

# Zeitschrift



Chris Hoyer 5+5's last Bathurst 1000, 1985.

## September 2021

### IN THIS ISSUE:

VW Golf 8  
New Horizons with VW  
1985 Bathurst 1000  
More Ash articles

One Gauge instruments  
Eddie & Lance Perkins  
Atlas Cross Sport GT  
Plus lots more...



The Legend Never Dies

## Club VeeDub Sydney.

[www.clubvw.org.au](http://www.clubvw.org.au)

A member of the NSW Council of Motor Clubs.  
Affiliated with Motorsport Australia (CAMS).



# Club VeeDub Sydney Committee 2020-21.

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<b>Registrar:</b>	Willie Nelson	clubveedubact@gmail.com
<b>Council/Events:</b>	David Cook & Lachy Patton	
<b>Social Media:</b>	Dorothy Bryan	clubveedubact@gmail.com

## Club VeeDub membership.

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

## Monthly meetings.

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

## Correspondence.

Club VeeDub Sydney  
PO Box 324  
Mortdale NSW 2223

## Facebook:

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[www.facebook.com/clubveedubcanberra/](http://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](http://www.clubvw.org.au) under the Media - Zeitschrift tag.

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

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See the back page for all 2021 VW Nationals sponsors.

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



## Von dem Herrn Präsident.

Hi all, well again not much to say in the President's report. Covid restrictions continue, and our monthly meetings are cancelled for the next month at least. Likewise, most of the coming events that were tentatively planned have also had to be cancelled, including sadly The Volkswagen Spectacular in Macksville.

We still have the East Hills Car Show in the calendar, as the organisers still list the event as happening on their website [www.easthillscarshow.com.au](http://www.easthillscarshow.com.au) They have not yet issued a cancellation notice as we go to press. But don't be at all surprised if it's cancelled by the time next month's magazine comes out.

Plans for Boris' Picnic Day in November are still up in the air. We'll confirm either way next month and let you know, probably by an email-out and in next month's magazine, so watch your email in-tray.

Even though we are all under Covid restrictions with no meetings or runs, I hope that all our members will still renew their memberships when they fall due - our club is still functioning otherwise.

You still get a fantastic magazine every month to get through the pandemic - again thank you to everyone who has submitted articles, especially Ash, Carl, Rod and Jeff. We need all the support we can get from our members. We are in good shape, but income is much reduced and expenses remain a constant.

The club is in the process of extending all current financial membership by 6 months. This takes some time as we have in excess of 500 members and Norm is updating the database one record at a time.

We are still looking for members to tell us about their VWs for our website - go to [www.clubvw.org.au/media/member-cars/](http://www.clubvw.org.au/media/member-cars/) to see the ones already there. Just write a short story with photos and email to Phil at [editor@clubvw.org.au](mailto:editor@clubvw.org.au) to have your VW included.

If you have conditional or vintage rego through the club please be aware the RMS isn't processing these memberships at the moment. They feel that use of these cars

is not essential.

I hope you can still drive and enjoy your VW, within 5 km in your LGA. Or at least give it some love and attention in the meantime with a good service, clean and polish. Stay safe and well. We'll see each other when we get through this.

Steve Carter



## Kanberra Kapitel report.

Greetings from the Nation's Capital,

As you can imagine, there's very little to report this month. In my last report I indicated that those of us in Canberra were not yet in lockdown. Well, as luck would have it, by the time the magazine came out we had indeed been placed into lockdown; and as I write this month's report, we have just been told by our Chief Minister that we are to have another two weeks of it, taking us to September 17. The day before ACT school holidays.

The lockdown has forced the cancellation of many events planned for the next couple of months, which unfortunately includes the **ACT German Auto Day (GAD)**. Whilst the event as we know it is cancelled, the organising committee is considering holding a low-key event on the planned GAD date, just for local enthusiasts. The venue under consideration is only small, so if it does go ahead, those wishing to attend will have to submit a request and go into a ballot. No entrants from outside the local area will be admitted, so as not to encourage anyone to travel from afar in consideration of travel restrictions. This small event would not be catered and no prizes awarded - it would just be a gathering of local German Auto enthusiasts. Keep an eye on our Facebook page for more info.

Our other upcoming event that has needed to be cancelled is the annual **Cookies Fish & Chip Run**. The decision to cancel this year's event was seen as the most responsible outcome considering the current COVID situation.

Another disappointment that affects all VW enthusiasts is the further postponement of the Volkswagen Spectacular in Macksville, to July 2022. This is understandable, given the huge amount of logistics that goes into organising and conducting an event on this scale. The good news is that it gives us all a bit of extra time to get our VWs ready - whether we needed it or not.

Appropriately, all monthly club meetings for the Canberra Chapter are cancelled until we come out of lockdown. We will advertise on our Facebook page when these resume.

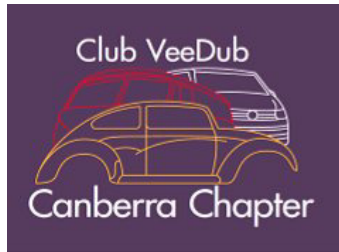
Once our lockdown is lifted, more ad-hoc coffee meets will be hastily organised to give us an excuse to get or VeeDubs out, take advantage of the beautiful spring weather Canberra is known for and to socialise with other car enthusiasts. Keep an eye on the Facebook pages for any of these activities. Remember to click on the Events tab, as sometimes the notices are placed on there and don't show on



your regular feed.

Stay safe and stay well. I look forward to seeing you all out in our VeeDubs in the not-to-distant future.

Willie.



## Klub Kalender.

\*\*\* All information correct at time of printing but subject to change - events are sometimes altered or cancelled without notice.

Check [www.clubvw.org.au/events](http://www.clubvw.org.au/events) for the latest information and any changes.

### September.

**Thursday 9th:- Committee Meeting** and magazine pack \*\*\* CANCELLED DUE TO SYDNEY COVID LOCKDOWN \*\*\*

**Thursday 16th:- CLUB VW MONTHLY MEETING** \*\*\* CANCELLED DUE TO SYDNEY COVID LOCKDOWN \*\*\*

### October.

**Saturday 2nd & Sunday 3rd:- VW Warwick Drags 2021.** CANCELLED due to track work.

**Monday 4th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm \*\*\* COVID PERMITTING \*\*\*

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

**Sunday 10th:- East Hills Charity Car Show** at Kelso Oval, Panania (COVID PERMITTING). All classic makes and models welcome. Trophies to be won in numerous categories. Show cars enter through the gates on Marco Ave, off Childs St. A great family day out, food and drink stands, music and entertainment, motor accessory traders. Phone Glen on 0434 360791 for more info. **Join the Club VW convoy at McDonalds Moorebank (Newbridge Rd) at 8:00am for an 8:30 departure.**

[www.easthillscarshow.com.au](http://www.easthillscarshow.com.au)

**Thursday 14th:- Committee Meeting** and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

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

### November.

**Monday 1st:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

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

**Thursday 11th:- Committee Meeting** and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

**Thursday 18th:- CLUB VW MONTHLY MEETING** at the **Greyhound Social Club**, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

## Ace driver Eddie Perkins becomes a "front seat shaver"

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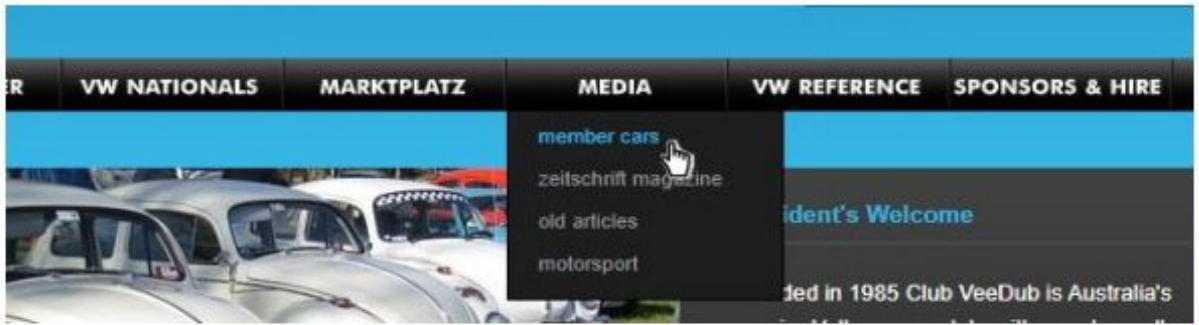
**ROUND-AUSTRALIA TRIAL.** "I was so pleased with my Remington 'Auto-Home' shaver won on the '55 round-Australia trial I made sure I packed it for the '56 trial," says successful racing driver Eddie Perkins, who was second in the 1955 Redex and won the 1956 Round Australia Trial. "My 'Auto-Home' was put through as tough a test as my car — and came through tops. Now I get an even faster, closer shave on the road or at stopover points from my Remington Super 60 'Auto-Home'!"

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Go to [www.clubvw.org.au](http://www.clubvw.org.au) and click on the **Media / Members cars** tag above.

If you'd like to see your VW featured here, it's easy—just write a short story

about your VW—where you found it, what you've done to it, how you fixed it up or restored it, what's special about it—and why you love it.

Just email your story to [editor@clubvw.org.au](mailto:editor@clubvw.org.au)

Don't forget to attach some nice JPG photos of your VW !

## December.

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

**Monday 6th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, from 7:30pm.

**Thursday 9th:- Committee Meeting** and magazine pack at the Arena Greyhound Sports Club, 140 Rookwood Rd. Yagoona (next to Potts Park), 7:30pm.

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

## Marktplatz.

*Marktplatz ads in Zeitschrift are free. All ads should be emailed to [editor@clubvw.org.au](mailto: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](http://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.

**Notice:** Dear Friends who like Volkswagen Beetle, Kombi and other models with air cooled engines...how are you? My name is Renato and I'm in Brazil - land of the last Volkswagen Beetle and Kombi factories. Our company is TRL



**Next Club Meeting:**

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**For Sale:- 2012 Tiguan bull-bar.** It's a steel East Coast Bullbar with Roolite driving lights. Includes all mounting hardware and wiring harness. \$500. Located in Elimbah, QLD. Please contact Phillip Dunn on 0448 807105 or email [dunnworking@aussiebroadband.com.au](mailto:dunnworking@aussiebroadband.com.au)

## 2nd Month ads.

**For Sale:-** Our dealership has a **2008 Volkswagen New Beetle** for sale which might interest your members. This VW just been traded in excellent condition both inside and out. Anniversary Edition White, 6 Speed Tiptronic Hatchback with black trim. 1.6-litre petrol motor. 151,000 on the clock. It is a spacious 3-door hatchback. This car is perfect for any buyer looking for a comfortable, reliable, stylish and affordable vehicle. Features include dual front airbag package, anti-lock braking, air conditioning, central locking remote control, Electronic Brake Force Distribution, head air bags, engine immobiliser, power mirrors, power steering, power windows, radio-CD with 6 speakers, side front airbags, sports seats, sports suspension, all the power options and much more! Also comes with logbooks. Come in for a test drive today! Selective Autos Homebush, call us on 02 9764 6666.



**For Sale:- Custom 1956 Oval beetle.** I've owned this oval 56 bug for 16 years and driven many miles - it was even featured in Club Veedub's Zeitschrift in March 2007. It's been very reliable. It was body off restoration back in 1989. It has 1915cc engine that was built by Vintage Vee-Dub Campsie Sydney with twin Dellortos. It's done 10.5 sec on 1/8 th mile.



A few trips I've done along GREAT Ocean Road Vic, driven a couple of times to Warwick QLD, Canberra, Gunedah NSW trips, Hervey Bay QLD. Genuin Porsche dials. Full NSW rego till Aug. Car is in Newcastle. Contact Rose on 0427 550203.



**For Sale:- 1968 VW Country Buggy.** On Club rego, old restoration with paintwork, good condition, new tyres, 6v. Car located in Merimbula on the south coast of NSW. Price \$20,000. Phone Dick on 0409 807709.



## Trades and services directory.

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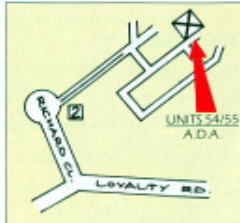
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## Trades and services directory.

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Australian VW Performance Centre is located in Croydon South, about 30 minutes east from the Melbourne CBD, close to Ringwood end of Eastlink. If you find yourself unable to contact us during business hours, please do not hesitate to email us with any enquiries you have.

[vwperformance.com.au](http://vwperformance.com.au)

Address: 29 Research Drive, Croydon South, Victoria, 3136

Phone: (03) 9761 4540 or (03) 9761 7917

Fax: (03) 9761-6216

Email: [avwpc@vwperformance.com.au](mailto:avwpc@vwperformance.com.au)



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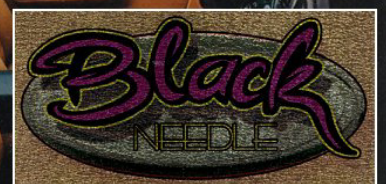


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New Member:  Renewal:

Name:

Address:

State:  Postcode:

Email:

Phone:  (BH)

(AH)

(Mob)

Do you want to participate in CAMS motor sport?  NO  YES

Which of the following activities are you interested in? Please number in order:

- Cruises and observation runs
- Show n Shines, Concours
- Swap meets (VW parts)
- Social days and/or nights out
- Drag or track racing
- Meetings and tech talks
- Other (you tell us!):

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(02) 9601-5657

Club VeeDub Membership, Sponsorship and Merchandise payments can be made securely online via PayPal. You don't need an account but there is a small fee for the service. Please visit our web site at [www.clubvw.org.au](http://www.clubvw.org.au) or email Raymond at [sales@clubvw.org.au](mailto:sales@clubvw.org.au) for more information.

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**Wanted:** 

Your business ad in this space. The cost for 11 months is \$110 - this does not include the VW Nationals issue. Post your business card and a cheque for \$110 to the Secretary, Club Veedub Sydney, PO Box 324, Mortdale NSW 2223



**Club Veedub Sydney Membership / Subscription Form.**

Please tell us about your Volkswagen(s):

Year	Model	Engine Size	Rego No.	Colour

Please enclose a cheque or money order for \$45.00, payable to Club Veedub Sydney, and post it with this form to:

Club Veedub Sydney,  
PO Box 324  
Mortdale NSW 2223

You will receive 12 issues.





## VW Golf Mk8.

The much-anticipated latest 8th-generation Volkswagen Golf is now on sale in Australia.

The new-generation Volkswagen Golf is the most technically advanced model to date, with a full suite of advanced safety features as standard across the range.

The eighth generation of Volkswagen's popular small car will arrive in Australia with a choice of three core Golf variants, all offering an evolutionary look, an all-new, screen-laden cabin, an upgraded safety suite and, crucially for many buyers, a conventional automatic transmission.

Prices are up across the range to match the increased levels of standard equipment, with some variants jumping in price by up to \$4460.

Volkswagen Australia says the local arrival of the Golf 8 has been delayed by the coronavirus crisis and supply issues. However it has now landed in Australia, about nine months later than originally planned.

The new VW Golf range has been rationalised to three core models. The simplified range will be made up of the Golf, Golf Life and Golf R-Line, with the GTI and next year the Golf R sitting atop the tree, with the latter two receiving all the goodies the range has to offer.

The core Golf range is powered by a 1.4-litre direct injection turbo petrol four cylinder engine with 110 kW and 250 Nm. It's a carryover from the previous range, as the new power plants available in Europe are not designed for our high sulphur fuel.

A six-speed manual gearbox is available in the entry-level model. Claimed combined fuel economy is rated at 5.8 L/100 km and 6.0 L/100 km for the automatic and manual transmission respectively, with the engine requiring 95- or 98-octane premium unleaded.

With a 5-star EURO NCAP safety rating, the Mk8 Golf range will feature Travel Assist, Volkswagen's semi-autonomous setting that is capable of accelerating, braking and maintaining the Golf's position within its lane in open road driving. Front assist with pedestrian and cyclist monitoring, adaptive cruise control, lane assist, oncoming vehicle braking when turning, driver fatigue detection, side assist, rear traffic alert, and a rear view camera are standard.

Likewise, park assist, emergency assist, and an exit warning system are included.

Interior trim is also refined, with new finishes and seat stitching across the range, and in the GTI, sports seats with

integrated head restraints, reminiscent of the first Golf GTI, with red stitching and a tartan style fabric on the seat base and backrest areas.

These are complimented by stainless steel pedals, ambient lighting and black headlining. Having introduced the now ubiquitous flat bottomed sports steering wheel in the Mk5 GTI, the Mk8 features a re-designed version.

Opening the range is the eponymous Golf, priced from \$29,350 before on-road costs with a manual transmission (\$33,490 drive-away), or \$31,950 before on-road costs with an auto (\$35,990 drive-away).

That's up \$3560 and \$4160 respectively over the outgoing 110TSI Trendline base

model, before on-road costs – though a host of additional features are fitted as standard to the new model.

Standard equipment on the base Golf includes a 26-cm digital instrument cluster, 21-cm infotainment touchscreen with Apple CarPlay and Android Auto, cloth seat trim, 'decorative' trim inlays, tri-zone climate control, LED headlights and tail-lights, 16-inch 'Norfolk' alloy wheels, an electric parking brake, auto start-stop, and more advanced independent multi-link rear suspension.

A full suite of 'IQ.Drive' active safety technologies are on offer, led by Travel Assist, which combines the adaptive cruise control, lane-keep assist and lane-following assist systems to accelerate, brake and centre the Golf within its lane on freeways.

There's also all-speed autonomous emergency braking with pedestrian and cyclist detection and support for intersections, blind-spot monitoring, rear cross-traffic alert, automated parking, a reversing camera, driver fatigue monitoring, front and rear parking sensors, and a tyre pressure loss alert.

Other standard safety features include a full suite of airbags, multi-collision braking (which applies the brakes after an accident to prevent subsequent impacts), and a 'proactive occupant protection system', which uses sensors to detect an impending collision, and closes windows, tightens seat belts and performs other actions to prepare for the crash.

The mid-spec Golf Life – priced from \$34,250 before on-road costs with a standard-fit auto, up around \$4460 over the outgoing 110TSI Comfortline – features an updated 25.5-cm infotainment screen with wireless smartphone mirroring and satellite navigation, while other additions include 17-inch alloy wheels, an upgraded digital instrument cluster with



unique customisable displays, Emergency Assist (which safely brings the vehicle to a halt if the driver is detected to be incapacitated), Exit Assist, and 'comfort' cloth seats.

It also adds keyless entry, push-button start, 10-colour ambient LED lighting, power-folding exterior mirrors and wireless smartphone charging.

Golf Life buyers can choose between the \$1500 Sound & Vision and \$2000 Comfort & Sound packages.

The former comprises an upgraded 480-watt Harman/Kardon sound system and a head-up display, while the latter includes 'comfort' sports seats trimmed in microfleece cloth, brushed metallic trim inlays, 30-colour ambient interior lighting and a panoramic sunroof.

Sitting atop the core Golf range is the sport-themed Golf R-Line, priced from \$37,450 before on-road costs with an automatic transmission – identically priced to the outgoing 110TSI Highline with the optional R-Line package.

Additional equipment includes 18-inch alloy wheels, sportier R-Line bumpers, 15mm-lower sports suspension, 'progressive' sports steering (borrowed from the performance GTI and R), (likely leather) sports seats, Carbon Grey trim inlays, LED 'performance' headlights, privacy glass and a sports steering wheel.

The Life's \$1500 Sound & Vision pack is also available on the R-Line, while the sporty model also offers the option of a standalone \$1800 panoramic sunroof.



The front-wheel-drive, high-performance GTI serves as the flagship Golf at launch, priced from \$53,100.

The GTI is going up market too, with optional luxury add-ons set to put it in direct competition with the likes of Mercedes-Benz. Powered by a fourth generation EA888 2.0-litre turbo petrol four cylinder engine, it's good for 180kW and 370Nm.

Fuel consumption from the upgraded 2019 engine is 7.0-litres/100km, with a sprint to 100km/h in 6.3 seconds. Drive to the front wheels is via the latest DQ381 7-speed wet clutch direct shift gearbox (DSG) now augmented by new shift by wire technology.

There is no stick for selecting gears, rather a toggle with a sports mode that frees space, manual gear selections being made by via steering wheel mounted gearshift paddles. As expected, the GTI has progressive steering and a front differential lock.

The new vehicle dynamics manager coordinates and activates the functions of the electronically controlled front-axle diff lock as well as the lateral dynamic components of the electronically controlled shock absorbers via adaptive chassis control.

The GTI's traditional honeycomb grille is echoed in patterns on the dash and doors, and in a unique touch, once the doors are opened, the new engine start/stop button pulses red until it has been started.

Pure White is the standard, no-cost colour across the range, with Reflex Silver Metallic, Dolphin Grey Metallic and Atlantic Blue Metallic and Deep Black Pearlescent hues available for an extra \$600 on Golf and Golf Life variants, while Pomelo Yellow Premium Metallic attracts a \$900 premium on those grades.

The R-Line shares lower grades' colour palettes, though Reflex Silver Metallic is replaced with Moonstone Grey Premium Metallic, while all non-white shades now cost \$300.

You can have your Mk8 GTI in Pure White, Moonstone Grey Premium, Dolphin Grey Metallic, Atlantic Blue Metallic, Deep Black Pearl Effect, or Kings Red Premium Metallic.

A five-year/unlimited-kilometre warranty is standard, while 'Care Plan' servicing packages retail for \$1100 for three years or \$1900 for five years.

While examples of the VW Golf 8 sold in Europe are available with 'over the air' software updates via wifi, Australian models will initially not have this capability.

Volkswagen says the current Golf 7.5 will remain in showrooms only while stocks last, and all new shipments to arrive will be the new-generation models.

Read more on the new Golf 8 in this issue.

You can't see the new Golf 8 in your local VW showrooms at the moment due to the Sydney covid lockdown, so instead go to [www.volkswagen.com.au/en/models/golf.html](http://www.volkswagen.com.au/en/models/golf.html) to see all the local details.

#### 2021 Volkswagen Golf Australian pricing

Golf manual –	\$29,350
Golf auto –	\$31,950
Golf Life auto –	\$34,250
Golf R-Line auto –	\$37,450
Golf GTI auto –	\$53,100

## 2022 Arteon details.

The 2022 Volkswagen Arteon will offer a choice of engines and a new Shooting Brake wagon body style for the first time when it reaches Australian showrooms early in the fourth quarter of this year (October).

The Arteon 'coupe' sedan, like its predecessor the CC, is based on the Passat and was released in Australia in late 2017. But it has been out of Volkswagen Australia showrooms since late 2019, largely due to WLTP certification delays, and gaps in Australia's production schedule.

Pricing for the updated Arteon range spans from \$59,990 for the new, entry-level 140TSI Elegance, to \$68,990 for the flagship Shooting Brake 206TSI R-Line.

Alongside refreshed exterior styling, an updated infotainment system (with new touch controls) and the introduction of semi-autonomous Travel Assist technology, the facelifted Arteon range heralds the arrival of a Shooting Brake wagon, joining the existing five-door lift-back sedan.

Replacing the lift-back's sloping roofline from the B-pillar back with a longer roof and wide rear haunches,





Volkswagen claims 565 litres of boot space for the Shooting Brake with the second row in place, expanding to 1632 litres with it folded.

Sadly, the high-performance Arteon R offered in Europe won't be available in Australia

Opening the local range is the Arteon 140TSI Elegance, priced from \$59,990 in liftback guise, or \$61,990 in wagon form.

Under the bonnet sits a 2.0-litre turbocharged four-cylinder petrol engine shared with the Passat, sending 140 kW and 320 Nm to the front wheels through a seven-speed dual-clutch automatic transmission.

Standard equipment across both body styles includes a 23.4-cm infotainment touchscreen with wireless Apple CarPlay and Android Auto, satellite navigation and digital radio, a 26-cm digital instrument cluster, 19-inch alloy wheels (with a full-size spare), matrix LED headlights, LED tail-lights, nappa leather upholstery, and 12-way power-adjustable front seats with heating, ventilation, and driver massaging and memory.

There's also a power tailgate, adaptive dampers, tri-zone climate control, 360-degree camera, front and rear parking sensors, 30-colour ambient interior lighting, a head-up display, 700-watt Harman Kardon premium sound system, power-folding side mirrors with memory, and puddle light projection.

Interestingly, while lift-back models feature AM and FM radio, wagons only score support for FM bands.

A full suite of active safety features comes standard, including Volkswagen's new Travel Assist feature, which combines adaptive cruise control and lane-centring assist to accelerate, brake and steer the Arteon within its lane at speeds up to 210 km/h, enabling semi-autonomous (albeit



supervised) driving.

It's joined by autonomous emergency braking, blind-spot monitoring, rear cross-traffic alert, semi-autonomous parking, proactive occupant protection, driver fatigue monitoring and emergency assist.

Sitting atop the Australian range is the Arteon 206TSI R-Line, priced from \$66,990 in sedan guise, or \$68,990 as a wagon.

Powering the range-topper is an updated 2.0-litre turbo-petrol four-cylinder carried over from the pre-facelift Arteon, sending 206 kW and 350 Nm to all four wheels through a seven-speed dual-clutch automatic transmission and 4Motion all-wheel drive.

Volkswagen claims a 5.6-second 0-100 km/h dash for the lift-back.

Additional equipment over the 140TSI Elegance includes an R-Line exterior styling package, sports seats with R embossing, R-Line-specific nappa leather trim, R-Line sports steering wheel, black headlining, 20-inch 'Nashville' alloy wheels, 14-way power-adjustable front seats with heating (but no ventilation), massaging and memory functions for the driver's seat, and R-Line sill plates.

The sole equipment option across the range is a panoramic sunroof, priced from \$2000 for sedan and wagon models.

Standard no-cost colour choices include Kings Red Metallic, Pyrite Silver Metallic, Manganese Grey Metallic, Deep Black Pearl, Kingfisher Blue Metallic (140TSI Elegance only), and Lapiz Blue Metallic (R-Line only). Oryx White Pearlescent commands an additional \$800.

The 2021 Volkswagen Arteon will go on sale in Australia early in October.

#### 2021 Volkswagen Arteon Australian pricing:

140TSI Elegance liftback –	\$59,990
140TSI Elegance Shooting Brake –	\$61,990
206TSI R-Line liftback –	\$66,990
206TSI R-Line Shooting Brake –	\$68,990

## R models coming next year.

Volkswagen Australia is preparing to launch four new high-performance R models in 2022 – the new Volkswagen Golf R hatch and wagon, Tiguan R and T-Roc R.

First to reach Australian VW showrooms will be the Golf R small-car duo and Tiguan R mid-size SUV, due to launch locally in February 2022.





All three will be powered by the same reworked 2.0-litre turbocharged four-cylinder petrol engine, paired to a seven-speed dual-clutch automatic transmission and a new 4Motion all-wheel drive system with R Performance Torque Vectoring, allowing the torque split between the rear wheels to be easily controlled.

Outputs are rated at 235 kW and 420 Nm, with Australian-delivered models to feature the same engine tune as their European counterparts for the first time.

Volkswagen claims a 4.7-second 0-100km/h time for the Golf R hatch, increasing to 4.9 seconds in the Tiguan – with a time yet to be revealed for the Golf R wagon, as it has yet to be revealed globally.

Following the Golf R and Tiguan R into showrooms will be the 2022 T-Roc R, due on sale in Australia in the second half of 2022. It will be part of the facelifted T-Roc range, given that the T-Roc range is fast approaching its fourth birthday in Europe, despite being on sale in Australia for only just over a year.

The pre-facelift T-Roc R features an earlier iteration of the Golf and Tiguan's 2.0-litre turbo engine, developing 221 kW and 400 Nm, mated to a seven-speed dual-clutch gearbox and a less advanced all-wheel drive system for a 4.8-second 0-100 km/h run.

While it's unclear whether the T-Roc will be treated to a power and torque bump as part of its facelift, changes are highly likely to include a revised exterior design (with new front and rear bumpers, and Golf-inspired headlights), updated infotainment software, a touch-based climate control panel, and new safety technologies.

As for the European market Arteon R large performance sedan and Touareg R plug-in hybrid large SUV, the Australian news isn't good. The Arteon R has previously been deemed too niche for an Australian launch, while a lack of emissions regulations in Australia will rule out the latter – though Volkswagen Australia says it is “keen on any other R variants [it] can look at.”

Despite the small overall size of our new-car market, Australia continues to be world's third-largest market for Volkswagen R products, behind Germany and the UK.

## Polo GTI even hotter.

The Volkswagen Polo GTI hot hatch (and Audi A1 40 TFSI) have been treated to a performance bump in Europe – but an Australian launch appears unlikely for the foreseeable future.

A rolling change from mid-2021 production onwards, the 2.0-litre turbocharged four-cylinder petrol engine powering the Polo GTI and Audi A1 in Europe now develops 152 kW and 320 Nm – up 5 kW over the 147 kW/320 Nm tune previously offered (the model available in Australian Volkswagen showrooms).

It's now paired to a seven-speed dual-clutch automatic transmission – up from six speeds – cutting the 0-100 km/h sprint time to 6.5 seconds (down two tenths of a second), and increasing the top speed to 240 km/h (up 2 km/h).

The six-speed manual continues to be off-limits for the Polo GTI. Front-wheel drive is standard.

Combined fuel economy claims on Europe's WLTP test cycle have improved from 7.3-7.1 L/100 km in the outgoing GTI model – with the exact consumption claim dependent on wheel size and options fitted – to 7.1-6.8 L/100km in the Model Year 2021 GTI. Both vehicles are fitted with emissions-busting petrol particulate filters not fitted to Australian-delivered Polo GTIs.



The minor power bump and new transmission comes just a few months ahead of the unveiling of a facelifted Polo GTI in the third-quarter of 2021. The new model Polo GTI is confirmed to feature the uprated 2.0-litre engine – a mill which now becomes the most powerful among the Polo GTI's remaining key front-wheel-drive rivals, the 150 kW/275 Nm Hyundai i20 N and 147 kW/290 Nm Ford Fiesta ST.

While the updated Polo GTI (and A1 40 TFSI) will out-power its rivals in Europe, it's unlikely the power boost and upgraded gearbox will make their way to Australia, given European-delivered models are fitted with fragile, emissions-busting petrol particulate filters not tailored for Australia's high-sulphur fuel.

A Volkswagen spokesperson wouldn't rule out the performance changes for our market, but noted it “wouldn't be the first time” an Australian-delivered Volkswagen model used a different engine tune to its European counterpart – even after the ‘hot climate’ designation previously applied to our market was removed in 2019.

Likewise, an Audi Australia spokesperson confirmed “no change” is planned to Australian-delivered models' engine tunes.

The uprated 2021 Volkswagen Polo GTI and Audi A1 Sportback 40 TFSI are on sale now in Europe.

The facelifted 2022 Volkswagen Polo GTI is scheduled for an Australian launch in the second quarter of 2022, likely powered by the current car's 147 kW/320 Nm engine tune and six-speed transmission.





Nm, while the Ford F-150 diesel V6 sits at 185 kW and 600 Nm.

Recent reports out of the US have suggested the Ford Ranger Raptor will get a twin-turbo petrol V6 borrowed from the 300 kW/563 Nm Ford Explorer ST, though it's unknown whether the engine will make it to Australian shores.

While the illustration is an unofficial take on what the 2023 Amarok will appear to look like when it's released in late 2022, the images have been shared among Volkswagen executives on social media websites, suggesting it could be close to the final product.

## 2023 Amarok imagined.

The 2023 Volkswagen Amarok has been imagined in this new set of renderings.

Using official teaser sketches released by Volkswagen, Swiss Amarok accessories company Black Sheep commissioned illustrator Sascha Thilmany to create these renderings.

The new Amarok will be based on the next-generation Ford Ranger, due to be unveiled in late 2021 for arrival into showrooms in early 2022, but executives from Volkswagen insist its dual-cab ute will retain "Volkswagen DNA".

To ensure the Amarok will be more than just a rebadged Ranger, Volkswagen has sent personnel from its commercial vehicles department to work with Ford Australia's design and engineering teams, who are leading the project.

"We know what our Amarok means to our customers and fans in Australia. And that's the reason why we are really working hard to have a 100 per cent Volkswagen, a true Volkswagen, and not only a rebadged Ford," Head of Design at Volkswagen Commercial Vehicles, Albert-Johann Kirzinger, said in a video published in 2020.

"I want you to rest assured that this Amarok will be a real beast."

Following Volkswagen's newly-adopted design language, the unofficial renderings show a full-width LED light bar integrated into the ute's grille.

Both headlights and tail-lights are also LED, while the vehicle's C-pillar features a wedge-shape shown previously in teasers and spotted on camouflaged Ford Ranger prototypes.

A number of off-road accessories have also been added to the Thilmany Creative concept from Black Sheep's catalogue, including additional LED light bars, tow hooks, storage, and a roof-top tent. Raised suspension and more aggressive tyres add to the look.

Though yet to be confirmed, it's believed Volkswagen could persuade Ford to fit its 3.0-litre 'Power Stroke' turbo-diesel V6 from the F-150 pick-up, which closely matches the current turbo-diesel V6 offered in the Volkswagen – and considered a major selling point for the model.

The current V6 Amarok produces 190 kW and 580

## Volkswagen rejects Lambo offer.

The Volkswagen Group has declined an offer of \$US 9.2 billion (A\$11.8 billion) to sell the Lamborghini brand.

According to British magazine Autocar, Volkswagen Group subsidiary Audi – charged with managing Lamborghini – has shown no interest in the idea.

Together with a British investment firm, the Swiss Quantum Group put forward the US\$9.2 billion offer.

Quantum boss Rea Stark Rajcic founded company Piech Automotive with Anton Piech – son of Volkswagen patriarch Ferdinand Piech. The company debuted an electric sports car at the Geneva motor show in 2019.



In late 2019, business news outlet Bloomberg reported the Lamborghini brand was valued at \$US11 billion (A\$14 b).

"This is not the subject of any discussion within the group," an Audi spokesperson told news outlet Automotive News Europe this week. "Lamborghini is not for sale."

Whispers of the supercar manufacturer's sale persisted throughout late 2020, with industry insiders suggesting Volkswagen Group was preparing to offload both Lamborghini and Ducati, before the rumours were officially put to bed in December.

"There is agreement on the Board that Lamborghini and Ducati will remain part of the Volkswagen Group," a statement from the car giant read at the time.



# Top 10 for less than \$10,000.

Classic Volkswagens are popular at the moment and prices are rising.

Some old Volkswagens can be way more expensive than old Porsches, which doesn't make a lot of sense to me; but nonetheless, it's probably because they are easier and cheaper to work on.

Most of us like to play with Volkswagens because they are cheap, so it doesn't make sense to me to pay big dollars for such simple cars.

Sure, I get excited that I might make some money back on my own cars, but really, it's not why I got involved with Volkswagens.

I like them because they are cheap and different (compared to just Fords or Holdens).

This being said, there are still a lot bargains out there to be had.

This is my top 10, in order.



**No. 1- Beetle**, simple and fun. Superbugs are okay but I try to buy a bug that has a torsion bar front end; I just prefer them. Any model is fine.



**No. 2- T2 Kombi**. Many of them are going for big money, but believe it or not they can still be brought for less than \$10,000. But they may need a little - or a lot - of work.



**No. 3- T3 Transporter**. Better and safer than the T2 Kombi and the last of the rear-engined VWs. Underrated because people are scared of the '84-on water cooling. There is nothing to be scared of, it's really not that complicated. The 1982-83 air-cooled models (with just one front grille) are very rare as they only sold a few hundred in Australia.



**No. 4- The New Beetle**. A cool car with heaps personality, and mechanically it's a Golf 4 underneath. I'm becoming a big fan of this car. Try to buy one with low kilometres.



**No. 5- Golf Cabriolet**. Cheap and great fun for everyone, even the passengers. Any model is fine. Everyone knows, I love Golf Cabriolets.





**No. 6- Eos.** A beautiful car that's great value for money. Underneath they are just a Golf, and that fully powered 'hideaway hardtop' is a work of art. Make sure it all works as it would be expensive to repair.



**No. 7- Beach buggies and kit cars.** Instant classics, they don't make them like that anymore. Registration can be a hassle.



without them. The normal family CL and GL models are very affordable, and naturally the GTIs are more expensive. It would be worth finding a nice Mk3 VR6, as they won't ever be making them again. My favourite Golf, believe it or not, is the '76-81 Mk1. They are becoming super collectable now. Just try finding a good one of those these days.



**No. 8- T4 Transporter.** Good trucks with modern VW running gear. Many used ones have huge mileages. Try to buy a Ute, a Microbus or camper in good condition.

**No. 9- Golf.** For \$10,000 you can buy a really nice 2013, or maybe newer Golf. Older ones such as the Mk3 and Mk4 you can pick up for almost nothing. Golfs are like potatoes - not exactly that exciting but you wouldn't want to live your life



**No. 10- T1 Split window Kombi.** The ultimate collector VW, with good ones going for huge money. You can still find 'project' cars for under 10k, but you'll need plenty of workshop skills - or pay someone with them.

Ashley Day





## VW Golf 8.

Since its release in Germany in 1974, the USA and most export markets in 1975 and in March 1976 in Australia, the Golf has been the true 'people's car' at the heart of the VW brand. It has easily surpassed the legendary Type 1 Beetle in sales, selling over 35 million over seven generations. The new eighth generation Golf has just arrived in Australia, almost eighteen months since it went on sale in Germany.

To be handed the keys to a new generation for a launch review is somewhat momentous. Historic even, as on average a new Golf generation appears only every six and a half years. But this time I can't help but feel like it comes at the beginning of the legendary VW nameplate's twilight phase.

Eight generations in, with a rich history stretching from a popular economy hatch to wild track-focused variants, it's starting to become apparent the writing is on the wall for the car that has been emblematic for Volkswagen for the last 45 years.

It's not just that the point of focus for car buyers has shifted right away from hatchbacks and sedans, towards SUVs (like the Tiguan), but also the impending era of electrification which should see models like the all-electric (and supposedly affordable) ID.3 ultimately replace combustion cars like the Golf. A thought which was, even a year or two ago, almost unthinkable.

So, in what could be the last or second-last hurrah for the car that replaced the Beetle, at a momentous turning point in history toward electrification and SUVs, what does the Golf 8 have to offer?

I drove what should be its most popular variant, a mid-grade 110 TSI Life at its Australian launch to find out.

### Does it represent good value for the price? What features does it come with?

On the face of it, the new-generation Golf has had a major price hike, especially for the entry-level grade.

Peer at the equipment list, however, and it's clear to see there's a statement being made here. Even the base car, now simply called 'Golf', is beyond fully loaded when it comes to equipment. VW says it could have made the car cheaper, but that's not where its buyer is.

In fact, VW says that by the time this car's Mk 7.5 predecessor was headed to the grave, the average consumer was bringing the price of even a 110 TSI Comfortline to \$35K-plus, thanks to a healthy appetite for options.

For this new one VW has made it simple by just including almost everything that would have once been an option as standard.

It kicks off with the base Golf, which incredibly can still be chosen with a six-speed manual (\$29,350 MSRP) or a new eight-speed Aisin-sourced automatic - not a DSG (\$31,950).

This entry-level version scores an impressive all-digital cabin, comprising a 26-cm digital instrument

cluster, a 21-cm multimedia touchscreen with wired USB-C Apple CarPlay and Android Auto connectivity and voice commands, LED exterior lights, 16-inch alloy wheels, tri-zone climate control, a six-speaker stereo, auto dimming rear vision mirror, push-start ignition, shift-by-wire interior controls, a tyre pressure indicator, and cloth seat trim with manually adjustable seats.

That's a lot of stuff, but where the base Golf really gets ahead are amazing inclusions like tri-zone climate, full LED lighting, and digital cockpit.

Next up is the Life (auto only - \$34,250) which upgrades the digital dash suite to the 'pro' version including further customisation options and built-in navigation, upgrades the media suite to a 25.5-cm unit with wireless Apple CarPlay, Android Auto, and device charging, 17-inch alloy wheels, decorative trim upgrades, premium cloth seats with lumbar adjust, an LED ambient lighting package, and auto folding exterior mirrors.

Topping off the 'regular' Golf range is the R-Line (auto only - \$37,450). As its name suggests this variant adds a sportier body kit with 18-inch alloys, sporty interior trim touches and unique seats, rear window tint, upgraded LED headlights with auto high beams, and a sportier steering wheel with touch panel controls.

Finally, the range is topped off with the GTI (\$53,100) which has a larger 2.0-litre turbo engine and carryover seven-speed dual clutch automatic, front differential lock and sporty dual-exhaust, 18-inch alloy wheels with unique bumper and spoiler designs, and various performance upgrades and interior trim treatments.

Even with all the standard equipment, there are further optional levels. Option packs in the Golf 8 range include the 'Sound & Vision package' for the Life, R-Line, and GTI (\$1500) which includes a premium Harmon Kardon audio system and holographic head-up display. The 'Comfort and Style package' (\$2000) for the Life only includes 30-colour interior ambient lighting, sports seats, and a panoramic sunroof.

Finally, the 'Luxury package' for the GTI (\$3800) includes heated and cooled front seats, electric adjust for the driver's seat, partial leather trim, and a panoramic sunroof. The panoramic sunroof can be fitted to the R-Line separately



for \$1800.

For some buyers who are apparently now in the minority, it is alarming that the Golf now starts up around \$30,000 and not in the mid-twenties like base versions of the Hyundai i30 (auto \$25,420), Toyota Corolla (Ascent Sport manual - \$23,895), and Mazda 3 (G20 Evolve manual - \$26,940), although VW points out that there are numerous other benefits to the base Golf beyond its standard equipment, like its Euro6 compliant 1.4-litre turbo engine, low fuel consumption, and driver-focused independent rear suspension. And of course there's the Polo range for budget-conscious VW buyers, which begins at \$19,290 and stretches up to \$32,890. Remember too that today's Polo is bigger than a Golf Mk4 was!

Like other recently updated Volkswagen products, the new Golf also includes VW's full 'IQ Drive' safety suite as standard. Read more about this below in the safety section of this review. The Golf range also spans to include the GTI hot hatch - not a feature of the Mazda3 or Corolla range - but at this stage there's no hybrid variant.

This is because VW's hybrid-ready 1.5-litre 'evo' engine remains incompatible with Australia's high-sulphur fuel. More on this in the engine and transmission section of this review, and if you're interested, make sure to take a look at our news coverage of this topic, too.

### Is there anything interesting about its design?

From the outside there's no mistaking the Golf. This is partially because this car's conservative and sensible visage has become synonymous with Volkswagen, but also because the updates to the Golf 8's look could easily be mistaken for a simple facelift over the 7.5 it replaces.

It's certainly a story of evolution rather than revolution, with the side profile of the new Golf being near identical to its predecessor.

The face is the most heavily tweaked feature from the outside, with a tidy new bumper and notable lack of a discernible grille or intake, alluding to this car's tweaked efficiency.

The paint colour now also spills into highlight strips in the lower bumper, and the LED light fittings and tidy two-tone alloys complete a slightly more upmarket look to go with the increased price-tags.

It's neat as ever, exactly what a lot of Golf buyers will be searching for, but it will be hard to impress your neighbour



if you're replacing new for old.

That is, until you get them on the inside. This is where the 'new-generation' part of the car comes into play. The 7.5's conservative interior has been dumped in favour of something far more contemporary and tech heavy.

The big screens with sleek software, set in a gloss highlight bar across the dash is something to behold in such a compact car, and the slick shift-by wire controls combine with subtle ventilation fittings and typically Teutonic VW switchgear to make for a cabin that is familiar yet futuristic.

The brightness and colour of the panels makes them pop without being overbearing, while the matte silver strip running across the dash and into the doors adds enough of a highlight piece to prevent the interior from being one big slate of grey - usually one of my main VW interior complaints.

It's all fitted and finished beautifully, with lots of little texture work on the storage areas, and I couldn't help but smile when I realised the piped seat trim in our mid-grade Life test car is actually a 'VW' pattern. It's attention to detail like that which can really make or break an interior, and it's nice to see it hasn't been forgotten in such a mainstream model.

On that topic, the GTI will of course maintain its perforated and flat-bottomed sporty steering wheel and cloth seat trim finished in a tartan pattern. It's a little sad that the lack of a manual variant for the stalwart hot hatch means no golf ball shifter, once famously cited as evidence that Germans do, in fact, have a sense of humour.

### How practical is the space inside?

The Golf has always had a smart cabin and excellent ergonomics, and this continues in the eighth generation.

Like the interior's overall look, the seating position for the driver is both familiar and improved. The steering wheel is an evolution of the Golf 7.5's, a three-spoke design which has been chiselled into a slightly new shape, with the new logo and satisfyingly clicky function buttons.

This is good for people who don't like touch interfaces, as, unfortunately, the new Golf is devoid of any rotating dials. Rotating light selector? Replaced by touch panels. Volume knobs? Replaced by touch sliders. Even the climate controls have been rolled into the multimedia suite, in a great loss for driver-friendly adjustment.

Thankfully, the Golf 8's completely new software suite



is stellar, and even in the base car you can adjust these functions with voice controls, but it's never a good day for drivers when proper tactile dials move from the dash to the bin.

On the topic of software, Volkswagen Group's digital dash system is by far the best on the market, with an astoundingly sharp and clear panel, seemingly not subject to glare or other inconveniences. The hardware grunt behind both screens is evident, too, as they feature lightning-fast reaction times and smooth frame rates, making both panels a pleasure to use.

The driver's seating position can be nice and low offering a sporty feel, but also great adjustability for front occupants (even if it is manual on most variants). There are huge bottle holders and storage bays in the doors, as well as a large tray where the climate unit used to be and a large bay which features a fold-out cupholder divider in the centre console. There is also a large armrest box with adjustable heights.

You'll want to bring a converter with you in the base car as all USB ports are of the new C variety, although they're seemingly unnecessary for solo travellers in the Life, R-Line, and GTI grades which come standard with a wireless charging bay and phone connectivity.

The rear seat is the new benchmark for the mid-size hatchback segment. Not only do entry level versions feature their own climate zone with controls and adjustable air vents, but there are also dual USB-C outlets, a selection of three pockets on the backs of the front seats in the Life grade up, large bottle holders in the doors, and a drop-down armrest with dual bottle holders, too.

In every grade the excellent seat trim and low-slung seating position continues to the rear, and I fit behind my own driving position with plenty of airspace for my knees at 182 cm tall.

Boot space has always been decent in the Golf, and this continues in the eighth-gen car, with 374 litres on offer, enough to consume our three-piece demo luggage set. This space can expand to 1230 L with the rear seats folded down. A space saver spare lives under the floor on all standard Golf variants.

#### What are the key stats for the engine and transmission?

There's some great news and some less good news here. We'll get the less good out of the way first: Despite this being a 'new-generation' car it continues with carryover engines across the whole range as well as a distinct lack of hybrid options.

This is not entirely uncommon in Australia, with Hyundai's new Tucson SUV another recent example of this happening, but it's still disappointing.

Over in Europe the Golf is fitted with a new 1.5-litre 'evo' engine which is essentially the next step for the 110TSI engine which features across the Australian range, although the European-market version opens the door to further electrification and efficiency.

In good news, though, this means the Golf which arrives in Australia dumps the seven-speed 'DSG' dual-clutch auto VW is known for in favour of an Aisin-sourced eight-speed torque converter automatic. Make no mistake, this is very good for drivers. We'll look at why in the driving section



of this review.

The standard Golf range, from the base car to the R-Line, carries over a familiar '110 TSI' 110 kW/250 Nm turbocharged 1.4-litre four-cylinder petrol engine, while the GTI maintains its well-regarded (EA888) 2.0-litre four-cylinder turbo which produces 180 kW/370 Nm paired to a seven-speed dual clutch auto.

#### How much fuel does it consume?

All Golf variants with their small capacity turbo engines require mid-grade 95RON but have impressive fuel consumption figures to hopefully make up for it when it comes to the back pocket.

The 110 TSI Life as tested for this range review shares a claimed/combined fuel consumption figure with the rest of the eight-speed automatic range of 5.8 L/100 km which is astoundingly low for a non-hybrid. Our real-world test produced a more realistic figure of 8.3 L/100 km, perhaps speaking to the lesser efficiency of the eight-speed auto compared to a dual-clutch, although there's little doubt lower figures can be obtained over time.

The base manual will apparently score even lower than the auto at 5.3 L/100 km, although we haven't tested this car yet.

Meanwhile, the go-fast GTI has a claimed combined cycle consumption figure of 7.0 L/100 km. All Golf hatch models have a 50-litre fuel tank.

#### What safety equipment is fitted? What safety rating?

A big selling point of the new Golf is its thoroughly upgraded safety suite which is standard across the whole range.

This includes freeway speed auto emergency braking (AEB) with pedestrian and cyclist detection, lane keep assist with lane departure warning, blind spot monitoring with rear cross-traffic alert, safe exit warning, adaptive cruise control with stop and go function, and a new emergency assist function.

Like most VW Group products, the Golf also features the 'proactive passenger protection system' which pre-tightens seatbelts, cracks open the windows slightly for optimal airbag deployment, and applies the brakes when it detects the possibility of a collision.

This time around the Golf has been augmented to



include eight airbags, and the standard array of traction and stability controls are present alongside ISOFIX child seat mounting points on the outboard rear seats, and top-tether mounts across the rear row.

Unsurprisingly with all that kit, the Golf 8 range carries a maximum five-star ANCAP safety rating to the 2019 standards.

#### **What does it cost to own? What warranty is offered?**

The Golf range maintains Volkswagens' five year and unlimited kilometre warranty promise with roadside assist. This is competitive with its key rivals, although it doesn't move the envelope forward. A nice addition is the VW 'Care Plans' which allow you to pre-pay for servicing in advance (and bundle it in on finance if you wish).

A three-year plan costs \$1200 for the 1.4-litre models, or \$1400 for the 2.0-litre GTI, while a five-year plan costs \$2100 for 1.4-litre cars or \$2450 for the GTI.

If the five-year plan is selected this means an average cost of \$420 per year for the life of the warranty for the main range, or \$490 per year for the GTI. Not the most affordable we've seen, particularly against rivals with older engines, but not bad considering VW's higher-tech drivetrains.



#### **What's it like to drive?**

The outgoing Golf 7.5 was a real gem to drive, standing generally above its peers when it came to ride and handling, the big question I had for number eight was: How could VW possibly do better?

The answer for 110 TSI variants is simpler than you might think. Dumping the DSG dual-clutch automatic in favour of the very-well regarded Aisin eight-speed auto, which also appears (and shines) in many other cars, is a key move which makes the Golf delivered in Australia ultra-consumer friendly.

I had no idea, for example, that the 1.4-litre turbo 110 TSI engine was this good. I always had a feeling it was held back by the jerkiness and hesitancy of the DSG dual-clutch automatic with which it is always paired, but with a torque converter automatic the way this combination plays makes it easily the best Golf in years.

The transmission locks into each gear instantaneously, intelligently switches between the correct ratios in the corners and on hills, and overall improves the drive experience out of sight. It's not as lightning fast to swap cogs on the straight, nor does it seem to be quite as fuel efficient, but the trade-off for

daily drivers in low-speed traffic is an obvious one.

Suffice it to say, if you've owned a 110 TSI Golf before, you'll love this one. The other areas of the drive experience are largely the same, or even refined further from the previous car. This car's underpinnings have been slightly re-worked to further tune the suspension, which is as well set up and effortless as ever.

It's really at the top of the segment for ride and road holding, especially given its independent rear suspension as opposed to the torsion beam in more basic rivals. This is a difference you can really feel, with the Golf proving settled over bumps, potholes, and corrugations, despite a firm low-roll set in the corners.

And this is all in a non-performance variant. I'd say the only non-VW Group car that comes close at this price is the Toyota Corolla. The Mazda3 and Hyundai i30, while great for the segment, don't quite strike the balance between sporty and comfortable as well with their torsion bar rear.

The future-focused feel of the cabin leaves its impression on the driver, too. While I've complained about the touch panel climate controls, the Golf has a new 'smart' climate screen where you can use basic functions set to a default 20.5 degrees with a single touch.

The holographic head-up display sits almost in the middle of your line of sight (even with adjustment) which was initially odd, but its opacity is so low that it doesn't interfere with your view of the road, and I found myself glancing at the actual dash less and less the more I drove it. It's more intuitive than you might initially give it credit for.

This is usually the part where I introduce you to some negative drive qualities, but aside from my preference for tactile controls there's so little to complain about here, especially with that new transmission. I had expected the adaptive cruise to be a little more assistive on the steering like Mercedes-Benz products, maybe, but that's the only other thing that comes to mind.

The Golf 8 proves it's not enough to just maintain a position as the benchmark for driving in the hatch segment, but to continually move it forward. I pity my European colleagues who won't get to experience this version of the car with a far more driver-friendly automatic. I fear this flash-in-the-pan moment for this car will pass when the 1.5-litre evo engine arrives with a dual-clutch auto, re-introducing its characteristics, likely for the 8.5 facelift in a few years' time.

This version of the Golf then, could be the very peak for everyday drivers, at least as a combustion-only car. Historic indeed.

#### **Verdict**

At this moment in history, as consumers shift to SUVs and electrification, the combustion-only Golf 8 range proves Volkswagen means to make the most of its legendary nameplates before their time comes.

It's true, there are some relatively minor changes here when it comes to the engine, platform, and even styling, but the Golf's tech-heavy cabin, expansive range, and ultra-refined driving characteristics allow it to well and truly assert its position as the benchmark of the hatch segment.

The base car is appealing, but the Life is where the full experience is, and it's our pick of the range.

Tom White

# OneGauge.

Back in November I told you about a genius idea for converting your Beetle's fuel gauge to a digital replacement which also gives you a tacho, oil temperature and pressure gauges, voltmeter and clock. I thought I would be happy with that solution for my project in progress, the one you've read about in "The Project of My Life", but I've been pining for an instrument panel with multiple gauges and have been wistfully perusing VDO catalogues to see if there's another option.

VDO offers a brilliant speedo driven by a GPS signal. Think about it: you don't need a cable or a speed sensor or any adaptation of the vehicle to the gauge, which is really tricky with mechanical gauges and still fiddly with electronic ones. GPS speedos always show correct speed, no matter what your tyre diameter or final-drive ratio. There's another plus: the GPS signal includes a time base, so you get the possibility of a clock, the really good kind of clock that always displays the correct time.

But all I can find is GPS speedos in MPH for the US market. Come on guys, it's about time you changed to the system of weights and measures used by the whole rest of the world, except for Liberia and Burma, and they're going Metric anyway, so they say.

Another thing at the back of my mind about the Orsi.tech "genius" solution is that I wouldn't have the luxury of an analogue tachometer, only a digit-based display which you can't take in quickly from the corner of your eye and which is really only good for steady-state conditions. The great thing about analogue gauges with needles is that they interface well with our visual sense. It's not so much the absolute reading which registers on the brain immediately, but any change of state, especially when a needle enters into territory where it shouldn't normally be. I thought I would miss this and looked around for a VDO tachometer which I could install next to the Beetle speedo and have it match.

I toyed with the idea of acquiring a tacho from a Porsche 914 and reshaping the dashboard to make it appear that it was a factory installation. There are some examples on [thesamba.com](http://thesamba.com) of such an approach and they do look good, but these instruments are rare, asking prices are in proportion and you would need a spare needle to replace the one on the Beetle speedo.



An alternative that I came across was digital gauges from Dakota. They have a complete kit for a Beetle dash with aluminium panels:



A few aspects of this approach leave me unsatisfied:

- \* The analogue portion of the gauges, speedo and tacho only, is a small horizontal bar graph.
- \* Nice panels, but left-hand drive. Maybe you can flip them.
- \* It's very 1980s in appearance.

I kept on looking, not really expecting to find the ultimate solution, but I did: **OneGauge**.

OneGauge's approach is to put everything onto one or more touch screens, or even a phone or tablet, and have you choose from a palette of themes; a couple of the many available here:





But the really great thing is that you can roll your own. Here's what mine will look like:



For this concept I took inspiration from the speedo in my Golf which has a digital version of the car's speed inside the pseudo-analog speedo, then applied that idea to all the gauges. I came up with symbols for what each gauge is measuring, most of which are universal, but there is no standard symbol for vehicular velocity, so my Beetle with go-fast lines behind it is a one-off.

The top row is dedicated to warning lights, for which I have also provided my own graphics. The arrows are borrowed from UK road signs, surely the best-looking set of symbols on signs anywhere. The brake symbol is a simplified combination of handbrake and low-fluid warning. I didn't want to use a battery to symbolise "charge warning", so I've reproduced the original Beetle one, even though it depicts a DC generator. VW didn't redesign the symbol when they introduced an alternator, so if it was good enough for them ... I have also provided greyed-out images as a place holder for each warning light when it is not lit up. The bottom row shows the odometer, air/fuel ratio, hazard warning light button and clock.



OneGauge supports a long list of (mostly US-branded) temperature and pressure sending units. VDO senders weren't on the list, but I found some specs and Michael from OneGauge is willing to put in the development to support these. Metric units? Also no problem.

### Oil temperature

VDO has two basic sender specifications for temperature, basically one for coolant and one for oil. I'm using the 40-120°C sender, as I think 120 degrees is a sufficient maximum for air-cooled engines. I've ordered a Golf Mk 1 sender to suit. The scale on VDO gauges reads from 40 to 120 degrees; my custom gauge starts at 30°.

### Oil pressure

VDO also has two sender specs for oil pressure; the lower of the two, 0 - 500 kPa, being more suitable for the sort of oil pressure normally encountered in a VW air-cooled engine. My gauge example depicts 0 - 400, but that's only because it was too hard to do the graphics to add extra lines.

### Fuel level

The fuel gauge resistance range on every OneGauge installation is user-definable through a hidden button on the

touch screen. A one-time setup lets you enter the sender resistance for empty (78 Ohms on mine) and full (6 Ohms). The examples on OneGauge's site show a readout in percent, but I have specified litres.

### Voltage

A voltmeter is a freebie with every order.

### Speedometer

A GPS speedometer module is optional. I obviously love it because it doesn't need any sort of connection. It works properly even if you change tyre diameter. You can even add a compass, altitude and location indicators and a clock, all derived from the GPS signal.

### Tachometer

Rigging up the tachometer can be tricky depending on your vehicle. An add-on module may be necessary, depending on whether you're using a traditional coil or a more modern system with a tacho signal driver, which is what I will have.

OneGauge supports CANbus as an add-on module, so if you're using aftermarket fuel injection, which typically has a CANbus option, OneGauge can interrogate it to pull out real-time air/fuel ratio information and other data like manifold pressure, intake air temperature, cylinder-head temperature, throttle position, injector duty cycle ...

Another option is custom buttons, so you could dispense with some hard-wired switches on your dash and use the touch screen instead. I'm using the red triangle as my hazard warning-light switch. All gauges can be user-configured with a warning threshold, so for example, you can set your redline to 6000 or the maximum safe oil-temperature at 100°C.

For a display, you get to choose between a 10-inch, a 7-inch LCD touch screen or some smaller options. You can also send the output to an Android or Apple tablet or phone. The space available on a Beetle dashboard would suggest that the 7-inch unit would be the largest which would fit, as its height is 86 mm. The 10-inch display needs 152 mm of height, which is a bit more than a standard Beetle dash will allow, which is about 135 mm. In my case, I'm fabricating a complete new Beetle body; reshaping in fibreglass is my core competency, so I'll make it fit. I'm completely eliminating flow-through ventilation in favour of air conditioning, so the stock flow-through vent outlet above the speedo can now donate its space to an oversized LCD screen. I'm a long way from getting to that stage, so don't expect photos any time soon.

There's a whole lot I haven't mentioned, like racing applications, logging, customised outputs based on gauge inputs; Michael makes it clear that anything you can imagine is doable. He immediately responded to all my requests with a "yeah, no problem". The technology behind it is an Arduino Mega, same as I'm using for my electrical system, so it's affordable and open. You actually buy your own Arduino and plug it in, then upload the supplied program. If you need additions or modifications, it's all possible.

I'm so looking forward to driving behind this thing.

Rod Young

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## Collectors' Corner.

Many years ago – in fact 35 years ago! – I wrote in previous issues of Zeitschrift that I was advertising for copies of VW magazines. In those days I was asking about VW Greats, VW & Porsche, Hot VWs and VW Trends.

These publications are all American, and I have discovered that many people like to collect them. I do, and I'm sure you do too.

I caught the collector's bug many years ago and have a good collection of VW magazines in my garage. In these covid times with on-line buying and selling more popular than ever, I thought that many of you out there might also like to collect Volkswagen magazines.

Back in the day, I wrote specific articles on collecting the 1970s American magazine VW Greats, and from 1980 when it became VW & Porsche. I listed all the issues that were printed and I had collected, so that you can tick them off as you collect them. I stopped buying this magazine at the end of 1986 when it changed to VW & Porsche Incorporating European Automobiles (catchy title!) You can re-read these articles on the webpage at [www.clubvw.org.au/media/oldarticles/](http://www.clubvw.org.au/media/oldarticles/) and go to the Culture and Collectibles page.

Now collecting Hot VWs and VW Trends isn't that hard. There are hundreds of issues for sale on Ebay and you see piles of them for sale at VW swapmeets. However, collecting Australian Volkswagen magazines is quite a bit harder as the print runs were so much smaller.

With the return of Collectors' Corner I thought I would concentrate on the Australian Volkswagen magazines I have collected. We will look at different titles each month, and this month we will start at the beginning.

## New Horizons with VW.

In 1965 Volkswagen Australasia Ltd was a booming Melbourne-based manufacturing company, locally producing the 1200 Beetle in Deluxe and Standard versions, the 1500 Type 3 range and the VW Transporter van, kombi, pickups and Microbus. 1964 had seen a record sales figure of just over 31,000 vehicles, with another 3,000 exported to New Zealand, New Guinea and many island nations of the South Pacific. There were 292 Volkswagen dealers in Australia, including 38 in QLD, 40 in SA, 71 in Victoria and 110 in NSW. There were 29 VW dealers in Sydney. Business was booming.

Just after Easter 1965, Volkswagen Australasia Ltd introduced a new quarterly magazine for Volkswagen owners in Australia. It was called 'New Horizons with VW'.

While 'general' car magazines such as Wheels, Modern Motor and Australian Motor Manual had been on sale in newsagents since the early 1950s, there had never before been a magazine solely for one particular make. Well, 'New Horizons with VW' was the first-ever Australian magazine published for owners of any particular make of vehicle.

Its format was A5 in size (that is, an A4-page folded in half), and was 24-pages in size. It was printed on glossy paper, in monochrome colour (which is black-and-white photos with a one-colour wash), but with a full-colour cover. It was published and printed by D.W Paterson and Co of Prahran,



Melbourne, contracted to produce the magazine for Volkswagen Australasia.

The magazine wasn't sold in newsagents and newsstands. It was only available for sale from genuine VW dealers and parts shops, priced at 2 shillings sixpence (25c), or you could buy a subscription for 8 shillings (80c) for four issues (1 year), which was the intended schedule (although it was never achieved). The introductory issue was dated 'Autumn 1965.'

The Editor was not named, but he had this to say in the first issue:

"NEW HORIZONS, to be published quarterly, is a magazine dedicated to those thousands of people throughout Australia who have decided that VW is the vehicle for them. These people, who come from all walks of life and from all parts of the continent, have one great interest in common – their VW. It is the aim of NEW HORIZONS to satisfy the desire of VW owners to know more about their vehicles, how they are manufactured and the various uses to which they can be put. It is essentially an owners' magazine. Any information you would like will be readily made available, so let us know your queries. Let's hear how you like your Volkswagen and VW service. Every VW owner has a story to tell – we'd like to hear yours, and so would our other readers.

"This is an introductory issue, which has been made available to VW owners by Volkswagen Australasia Limited on the occasion of the Company's first 10 years in Australia. If you would like to continue to receive copies of this magazine, contact your local VW agent. He will welcome your interest and will give you any assistance you require.

"If you have any information or photographs which you consider of interest to other owners, send them to the Editor, NEW HORIZONS, Rigby House, 15 Queens Road, Melbourne."

In addition, the then-Managing Director of Volkswagen Australasia Ltd, Allan V. Gray, penned a 'Guest Editorial.' Allan Gray started out as a Volkswagen salesman for Regent Motors in Melbourne, the original importers of Volkswagen into Australia in late 1953 and the first VW sales and service outlet in the country. He was the Australian VW boss all through the expansion years of the 1950s and early





1960s, overseeing the VW's full local manufacture and its local content rise to well above 90%. He took early retirement in 1967 when the Germans took over management of the Australian operation. I wonder what became of him, and whether his family is still around? He had this to say:

“The interest which VW owners throughout Australia take in their vehicles is shown by this, the first issue of a quarterly magazine to be published for VW owners. NEW HORIZONS, an independent magazine, is the first in Australia to be published for the information of owners of a particular make of vehicle.

“We at Volkswagen Australasia Limited are sure that owners and intending owners will gain much useful information from this magazine, and through it they will be able to keep up to date on all aspects of Volkswagen in Australia.

“The first issue of NEW HORIZONS comes at a particularly appropriate time. A five-year manufacturing expansion programme costing more than £20 million to be spent over a five-year period is now under way. Coinciding with this, VWA celebrates its 10th anniversary in Australia this year. The result of the expansion will be that the Australian manufacture of Volkswagen will extend to the stage where they will be fully made in this country. This will mean increasing markets for Australian suppliers and the creation of more employment opportunities throughout the country. Through the pages of NEW HORIZONS, readers will be able to keep abreast of VW developments within Australia and overseas. We at VWA recommend it to every owner, and wish it success.”

A second issue appeared much later in 1965, but was not dated. It was labelled ‘No 2 1965.’

The third issue appeared in early-mid 1966 and again was not dated. It was labelled No 1 1966.’

The fourth issues appeared in late 1966 and was labelled ‘No 2 1966.’

Unfortunately the magazine then ceased publication. The editorial in the #4 issue said that subscriptions and sales had been disappointing, and the magazine had not become an economic proposition.

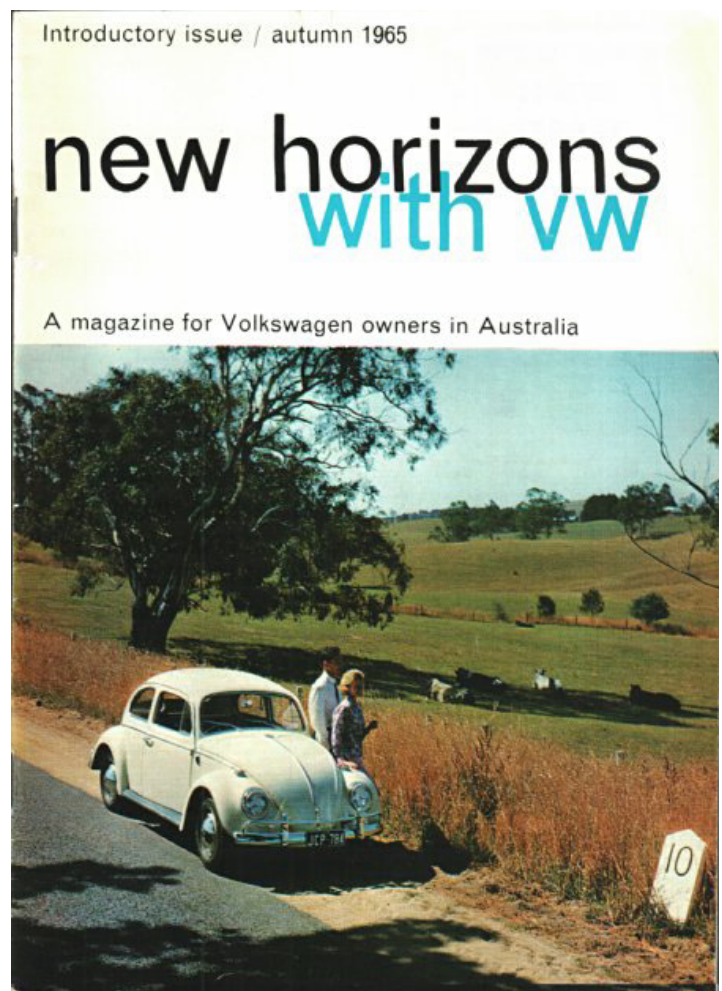
Years later, these four issues have become much sought-after collectors' items among Australian VW enthusiasts. You don't see them at swapmeets. They very rarely come up for sale on Ebay, but I have seen them offered occasionally. I am fortunate to already have all four issues, and I know several of our members and collectors have some or all of them too, or photocopies or scans of them.

Even if you can never find your own copies, it's still possible to examine them. The State Library of NSW in Macquarie St in Sydney has all four issues on file, in the renowned Mitchell Library collection. You'll find other historic VW publications there too, if you care to look. Do a search on 'Volkswagen' in the Library catalogue. You will need a State Library card to request the issues from the stacks.

The National Library in Canberra only has issues #1 and #2. The State Library of Victoria, surprisingly, does not have them at all.

Volkswagen Australia would not produce another owners' magazine for another 38 years - until 2004 and now kaput, and we'll look at those another time.

In the meantime, here's some info on the four issues of 'New Horizons with VW' – the first ever Australian magazine dedicated to one particular make of car.



#### Issue 1 – Autumn 1965

Begins with a feature on the New Zealand puppeteers Ray and Frida Griffiths, who were touring outback NSW Queensland in a VW Kombi. There is a photo tour of the Melbourne VW factory, featuring their Trinculo puppet from Shakespeare's play The Tempest. Driving By the Book to



improve VW driving skills; Reflections on a VW, which is some arty photos of Melbourne reflected in a VW hubcap. Some readers' stories, such as What's Different About the VW?, The Bus and Us, and The Trouble With Hamish. The famous VW Trials driver Ray Christie features in An Australian Abroad (which we reprinted in the August 2018 issue, just after Ray passed away); and a report and photo of the Volkstoting craze from Melbourne University.

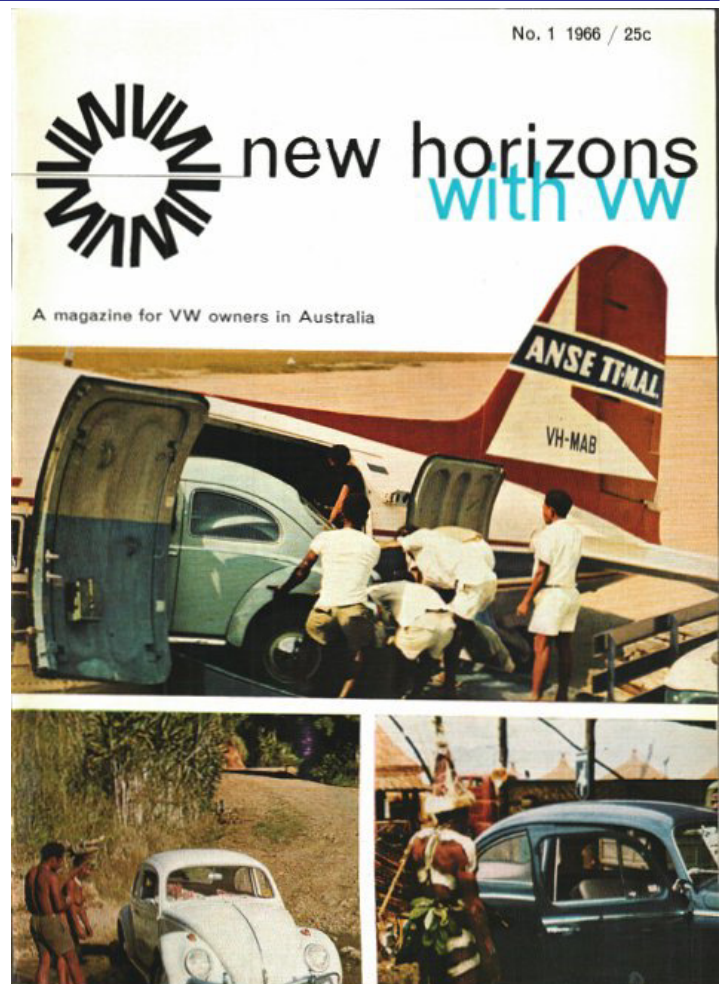


**Issue 2 – No.2, 1965**

Has a good-sized readers' letters section and an Editor's column, both based on the good feedback from the first issue. There are more readers' stories, such as The 14 Lives of 508475, Where Would You Put It All, Living With an Elephant, and The Buffalo and The Beetle. Budget Priced Racing is a detailed story on Formula Vee race cars and how the format works. Inside a VW tells about design features of the VW's engine, gearbox, differential and suspension, while Be Kind To Beetles has hints on how to look after your car. There is a story on drag racer George Stewart and his Midvale drag VW, and a couple of 'popular culture' items such as Two Ton Tow – a VW towing a 19ft boat and trailer, and a Volkstote new record.

**Issue 3 – No.1, 1966**

Lots more letters from readers, and more readers' stories such as The VW Pied Piper and 12,000 Miles with 2 Girls in a 1200. Inside a VW returns, concentrating this time on the engine and its finer points. A Second Wind tells about Australian-made VW Factory Reconditioned engines, and there is a feature on the Boatswagen floating VW that motored



on Sydney Harbour. Budget Priced Racing also returns and details a number of Australian builders of Vees such as Elfin, Nota and Cusack-Burr. Which Oil goes into detail about oil properties and the right ones to use in VWs. The Farmer's Friend is a story of two Victorian farmers and the VW vehicles they use on their properties. The rear cover has a great photo of VWs nose-to-tail on Hobart's Railway Roundabout.

**Issue 4 – No.2, 1966**

Documents two new VWs released locally in 1966 – the 1600 TS Fastback, and the 1300 'beetle,' with lots of detail on the improvements made. There is a Type 3 1500 Tour of Tasmania (which we reprinted in the August 2006 issue), and Beetles In the Bush (which we reprinted in the January 2010 issue). A Very Special VW documents the much improved and accessorised Okrasa 1957 Beetle of Adelaide VW dealer Garnet Kruger. Motorkhana describes the amateur dirt sporting events that VW clubs of the time were into, while Up In The Air describes some VW-powered light aircraft – predating Aust VW Power's 'Dub-Air' by 25 years. The last photo shows a VW on Hyden's famous Wave Rock in WA – a shot that can't be reproduced today as that part of the National Park is now fenced off from motor cars.

The last issue featured the following short comment at the top of the second page:

"When NEW HORIZONS was launched it was hoped that it would become self-supporting within the first year through subscriptions.

"Unfortunately we have not received nearly as many subscriptions as we desired, and the magazine has not





new horizons  
with vw

A magazine for VW owners in Australia No. 2, 1966



'Around Australia' reliability trial. Eddie Perkins had finished a close second in the '55 Redex in a VW, behind the winning Volkswagen of Laurie Whitehead.

The 1956 Mobilgas was 8,700 miles (14,000 km) and had a cash prize of £3,000 (over \$100,000 today). 83 cars took part, of most makes and models available in 1956, but Volkswagens were the most popular with 22 entries. The event started and finished in Bondi Beach in Sydney and took 15 days to circumnavigate the continent anti-clockwise.

Eddie and Lance Perkins in VW #16 were the winners of the trial, losing just 48 points in two weeks. A Holden driven by Jack Masling was second (62 points), while another VW (Bob Foreman) was third. VWs also finished 4th, 6th, 9th, 10th, 11th, 14th, 15th, 16th, 17th and 26th. Volkswagen won the Teams Prize, as well as the state prizes for every state and territory (except for NSW), and the Overseas prize (VW of Miss Alice Braddock, New Zealand).

Eddie and Lance Perkins finished fourth in the 1957 Mobilgas (Laurie Whitehead won again in another VW) and went on to win the last Mobilgas in 1958. Eddie's brother Lance Perkins also went in the 1957 Ampol Trial with brother-in-law George Reynolds, and finished second behind the VW of Jack Witter.

The Perkins family has an amazing history of Volkswagen motorsport. I thought I would forward this on for the interest of our members.

Cheers, Carl Moll

"Hello Carl, Hope you are enjoying the VWs. You know they have a beautiful Australian history - particularly in the Round Australia trials of the 50s. Eddie Perkins, late father of my mate Larry, was a famous VW pioneer - he is the subject of a comprehensive exhibition at Birdwood Motor Museum [see image below] - and Larry is restoring a VW he ran in the Repco trial in 1979 - in which he rolled after clipping a bank - and with it re-bodied, he did the '85 Wynns Safari.

He loves the 'Bugs' and is flat out getting this car restored alongside his son Jack who is rebuilding several significant Perkins racing Commodores.

We are all OK here.

Very best to you and Helen. If and when I get to Sydneys again, we can break bread!!

Take care Carl.

developed into an economic proposition.

"This has forced us into the unfortunate position of ceasing publication of NEW HORIZONS with this issue.

"We thank subscribers for their support, and correspondents for their encouragement, since the first issue, and hope that all our readers have gained something of value from the four issues.

"All subscriptions received are being refunded in full."

It was a great pity that this high quality little magazine came to an end so soon. It is very rewarding to find surviving copies for your collection. One good thing is that because we have digital scans of these issues, we can reproduce the articles and photos in future issues of Zeitschrift.

David Birchall

## Eddie and Lance Perkins.

I recently received a note from a mate of mine in South Australia, who is friends with Larry Perkins. He attached the photo, which shows Eddie Perkins (Larry's father) and his brother Lance Perkins with their VW #16 in the 1956 Mobilgas Trial.

The Mobilgas Trial was run in 1956-57-58 and replaced the earlier 1953-54-55 Redex as the big annual



## 1985 James Hardie 1000.

In many ways, the transition from Group C to Group A in 1985 proved to be less of a hiatus in Australian touring car racing than the change from Toranas and XC Falcons to Commodores and XD Falcons had been in 1980. The 1985 ATCC attracted some good fields, and some closely-contested racing.

What exactly was Group A? It was a category which retained production body shapes, wrapped around an engine capacity/car weight/tyre width equivalence formula.

Eligibility depended on volume sales, together with lesser numbers of evolution models. Various concessions were made to Australian cars in this respect as the category found its feet. Engine freedoms were in the area of pistons, bearings, compression ratio, and some of the cooling and electrical equipment. The clutch was free provided the replacement had the same number of plates as the original, its method of operation was unchanged, and the original housing was retained. In the suspension, mounting points had to be as per standard, but strengthening of the points and suspension was permitted. Fuel tank capacity was also tied to engine capacity.

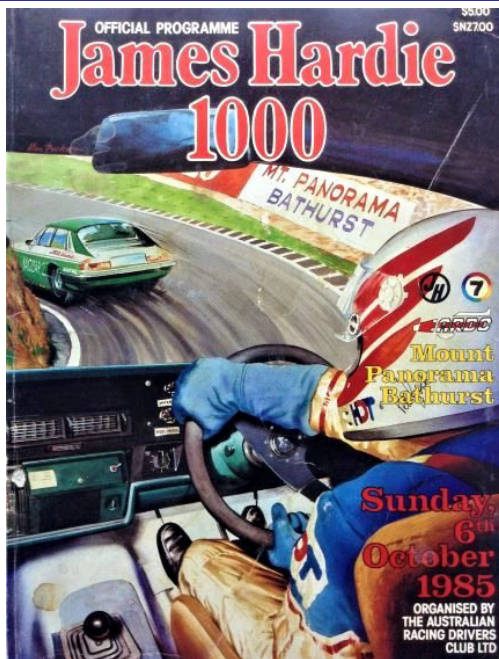
The European Touring Car Championship had changed to Group A in 1982, and was already gaining a reputation for providing better racing than some of its more liberal and exotic predecessors. However, Group A had also become known for difficulties in rule interpretations, which led to feelings running high between some of the European teams.

The 1985 ATCC kicked off at Winton. If proof was wanted that a new era had dawned, one only had to notice that there was not a Holden in sight. BMW had been saying for a long time how good the 635CSi would be under Group A regulations, and they promptly opened their account with a 1-2 victory. At Sandown, Brock, now in Mobil colours, joined the circus with his new VK Commodore and scored a slightly lucky victory.

The third round at Symmons Plains saw the third different marque take the flag. The end of the 1984 ETC season had shown that the turbo Volvo 240T was a force to be reckoned with in Group A, and Robbie Francevic took a convincing win in Tasmania.

But after that initial variety, Jim Richards and his BMW put together the longest winning streak seen in the ATCC, before or since. He won the next six races. Fortunately, the racing was still close and entertaining, because the 635 always showed a marked reluctance to get mobile when the Australian flag fell. This resulted in many spectacular passing moves by Richards, such as into Hungry Corner at Lakeside, as he re-passed the cars which had swamped him at the start.

Apart from Brock and Francevic, main opposition came from Dick Johnson, who had stuck with Ford and was running a third-generation 302 Mustang. Johnson retired at



Winton, but thereafter ran quickly - if not quite on Richards' pace - and reliably to second place in the Championship. Further back, a pair of Alfa GTV6s in the hands of Colin Bond and Alan Jones were thrown around to great effect, also picking up some handy outright placings.

Nothing changed in the early rounds of the Endurance Championship. Richards cruised home at Amaroo ahead of the usual below-strength field. At Oran Park, Johnson was running some newly homologated engine, brakes and body parts, and ran well ahead of the black BMW until the Mustang shed its wheel 12 laps from home. Sandown saw a slightly different twist to the story. Richards was delayed by a defunct electrical relay, replaced it himself out on the circuit, lost a lap in doing so, and still came through to win.

Oran Park and Sandown seemed to suggest that everything JPS BMW touched would turn to gold.

But the Great Race presented a problem unique in its history to that stage. The Australian teams were going to the Mountain never having raced against their main opponents; the form book during the year would simply not apply. British-based Tom Walkinshaw Racing, with JRA, was launching a three-car attack on the jewel in Australian touring car racing's crown.

Walkinshaw with the 1984 Group C Jaguar, and Garry Willmington an ATC Group A XJS in 1985 had campaigned before, but both these cars were very different animals from what could be expected at Bathurst. General opinion was that the cars would be very fast, but some people thought they may be a touch fragile. There was not much evidence for this view. In 1984, their last season of front-line ETC action, TWR Jaguars had won seven of the 12 races, and the leading car had run 3,147 trouble-free kilometres to take Walkinshaw/Percy/Heyer to victory at Spa.

For Bathurst 1985, the TWR Jaguar crews were named as Walkinshaw/Percy, Allam/Dickson, and Hahne/Goss. Dickson was again being rewarded for all his administrative work on the campaign, and Walkinshaw was honouring his promise to John Goss to give him a seat after the 1984 starting line crash debacle.

Twenty VK Commodores faced the start. There had been fears in some quarters that CAMS would stretch the rules to give handouts to the Holdens, as typified by an amusing letter to Racing Car News predicting the Commodores would get 'valvepushen bits...mit extra horsepower' to enable them to take the fight to the BMWs. But CAMS had played it straight, and the Commodores came to Bathurst with less chance than ever before.

The HDT had lost Perkins after a dispute with Brock over his dodgy energy polarizer, which then trialed several drivers before giving the drive to Kiwi David Oxtan. Harvey and Parsons were again in the second car. Allan Grice had teamed with Warren Cullen in a strong pairing, while the usual Holden troops were swelled by converts from other marques. McLeod/Bailey and Burgmann/Stevens had turned to the General from Mazda, while Ford stalwarts Brian Callaghan and Steve Masterton were also set to tackle the



Great Race in Holdens for the first time.

As expected, the introduction of Group A increased the BMW numbers. The marque had never had a large representation in the race, but now there were seven. JPS had two black cars, with George Fury, on leave from Nissan, in the second car. They faced a real test in the form of a Bob Jane-sponsored orange Schnitzer car for Roberto Ravaglia, who had won the 1985 Spa classic, and ex- Formula One pilot Johnny Cecotto. Kent Baigent had put in some useful performances during the 1985 ATCC, and perhaps looked the best of the private BMWs.

There were only four Fords, all Mustangs, the lowest turnout since 1966. Johnson had snapped up Larry Perkins, and was the only one of the four to pose an outright threat. Two Rovers, the good-looking WA car for Slako/Leeds, and an appalling English car for Robinson/Jeffries, completed the class.

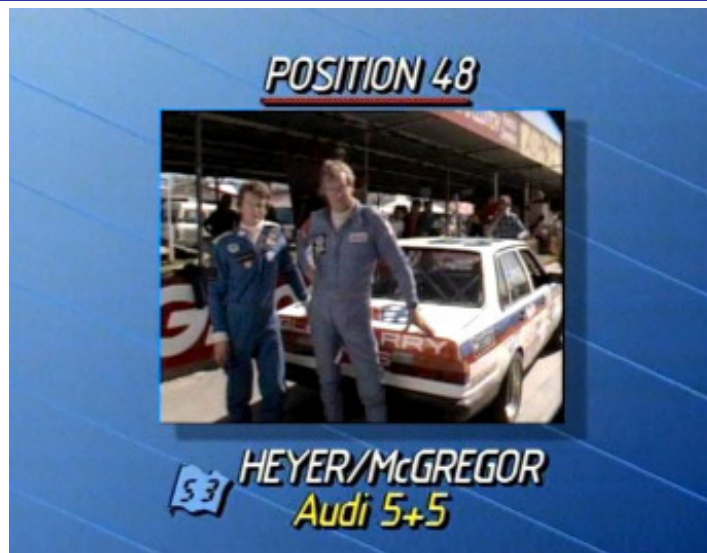
The baby Class A (Under 2.0 litres) contained four Toyotas - two Corollas and two Sprinters - and nothing else.

In Class B (2001-3000cc) due to the turbo equivalence rules then in force, the Volvo, with John Bowe making his Great Race debut as Francevic's co-driver, found itself matched against four Mitsubishi Starions, two Alfa GTV6s, a single RX7, a single Toyota Supra - and **Chris Heyer** back again with his 1982 **Audi 5+5**, for its fourth start in the Great Race.

Once again there was no new Australian-model Audi that was suitable for racing. The only Audi model that LNC Industries was selling through their Subaru/Renault/Lancia/Fiat/Honda/Audi/VW Transporter agencies was the 'aero' 100CD, detuned for 1985 lead-free fuel from 100 to 96 kW, and priced at \$41,995 for the five-speed manual. While the stratospheric 'autobahn' gearing that LNC had ordered had been revised to a more realistic ratio, the car was still too large, too underpowered and too expensive for Chris to procure and prepare at this late stage of his career.

Of course the Mustang and Volvo 240T were not Australian models either, so if Chris had had factory backing and full support from the importers it might have been possible to bring in a German Audi Sport 200T race car - which the factory would be using in the coming years when Group B rally cars were banned. In 1985 these had 134 kW in road form - and tuned to over 150 kW for European racing - but the costs were high. By comparison a standard Toyota Supra had 103 kW, a Mitsubishi Starion and RX7 both had 110 kW, while the class-fastest Alfa GTV6 had 116 kW. A hot Audi 200T would have been brilliant, and Chris deserved a competitive car after 12 years of racing under-funded Passats, Golfs and the 5+5. But Chris Heyer had no factory or importer support (and LNC would close down the Australian VW/Audi business the following year), so his only option was to bring back his trusty but underpowered 1982 5+5 for its fourth race.

His co-driver from 1984, Gerard Murphy, was not available this time as he had taken time out from motorsport - he would eventually return in the 1988 Touring Car Championship in an Alfa Romeo. So for this race Chris Heyer took on his fourth co-driver in as many years, New Zealander Graham McGregor, who had driven an Audi 80 2.2 (very similar to the Australian 5+5) in the 1984 and 1985 NZ Touring Car Championships. It was a good partnership. The Audi was repainted for the 1985 race. It was still white, but



the brown, red and grey Audi Sport highlights were gone, replaced by a blue-red side stripe and large sponsorship labels from Mike Walsh-owned Penrith radio 'New 2KA,' and Glengarry Wines. Happily, Chris Heyer was finally able to run the Audi with his favourite 'Herbie' #53 again.

Wednesday's practice was fairly quiet, but things started to heat up on Thursday. The TWR Jaguars were all recording unofficial times in the area of 2:19, just a few seconds slower than last year's Group C 'big bangers', which left them about three seconds clear of a whole block of local competitors. Amongst those, Allan Grice was worst off, because as he blasted into the dip after Reid Park on Thursday morning, he collected some rocks just dragged onto the circuit by Ken Lusty, and then slammed into the back of Lusty's car in the Castrol Curve fence. Fortunately, Grice was in the spare car. He had destroyed a spare car in almost the same part of the track in practice for the 1978 race, in which he had gone on to finish second outright, so all was not yet lost.

On Friday, the Jaguars sealed the fastest three times in official practice. The slowest of them was 1.36 seconds faster than Richards in the BMW. Like the day before, the local crews were extremely well matched: the five fastest drivers were covered by only half a second. Neither HDT car was in this group; they were back in ninth and tenth. The Bob Jane Schnitzer BMW missed out on the ten altogether, but Johnson had both his Mustangs in the ten, and his plans for the race were not yet clear. The organisers therefore allowed eleven cars to run in Hardies Heroes.

Walkinshaw and Allam satisfied themselves with one run each, which gave one team both places on the front row for the first time since 1974. John Goss, who had been promoted over Hahne to lead driver in the third car, was not pleased with his first run, but then had a big moment on the second run, so faced the Start from sixth on the grid. Only one crew had ever won the race from that far back on the grid - in 1969 when Colin Bond and Tony Roberts won from starting 7th in their Monaro GTS350.

Johnson and Grice repeated their 1984 grid positions of third and fourth respectively, and the Volvo was fifth. Even after Hardies Heroes, the two HDT cars were still in ninth and tenth. On Saturday afternoon, Johnson withdrew his second car. The Starion of Moore/Delcourt, which had endured a terrible week, also did not start, so the flag fell on 51 cars.



ATN Channel 7 was back with the biggest and best TV coverage ever, headed in commentary by Mike Raymond and Garry Wilkinson. Allan Moffat's Group C Mazda team had dissolved at the end of 1984, and Allan did not have a drive in the 1985 Great Race. However this year he was the third member of the ATN-7 commentary team, giving concise, cool expert comments to contrast with the spruiking and verbal diarrhoea of Raymond and Wilkinson - neither of whom had ever driven a race car. Allan also got to test-drive all the top-ten cars on practice day for the cameras, and his insights were brilliant. The 1985 coverage was also notable for being the Bathurst TV debut of ex-ABC commentator, young race driver and pit lane expert Neil Crompton.



After the Holden stunt drivers, aerial balloonists, parade of champions, marching girls, bagpipers and brass bands were cleared from Pit Straight, the race cars lined for the 10am start. Walkinshaw had none of the drama of 12 months before, and led into Hell Corner. But Allam, whose Jag was seen to be leaking just before the start, got away slowly, and turned into Hell in fifth place. Ravaglia, who may well have been making his first clutch start in a 635, predictably did it even worse than Richards, with plenty of practice, had been managing during the year. The Italian arrived at Hell Corner in about 15th place.

Just ahead of him, John French and Peter Fitzgerald tangled, ending both their races against the inside wall. It was not the first time that the opening lap had presented troubles for French. In 1969, he was eliminated in the pile-up on top of the Mountain, and in 1974, his Alfa caught fire as he stormed away in the class lead.

Allam forced his way through to second place in short order, and at the end of lap two, he led Grice, Goss, Francevic, Johnson and Brock, all in the proverbial freight train. But the end of lap three found Allam in the pits rather

than on the track. The engine had allegedly swallowed some headlight glass dislodged in the earlier knock, and one Jaguar at least had not outlasted its 1984 predecessor by any great amount. The TWR-JRA team was down to two.

This left Grice in third, but on lap 5, he too was gone from the leader board. The distributor rotor button had broke, just as he powered out of GTX Bend at the top of Mountain Straight. John Goss, right behind the Commodore, had no option but to whack into the back of it. This left the Jaguar with a slightly deranged front end for the rest of the race, while the loss of momentum caused by the impact allowed the next three cars to pass Goss.

By lap 10, Walkinshaw was storming along 13 seconds ahead of Francevic. The V12 sounded very strong, and its wail was certainly a new noise for the Mountain fans to relish. Lap 12 saw two major place changes, as Goss passed the Volvo to give the team leader a friendly rear-gunner again, while Jim Richards pulled off a breathtaking manoeuvre to pass Peter Brock through McPhillamy and along to Skyline.

On the very next lap, Richards disposed of Johnson, and on lap 16, the Queenslander called in for attention. The car had split the oil cooler in practice, and now it had happened again. Eight minutes later, the Mustang re-joined in 36th place.

John Goss, still running second, then hit his second car for the day. Entering Hell Corner he had a misunderstanding with Barry Jones, which resulted in the Jaguar pushing the Holden right around into a spin, without much damage to either car - in fact, both were destined to be leading their respective marques at the finish.

Further back, Jim Keogh's BMW 635, presented in an attractive burgundy colour, had the distinction of having an enormous spin at McPhillamy Park without hitting anything solid. As it was, the incident flat-spotted a tyre, causing bad vibrations. When Keogh stopped to give Garry Rogers a steer, the crew omitted to change the tyres, so the hard-charging Rogers was left to try to drive around the problem.

Three of the Mustangs then fell out on three successive laps. The Anderson/Anderson entry completed 17 laps before succumbing to a broken engine after a major rebuild. The Nelson/O'Brien crew had trouble in the early laps with a distributor rotor button, had a recurrence of the problem, then finally put the car away after 18 laps when the timing gear kept slipping. The Davison/Kramer Mustang had a wheel collapse under it after 19 laps, depositing the car in the Hell Corner sand trap. The crew started petitioning the organisers for a truck to rescue their car, but the pleas fell on deaf ears and the car remained there the rest of the day.

By lap 26, Richards and Francevic had commenced a short, sharp dice, but the Volvo pulled away, and Brock re-



passed his old HDT team-mate as well. Garry Willmington was pit-bound in the private Jaguar with brake problems, but there did not seem to be any difficulties with the two remaining TWR cars, as their first scheduled stops were eagerly awaited.

Walkinshaw handed over to Win Percy after 33 laps, the crew fitting a wire mesh behind the lights to prevent a recurrence of Allam's failure. One had to admire the professionalism of the TWR organisation. Either the Allam/Dickson failure was caused in the stated manner, in which case the wire mesh was a practical solution, or else the car had expired with a simple engine failure, as some people believe to this day. If the latter version was true, the wire mesh represented a very nice public relations touch, to keep the pundits guessing.

Percy drove into the race in fifth place, and the car was back in the lead by lap 40, by which time Goss had given his car to Hahne with the same treatment. Brock pitted at the end of lap 38 for a lightning stop, and Richards was left in the lead on lap 36. The BMWs were planning to go through on three stops against the Jaguars' four, and bearing the speed differential in mind, BMW did not expect to lead the race (if at all) until much later in the day.

The lead did not last long. On lap 40, Richards lost control of the big black coupe on oil dropped in Hell Corner by the expiring Wraith/Park Commodore. Into the sand trap he went, shortly to be joined by George Fury in the sister car. Both BMWs sat bogged to the axles in sand, right next to each other. It was the biggest single disaster for a team since the HDT faced the fact in 1974 that, within minutes of each other, both their Toranas were effectively out of the race while light years ahead of the opposition.



Richards and Fury started to dig, and eventually were granted assistance. The race was lost, and Tony Longhurst was so upset that it later contributed to a coming-together with Keogh at the top of Mountain Straight just after Longhurst started his spell. He denied at the time that any fault attached to him, but later on reflection agreed that the loss of the race had affected him.

Another front-runner fell from contention on lap 48. Running fifth, Bowe brought the Volvo into the pits, complaining of power loss which turned out to be a burnt-out diode in the alternator. The radiator was damaged in the subsequent repairs, and many laps were lost. The Volvo had been extremely fast, setting third-fastest race lap behind the two Cats.

After two hours, Ravaglia gave the Jane/Schnitzer BMW to Cecotto. They resumed without losing their fourth place, but at this stage it did not appear that the time saved on pit stops would compensate them enough for the seconds they lost to the Jaguars every lap. Still, the 635s had won plenty of races in Europe from this very position.

About twenty minutes after the BMW had stopped, Johnson, who had fought back up to 12th, came in for his second scheduled stop. Perkins was rushed on his way, perhaps too quickly as it turned out. A wheel had not been fitted properly, so Perkins crawled around the lap, hoping it wouldn't actually fall off, to get a new one. The car dropped to 18th place.



Laps 65 and 68 saw the Jaguars making their next stops and driver changes. These were the significant stops, because the pads were to be changed, something not often seen in recent years at Bathurst. Onlookers with long memories recalled the time which it used to take to replace the pads in the old days, and the strife which some teams got into while attempting to do so. But it only took the TWR crew 50 seconds for the tyres, fuel, pads and driver change, which was a tremendous effort. Those teams which were banking on making up time on Jaguar pit stops began to view their own positions with less confidence.

Brock was still in third, having closed right up on the Jaguars during their stops, although the British Racing Green cars soon pulled away again. The BMW was fourth, and McLeod/Bailey were fifth, ahead of Baigent/Lowe, the latter of whom was soon to make a far greater name for himself as a team manager than he had as a driver. The Baigent/Lowe machine was itself an ex-Schnitzer car, and its fastest lap ended up only 0.62s slower than the Bob Jane car - although 2.1s slower than the lead JPS 635.

After driving close to his maximum allowable three and a half hours, Brock finally handed the Mobil HDT car to Oxtan. The Kiwi did not look at ease in the car, and his lap times were slower than Brock's, but still the car retained its third place. Half distance came and went with little change at the front. After the six cars already mentioned came the rare right-hand drive 635 of O'Brien/English, then the Bond/Hansford Alfa, Harvey/Parsons in the second HDT car, and the Keogh/Rogers BMW. Richards was 11th, Johnson 13th, and the Volvo 36th.

At the end of lap 94, Goss surrendered second place when he stopped to give the car back to Armin Hahne. The driver's seat pivots had broken, and the stop was longer than



usual while the crew braced the seat to the rollbar with large plastic cable ties. The lead car had no such problems, and did not lose the lead in its next scheduled stop. Likewise, the Jane BMW did not lose fourth when it stopped after the middle two-hour stint by Cecotto, who thought that neither the engine nor the handling were really up to scratch.

After 96 laps, the Harvey/Parsons Commodore broke a timing chain and expired at the top of mountain straight. The car had never been higher than fifth, after a generally disappointing week. Lap 100 saw the Johnson/Perkins Mustang break back into the top ten for the first time in 85 laps. They were following the Richards/Longhurst BMW through the field, that car now being up to seventh.

Six of the seven BMWs were still going, after the demise of the Crichton/Fury car with engine problems. But lap 106 saw the second one fall, this being the O'Brien car. It burst a tyre, attacking the fence and splitting the gearbox, an unlucky way to go after a consistent pace which was just about to be stepped up for the run to the flag.

On lap 123 Brock received the Commodore back from Oxton. A quick pit fire at the changeover lost valuable time, although no placing. The Volvo came in to replace its fuel pump. But these problems were insignificant compared to the sudden drama in the Jaguar pit.

On lap 128, Percy brought in the leading car at what seemed to be the scheduled time. But an oil line had fractured, and by the time it was replaced and the requisite liquid had been poured into the car, the lead was gone. The only good news for the team was that Hahne had re-passed Brock even before the Commodore had made its recent stop, so at least a Jaguar was still leading the 1985 Great Race.

Walkinshaw managed to get back to the lead by lap 131, when Hahne stopped for Goss to take it home. But Walkinshaw's car had holed its oil cooler, and on lap 135 it came back in for a longer stop that dropped it to sixth. There was a suspicion that the Goss/Hahne car was not entirely healthy, but, just when Brock could start to see some weak links appearing down TWR way, his windscreen cracked.

Lurid stories were later told about Brock holding the screen in place with one hand as he drove flat-out down Conrod. Other versions had him being shot-blasted by slivers of glass as the screen started to break up. In any event, he decided he couldn't live with it, and stormed into the pits for the crew to take the screen out, and for Brock to don a visored helmet. The pit stop left him open to not only the elements, but also to the rulebook which required that in this case the

back screen must go as well. So back in he came, for the crew to administer a deft kick to the rear screen in a seven-second stop. All this excitement had dropped him behind Ravaglia's BMW, who this time had only done a stint of an hour and a quarter, but was staying in the car after his final pit stop.

Grice's race finally ended at this stage, an accident at GTX Bend finishing another troublesome race week for him and he rolled his Commodore onto the escape road. TV cameras showed him enjoying a cigarette with the marshalls.

McLeod/Bailey were devastated when their Commodore suddenly broke its gearbox when they were comfortably in sixth place. Another very good drive was to be thwarted late in the race when Denny Hulme's Commodore lost its engine after 146 laps. Jim Richards copped a flat tyre in his rush up the leader board, but by this time, the lower top ten places were irrelevant; all eyes were glued on the three-way battle for the lead.

When Brock got going after his de-screening stops, he was about a minute behind Ravaglia and two minutes behind Goss. Brock did not often find himself in this situation at Bathurst. His usual race involved either winning from in front, or else fighting back from an early setback, as in 1980 and 1981. Perhaps the closest example to what now faced him was the 1976 race, when in the closing stages he carved chunks from the HDT car ahead of him, and finally passed it for third place on the very last lap. In 1985, the stakes were even higher.



Brock started closing on his first target, the BMW, at about one or two seconds a lap. Ravaglia was himself really charging, arriving over Skyline almost every lap with plumes of smoke billowing from locked brakes as he took two to three seconds a lap from the leader. Goss' car seemed to be running well, but the seating arrangement was still not ideal, and would obviously only get worse. But for all that, he was driving the big car very smoothly, belying the little racing he had done in recent times.

By lap 147, with 16 to go, Ravaglia was 43 seconds behind, with Brock bearing down on him. Brock passed him on Pit Straight on lap 149, and took his black shadow with him: for the last few laps, Richards had been right on Brock's tail, which caused some pleasantries to be exchanged between their pit crews. Brock was still faced with making up three seconds a lap on Goss.

Goss let him get to about 30 seconds adrift, but no closer. The lap times for the leading Jaguar came down by a



precious second or two a lap. Just to remind everybody how fast the Jaguars really were, Walkinshaw loomed up from behind and thundered past Ravaglia, Richards and Brock in absurdly easy style. Brock would finish second with honour.

Or would he? After 160 laps, Brock coasted in, the engine dead with a broken timing chain. If ever a man had seemed to have the red mist in his eyes, it was Peter Brock at Bathurst '85. One could forgive him if he was a little overwhelmed by the events of the last hour or so, but no. Within a few seconds, this remarkable man was giving an extraordinarily calm and sportsmanlike interview over the public address at the track, saying he had given it his best shot for the Australian car, but it just hadn't been good enough on the day.

Much of the post-race attention centred on Brock. Two myths grew up out of his 1985 race. The first was that he was running a cheater engine, and discreetly retired just before the end to avoid scrutineering. The second was that he had the race in his pocket when the car failed him.

Both myths were just that; they were factually wrong. As to the first, the car was cleared by a CAMS inspection. As to the second, Goss had kept the gap at 30 seconds, give or take a few seconds in traffic, and Brock could not under any circumstances have caught him by lap 163. The #10 Jag still had plenty of speed in reserve and nothing should detract from a very fast and consistent drive under difficult conditions by John Goss and Armin Hahne.



Unlike many years, there were still quite a few cars running hard at the end. Ravaglia, Walkinshaw, Richards and Johnson veritably blasted into their 2nd, 3rd, 4th and 7th place finishes (yet again, the highest-placed Ford was only 7th). Baigent and Keogh were rewarded with 5th and 6th. The Alfa and Starion from class B were 8th and 9th, and the first Commodore was only 10th.

Two English, four German, and an American, Italian and Japanese car had beaten the first Australian car. The race had been promoted by the Holden Dealer Team as Australia against the world, and on this day, the world took a convincing victory. For the only time in its history, the HDT did not have a car running at the end of the Great Race.

#### How did the Chris Heyer Audi go in Class B?

The class would be a turbo Volvo benefit - if the Swedish machine kept going. In official practice, the silver

Mark Petch machine was 2.38 seconds ahead of Bartlett's Starion and 8th on the grid, while the two Starions were 13th and 14th. The Alfa GTV6 of Bond/Hansford was two more seconds behind and started in 21st, with the Williamson/Mezera Supra another two seconds back.



Chris Heyer qualified the Audi in 2:42.13, some 7.7 seconds faster than 1984 and 2.1 seconds faster than its Group C configuration in 1983. Only its debut year was faster, but only by 0.8 sec. It was a great qualifying drive by Chris Heyer and the Audi began from 48th position on the grid.

The sole Mazda RX7 of Bundy/Carr was 25 seconds slower than their Group C RX7 grid time of 1984.

The Volvo set off to mix it with the big boys. Bartlett, Bond, Williamson and Brian Sampson in another Starion trailed along behind the Swedish car. John Bundy brought the RX7 into the pits after only a couple of laps for float adjustment and new plugs; then with only half an hour gone, the Audi was in for five plugs and a new alternator belt. Bundy was soon in differential trouble, which finally ended the Mazda's run after 67 laps.

The Supra became the third class car to require new plugs, as it was stuttering around after a troublesome week for Williamson. The engine was

running lean, and the car was parked after just 32 laps.

As the scheduled stops began, Sampson brought his Starion in some 20 minutes before Bartlett, who took on new tyres, and a top-up of gearbox oil. The Andrew Harris/Greville Arnel Starion was still running well, to the general surprise of its crew, while the Alfa GTV6 was providing its owner Ray Gulson with his usual Bathurst: niggling little problems, but not enough to actually stop the car. The brake pedal had jammed on in the warm-up lap, which required alterations to driving technique. Then at its first stop, it needed an alternator and fan belt, together with tape to hold the bonnet down. The clutch later also malfunctioned.

Bond ran his Alfa for nearly two hours and twenty minutes before its first stop. By this time, it was in the class lead after the Volvo had its power loss, but the stop put Bartlett/McKay into the lead for the first time. This car was

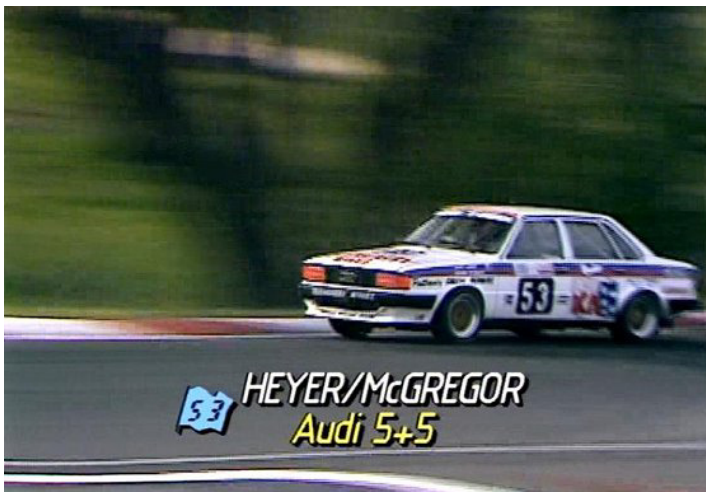


still in gearbox difficulties, which it would carry for the rest of the race, while the private Starion of Sampson/Waldon was soon encountering turbocharger problems, due to the wastegate circlip falling off. The car later broke a driveshaft, causing a more substantial delay.

The Hansford/Bond Alfa took the lead back from Bartlett on lap 80, and at half distance this pair were followed by Gulson/Porter, Arnel/Harris, Heyer/McGregor, Sampson/Waldon, and Francevic/Bowe. Hansford did a spell of two hours and ten minutes in the leading car, giving it back to Bond at its second and last pit stop. The ex-motorcycle ace reported that the car was running perfectly.

Behind it, the works Starion continued to gulp gearbox oil, the decision having been made to take this course rather than replacing the gearbox. Later in the race, Bartlett had to make an unscheduled stop for a top-up, rather than just waiting for the normal stops. The car was faster than the Alfa, but could not beat this handicap.

The Alfas and Starions got plenty of Channel 7 coverage during the day, followed around the circuit for a lap or two while Raymond and Wilkinson excitedly talked over each other, balanced only by Allan Moffat's cool expert comments. However the Chris Heyer Audi was ignored for most of the day, visible on the coverage only for a few seconds occasionally as it was passed by a faster car. During the pre-race line-up, ground commentator Pat Welsh had called it "the Ordi."



It wasn't until the last hour that the Audi was finally featured, with the cameras locking onto it through the Esses during a commercial break. The coverage followed it down through Forrests Elbow and Conrod, around Murray's and Pit Straight. Commentators Mike Raymond and Garry Wilkinson then cut in as the commercial break ended and the Audi turned Hell Corner and up Mountain Straight.

Mike Raymond: "Back at Mount Panorama, Chris Heyer's Audi continues on ... it's been running strongly all day, Garry Wilko."

Garry Wilkinson: "Yes it has, had a couple of pit stops in the 53 car Michael but ah, he's a pretty game man to bring up the ah, Audi to er, take on this sort of competition at Mount Panorama and er, consistency, as Allan Moffat said before is always the key, as long as you're up and running and out there you've always got a chance because you never know what's gonna happen up in front of you - of course he's not a contender for outright honours in the Audi five plus five but



ah, within his class he continues to circulate pretty er, pretty steadily indeed. In fact is in thirty-first position outright on the track and that puts him in third place in the er, in the category, fourth place rather, in the under-three litre category. Let's now update the last hour of the James Hardie 1000."

In the time it took for Garry Wilkinson to ejaculate this verbal sludge, Chris Heyer had driven the Audi from Hell Corner up Mountain Straight, through the Cutting and Reid Park and was almost at Skyline before the TV footage cut to something else. No mention of Chris' previous efforts at Bathurst since 1973, nothing about the Audi's presentation or sponsorship, nothing about his pit stops or when his driver changes had been or what repairs had been made, nothing about the car competing for its fourth time and possibly successfully finishing all four. And real expert race commentator Allan Moffat, who would have made some meaningful comments, could not get a word in. Brickbats to Garry Wilkinson - Chris Heyer deserved better from you.

Colin Bond took his first class victory in the race for 14 years, while Gregg Hansford took his first class victory in the race, period. Their Alfa GTV6 finished with 158 laps, one lap and 43 seconds ahead of the Bartlett/McKay Starion, with the Gulson/Porter Alfa nine laps behind in third. The Harris/Arnel Starion was seven laps further, while the Chris Heyer/Graham McGregor Audi was another 7 laps further back. The Audi completed 134 laps and finished **fifth in class**, and 21st overall. This was 17 laps more than its accident-affected 1984, and 2 more laps than its Group C configuration in 1983. Only the Audi's 139 laps in 1982, when the car was new and fresh from Audi Motorsport in Germany, was a greater distance. The Audi had run four Bathursts and successfully finished all four.





Chris Heyer retired from Australian motor sport after the 1985 race at the age of 38, with a history that went back to his first Bathurst start in a Subaru 1400 GSR with fellow VW Rallycrosser Peter Mill in 1973. The two, along with Barry Ferguson and others, had raced VWs at the Katoomba Rallycross at Catalina in 1971-73. Chris had been a VW/Audi stalwart for many years, proudly flying the VW/Audi flag and his beloved Herbie #53 long after all the other former VW drivers had moved on. It was very sad to see him go. In 1986 he competed in two races in New Zealand in a Fiat 130TC, but he never raced in Australia again.

He continued as dealer principal of the Chris Heyer Import Centre, a VW/Audi/European Car dealership at 248 Great Western Hwy at Kingswood, enjoying a good reputation in the district. In 1990 the business was sold and became Penrith European Cars, remaining a listed authorised Volkswagen dealer until 2002 when it closed, replaced by new VW dealers Penrith Autoworld, and Penrith Motor Group on Castlereagh Rd. The former Chris Heyer Centre has been demolished and a new block of apartments and shops built on the site.

While we know Chris' 1976-80 Golf GTI was later owned by Club member Anthony Healey and then Stephen Muller, who owns it today, we don't know what became of the 1982-85 Audi 5+5. It would be a unique historic racing car and Australian VW Group vehicle to find and restore. Perhaps Ash can find it for us and let us know. Chris Heyer is now retired, and is 73 years old this year. Perhaps we can invite him to one of our club meetings in future and pay tribute to his VW/Audi dedication and achievements.



So 1985 was the last year that a Volkswagen or Audi raced at the 'original' Bathurst 1000 Great Race. With the race now being V8 Supercars only, they never will again. The only VWs and Audis racing there now are at the different Bathurst 6-Hour and Bathurst 12-Hour events for production sports cars, at a different time of year.

Group A desperately needed the 1985 James Hardie 1000 to be a good race. Despite the close dicing in the ATCC races, the crowd had stayed away from the Mountain in droves. Clearly, the category still had a long way to go in the popularity stakes.

Fortunately, the 1985 Great Race was a real classic, one which deserved to be included amongst the best and most memorable of them all.

DAILY MIRROR, THURSDAY, JANUARY 1, 1959 2

# A BATTLE WITH TIDE

## He cheated death



# FOUGHT WAY OUT OF CAR

© Max Deidrickson shows the front of the damaged car in which he was trapped.

Parade shortly after 8 am when he collided with another vehicle.

His car mounted the curb, narrowly missing a telegraph pole, and careered across the picnic reserve before crashing six feet into water below.

### Feared drowning

"I guess I must be about the luckiest man alive," Deidrickson said.

"It all happened in a flash. I applied my brakes but the car would not stop and it plunged into the sea.

"It was a terrifying feeling to be sitting in the car with the water swirling around my chest.

"I could not open the doors and I was frightened I would be drowned by the incoming tide.

"I have never been so happy to get out of anything in all my life as I was when I struggled free."

Deidrickson was treated by ambulance men for minor cuts to his face and was allowed to go home.

# Nuclear war dangers

Unless the world's nations effectively ban nuclear weapons, there'll be warfare in the near future.

That's the frank opinion of Bertrand Russell, controversial writer, broadcaster and thinker.

In a remarkable book, *Common Sense and Nuclear Warfare*, to be published in London next week, he analyses what will happen to the world if the nuclear weapons race continues.

After drawing a horrifying picture of what the future holds for the world in the event of a nuclear war, Bertrand Russell put forward revolutionary proposals which, he claims, would ensure peace.

### "Delighted"

"I particularly hope that the people of the Communist countries will see the book and understand it," the author told the Daily Mirror.

"And I want people in the various Western Euro-





## VW Atlas Cross Sport GT Concept.

A Golf R Wagon, but Worse. This is what happens when Americans decide to stop buying wagons.

*Motor Trend online, 23 July 2021*

Imagine you're at a Volkswagen of America boardroom meeting. The bosses walk in, flop a binder onto the head of the big round table you're sitting at, and make a proclamation. "We need a 300-hp family hauler to get Americans excited," an exec announces. You're puzzled because that sounds a lot like the Golf R wagon that broke cover just a few weeks ago - the same one that Volkswagen said it had no plans to sell in the United States.

After much gesticulation and conversation, it's somehow settled upon that an Atlas Cross Sport is the perfect candidate for this particular project, and so VW's US engineers get to work. This brings us to today. Meet the Atlas Cross Sport GT concept: a sporty, swoopy SUV we don't need but apparently, someone must have asked for.

The recipe for this super-Atlas, you'll realize, is quite familiar. Under the hood is a 2.0-litre turbocharged in-line 4 that makes 300 hp (224 kW) and is mated to a seven-speed dual-clutch automatic gearbox (or DSG in VW's marketing language) that routes power to all four wheels. It's essentially the same powertrain recipe as that of the 2018 Golf R.

Except, now, it resides under Atlas Cross Sport bodywork.

A much lower right height (this thing is slammed), a set



of ABT Sport HR Aerowheels, sticky summer tires, and a bespoke Eisvogelblau (Kingfisher Blue) paint job round out the exterior updates. Inside, the front and rear seats are replaced with four Recaro Sportster buckets. A rear centre console takes the place of the middle seating position of the standard Atlas Cross Sport's three-across bench.

This all sounds great, and the concept looks very nice, but we can't help but think this is an answer to a question that already has an answer: the aforementioned Mk8 Golf R wagon. In fact, Volkswagen literally said in its release "the launch of the all-new Golf GTI and Golf R got us thinking about how to inject some of that VW magic into our SUVs." As in, the Golf R is the reason this concept exists. The new Golf R

Wagon, for its part, makes more power and weighs less than the Atlas Cross Sport (and, therefore, offers a better power to weight ratio).

That said, Americans love large SUVs. The gargantuan size of the Atlas Cross Sport gives it a major advantage when it comes to hauling gear and the like. Whereas the Golf R wagon has a max of 60.0 cubic feet (1700 litres) of space, the Atlas Cross Sport boasts as much as 77.0 cubes (2180 litres). It's worth noting, however, that the Atlas Cross Sport only has two rows, and therefore seats the same number of people as any Golf would. (Now, if VW decided to make a three-row Atlas GT concept ... )

Admittedly, the high-performance Atlas Cross Sport GT concept looks great in its own right, and it's exactly what we Americans get for buying so many SUVs. Even so, we can't help think that it pales in comparison to the smaller, lighter, more powerful Golf R wagon that VW refuses to sell on our shores.

(The large VW Atlas SUV is built in the USA in VW's plant in Chattanooga, Tennessee. It is only built in LHD and cannot and will not be sold in Australia - Ed.)

Article submitted by Carl Moll

## A feel good story.

Every year in June, the Salvation Army do a door-knock appeal. I received an email inviting me to volunteer door-knocking in my street. Of course I ignored it because I feel uncomfortable asking people for donations. After a few days, they send me a reminder and this time, I thought, what the hek, I'll give it a go. So I replied back and said: I don't feel comfortable knocking at people's doors asking for donations, but OK this time, for Christ's sake, I'll do it.

They replied back and said: Joe we are delighted that you have decided to collect 'for Christ's sake' because he'll be walking beside you all the way. Well, I asked for that didn't I? I have a neighbour two doors down, we haven't talked to each other for 25 years over a big disagreement, so I started with him. I knocked at the door, he opened it looking at me through the security screen door and I said: I'm door-knocking for the Salvation Army, would you like to give a donation? - Then he opened the screen door (I thought God



help me what's he going to say to me?) and to my surprise, he gave me a big smile, stretched out his hand to shake my hand and said: Joe I'm so glad you came knocking at my door, it's great to talk to you again. Well, we had a friendly conversation for about 10 minutes, sorted out our differences, gave me \$10 donation and shook hands with me again as I was leaving.

That's not the end of the story, there's more! This gave me the confidence to knock at the rest of my neighbours and again to my surprise, most of them said: You're the bloke with the Parramatta shorts, you've been running around here for as long as we've lived in this neighbourhood. So we talked about rugby league and wanted to know how long I've been running etc. etc. and as a result, they were very generous.

I was expected to collect around \$120 from my street, but I raised almost double that...\$232. Anyway the bottom line is:- if any of you reading this story and wish to do some door-knocking for the Salvation Army (at the same time get to know your neighbours) send an email to to [doorknock@salvationarmy.org.au](mailto:doorknock@salvationarmy.org.au) or call 1800 885 332 And that's the end of my story.

Joseph Buttigieg

## Don't use plastic petrol cans.

*Australian Motor Manual, October 1964*

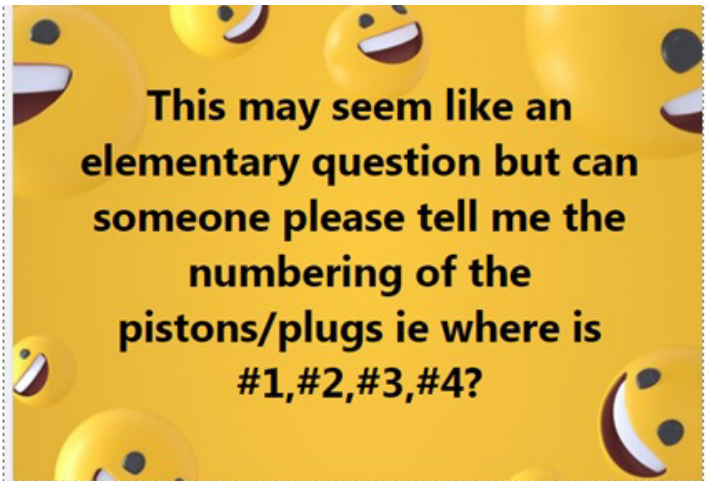
The danger of plastic cans lies in the extremely high temperatures created during summer in car boots and on roofs - favourite places for carrying the spare fuel supply.

High temperatures result in the leakage of petrol vapour from the plastic. Fumes from this leakage could cause an explosion or could asphyxiate the driver of a car and his passengers.



The result of carrying petrol in a plastic can. Burnt out VW near Finkle River, Northern Territory.

## Steve's Facebook Funny.



VW Restorers Australia

Depends what distributor you have. 🤔 1

Like · Reply · 1w

17 Replies

Camshaft also determines firing order 🤔 2

Like · Reply · 1w

seriously WTF 😡 2

Like · Reply · 1w

For real so you'd have the spark going to TDC on exhaust stroke WTF 😡😡😡 2

Like · Reply · 1w

firing order is always 1432 no matter what cam you have. 🤔 1

Like · Reply · 1w · Edited

Facebook is where I rely on all my technical advice. 😞 4

Like · Reply · 1w

## From our website 27.

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

Anyone can post messages on our website, at our Contact Us page: [www.clubvw.org.au/club/contact-us/](http://www.clubvw.org.au/club/contact-us/)

All of these messages received courteous and informative replies from our committee - usually from Norm or Phil. Messages about things for sale were placed in our Marktplatz section at the time. It's great to receive so many diverse messages and requests from VW people everywhere. How would YOU answer these messages?



9/11/17 Hello, I'm at a complete loss. I have been trying for months to locate a kombi van to hire for my son's wedding as a surprise for him. My son is getting married in Canberra on 24th November at 1600. I'm wondering if you may know of someone in the canberra area I may be able to contact. The kombi is for the groom and his groomsmen. I'm currently in PNG and best contact is email. Thank you Regards Rayleen

11/11/17 Hi, I'm interested in hiring a VW Kombi van for school formal transportation in Canberra on 28 November 2017. Are you able to assist or point me in the direction of someone else who may? Thank you in advance. Cheers, Kate

14/11/17 membership costs John

16/11/17 hi, seem to have 2 member numbers, 12091838 and now 12091644 ???, I like the 1644 bit 83 x 76, anyway, can't get in ( login) on either, just want to get hold of a few of the last club veedub magazines, last one I received was July 2017. thank you and regards, Ray

18/11/17 I have a 1971 VW Beetle Bug and have been told that there is a clearance measurement to meet (between 6-9 meters) for turn signal when putting in a new Ignition Switch. Help? Virginia

18/11/17 Dear Club VW I bought a 1970, 1500 Beetle not long ago, and would like to join the club. Please let me know essential details/member fee, etc. Many thanks Csaba

21/11/17 Hello I would like to enquire about membership for both me and my partner. Could you kindly send me some information? Olga

26/11/17 hi mate would it be possible to have a copy of the monthly club magazine sent to me Im having trouble accessing it via the net thanks Tim

3/12/17 I was using the build plate decoder charts to determine some details but I'm confused. On the plate it says "Typ 28" and "2232083394". Is this a '56 or '57 'closed delivery van'? If not, can you help? I can send a pic. Thx! David

3/12/17 Looking to hire a Koombi van for wedding in March next yr in Canberra..can you help? Helen

3/12/17 Interesred of getting VW - Partslist of items I still have in stock, I try to retire now. Best regards, Pieter Los in the Netherlands /Holland.

4/12/17 I've just joined up. Is there any associated forums? I am trying to locate a good VW mechanic in North West Sydney; Blacktown/Hills Shire. Mathew

6/12/17 Dear Friends: I have a Vw T2 Westfalia Berlin year 1979 with a nice story of how I came to my country Chile. And in very good condition. I want to sell it and if you are interested someone informs me.thank you very much Hugo

18/12/17 Honouring 80 Years Of Volkswagen Beetle - Join The Action. Historic Winton cordially invites your members to 'Join the Action ' and display their vehicles at our 2018 event which will be held at Winton Motor Raceway QLD on May 26 & 27. Complimentary entry tickets are available for owners of early Volkswagen Beetle vehicles - plus the opportunity to participate in Sunday Parade laps. A dedicated display area has been set aside for your vehicles and camping is available at the raceway @ \$25 per head per night. We are especially on the lookout for unrestored vehicles / hidden treasures and interstate visitors In fact why not make it a three day event and join the Benalla and District Classic Car and Motorbike Tour on Friday May 25th Leanne

19/12/17 I have a brand new (NOS) German MacPherson Strut Steering Box for sale Bob

21/12/17 Hi, We have acquired a kombi van, trying to figure out what year it is, going by the plate it is 1962 but it also says made in Western Germany on the plate?

28/12/17 I have a Type 1 with oil cooler plumbed into an aftermarket oil pump plate and having trouble finding the short VDO oil temp sender that was fitted to the sump plate. I am thinking about fitting the temp sender into the oil relief plug, and figure that the valve (and spring) should be removed or preferably the valve held in the closed position. Your thoughts greatly appreciated. Martin

30/12/17 Restoring beetle need to know where to acquire parts if needed Ivan

1/1/18 Hey Just trying to restore my 69 VW, need to first thing get my ignition barrel. Found these two part codes on it when pulled out. On side is 16K047 & then above clip 311905855, this one is cast in it. Can you help. Cheers Mick



4/1/18 I have just relocated to Canberra with my family & am keen to join up. I have two Beetles: a 1968 1500 & a 1970 1500 - with less than 9,000 miles on the clock). I have always been a Beetle lover (since 1963 at least). Keen to share experiences & admiration! John

6/1/18 Hi Team. Firstly, thanks for the website. I find myself spending hours just perusing the vast volumes of great info available. I am on the Sunshine Coast in Qld and while there is not a larger VW scene in my direct vicinity it is certainly growing and we now appears to have several quite active clubs between Brisbane and Bundaberg. I have a question that I was hoping that you may be able to provide some light on. I have recently been fortunate to have a 1971 Beetle Cabriolet come into my possession. I am considering a refurb and have started some research prior to making any decisions on the direction i will take. The question that i was hoping you might help me with are: 1. the chassis number is 1112045554 which aligns with the Compliance Plate details indicating that it is a 1971 build (1/71). However, the compliance plate indicates that it is a Sedan not a Cab. The car appears genuine and not to be a chop top (I have owned a chop-top previously) as it has the rear wind down windows, factory chassis and body bracing and factory retractable folding hood. Would you know if Australian Cabs were labelled as 'Sedan' on their compliance plates or is there something wrong with this whole picture? 2. Is there any way to trace the history of this car? i believe it may have been a Victorian car for many years. 3. Are you aware of any Cabrio Registers in Aus? I haven't been able to locate one on the web. 4. Would anyone have any idea of how many Cabs are registered in Aus? Thanks for reading my email and i hope that you might find some time consider a response. Kind regards Brett

8/1/18 Hi Do you know if there is a SKODA club in the ACT/ NSW? If not, do you welcome SKODA owners to join your club? Thanks Mark

12/1/18 Hi there, My name is Georgia and I am the publishing assistant at Pan Macmillan. We are publishing a book on Australian cars by former Wheels editor and author of Holden: Our Car, Toby Hagon, and we're wondering about acquiring permission to use some images of the VW Beetle and VW Kombi from your website. If you could email me on the above email address and let me know how best to proceed with this request that would be fantastic. Thank you, Georgia

19/1/18 Hello, Can I bring my aircooled Vdub beetle on the Watercooled summer cruise on Sunday? Cheers, Matt

24/1/18 We have a T2 which was imported from Australia in 2007, before we got her, we are trying to piece together her history, we have two vin numbers on her chassis, one dates her production to 6/12/72 exported to Australia 15/12/72 then Vin no 2340310048 which we assume is the Australian number. Her model number is 234031. Any information available would be greatly appreciated. We would be happy to join your club though we live in Derbyshire UK. p.s I think our VW Camper misses the Australian weather. Thank you for any help given. Kind regards Karen.

24/1/18 Dear Sir or Madam, I work for Slovak magazine about historical vehicles called Veterán SK. We would like to prepare article about Volkswagens in Antarctica and I tried to find some photos. I found this link: [www.clubvw.org.au/vwreference/antarctic-vws/](http://www.clubvw.org.au/vwreference/antarctic-vws/) and I would like ask if these photos come from your archive and if we could use them with credit to you. It would by a great help, it means a lot for us and our readers too. I look forward to hearing from you. Yours faithfully, Lenka

28/1/18 Hi, We have a 1962 split window vw kombi virtually complete 9 seater. Could you please give us an estimate of what we might be able to sell it for. Can send photos if you want. Thanks Maree

31/1/18 I have a converted 73 super which I foolishly took to Dahtone Automotives in Harris Park some time ago. They absolutely butchered it - fixed rust with silicone gel, glued the battery under the seat, broke open the hood, bent all the wires. I paid thousands and am left with a lawn ornament - it's basically junk, and I don't really have a lot of money at this point. My neighbour suggested that I contact you for advice on how to have it repaired. Your advice will be appreciated. Thanks Terri

31/1/18 Trying to find email or contact for Simon Barnfield to send him an old kombi photo (I can only find facebook sites but I am not a facebook member) Paul

31/1/18 Hello just wondering if any one in the group would have 67 type 3 parts for sale? Im after fresh air control boxes with cables Matthew

6/2/18 Hello. I have recently moved to Australia. Whilst in the uk I purchased an Australian manufactured 1960 VW beetle off a lady that had owned it for 22 year in Australia and moved to the uk. She had it shipped to the Uk and not long after she arrived I purchased it. I drove it for several years before taking it off the road to do a full restoration. It is now on its way back to Australia and due to arrive in earlier April. once it arrives is there any early history on Australian made VW I can research. Many thank Sam

7/2/18 How would i go about getting the car rego vintage I not club member Martin

9/2/18 I'm trying to contact an old childhood mate, Peter Robilliard. I googled his name and found an article published on your site "What Makes a VW Enthusiast?" in the 1980s. If he's still a member of your club, would you mind passing on my contact details please. Many thanks. Philip

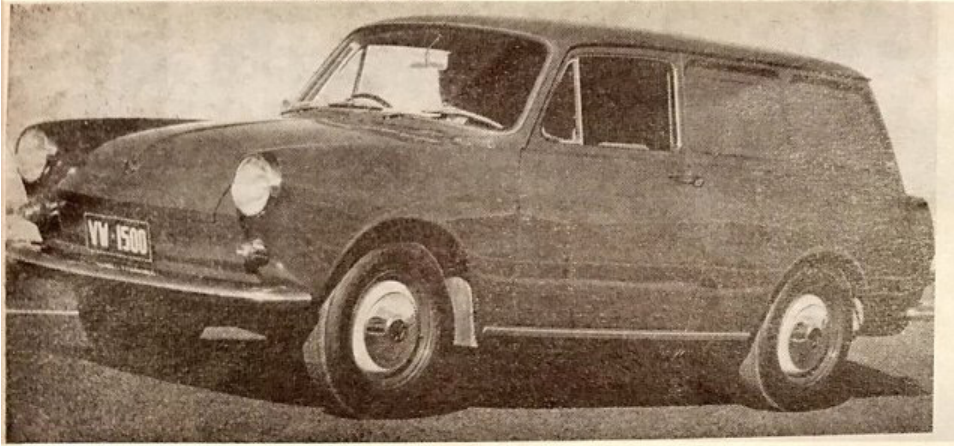
12/2/18 Hi guys, just after a bit of help. I've picked myself up a 62 standard (povo) in torquise. The interior is currently red. Would you know where I can get some info on what, if any other interior colours they actually cam with. Thanks Wayne

16/2/18 I live in the UK, and am trying to source body chrome strips for my Australian VW T2. Please can anybody help. Alick



# Jeff's Facebook finds.

6—Australian Motor Manual—November, 1965



## VW 1500 Panel Van introduced locally

Volkswagen (Australia) have released a panel van version of their 1500 station wagon which offers a high degree of driver comfort for such a vehicle. Standard equipment includes a heater and demister system, fresh air ventilation, windscreen washers, internal and external rear-view mirrors, and individually adjustable front seats. Mechanically the vehicle is virtually identical with the 1500 sedan and station wagon, with the same 54 b.h.p. 1493 c.c. engine.

Maximum length of the load compartment is 62 inches, and there is a roomy locker underneath the load platform behind the two front seats. Maximum width of the load compartment is

44 inches and height 31.9 inches. Volume of the load compartment is 46.27 cu. ft., with an additional 6.5 cu. ft. available in the lockable front boot. With the front passenger seat removed, total capacity is increased to 67.57 cu. ft. Weight of the vehicle with full tank is 2138 lbs., and payload 860 lbs. Price of the vehicle is £995, tax paid.

## '61 VOLKSWAGEN



**£495** £75 Dep.  
59/ Wkly.

Like new! Beryl Green ducos with matching Green and White interior trim. Tyres like new, safety belts and heater fitted. 12,000-mile written guarantee. Great value from Richmond. **18 MORE AVAILABLE FROM 4 CENTRES.**

1:29 [icons] VeeDub 4G LTE [signal] [battery]

### How to prepare your car for winter:

**ORDINARY CAR**

- Drain radiator
- Flush thoroughly
- Check rubber hose
- Refill with anti-freeze
- Check heater hose
- Check heater
- Check for draughts
- Change oil

**VOLKSWAGEN**

- Change oil

**VOLKSWAGEN**

24 [likes] 1 Comment

Like Comment

7 Nov. at 6:20 pm • [share]

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18 [reactions] 6 Comments



Spencer Motors South Melbourne, 1960



In 2020



Spencer Motors South Melbourne, 1960



In 2020



In 2020



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## Laughs in Lockdown.

My girlfriend and I both bought new fully electric cars. We have an on- and off- relationship.

Last week I went to see a psychic - she was really, really fat. She was a four-chin teller.

Actually sorry, I shouldn't make jokes about fat people. They have enough on their plates already.

It was reported that a plane crashed with 200 people on board. Every single person was killed - yet there were 160 survivors. How was this possible? The 160 people were married.

Most adults have 32 teeth, but some people have 6 or less. It's just simple maths.

I read the other day that people eat more bananas than monkeys. I'm not surprised, I can't remember the last time I ate a monkey.

Just imagine having diarrhoea and Alzheimers at the same time. You'd be running, but you don't know where to.

I read that Breville are testing a new kind of redesigned blender. But they are getting mixed results.

With on-line shopping and home delivery so popular nowadays, I heard UPS and Fed-Ex are going to merge. They will be called Fed-Ups.

I think it's very important to embrace your mistakes. Every day I try to hug my wife and children.

The trend-setting hipster drowned last week. He went ice-skating before it was cool.

Is Google a he or a she? I reckon it's a she. It won't let you finish your sentence without suggesting something else.

I always find that the temperature is much hotter when I go watch the Roosters play. It's because there's not many fans.

During these covid times, toilet paper plays a really important roll.

One eye said to the other eye - you know, just between us, something smells. The ears said, yeah, I hear you.

Last week we got burgled. My wife's collection of ornate lanterns, chandeliers, pendants and table lamps got stolen. I couldn't be more de-lighted.

Last week I discovered the three unwritten rules to wealth, success and happiness. Here they are:

- 1.
- 2.
- 3.

A man was found murdered today, killed by being hit over the head with a box of corn flakes. Police are now searching for a cereal killer.

My personal trainer speaks positively and says 'aim for the stars!' I tried that, but their bodyguards get in the way.

An algebra question: what is  $5Q + 5Q$ ? ..... You're welcome!

How do you stay sane and happy during lockdown? They say that whisky isn't the answer. But I'll give it a shot.

I made some Darth Vader biscuits today. Set the oven at 220 deg and cooked for 3 hours. They're a bit on the dark side.

Did you know that there are no canaries in the Canary Islands? And did you know that the same is true for the Virgin Islands? Yep, not a single canary.

Truck for sale. Needs parts. Serious inquiries only.



My uncle has the memory of an elephant. He says he can clearly remember seeing one once at the zoo.

My doctor says I should eat more Hungry Jacks. Well I'm sure that's what he meant when he said I should eat less KFC and Maccas.

I had a council rep knock at my door yesterday. They were taking donations for the new indoor swimming centre. I gave him a bucket of water.

I get really upset and claustrophobic when I'm in a lift. It's OK though, I'm taking steps to avoid them.

Bugger, I'm stuck at home, there's no end, I haven't got control, I can't see any escape. I think it's time I got a new keyboard.

My brother got really frustrated and angry in lockdown, and ended up eating a box of scrabble letters. Now he fears that his next poo will spell disaster.

The past, the present and the future all walk into a bar. Things got tense.

Today I went to a barber's shop for a haircut and shave. The barber asked me to put a small wooden ball in my mouth so he could get a closer shave around my cheeks. I asked, "But what if I swallow the ball?" He replied: "No problem sir, you just bring it back tomorrow like everybody else."





VB40001

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Unless you own a car that handles steep bush tracks like a 4-wheel drive.

Like the new VW1300, for instance. You find it in surprising places because it's a very surprising car.

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So in a sense, VW1300 drivers can all be members of a private club; you can go where others can't.

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