

Zeitschrift



Chris Heyer/Peter Lander Golf GTI, 1980

April 2020

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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.



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

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.

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Mortdale NSW 2223

Facebook:

www.facebook.com/ClubVeedubSydney/
www.facebook.com/clubveedubcanberra/



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 (2006-on) are available at www.clubvw.org.au under the Media - Zeitschrift tag.

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See the back page for all 2019 VW Nationals sponsors.

33RD GREAT YEAR

*** CANCELLED ***



Saturday 23rd May

Carters' Krauty Caper navigation run
Start: Greyhound Club, Yagoona, 9:00am
Finish: The Vineyard Hotel, for lunch

Sunday 24th May

Show Day, Fairfield Showgrounds

VISIT WWW.CLUBVW.ORG.AU OR
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CORONAVIRUS COVID-19

Social Distancing

AVOID

- Group gatherings
- Visits to bars/restaurants
- Sleep overs
- Playdates
- Visiting the elderly with children
- Crowded retail stores
- Gyms
- Visitors to the home
- Non essential workers in the home

USE CAUTION

- Visits to supermarkets
- Visit to pharmacy
- Visit to GP
- Traveling
- Check on friends and family safely
- Public transport

SAFE TO DO

- Go for a walk
- Jogging
- Working in the home
- DIY in and around the home
- Reading
- Going for a drive
- Video calls
- Phone calls

Just some of those who are vulnerable that these measures could help:

Patients who are elderly, history of lung illness, cancer patients, immune suppressed patients, immune compromised and those with varying underlying conditions.

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Von dem Herrn Präsident.

Hi all, well I hope you are all keeping well and staying away from any sources of infection. As we keep hearing, these are unprecedented times.

You would probably be aware that the VW Nationals has been cancelled, as are all meetings and events coming up. If possible we might reschedule the VW Nationals to later this year, otherwise it will be held again in May 2021.

Our club finances are in good shape so we will be able to cope with the loss of funds coming in from the VW Nationals.

The good news is that our monthly magazine will continue as normal, with plenty of great VW articles to keep you informed and entertained at this difficult time.

Because our meetings have had to be cancelled, Norman and his children will be putting the printed magazine into envelopes and posting them out. I believe that his children will be demanding a fee, most likely lollies.

Myself I've taken some annual leave that I had put in so that I could attend the VW Nationals, I moved this forward and started on April 3rd. I work in a fairly high risk occupation and being over 65 and doing road service for the NRMA so I'm happy to be on leave, my cars are getting some attention so my Beetle should be back on the road in a the next week or so, I haven't driven it for few months and I've added some more kilowatts so lots of fun to be had.

We've heard of rumours – mostly on social media – that H plate and enthusiast vehicles are being targeted by authorities.

There have been assurances that this is not the case. The authorities are making enquiries with everyone out and about. We have all been asked to stay home for other than essential travel. That being said, driving around in a H registered vehicle would draw unwanted attention as to why your vehicle is on the road at these very trying times for everyone.

The Council of Motor Clubs NSW, of which we are a member, has spoken with the Policy Branch of Transport for NSW (RMS), and they were informed regarding Historic Vehicle Scheme (HVS) and Classic Vehicle Scheme (CVS), vehicle usage at this time can be used to go to the mechanic for repairs and a pink slip. You can use your HVS and CVS vehicles on the Log Book Scheme to go to the shops for essentials, the doctor or to work (the list of approved places as given by the State Government) and your log book MUST be filled in at the commencement of your travel (not after you're pulled over).

If you need to acquaint yourself with your obligations under the Log Book Scheme, you can do so by following this link www.rms.nsw.gov.au/roads/registration/get-nsw-registration/historic-vehicles/log-book.html

So stay away from nasty bugs, normal bugs are OK though.

See you sometime, don't know when.

Steve Carter



Kanberra Kapitel report.

I was hoping for a much grander entrance into the position of Canberra Chapter Club President but sadly it hasn't happened. Like all other social gatherings, we've postponed all club activities due to COVID-19.

I really wanted to open with a joke or a reference to Star Trek. "Captain's Log... Stardate..." but I've saved you all from my sense of humour and refrained. I'll go back to basics instead.

I'd like to take a moment to thank Willie Nelson for his fantastic effort as the Canberra Chapter president for the past few years and for having the faith in my abilities to take over the helm... or steering wheel as the case may be.

The rest of the committee members, though you are small in number you have done a smashing job to keep everything going, especially David Cook - maths and cash are not my strong point. Most importantly thank you to all our club members.

A little about me. I'm a born and raised Canberra girl and I've been into cars for as long as I can remember. I grew up as that younger annoying cousin to 5 older male cousins who were all into Ford and I just had to be into Holden. My one mission in life was to drive the boys up the wall. Needless to say, I think I achieved my task wonderfully. So much so that none of them drive Fords now.

My first ever car was a bright red 1998 Holden Barina SB City (because red ones go faster). I wanted to put a V8 engine into that little beast, but no one would let me. Scroll forward a few years and a few cars and I now own a 2016 VW Scirocco R, who is affectionally named 'Monster.' She is my pride and joy and I'd be completely lost without her.

Monster has won the VW Nationals a couple of times, GAD a couple of times and VITS in Albury last year as well. I couldn't have done this without the support of my friends, family and most importantly my mechanic and my detailer.

There you have it. A little bit of background about me.

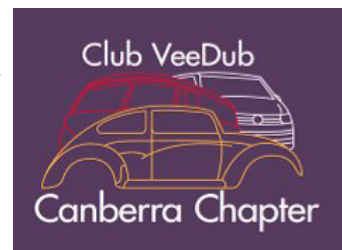
What I'd like to see happen for the future of the Canberra Chapter? I'm hoping that once we're all allowed out of the garages again, we'll be able to start getting out and about and exploring the area to support our local businesses. Only time will tell when this may happen.

In the meantime, I'd like us to keep up with our social media presence and email. I'm also open to suggestions on things that we can do to grow and events.

During the difficult time I hope all our members and members family stay safe and if you need anything please don't forget to ask your VW family!! I look forward to seeing you all in the future.

Cheers

Dot



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/events for the latest information and any changes.

Due to the ongoing COVID-19 pandemic and government regulations, all meetings and events for 2020 are cancelled until further notice.

April.

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

Sunday 5th:- Berry Blast From the Past - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

Thursday 9th:- Committee Meeting - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

Thursday 16th:- CLUB VW MONTHLY MEETING - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

Sunday 19th:- Robertson Classic Car Show - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

Monday 27th:- Canberra General Meeting - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

May.

Saturday 2nd:- SurfLife Classic Surf Car Expo - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

Sunday 3rd:- Annual 'Old Car Social Club' Show and Shine - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

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

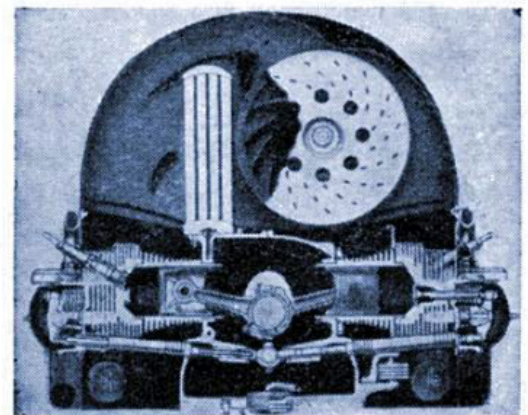
Thursday 14th:- Committee Meeting - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

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Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

Saturday 23rd: Carter's Krauty Caper 2020 - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

Sunday 24th:- VW Nationals 2020 - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

Monday 25th:- Canberra General Meeting - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

June.

Thursday 4th:- Magazine Cut-off Date for articles, letters and For-Sales

Thursday 11th:- Committee Meeting - - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

Thursday 18th:- CLUB VW MONTHLY MEETING - - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

Monday 29th:- Canberra General Meeting - - CANCELLED DUE TO COVID-19 PUBLIC HEALTH REGULATIONS

July.

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

Thursday 9th:- Committee Meeting - to be advised

Thursday 16th:- CLUB VW MONTHLY MEETING - to be advised

Monday 27th:- Canberra General Meeting - to be advised

August.

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

Thursday 13th:- Committee Meeting - to be advised

Thursday 20th:- CLUB VW MONTHLY MEETING - to be advised

Monday 31th:- Canberra General Meeting - to be advised

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:- We are selling Dad's very last Golf. Immaculate **2012 Golf GTI**, Tornado Red, black interior. Manual transmission, driven 116,950 km. Always garaged, always serviced at VW, always fuelled with 98-octane. First to see will buy! Rego until April 2020. For sale \$16,200. Contact Yara on 0434 079636 or email Ihara.mannise@gmail.com

For Sale:- 2001 VW Beetle, yellow in colour. I purchased my baby brand new from Southern Classic Cars on 22/5/2001. It has been a great car & has travelled approximately 360,000





km and the motor continues to run extremely well. Due to an eye condition I have been unable to drive it and in late 2018 I gave it to my granddaughter as a gift on her attaining her drivers licence. Unfortunately she had a bit of a bingle in February 2020 and the panel beater in Bowral/Moss Vale advised that the chassis was slightly bent, all we can do is believe him. The car is still drivable and registered until 22/5/2020, in fact my granddaughter drove it home, being Exeter in the Southern Highlands and this is where the car has been living for a while now. The damage is essentially the front of the vehicle, per photo, but the rest of the vehicle is fine. In summary "Herbies" (his nickname) details are; 2.0 litre motor; 85kW fuel-injected; ABS & EBD (Electronic Brake pressure Distribution); dual front & side airbags; 6 speaker CD stereo; air conditioning; remote central locking, power heated side mirrors; 5 alloy wheels; tow bar; sun roof; black leather trim; front heated seats; all internal trim doors, roof etc were redone in 2014. I would love it to go to a good home and happy to accept a reasonable offer, if interested please call me, Pandelis Hassos, on 0414796377 or email to pandelishassos@bigpond.com



For Sale:- 1962-67 VW Beetle tail lights, immaculate condition all complete with bases and seals. \$200. Contact: Arthur on 0405 316912 or email julieandarthur@bigpond.com

Wanted:- Hi I am looking to purchase a **Karmann Ghia** vehicle in good working order. If you can help, please contact Steve on 0425 291112 anytime or email steve.mol46@gmail.com

For Sale:- Gearbox from 1959 Beetle. Originally mated to 1200 motor. Bellhousing modified to fit 1600 motor. Noisy bearings. Complete with swing axles. Asking Price \$350. Contact Simon Brown on 0414 293 493 or email simonb@otterson.com.au

Wanted:- Hi looking to buy a **Karmann Ghia** 60 to 68 Thanks Mrs Matina Strathie 0402 16101 or email matinastrathie@gmail.com

2nd Month ads.

Wanted:- I need to buy a **1971 SQUAREBACK DASH PAD.** If you have one, or any information as to where I could source one, it would be appreciated. Contact Mr Michael Ratcliffe on 0400 435335 or email michael.ratcliffetas@gmail.com

For Sale:- Hello My wife wants to sell her **1960 VW Beetle.** Has not turned a wheel for 7 years, just sitting under a cover in the garage. Original numbered car 6 volt. Was repainted original cream colour 15 years ago. Just wondering what it's worth and could you help find her a good home. Thanks in advance for your help if u can. Contact Mr Richard Dreyer for more info and photos on 0466 400790 or email richard.dreyer1@outlook.com

For Sale:- Hi can you let members know we are selling our internet domain name VeeDubs.com.au (not currently active). If anyone has an interest they can contact me. Thanks, Sean Fogarty (02) 8569 1337 or email seanfogarty88@gmail.com



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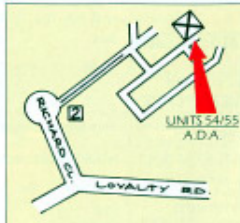
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- Drag or track racing
- Meetings and tech talks
- Other (you tell us!):

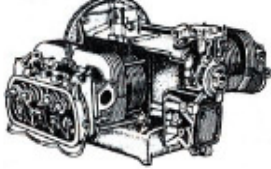
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The coronavirus impact.

After releasing strong 2019 world-wide sales figures, Volkswagen AG has announced production has been suspended across Europe, citing coronavirus concerns and a "rapid decline" in the automotive markets.

The Volkswagen Auto Group posted growth across its Volkswagen, Skoda, Seat, Bentley, Porsche and Scania brands in 2019 (with Audi and Volkswagen Commercial Vehicles the only brands to see decline). However the early months of 2020 have thrust the Volkswagen Group into uncertainty.

"The spread of coronavirus is currently impacting the global economy," Volkswagen's Frank Witter said. "It is uncertain how severely or for how long this will also affect the Volkswagen Group."

"Currently, it is almost impossible to make a reliable forecast."

Sales for Volkswagen over January and February were down approximately 15 per cent, according to a report from Auto News Europe.

Earnings in the January to March period this year are expected to be down roughly 50 per cent from 2019 figures, Mr Witter expects.

Despite the early 2020 figures, Volkswagen's CEO Herbert Diess is confident the company has laid the foundation for a strong future when things return to normal. "2019 was a very successful year for the Volkswagen Group. We have laid vital groundwork for all relevant changes."

Volkswagen suspended production across its European plants from the cessation of the late shift on Thursday 19th March.

The closure was initially set to last for 14 days; however with the pandemic continuing in Europe, especially in nearby Italy and Spain, the closure will now be indefinite - until further notice.

Elsewhere

Volkswagen is not alone in halting automotive production in Europe, with Fiat Chrysler and Ford, along with a number of parts suppliers, also confirming they have closed their European factories for the immediate future.

Others are expected to follow, and factories in the US are currently working but observing strict government- and union-guided procedures.

Tesla briefly attempted to continue production at its Fremont plant - despite strict 'shelter-in-place' rules enacted in California - declaring itself an "essential business". California quickly disabused the company of that notion.

Australia

At home, new vehicle sales took a hit in March, as you might expect, although it wasn't the cataclysmic drop some might have projected.

The latest VFACTS data for March shows that vehicle sales fell by 17.9 per cent compared to March last year, to 81,690 sales.

You have to return to 2009, at the height of the global financial crisis, to find a lower figure for March. That year there were 75,650 new cars sold.

March is historically the second-biggest month of the year for new car sales, because it is the lead-up to the end of the Japanese financial year.

There was a notable decline in buyer interest as the month progressed, and as social distancing and other rules came into place.

While most car dealerships remain open to sell and service vehicles, some are running at a reduced capacity, and many are concerned about an April where they lack the sort of forward orders they might have executed during March.

The March monthly result represents the 24th consecutive month of negative growth for the automotive industry in Australia. That means constant month-on-month declines since early 2018.

Total sales for the first quarter of the 2020 calendar year are down 13.1 per cent. This means that the market is tracking to fall shy of a million sales annually for the first time in more than ten years.

Toyota actually grew its sales by 1.6 per cent thanks to a massive order intake executed during the first half of March. Its HiLux, RAV4 and Corolla occupied three of the top four spots overall in a month of dominance, where its market share leapt to 21.5 per cent.

Mazda remains second, but its sales fell 29.1 per cent and every model in its range bar one (the CX-8) dipped by double digits. Mitsubishi finished third, down an even heavier 40.8 per cent.

Remarkably, and for the first time, Korean company Kia eclipsed its Hyundai big brother and grew its sales an impressive 6.6 per cent, thanks in large part to the new



Seltos's contribution.

Hyundai dropped 31.4 per cent as the Tucson and i30 struggled, and the loss of the discontinued Accent as a range opener bit hard.

Holden's expected bumper month, as its dealers clear final stock, didn't entirely materialise on the score sheet. But its sales were nevertheless up 30.2 per cent, and the discounted Colorado had a huge month and finished fifth in-market overall.

Ford sales fell 21.2 per cent units as it lost Ranger 4x4 sales to the Colorado. Nissan fell 31.6 per cent as the X-Trail and Qashqai struggled, and Honda fell 27.5 per cent as its core Civic, CR-V and HR-V all stumbled.

Subaru grew 0.2 per cent to finish tenth, edging Volkswagen out of the top ten. VW sales plunged 38.7 per cent on the back of poor months from the Golf, Tiguan and Amarok. The new T-Cross and T-Roc small SUVs can't arrive soon enough for VW in Australia.

At the premium end of the market Audi sales also had a major slump, dropping 30.3 per cent which was worse than falls for Mercedes and BMW. Lexus, Land Rover, Porsche and Volvo also fell significantly.

2020 Passat now available.

The updated 2020 Volkswagen Passat is now on sale in Australia, arriving this month in solitary 140TSI Business form - after delays kept it from reaching us sooner.

That's a new VW model name, and a new engine designation for the Passat, too. The familiar 132 kW/250 Nm 1.8-litre turbo petrol 132TSI has been replaced, as expected, by a new 2.0-litre turbo petrol unit offering 140 kW (hence the name) and a big torque rise to 320 Nm.

Front-wheel drive is all that's on offer here, matched to a seven-speed DSG automatic transmission.

The new model launches from \$45,990 for the sedan and \$47,990 for the wagon, both before on-road costs.

Standard equipment for the 140TSI Business includes 18-inch wheels (up from 17-inch on the entry 132TSI), new LED headlights, redesigned tail-lamp internals and new-look bumpers at both ends.

Inside there's Vienna leather upholstery, power adjustable front seats with memory settings for multiple drivers, and tri-zone climate control.

Excitingly for those looking at BMW owners with envy, the refreshed Passat is the first Volkswagen to launch



with wireless Apple CarPlay as standard. The wider VW range will follow in the next 12 to 18 months. (Android Auto remains available - wired, despite Google long-ago confirming the existence of wireless connectivity).

Wired connectivity is also upgraded from the traditional USB-A port to the new USB-C format (the new iPhone 11 models come with a Lightning to USB-C cable in the box, and many new Android phones have switched to USB-C).

Despite being a standalone model (for the time being), the 140TSI Business goes without Volkswagen's Active Info digital driver display, leaving only the standard conventional dials behind the steering wheel and a smaller centre display.

The updated Passat also launches with Volkswagen's new IQ.Drive safety brand, bundling together a new Travel Assist pack that includes adaptive cruise control, active lane-keep assist, and speed sign recognition.

Beyond that is autonomous emergency braking (AEB), blind-spot monitoring, rear cross traffic alert, assisted parking, 360° Proactive Occupant Protection (a range of measures that kick in if a potential incident is detected), and driver fatigue alert.

So the 140TSI arrives on its own for now, and maybe even for the remainder of the current generation, but we might yet see the 162TSI and 206TSI models return late in 2020 - let's hope so. Remember that the hottest Passats (remember the R36?) have always been the most popular here.

2020 Volkswagen Passat prices

140TSI Business petrol 7-spd auto FWD sedan - \$45,990

140TSI Business petrol 7-spd auto FWD wagon - \$47,990

VW T-Cross details.

Volkswagen's cheapest and smallest SUV, the Polo-based T-Cross, has been confirmed for an April launch priced from \$27,990 before on-road costs.

The 4.1m long compact crossover is pitched as a European-badged competitor to the likes of Mazda's CX-3 sTouring and Hyundai's Kona Elite.

It also rounds out VW's formerly under-indexed SUV range, which now comprises the T-Cross, the also just-launched T-Roc, Tiguan and Tiguan Allspace, and Touareg. For Volkswagen, which has been struggling with local sales, this is T-Riffic news.

Two T-Cross derivatives will be offered from launch. The 85TSI Life is the \$27,990 model, while the 85TSI Style version commands a \$3000 premium.



Both use the Polo's 1.0-litre three-cylinder engine making 85 kW and 200 Nm, mated to a seven-speed DSG auto and front-wheel drive.

A flagship 110TSI Style derivative, with a 110 kW/250 Nm 1.5-litre engine, arrives in June.

A Sound and Vision package will be available for \$1900, which includes a digital cockpit, Discover Media satellite navigation and Beats 300W premium audio system.

In addition, there'll be an optional R-Line package, for \$2500 (85TSI Style) or \$1900 (110TSI Style). These include 18-inch Nevada alloys, R-line badging and dark body accents, dark tinted rear and rear side window, aluminium pedals, R-line scuff plates, leather multi-function sports steering wheel, and carbon flag cloth upholstery.

"The T-Cross takes Volkswagen into new territory," claims VW Australia's director of customer experience and marketing, Jason Bradshaw.

"Previously Japanese and Korean brands have had this segment to themselves... Now, for the first time, there is an affordable German compact SUV, one that as the Tiguan and Touareg do in their respective segments, transcends the gulf between the mass market brands and those perceived as prestige."

VW T-Roc details.

Volkswagen's long-awaited T-Roc compact SUV is now available for order online - with a \$500 deposit - ahead of its conventional market launch and arrival in VW showrooms in April this year.

While the car was unveiled way back in August 2017, Volkswagen's underestimation of global demand meant its Australian arm had to fight hard to get stocks at all.

Given the Small SUV market had 13 per cent market share last year, and given Volkswagen had zero presence there, the T-Roc will be a shot in the arm for the brand and augment Tiguan sales.

VW has clearly positioned the T-Roc as a premium offering in the segment, initially. The launch line-up comprises the 140TSI Sport priced at \$40,490 before on-road costs, and the X Special Edition for \$42,990.

That puts the Vee-Dub up against the flagship Mazda CX-30 G25 Astina (\$41,490) and Kia Seltos GT-Line (\$40,400), and a few grand pricier than a flagship Nissan Qashqai or Subaru XV. It's also a mere \$500 cheaper than a base Audi Q2 35 TFSI.

Counting in the Volkswagen's favour, it runs a powerful drivetrain for the segment; a 2.0-litre turbocharged four-cylinder with 140 kW and 320 Nm mated with a seven-speed DSG and 4MOTION all-wheel-drive.

Reflecting its premium position, the 140TSI Sport has a long list of standard features, including AEB with pedestrian detection, adaptive cruise control, Lane Assist with adaptive lane guidance, Blind-spot monitor with rear cross-traffic alert, Traffic Jam Assist and Emergency Assist, Reversing camera, Park Assist, LED headlights, Rain-sensing windscreen wipers, R-line exterior styling, Dark tinted rear side and rear windows, 18-inch alloys with 'sports' suspension, LED interior ambient lighting, Chrome roof rails, Digital cockpit, Dual-zone climate control, 8.0-inch navigation screen, Apple CarPlay/Android Auto, Leather wheel with gearshift paddles, Proximity key and Power-folding door mirrors.



The limited edition X version adds 19-inch Suzuka alloys in black, Adaptive Chassis Control, Beats 300W premium sound, electrically operated tailgate and Black/anthracite/red sports cloth upholstery

Two extras packages will be available. The Sound and Style Package for \$2000 includes 19-inch Suzuka alloys, adaptive chassis control and Beats 300W premium sound. The Luxury Package for \$3500 includes panoramic glass sunroof, Vienna leather upholstery and electrically operated tailgate)

Beyond this the 221 kW T-Roc R is in hot demand from VW Australia, but a local launch is yet to be signed off. There's less interest in the T-Roc convertible, but like the R it could lob as a special edition at some point.

"We certainly haven't given up on T-Roc R, because numerically Australia is the third biggest R market in the world," said Volkswagen Australia communications general manager Paul Pottinger.

Arteon Shooting-Brake.

An upcoming station wagon version of the Volkswagen Arteon four-door liftback coupe, which has previously been described as a 'shooting-brake' design, is on the wishlist for VW's Australian arm.

The long-roofed Arteon was first referenced in a 2017 interview, when executive Dr Elmar-Marius Licharz revealed that not only was the design of interest, but that plans were underway.

The model appears to have made its way through the gauntlet of product approval, with leaked factory photos earlier this month revealing the Arteon wagon in what looks to be production-ready form.

Spied in China, where the Arteon is still known by its predecessor's name 'CC', this new model is rumoured to be dubbed CC Travel Edition there.

The example features the type of plastic cladding and tall ride height normally given to models like the Passat Alltrack, so it remains to be seen if the new model's purpose will be to capture more global SUV buyer interest rather than the ever dwindling number of wagon fans - mostly reserved for the European market.

Of course, availability outside of China is still to be confirmed, and it may be that western-market models would either mirror this specification or lean to the more sporting low-down look.

The term 'Shooting-brake' originated in early 19th century Britain for a carriage used to carry shooting parties with their equipment and game. The term 'brake' was a chassis used to break in horses and was subsequently used to describe a horse carriage, and after about 1900 a motorized vehicle. The term was later used in the UK for custom-built wagons by high-end coachbuilders, "to take gentlemen on the hunt with their firearms and dogs," and subsequently became synonymous with what we know today as an 'estate' (UK) or 'station wagon' (USA, Australia, Canada).



In modern-day usage, the term shooting-brake has broadened to describe vehicles that resemble traditional station wagons but adding stylish design elements of coupés - making them lower and sleeker and less box-like than normal station wagons. Modern 'shooting-brakes' could be five-door station wagons, and even three-door models combining features of a wagon and a coupé.

While the temporarily absent Arteon coupe sedan is due to return to Australia in updated form later this year, the new wagon has yet to be given a proper unveiling - so, not surprisingly, official comment falls into the 'no comment' category.

However, a Volkswagen Australia spokesperson said, "If such a thing were to be made available, it would certainly be of interest to us in Australia."

To the company's credit, it has so far satisfied fans of the wagon shape with the Passat (which returned again this month in sedan and wagon form) and the Golf wagon (including the hero Golf R).

All VWs to have wireless Apple CarPlay.

Volkswagen Australia will offer wireless Apple CarPlay across its wider local range "within the next 18 months," in conjunction with the global rollout of the new 'MIB3' infotainment architecture. This will include all models, from the Polo hatch to the Amarok ute and Transporter van.



The new third-generation modular infotainment system features 'App Connect Wireless', as offered locally by BMW to date, together with eSIM online connectivity, though the latter functionality will not be initially available in Australia.

The new MIB3 system debuts in the new face-lifted 2020 Passat 140TSI Business, which is now on sale locally from \$45,990 for the sedan and \$47,990 for the wagon, before on-roads.

While MIB3 will be the standard format for both the 'regular' 21-cm Discover Media and high-end 24-cm Discover Pro infotainment grades, it was originally thought that wireless CarPlay might only feature on the latter unit.

However, according to Volkswagen Australia PR spokesman Kurt McGuinness, complete wireless phone mirroring is a foregone conclusion.

"It's too soon to tell how the offer structures will be built, but when we introduced Apple CarPlay back in 2015 we brought it in across the board and basically made it our standard system," he says.

"As our vehicles move into a new generation of technology, it's not going to be case where you have wired Apple CarPlay for some models and wireless for others. The



(infotainment) system generations will just update with various model updates and it'll become the standard format."

MIB3 was originally slated to debut in Australia with the face-lifted 2020 Skoda Superb, which has been hit with similar delays to those that have held back the release of the face-lifted Passat.

(Would one of our club members under the age of 25, who understands all this new infotainment tech, write us an article explaining how it all works for we oldies who don't get it? My in-car entertainment is still AM/FM and CDs - Ed).

eR1 e-Performance Golf.

Volkswagen has officially revealed the eR1 e-Performance Golf concept at February's GP Ice Race at Zell am See in Austria.



The four-wheel drive Golf concept was initially developed to hone the ID.R hillclimb car's technology in the lead up to the latter's first record-breaking Pikes Peak hillclimb in 2018, but it's only now the concept has publicly been showcased.

It borrows its body from a Golf GTI TCR racing car with wide fenders, massive side skirts, and a splitter. Powering it is a development of the twin-motor drivetrain from the Pikes Peak-winning ID.R.

Although no specifications have been released for the eR1, the ID.R develops a combined 507 kW and 649 Nm.

The eR1 Golf will be used for promotional videos this year and driven by Tanner Foust. Volkswagen will also utilise the Golf concept to show its EV technology strategy, with VW's ID.3 R electric production car to be released by 2024.

Head of Volkswagen R, Jost Capito, told Autocar UK that the eR1 was "not built to any race regulations, and it's not intended to race - but we'll use it to get experience of electric performance cars and to do fun stuff with the car to showcase the technology."

Other Volkswagen racers were on display at the Ice Race.

Current World Touring Car Cup driver, Benjamin Leuchter was behind-the-wheel of a T-Roc R SUV. A classic '70s 1302 S 'Salzburg' Beetle joined the line-up, alongside a five-time championship-winning Beetle R, driven by former German F1 driver, Hans-Joachim "Strietzel" Stuck, and



Tanner Foust.

"With the selection of racing cars that we are taking to Zell am See this year, we will put on quite a show for the fans," Volkswagen Motorsport Director Sven Smeets said.

"I think we have found an exciting mix of current and vintage cars, and with the fully-electric cars, we are able to offer a view of the future."





wanted to eat and this was one of few places open with a carpark large enough and in view of the diners. A short drive there where those who went along ended up staying for quite some time, solving many of the world's problems letting each other know just how good old VWs are.

Those who attended on Monday morning also decided to go for a bit of a cruise after their coffees, with a drive up My Ainslie decided upon. Once at the top, more discussions and solving problems was undertaken. A major topic on this

Canberra Day long weekend happenings.

With the recent long weekend (7-8-9 March) in Canberra for Canberra Day, a couple of ad-hoc coffee meets were organised at short notice for anyone wanting to get their VWs out.

'The Flags' adjacent Reconciliation Park on the shores of Lake Burley Griffin was the meeting point on both Sunday and Monday mornings, which gave many the opportunity to get to one or both meets. Both days witnessed good numbers and a great variety of cars in attendance.

On Sunday, after a coffee and much chatter, it was decided to cruise over to McDonalds Majura Park as some

day was the upcoming events many of us want to attend this year, with the main focus on McValla in July. A large number of Canberra VW enthusiasts are planning to make the trip and convoy options, day of departure and whether to do the trip in one hit or over two days were hot topics.

Whilst neither of these events were official club events, it was great to see a number of members get out in their cars and meet up with other enthusiasts. Sometimes these ad-hoc events can attract larger numbers than the planned ones.

Willie.







Charlie's Lighthouse Cruise photos.

Last month we went along to Flat Four's excellent Lighthouse-to-Lighthouse cruise. There was a report in last month's magazine, but Phil was only able to get photos of the start at Wollongong.

Here's some photos of the finish at Kiama. It was an excellent day. Hope you enjoy them.

Charlie Attard







Storing your VW.

With the uncertainty of the current COVID-19 situation and having to deal with social distancing, self-isolation and even complete lock-down, many of us may be wondering about not being able to drive our classic VWs for a while. It might be a good time to lock them safely away in storage in our garages and sheds, maybe for six months or more.

Here's how to store your VW so it will be road-ready when the current health crisis abates and life returns to normal.

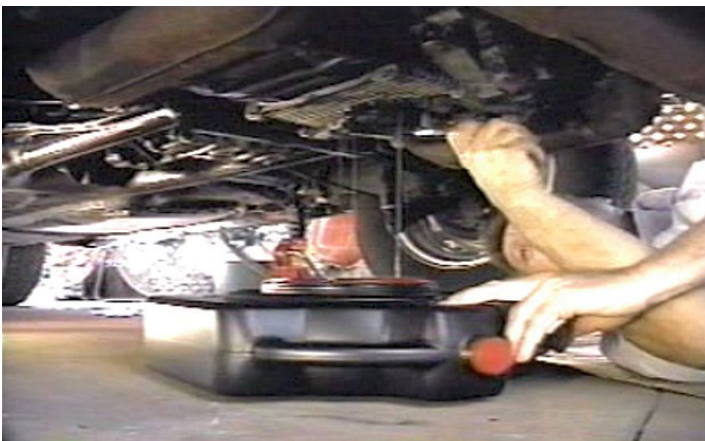
Step 1: Perform all the car care items first

Before you store your VW for a long period, change the oil and filter (clean the strainer,) and run the engine for a few minutes to circulate the clean oil. Fresh oil provides the ultimate in corrosion protection for long-term storage.

Inject fresh grease into all grease fittings. Top up the brake fluid, and even better, replace/bleed the brake system. Old brake fluid contains moisture, which will rust the brake cylinders.

Clean and vacuum the interior. Make sure there's no old food scraps in the door pockets or under the seats that can decompose over the coming months. Give the car a good wash and polish, and make sure it is completely dry before you roll it into the garage.

Prevent corrosion on the bonnet latches, door locks



and door hinges by spraying them with white lithium grease. Lubricate locks by blowing in powdered graphite.

Open the windows, doors and bonnets and spray dry Teflon lube or silicone spray on all the weather stripping to keep it from bonding to the doors when the vehicle sits for long periods.

Step 2: Fill with petrol and stabilizer

Draining all the fuel from your VW would certainly prevent gum and varnish build-up. But it's next to impossible to do that, and even trying to do it can ruin a perfectly good fuel pump. More crucially, a dry steel petrol tank will rust on the inside, causing problems when you

eventually refill it.

Instead, before you store your car, stop at an auto parts store and buy a fresh bottle of fuel stabilizer - this is designed to stop petrol decomposing over time. Then fill up the tank at the petrol station and add in the recommended amount of fuel stabilizer. Drive the car around for about 15 minutes to get the stabilizer properly mixed into the petrol and spread throughout the fuel system.



Step 3: Raise the vehicle on jack stands and lower the air pressure

Forget the blocks of wood - use proper jack stands.

All tyres 'flat-spot' during storage, so jack up your vehicle and set it on jack stands. Slip a piece of plywood under the stands to prevent them from sinking into asphalt or leaving rust stains on your garage floor. Then slide the jack stands into place and lower the vehicle. Use the proper mounting points. Then lower the tyre pressures to 25 psi or so for storage.

The Internet is loaded with misinformation about which tyres 'flat-spot' during storage. Most sites say that cross-ply tyres flat-spot but radials don't, implying there's no need to jack up your vehicle for storage if your tyres are radials. Guess what? They're wrong.

According to Hankook Tire America Corp. engineer Thomas Kenny, all tyres can flat-spot after sitting for a while. After short-term storage (about three months), the flat spot usually goes away with a few miles of driving - but not always. Some radial tyres (especially high-performance radial tyres) can acquire a permanent flat spot when stored longer than six months. So get those tyres off the ground during storage.

Step 4: Seal openings to keep out critters

Rodents and bugs love the comfy conditions inside your VW's body cavities, heater and exhaust system. To keep them out of the car, run the car with the heater on to get it all

nice and hot and engine-y, then close all the windows (leave one open about a finger-width for ventilation), shut the heater flaps and turn off the motor. When up on the jacks, plug the exhaust system with steel wool pads in plastic bags, jammed into the exhaust pipes. Mark them with bright electrical tape so you don't forget them months later.

Leave the car in gear (in first for manuals and in P for autos), with the handbrake off, to stop the brakes binding.

Spray the jack stands and the plywood bases with Baygon to stop ants crawling up and into your VW.

Step 5: Protect the battery

There's no way your battery will stay charged over a period of storage. Remove it and store it in your garage, with the terminals lubricated with Vaseline. If you can top up the fluid, make sure it's full. You can keep it at full charge by hooking it up to a battery trickle charger, or a specific 'battery conditioner.'



Step 6: Cover with a breathable fabric

If you're storing your car indoors, you can cover it with just a sheet. But if it'll be sitting outdoors, spend the bucks for a breathable water-resistant custom-fitted cover. (A waterproof tarp would trap moisture and create a perfect environment for rust.)

Also, make sure you cover the tyres to protect the rubber from damaging UV rays. Forget the fancy tyre dressings; they might look nice but don't extend the life of the tyre at all.



Step 7: Check Your Classic car Every 30 days Minimum

Whilst steps 1 to 6 will help you prepare your classic car for long term storage, ideally (but not essential for short periods of less than a month), you'll want to go and check on the car. During this periodic check, you should:

- * Check the battery and trickle charger are both happy.
- * Look over the car to ensure it is generally in good shape.

* Check in the boot, under the bonnet and so on.

* Check the tyres haven't deflated - sometimes vehicles develop slow punctures that go unnoticed until the vehicle is put into storage.

You also might want to start the vehicle, to check it's still alive - run it for 15-20 minutes, or take it for a quick drive until it's up to temperature.

Remember to follow the rules in Step 8 should you decide to take the car out of storage.

Step 8. Leave a Visible Checklist of Reminders

Always leave a short checklist of reminders for when you come to take your classic car out of storage - if there happens to be a nice sunny day, and you do decide to take the car out for a spin during storage, and especially when taking your VW out at the end of a prolonged storage period.

Please be mindful; Don't rush it. Be sure you have unattached the battery conditioner, that you have deflated or inflated your tyres to regular running pressures, removed any objects protecting exhausts pipes and air intakes, reapplied the handbrake and removed the jackstands.

Double-check your paperwork - is the car's registration still current, or did you forget to renew it during the storage period? Same with the insurance. Make sure both are current before driving the car.

And lastly, before you drive off into the sunshine, you'll want to check all your ancillary functions are working correctly.

Walk around the car and ensure the headlights, hi-beams, parkers, fog lights, brake lights and indicators all work.

Before you go anywhere, let the car warm up slowly.

On the first drive, drive slowly, test the brakes by applying them gradually and safely, listen out for anything unusual.

Take a phone with you and perhaps start with a short 20-minute circular or looped-back route, not too far from home.

Make a note of anything you feel uncomfortable with and speak to your local VW workshop.

Required Tools for this Project

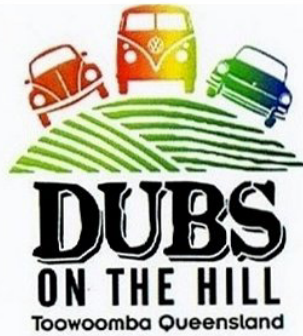
Have the necessary tools for this DIY project lined up before you start-you'll save time and frustration.

- Rags
- Socket/ratchet set
- Spanner set
- You'll also need jack stands and a battery charger/maintainer.

Required Materials for this Project

Avoid last-minute shopping trips by having all your materials ready ahead of time. Here's a list.

- Engine oil
- Petrol stabilizer
- Grease
- Plastic sandwich bags
- Silicone spray
- Steel wool
- White lithium grease
- Baygon



Dubs on the Hill, Toowoomba.

Over February/March Roberta and myself were catching up with friends and family on the Far North Coast of NSW, Gold Coast & Sunshine Coast. We knew Dubs on the Hill was being held in Toowoomba on Sunday 8th March, so our trip was planned around that date.....as you do.

This Show n Shine was put on by Klub VW Darling Downs and was held in Picnic Point Park Toowoomba (elevation 962m). Toowoomba is known as Queensland's Garden City with over 250 parks, and it can be very warm in March but the day was perfect, plenty of sunshine, low 20s with a bit of a breeze.

We arrived at 10.00am and the place was in full swing. There were a variety of stalls, kids things, swappers and a band playing Rock n Roll. Peer judging in numerous categories was the way of the day. Special guest judges were Mal Leyland (of the Leyland brothers) and Luke Youlden (2017 Bathurst winner).

The full range of VWs were on show - Beetles, Kombis, Type 3s, KGs, Country Buggies etc, plus water



cooled models. The cars on show varied from original condition to restored rebuilds to rats. Overall there were 165 cars on show with more in the carpark.

We spoke to one of the organisers and he was pleased a Club VeeDub Sydney couple had made their way to the event, even though we had not driven our Type 3. He went on to tell us there was another NSW enthusiast attending who had driven his classic VW for 12 trouble free hours to get there.

He also told us of the Bribie Island VW Club (approx. 220km from Toowoomba) who had made the trip over a week, going from Bribie Island down into NSW and back up to Toowoomba, again with trouble free motoring.

The VW scene seems to be quite strong up there. It was not unusual to see an air cooled Kombi or Beetle being driven around. In Tugun on the Gold Coast we even spotted Kylie's old red & white Type 3 Squareback.

Bob Hanna





This Beetle was a special order for the German Consulate in South Africa as a RHD 1303LS with factory wind back sunroof and is displayed as specified from the factory. She is a 1972 (73 year model) and was in the first run of 1303 models. Colour is special order Maya Gold Metallic with Lapis Blue basket weave interior on optioned low back bucket seats. After completing her consular duties, she was imported to Australia by a prominent Volkswagen specialist in the early 1980's and purchased by the previous owner. Currently held by the third owner from new and displayed in factory correct specification – believed to be the only one in Australia and extremely rare in RHD in the world.



gaskets can all be used on the second vehicle.

Even better still, you can make one better than the other and then make the other one better, playing them off against each other until they are both great.

Sometimes though I'm only restoring one car but I'll have one in good condition to copy from. This is very handy, especially if you're restoring Porsche 911s.

This works for me and it makes things twice as fun. Why not do a triple?

Ashley Day

Pairs.

You might never think of this, but I always do restorations in pairs.

Instead of restoring just one car, who not restore two cars that are the same.

This is a great way to restore two cars quicker.

Sticking with the same model Volkswagen or Porsche means you are doing the same job twice. Everybody knows you can do things faster the second time.

Also, if you are having trouble figuring something out (like electrical wiring), you can copy it from the other car (like a reference point). This has saved me time and money in the past.

Left-over parts, paint, body filler and



Old School, not cool.

Ever since the dawn of mankind (or, at least the 'seventies) men and women have been trying to fit 1600 twin-port motors into Volkswagens and Porsches from the 1950s and '60s.

It's a common conversion, since the TP 1600 is the biggest and most powerful Type 1 motor that Volkswagen made, and the gearbox bolt pattern is the same as the earlier motors.

But mating the later engine into an earlier car has its complications.

Basically, you're converting the car from 6V to 12V. The flywheel is bigger than the one on the earlier engine, with a different number and size of teeth for the 12V starter motor, and it won't fit.

In the old days, we used the flywheel from a '67 Type 3, which had the larger 200mm clutch but still had the 6V ring gear. 1500 Transporters up to 1967 also had these large-clutch 6V flywheels.



You won't find many '67 Type 3s or split-Kombis at the wreckers any more, but you can buy reproduction ones these days.

Even so, sometimes you still have to clear the gearbox to fit the bigger flywheel. Basically, this means grinding your gearbox.

This is the whole reason for this story. **THIS IS VERY DANGEROUS.**

You can catch both you, and your garage, on fire.

I know because it happened to me years ago.

VW gearboxes are made from magnesium, which is a very flammable metal. Magnesium is used in fireworks, flash bulbs (remember them?) and flares.

You might wonder why they make engine parts (and even saucepans) from magnesium if it is flammable. The reason is that it requires a large surface area, as well as oxygen





and a strong heat source, before it will ignite. In other words, powdered or shaved magnesium, not solid magnesium.

If you have too much magnesium powder or magnesium chips or shavings floating around and you get a spark, BAM - you have an exploding firework in your face.

It's so bright and hot. And once magnesium catches fire, it's very hard to put out. Water doesn't work as the fire is so hot it splits the water and burns its hydrogen, making the fire stronger. CO2 extinguishers also won't work. You must use dry sand, or a dry powder extinguisher to smother the fire. These have a red body with a white band - make sure you have at least one in your workshop.

If you find yourself with the necessity to perform this task, take your time (all day if you have to). Only grind a little at a time, and blow and powder away with fans or air blowers.

Make sure to remove gearbox mount and rubbers.

I don't like doing this job, but every now and then, I have to.

Please, if you ever do this, please take care.

Ashley Day

Syncro intro.

The Sun, Friday 22 March 1985

A four-wheel drive version of the Volkswagen Caravelle is crossing Australia as part of a round-the-world drive to mark its introduction.

The vehicle, called the Syncro in Europe where it's just hit the market, is being driven by two Austrian long distance drivers, Gerhard Plattner and Rudi Lins, who hope to cover 46,000 kilometres through 24 countries by the end of May.

If their trip is successful it will be the fastest round the world run ever by a bus.

The Syncro was damaged after hitting a kangaroo in South Australia, but it was repaired by VW dealer Lanock Motors in Adelaide. At

the end of their drive across Australia, they will depart for Malaysia on their way to the finish in Austria.

The new 4x4 VW model was developed by Steyr-Daimler-Puch in Austria and comes in either Transporter (Kombi) or Caravelle (Microbus) form. It's the first time a 4WD Volkswagen has ever been seen in Australia.

A spokesman for LNC Industries Ltd, the local importers of the Volkswagen Transporter, said there are no plans to sell the Syncro in Australia.

Meanwhile four-wheel drive magazine Bushdriver has presented its 1984 Four-Wheel Drive of the Year Award to Holden's Jackaroo LS Turbo Diesel.

Only fully enclosed passenger and cargo 4x4s qualified, and Bushdriver overlooked other contenders, including Toyota's Four Runner, the Range Rover, Mitsubishi Pajero, Daihatsu Rocky and the basic Holden Jackaroo.

David Robertson

Note: At that time, LNC Industries was primarily a Subaru, Honda, Fiat, Lancia and Renault importer (as well as owning many other industrial manufacturing enterprises). Their VW/Audi franchise had been almost completely closed down. No VW passenger cars were imported at all, and the only available VW models were the basic Kombi (\$13,495); the Caravelle CL (\$17,195) and the luxury Caravelle GL (\$18,295). Just 262 had been sold in 1984, and 393 would be sold in 1985 - when you could buy a Hiace, Urvan, Express, E-Series or Shuttle for around half those prices.

Stirred by the unexpected good publicity following the Austrians' visit in the Syncro, LNC Industries imported a 4WD Syncro Transporter and placed it on display in the modest VW/Audi stand at the 1985 Sydney Motor Show in September. They also provided a Syncro bush driving demonstration at Duffys Forest for VW dealers and the press, and various agencies such as the Army, Water and Forestry Commissions, in the hope of future fleet sales.

Initial reaction was keen, but when LNC's proposed pricing for the brilliant VW Syncro bus was revealed - around \$45,000 - interest evaporated.

LNC Industries lost the Australian VW/Audi franchise in 1987, and was broken up in 1990.

The Syncro Transporter finally made it here under new importers Ateco in 1988.





VW Touareg 190TDI Premium.

The new-generation Volkswagen Touareg has impressed all who've driven it since its international launch in mid-2019. Critically, it's managed to dispatch both the mainstream Prado and premium German rivals in BMW X5 and Mercedes-Benz GLE in comparisons.

Both the handsomely loaded Launch Edition and frill-free 190TDI base versions have rated highly on individual merit. Not once yet has the latest Touareg dipped below an 'outstanding' 8.3 out of 10 rating in testing.

Enter the 2020 Volkswagen Touareg 190TDI Premium version, supplanting the Launch Edition as the flagship version. At \$86,790 list - yes, there's been recent pricing 'creep' - the Premium is just six-grand pricier than the entry 190TDI and, expectedly, it's loaded with nicer standard equipment in key areas. You can see that 8.3 coming from a country mile, right, to the tune of familiar superlatives?

Well, not necessarily. Our particular Premium test car 'benefits' from \$29,000 'worth' of pretty much every option available, for a grand total of \$115,790 list, or north of \$124K on the road. And given I personally rated a cleanskin base version highly for not wanting for goodness in kit, I seriously question how much benefit and worth this test subject's extra investment returns.

Let's get one thing straight: this is the nicest Touareg money can buy. It's also properly premium money that, goodness in merit notwithstanding, still wears a mainstream badge on its grille. Further, it's a five-seat-only non-premium \$116K list prospect, when an Audi Q7 with slightly more power and seven seats can be had for \$107K-ish before on-roads.

It's not unfair to expect, then, that our fully stacked Touareg ought to over-deliver on goodness to somewhat counter for the badge cachet 'hit'. It ought to feel conspicuously \$29K better off than run-of-the-mill Touaregs, too. Or else, why bother?

Those options? Silicon Grey metallic paint (\$2000) and a panoramic glass roof (\$3000) kick things off, but the big ticket items are three bundled packages at a cool \$8000 apiece. The R-Line pack brings sportier appearance inside and out, together with a dynamic lift with all-wheel steering and

electromechanical active roll-stabilisation smarts.

The Sound and Comfort pack introduces a surround-view camera system and parking assistance, nicer seating with two-row heating, four-zone climate control, and extras such as 14-speaker Dynaudio sound, electric folding mirrors and a 15-litre upsize for the fuel tank. But it's really the Innovision kit providing the most conspicuous eye candy upgrades that include a 32-cm digital driver's screen, a massive 38-cm high-end infotainment display together with a driver's head-up system and 30-colour ambient lighting.

The upgrades on test are so comprehensive that, in review here, we

can't simply ignore them and conveniently attempt to assess this particular 190TDI Premium as an \$87K prospect sans goodies. Thankfully, it's not too difficult to isolate the key upgrades Premium offers above the base car for that extra six-grand ask. They do impact the fundamental Touareg experience, other extras notwithstanding.

Premium spec includes high-grade Savona leather seat trim, front seat cooling and massage functionality, IQ Matrix LED headlights, air suspension (instead of steel springs) and 20-inch wheels (up from 19s). That's pretty good value. In isolation, the six-grand splurge upgrading from base to Premium looks like added investment wisely spent.

Whether the Innovision kit's humongous dual-screen arrangement is worth the eight grand is down to buyer taste. On one hand, the standard semi-digital dash - analogue roundel gauges, high-definition centre screen large enough to display navigation mapping - and Discover Pro 9.2-inch touchscreen are amply upmarket and fully featured. On the other hand, as one colleague aptly put it, "Once you get used to the Innovision screens, you just can't go back."

Incredibly slick and mostly intuitive with some acclimatisation, the conjoined 38-cm touchscreen and 32-cm driver's display is at once one of the best systems out there, yet also far from perfect. The infotainment's tiling menu is inspired, though the proximity sensor functionality (that can alter the screen display once your hand gets close to the screen) can make inputs misguided and sometimes confusing.

There's a little too much submenu digging required - for audio tone controls, say - and there's occasional conflict between Bluetooth and CarPlay functionality. Why is there no DAB+? Why do I have to dig around in the driver's screen to turn off lane-keeping? And why is the infotainment screen angled away from the front passenger?

It does serve as the fancy centrepiece to what is a fantastic cabin space: it's at once chunky and airy, solid and satisfying, suitably premium without being garishly so... Provided you dig around and manage to dull down the heavy-handed mood lighting. The Dynaudio system, too, sounds superb once you learn how to negotiate the convoluted controls for signal processing and whatnot.

For all their multi-adjustable heated and cooled fanciness, the front seat shapeliness and leather quality are very good, if not quite outstanding; though on balance the quality and integrity abound to match anything else from



smarts certainly seem to pay some on-road dividends.

Its ride isn't simply soft, it's well resolved - smothering impacts with excellent wheel control, and settling the chassis nicely at the tail end of speed bumps. The suspension isn't noisy, and it smooths out surface ripples and isolates the nasties from the occupants impressively. Combine this with the quiet and polite powertrain, and you're presented with a package that makes grand touring and road tripping as luxurious and upmarket as any premium-badged rival you can name.

It's really that all-round, on-road quality that anchors our affection for the Touareg Premium. R-Line anti-roll smarts apart, it's all standard

Germany. Particularly neat and convenient are the console rotary dials - one for drive modes, the other for various chassis and suspension settings.

Row two is excellent: as roomy as a limousine and brimming with creature comforts, from the level of climate-control adjustment to the roll-away window blinds. But, against, if there's one compromise in accommodation, it's that the Touareg is a purely five-seater prospect amongst seven-seater key rivals. That said, as a five-seater, there's no shortage of utility, its 40:20:40 split-fold seat backs and sliding seat bases allowing ample flexibility, and its rather large 810 L boot space converting to a whopping 1800 L when you need to shift large objects such as furniture.

The 3.0-litre turbo diesel V6, with its lusty 190 kW and 600 Nm, remains a huge drawcard for the Touareg experience. Aussies might be drifting away from the oiler format, but amongst six-figure SUVs it remains an impressive unit, utterly smooth and quiet, yet keenly responsive and effortlessly gutsy regardless of how hard or softly you apply the throttle.

Tied to a well-polished eight-speed auto and nicely transparent permanent all-wheel-drive system, the powertrain is capable enough to thrust the big SUV to triple figures from a standstill in the mid-sixes - Golf GTI pace - yet remain placid and dignified while returning a combined consumption figure in the sevens during more sedate driving.

There's no petrol option, but when the diesel on hand is this good...

While we were quite impressed with the pliant yet controlled nature of the base version's steel-sprung suspension a few months back, the Premium's air design and its calibration really add another dimension or two. Unlike some German rivals, where the adaptive format can tend to exhibit excessive float and disconcerting body 'wobble' in more comfort-leaning settings, the Volkswagen application strikes a neat and well-composed balance between strident body control and pliant ride comfort.

The Touareg isn't sporty in nature, but this is not dull and ponderous big-SUV fare. It feels taut and well connected to the road surface - a kinship of sorts with its technical cousin, the Porsche Cayenne. In fact, without back-to-back comparison with the Stuttgart machine, it's hard to deduce which might be the nicer, more satisfying driver's SUV. Those lower-profile 20-inch tyres and R-Line electromechanical anti-roll

issue on options required.

Execution in its driver conveniences is good rather than great. The front parking sensors trigger with driveways and other shallow inclines, while the 360-degree sensory system tends to activate in slow-moving traffic annoyingly. Turning off the aggressive lane-keeping smarts also demands digging through submenus in the driver's screen to the point of distraction, when a short-cut button in the dash fascia would have made deactivation much simpler and easier.

Ownership-wise, the Volkswagen is covered by a more fulsome five-year warranty than the slimmer three years offered by logical premium-badged German alternatives. Servicing is 12-month/15,000 km intervals, whichever comes first, and averages out to a considerable \$632.60 per service over five years.

Volkswagen's product strategy is clever enough to make the Touareg an enticing prospect to many buyers. There are just two variants to choose from, both undercutting premium Euro alternatives in the price-value stakes, with enough key upgrades in the high-spec version to make the six-grand step-up look like a bargain. Then it offers optional packaged bundles of opulent features for pretty pennies, if the buyer chooses to splurge on building their ultimate Touareg to taste.

However, throwing every available option at the flagship Premium is diminishing returns at its worst. Stacking \$29K of extra stuff doesn't return anything like \$29K of extra goodness. Frankly, the top-spec SUV is such a well-rounded and compelling prospect as an \$87K cleanskin, we wonder why you'd bother with any options at all.

Curt Dupriez





Beetle: it just keeps going and going.

Bill Tuckey looks at the waxing and waning of one of Australia's best-loved cars.

The Sydney Morning Herald, Saturday 28 April 1979

The ugly but much-loved VW Beetle is no longer the darling of the used-car yards. Ten years ago the little Volkswagens were like gold on the second-hand car market.

They had such a reputation for durability and cheap maintenance that every second Australian wanted one as a second car.

What happened to it? Two things. One was the advent of Japanese cars, which demonstrated that cars could be durable without being primitive and uncomfortable; the second was that technology simply passed the Beetle by.

The first prototype Beetles were built in 1937, but production did not begin until the British army restarted the factory in 1945. Gilltrap's auto museum at Kirra, on the Gold Coast, has a 1946 model that was brought here by a German lady immigrant in 1949 (now in the York Motor Museum, WA - Ed). A few more were brought to Australia by returning expatriates and diplomats but volume imports didn't start until 1954, when Regent Motors in Melbourne started the Australian VW company.

Mr Doug Donaldson, head of LNC Industries which, with their subsidiary Lanock Motors, imported the first VWs into NSW, recalls with a wry grimace that he was a salesman in William Street when Lanocks told him he was to be sales manager for the Beetle.

"I took one look at the car and thought they were crazy," he recalled years later as president of the Chamber of Automotive Industries.

What those first brave owners bought in was spartan in the extreme. The only instrument was a speedometer; there was no fuel gauge. A small lever on the floor brought in a tiny reserve-fuel flow.

The electrical system was six volts, the windows tiny, the 1100cc (1200 from mid-1954, when local assembly began) horizontally-opposed engine at the rear made a noise like a chaff cutter and it had all the performance of a wounded marshmallow. But it went, especially on highways with its

overdrive top gear, and on rough country roads with its indestructible suspension. And it just kept going. They beat all the small and medium British and Australian cars and even the large American cars in the Redex and Mobilgas 'Round Australia' trials of the late 1950s. Australians began buying them in large numbers.

In 1958 the Beetle got bigger front and rear screens, and in 1960 there was a small increase in engine power, up to 40 bhp, and the panels were now stamped from Australian steel. Synchronmesh arrived on first gear in December 1960, and flashing turn signals replaced semaphore arms. In 1962 a spartan Standard model joined the so-called 'De Luxe, with the hubcaps and bumpers painted flat grey instead of being chrome-plated, and drab, one-colour trim. Even the interior light, screen washers, glovebox lid and steering wheel centre cap were deleted.

The De Luxe versions had chrome bumpers and overriders, chrome trim and a plusher two-tone interior. Australian 1962½ models added a spring-loaded bonnet, rear heating vents and check rods to keep the doors open. They were the first Australian-made cars to have large threaded front and rear seat belt mounting points fitted as standard. You could even order them with a two-tone paint finish and chrome side flashes. Dealers could also fit them with carpets, seat covers, radios, wheel trims, mud flaps and sun visors. Even some sunroof models came out of the Melbourne factory, but the full convertible was only briefly and unsuccessfully imported from Germany, at huge cost thanks to the tariffs slugged on fully imported cars.

The 1964 models can be identified by a wider, larger rear number-plate light cover and slightly wider front blinkers on the mudguards. 1965 models had new front seats with a rounded top and a rear seat that folded completely flat. Some major updates came in 1966, when the engine capacity increased to 1300cc, denoted by a badge on the engine lid. The brakes and gearbox were also improved. In 1967 the 'Custom' model replaced the slow-selling Standard and got some of the De Luxe's extras, plus unique stainless steel bumpers.

A new era began in 1968 when the Australian 1300 was killed off and replaced with the release of the German 12-volt big-window 1500 Beetle. But that's another story...

Any VW up to April 1966, when the 1300 engine replaced the 1200, should sell for no more than \$600, depending on condition. There are exceptions, of course.



Two years ago Lanocks had an immaculate, one-owner 1955 Beetle with 21,000 kilometres on the clock and they were asking \$2,400 for it.

The 1966 and 1967 models are now bringing up to \$1,200 and the 1968 version \$100 to \$200 more.

One problem with a Beetle is that's not an easy car for the home mechanic because the car needs metric spanners, special VW tools and some specific procedures that are unfamiliar to mechanics of conventional cars. You'll definitely need a good VW workshop manual. There is no shortage of VW parts, although some can be expensive.

They also have a few built-in problems. You can find rust under the front and rear mudguards and in the battery tray under the back seat, as well as in the lower body sills and lower door hinge mountings.

Engine defects are most commonly a blown muffler, cracked cylinder heads, burned valves and loose cylinder barrels.

The best way to test this is to disconnect the main lead from the ignition coil and have a friend turn the engine over with the starter motor. If you hear a 'choofing' noise from the engine, that indicates problems. A proper compression check of each cylinder should follow.

Steering and front end must also be checked. Steering dampers tend to leak, transmitting vibrations into the wheel over bad surfaces. Jack up the front end and test the wheels for vertical free play and for excessive movement inwards and outwards at top and bottom of the wheel. Here you're looking for wear in link pins and king pins. Shock absorbers on early VWs were prone to failure.

But a VW with front end and engine in good condition will keep going long after other cars have been towed off to the wrecker's yard.

VWs don't handle too well, showing a distinct liking for swapping ends when pressed, but Beetle owners soon learn to adjust to the dreaded rear-end tuck-in and subsequent oversteer.

Something like 20 million Beetle owners can't really have been wrong . . .

* In last Saturday's Herald Motor Market, 29 Volkswagen Beetles made before 1968 were advertised. The oldest was a 1960 model in excellent condition for \$600. Others included a 1964 model for \$150, a 1966 1300cc model for \$975 and a 1968 Beetle for \$900.

Bill Tuckey

Fire dangers can be avoided.

The Sydney Morning Herald, Monday 15 April 1974

The NRMA Insurance company receives 300 claims arising from car fires every year.

The damage is usually severe: \$1,000 is a common figure for a claim.

In some cases the fire damage is the result of thieves



deliberately setting fire to the vehicle. In others the cause has been traced to an electrical fault or fuel system fault.

Few vehicles catch fire after being involved in an accident.

However, in rare cases a car fire has been triggered off by petrol leaking from a damaged or loose petrol pipe union, fuel hose or faulty carburettor gasket.

Cars fitted with an electric fuel pump may present a bigger threat if they are involved in a crash. If a petrol line is fractured the pump will continue to operate, even after the engine stops, resulting in a petrol leakage. Electric pumps stop operating only when the ignition is turned off; mechanical pumps stop with the engine.

The NRMA gives this advice on avoiding the danger of fire:

Never carry petrol in a household plastic container. These can fracture easily and may also allow fumes to escape through the semi-porous plastic.

Most plastic containers are not strong enough to hold the pressures which build up if the petrol is agitated or if the container is exposed to heat, such as leaving it in direct sunlight.

Petrol fumes expand and can pressurise the containers to a point where they will burst, spraying petrol and creating a high fire danger.

Some fires have occurred after short circuits in the electrical system. Loose or untidy wires can have their end connectors pull off or rub through the insulation. Pieces of steel rod or wire should never be used as a substitute for fuses in the car. There is a danger they may destroy the wiring circuit and cause a fire. Always use the correct fuses with the recommended current rating.

Never wrap metal foil around a blown fuse - you cannot be sure that it will adequately protect the wiring. If the proper fuse keeps blowing, there is a serious fault elsewhere in the circuit which should be immediately seen to by a qualified auto electrician.

Cigarette butts dropped on the upholstery or carpets are an obvious fire danger.

And if you hear your brake pads or shoes rubbing while on the move, stop immediately and check the cause.

There have been cases where fire has been caused by friction from rubbing brakes, and even between the double wheels of large vehicles.

1980 Hardie-Ferodo 1000.

The 1980 Hardie-Ferodo was the 21st running of Australia's top touring-car race (including the three races held at Phillip Island 1960-62). It was held on Sunday 5 October at the Mount Panorama circuit just outside Bathurst. As it had been since 1973, the race was open to cars eligible under the locally developed CAMS Group C Touring Car regulations, with four engine capacity based classes - under 1.6-litre, 1601-2000cc, 2001-3000cc, and over 3-litres, the same as last year.

It looked anything but a good year. In December 1979, Holden had announced its total withdrawal from motor sport after 12 consecutive years at Bathurst. Not that it came as a surprise. The MHDТ Toranas had blitzed everybody in 1979, and the new Commodores hadn't been raced - nor had the XD Falcon, and Ford, like GMH, was also out of racing.

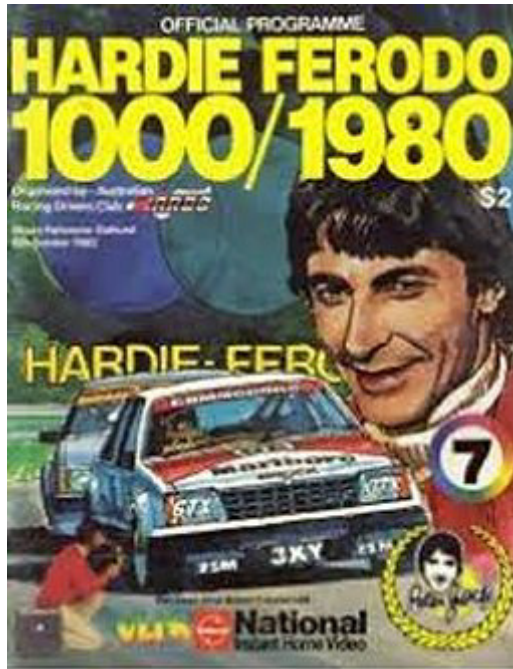
It was back to Square One - except for one thing. In the last four or five months of the year, MHDТ team manager John Sheppard and Peter Brock had been quietly developing a prototype racing Commodore. But when the door clanged shut, Sheppard resigned as well, leaving Brock with no team, no sponsors and a half-ready new race Commodore.

Brock spent the next few months frantically trying to glue together his sponsors from the last two years - Marlboro, TAA, Castrol, 3XY and 2SM - and then started a whistle-stop tour of the GMH dealer organisation, beating the bushes for money. He succeeded, but not until early February.

The carrot he dangled was a limited-edition tricked up 'Brock' Commodore road car, offered exclusively to contributing dealers as an incentive to kick the tin. The idea was not Brock's. It came from Adelaide Holden dealer Vin Kean, and his punt was proved right by Easter 1981 when most of the HDT Commodores had been delivered to clamouring dealers. All told, 56 dealers bought in, for varying sums of money, and HDT Special Vehicles was born.

But the first Brock HDT Commodore started a fearful row in motor sport, mainly because CAMS and some competing drivers - mainly Bob Morris, Allan Grice and Peter Williamson - pressured CAMS and the ARDC to prevent the new Holden Dealer Team legalising any of the special equipment on what was becoming the 'Bathurst Commodore.'

The year was full of charges and counter-charges, allegations and recriminations. CAMS resisted continuing pressure to have the special peripheral-port Mazda RX7s made legal. Peter Williamson laid on a heavy campaign to keep the hot Mazdas out, while still maintaining legality for his hardly-stock 'production' Celica, with its special twin-cam engine and hand-cut gear sets. CAMS legalised two-door Geminis with the new TE front sheet metal, even though such a car didn't exist in Australia, thus contravening its new rule that only current body silhouettes would be accepted. Yet



CAMS still refused to allow the V8 Chevrolet Camaros to fit rear discs in place of drums.

It was a thoroughly nasty time. It was made even worse when the MHDТ team appeared for the first Australian Touring Car Championship round in Tasmania with a Commodore that was patently the only race-ready new car in existence. Brock went on to annihilate everything that moved, taking pole in all eight races, and winning four of them.

The final humiliation for everyone came at the Sandown Hang Ten meeting in September, the traditional pipe-opener for Bathurst, when Brock gave the second MHDТ car to the otherwise unemployed Allan Moffat to drive. This astonishing development - which resulted in an enormous Sandown crowd of 43,000 - was negotiated between Brock, the Light Car

Club and the ARDC on Moffat's assurance that he would almost certainly not be driving at Bathurst, and if he did, it would not be in a Ford. On the Saturday morning of practice Mike Kable ran a story in The Australian newspaper that yes, Moffat would be a Bathurst Starter - and in a Ford XD.

There was much press criticism of the ARDC for alleged bending of the rules to ensure a full field in a year when the touring car series was being called 'Formula Commodore.' Certainly, the entry was down on previous years, with a total of 64 cars finally nominating, with private development of the Fords soon catching up. It was not a situation Brock relished. He was down on power in the Commodore because of the regulations. At Amaroo Park, Queenslander Dick Johnson's 'Tru-Blu' XD Falcon was clearly faster than the Commodore until the unlucky Johnson found his tyres going 'off.'



Kevin Bartlett was less happy. All through the year he had been driving the Camaro white-knuckled as his massive rear brake drums continued to go out to lunch at the slightest question being asked of them. Bartlett for the first time in his incident-packed racing career was frightened about Bathurst - not for himself, but for the damage his big car might do to someone else.

There were many other stories. Bob Morris after a brief early-season flurry had given up trying to develop a



Commodore and had accepted a drive with Bill O'Brien in a Falcon, taking his Breville-ATN 7 sponsorship with him. There were three Camaros - Bartlett/Bob Forbes, Dickson/Bob Stevens, and American pair of Dick Barbour /Sam Posey.

In new XD Falcons were Johnson/French, Morris/O'Brien, Moffat/Fitzpatrick, Carter/Lawrence, Muir/Hibbard, Gibson/Moore, Keogh/Mathiesen, and Willmington/Donovan. In VC Commodores the list read: Brock/Richards and Harvey/Harrop in the MHDT cars; Allan Grice/John Smith for Craven Mild, Charlie O'Brien/Garth Wigston, Peter Janson/Larry Perkins, Garry Rogers/Fred Geissler, Gary Cooke/Warwick Brown, Ian Geoghegan/Paul Gulson, Alan Browne/ Brian Sampson, Wayne Negus/Trevor Hine, Ron Wanless/Greg Wright, Phil Lyon/Bill Stanley, Neville Bridges/Sue Ransom... plus Scotty Taylor/Kevin Kennedy in a six-cylinder VB version in Class B.

That was really the only new car in 3-Litre Class B, for the rest of them - apart from three RX7s that never really had any hope because they were denied the hot peripheral-port engines - were Ford Capris. They were driven by the specialists in this type of car that had such a long life in touring car racing even though the later Mark II hatchback versions had never, ever been sold in Australia.

It was like a Who's Who of three-litre racing: Alan Cant, Terry Shiel, Lawrie Nelson, Tony Farrell, Mal Brewster, Steve Masterton, Barry Seton, Don Smith, Terry Daly, Peter Hopwood, Barry Jones, Geoff Leeds, and Colin Bond (pardon?!) Yes Bond, his only win 11 years ago in 1969, and always in a big car, would drive with Steve Masterton in one of the two orange-and-white Masterton Homes Capris.

Unhappily, it was much the same in 2-Litre Class C, so here equally the public would see just a continuation of the battles that had been raging all year long at Amaroo and elsewhere. The script called for the bright green Toyota Celica of Peter Williamson and Mike Quinn, complete with Rising Sun on the roof, to disappear into the middle distance, leaving the rest of the spoils to be divided up between two other Celicas (one of them the car Williamson drove last year); six RS2000 Escorts, two Alfettas, two Dolomites, and an 1817cc Isuzu Gemini.

In Class D, up to 1.6 litres, it was more of a butcher's picnic. There were six Geminis, including two from the new 'Country Dealer Team' that found itself in court a few days before the race under an injunction from the MHDT seeking to restrain them from using a logo similar to theirs; a wise

judge adjourned proceedings until the Tuesday. The oldest car was the Chris Heyer/Peter Lander **Volkswagen Golf GTI** from Lennox Motors, back for its fifth Bathurst. Again the team tried to use Herbie's number 53 (which the Golf had in 1976-78), but again there were too many entrants and this time the Golf had to run with #63.



There was an Alfasud in the hands of long-time Bathurst ghost Ray Gulson and Paul Jones, the Ian Burrell/Rob Shute Lancer, and the very quick little ex-Mike Quinn Toyota Levin driven by John Gates and the spectacularly-named Alexandra Surplice.

So that was the lineup. Oh, apart from John Goss, who had added a new sponsor in the shape of K-Tel and arrived at Bathurst with a car that had never been near a track for testing - and this one needed testing. It was a \$45,000 Jaguar XJS, a car never before raced in Australia and only occasionally in England. It arrived at the circuit with a standard engine, and Goss had to enlist the help of a team of RAEME engineers (there to support the Army-sponsored Falcon of Bob Muir/Kingsley Hibbard) in turning up a complete set of new wheel nuts on their lathe. The Army Falcon was a wonderful publicity vehicle for the Army, but despite the reputation of its drivers, it had failed in the Hang Ten at Sandown and was to last only a few laps on the Mountain.

They started untimed practice on the Wednesday. The huge ATN 7 telecast team used much of the time fine-tuning their two new cameras. They had taken their remarkable technology even further this year, building a remote-controlled gimbal into a camera in the Bob Morris car allowing it to shoot fore-and-aft, putting better picture reception control on both it and the camera in Williamson's



Celica (again), and better microphone systems. Williamson was allowed to take out his front seat to fit the camera, losing 9 kg to gain 27.

Once again, practice proved everything, but nothing. In the dying moments of Hardie's Heroes, Bartlett ended up with the Channel 9 Camaro on pole with 2:20.972, still 0.966 seconds slower than Brock's 1978 pole record. Alongside him was the Johnson/French Falcon on 2:21.117. On the second row were Brock/Richards on 2:21.815. The other six were Grice/Smith (2:23.65), Morris/O'Brien (2:23.85). O'Brien/Wigston (2:24.04), Perkins/Janson (2:25.51), Moffat/Fitzpatrick (2:26.59) and Rogers/Geissler (2:27.45).

The hurriedly-prepared Moffat car was very suspect, having blown one engine in practice and faced with an overnight rebuild and a brand new engine for Sunday. The other two Camaros were off the pace - Dickson/Stevens 2:28.8 and the Barbour/Posey car 2:31.5, displaying all the white knuckles most American drivers, bred on flat ovals, display when confronted with the wilds of Mount Panorama.

The Bond/Masterton Capri led Class B on 2:31.0, the quickest Mazda RX7 was the Jones/Leeds car on 2:33.4, Williamson posted the Class C intentions with 2:34.9, and veteran Heyer/Lander Golf GTI stunned Class D with a leading 2:51.2 - although the Gough/Spencer Gemini came close with 2:51.8.

Channel 7 head of commentary, Evan Green, was down on the starting grid during the pre-race festivities and lined up VW driver Chris Heyer for a live TV interview, just as he was finishing with Peter Brock explaining why Colin Bond was in a 3-litre Capri.

Peter Brock: Keep your eyes on Col Bond today, he's really switched on. And when Bondy's switched on, he really goes.

Evan Green: Right. Another fella who's switched on but is much further back in the grid because he's driving a small car, is the man who was fastest in the 1.6-litre class yesterday, Chris Heyer driving the VW Golf. Chris, come on up here. Starting a long way back in the grid, but in a whole host - thank you Peter Brock - in a whole host of 1.6-litre cars. Now you maybe were not expected to be up there because you didn't do so well last year, did you Chris? (*actually the Golf finished the race in 1979, sixth in class. Evan Green's dislike of VWs was well known - Ed.*)

Chris Heyer: Oh, we've had a few problems over the years, but it's good this year to be able to get here without any

drama. We've had three or four days of testing. The car's been great. Probably because of all the work we've had over the last five years. The fifth year the car's been here now!

EG: Now you were off in Germany last year to do some testing. Have you been overseas to get the car right again this year?

CH: No, not this year, we've sort of had too many business commitments, and we sort of left it at that this year, so we did it all at home.

EG: Well it seems to be working very well.

CH: Yes, thank you!

EG: Who are the main rivals you've got to worry about in the class for the small cars?

CH: Actually John Gates and Alexander Surplice in the um, Levin, are very very quick, and...

EG: Now that's the car that Mark Thatcher drove last year, it's a twin-cam Toyota and a very quick little vehicle, but it's starting from way in the back of the grid.

CH: Yeah they had a few problems on unofficial practice on Friday, where they sort of popped an engine early in the day which sort of left it up to us, but we were very close in times, up to then so it's - they're our biggest threat, sure.

EG: Chris Heyer, in the VW Golf, certainly a man to watch in the race.

Before the race, Morris, Moffat, Bill O'Brien and John Fitzpatrick had nominated themselves as co-drivers of each other's cars. This was quite legal, but was destined to cause some confusion in TV households during the race, and some ill-feeling between Morris and Moffat.



Bartlett on pole blew the start. Johnson exploded away, followed by Brock, Grice, Morris and Harvey, but by the end of Mountain Straight Bartlett was up to fourth thanks to the Camaro's long legs - it could top 170 mph (274 km/h) down Conrod. At the end of the first lap, he was third behind Brock, and at the end of the third he was second. By lap four everyone had got themselves sorted out, and things had settled down: Johnson - pulling away every lap - Bartlett, Brock, Grice, Morris, Harvey, O'Brien, Janson, Rogers, Carter, Cooke, Geoghegan and the rest.

Moffat, 10th on the first lap, 11th on the second in the yellow Federation Falcon, started blowing oil smoke almost immediately as his brand-new rings refused to bed in, and on lap three he pulled in and buried the smoking car behind the pits. He was joined four laps later by the Army Falcon in its camouflage colours that couldn't hide a blown head gasket.

On lap eight, Grice got through Brock, and stayed there until lap 10, when the MHDT car re-passed him to take back





third place. On lap 14, however, the drama really began. Bartlett trundled slowly into the pits for a long stop that saw the mechanics replace the red-hot brake drums for the first of three times during the race. They were so hot they blistered the paint on the pit wall where they were dumped. On live TV the veteran Bartlett cursed the stupidity of the governing body for refusing to allow the Camaros to run discs. By the time he got back onto the circuit, he was running 22nd outright.

But that was just the beginning. On lap 16 Grice passed Brock into second, and on the next lap, breasting the rise near Reid Park gate as the cars climb out of the Cutting, Brock was waved through by the Rowe/Wade Country Dealer Team Gemini - the team he had tried to injunct in the Supreme Court - and Brock couldn't help hitting him. The Gemini did three spectacular rolls, and Brock kept going slowly, across the top of the Mountain. He couldn't raise his pits on the helmet radio, and when he appeared in pit row, the front of the car smashed, the Marlboro team panicked.

With Brock screaming at them that the engine and radiator were all right, they attacked the front chin spoiler, ripping off the left section and part of the mudguard flare. As they were doing this the radiator overflow started hosing water out onto the ground. Brock waved everyone back and erupted off down the lane, almost hitting a Seven camera crew. As he went out in 10th place, the normally cool and slick MHDT crew were shouting angry accusations at each other for an appalling pit stop that really wasn't their fault.

Brock went out a full lap behind Johnson, plus about 100 metres behind him on the road. Then, in one of those incredible moments that only motor racing can produce, Johnson skated through the Cutting to find a Quik-Lift pickup truck on the left and a 50 kg rock in the middle of the road. He hit the rock with both left-hand wheels, ripping them and suspension off, and cannoned against the concrete wall. Brock came around to find white and yellow flags waving and officials running down the road.



Johnson claimed to have put his life savings into a car that promised his long-desired Bathurst win after six attacks on the Mountain. When they got him and the car (and the rock) back to the pits, a tearful Johnson went on TV to abuse the "animals" who had thrown the rock onto the track and say that he wouldn't return to Bathurst until there was a 10-metre fence between him and the spectators. American pit commentator Chris Economaki poured emotional fuel on the flames, and the network soon after started a national 'phone-in appeal for money to get Johnson back into racing. Then Edsel Ford II telephoned with an offer to match the donations dollar-for-dollar.

It wasn't until later in the afternoon that it was established that the rock had been dislodged by accident. The final tally of the Johnson appeal, including the Edsel Ford gesture, was \$72,000 (worth about \$315,000 today). This was a lot of money, a windfall that must have astonished the struggling long-time Ford hero Allan Moffat. Johnson had now unquestionably replaced him as Ford's hero.

Meanwhile, Brock had started an unbelievable drive back up the field. By all measurements of Bathurst, the car should not have held together. On lap 18 the order was Grice, Morris, Harvey, Janson, Rogers, Carter, Cooke, Dickson, Geoghegan and Brock. He stayed in 10th for six laps. By lap 24, when Harvey had got by Morris, he was ninth; by lap 26 he was seventh; and then into sixth on lap 28 behind Grice, Harvey, Janson, Rogers and Morris. Behind him was Ian Geoghegan in the very pretty black-and-gold Stockton Bullion Commodore, the bulky maestro carving his way through like clockwork, unnoticed by the 7 commentators. Evan Green, Mike Raymond and Gary Wilkinson preferred to stay on Bob Morris for long periods, lap after lap after lap - his Falcon had Channel 7 sponsorship, and like Peter Williamson (who also got lots of TV time), he also had a camera in the car.



TV viewers might have missed Brock's drive through the field, and the news that on lap 38 John Harvey was in front, until the occasional scrolling of the IBM race positions on screen. Behind Harvey, the debris was accumulating in the pits. Goss had called it a day on lap 14 with gearbox failure; the unhappy Lyon/Stanley Commodore on lap 23 with oil spilling out; the Willmington/Donovan Falcon on lap 24 with a blown engine; another Falcon, the Keogh/Mathiesen car, on lap 42 with oil pump failure; and then on lap 51 with fuel problems, the Gibson/Moore Falcon.

By lap 50 Brock was back in front, from Harvey, Grice,



Morris, Janson, Dickson, Rogers and Geoghegan. It was probably the greatest drive of his life, lapping in the low 2:22s, playing roulette with the small cars, watching his dials for the trouble he really expected at any time.

On lap 57 Brock came in, handed over to Richards, who went back out in fourth place, putting Grice into the lead, from Harrop, with Morris third. By lap 62 Grice pitted to hand over to John Smith, and Harrop took the lead from Morris for eight laps; by 73 Richards was back in front again in the MHDT car, ahead of his team-mate with Grice third, Janson fourth, Morris fifth, and Rogers sixth.

On lap 78 Harrop gave the car to Harvey, but in three laps the second MHDT car had a big-end bolt let go and stopped just over the top. By now things were going funny. On lap 70 Morris arrived in the pits to find, to his surprise, not Bill O'Brien but the figure of Allan Moffat standing there waiting to take over the car! Moffat duly replaced the bewildered Morris, who then along with the television viewers had a box seat view of Moffat's unusual overhanded left-hand grip on the wheel. Until, that is, Morris apparently decided that Allan wasn't doing the times, and pulled him in to put O'Brien in the car. Hindsight shows that Moffat knew the car wasn't well. Inside of one lap with O'Brien, on lap 88, it blew the engine.

Lap 91, and the Barbour/Posey Camaro retired with a wrecked gearbox. Richards continued to steam away, as



Bartlett/Forbes, who had varied their outright position from first to 27th, then up to 13th, then back to 27th, then ultimately up to 11th, as they kept replacing rear drums. They were having a terrifying time out there, trying hard to get back up through the field, yet at times finding the big dark blue Chevy with little or no brakes at all. As Bartlett described it, the drum brakes could only slow up the Camaro a little - not stop it.

On lap 105 Bartlett came up behind the second Country Dealer Team Gemini, co-driven by James Faneco, and he found he simply had no brakes at all. He hit the Gemini and flipped it, putting the brand new little team into financial disaster. On TV shortly afterwards, the plain-speaking Bartlett was even plainer than usual, describing CAMS in terms just short of obscene and libellous. It must have had some effect: in March 1981, CAMS finally agreed to allow the Camaros to run rear discs.

By this time the Craven Mild car had blown its chances when Grice's traditional Bathurst gremlins struck again. Co-driver John Smith got it wrong at the end of Conrod and spun the Commodore into the sand trap, bogging it to the belly pan. As a frantic Grice ran up and down pit lane, team manager Frank Gardner said morosely: "The thing's run on the pace all day, and now it's slipping away."



And it was. Richards cruised home in the slightly bent but dependable 05 MHDT Commodore, giving Brock his fifth Bathurst win and third in a row in easy style. The Janson/Perkins car was second, 40 seconds ahead of Grice/Smith, and like Richards in the Brock car, they were content to coast to the line. Amazingly they repeated their second place behind Brock/Richards from the year before, but this time just one lap down, not six. Behind them the pretty Geoghegan/Gulson Commodore had steadily and relentlessly worked its way up until 11 laps from the end it sneaked into a well-deserved third place, four laps down.

Fourth was the Browne/Sampson Commodore, fifth the O'Brien/Wigston Commodore, sixth the Rogers/Geissler Commodore. The Grice Commodore suffered damage to the fuel line when stuck in the sand, and then had a fire under the dash that was put out by a marshal on the circuit; it still ran home seventh. It was Commodores 1-7, a comprehensive result for the new car. It was a disaster for the XD Falcon, with all eight cars failing to finish.

In the 3-Litre Class B, Colin Bond was fastest in practice and took the early lead, raging around in front with

all his usual skill, coolness and mastery of traffic, with Daly and Seton never far away. On lap 12 Bo got by the second Masterton Capri, but didn't get into the lead until lap 43, when Bond came in to hand over to Masterton. Seton was never headed after this, the veteran turning in the kind of inspired clockwork that he's famous for. Seton/Smith won by nine laps from Masterton/Bond, and was eighth outright. The Hopwood/Daly Capri was third, another nine laps further back. All three Mazda RX7s had gearbox problems and failed to finish.

In the 2-Litre Class C Williamson, as expected, vanished over the horizon when the flag dropped. He had hit the bank in practice but the TAFE body shop repaired the body damage before the start. By lap 50 Williamson was up to 13th outright while most of the others were having problems, the Escorts having overheating and timing issues and the Dolomites problems with their fuel systems. Early in the afternoon Williamson started complaining over the TV hookup that he was suffering an intermittent miss, which he guessed (correctly) was the camera overload on the alternator. Then his Celica started to develop an oil leak under the driver's feet, and when the alternator finally died on lap 143 the ebullient Liverpool car dealer gave it away. The class win went to Graeme Bailey and Doug Clark in the Chickadee Chicken Celica, Williamson's 1979 car, by 6 laps from the nearest Escort of Graham Mein/Geoff Russell. The Cutchie/Farrar Escort was third, another 7 laps back. It was a bit of an anti-climax.

How did the VW Golf GTI go on the 1.6-litre Class D?

Chris Heyer put the Lennox Golf GTI on pole with 2:51.2 and a good scrap started from the flag, but became a little disjointed when first Gough in the Gemini, then Heyer, called at the pits after just 3 laps. The Golf was having problems with a broken throttle cable and rear suspension and by one-third distance was back in fifth. Then during a stop at 49 laps, and seen by everyone on the live TV coverage, it caught fire in pit lane (just as it had done on the finish line at Sandown in the 1979 Hang Ten). Viewers at home saw flaming gloves discarded on the ground, the VW and most of pit lane clouded in billows of extinguisher powder, and waiting co-driver Peter Lander hurl his gloves to the ground in frustration and clearly mouth 'F*@K!' on live TV.



US commentator Chris Ekonomaki was on the spot with the Channel 7 cameras and microphones, and quickly grabbed a disappointed Chris Heyer for a live TV interview.

Chris Ekonomaki: ...the car is covered with fire extinguisher...I've got the...how you feeling?

Chris Heyer: A bit warm!

CE: A bit warm. How did the fire start?

CH: I wish I knew.

CE: And did much of it get to you?

CH: Ah no, a bit warm on my back, that's about all.

CE: I saw a glove out on the track, on fire, was that your glove you threw off?

CH: No, that wasn't mine, it was one of the fuel fillers'.

CE: OK now taking a look at the car, will you be able





to get it back in?

CH: Nah, it's had it.

CE: You think so huh?

CH: No, we're out for the day now.

CE: Gotta wait til next year huh?

CH: Yep.

CE: Okey doke, better luck next time.

Even so, the VW emerged blistered but undamaged from the extinguisher clouds and was able to rejoin the race, running tenth in class and a dozen laps behind the leaders. However the Golf broke its differential on lap 63 and retired. It gave the Golf four retirements in five years, with just the one finish (sixth in class) in 1979. The 1980 race would be the final time the Golf - or any Volkswagen, for that matter - raced at the Bathurst 1000.



The 1.6-litre class was won by the Finnigan/Dane Gemini with 140 laps, just one lap ahead of the Burrell/Shute Mitsubishi Lancer - usually a rally car with little circuit experience but which had actually led for a short period. Third was the Escort 1.6GL of David Earle and veteran Bob Holden, four laps further back.

The 1980 Bathurst race can be perceived as some kind of watershed. It was the debut of the Commodore and XD Falcon, as well as the first reasonable attempt by the Mazda RX7. It tested many rule changes, good and bad, particularly in enforcing the new rule about running only current body shapes.

The dominance of Peter Brock and his quiet Kiwi co-driver Jim Richards continued, true superstars of the sport.

And as Allan Moffat, Ford's hero of the 1970s, had his last drive in a Falcon, a seemingly-disastrous encounter with a rock launched into prominence the career of Dick Johnson, soon to be the Ford hero of the 1980s.

Glory Days.

When I was only a kid, I had a lot of toy cars. I especially loved Jeeps and racing cars. Not only that, I was always playing with Lego, building all sorts of buggies.

Out of all of them, my favourite was this one, that only had one side rear mirror. I would tell anyone who listened that this is the car I'm going to get when I grow up.



As I got a little older, I saw one parked on the street, so I thought I would take a closer look. It said '911E' on the badge at the back of the car.

I was saying to my dad, "this is the car, and it's called a Porsche 911."

I remember my dad telling me, "good luck with all of that."

Being young and having no money was a big problem though, but a teacher at my school had a 1500 Beetle with Porsche cookie-cutter wheels fitted. Instantly I thought - that's what I want to do.

Working part time at Red Rooster gave me the money to buy my first car, a Superbug. I had already purchased the cookie cutters beforehand, carrying them home on a skateboard on the train and the bus.

It was really only just going to do me until I could





afford a 911. But everybody knows, once bitten by the VW bug, you're hooked forever.

Eventually I got the 911E, but I was always impressed with the Beetle's reliability and availability.

Nowadays Volkswagen Beetles bring me so much joy and happiness, especially in a world where not everything works out.

I just can't imagine life without them. What a great invention!

No wonder they sold millions and millions of them. Never forget, they were made for the people.

Thank you, Ferdinand Porsche. Thank you Volkswagen.

I'll never own or drive any other brand of car.

Ashley Day

The Good Oil.

The Sun-Herald, Sunday 29 August 1971

Remember the days when all a lubricating oil had to do was lubricate?

That was in the era of 1,000-mile oil changes (or 500 if you were really

conscientious), and before today's crop of cars with high output engines, high compression ratios and anti-pollution devices.

But today, oils, like motor cars, have become more complex. They have had to. Many modern engines wouldn't continue to run on the oils available 10 years ago.

They would scuff their higher-lift camshafts, seize piston rings working near hotter combustion zones and clog their positive crankcase ventilation systems.

Devising the correct recipe for a modern oil is something of a nightmare for the lubrication chemist.

A top quality oil has to be thin for cold starts and yet thick enough for hot running.

It has to form a fine film to keep metal surfaces apart, and yet be robust enough not to break down under great heat and pressure.

It has to cool hot metal and keep it clean, and yet not change or lose its quality under several thousand miles of varied operation.

I had all this brought home to me in a talk with Bob Holmes, technical director of Castrol, who this week released their GTX high performance motor oil in bulk supplies to service stations.

Previously, GTX was available only in cans, and then in limited quantities.

Here's what goes into the oil:

* An anti-wear additive to give extra film strength under severe operating conditions. This additive, an oil-soluble, long chain tertiary alkyl primary amine tungstate, happily known as liquid tungsten, undergoes a chemical change if the temperature in a particular engine zone rises to danger level; the liquid tungsten plates itself against the metal and forms virtually a solid lubricant.

* A dispersant. This keeps the engine clean, particularly under cold conditions and prevents the formation of cold sludge.

* A detergent, to keep the engine clean under hot conditions, especially in the piston ring area.

* An antioxidant, to prevent oil breakdown at high temperatures.

* A viscosity index improver - in other words, an additive that allows use of an oil light enough to lubricate the engine effectively on a cold winter morning, and yet gives it enough body to do the same job when the engine is hot on a scorching summer day.

* An anti-foam additive, to minimise foaming and then dissipate any bubbles that may form.

Ask for Castrol GTX at your local garage the next time you have your car serviced.





(665 kg). This therefore leads one to suspect that the primary reason for the relative increase in urge over a standard bodied counterpart is the wind-cheating design. It's not so much streamlined as squat!

The frame work supporting the body is no model of simplicity, and we'd reckon it would be a nightmare to try and attempt mass-production. Most of the frame that has been built up from the stock VW chassis, not shortened as per

The original Vee Wee fun car.

Hot Minis and VWs magazine, 1970

I guess we've all said our piece on Volkswagens - using four-lunger mills that have been sat on, and other such odd-ball features. They're a natural butt for motoring funnies.

The original conception has given rise to an incredible array of weird and wonderful specials, based on the VeeWee chassis. The latest is Beach Buggies; and that's what this unit is registered as, although it's a far cry from the usual buggy. Furthermore, the owner doesn't class it as such.

Now four years old, the vehicle is beginning to show signs of age, but as a one-off attempt at a VW special it takes some beating.

Present owner is Graham Bond of Alphington, Victoria. Graham was not the builder - his name we've not discovered. But we do know that he was a boat builder cum mechanic, which goes a long way to explaining the plywood construction of the body.

The lines of the car are distinctly angular but it grows on you after a bit. The low frontal area gives the stock 40-horse flat-four a new lease of life. After going for a spin around the nearby Yarra Bend National Park, we gained the impression that with a few more neddies working for it, it would be a real low flyer.

The ride is surprisingly good. Off the bitumen work is a bit rugged over too long a period, but on the whole it's quite comfortable. In fact, Graham has had his share of luck, campaigning the beast in small time (dare we mention it?) . . . rallies.

Handling is quite un-VeeWee-like, all four wheels do as they're supposed to with remarkable firmness, which isn't bad considering the canary yellow rocket is shod only with conventional rubber. Blurping it through the bends making full use of the all-synchro floor swapper had all the ear-marks of fun, fun, fun.

Now to the rig itself. As we said before, the mill is pretty much a stock barring the cam which is slightly lumpier than usual. Weight is not in the Beach Buggy class of minus 10 cwt (510 kg) - this number is registered at 13 cwt

beach buggies. Floorpan is of tube but wooden struts and posts put in their fair share of appearances too. The network definitely creates a very sound basis for the plywood outer but it must add pounds to the weight. Still you can't have your cake and eat it too.

The various bends and blunt edges of the square-cut body have all been finished in fibreglass. The only metallic body portion is the engine shroud, which is of alloy but uses wooden bracing.

The inner guards are permanently fixed to the floor pan, especially up front, where a dozen or so alloy squares and triangles have been pop-rieveted together to get the correct curve on the business. None of this is obvious to the standing observer, which only goes to testify to the pains taken by the builder.

The dash is wood, with a vinyl and laminex covering. Laminate also dresses up the heater tunnels, which run the length of the cockpit. The heaters are still in service. Instrumentation is basic VW - speedo and fuel gauge - and the pedal cluster remains in the stock location. Passenger and pilot both sit at floor level and there's leg room in abundance. Behind the seats is an enclosed space for the spare wheel and a few odds and ends. Two side pockets also offer generous



Unorthodox treatment is slightly ungainly from the back (above). Imagine only catching a glimpse of the car's rear end—You'd spend the rest of your life puzzling what the damn thing was!

Unusual lines are clearly in evidence in side view below.



storage space.

The lack of doors is definitely in the interests of rigidity, and really speaking, they're not much missed. The sides are stepped, you see, and they've been rubberized to stand boots and things, so one just steps up . . . and in!

Windscreen is an ex-1500 Volkswagen sedan with alloy surround. The unique top is composed of an alloy frame with blue tinted perspex inserts. Privacy is non-existent, 'cause even the overhead portion of the top is transparent. The rear window can be tilted in the frame for ventilation when the top is closed up. Runners for the roof extend almost to the back of the body and if need be, the roof can be removed altogether.

Electrics are still six volts and the headlights are still VeeWee in case you hadn't guessed. Of necessity, the wheels are 13 in. Holden rims on VeeWee centres . . . any bigger and they wouldn't fit!

Although no sand frog, it boasts a few creature comforts that many buggies sadly lack and to our way of thinking, it's much easier on the eyes (not mine - Ed.)

You like it? Great! Now if you've got a spare \$800 Graham is interested in selling . . .

Value in unregistered cars.

The Sydney Morning Herald, Saturday 7 April 1979

The prospect of repairing an unregistered vehicle often scares a potential buyer.

But once the necessary repairs are done, it becomes a more attractive proposition.

Most cars purchased from a dealer will carry current registration - a recognised selling point in itself as it spares the buyer from the inconvenience of registering the car and the possibility of having a large repair bill.

However, many unregistered vehicles are mechanically sound, and should not be overlooked.

A car without registration does not mean that the vehicle needs major repairs. In fact, it may actually save you money.

Good examples are cars bought at government auctions. Most of them are not registered, yet the demand for them - among dealers as well as private buyers - is high because they are in such good order.

This is also true of many unregistered cars on the private market, but the competition should not be as keen.

Once you are certain that a car is in good condition (an NRMA inspection is one answer to this), you have to satisfy the NSW Department of Motor Transport that the car is worthy of registration.

The department sets high standards for safety reasons. The inspectors will, if necessary, spend up to an hour on a car to check that it is in order.

More than 130,000 vehicles go over motor registry pits across NSW each year.

Although the inspectors have the right to reject cars for some relatively minor faults, such as inadvisable tyre rotation, they will often recommend a change of tyre plan, for example, rather than reject the vehicle outright.



But this is not to say they are lenient. If the safety or the vehicle is in doubt, it will not be passed.

With this in mind, the following points should be thoroughly examined before taking an unregistered vehicle for inspection.

BRAKES: Considered the most important factor in checking a car for registration. No vehicle that has faulty brakes stands a chance of getting through. The reasoning is simple - if a car becomes uncontrollable and the brakes are faulty it is a danger to everyone on the road.

If the brakes are not sound or cannot be easily and cheaply fixed then think twice before buying the car. This includes hand brakes which are often overlooked.

STEERING: Regarded as second only to brakes in importance. Steering will be closely inspected from both under the car and inside the cab. Sloppiness will not be tolerated. Watch particularly for loose tie rod ends which can affect the whole performance of the car.

LIGHTS: Indicator and stop lights, which send out messages to other drivers and pedestrians, must be in perfect working order. Similarly head and tail lights should be clear and powerful enough.

A common fault is headlights that are off centre.

TYRES: No longer regarded as merely comfort aids, tyres should be selected according to the manufacturer's recommendations and should, of course, have the required amount of tread (> 1.5 millimetres).

Watch the rotation pattern. It is advisable not to mix radials and crossplies. So check the tyres against the manufacturer's recommendations before buying, as they are costly to replace.

MISCELLANEOUS PARTS - horn, wipers: Do they work properly? Essential but easily overlooked.

EXHAUST: Noisy or polluting exhausts are repugnant to other motorists and pedestrians. Similarly they are not popular with inspectors.

If a vehicle has extensive rust, it will not be passed. Small breakouts of surface rust are common in relatively new cars and can be checked. The problem is, fortunately, one that motorists are more aware of now than they have been in the past. Structural damage is another obvious sign that the car has been poorly maintained.

Otherwise, if it is clean, runs well and satisfies the above requirements, it should pass the registration test first time.

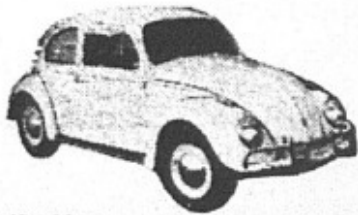
James Buckell

More Jeff's for-sales.

Here's some more examples of old VW car ads, in the days when newspapers used to run big car classifieds in the weekend editions. These are all from the late 1960s.



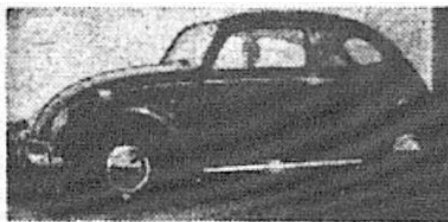
67 V.W. TS 1600 F/BACK, 14,000 miles. Radic, extras. Fabulous car. Seat covers since new. Dep. \$100



67 VW 1300 DEP. \$150 This is truly a lovely unit in Royal Blue, kept in particularly beautiful condition by one fastidious owner, who has completed only 15,000 miles. There is also a beaut radio, safety belts and some other nice goodies, too!



65-67 V.W.'s 1600's, 1300's, 1600 FASTBACK. Huge range of 1 owner units, all colours. Many radios and extras, from \$6 wkly. Dep .. \$60



64-67 V.W.'s. 12 beautiful Beetles, show-room cond. Radios, extras from \$6 wk. Dep. \$50

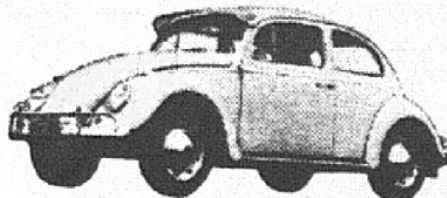
As little as 89 cents a day
Easy Repayments



1968-63 VW's \$775 Get the bug! You'll never forget the experience of owning a 1200, 1500 or Fastback. Easy Bank Interest terms for sporty holiday pleasure. \$100 or No Deposit.



63-65 VWs
NOW DOWN TO
\$899



1962 Volkswagen Sedan. Immaculate. Low miles. Ideal 2nd car. \$655. \$100 Deposit. BANKSTOWN BRANCH.



65-67 VWs
NOW DOWN TO
\$1099

Your '64 VW
could be worth **\$1200**

Trade in now on a brand new Holden for \$4.97 per week.



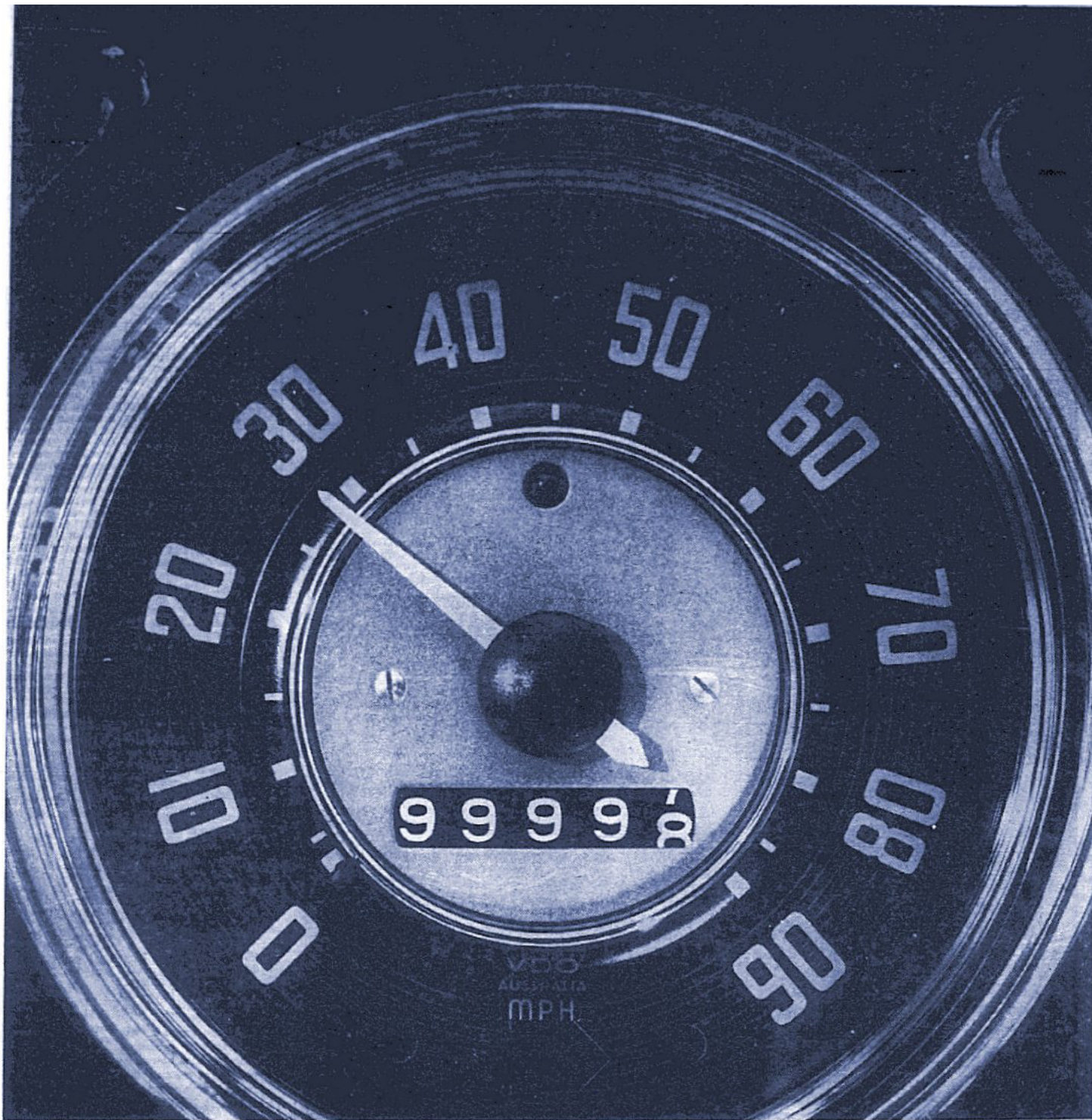
• SPECIAL SALE • EXECUTIVE & DEMONSTRATION VW DELUXE SEDANS

This weekend—limited number only! All these deluxe units have been carefully driven, regularly serviced and well cared for. Many have radios and other smart extras. All are in excellent condition and represent exceptional value. Covered by full Value Warranty and available on low deposit and easy terms. Trade-ins accepted.

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A Volkswagen never knows when to stop.

100,000 miles from a Volkswagen engine isn't average. But it isn't unusual either.

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Why does a VW engine last so long?

Because it's a slow-revving engine, it wears more slowly.

Because it's so finely machined you may never need oil between changes.

Because it's cooled by air, not water, there's nothing to rust or leak.

Everything in a Volkswagen is made to last.

We put the body together so tightly, you may have to open a window to close the door.

We seal the underside with a flat steel bottom, set in rubber.

So after a couple of years on the road, a

Volkswagen doesn't rattle.

And because we don't change the shape from year to year, a VW keeps its price too.

Take a look at what three-year-old Volkswagens are fetching right now.

But why not start with a brand new one?

£819 includes tax, and

a very slow-wearing

engine.



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