the 1963 race should be run more or less according to the rules prevailing for the 1962 Island race - classes by price, Australian-built or assembled cars only, competition brake linings allowed, and some optional radial tyres allowed, particularly Michelin X, Pirelli Cinturato, Dunlop B7 and Goodyear's Blue Streak.

And the other rules stayed. Cars would be arranged on the grid by class, with grid positions drawn out of the hat by class; the main differences were that the Le Mans start had gone and that all the cars would start together, instead of the classes being separated by 10 seconds.

And so it began. The entries started coming in, reinforced now by the very active NSW motor racing commercialism that had until now generally ignored the Island race. By the time entries closed there were 57 starters - three short of the grid limit for the Mountain. All told, 45 cars were to finish.

Because of the attitude of Hinxman and his committee that ran the racing, the efficiency of the organisation and the benefit to the club members were the important things, there was no great song-and-dance about the politics of getting factory teams to enter. The attitude was that if they did, well and good. If not, there were enough enthusiastic drivers around who could afford to buy a road car and run it for just one race.

What happened, in fact, was that both Ford and GMH built special cars to qualify for the race.

British Motor Corporation entered teams of 1100 Mini-Coopers and Morris Elites, while there was some suspicion that a team of three Volkswagen 1200s were very probably factory-fresh. But it was the Ford-Holden thing that really caught the imagination.

To qualify for the race by registering enough cars by deadline, GMH went early with its new 179-ci version of its excellent EH model by announcing a version the press labelled S4. The car had some special design improvements, including sintered-metallic linings for its drum brakes. Now, sintered-metallic linings are not exactly suited for road use (in fact, they simply refuse to work at all when cold) and any pretence that the special S4 versions were intended for anything else except Bathurst would be soon dispelled after the race when you tried to buy one from a dealer.

However, just before the deadline, Ford hastily had as many of its dealers as possible register the new Cortina GT, a high-performance - and disc-braked - version of the very successful Cortina it had announced the year before. Ford had its own competition manager, a happy rowdy called Les Powell, who made very sure that the factory team cars were delivered first and were well supplied. Some private entrants found it very hard to get any spares for the race, so hasty was the delivery. It was the first example of the factories (quite legally) using the rules to produce modified versions of their road cars just to win at Bathurst.

Unlike Ford, GMH did not have a works team, still obeying the worldwide Corporation ban on auto racing. There remains some suspicion whether motoring journalist David McKay's Scuderia Veloce entry of one S4, one Vauxhall Velox and one Renault RS was entirely without covert factory support, but if there were any it was probably help and spare parts, engineering advice, testing and perhaps expenses.



It took GMH five more years to learn that if you really want to win at motor racing, the only way to do it is to go in boots and all.

In the entry list were some new names. Some of them were becoming well-known for their racing in other classes of cars, some were new-chums. But they were names that were destined to add enormous lustre to the drivers' briefing roll-call over many years at the Mount. Just look at the list of 'new boys' - Barry Ferguson, Don Holland, Bill Stanley; a gypsy-visaged and dedicated humble man named Barry ('Bo') Seton; the pugnacious Herb Taylor; Digby Cooke; cheerful Fred Gibson with the mouth of white ivories; the brilliant Doug Chivas, whose driving of the Leaton Motors Lotus XV and D-Type Jaguar had gained him fame; the exuberant car dealer Ron Hodgson; a Wyong equipment dealer, a lone wolf called Bruce McPhee; a young Ginger Meggs of a kid, the red-headed Graham Ryan; chunky Warren Weldon; ARDC stalwart Bill Ford, who had raced a home-made Hudson Special on some of the long-defunct circuits; and a young man showing the promise of greatness providing he could keep the equipment out of the scenery - Kevin Bartlett.

Of course, the Phillip Island veterans were there, smug in their knowledge of what it took to hold together stock family sedans over 500 miles on skinny tyres, with dubious brakes, sometimes awful roadholding, and very little excess power. Few things, of course, could have prepared them for the sheer shock that greets every rookie at Bathurst (although some of them had been around the circuit before in sports and racing cars) There is decidedly absolutely nothing quite like the place in the entire world of motor racing - there wasn't then and there isn't now.

The four price groups were Class A up to 900 Pounds; Class B, 901-1000 Pounds; Class C, 1001-2000 Pounds; and Class D, 1201-2000 Pounds. By this time there was a groundswell developing for the inclusion of imported cars, like Fiats, but that would have to wait.

There were six of the S4 Holdens entered against four Cortina GTs, with an optimistic FB Holden the only other car in Class C, where the (still unofficial) outright winner seemed bound to be hiding. The Holden crews, all dealer-entered, were surprisingly uneven in talent, with the Scuderia Veloce team of Brian Muir and the very promising young Spencer Martin looking the best. Kevin Bartlett was paired with ageing dirt-track speedway champion Bill Reynolds, and probably the next best was the team of Ralph Sach/Frank Morgan.

But the Cortina GTs were all talent. Armstrong winners Harry Firth and Bob Jane together, the Geoghegan brothers, Bruce McPhee with Graham Ryan, and the very good Queensland team of Bill Cunliffe/Barry Broomhall.

Ford also had a works entry in Class D in the shape of Island class winners Geoff Russell/John Reaburn in a Mark 111 Zephyr, and that's where David McKay/Greg Cusack were in a Velox, as well as the Queensland pair of Paul Fallu/Terry Kratzmann in a VX 4/90, the somewhat dubious sporting version of the company's new Vector series. Others in that class included Tony Reynolds/ Tony Allen in a Valiant, Bob Holden/Bill March in one of the new Peugeot 404s, Bill Burns/Brian Lawler in an automatic Humber Snipe, and the young Warren Weldon and Bert Needham Junior - son of a veteran Studebaker distributor - in a Studebaker Lark.

Class B was by far the biggest class. Two works 1500 Cortinas appeared for Alan Caelli/Ern Abbott and Queensland sedan racing hot-heads and rivals John French/ Max Volkens. There was a flock of Minis; the hot teams here were Doug Chivas/Ken Wilkinson, Des West, John Martin (the latter probably one of the finest drivers in any car in Australia until prematurely retired by a fearful accident in his Lotus 23 at Warwick Farm); Brian Foley/Peter Manton (raging rivals racing improved production Coopers); Charlie Smith/Ron Hodgson.

The genius of Frank Matich - who probably ranks with Ian Geoghegan and Peter Brock as the three finest locally-based Australian drivers in the modern sport - was confined to a Renault RS shared with Austin Seven club president, the grizzled and sarcastic ginger-haired George Murray. In practice a dent appeared in the light blue car and Matich painted on an arrow and a sign saying: "George did this". Then Matich picked up a dent and Murray added his own sign-writing.

The best drivers in the four Elites were Jack Murray, Alan Edney, the very quick Lorraine Hill, and Bathurst-born Warren Blomfield.

Class A was all Volkswagen and Morris 850s, apart from a forlorn Triumph Herald and a highly-optimistic Fiat 770, a slightly larger-engined version of the Fiat 600. Today, when anyone questions the wisdom of restoring series production racing to The Great Race, writers tend to quote this class in the race. Because on the last corner of the very last lap, ending an incredible race-long door-handle-to door-handle fight, a Mini fell over and let a Volkswagen through to win. Series production on the Mountain had always been a much closer affair than the improved cars that began in the seventies.

In VWs were Bill Ford/Barry Ferguson, George Reynolds/Jim McKeown, Greg Mackie/Graham White, Frank Hann/Graham Forrest; in Morris 850s, Don Holland/Lindsay Little, John Alexander/Bill Stanley, Barry Seton/Herb Taylor, Tom Corcoran/ Digby Cooke, Ken Nicholson/Fred Gibson.

The people are interesting, if only for the part they were to play in Australian motor sport. Barry Ferguson was the rosy-cheeked young Arnott's executive who 16 years later was leading the Repco round-Australia Trial in the works Commodore until Peter Brock stole it from him on the second-last day; Jim McKeown was on the verge of becoming a ferocious Cortina race ace with an enormous fan club for his Robert Redford looks and shy smile; Don Holland, always happy, was beginning an illustrious Bathurst career, as were

Barry Seton and Herb Taylor; Tom Corcoran then owned the superb little front-engined Lola Formula Junior, now a museum piece work of delicate art slavered over by collectors; Digby Cooke was to set the whole field on its ear in practice in 1969; and Fred Gibson was to win the race in 1967 and then be an instrument in the Ford works team losing it in 1968.

Because the ARDC was under enormous pressure to give the residents of Mount Panorama maximum freedom of movement on the piece of road that represented one of only two ways to get into the city, there were only three practice sessions on the Saturday - one hour for the Class A and B cars, one hour for the C/D, plus a final all-in hour.



And immediately a problem showed up that was to beset Bathurst team managers for years until the circuit became more available. There was simply not enough time to measure fuel consumption, tyre wear, bed-in brake materials, bed-in tyres, give rookie drivers experience, try for a flat-out lap, run a pit stop practice, and check for fuel flow problems. Bathurst, being much higher above sea level than Sydney, provided an entirely different consistency of air for the carburetors to breathe. Because this was the only weekend of the year that series production sedans were allowed near the place, the tuning problem is self-evident.

However, grid positions were, as for last year, decided by ballot, with cars starting by class. David McKay wrote in *Modern Motor* magazine afterwards: "The day was very dull, and there was none of the atmosphere usually associated with such an important event. Longer practice periods, enlivened by a struggle for grid positions allocated on practice times, would be an improvement for next year."

With practice times not vital, most teams played their cards close to their chests. Unofficially, the Muir/Martin S4 was quickest at 3m 29s, with the GT Cortinas only tenths slower, with the Lark on 3m 31s and the Velox on 3m 34s, albeit suffering from oil leaking onto the clutch plate, thus awkward gear selection, and eventually the loss of a tooth off second. Quickest down Con-Rod was the Lark at 182 km/h.

This was fascinating business, simply because series production cars in these numbers hadn't been driven around Bathurst before. Brakes - as in many following years - became something rather special, particularly in light of the Holden drums versus the Cortina discs, the four-wheel discs of the

Renault R8s versus the small front discs of the Minis; the Valiant went down the escape road to Bathurst four times before he worked it all out.

In the Hinxman order of things, the public road was closed to all traffic at 7.30 on the Sunday morning, the police formally going around the track placing hessian covers over the speed limit signs in accordance with the regulations issued in the State Government Gazette for the closing of a public road. Spectator access from then on was via a dirt road that led up to the back of the areas at the top of the Mountain.

A giant bunger, courtesy of the ARDC members the Howard family, went off at the same time as the flag dropped precisely at 9am. The Lark, as expected, won the drag race to the first corner, from McKay in the Velox, the Jane/Firth Cortina GT, Bartlett's Holden, and Leo Geoghegan's works GT. But the Scuderia Veloce troubles started immediately, when the Velox came into the pits first time around with a loose tappet and the rules required it to be fixed with the tools carried in the car. When it got going again a fuel blockage developed and after only 16 laps in total it dropped a valve and retired.

The first time around the order was Weldon, the S4 Holden of Jim O'Shannesy, Bartlett, Jane and Geoghegan. But by lap seven Jane was in the lead from Geoghegan, then Weldon, and Bartlett. Muir brought in the Scuderia Veloce S4 with a broken shock absorber, and not long after the third SV car, the David Walker RS, came in with the gearbox jammed in neutral.

After 10 laps the Firth/Jane Cortina GT was leading, from Geoghegan/Geoghegan, and behind them were five Holden S4s in Class C, then the McPhee/Ryan Cortina. The Lark led its class from the Zephyr and the Valiant, and in B a giant string of nine Mini-Coopers, with Foley/Manton at the head, was nose-to-tail. Three cars were all over each other for the Class A lead - the VWs of Reynolds/McKeown and Ford/Ferguson, and the Holland/Little Mini.

But crew after crew then started discovering that when it comes to hard work on gearboxes and brakes, Bathurst was a very different piece of terrain from the relatively flat Phillip Island. Muir's S4 Holden had a rear spring centre bolt break, allowing the spring to move back far enough to break the tailshaft, although he was able to coast back to the pits for repairs. The Cooper-Minis started losing gears; Chivas/Wilkinson moved up into the class lead as the Foley/Manton car kept finding a box ruff of neutrals.

After the race, BMC's Experimental Department found the trouble was a tiny gearbox bush retaining pin that had already been superseded in specification, but not replaced in the race cars John Martin finished up with a bad limp after holding his Cooper in third with his knee to stop it jumping out of gear in the Esses. The Foley/Manton car soon found itself having to climb the hill in top gear - which it did.

Then the wheel problems began, as the standard wheels started collapsing under the strains imposed by the circuit. Bill Reynolds lost a wheel in Hell Corner, and replaced it with the spare. By now the GT Cortinas of Firth/Jane, Geoghegan/Geoghegan, and McPhee/Ryan comfortably led the Holdens of Morgan/Sach, Grant/Marden and O'Shannesy/Brindley.

Then Ron Hodgson arrived in the pits on foot, his Mini-Cooper having lost a wheel at the bottom of Con-Rod; Charlie Smith set out to run back and replace it.

Bartlett, the wheel studs weakened by Reynolds earlier wheel loss, had a front wheel collapse in the Dipper. He drove the car back to the pits on the rim, setting a new tradition for Bathurst that was to continue. Then Jim O'Shannesy rolled the S4 above the Dipper in a big way.

With two hours of racing left, the Jane/Firth Cortina led Class C and outright. In B, the West/Martin Cooper was still in front, and the Needham/Weldon Lark held Class D. In Class A it was total war, with the Holland/Little Mini and the Ford/Ferguson VW scrapping desperately for the lead, slipstreaming each other at every available spot, and doing terrible things under brakes.

Geoff Russell took the works Zephyr into the Class D lead when the Lark started having braking problems - including one enormous spin - and another Lark, driven by Wright/Ferguson, disappeared by rolling over down the Mountain at McPhillamy. The Chivas/Wilkinson Cooper had gone into its class lead, and the Firth/Jane car's mastery was confirmed when the Geoghegan Cortina finally expired with head gasket failure after they had earlier struck throttle linkage problems.

But even with an hour to go the noise of battle still rolled on in the tiddler's class. Everyone forgot about the others, as they watched the Mini and Volkswagen savage each other all around the Mountain, the pits waiting breathlessly for the moment when the two hove into sight - inevitably side-by-side - over the last hump in Con-Rod Straight. Lap after lap they battled, never more than a car length or two apart.

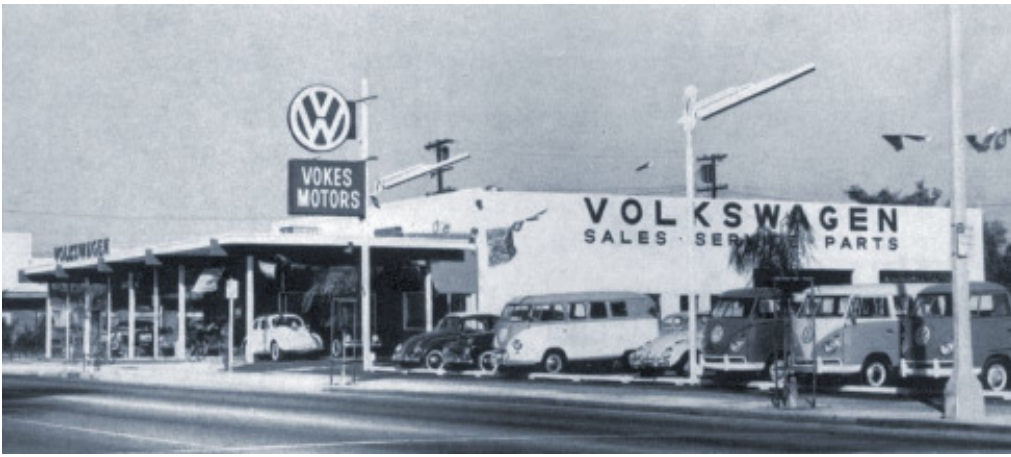


And so Lindsay Little in the Mini and Barry Ferguson in the VW arrived together at Murray's for the last corner on the very last lap of the very first 500-mile enduro at Bathurst. Ferguson, desperate, bringing to bear all his loose-surface rally experience, squeezed out by the Mini under brakes, simply put it right across the inside of the brick and over the dirt in the apex of the corner. Little was literally shoved off line, and the Mini rolled into the wooden fence. The driver leapt out and rolled it back onto its wheels and then raced for the line... second.

At the end of 130 laps Firth and Jane were home free, a full lap ahead of the Morgan/Sach Holden. In those unofficial outright terms, the finishing order was Cortina GT, Holden, Cortina GT, Valiant, Zephyr, Mini-Cooper. The battle lines had been well and truly drawn.

And motor racing in Australia would never be quite the same again ...

Bill Tuckey



What to look for in choosing a car.

The Sydney Morning Herald, Monday 6 January 1958

Probably the most important decision in the selection of a new car, especially one's first car, is that it shall be suited to real and frequent use.

It is a great mistake for an owner to have in his garage a car which he hesitates to use because it is costly to operate, or too valuable to risk on the crowded roads.

Generally there is only one car in the family, and most enjoyment in motoring, and value for money, will be obtained if it is used as often as the family feels inclined, and if it is driven by as many members of the family as expedient.

Most modern cars are very docile and well behaved, and mother can easily drive a car which father selects for its lively performance. In fact, the sports car is especially designed to have good handling qualities, which in the final analysis mean ease and certainty of control, and pleasure in driving.

Size

Every prospective owner has his own ideas on the size of car he wants, and the only warning I would make here is against buying too big a car. It is rather futile, and most wasteful, for one or two people to drive regularly in a large six-seater weighing one and a half tons, because that type of car may be required once or twice a year.

The removable roof rack will look after holiday luggage, and bulky equipment can generally be sent on ahead to the holiday town.

The choice between the two-door and the four-door saloon should be carefully weighed. The two-door results in a more compact body, generally with sporting lines, but it does make entry to the rear seat a little more awkward.

The two-door is often chosen by parents of young children, in the fond hope that the youngsters in the back won't be able to open the doors.

Seating

The advertisements show a multitude of people in quite small cars. There must be a special race of pygmies bred for commercial artists' exclusive use.

My experience indicates that a bench seat at least 50 inches (1.27 m) along its centre line, and free from intrusion by wheel arches or armrests, is necessary to seat three average persons in comfort when touring, especially in hot weather.

Individual front seats are, without a doubt, essential to real comfort. Additionally, a well-designed bucket-type seat will give that lateral support which is so helpful on winding roads.

Rarely do we see leather these days, except in the better quality cars. Synthetic coverings last quite well, but they do not have that drag-free characteristic of hide upholstery.

The Engine

In cars of much the same size, there is fortunately a reasonably wide choice of engines. Some makers offer the same car with alternative engine sizes.

The power plant should be chosen with the regular use of the car well in view. If the economy is the main consideration, the smaller engine will always give a greater mileage provided it is not driven 'flat-out' for long periods.

For pottering around on most roads, a small or medium-sized engine will give excellent results. The modern engine likes hard work, and a small unit will run high mileages without overhaul.

For fast touring, and frequent inter-city runs, where faster driving and higher average speeds are more important than economy, the larger engine is required.

Small to Medium

Omitting the miniature cars, which are not yet on ready sale in Australia, engines having capacities between 600cc and 800cc could be considered as "small." These carry an RAC rating around 7.5 hp.

These engines are very smooth and willing performers, and produce up to 20 or 25 brake horsepower. In an appropriately sized car, they will yield between 40 and 55 miles per gallon (7.1 to 5.1 L/100 km) at quite lively touring speeds.

The next general-size engine comprises those between 1000cc and 1300cc capacity, having an approximate RAC rating of 10 hp. These engines produce 36-40 bhp, and will give 35 to 45 mpg (8.0 to 6.2 L/100 km) on a fast tour.

The most popular engine is the medium size, around 1400 - 1500cc capacity (say 14-16 hp RAC). This unit is installed in many makes of car, and is capable of giving a really good road performance. It will produce up to 60 brake horsepower, and when driven fast will yield 30-40 mpg (9.4 to 7.0 L/100 km).

Large Motors

For high road performance, or for larger cars and sports cars, engines up to two and a half litres capacity are necessary.

In a touring car, these units will produce from 70 to 100 horsepower, and their consumption ranges between 20-28 mpg (14.1 to 10.0 L/100 km).

Only for the very large cars should an engine greater

than two and a half litres be necessary. Six-seater cars weighing up to 27 cwt (1360 kg) have excellent road performance, in the matter of hill climbing and acceleration, with motors of this size.

True sports cars will comfortably exceed 100 mph (161 km/h) with a two-litre engine properly timed and give excellent fuel economy to boot.

Handling

I am strongly of the opinion that good handling qualities in a car are quite as important as power and performance.

The ability to climb and accelerate fast is of consequence, especially to the keen driver. But it is handling that eventually decides whether or not the car is pleasant to drive. And if it is not, that car will not be used more than is strictly necessary.

Take steering for instance. We steer all of the time that we are in the car, and heavy or unresponsive steering can ruin a car's handling qualities. Rather like a hard-mouthed horse.

Good steering is reasonably light, and it must be quick. In some cases lightness of steering in a large car is obtained by gearing down, which makes the steering slow in action, and eventually harder work because violent 'wheel winding' is necessary on mountain roads, or in traffic.

Two and a half to three turns of the steering wheel, from one lock to the other, coupled with a moderate turning circle, represents a well-designed steering ratio.

In the case of power steering, beware only of the car which is too light in the touch at cruising speeds. It may prove dangerous on winding roads.



Roadholding

The next most important element in handling is the ability of the car to corner well.

This characteristic flows from many features, including steering, suspension, roll centre and other complicated considerations.

All the driver is concerned with, however, is that the car will corner willingly, and that the tyres will hold the road without slide when he corners a little faster than he feels he should.

As most modern touring cars are nose-heavy with only two persons aboard, it is generally the rear wheels which will break away first, when the car is cornered beyond the limit of wheel adhesion.

This is a safe characteristic, provided that it does not occur too readily on dry bitumen. Since it is generally associated with an understeering characteristic, a moderate rear wheel slide is easy to check, and can be an assistance in fast cornering.

The cornering characteristics of rear-engined cars are often quite different. These cars should be treated with respect until their behaviour on corners (particularly on wet corners) is understood and predictable. Then some of them will give a lot of fun to a keen driver.

A little roll on fast corners may be expected from the average touring car, and tyres generally squeal quite loudly.

Braking

In this respect, great improvements have been made in recent years. Some brakes may require only the weight of the foot for braking on the touring highway.

Fading is a weakness sometimes found in modern drum brakes. It can leave the car without proper braking at the lower reaches of a mountain pass.

The handbrake is the worst feature of the usual braking system. I believe one should have a handbrake which is capable of stopping the car on a steep hill, should the hydraulic brakes fail. An exacting requirement, I realise, but a very comforting one to have.

Driver's Layout

To be comfortable, and in full control of his car, the driver must be able to push his pedals to the floor, without adopting a seating position too close to the wheel.

One is too close to the wheel unless the upper arms are extended a little from the body. Some of the best racing drivers sit well away with their upper arms extended at about 45 degrees.

If one finds the hands creeping towards the top of the wheel, one is sitting too close.

The most untiring seating position is the upright one, and the 'kitchen chair' position is becoming more available. It also gives a high position, with unquestionably good vision in all directions, without which one cannot drive with certainty in the city.

The instruments obviously should be before the driver, so that he can glance at them almost without removing his eyes off the road ahead.

The minor controls, and the handbrake, should all be within easy reach without the driver leaning forward. Switches should be intelligently spread about the fascia so that each can be distinguished and located by touch at night.

The modern car is a very complex but reliable vehicle. It comes in many shapes, sizes and powers, and the wide choice we have in Australia makes it essential that the buyer carefully considers his selection.

A car which is just right for its owner is an endless source of real enjoyment.

Stuart Griffith B.E.



Caddy Maxi Crewvan.

So, you need a compact van, with plenty of room, as well as second-row seating? Volkswagen may have just the answer you're looking for in the form of the 2017 Volkswagen Caddy Maxi Crewvan TSI220.

On paper at least, the compact van segment to which the Caddy Maxi Crewvan belongs makes all kinds of sense for the city-focused courier, tradie or family buyer who needs more room luggage area than a traditional sedan or SUV will allow. More car-like than larger vans - especially when you're the driver - the compact segment delivers user-friendly ergonomics, some measure of comfort and exterior dimensions that make manoeuvring around the city a breeze.

The long-wheelbase Caddy Maxi Crewvan is as much a work vehicle as it is a family conveyance, and if the kids are into something like BMX, or any of the sports that require the lugging of larger equipment, there's a lot to like about that cavernous section behind the second row. It will easily house full-size bikes, for example.

On test, we have the Volkswagen Caddy Maxi Crewvan TSI220 with DSG and metallic paint. The starting price for the model is \$29,690 plus on road costs for the manual and \$32,690 plus on-road costs for the DSG. Our DSG-equipped test vehicle has an added \$890 for the metallic paint, bringing the price to a still very reasonable \$33,580 plus on-road costs. We're not sure you really need the metallic paint when your vehicle rides on steel wheels, but regardless it does look good in a colour other than Kelvinator fridge white.

The 1.4-litre turbocharged petrol engine - here's a scoop - doesn't generate 220 kW! It does generate 220 Nm, though, following the VW Commercial vehicle range, so the badging does make some sense. There's 92 kW to go along with that. Peak power is made at a reasonable 4800rpm, while peak torque - the crucial figure really - is delivered between 1500 and 2500rpm. In theory, that should be right where you need it around town.

The Caddy Maxi requires 95RON premium and uses an ADR-claimed 6.0 litres per 100 km on the combined cycle. On test, we used 8.3 L/100 km. The DSG as tested here, is the most frugal of the Caddy lineup. You might think the DSG is a bonus in this segment and it is, except at low speeds, but we'll get to that in a minute.

The cabin, while spartan compared to a VW Golf, does

have one advantage for van owners used to more tradesman-like surrounds. It's comfortable and more car-like than you might expect. The seating position is excellent, as is visibility. The second row windows (with sliding sections for ventilation) assist here. They add rear three-quarter visibility that you would miss if you had a solid-sided panel van.

The relationship between driver and the leather-trimmed steering wheel/controls is the main reason the Caddy Maxi feels so car-like. It's really easy to get comfortable and you never feel like you're driving a truck.

The entertainment system is adequate without being exceptional. Fellow CarAdvice tester Matt Campbell liked the clear instrumentation and digital speedo, but thought the pixellated, small media screen couldn't

match that in either the Polo or Golf. He's right too, the screen conveys the information you want it to, it just isn't particularly advanced.

The cabin is otherwise reasonably tough and hard wearing with plenty of hard plastics, but still very well put together. No squeaks, rattles or strange noises emanating from behind the dash in the Caddy Maxi.

The second-row seats, which don't slide forward and back, do flip forward to allow the Caddy to carry longer



items, and there's enough room in the second row for adults. Importantly, 'stadium style' seating means passengers in the second row get a really good view forward over the top of the front seat passengers. There is an ISOFIX child seat anchor-point, but no second-row airbags; it does have dual front and front-side airbags.

The rubber-lined footwells will be perfect for building sites or the post-football ride home in winter and the backrest isn't too upright either. We had second-row passengers for some shorter trips on test and they reported being comfortable. They appreciated the windows and sliding sections in the second row too, while double sliding doors makes getting in and out of the second row a breeze.

You'll find plenty of storage space in the Caddy Maxi, especially the very handy overhead section, which keeps valuables away from prying eyes. It's not lined though, so objects can slide around up there, which can get annoying. We loved the underfloor storage in the second row, too, and the big door pockets.

Where the Caddy Maxi definitely isn't car-like is in an acoustic sense. There is plenty of road noise, wind noise and general booming entering the front of the cabin. As with any van, that noise is reduced as you load more gear - or people for that matter - into the cabin.



Driving the Caddy Maxi around town is a cinch. The turning circle is tight, the steering light at low speed and the general manoeuvrability excellent. We liked the non-matching external rear view mirrors too - the driver's side is square, while the curb side is rectangular to give a better view.

The fact the steering is so direct is yet another feature you expect from a car not a van. The flat-bottomed steering wheel is an engaging piece of kit to use. You can absolutely picture a courier driver loving this van if they spend most of their time in the city confines.

The ride is plush enough for a load-lugger - even with no weight on board.

The engine is willing enough around town to get up to speed in sprightly fashion, but you can't describe the Caddy Maxi as rapid - even unladen. Add an extra three adults to the equation and it definitely isn't rapid.

The 1.4-litre is happy enough to be worked right up to redline, but it never feels excessively powerful. Matt noted that climbing longer hills, he started to feel the weight of the Caddy Maxi pulling the engine back a little. We reckon if you loaded the Caddy right up to its GVM, the 1.4-litre would be working up a sweat.

Now, back to the DSG. Our love/hate relationship



with this gearbox design continues and numerous testers who drove the Caddy reported similar issues. Once up to speed, above 40km/h or thereabouts, the DSG is fine. It always chooses the right ratio, never seems to make the engine work too hard, and is never tardy shifting up or down.

The problem is at low speeds. It's jerky, annoying and uncomfortable at crawling speeds, which is quite often if you're in a major metro city. Matt reported the same issue when he was testing in the city and, combined with brakes that have a tendency to grab, it makes for a jerky drive in traffic.

We called the urban ride comfortable, but it does err on the side of firm if we had to pick a definitive assessment. That would obviously settle down as you load more weight into the Caddy Maxi, but if you spend most of your time running around with very little on board, you will notice harsher speed humps and potholes.

The Caddy Maxi benefits from the plan that sees all Volkswagen commercial vehicles getting a three-year/unlimited kilometre warranty and six years of capped-price servicing at 12-month/15,000km service intervals.

Is the Volkswagen Caddy Maxi Crewvan the best option in this segment? Quite possibly. It might even seduce buyers who were looking at more conventional ways of moving the family around. There's no doubt the Caddy feels more premium than other Euro fare, and it delivers on the promise of being a usable, functional city-focused crossover between mini people-mover and compact van.

Specifications:

Engine: 1395 cc four-cylinder petrol with turbocharger
Bore and Stroke: 74.5 x 80 mm
Compression Ratio: 10.5 : 1
Output: 92 kW @ 4800 rpm, 220 Nm @ 1500 rpm
Transmission: 7-speed DSG, front-wheel drive
Wheels: 6 x 16", 205/55 R16 tyres
Performance: 0-100 km/h in 13.1 sec
Fuel Consumption: 6.0 L/100 km
Dimensions: 4878 mm (L), 1773 mm (W), 1836 mm (H)
Weight: 1523 kg
Turning Circle: 12.2 m
Warranty: 36 months / unlimited km
Service Interval: 12 months / 15,000 km
Price: From \$25,990



The Karmann Ghia Is Economical.

The Sydney Morning Herald, Monday 15 August 1960

Road Tested by Sturt Griffith B.E.

The Karmann Ghia is a very elegant and attractive small car, which has a sporting appearance second to none in this type of automobile.

The car is manufactured by the Volkswagen organisation at its Karmann factory in Germany, based on a Volkswagen chassis and engine and with a body designed by the Italian stylist Ghia. The car is now imported and merchandised by the VW organisation in Australia.

The object of the designers of this car is to provide a luxury version of the Volkswagen, enclosed in a full-width body of exceptional beauty, and finished in a superior manner.

No attempt has been made to 'hot up' the VW motor, but rather this unit is deliberately retained in its normal form, to ensure the reliability and economy for which it is highly respected.

But because of its gracefully streamlined body, its altered weight distribution and its greater interior spaciousness, the Karmann Ghia has characteristics different from the standard Volkswagen.

Features

This new model appeals to me as an excellent long distance touring car. It is particularly comfortable, with the seats exactly between the wheels. It is free from wind or engine noise, and it handles particularly well on the touring highway. I experienced none of that fatigue sometimes felt after putting a light car over the touring route at 42 mph (68 km/h).

Owing to its high gear, the Karmann has an effortless high cruising speed, and one cannot pass over the fuel economy of 46½ miles per gallon (6.1 L/100 km) over the route. From an engine of 1,200 cc capacity, this is indeed an

excellent result, and will be a factor of importance to an owner who uses his car a good deal.

Other features are a first class gearbox, a suspension which makes light of really bad roads, and particularly good steering and brakes.

The features I did not like were the crowding of the pedals and their unnecessary height above the floor, the excessive winding necessary to operate the driver's window, and the absence of any cool air supply to the front floor.

The turning circle of 37 feet (11.3 m) is large for this size of car, and does not facilitate manoeuvring and parking.

The Test Route

The 205-mile (330 km) route starts from Penrith and crosses the Blue Mountains by the Western Highway to Mt Victoria and Lithgow.

The journey from Lithgow is by the Scenic Hill to Bell (altitude 3,500 ft (1,067 m)), Mt Tomah, Kurrajong Heights and down to Windsor. The route then extends north to Wisemans Ferry, back to Castle Hill, then across country to Penrith.

The route includes strenuous test hills, winding mountain roads, and a balanced length of flat country running.

Hill Climbing

Like the normal Volkswagen on which it is based, the Karmann Ghia has a particularly high top gear, which should properly be regarded as a touring gear. As a consequence the car does not pull well in top, and third gear will be used on any serious climbs.

Only rarely will it be necessary to use second gear, on exceptionally winding hills or when baulked.

The regular test hills were climbed as follows:

BODINGTON (a straight climb of three-quarters of a mile (1.2 km), with a relatively uniform gradient of 1 in 11½): Third gear at 50-47-42 mph (80-76-68 km/h).

RIVER LETT (a difficult climb of 2 miles (3.2 km) with acute bends, and a maximum gradient of 1 in 8½): Third gear at 40-30-36 mph (64-48-58 km/h).

MOUNT TOMAH (a winding climb of 1½ miles (2.4 km), with a maximum gradient of 1 in 9, average 1 in 12): Third gear at 50-37-40 mph (80-60-64 km/h).

The power to weight ratio, with a load of 3cwt (153 kg), is low at 39 b.h.p. per ton. Top gear gives a road speed of 20 mph (32 km/h) at 1,000 rpm.

Cruising and Acceleration

The 'long legs' of this car are very pleasant on the touring highway and permit it to be cruised quite effortlessly at around 70 mph (113 km/h).

The characteristic of the short stroke VW motor is that it cannot be overdriven and as a consequence the car can be cruised at full throttle for indefinite periods.

It will be found that this car puts up exceptionally fast average speeds over long distances. The interior comfort, and good streamlining of the body, contributes to long distance travel without fatigue.

Of course, the high top gear requires free use of the gearshift when speeds come down to those prevailing in the metropolis. The maximum torque (56lb-ft (76 Nm)) of the engine is developed at 40 mph (64 km/h) in top gear, and 27 mph (43 km/h) in third gear.

For prompt overtaking, second gear should be used to 30 mph (48 km/h), and third gear up to 45 mph (72 km/h), over which speed top gear will usually be sufficient.

Times for acceleration were as follows:

THIRD GEAR:

20 to 40 mph in 8.0 secs;
30 to 50 mph in 9.8 secs;
40 to 60 mph in 14.7 secs.

TOP GEAR:

20 to 40 mph in 16.6 secs;
30 to 50 mph in 16.1 secs;
40 to 60 mph in 21.0 secs.

Driver's Layout

The driver's individual seat is very generous in proportions and has a high squab which is adjustable for inclination. The leg length adjustment is an ample 7 inches (18 cm).

The steering column is heavily raked, and the wheel is most comfortably located in a low position and at the right distance from the body.

The exceptionally slender pillars for the screen and rear window result in splendid vision for the driver in all directions, especially into corners. The rear vision mirror is wide and steady.

Owing to the intrusion of the front wheel arches into the floor, the pedals are offset to the left. There is consequently some overlapping between brake and throttle operation.

The gearshift is by a short lever on the central tunnel, set a trifle forward. However, its operation is positive and particularly easy, with an excellent synchromesh on the top three ratios.

The instruments are directly before the driver, and comprise speedometer, fuel gauge and clock. Most of the warning lights are much too small to attract attention in sunlight.

The minor controls are nicely dispersed about the fascia or the floor, but the dipswitch on the bulkhead is a little awkward to reach with the left foot. A fitment which is somewhat unusual in this country is a press switch operating the headlight intermittently,

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as an overtaking warning. In Germany this is frequently used in daylight and warns the driver ahead through his rear vision mirror.

Winker turn indicators are used, and they are self-cancelling.

There is a petrol reserve of 1 gallon (4.5 litres), which is released by a floor cock.

Fuel Facts

At an average speed of 42.1 mph (67.8 km/h) over the test route, the Karmann Ghia gave the pleasing consumption rate of 46.5 miles per gallon (6.1 L/100 km).

At a loaded weight of 18½cwt (942 kg), this is equivalent to 43.0 ton-miles per gallon. The fuel-speed factor (ton-miles per gallon x average speed) is 1,810. Both these figures are most satisfactory.

At this rate of consumption, the fuel tank gives a particularly useful cruising range exceeding 400 miles (645 km).

Riding and Roadholding

The excellent VW suspension system ensures that the Karmann Ghia is not troubled by deep potholes or really rough roads.

It handles such surfaces very competently, but the shock absorbers are such that the ride is quite firm, and consequently some vibration is felt through the car over bad corrugations. No bottoming occurred over the really rough sections of the test route.

When it comes to high-speed cornering, the reason for the firm suspension can be seen. The car takes fast bends very nicely and without much body roll, and the tyres are always silent.

When the limit of adhesion is passed, the rear wheels drift away gently, but respond immediately to the wheel. The cornering characteristics of the Karmann Ghia are really very good, and no difficulty will be experienced by any competent driver.

When slid and broadsided on the gravel skid patch, the behaviour of the car was perfectly normal and recovery immediate.

Handling Qualities

The worm steering mechanism is very positive and quick in operation, requiring 2.6 turns of the steering wheel from lock to lock. The steering box reduction ratio is 14 to 1.

The steering gear suits the car very well, but some reaction is transmitted to the hands over rough roads.

The test was conducted throughout under very high winds, and the body design of the Karmann Ghia, plus the chassis characteristics, endow the car with great stability under the most severe crosswind

conditions.

The Lockheed hydraulic brakes give first class results and only moderate pedal pressures are required for rapid stops.

The lining area is 96 square inches (620 cm²), and the brakes showed themselves to be quite free from fade on the long descent from Kurrajong Heights in neutral.

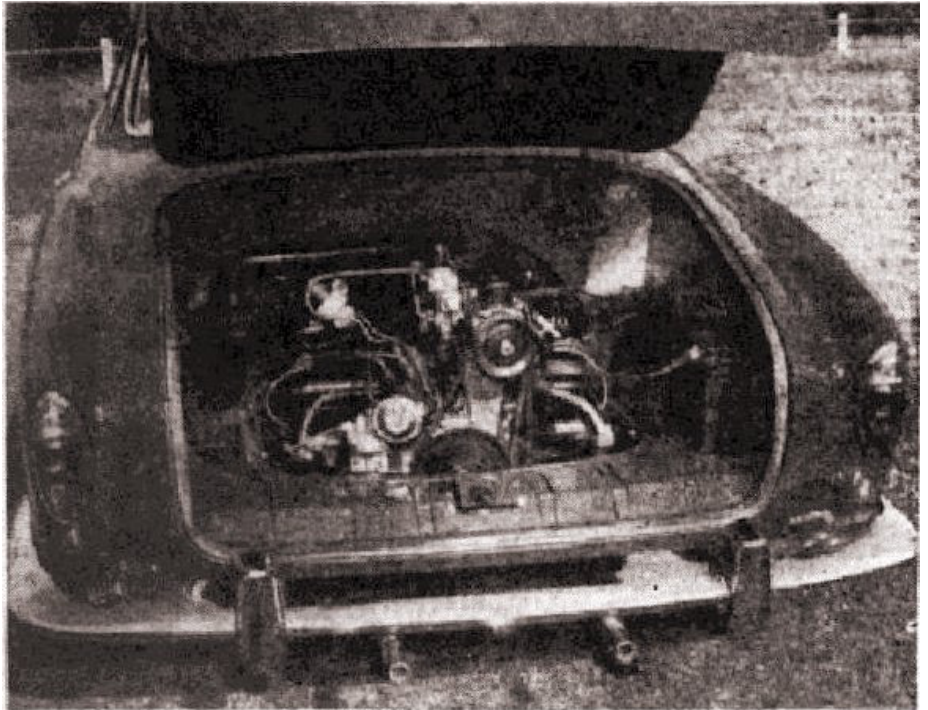
The handbrake, which is of the pull-up type on the central tunnel, effectively stopped the car from 30 mph (48 km/h) down the Victoria Pass (1 in 8).

Body

The interior arrangements and equipment are features of the Karmann Ghia. As the body is of full envelope style, there is a substantial interior width permitting the provision of two individual seats, each having a generous seat measuring 23 inches (58.4 cm). The high squab is adjustable to three inclinations.

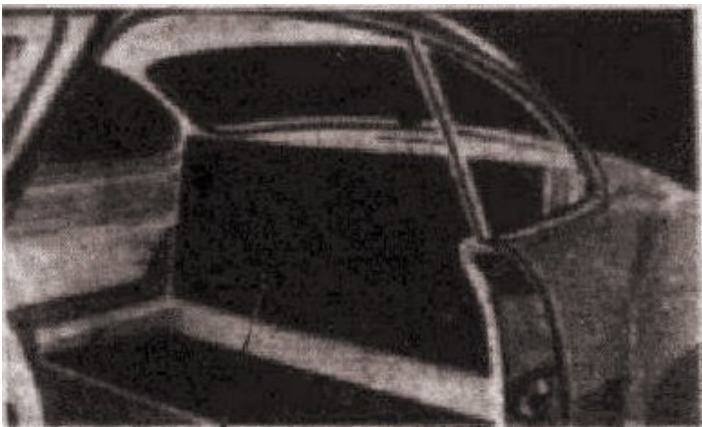
In rear there is a bench seat having a width of 42 inches (107 cm), but which is regarded as being for children because of the limited head room of 31 inches (79 cm).

There is more than sufficient leg and head room in the front seat for the six-footer. With the seats in their mid-position, knee room in rear is rather limited at 6 inches (15 cm).



ABOVE: Access to the rear engine is, if anything, even better than the VW. All engine ancil-

laries can be reached without the slightest trouble.



ABOVE AND BELOW: The large velour-trimmed area in the rear is another feature of the VW Karmann Ghia. The foam rubber upholstered bench serves as a storage space or seats two additional passengers.



The squab of the rear seat folds down to constitute a generous luggage space extending into the tail of the car. This has a width of 4½ feet (137 cm) and a length of 3ft 9in (114 cm), with a depth of 17½in (44 cm) up to the line of the window sills.

Additionally, there is a space under the front bonnet providing 8 cubic feet (225 litres) of luggage capacity.

The door windows are frameless, and there are pivoted quarter-lights in the rear compartment which provide excellent no-draught ventilation. Both the front screen and the rear window are heavily curved and steeply inclined.

An effective heating system has outlets on either side of the front door, with demisting ducts to the front screen and the rear window. Cool air can be admitted to the screen demisting ducts.

There is a lidded glovebox in the fascia and flat pockets on each door.

Interior trim is of top quality synthetic material embellished by chromium trim strips. The top edge of the fascia deck is safety padded, and a grip bar is provided for the passenger. Arm rests are fitted to both doors.

Engineering

The access to the rear engine is, if anything, even better than in the normal VW sedan. All engine ancillaries can be reached without the slightest trouble.

The battery is carried in the engine compartment in this car, with the oil bath air cleaner on the other side of the compartment.

The flat-four air-cooled engine has a bore and stroke of 77 x 64 mm (over-square), and it operates on a low compression ratio of 6.6 to 1. A Solex carburettor is fitted, and the distributor has a vacuum control.

The overall gear ratios are: top, 3.6; third, 5.4; and second gear 8.3 to 1.

The front suspension is by torsion bars and parallel trailing arms on each side, connected by an anti-roll bar. In rear, torsion bars are also used, in association with radius arms supporting the wheels.

The differential is attached to the frame and the drive is through swinging axles.

Summary

The VW Karmann Ghia is a small car having great beauty of line and affording particularly comfortable travel for two adults and several children. Its outstanding characteristic is shown on the touring highway, where it cruises effortlessly at substantial speeds and with unusual fuel economy.

The suspension of this car deals adequately with the roughest roads, and it has most pleasing handling qualities.

Altogether the Karmann Ghia achieves its designers' object of providing a luxury Volkswagen which will endear itself to small car devotees.

The car tested was made available by the distributors, Lanock Motors Ltd.

Sturt Griffith B.E.

About This Car:

PRICE: Imported Saloon, £1,598 (incl. tax).

SIZE: Two-seater, plus children's seat or large luggage space. Wheelbase 7ft 10½in (2400 mm); overall length, 13ft 7in (4140 mm); tracks, 51.4 and 50.7 inches (1305 and 1288 mm); clearance, 6in (152 mm); fuel tankage, 8.8 gals (40 litres); tyres 5.60 x 15in.

WEIGHTS: Unladen, tank full, 15½cwt (790 kg); laden, as tested, 18½cwt (942 kg).

MECHANICAL: Flat four-cylinder engine, in rear, of 1192cc, developing 36 gross horsepower (RAC 14.7 hp). Four speed gearbox. Separate platform chassis with backbone.

FUEL CONSUMPTION: 46.5 miles per gallon (6.1 L/100 km) at 42.1 mph (68 km/h) over the test route.

MAXIMUM SPEEDS: Top, 75.1 mph (120.9 km/h); third gear, 64.4 mph (103.7 km/h); second gear, 46.8 mph (75.3 km/h).



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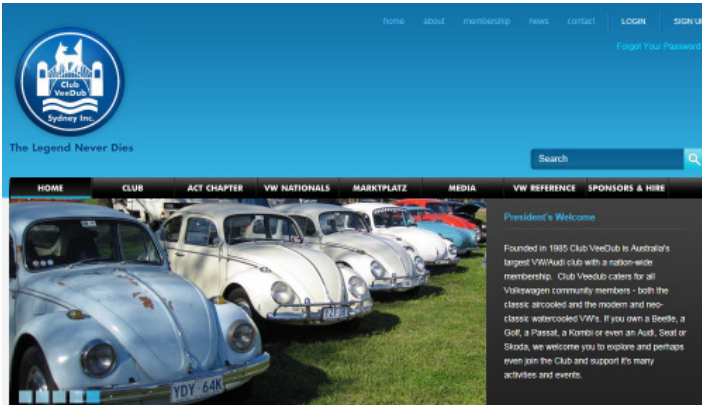
CITY: 177-179 WILLIAM ST. FA 7003. AFTER HOURS: JY 9989. FIVE DOCK: 61-71 PARRAMATTA RD. UA 8844. AFTER HOURS: LA 6198, 523-4612. ST. LEONARDS: HERBERT ST. JF 1355. AFTER HOURS: 31-9443. CAMPERDOWN: "CARSELL PARK," 141 PARRAMATTA RD. LA 6758. AFTER HOURS—SEDANS: WY 1981.

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From our website 16.

Here are more examples of real messages left on our Club website by members of the public. All of these messages were posted over two years ago. They make interesting reading and show the sort of enquiries we receive almost every day.

All of these messages received courteous and informative replies from our committee – mostly from Raymond, Norm or Phil. It's great to receive so many diverse messages and requests from VW people everywhere. How would YOU answer these messages?



07/9/15 What a great site. So much information. Thanks do you have any manufacturing numbers. I have a 1963 Australian single cab truck. How many were produced? Mine is built as Dusty conditions. Were all of them built this way? Thank you David

7/09/15 Hello Les I am writing to you on behalf of St Joseph's College P & F who hold an annual Spring Fair in November. We provide entertainment for our visitors and this year would like to invite the VW Car club to attend. The Fair is held on Sunday 15th November from 10 am to 4 pm in the school grounds at Hunters Hill. It is a compulsory event for the boys so we draw a crowd between 5000 to 8000 people throughout the day. If you can provide a display of 3 to 4 cars please contact me either by email or on my mobile. We would be happy to provide a fee and/or provide refreshments for the attendees. Regards Sandra

8/9/15 Please I need help for buying parts for my T2, 242 model, 1973, German made. Carlos

9/9/15 G'day Club VeeDub, I'm having a hard time finding a reputable VW restoration business in the Newcastle area, for Doris my 76 transporter. Could you please recommend a place? Feel free to call I should be available for the rest of the week. Your website is looking great by the way, great UI. Cheers, Dave

11/9/15 Hello. My mother has just restored a 1973 Kombi camper to roadworthy condition. What is involved with qualifying for historic registration? The vehicle will have a blue slip. Regards Dale

12/9/15 Hi, Would you be able to tell me the best place to

buy a VW beetle? And is there a guide on what I should be looking for when I buy one? Thanks Elise

12/9/15 Have seats for sale for a VW Golf GL 1998...any offers??? Paul

14/9/15 I've got a 2005 beetle convertible does anyone know what are the best springs to lower this vehicle I'd like to get it down by 2 to 3 inches Thanks Gary

15/9/15 Hi Club VeeDub, I am wishing to join your club. I have been previously a member of a historic club that isn't working for me. 4 of my splitscreen kombis are currently conditional rego until Nov 11.... Can you please advise as to how I become a paying member and have my vehicles with your club. I regularly attend events here in Newcastle that Rose Holmes arranges along with the regular Valla and Old Bar...Look forward to hearing from you soon! Adrian

18/9/15 Need to decode a vin / m plate off a Sopru type 2 Kombi 1974. Can you offer any help? Julian (UK)

21/9/15 We are buying a vw off my brother in law who is currently registered with you Alvariono Corriera. we will be taking possession within the next 2 or 3 weeks. we would like historical registration. is this possible. we are very interested in going to shows to show off the Vw it is a 1965 mint condition. please advise John

21/9/15 Hi we recently did a professional photo shoot for a 1957 oval Beetle with the Australian Swimwear Model of the Year runner up at Sunset on the GC and would like to know how we could submit images & story for publication Zac

22/9/15 I have just placed an ad on my car. How long before it gets on the website. Thanks Anna

28/9/15 Hi there I am hoping you can help me, as a fellow classic vw owner and vw club member of vw club, in NZ. I am trying to contact Classic Veedub parts in Sydney as I placed an order in July and have not received anything from them. When I phone line is constantly engaged. Would you know what's going on, as I see they are one of your club sponsors. I really appreciate your help. Many thanks. Wiki

6/10/15 Hello You have a great web. I have a 1986 Golf searching information I found this car was sold in your country (ZZZ) Maybe some of my country guy who return to Chile after the return of democracy in 1990 brought his car from Australia. You receive many people from Chile since 1973. Any info you can share about VIN WVWZZZ19ZGW552440 during Australia used time will be helpful. Sorry about my english. Regards Nikolas

6/10/15 Dear Sirs. As an advertising agency we are currently creating an article about the beetle in the Antarctic and are still searching for pictures. We found the article about "The Antarctic VWs" on your website. We would like to request, if it's possible to provide us the printing data. Especially the picture of the beetle with the penguins in front of it would be fine. Many thanks in advance. I am looking forward to hearing from you. Barbara

10/10/15 Hello There, I own a VW Passat MY10.5 125TDI Highline, I was wondering if you could help me locate a PDF copy of the brochure for this model? John

12/10/15 Hi, I'm looking at registering my beetle for the 60 day restricted registration, can you inform me how to go about this cheers Steve

12/10/15 I have some 1960s vw parts. There is a 36 hp motor a 36 hp crankcase mudguards speedos and alot of others. There are many other parts. I want to sell the lot for \$500.00 . Would anyone in the club be interested. Tim

15/10/15 I'm moving to Australia and bringing a '68 convertible Karmann Ghia. Are there places where you can buy long block rebuilds of 1775 or 1920? Tony

15/10/15 I have a handmade business and have created cushions, toiletry bags and tote bags that I thought might be of interest to your members. I recently attended the Old Bar Beach Festival and my items proved to be popular there. Kind regards Christine

22/10/15 We've got a 2011 VW Golf GTI with APR system which we are planning on selling, do you know anyone interested in this style of vehicle?? Scott

23/10/15 Would like to get club rego my rego is due at end of the month. Regards Mario

24/10/15 Please refer to our web site for info on our Car Show that we are inviting you to attend. Gary, 48-78 Holden Car Club Hunter Valley

26/10/15 Have Official Service Manual for VW Station Wagon/Bus 1968>1979 for sale , \$50.00 if interested Peter

3/11/15 G'day, Greg Mackie has suggested that I get in contact with John Watt in regards to researching Beetle 1500 racing in the '60s and '70s. Please could you pass on my contact details to him? Thanks Dicken

3/11/15 Hi - I am hoping someone can provide confirmation re the age of my 'newest' beetle (chassis number 196029364) - I've looked at the reference info and it looks like it's an Australian built 1966 type 1. What's confusing me is that it has a 'popes nose' rear end. I suspect someone in the dim and distant has 'modified' it but I wanted to check. The car is currently being stripped down ready for paint removal. I'd like to bring her back to as close to original as possible so any advice would be much appreciated. Thanks! Steve

4/11/15 Hi Folks, found you on the internet. I have a 1999 Golf cabrio and am having trouble finding a camber compensator for it. The LH front wheel has far too much negative. Any help would be appreciated. Thanks. Colin

8/11/15 Hello, I own a Kombi Transporter Beach (2008) which did not come with an instruction manual. Can someone please point me in the right direction to someone who can help me install the bed? Kind regards, Jan

8/11/15 Hi I've just bought my first Audi tt and I'm looking to meet with like minded people, although you are predominantly vw can you accommodate? Rob

11/11/15 I have a beloved 1969 semi auto VW Beetle that's going to waste in my shed. I was planning to restore it again but I don't think I've driven it for at least 10 years. It needs a little work but it does kick over. Has a push button start due to the ignition key not working properly. I want to sell it to a VW enthusiast who wants a great project but also a Classic VW. Very rare. I would like at least \$3500 for it as I have done some work to it myself. Can you please help me, Lucy Blue needs to be loved! Lisa

12/11/15 Hello, I am writing from VW Heritage, a British air-cooled and water-cooled vw parts supplier. We would like to have some further information about the conditions of becoming a sponsor, the difference between magazine sponsors and national sponsors, etc. We would appreciate if you could send us further information about this. Many thanks, Rosa

12/11/15 Hi Can you give me the contact details of the best person to speak to about getting into the club plate/logbook scheme cheers Steve

12/11/15 Hi. Do you know of anyone that would be keen and kind enough to inspect a camper in Gosford, NSW? Much appreciated, because I live in Perth. Fred

13/11/15 Hello Do you have a club in Victoria? Thank you:-) Annie

14/11/15 Dear Sirs, Founded in 2007, Discom Automotive specializes in the distribution of auto parts such as steering gears for Volkswagen Sedan (BUG) and Kombi Volkswagen (TYPE 2), among others. With the support of our industrial arm, auto parts fabricator US Automotivo, we guarantee our customers original products, with excellent quality at competitive prices. In order to create new alliances I took the liberty of sending this email with a brief presentation of some of our products. We stand by for the contact of your sales or supplies department for a more objective presentation, and maybe send a sample as a seal of approval, to thereby become your suppliers. Find us on Facebook at <https://www.facebook.com/discomautomotive/> Antonio

22/11/15 I'm really interested in re registering my mk1 caddy on the logbook scheme, although I haven't been a financial member I do go to all car events, vits, gad, dov, etc I will become a financial member and help if need be with the club at events car will be registered under my dad's name as I'm too young to be insured as a first person under Shannon's current insurance policy of 25 years or over. Nicholas

28/11/15 Hi there, I am hoping you could help me? I have a lovely 69 Beetle and unfortunately I need to sell it asap due to unforeseen circumstances. If you are interested please email me back as I'm living in the UK at the moment and I can give you more information and pictures Kind regards, Colm



Sitting on a Porsche.

Clarkson on Cars, 1996

The more you pay for a car, the less reliable it will be.

And it's not just cars either. My old Casio watch used to be second perfect, week in and week out, but the Breitling that's replaced it sheds nine seconds a day and sometimes stops completely in the night.

My £8 Zippo is capable of lighting cigarettes in a hurricane but the Dunhill I take out on posh-frock nights refuses to ignite if someone on the other side of the room is waving their arms around a bit.

I have an Umberto Ginocchietti jacket which has worn through at the elbows in less than a year, yet my Lee Cooper jeans are unburstable.

And so it goes on. I read about a woman the other day who has enjoyed 120,000 trouble-free miles in her Daihatsu Charade, yet the new McLaren, which costs more than half a million pounds, broke down on its first-ever journalistic road test.

Prince Charles suffered the ultimate ignominy the other day when his brand-new £150,000 Aston Martin Virage Volante conked out, rather conspicuously, on the Cromwell Road.

We may all drool over a Ferrari but if you used one every day, its engine would go out of tune and then break altogether. You would grow to hate the steering which is more stubborn than a dog which doesn't want to go to the vet's, and the gearbox, which is heavier than a washing machine.

But this is part of the appeal. You've got to be some kind of triangular-torsoed he-man to drive a Ferrari, and you have to be rich enough to have another car for the other six days in a week.

You only take the Ferrari out on special occasions - that's what makes it special.

If you have a car that you can use every day, it will be an everyday car; humdrum, and tedious. Unless it's a Porsche.

Porsches are unique as they, like no other cars made, blend quality with sophisticated get up and go. And I have to say that some of them, these days, are pretty good value for money.

The 968 Club Sport does not have much in the way of

creature comforts but you find me a more invigorating coupe for less than £30,000. And all you lot at the back with your Mazdas and your Toyotas can put your hands down now. They are not in the same league.

The 911 too is something of a bargain. I recently spent the weekend with an egg-yellow Carrera convertible which can haul itself from 0 to 100 in five point something seconds. It sounded great. Yobs spat at it. Taxi drivers asked if I'd swap. And yet it costs a mere £59,000 which is £20,000 less than the equivalent Ferrari.

Now, I'm no great fan of the 911. It's 31 years old and in some ways, you can tell. The dash was put together during a game at a children's tea party, and a blindfold was involved. And I reckon the new suspension is a triumph of engineering skill over a flawed design. That engine simply shouldn't be where it is.

Furthermore, the latest version, which was launched six months ago, has a pair of headlights which make the whole car look like a startled rabbit. And it's just too easy to drive;



the steering's too light, the clutch is no harder to depress than a member of EXIT and changing gear is no harder than stirring soup. The end result is a car that just doesn't feel special enough even if you have just gone round a corner at 240 km/h and all the girls in the street are trying to leave their phone numbers under the windscreen wipers.

Me, I've always preferred the Porsche 928, the Big Daddy. At £73,000, it is reassuringly expensive and it is capable of achieving speeds far in excess of what is practically possible.

It also has a proper engine where engines should be - at the front. Lift the bonnet and you are greeted with the sight of a huge 5.4-litre, quad-cam, 32-valve monster which sends 350 brake horsepower to the back wheels through a rear-mounted five-speed manual gearbox. Or, in my case, a four-speed automatic. This is all good beefcake stuff.

And when you climb inside, it gets better. Whereas most cars have measly pieces of wood which aren't big enough to make a pencil, this has two dirty great slabs, like upended coffee tables, on each door. And the massive, swooping dash is just delightful.

There are, of course, plenty of toys but it's what controls them all that I love - knobs the size of ice-cream cones. To turn the lights on, you grab a great fistful of rubberised plastic and give it a big old twist. Perhaps that's



And though £73,000 is a lot of money, it's important to remember that this is half what Aston Martin charge for the similar, though even more brutal, Vantage and £60,000 less than a Ferrari 512TR.

With that in mind, I began to formulate a pretty good case for the German equivalent of Giant Haystacks, until I remembered the Corvette. Here is another 2 + 2 coupe with a big V8, a hard ride, and prodigious power which is now available with right-hand drive for £45,000.

There's no doubt the Porsche is built to higher standards than the Chevrolet and that, curiously enough, is where my argument falls flat on its face.

The more you pay for a car, the less reliable it will be. Unless it's a Porsche.

Jeremy Clarkson

why there's no CD player - too fiddly, too high tech: not beefy enough. I'm surprised it doesn't have an eight track.

So far then, it's like motorised rock music: big, honest, down to earth and heavy. That body - a familiar sight now that it's been around for seventeen years - is just enormous; so wide that parking meter bays are too narrow by 18 inches, and long too.

Sitting inside, you feel cocooned so you find yourself trying to squeeze into spaces that turn out to be five feet smaller than necessary. It's a good job that bumperless front end is damage resistant because you just can't see it, or the back, or the sides. The last time I drove a 928, I crashed it, and driving this new one, I can see why - you can't see where its enormous body stops.

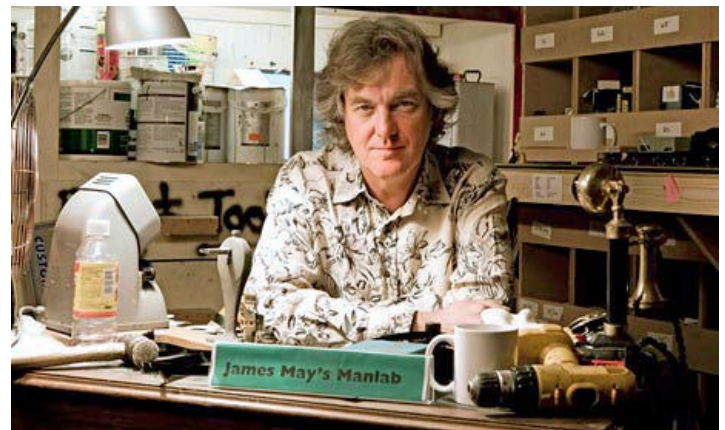
Happily, the engine is powerful enough to make light of the resultant weight. Prod the loud pedal, and immediately, the rear wheels chirp and lose traction, only being brought back into line by the various silicon chips. A green light comes on to tell the driver when the traction-control computer has just kept him out of a hedge.

The first time I went out for a spin, I dived into a small gap on the Wandsworth Bridge roundabout and such was the almighty leap forward, I couldn't help whooping out loud.

I've driven faster, more nimble cars but what I love about the 928 is its old-fashioned muscle.

Fair enough, the ride is far too hard and the steering could do with a bit more 'feel', but when you put your foot down and that raucous engine begins to sing its good ol' V8 song, you tend to forget about the various shortcomings.

Who cares about the microscopic boot or the joke rear seats. The back may well sing tenor but the front sings baritone.



Two pints of lager and a small hatchback, please.

James May's May on Motors, 2006

Drink is the enemy of the motorist. Drinking and driving wrecks lives and, almost as bad, drinking causes us to talk cobblers about cars. Given two pints of warm motor-show lager in a plastic so-called 'glass', grown men will sit in a Daewoo Musso and enthuse about it. I once drank at a motor show and came home with a brochure about carpopts.

The MGB enjoys an idyllic association with the country pub only because that's where people go to talk about them. No one ever drives an MGB. They're always broken, which instead drives their owners to the boozier to discuss the problem and ensures that it is not solved.

Drink has never been of any benefit to the car owner. Until now.

I have been drinking heavily over the subject of the Audi A2, a car in which my conflicting interests of beer and driving have been admirably resolved. So, pfitz! I'll have another can.





Audi is trumpeting its new A2 as a revolution in small car design. To be honest, I'm not entirely sure it is. It looks rather interesting, it's reasonably roomy and it has the usual exemplary Audi switchgear. But the ride is a bit hard and in the end it's just a small car, and a rather expensive one starting at £13,950.

In manufacturing terms, though, it's something special because it's made largely of aluminium, the Holy Grail of mass-production automotive materials. Its body is all aluminium, formed of aluminium pressings fixed to an aluminium spaceframe fabricated from extrusions and exquisite die castings. An aluminium car is a good thing because it's light; being light means less wear on roads and tyres and less fuel consumed or, if you prefer, better performance for the same amount of it. The aluminium A2 is reckoned to weigh 43 per cent less than it would if built using steel, and aluminium is an abundant metal readily and cheaply extracted from beer tins.

How many beer cans, I wondered, as I walked home with a four-pack of John Smith's widget-equipped draught bitter, would it take to build an A2? So I drank the first one, sawed up the tin and a portion of my left index finger to remove the widget (which is plastic), and weighed it. It weighed 20 grams.

Then I had a second tin of John Smith's and looked up the weight of the A2's spaceframe, which is 75.1 kg. After another tin of Smith's I had worked out that it would take 3,755 tins to provide the raw materials for one A2 spaceframe, but not the body panels.

So what? Well, the more I drink, the more twaddle I can talk. But the more I drink, the nearer someone gets to driving a new A2. It's the exact opposite of the problem afflicting the MGB. After the final tin I had come up with the following computations, which you can check using the figures at the bottom, since I've had a few.

The volume of John Smith's that must be consumed to produce an A2 is 4,950 litres, or 8,711 pints.

If you replaced your A2 every three years and during those three years drank enough John Smith's to provide the aluminium for the entire bodyshell, you

would have spent £4,500 a year on beer at current prices.

Transporting that much beer home from the supermarket would require just two round trips in an A2, with the rear seats lowered.

Enjoying a tin of John Smith's contributes 0.002234 per cent, by total weight, to the manufacture of an Audi A2.

Using your columnist as a sample, each Audi A2 represents 181 hours and 45 minutes spent standing at a urinal.

So far this is not terribly promising. Even the motoring correspondent of the Glasgow Herald couldn't drink himself to a new A2. However, if we imagine a Spitfire Fund type of arrangement for the gathering of aluminium for Audi's front-line hatchback, and polish off the remains of the Scotch as well, the following figures emerge.

If every motorist in Britain drank one tin of John Smith's every day, there would be enough aluminium for an annual production of 852,276 A2s, with enough material left over for two spare spaceframes.

The actual projected production rate for the A2 demands that each British motorist drinks a tin of John Smith's only every two weeks.

I, however, can do rather better than that. What a pity I'm not in the market for an A2. Then again, as I said, drinking and driving don't mix anyway. So I'll drink, you can drive.



STATS BOX

- 1 tin of John Smith's - £1.20
- Volume of tin - 440 ml
- Weight of tin without widget - 20 g
- Weight of A2 spaceframe - 75.1 kg
- Weight of complete A2 body - 225.0 kg
- Total kerb weight of A2 - 895 kg
- A2 luggage vol - 1,085 litres
- A2 production target - 60,000 a year
- No of UK car owners - 26,268,802
- May's average pee-time per pint - 1 min 15 sec

James May





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