

Zeitschrift



VW Touareg V6 TDI Wolfsburg.

August 2017

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**East Hills Car Show
VW Touareg V6 Wolfsburg
1960 Armstrong 500
VW ute prototype**

**1960 VW Caravanette
The Boatswagen
Were they 40-bhp VWs?
Plus lots more...**



The Legend Never Dies

Club VeeDub Sydney.
www.clubvw.org.au

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



Club VeeDub Sydney Committee 2017-18.

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Motorsport Captain:	Rudi Frank motorsport@clubvw.org.au	0418 442 953

VW Motorsport Committee:

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

General Committee:

Shirley Pleydon	Charlie Attard
Zelco Jurkovic	Leanne Woods
Conie Heliotis	

Canberra Committee.

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

Club VeeDub membership.

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

Monthly meetings.

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

Correspondence.

Club VeeDub Sydney
PO Box 1340
Camden NSW 2570

Our magazine.

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

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

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

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

We thank our VW Nationals sponsors:

30 VW Nationals.

Volkswagen Group Australia	Stan Pobjoy Racing Engineering
Andrew Dodd Automotive	Vintage Vee Dub Supplies
H&M Ferman	Volksbahn Autos Pty Ltd
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25 years and over.

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Camden GTI Performance	Wolfsburg Auto Melbourne

5 years and over.

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Exoticars Service Centre	Quik Strip Bankstown
Just Kampers	Volkscare Melbourne
Motexion	Volkshome Automotive

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



Council of Motor Clubs Presents The Shannons Sydney Classic

Gates open to the Public at 10am

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

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

General Admission \$20

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

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

[\(http://www.sydneymotorsportpark.com.au/boxoffice/\)](http://www.sydneymotorsportpark.com.au/boxoffice/)

Sunday 13th August 2017

**Sydney Motorsport Park,
at Eastern Creek**





THE LIONS CLUB OF NARELLAN

SUNDAY, 20TH AUGUST, 2017

Onslow Park, CAMDEN



All Vehicles Welcome!!!

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

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

Trophies Awarded at 1.30 p.m.

***FOOD *TRADE STALLS *MUSIC *RAFFLE**

All Proceeds to Lions Charitable Causes



For Classic Vehicle Insurance
1800 640 800

NARELLANLIONSCLUB@gmail.com

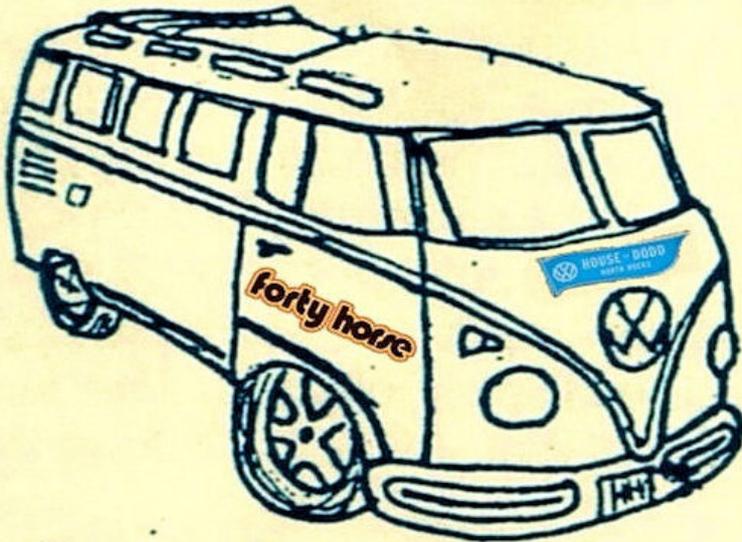
Contact: Danny 0417676815 / Ross 0431094626

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

25TH

ANNIVERSARY

AUSTRALIAN SPLIT
WINDOW
KOMBI
KLUB.



ALL
PRE 68
SPLIT
KOMBI'S
WELCOME

"WINTER EUROPEAN"

TO MT. WILSON.

CRUISE

FOR A BYO PICNIC LUNCH

27TH AUGUST 2017

SUNDAY

MEET:- 8.30am at MCDONALDS

WINDSOR RD MCGRATHS HILL - SPLITTING AT 9.30 AM.

Split Window Kombi's Depart McDonald's at 9.30am.

All Other VW Models Welcome to Depart McDonald's at 10.00am.

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

SPONSORED BY

ANDREW DODD

AUTOMOTIVE

(02)96832184



Simon's Email

kombis2u@gmail.com

PEOPLES CHOICE AWARDED TO BEST SPLIT KOMBI

Appin Public School P&C Committee Presents

APPIN WHEELS FESTIVAL

CALLING ALL MOTOR ENTHUSIASTS

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

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

-Spectator Entry Gold Coin Donation - Kids U15 free

SUNDAY 17TH

SEPTEMBER 2017

10AM TO 2PM

APPIN PUBLIC SCHOOL

97 APPIN ROAD, APPIN



FAMILY FUN DAY WITH ENTERTAINMENT FOR EVERYONE!!!

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

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

Prizes Awarded for Top 20 Voted Vehicles.

Proudly Supported by IGA Appin

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

Enquiries: Call Melissa 0420662396

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



Club VeeDub Canberra Chapter's main event for 2017!

SHANNONS



GERMAN AUTO DISPLAY

*A CELEBRATION OF
GERMAN AUTOMOTIVE ENGINEERING & DESIGN*

SHOW & SHINE, SUNDAY 17 SEPTEMBER 2017

CANBERRA ACT

New Location: Pialligo Estate, 18 Kallaroo Rd, Pialligo

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



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

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



Mercedes-Benz Club (NSW) Inc Proudly hosts:

SYDNEY GERMAN

AUTOFEST 2017

Car Show & Family Picnic Day

BMW Drivers Club
New South Wales



Audi



PORSCHE



SUNDAY 24th
SEPTEMBER 2017

\$15 p/car entry fee

Cars in place at
9:00am for 9:30am

**Gough Whitlam Park -
Bayview Ave, Earlwood**

Sydney German AutoFest Director:
Greg Vains – 0408 531 884

www.mbcnsw.org.au

Von dem Herrn Präsident.

Hi all, well we had our AGM and annual elections for committee places at the July monthly meeting. I would like to thank the outgoing committee and congratulate our new committee members for stepping up and helping to make this club function. It's great to see many familiar faces taking on their roles for another year, and we also have some new faces on the general Committee. Thank you Norm and Martha for running the meeting when I had to do shift work.

There are lots of events coming up. Our main event for August is the CMC's Shannons Sydney Classic at Eastern Creek on Sunday 13th, one of the largest classic car shows in Australia. Norm has arranged with the CMC for our club to have the same prime parking position as last year, on the concrete right behind the pits. You will need a ticket to attend, so see our secretary Norm at the next meeting if you don't already have one.

The following Sunday 20th August is a new event for us, the Lions Club classic car show at Onslow Park, Camden. Our Canberra Chapter is running a cruise to Batemans Bay on the same day. Then the next Sunday is another new event, the Split Window Kombi cruise to Mt Wilson, organised by club member Simon Barnfield. All VWs are welcome, but we especially want pre-'68 Kombis to come along.

In September the annual Canberra German Autofest is on Sunday 17th, held at a new venue this year, the Piallago Estate Winery. Hopefully some Sydney members will make it down for the day. We have also been invited to the Appin Wheels car show on the day, for those not going to Canberra. Then on Sunday 24th is the Sydney German Autofest 2016, car show and family picnic, at Gough Whitlam Park, Bayview Ave Earlwood, organised by the Mercedes Benz club. Hopefully we can get a huge turnout of Volkswagens.

And that's just the next couple of months! Check the club calendar. There are lots of things to do with your VW so come along and enjoy your VW with like-minded people.

See you soon with your VW.

Steve Carter



Kanberra Kapitel report.

Greetings from Canberra,

Thanks to Bruce for stepping in recently and submitting last month's article while I had a three-week holiday. On behalf of all members, I would also like offer Bruce and his family our sincere condolences on the passing of his father recently.

August will see us run the second annual 'Canberra to Coast Fish and Chip Run.' This activity is sponsored by Cookies Cycles and we hope to get many of our members to join in. The invitation has also been sent to the Sydney Club, Shoalhaven club and a few of the VW based Facebook pages.

All VW enthusiasts are most welcome to join in, whether meeting in Canberra for the run down the coast, or meeting us at Batemans Bay for the run through the coast to our final destination. Please see the flyer here.

In September, our biggest event of the year will be held. The Shannons German Auto Display Day (GADD) is held in conjunction with the local Mercedes, BMW, BMW Bikes, Porsche and Audi clubs and sees entrants from all over Australia, with the Mercedes Club using this as their annual Concourse event. BMW are the coordinating club this year and promise to live up to the standard we're used to. As well as the show committee's usual trophies (one per marque, German Ambassadors choice and overall car of show), Club VeeDub will be offering a number of VW only trophies on the day. Our major sponsor for the day is once again Lennocks Motors, who will have a number of new Volkswagens on display.

This year will see the GADD move to a new venue on Sunday, 17 September. The Piallago Estate winery will host the show this year on their beautifully manicured grassed areas on the shores of the Molonglo River, just as it enters Lake Burley Griffin. They have great coffee and numerous food options for everyone's budget. Entrants and spectators are also welcome to bring a picnic if they prefer and enjoy the beautiful grounds of the Estate. The annual Floriade event will also open this weekend and, although we have moved, this will only be approximately 5kms away for those interested in seeing that also.

We would love to see many of our interstate VeeDub brethren come along to the show and assist us in once again having the largest contingent of all the marques. Mercedes came close last year and I know they are keen to take that title from us.

For our chapter members, please remember our monthly meeting on the last Monday of each month at the German Hellenic Club, Narrabundah. It would be great to see you all there and have your say on future events and the running of your club.

Cheers for now,

Willie.



Klub Kalender.

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

August.

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

Thursday 17th:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

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

Sunday 20th:- Canberra to the Coast Fish and Chips Run. Organised by Club Veedub Canberra Chapter. Drive from Canberra to Batemans Bay, with a cruise together finishing at the Rotary Markets at Batehaven for lunch. Contact David Cook on 0400 657908 for more info.

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

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

September.

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

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

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

Sunday 17th:- Appin Wheels Festival at Appin Public School, 97 Appin Rd Appin. Calling all motor enthusiasts! A family fun day with entertainment for everyone; plenty of kids entertainment and activities, food and drink. Bring your classic VW along to display – prizes awarded for Top 20

vehicles. \$10 show car entry, arrive before 9:00am. **Club VW Convoy meets at Uncle Leo's Caltex, Liverpool Crossroads, from 7:30am for an 8:00am departure.**

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.

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

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

October.

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

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

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

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

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

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

November.

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

Sunday 5th:- Charity Car and Bike Show and Swapmeet at the AGA German Club, 636a Northcliffe Drive, Kembla Grange. Organised by the Vintage Sprint Car Association of Australia. All Volkswagens are invited! From 9:30am to 3:30pm. Food and drink, kids rides and music all day. All proceeds to charity. Contact Dick Preun on 0408 566686 for more info.

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

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

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

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

December.

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

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

Thursday 21st:- CLUB VW MONTHLY MEETING at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. **This meeting is also the Club Veedub Christmas party!** Bring a wrapped present, worth about \$5, to receive free drink coupons. Warm nibbles, snacks and drinks provided. 8:00pm start.

Marktplatz.

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

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

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

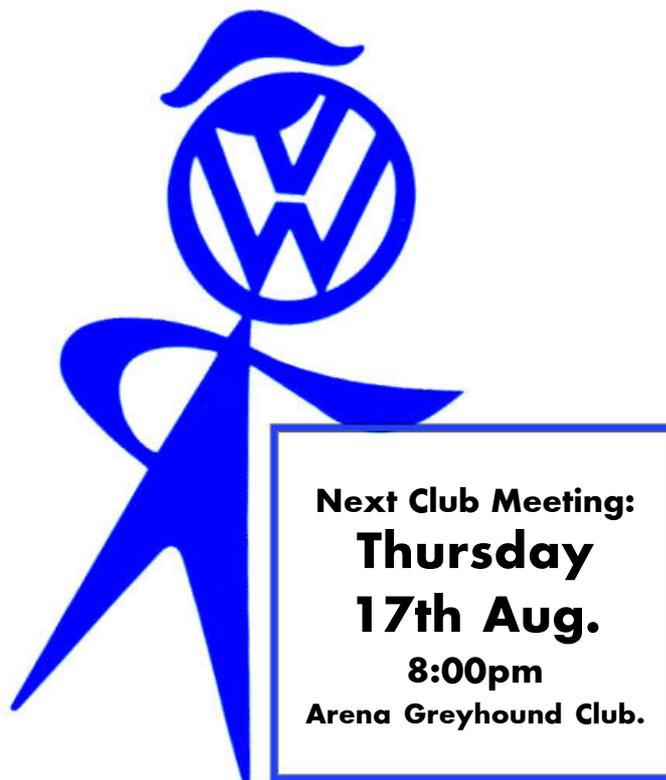
New Ads.

For Sale:- 2014 VW Polo 77 TSI Comfortline, Manual 6-speed, 5 door. 12 months rego – yes... 12 months !! Just serviced. Low km at just 31,500. Excellent condition inside and out. No accidents. Excellent fuel efficiency. Blue Tooth for hands-free calling. Air-con still icy cold. Full trip computer. Cruise Control. Awesome factory-fitted VW stereo / CD player with mp3 / iPod attachment. Fantastic factory-fitted window tints all round. Comes with an optional extra: low tyre pressure warning. Safety features include an ANCAP safety rating of 5. 6 airbags including passenger airbag, side airbags and driver airbag. Car is at Lugarno, Sydney. \$13,500. Contact Martin on 0411 331121 or email Martin.Fox@cba.com.au

For Sale:- Hi, I'm a dealer of used and new parts of VW made in Brazil (Beetle, Kombi). Now and then I have some original parts for sale and new VW parts, accessories made in Brazil. If you want to see the links of the parts please let me know. Thank you and Best Regards Antonius Branco, Presidente Prudente, SPBRAZIL antoniusbranco1@gmail.com

For Sale:- VW Paint Code stickers. As mentioned in the April and May issues, we made reproductions of the original Balm/Dulux paint code stickers. We were waiting the new financial year before commencing production of the VW paint code decals. Here are some additional details:

* We have in the last week now just completed the decals as used by BALM Paints from around 1967 to 1971.



Trades and services directory.

Trades and services directory.

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 566-10089
 a product of **BALM PAINTS LTD.**

VEHICLE CODE 911
SHANTUNG
 Refinish with **DULON** acrylic lacquer
 566-13174
 a product of **BALM PAINTS LTD.**

VEHICLE CODE 911
WATTLE
 Refinish with **DULON** acrylic lacquer
 566-13971
 a product of **BALM PAINTS LTD.**

* The attached photo shows the range with exclusion to Antarctica White - which we will reproduce soon.
 * These are priced at \$8.50 each plus postage (\$3.50 to any location within Australia). Multiple purchases up to 10 decals attracts a single postage cost only.
 We have produced only four (4) for each colour name for this range of 23 colours. A member of Vee Dub Club has already purchased four decals; and as such we now have remaining only two (2) of 'Wattle' and three (3) each of 'Flipper Blue' and 'Moss Green'.
 Also, the early 1960's decals are up for print production in the next two weeks. These are those like the images you shared with me a few months ago. As we produce these I will revert with more details and images. If you are interested in any of these VW colour stickers,

please contact me – Gary Hunt at Toyota Heritage on 0416 645334 or email sales@toyotaheritage.com

2nd month Ads.
Wanted:- I am looking for an oval beetle. Would you happen to know anyone that is selling one, in any condition as long as it is complete. If you have an oval Beetle to sell, please contact Mr Albert Spiteri on 0410 107228 or email albertspiteri57@yahoo.com

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

Trades and services directory.

Trades and services directory.

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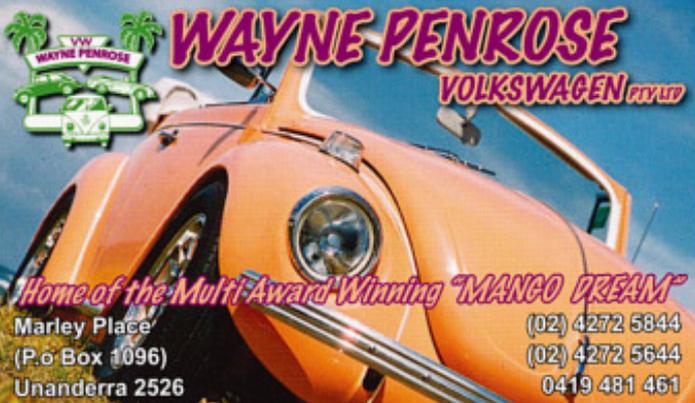
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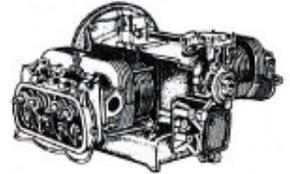
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Golf 7.5 released.

Australian pricing and specifications for the updated 2017 Volkswagen Golf '7.5' range have been released this week, with the popular VW hatchback and wagon line-up now kicking off at \$23,990 before on-road costs.

The Golf continues with a four-grade ladder, while the wagon carries over three. As reported in March, the Golf 7.5 will come as standard with the more powerful 110 kW/250 Nm turbocharged 1.4-litre petrol engine, dropping the detuned 92kW version from the range. For the non-GTI Golfs, this is now the only petrol engine available.

Kicking off the Golf line-up is the entry-level 110TSI, available from \$23,990 (all prices excluding on roads) with a six-speed manual or \$26,490 with the seven-speed DSG dual-clutch shifter – meaning the price of entry is up by just over \$1000, though this is offset somewhat by a more substantial equipment list.

Standard equipment on the price leader includes an 20-cm 'Composition Media' infotainment system with Apple CarPlay and Android Auto – replacing the dated 16-cm unit – a leather multifunction steering wheel, rear-view camera and 16-inch 'Hita' alloy wheels.

There's also LED tail-lights, LED daytime running lights, a multifunction driver's display, driver fatigue monitor, cruise control with speed limiter, autonomous emergency braking (AEB), seven airbags, and a multi-collision brake system.

Next step up in the range is the 110TSI Trendline, starting at \$24,990 with the six-speed manual or \$27,490 with the seven-speed DSG. The Trendline grade is also the entry point for the Golf wagon range, starting at \$28,990, and is exclusively offered with the seven-speed DSG.

Prices for the Trendline grade are up by around \$600, but, like the entry-level variant, there's more equipment over the previous model.

The extra spend adds automatic headlights and wipers, an automatically-dimming rear-view mirror, front and rear parking sensors, 16-inch 'Toronto' alloy wheels, manual lumbar adjustment for the front seats, and a fold-out rear centre armrest with cup holders. Wagon versions get additional features like black roof rails and a luggage partition net.

Third is the DSG-only 110TSI Comfortline, which asks for \$28,990 in hatch form and \$30,490 with a wagon body.

Additional features include dual-zone climate control with 'Air Care' filtering, an upgraded 8.0-inch 'Discover Media' infotainment system with satellite navigation, larger 17-inch 'Dijon' alloy wheels, 'Comfort' front seats, chrome interior and exterior trims, a storage drawer under the front passenger seat, and a 12V outlet in the luggage compartment. The wagon adds chrome roof rails.

Finally, the 110TSI Highline kicks off at \$34,490 for the hatch and \$35,990 for the wagon, and sees the addition of front fog-lights, 'Comfort Sport' front seats, Vienna leather seat upholstery, heated front seats, power adjustment for the driver's seat with memory and electric lumbar

support, and power folding mirrors with memory function. There's also keyless entry and start, 17-inch 'Karlskoga' alloy wheels, extended chrome treatments inside and out, interior ambient lighting, LED reading lights and front footwell lights, carpet floor mats, full-LED headlights, a colour multifunction driver's display, and a panoramic electric sunroof.

The Highline specification also adds the option of the 110TDI 2.0-litre four-cylinder turbo-diesel, which develops (you guessed it) 110 kW of power and 340 Nm of torque, mated to a seven-speed DSG. Pricing for the diesel is \$36,990 for the hatch and \$38,490 for the wagon.

In terms of price increases for Highline models, the Golf 7.5 is a touch over \$1000 more expensive than the pre-facelift range.

There are also several option packs available depending on grade, including the Driver Assistance Package (\$1500), Infotainment Package (\$2300) and the R-Line Package (\$2500),

First is the Driver Assistance pack, which is available on Trendline, Comfortline and Highline models. Additional equipment includes adaptive cruise control, lane assist, blind spot monitoring, rear cross traffic alert, park assist, proactive occupant protection, and driver mode selection with a personalisation setting.

Next up is the Infotainment pack, limited to the Comfortline and Highline grades, and brings the 12.3-inch Active Info digital driver's cluster, a larger 9.2-inch 'Discover Pro' satellite navigation system with gesture and voice



control, along with the Dynaudio Excite 400W premium audio system with 10-channel digital amplifier and subwoofer.

Finally, buyers of the top-spec Highline can specify the sporty R-Line pack, which adds more aggressive R-Line exterior and interior styling, 18-inch 'Sebring' alloy wheels, progressive steering, sports suspension, and privacy glass.

Meanwhile, metallic and pearl-effect exterior paints command a \$500 premium for all models.

The updated 2017 Volkswagen Golf 7.5 is available. See it at your local Volkswagen showroom now.

2017 Volkswagen Golf pricing (excluding on-road costs):

Hatchback:

110TSI – \$23,990/\$26,490 (manual/DSG)

110TSI Trendline – \$24,990/\$27,490 (manual/DSG)

110TSI Comfortline – \$28,990 (DSG only)

110TSI Highline – \$34,490 (DSG only)

110TDI Highline – \$36,990

Wagon (DSG only):

110TSI Trendline – \$28,990

110TSI Comfortline – \$30,490

110TSI Highline – \$35,990

110TDI Highline – \$38,490

Golf GTE for Australia.

The updated Volkswagen Golf GTE plug-in electric hybrid (PHEV) is still high on the company's wish list for Australia, but we shouldn't expect to see it here before 2018 – if it's confirmed for our market at all.

General manager for corporate communications at Volkswagen Australia, Paul Pottinger, confirmed this week the local arm is still working on bringing the sporty plug-in hybrid EV hatch Down Under.

"Volkswagen Australia is very keen on this car and they are working hard on a 2018 introduction," he said.

Already on sale in markets like Europe and the UK, the Golf GTE combines the company's familiar 110 kW/250 Nm 1.4-litre turbocharged four-cylinder petrol engine and a 75 kW/330 Nm electric motor which is fed by a series of lithium-ion batteries stored underneath the boot floor.

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

On pure-electric power, the Golf GTE can drive for up to 50km on a single charge, at speeds of up to 130 km/h. Regenerative braking slowly charges the batteries when on the move. The Golf can also be charged at dedicated electrical charging points – VW is installing 12,000 of these across Germany. However there are very few of these in Australia currently. Claimed fuel consumption is just 1.5 L/100 km on the European combined cycle.

In terms of its performance, 0-100 km/h takes 7.6 seconds – largely due to the extra heft of the battery packs which make the hybrid 270kg heavier than the GTI.

Unique features other than the plug-in hybrid system include special C-shaped LED daytime-running



lights on the lower front bumper, blue highlights and badging, along with blue tartan cloth seats – as opposed to the traditional red ones from its GTI sibling.

Stay tuned for more Golf GTE updates in the coming months.

Arteon with Emergency Assist.

The Volkswagen Arteon will go on sale in Europe this month, and, as such, will be fitted with as much as safety technology as possible. It will be Volkswagen's flagship model since production of the Phaeton ended last year – although the China market has the even larger VW Phideon (which will not be for export).

The Arteon will actually be a replacement for the Passat CC and will be based on VW's high-tech MQB transverse-engine platform. It was first shown at the Geneva motor show in March this year, and has similar low saloon / fastback sedan styling made famous by the Passat CC and Mercedes CLS.

Volkswagen has also begun talking up the Arteon's safety and technology features, including Emergency Assist 2.0, which is able to take over control of the vehicle temporarily if it believes the driver has become incapacitated.

When equipped with Emergency Assist 2.0, the car constantly monitors the driver's steering, throttle and brake inputs, and if the driver has been inactive for too long, the system will try to alert the driver via audio and visual cues, as well as brake jolts.



Should the driver remain unresponsive, the car will try to bring itself to an emergency stop, firstly by using the hazard lights and “gentle steering manoeuvres” to alert other road users about the dangerous situation.

Using adaptive cruise control, park assistance, lane keeping assistance, and side assist, the Arteon will then move itself into the nearside lane and then come to a standstill.

An earlier version of the Volkswagen Group’s Emergency Assist system was only able to stop the car within its own lane.

The new Arteon is due to go on sale in Europe this month, and is scheduled to arrive in Australian showrooms from October this year. Stay tuned for more info on the Arteon closer to local release.

Lots of VW SUVs coming.

After a slow start compared with the Japanese and Korean brands, Volkswagen plans to rapidly and substantially grow its stable of crossover SUV-style vehicles in the coming three years.

During VW’s 2017 annual media session, Herbert Diess, head of the Volkswagen (passenger car) brand said, “By 2020, we will expand our worldwide SUV model portfolio from two to 19.”



This year, VW plans to launch 10 new models. Vehicles already unveiled include the Atlas seven-seat SUV for the North America; the Arteon five-door ‘coupe’; the long-wheelbase Tiguan Allspace, and the revised Up for Latin America.

Due this month is the next-generation Polo, which has already been spied without any camouflage. Coming in September is the new Polo-based T-Roc SUV, and the plug-in

hybrid version of the China-only Phideon range-topping sedan.

At the tail-end of the year, Volkswagen will release the third-generation Touareg, a new Jetta (finally), and the South America-only Virtus small sedan.

To arrive at its magic number of 19 new SUVs, the company may be counting the Atlas and its Teramont Chinese sibling as two separate models, with the Tiguan and the long-wheelbase Tiguan Allspace likely also accounted for in a similar manner.

It’s possible a few of these new SUVs will be region-specific, most likely cars designed specifically for the Latin American and Chinese markets.

Diess also reiterated Volkswagen’s commitment to moving away from diesel vehicles to EVs in the aftermath of the Diesel emission scandal, with production electric vehicles due from 2020 based on the group’s new flexible EV architecture.

So far, VW has previewed MEB component set via a series of concepts, including the ID, ID Cross, ID Buzz, and ID Crozz.

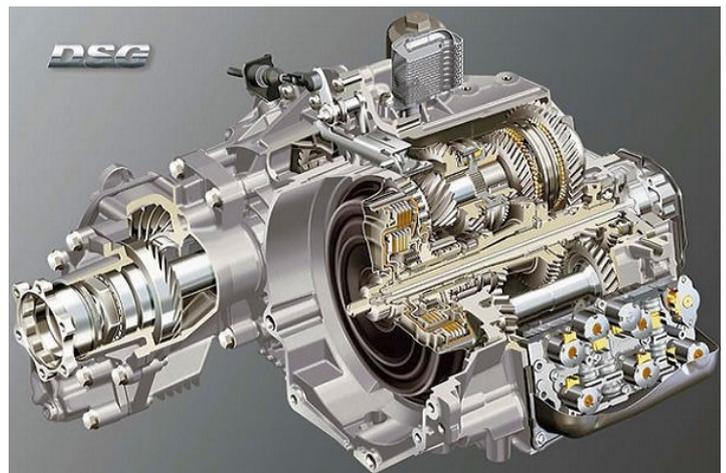
Volkswagen’s stated aim is to sell million electric vehicles per year by 2025. The CEO of the Volkswagen marque noted, “The brand’s success hinges on its strategic reorientation.”

No 10-speed DSGs.

Volkswagen has cancelled development of a 10-speed dual-clutch transmission.

Friedrich Eichler, head of powertrain development for the Volkswagen Group, confirmed the project’s demise with Automotive News on the sidelines of last month’s International Vienna Motor Symposium.

Eichler told the industry publication, “Two months ago, I had the prototype crushed”.



He noted the project was given the go-ahead during Volkswagen’s “bigger is better” engineering era. Eichler did leave open the option of the project being revived at some later date, stating, “Of course, I saved all the data”.

The 10-speed DSG unit was first announced at the 2014 Vienna Motor Symposium. Originally slated to handle torque outputs up to 550 Nm, the 10-speed transmission was designed to work with both longitudinal and transverse engines.

As with other transmissions boasting a high gear count, such as those from Lexus, Ford and GM, Volkswagen had hoped the 10-speed DSG would improve both fuel economy and performance.

Reports elsewhere suggest the project was cancelled due to problems related to the transmission's complexity and cost.

VW to sell Ducati?

The Volkswagen Group has reportedly taken the first steps to selling their motorcycle maker Ducati.

Sources have told Reuters that the Volkswagen Group has engaged Evercore, a banking advisory firm, to sound out possible buyers for Ducati.



In 2016 Ducati recorded sales of 593 million Euros (\$852 million), a turnover of around 100 million Euros (\$144 million) and a profit of roughly 50 million Euros (\$72 million). Buyers are likely to pay between 1.0 and 1.5 billion Euros (\$1.4 and \$2.2 billion) for the motorcycle brand.

Audi, Volkswagen's mainstream luxury arm, purchased Ducati for 860 million Euros (\$1.2 billion) in 2012.

If a suitable buyer can't be found or a suitable purchase price agreed upon, Volkswagen is apparently willing to list the motorcycle manufacturer on the stock market.

Funds raised by offloading of Ducati would be used to offset some of the costs related to VW's diesel emissions cheating scandal, which could cost the company over \$26 billion in fines, compensation, payouts, environmental remediation and fixes.

This money, as well as across-the-board cost cutting efforts, will also help the Volkswagen Group in its pivot towards electric vehicles.

This isn't the first time that Volkswagen has reportedly considered selling assets to deal with the aftermath of the diesel emissions saga. Back in mid-2016, Bloomberg report said the German automaker was considering Ducati motorcycle and MAN truck divisions.

A few months later, Volkswagen went on the record in the German press to state it was "not thinking of selling parts of our brands."

VW I.D. Crozz.

The latest VW all-electric prototype, the Volkswagen I.D. Crozz concept, has been revealed and detailed at the 2017 Shanghai motor show.

The I.D. Crozz is the third vehicle from the I.D. line of concept cars (the German word for 'idea' is 'idee.'). Each of these are based on the Volkswagen Group's new MEB flexible electric car architecture, which underpin a new range of production EVs from 2020.

While the 2016 I.D. concept was a hatch (see December 2016 issue), and the 2017 I.D. Buzz imagined an electric successor to the Kombi (March 2017), the new I.D. Crozz wears a 'coupe SUV' body.

Featuring an electric all-wheel drive drivetrain, the I.D. Crozz has a total of 225 kW of power at its disposal.

According to Volkswagen, the I.D. Crozz has a driving range of up to 500 km, and is capable of a top speed of around 180 km/h.

When using a 150 kW DC fast charging system, the battery pack can topped up to 80 per cent within 30 minutes.

As with the other I.D. concepts, the I.D. Crozz is said to be equipped with a self-driving system with a full autopilot mode. There's also an augmented reality information display that aims to put the most relevant information in the driver's direct line-of-sight.

Gesture control is present in the cabin, and can be used to activate the panoramic sunroof's light shade. The I.D. Crozz also features a CleanAir module that keeps interior air quality high.

It's not clear if the ID Crozz will morph into a production vehicle, but Volkswagen wants to give electric cars to the masses at prices not much more

than its combustion engine models, with China to spearhead the push.

Christian Senger, head of Volkswagen's electric car project, and a former key player in BMW's development of the battery-powered i3, told reporters in Shanghai this week that VW had made "huge progress" in the electrification of its cars by reducing production costs of its all-electric vehicles.

"Offering our electric cars for prices similar to combustion engine vehicles is a game changer", he said. "We're using the need to step from traditional combustion



engine cars to reinvent the Volkswagen brand.”

China is Volkswagen’s largest market, and is poised to become a major consumer of EVs, as the country looks for ways to combat ever increasing smog in its manufacture-laden cities. The Chinese government has already put in place strict targets to fight smog, as well as reducing the number of electric-vehicle manufacturing permits to just 10 (down from 200 currently).

While Tesla is relying on its upcoming Model 3 to become a best seller, the company is yet to make an annual profit from its electric car business, though its EV are larger than both the Ford Motor Co (Focus Electric) and General Motors (Chevrolet Bolt).

The worldwide demand for electric vehicles, though, is still incredibly small. This year’s production forecast is said to hit 950,000 vehicles – up 26 per cent – or just less than the total number of new cars sold in Australia each year.

Even Volkswagen, with all its plans in place, is modest about its own EV forecast over the next decade. Currently, it only sells small numbers of all-electric versions of its Golf hatch and UP! city car.

But with Senger’s announcement to roll out four affordable electric vehicles under the company’s ID sub-brand in the coming years, Volkswagen has set a target to sell one million electric vehicles by 2025.

Volkswagen Australia PR boss Paul Pottinger has said they are taking a good, hard look at the upcoming Golf GTE – a Plug-in Hybrid Electric Vehicle (PHEV), slated for later this year. However Australia does not have the widespread EV charging infrastructure of California or parts of Europe. Local EV sales are insignificant.

Self-driving cars need 5G network.

Self-driving (‘Autonomous’) cars are going to need to send and receive absolute mountains of data, and the current 4G wireless networks simply won’t cut it.

That’s where the next-generation 5G comes into play, promising insanely-fast data transfer rates of up to 45 gigabits-per-second and one-millisecond latency.

Self-driving cars will need super-fast transfer speeds, to enable them to communicate with a wide range of systems such as navigation services, traffic signals as part of connecting to smart city infrastructure, car-to-car communication and even to close-proximity mobile phone users – all in the interest of pilotless vehicle safety.

This kind of multi-functional processing means cars will be generating terabytes of data at any one time, which will need to be updated to a cloud computing infrastructure.

Using 5G wireless networks will enable driverless cars to avoid hitting pedestrians, for example, by a direct connection between the car and the pedestrian’s handheld device as they approach an intersection.

Every autonomous car would be in continual digital connection with every other autonomous car, with the position, speed and direction of every unit constantly updating with each other. Additionally, a mega-fast 5G system could enable navigation units to feed off numerous online and satellite sources to compute more efficient and



weather-friendly traffic routes.

Your existing GPS navigation system uses around 50 kb of data per second. By comparison, the potential data requirements of self-driving cars in future might include radar (100 kb per second); sonar (100 kb per second); cameras (50 Mb (50,000 kb) per second); and lidar (70 Mb per second). Data requirements for every car could be 4000 Gb (4,000,000 Mb) or more, per day, every day.

But we won’t have to wait long. While 5G standards are currently being worked out, expect to see everything up and running by 2020, when Volkswagen has promised to bring its first semi-autonomous electric car to market.

Better still, huge communications organisations like AT&T, Ericsson and IBM are due to start testing 5G networks later this year, with deployment set for... you guessed it, 2020.

And it’s not just the traditional car companies that are in the autonomous vehicle game, it’s also tech companies like IBM, Google, Uber and Nvidia, all of which have already tested driverless cars on the streets in the United States.

Electric car company Tesla says it will have fully-autonomous vehicles ready by 2018; Toyota, General Motors and Volkswagen by 2020, while Ford and BMW claim they will have autonomous cars on the road by 2021.

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Cars Under The Stars.

On Saturday night 8th July I went to the Cars Under The Stars car show. This is a monthly gathering for pre-1988 cars at the Havana Cafe at Greenway Plaza, Wetherill Park, which raises money for charity.



Trophies were awarded to the best vehicles by the sponsors on the night, and food vans and market stalls were also set up for the starlit festival to classic motoring.

It cost \$10 for Show 'n' Shine entry.

I saw another Beetle, as well as a Type 3 wagon and a nice early Golf.

Jeff Swords

Fiddler Show n Shine.

I recently went to the Show n Shine car show, held at the Mean Fiddler Hotel at Rouse Hill. It was on the following



Sunday 9th July.

Wayne came to my place about 7am and we got there about 7:40am. All makes, models and years of classic cars were welcome.

There were multiple people's choice trophies, with all proceeds assisting the Thorndale Foundation for people with disabilities.

There were a number of other VWs there. It was an enjoyable day.

Jeff Swords

East Hills Car Show.

On Sunday 23 July our club went to the East Hills Charity Car Show.

With the details in the club calendar, we met up first at McDonalds at Moorbank, on Newbridge Rd, a bit before 8am. We had six VWs turn up – three Kombis, two Beetles and a Type 3.

After breakfast and coffees we headed towards Bankstown aerodrome and turned right onto Henry Lawson



There were trade stands and food sellers, and a band was playing rock n roll music.

Matt won Best Paint and Panel with his lovely '54 Kombi. Club VW Sydney won Best Car Club Display. It was a very successful show.

Jeff Swords

Drive towards East Hills. We turned off and entered the field just beside Panania Diggers.

We had to park well spaced apart due to council regulations, so there was room for a couple of late-coming VWs.

It was a good turnout of classic American and Australian muscle cars. We liked the cool Starsky and Hutch Ford Gran Torino.

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The large tent is secured to the camper roof, to form a sunshade or weatherproof room with all sides dropped.

The Volkswagen Caravanette.

The Sydney Morning Herald, Monday 2 May 1960

Road Tested by Sturt Griffith, B.E.

The advent of the motor caravan opens up a new and most delightful means of combining touring with camping. As its name implies, it is a self-contained motor vehicle equipped as a caravan.

It has the great advantage over towed caravans of compactness and good handling. If based on the right vehicle, it is almost as pleasant and easy to drive as a car.

It places the emphasis on comfortable and economical touring, whilst the towed caravan provides only for camping, and is an impediment on tour.

Again, if properly designed, the basic vehicle can be used for personnel transport, or commercially, when not in use as a camper. If first cost is a consideration, the vehicle may well be acquired by a group of friends as a syndicate.

To illustrate the rapid rise in popularity which this new type of vehicle is achieving abroad, it is only necessary to mention that when I arrived in England last May (1959), there were two firms offering motor campers for sale. Less than a year later, there were 18 different companies in England energetically building these campers on one or more of eight different motor vehicles, giving a choice of some 43 motor caravans.

Characteristics

The vehicles have not in the main yet reached Australia, except for the VW 'Caravanette', built by the Australian Volkswagen company on its well-known Kombi transporter. I have just subjected this motor camper to a 1,500 mile (2,400 km) test, including a tour of the Snowy Mountains project. No more severe conditions could be met in Australia.

As a result of this test, I am filled with admiration for the touring performance of the VW camper. It would be difficult indeed to find a more suitable vehicle on which to base a camper than the Kombi, which gives an extraordinarily comfortable ride over even the stoniest road that the Snowy Mountains could offer. It has an enormous clearance (enough to ride over small logs), and which on the whole mountainous tour gave better than 30 miles to the gallon of fuel.

The VW engine is not, of course, sufficiently powerful to have much climbing ability in top. In the mountains one is frequently in third gear, and sometimes in second on the more difficult or rougher climbs. But this engine can be driven at full

throttle in any gear for any period, and the gearshift is as good as the industry offers today.

In more level country, the Kombi is particularly pleasant to drive. It will cruise at a genuine 55 mph (88.5 km/h), is quiet and handles very softly.

One advantage which this modern type of transporter has over the motor car for touring is the driving position, high above the ground and with only the wide screen ahead of the front occupants. The scenic view so afforded cannot be equalled by any automobile. In traffic, the driver can look over the top of most cars, and has a feeling of great command.

As A Tourer

The VW Caravanette is designed as a family camper, to sleep two adults in the cabin double bed, a child on the front seat, and possibly several others under the large tent extension provided.

Probably opinions would vary on the equipment of a camper just as widely as they would on the furnishing of a home. I shall therefore limit my comment to observing that drawers should replace top-opening lockers under the seats; that the cupboard catches should be more robust and less vicious on one's clothing, and that dust sealing could be improved on some cupboards.

The camper is nicely equipped to provide seating for four in the main cabin, on two seats 44 inches (112 cm) wide. These seats companionably face one another, and as there is a continuous row of windows down each side of the cabin, it is difficult to imagine a more comfortable or agreeable way to travel. The occupants can stand up and move around the cabin a little, or serve refreshments en route.

The front seat is 56 inches (142 cm) wide, and the front cabin is entirely glass-sided. There is ample space for another three adults in this compartment, and the view is, of course, quite delightful.

For touring in the Australian summer, ventilation is most important. This is well provided by an elaborate and effective overhead system, which takes in fresh air at roof level at the front of the vehicle and delivers it to the front compartment or cabin as desired.

In addition, there are vent panels in the front windows,

which swivel sufficiently to cause a strong inward draught, and opening windows in the rear of the main cabin. A strong flow of ventilation right through the vehicle can therefore be had at will.

A heating and demisting system is also provided, and a copious flow of warm air can be directed into the front compartment. This is not available, except by convection flow, into the main rear compartment.

The long wheelbase and soft suspension of the VW Kombi ensure a high degree of comfort for the occupants on tour, more or less regardless of the road surface. The driver need give no thought to avoiding the usual pot-holes on our country roads.

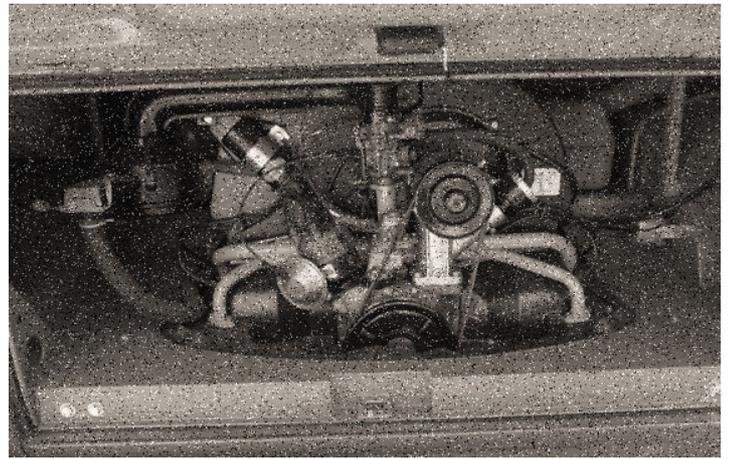
As A Camper

To serve a meal inside, the table is erected and four can sit at it comfortably, with a fifth sitting on a stool at the table end.

At night the seat cushions fold down to make a perfectly flat double bed measuring 6ft by 3ft 8in (183 x 112 cm). Ample bedclothes for this bed and other stretchers and clothing can be carried in large lockers under the seats, one of which is also used to accommodate the large fresh water tank.

The front seat (4ft 8in (142 cm)) can be used, with suitable precautions, as a bunk for a youngster who does not mind a rather firm couch.

To provide a general purpose room, a first quality tent is provided with the camper. This is slid onto a rail along the roof, and extends well out from the side of the vehicle,



providing a large space about the wide side-opening doors of the camper.

The sides of the tent can be furled up to provide a large sunshade, or let down to give shelter from wind or rain. The tent can be enclosed in bad weather.

It is large enough to accommodate several stretchers, or can be used as a dining room or dressing room, as the occasion demands.

Locker space is generous and includes a full-length hanging cupboard for topcoats or suits, a commodious half-length hanging cupboard, and two food storage lockers.

Equipment includes a two-burner gas stove with storage cylinder, a sizeable stainless steel wash basin or sink with pump from the water tank, a large cupboard for pans and the like, and a fair-sized ice refrigerator.

The cabin is well lit by a powerful central electric lamp, in addition to the ceiling lamp above the driving cabin.

A feature which makes this vehicle ideal for a camper is the great doors giving access to the body. The side opening doors are a boon, as they fold back against the body to give an opening 4ft by 4ft (122 x 122 cm) into the centre of the cabin.

At the rear there is a door some 3ft (92 cm) wide, which swings upwardly to give access to the rear cupboards. There is also a waist-level table-top at the rear of the cabin, measuring approximately 3ft by 2ft 10in (92 x 86 cm) which is convenient when performing one's toilet (electric shavers unfortunately unusable), food preparation or other purposes.

The whole vehicle is, of course, lined throughout against noise and for appearance. Curtains are provided for all windows to ensure night privacy. The general appearance of the interior is neat, well-finished and pleasing.

Handling Qualities

The driver's position is of the upright (kitchen chair) type, which is quite untiring and gives good control. One soon becomes accustomed to the nearly horizontal position of the steering wheel, which is very light and delightfully quick in action.

The turning circle is 39 feet (11.9 m), and on account of the shape of the vehicle, care must be exercised when reversing. The large side area of the Kombi, in comparison with a car, makes the steering rather subject to strong gusts of a side wind. There is no reaction felt in the steering over the roughest of roads.

Improvements would be the inclining of the long floor gear lever a little more towards the driver, and softer springs in all seat cushions.

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The gearshift has synchromesh on the four speeds, and gives exceptionally quick and easy changes. Even novices cannot clash this gearshift.

The only instrument is the speedometer before the driver. Rather small warning lights, obscured by the wheel hub, are provided for generator, oil pressure and high beam.

The semaphore turn indicators are not self-cancelling. The screen wipers are rather slow in action, and are not self-parking.

The hot and cold air controls are within easy reach of the driver, as are the fuel reserve and choke buttons.

The Kombi corners like a good car, and bores into the corners with great willingness. The rear wheels will drift away when cornering fast on loose or greasy surfaces, but correction is particularly easy.

The net result of light steering, good cornering and excellent riding is that the Kombi is a pleasant vehicle for touring, quite unlike my expectations of a van.

The best cruising speed is around 45-50 mph (72-80 km/h), at which the driver is relaxed and has a chance to see the country. At the maximum speed of 56 mph (90 km/h), which may be held indefinitely, the camper will tend to weave a little on an uneven road, so requiring the driver's attention to his steering.

The brakes, though a trifle heavier than in a car, are most effective and can be used by the lightest driver.

Engineering

The Kombi is a cleverly designed vehicle, being based on a multi-member chassis frame with the engine at rear. It has all-independent suspension of torsion bar type coupled with trailing arms carrying the wheels. The result is a soft and supple suspension, free from bottoming.

The well-known VW air-cooled engine is used, and its operation is not obtrusive in the vehicle. The flat four motor has a bore and stroke of 77 x 64 mm, and on a low compression of 6.6 to 1, operates satisfactorily on second grade fuel.

The gearbox is of the all indirect type, the overall ratios being: top, 5.1; third gear 7.6, and second gear 11.8 to 1. The drive from the gearbox is through a spiral bevel diff to reduction gears on the rear wheels.

An oil bath air cleaner protects the engine. Greasing and lubrication service is every 1,500 miles (2,500 km).

There have been some significant changes recently in the VW Kombi. The transmission has been completely modified, some changes being larger double-row ball bearings for the pinion end of the drive shaft, and caged needle roller bearings for the drive shaft, and all transmission gears. Other bearings have been enlarged.

Improvements have been made in engine torque (now 58 lbs-ft (79 Nm)), engine valves and head finning, whilst the crankshaft and its bearings are more robust. The connecting rods and pistons are of new design.



Design changes allow much easier work on the axle shafts, clutch, drive shafts, and some other units.

Summary

The VW motor camper is a most interesting and pleasant vehicle for the tourist. It caters for the people who like to see a good deal of the country, free from accommodation worries.

This self-contained vehicle has very real advantages over the towed caravan, for it is pleasant to drive, and can be manoeuvred, turned and parked in the same space as a car.

The Kombi transporter forms a good basis for the camper, because it offers first class riding over any surface, an exceptionally high clearance, and is an easy and relaxing vehicle for touring.

In hilly country much use must be made of the gearbox, but in flatter districts the camper cruises easily around 50 mph (80 km/h).

Fuel economy is better than 30 miles per gallon (9.4 L/100 km), and vehicle servicing by authorised stations is at a fixed price.

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

Sturt Griffith B.E.

About This Vehicle

PRICE: Fully equipped, £1,625 (incl. tax)

SIZE: Family camper size, with bunks for two adults and a child and including a large tent extension. Touring seating for seven adults. Overall length, 14ft (4.3 m); wheelbase 7ft 10½in (2.4 m); track, 54 in (1370 mm); tyres, 6.4 x 15 in; fuel tank, 8.8 gallons (40 litres).

WEIGHTS: Unladen kerb weight, tank full, 23cwt (1,170 kg). Laden weight as tested, 28cwt (1,425 kg). Maximum permissible load, surplus to equipment, 13cwt (660 kg).

MECHANICAL: Rear air-cooled engine of 1,192cc, developing 36 brake horsepower (22.4 kW). Four speed all-synchro gearbox. All independent torsion bar suspension.

TOURING FUEL CONSUMPTION: At fast cruising speeds, between 30 and 35 miles per gallon (8.0 to 9.4 L/100 km), depending on terrain.

MAXIMUM SPEEDS: Top, 56 mph (90 km/h); third gear, 50 mph (80 km/h); second gear, 32 mph (52 km/h).

The Boatswagen.

21 DAILY MIRROR, FRIDAY, JANUARY 29, 1960 21

A DAILY MIRROR FRIDAY FEATURE!

Quality Cars AT HOME ON WATER New fuel boon AND LAND

Two stroke motors have increased amazingly in Australia recently, most popular in the untiring little Goggomobils.

As a result, one of our biggest petrol companies, BP Australia Ltd., has marketed a special fuel to cater for these vehicles.

The fuel, Zoom, also is suitable for most motor mowers, scooters, motor cycles and out-board motor boats.

Previously owners of these machines have had to mix their own fuel, using about one third of a pint of oil with each gallon of petrol.

This has led to complications, especially

when it is not known how full the petrol tanks, to judge the proportion of oil needed.

Opinions of owners on the amount and grade of oil has varied, so that many have not gained the best performances from their machines.

Zoom is ready mixed in gallon and 12-gallon tins and sells at 4/6 per gallon.

Test

The Daily Mirror Motoring Editor conducted a practical test on Zoom in a Goggomobill Dart sports car.

Petrol consumption was better at 57.5 miles per gallon, top speed slightly higher at 66 mph, and there was no pinging as previously when using the owner's own mix of fuel.

Sydney has an amphibious Volkswagen, but it is for only and not for sale exhibition purposes to the public.

American motoring editors several years ago found the V.W. floated, but its buoyancy was not realised here till recently, when a West Australian dealer adapted one.

Now NSW V.W. distributors, Lanock Motors, have successfully used their Volks boat on Sydney Harbor and Botany Bay.

The V.W. chosen for the test had 12,000 miles on the clock.

These vehicles are known for their keeping out of dust and water, but precautions still had to be taken to test stability in water.

Drain holes for water were sealed with plugs, while a number of engine modifications were necessary.

They included:

- A propeller was fitted behind the rear bumper bar and joined to the generator drive wheel.
 - Snorkel tubes were placed over the twin exhausts.
 - Sealed**
 - The distributor was raised, sealed and fitted with a breather tube.
 - Oil bath cleaner and oil filter cap were raised.
 - Spark plugs were sealed.
- After this the "Boatswagen" took the water, splashing onlookers as it made its initial plunge.
- Lanock Motors do not recommend that private owners should convert their V.W.s for use in the water.
- They say no car is built for continuous operation of this sort.



Rear view of the amphibious Volkswagen, with its twin snorkel tubes and propeller.

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1960 Armstrong 500.

Last month we presented several period articles on the best remembered (for VW enthusiasts, at least), Bathurst 500 races, the Armstrong 500 of 1963. That was the year that Barry Ferguson's VW beat the Mini 850 to win its class, and another VW driven by George Reynolds was third in class.

Now while it's also remembered for being the first Armstrong 500 to be held at Bathurst, it wasn't the first Armstrong 500 of all. In 1960, the first Armstrong 500 was held at the Phillip Island circuit in Victoria. Here is the story of that first race in 1960, by the news reports of the time. The coverage was much greater in the Melbourne papers; it only got a few paragraphs in the Sydney press.

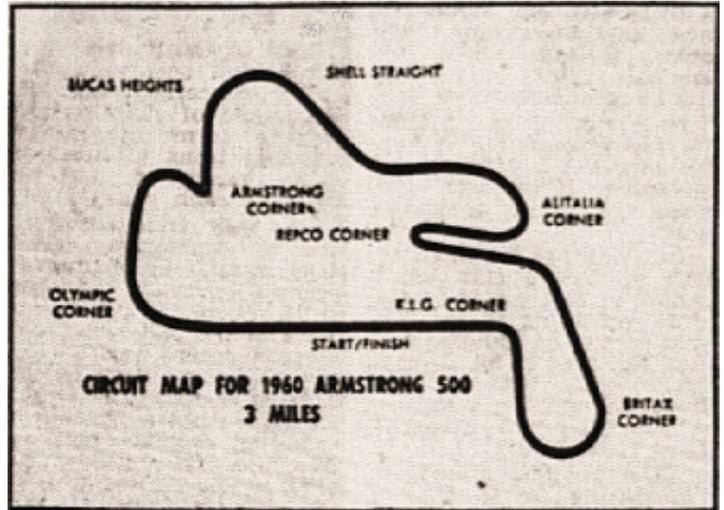
Armstrong 500 is unique race.

The Melbourne Age, Saturday 12 November 1960

The biggest and richest motor race in Australia's history is to be conducted at the tricky Phillip Island circuit in Victoria, next Sunday November 20. It will represent something unique in the history of Australian motoring.

Called the Armstrong 500, the race is expected to carry £6,000 in prize money, and is open only to stock standard saloon cars either manufactured or assembled in Australia. It will be the first time the ordinary, everyday motorist has had the opportunity of seeing the cars they drive put through their paces under racing conditions.

The 500 mile race will be organised by the Light Car Club of Australia and is being sponsored by Armstrong York



Engineering Pty. Ltd., Australia's largest manufacturers of hydraulic shock absorbers. Jim Thompson, managing director of Armstrong York Engineering, was encouraged by his promotions manager Ron Thonemann to increase its business with major carmakers (particularly Ford and Holden) by sponsoring the race.

A total of 45 cars will make up the field for the event, which will get off to a start at 7 a.m. Running time for the race is expected to be about 9 hours.

The cars will be divided into five classes: Up to 750 cc; 751-1300 cc; 1301-2000 cc; 2001-3500 cc; and over 3500 cc.

Drivers will use the Le Mans type start; a short sprint to the car from across the track when the flag drops, and off down the straight. The classes will start one at a time with 10 second intervals.

Support

The organisers expect the biggest crowd ever to visit the track. The motoring industry has shown that it backs this assessment of the likely public interest, by pouring thousands of pounds into the preparation and entry of trade teams.

Some firms are reported to have spent sums running into five figures.

They realise that on the result of this event rests a golden sales opportunity, and they have left nothing undone in their efforts to capture it. At least one third of the £6,000 prize money has come from the motor trade.

Testing Circuit

Only saloon cars in absolutely standard condition will be allowed to take part in the race.

The use of twin carburettors, high compressions and so on will be barred.

The cars will compete in the same condition as those used by the average motorist. Because of this, the race should prove a valuable testing ground for the car companies taking part, perhaps leading to the development of component parts.

It should also be an excellent guide to the general public in the selection of their next new car as the race will provide an accurate measuring stick of reliability, economy and performance.

There will be 14 teams in the Armstrong 500, and a total of 45 cars in all. Manufacturers have sponsored nine entries - Morris, Austin, Hillman, Renault, Simca, Peugeot, NSU, Singer and Humber.

Entries in each class are:- Class A: Fiat 600, Lloyd Alexander, NSU Prinz, Renault 750. **Class B:** Ford Anglia, Renault Dauphine, Simca Aronde, Triumph Herald, **Volkswagen**. Class C: Austin Lancer, Hillman Minx, Morris Major, Peugeot 403, Singer Gazelle. Class D: Ford Falcon, Humber Super Snipe, Mercedes-Benz 220SE, Standard Vanguard, Vauxhall Cresta. Class E: Ford Customline. Varied Conditions



The twisting Phillip Island circuit will take the cars over 3 miles each lap, including fast and smooth comers, hairpin bends, steep gradients and two fast straights.

The surface of the track will be similar to that encountered on normal roads so the conditions in the race will be close to those of everyday motoring. The track is cold-mix bitumen, as the wooden road bridge from the mainland is not capable of carrying heavy hot mix machinery to the circuit.

One of the major problems encountered by the bigger cars is tyre wear. Some have been 'scrubbing out' a set in every 40 miles.

Cars competing in the Armstrong 500 will be driven in turn by two drivers who will drive for a maximum of 2½ hours at any one spell at the wheel. All cars must compete at least 100 miles before their first stop for fuel but after this drivers may pull in at the pits at any time.

The quickness of the tyre changes, and the strategy of pit refuelling after the first 100 miles, could greatly influence the result.

A direct television coverage of the race will be made for a Victoria-wide audience, and a film of the event will later be shown in other states.

The race will have no outright winner as such. The winners of each of the five classes will score the prize money at about £930 per class. There is also a £225 teams prize. Each class winner will also receive a solid gold medallion, valued at £35.

Leading Drivers

As the overseas racing season has come to a close, it is hoped that several of the top European drivers, as well as our own Jack Brabham, will be competing.

The man most favoured to win is Peter Manton, driving a Morris Major. His practice lap times so far have been seconds faster than his nearest rival. Final practice runs will be held next Saturday between 1:30 - 4 pm. The race starts at 7 am next Sunday and should finish between 3:30 and 4 pm.

Special buses will leave Whights Tourist Bureau in Flinders Street, next Sunday at 8 am and 8:45 am.

In all, the Armstrong 500 should provide spectacular motor racing for those able to see it, supply the companies with useful technical information, and give the general public an accurate tabulation of how their own car performs under the extreme conditions of the racing circuit.

Cresta wins 500-mile road event.

The Sydney Morning Herald, Monday 21 November 1960

Melbourne, Sunday. - A Vauxhall Cresta won the Armstrong 500 road race at Phillip Island today. The race was for production touring cars. Frank Coad and John Roxburgh drove the winning car.



A Mercedes 220SE, driven by John and Gavin Youl, was leading comfortably at the 200-mile mark.

The Mercedes was five miles ahead of the Cresta when a rear tyre wore out and burst. The Youls escaped injury when the car overturned.

Ford Falcons performed very well at their first outing.

Both cars were well up until a rock holed the radiator of Ron Phillips' car and Bob Jane's car overturned near the finish.

The driver, Lou Molina, righted the car and brought it into the pits where Jane took over and finished third behind the Cresta and a Vanguard in the 2000-3000 c.c. class.

A Ford Customline finished the race to win the big-car class as there were no other entrants in this section.

Five home

A privately entered Peugeot finished second outright and won the 2000 c.c. class ahead of the official B.M.C. team, which got five of its six cars home.

Simcas filled the first three places in the 1000-1300 c.c. class, followed by a Triumph Herald and three VWs.

The latest small cars to arrive in Australia, the NSU Prinz, finished one, two, three in the 750 cc. class. Doug Whiteford and Lex Davison, both triple Australian Grand Prix winners, drove the winning car.

The standard of driving was exceptionally high and car fatalities either by accident or mechanical failure were amazingly few.

Local drivers win 500-mile Classic.

The Melbourne Herald, Monday 21 November 1960

A Vauxhall Cresta driven by Melbourne drivers John Roxburgh and Frank Coad led home the field of 34 finishers when the chequered flag fell on the Armstrong 500 field at Phillip Island on Sunday November 20.

Second home, half a lap behind, was the Geoff Russell and David Anderson Peugeot 403, and third was the Murray Galt and Bill Murray Simca Aronde.

The thrill-packed race for Australian built saloon cars drew an attendance of nearly 50,000 to the seabound island circuit.

Forty-five entrants faced the Federal Minister for Transport (Mr. Hubert Opperman, the former champion cyclist), when he dropped the flag at a sunny 7 am.

The 45 cars in five classes left the grid at 10 second intervals to contest the richest event of their type in the world, with over £6,000 in prize money shared over the five classes.

Considering the broken-up state of the parts of the track, it was a tribute to the organization behind the team and individual entries that all but eight finished.

The condition of the track caused such concern on Saturday that officials spent hours trying to fill in dozens of potholes dotted around the three-mile circuit.

Harry Firth drove a Singer Gazelle, Brian Foley and Peter Manton drove Wolseley 1500's, the Geoghegan brothers drove a Renault Dauphine, while John French, Norm Beechey and Jim McKeown shared a Standard Vanguard. Then there was Lex Davison and Bevan Gibson in NSU's, Murray Carter in a Ford Customline, and John Roxburgh and Frank Coad driving a Vauxhall Cresta.

David McKay and Greg Cusack were in a Volkswagen, as were Eddie Perkins and George Reynolds; Ken Orman and Max McPherson, and brothers Arthur and Ken Wylie; making four Volkswagens altogether.



For the first few laps the cars remained tightly packed, but incidents were few and minor.

Then the fuel-injected Mercedes 220 SE asserted its superiority and shot to the lead. Inside the first 10 laps it had lapped nearly half the field.

There was, a tremendous tussle for the early second

place, with two Ford Falcons, the Vauxhall and a Humber Super Snipe swapping places regularly.

Already it seemed obvious that the Mercedes, lapping about eight seconds faster than anything else, had only to finish to win. Further back in the field cars were fighting individual duels for class honours.

The three team Peugeots, the race's 'dark horses,' were going really well but were unable to shake off a Rootes-entered Hillman Minx.

Corners crumble

Heat, and the pounding of 45 vehicles was having its effect on a meticulously prepared track. Surfaces at several braking points were crumbling and drivers were forced to adopt fresh lines through corners.

First retirement came at lap 39 when the Simca driven by Jack Murray was forced out with bearing trouble.

The event now developed into a class affair with Class D, for cars up to 3000 cc, commanding most attention. Here the struggle between the Falcons, the Super Snipe and the Vauxhall captured the crowd's imagination.



Much of the interest was removed when, at lap 48, the Ron Phillips Falcon, which had been going very well, came into the pits with a fractured radiator and two blown pistons. It was unable to continue.

This left the Vauxhall in second place, but well behind the Mercedes.

At lap 59 the Austin Lancer, driven then by Clyde W. Miller, overturned at the corner leading out of the straight. His Lancer blew a front tyre on one of the many ruts that harassed drivers all day. Miller was taken by ambulance to Cowes Hospital where he was treated for minor head and chest injuries. This was the only injury suffered by any of the day's 130 drivers.

Overtakes

The second Simca, driven by Ray Christie, retired at lap 64. On the next lap the Mercedes, now driven by Gavin Youl, overturned as its driver cornered too fast through the Siberia corner, at the bottom end of the track. The car flipped over when the tyre blew out and the vehicle ran into a deep pothole. The car was righted and returned slowly to the pits. Although Youl escaped with only a shaking and the car was drivable, no attempt was made to rejoin the race.

The Mercedes had been going so well when the crash occurred that even officials of rival teams admitted that it looked an almost certain victory. But with what had seemed



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the obvious winner now retired, interest in the overall winner now again turned to the Falcon, Vauxhall and Super Snipe contest.

After a brief struggle the Vauxhall forged ahead and was never again seriously threatened.

Thirty-six laps more went before the next retirement. This time it was the very fast Hillman Minx holding a good position in both its class and the overall result, but was forced out with mechanical trouble when the half-shaft broke.

Next out was a Lloyd Alexander which retired on lap 119. It was the only one of the Class A vehicles (cars up to 750 cc) which retired during the 500 miles.

At this stage the Peugeot 403 was fast closing on the Vauxhall, and the three NSUs were moving very rapidly from their own class into the slower cars in the class above.

Lap 122 saw the retirement of the Humber Super Snipe which had been troubled for some time with an ailing differential pinion race.

Rough Track

Late in the race the track broke up badly in parts. The Jane/Molina Falcon was overturned on lap 159 at Copse Corner, near the entrance to the straight. Driver Lou Molina earned wild applause when he crawled from the overturned Falcon. The front and rear windscreens shattered in the smash and the hood was crushed down but co-driver Jane was able, after a brief pit stop, to continue.

The first Volkswagen retired on lap 151 through running out of petrol on the outer side of the circuit. Many of the cars were now feeling the pressure and doubts were held as to whether many would finish.

Other competitors to drop out of the race were a Triumph Herald, with a blown head gasket, and Harry Firth with a trail of misfortunes in his Singer Gazelle. He broke his rocker arms twice and each time lost more than 10 minutes during pit repairs.

The last few laps saw a determined bid by the second placed Peugeot to catch the Vauxhall and a last-minute attempt by the Renault pit crew to patch up a fast failing Renault 750.

At lap 167 the Vauxhall Cresta got the chequered flag, followed about two minutes behind by the Peugeot 403.

Unlike many others in the event, Coad and Roxburgh had a completely trouble-free run for the 500 miles. They said it was a tough race because of the roughness of the track, but they had no mechanical worries at all.

Their only stops were for refuelling and three complete tyre changes.

Both have been race driving for about 10 years, but they agreed that their victory yesterday was their best win ever.

Third home were a Morris Major and a Simca Aronde which dead-headed, both having completed 164 laps.

While the Eddie Perkins / George Reynolds Volkswagen retired after running out of petrol, the other three Volkswagens all finished, two with 158 laps completed, just 9 behind the winning Vauxhall. The VWs finished 5th, 6th and 7th in Class B, behind the three Simcas and a Triumph Herald. The Simcas were two laps ahead, but the Triumph was on the same lap as the two best VWs.

At a ceremony at Cowes last night, winners of the five classes were presented with gold medallions valued at £35 each.

The Light Car Club of Australia, organisers of the event for the sponsors, Armstrong York Engineering Pty. Ltd., shock absorber manufacturers, were responsible for first class administration. Throughout the day there were no unnecessary incidents, the timetable was strictly adhered to, and crowd control excellent.

A spokesman for Armstrong York Engineering said later it was only the forerunner of a "bigger and better race next year."

Official results were :-

Class A, up to 750 c.c:

1. NSU Prinz, 155 laps (Doug Whiteford, Lex Davidson)
2. NSU Prinz, 151 laps (Bruce Walton, Paul England)
3. NSU Prinz, 150 laps (Hoot Gibson, Jim Gorman)
4. Renault 750, 145 laps (Bill March, John Connolly)
5. Fiat 600, 138 laps (Wal Gillespie, Lou Sinclair)

Class B (750-1300 cc)

1. Simca Aronde, 164 laps (Murray Galt, Bill Murray)
2. Simca Aronde, 161 laps (Jack Nougher, Lionel March)
3. Simca Aronde, 161 laps (Bob Brown, Michael Lempriere).
4. Triumph Herald, 158 laps (Jack Maurer, Ern Abbott)
5. Volkswagen, 158 laps (Rex Orman, Max McPherson)
6. Volkswagen, 158 laps (David McKay, Greg Cusack)
7. Volkswagen, 157 laps (Arthur Wylie, Ken Wylie)

Class C (1301-2000 cc)

1. Peugeot 403, 167 laps (Geoff Russell, David Anderson)
2. Morris Major, 162 laps (Peter Manton, Barry Topen)
3. Austin Lancer, 161 laps (George Spanos, Leo Taylor)
4. Peugeot 403, 160 laps (Bob Holden, Ken Brigden)
5. Morris Major, 160 laps (Brian Muir, Jim Smith)

Class D (2001-3500 cc)

1. Vauxhall Cresta, 167 laps (John Roxburgh, Frank Coad)
2. Standard Vanguard, 162 laps (Norm Beechey, John French)
3. Ford XK Falcon, 161 laps (Bob Jane, Lou Molina)

Class E (over 3501 cc)

1. Ford Customline, 154 laps (Ray Gibbs, Murray Carter)



1960 Armstrong question.

To ClubVeeDub (7 April 2012):

Hello David,

I'm trying to figure out which version of the Volkswagen entered the Armstrong 500, held on Sunday 20 November 1960. Wheels Dec '64 p39 says the 40 bhp model was announced in Nov '60. The several VW entered all looked like the one in lots of adverts with number plate VWA 000, that is, with turn indicators on front guards; notionally the '61 VW.

Modern Motor said, in their Oct '60 edition p7, "... a sort of 'interim' new model, brought out to satisfy the new lighting regulations that will soon come into force by having direction flashers front and rear....It differs from the real new model that has just appeared overseas by not having the new uprated engine and all-synchromesh gearbox."

The Modern Motor comments were in reply to a letter from a NSW chap that had seen a VW with turn indicators on the guards. He would have seen such car around Aug '60, or earlier, because Modern Motor mag would have been on the newstand in first week of Sept.

In race reports by David McKay he mentions that the VW race cars had done extensive practice and had engine rebuilds before the race. Entries for the race closed on 21 October '60.

It seems that there may not have been enough time to use the 40 bhp models; perhaps the 36 bhp interim models were used.

I would appreciate your comments.

Regards

Jack deVries, Darwin (I was at the track, spectating).

(Yes Jack, the German-made 1961 Export model, which appeared in August 1960, included improvements such as the 40-bhp (34 DIN) engine, all-synchromesh gearbox with altered ratios, automatic choke, pre-heated air filter, steering damper, flatter fuel tank with ventilation, bigger front boot, windscreen washers, asymmetric low beam headlights and

front blinkers to replace the old semaphores. However, the Australian factory almost always lagged behind the German parent with their updates.

As the Australian magazines described, VW Australia released an 'interim' model in September 1960 that only included the change to blinkers. This was only to meet the new lighting regulations that were coming into force; the rest of the European improvements were not included. Even so, the Australian factory was slightly ahead of Germany in one respect - we used a new 2-part tail light originally designed for the Italian export market, which included a blinker and stop lamp. The German Beetle still used the 1959-60 'snowflake' tail light for the 1961 model, and didn't change to the larger 3-part tail light with blinker until the 1962 model in August 1961. Australian VWs kept the 2-part tail lamp until the 1962½ 'major update' model.

Anyway, the new 40-bhp model - the so-called 'EA-106' - was finally debuted in NSW by Lanock Motors at a special NSW Commissioning Agents function, at the Coogee Bay Hotel, on Tuesday 18 October 1960. The evening was addressed by Lanock Motors chairman W.R. Locke, and head of sales D.I. Donaldson. I have no information on any similar Victorian launch, but if there was one it's probable that it was even slightly earlier, given that the factory was in Melbourne, not Sydney. The new model was already being advertised in the Melbourne Age several weeks before the Armstrong 500 was run (see the actual ad on the second-last page of this issue - Has Volkswagen Changed?).

There would certainly have been enough time for the four Victoria-based VW teams to enter with the new model. I would venture to say that the 1960 Armstrong VWs were indeed 40-bhp, not 36-bhp - Ed.)

Hello Phil (20 October 2012):

Your excellent historical article on the ClubVeeDub web-site answers a query I've had for years; the answer cannot be found in the numerous books and magazine articles on VW.

My query is set out in the annexed letter to David Birchall (who wrote to Restored Cars magazine about the date of a VW photo in a previous issue).

Your article says the 40 bhp model was announced on 18 October 1960 by Lanock Motors at Coogee Bay Hotel (at least for NSW).

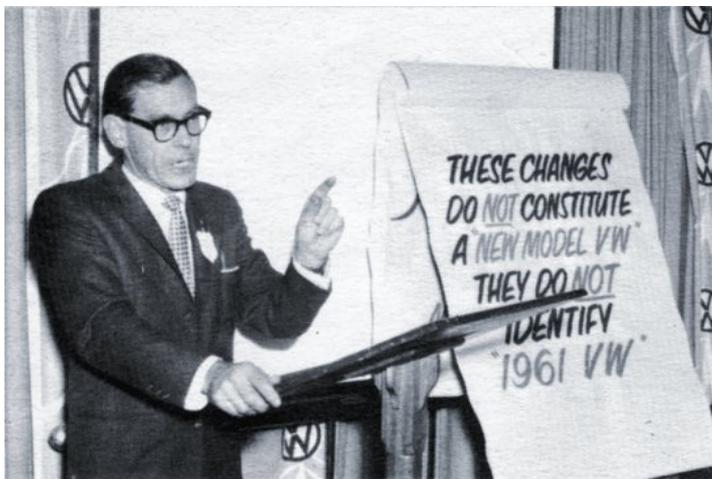




D. I. Donaldson addresses Country Agents.



W. R. Locke continues address.



W. B. Harvey proves his points.

Entries for the 1960 Armstrong 500 closed on the 21st October, giving just enough time to enter and prepare the cars for the race; held 20 November 1960.

I think now that it is a fair bet that the four VW entries were the new 40 bhp models, and not the 36 bhp interim model sold from about August '60.

One of the annexed pages is an excerpt from your article; there are a couple of numbers that perhaps should be corrected. Classes were A, B, C, D & E, five in all, and there were four VWs entered, not two (you're quite right, Jack. Website updated - Ed.)

The track is generally not considered tiny; it is one of the longest in Australia and, I think, to international grand

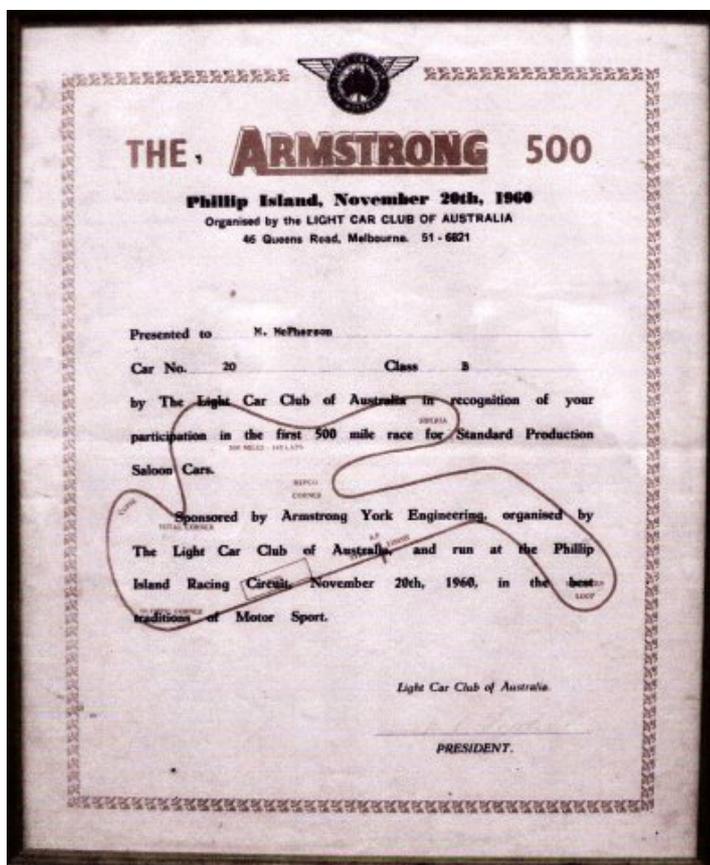
prix length. (It was just under 3 miles. We referred to it as 'tiny' only by comparison with existing circuits like Longford (4.5 miles); Mt Panorama (3.8 miles); or Gnool Blis (3.7 miles) - Ed).

Race day, 20 Nov, was stinking hot, not unduly windy; weather details from The Age annexed.

Re the Eddie Perkins DNF - reports state he ran out of fuel, at the worst place - the dip at Lanes MG corner, and could not be pushed across the line. Reports suggest the fuel cap may not have been properly put on, causing fuel loss.

He was credited with being the leading VW at the time and about 12th (+/-) overall, with about six laps to go for the Vauxhall.

His exact overall position can't really be better estimated; Molina rolled his Falcon at about this time while about 3rd overall; the next corner after Lanes MG; Copse corner. Probably totally unrelated events. And, there are a few other anomalies when comparing car finishing times with their relative positions evidenced by photos of the last few laps.



Ps I've enclosed a copy of a certificate from my extensive collection (on the 1960 Armstrong 500); it may be of interest to your club. I think Max provided the wooden frame. He was the highest finisher of the Volkswagen drivers in 1960, finishing fifth in Class B and 14th overall.

Kind regards

Jack deVries
Darwin, Northern Territory

(A copy of this issue will be posted to Mr deVries by way of thanks - Ed).



(which was until the end of March 2017), adding the Wolfsburg badge to its tailgate, nevertheless, adds \$3500.

So what does the Wolfsburg add? The conspicuous changes outside are the black 20-inch 'Mallory' style wheels (in lieu of regular 'Masafi' 20s) and choice of three colours in Pure White or a pair of cost optional (\$1500) metallics in Reef Blue or our test car's Canyon Grey, all of which are sport-tingled, in a sense, by more or less aping the performance Golf R range colours.

Inside, the regular

Touareg V6 TDI Wolfsburg.

'An old, beloved jacket, dated yet classy'.

That's what I thought about the Volkswagen Touareg when I recently drove one, the mid-range 180kW V6 TDI version in special 'Wolfsburg' trim.

The Touareg was introduced as VW's first ever luxury SUV way back in 2002, and Australian sales followed soon after in 2003. It was joint program with Audi and Porsche, with Audi releasing its own version (Audi Q7) and Porsche (the Cayenne), both based on the Touareg platform.

The Touareg was awarded Overlander Magazine's 4WD of the Year award in 2003, but over the next nine years the Touareg proved mostly a steady but low-selling luxury SUV on the Australian market, comfortably outsold by equivalent Mercedes, BMW and Audi SUVs. 2008 saw a facelift with chrome shield grille and 1,066 sales, but until 2012 every other year saw sales of less than 1,000 Touaregs.

The second-generation Touareg appeared in 2011, and Australian sales immediately climbed from 960 to over 1,700 in 2012 and 2013. The Touareg was face-lifted again to its contemporary form in 2015, improving sales to a record 2,500 that year. However, history shows that models can quickly become stale in our quickly changing auto market. So, to retain suitable lustre to what is essentially one of Volkswagen's most oldest (mature) ranges, the Wolfsburg Edition arrived last year to add some spit and polish to VW's big SUV.

Be aware that the Touareg is not, and has never been, actually made in Wolfsburg (which makes Golfs, Tourans and Tiguan). The Touareg is built in VW's Bratislava plant in Slovakia.

Nonetheless, the homage to Volkswagen's home town and largest and oldest factory is essentially an appearance and equipment spruce, as applied to the aforementioned 180 kW version. Priced at \$85,490 in a current drive-away offer

Comfort seats of the V6 TDI are reimagined in a rather fetching diamond-patterned Nappa leather using what its maker calls Tobacco stitching.

But wait, there's more, if in less-conspicuous detail. Fitted standard are LED tail-lights, dark-tinted rear and rear-side glass, seat cooling and heating, a heated paddle-shift steering wheel and the Driver Assistance package (otherwise \$5400 optional in V6 TDI) which adds radar-based adaptive cruise control, AEB, lane assist and lane departure warning systems, side assist lighting, and lane-keeping assist and proactive occupant protection.

So the extra \$3500 Wolfsburg ask certainly starts stacking up, if mostly in sweetener rather than core substance.

Lesser Touaregs have been described as 'premi-ish' in previous reviews. The general quality, equipment and ambience comes close to matching large SUVs from premium frontliners such as BMW and Mercedes-Benz, but at a cut price. The extra sweetener in the Wolfsburg Edition, particularly that diamond-look stitching, blurs the gap between mainstream and premium further. Dipping into the mid-\$90k mark on road, this VW wants for premium money, if clinging precariously to the lowest rungs of X5 and GLE ranges.

It presents well, feels solid and well built, and the materials inside range from slickly upmarket to utilitarian and, well, Volkswagen-like depending on where you look or





nappies without breaking your back – though the air suspension does allow variable height adjustment, so there's a low (147mm) Loading setting to complement its breadth of five settings that tops out at 300mm for one called Extra.

From its default road-going ride height of 197 mm the chassis lifts a further 50 mm for its preset off-road height. Thus set, there's a handy 27 degrees of approach and departure angles, 22 degrees of ramp over angle, and its maker claims a decent 580 mm of wading capability.

The permanent all-wheel-drive system uses a Torsen centre differential but it's

what you touch.

The front seats – which offer myriad electric adjustment including lumbar and bolster – balance comfort and support impressively. The slightly sporty, driver-centric ergonomics mean even taller occupants slink into the seats without impinging clarity of outward vision.

It's not the freshest cabin space, though it is ageing gracefully. But some details let the team down.

There's no digital radio, no App-Connect smartphone interface for Apple CarPlay or Android Auto, and you need Volkswagen's proprietary plug-in cable in order to attach a separate USB cable for basic phone connectivity.

The touchscreen-operated infotainment system, with its decent-sized 20-cm screen, has ample features – including a 'hidden' fold-down CD/DVD player in the glovebox, but it's old hat against other European designs in terms of look, functionality and even sound quality. That a good many aspects of the cabin space feel a generation old – the gloss finish wood inlays, say – may deter some prospective buyers shopping for a cutting-edge vibe.

With its sculpted seating, it's comfy and roomy for large adults in the second-row outboard positions, though there is a pronounced hump in the centre position offering only modest comfort even during short trips.

The inclusion of a central rear air vent, as well as dark-tinted rear glass said to be "65 per cent light absorbing", makes for favourable accommodation for kids once the mercury rises. On that subject, there are ISOFIX points in the outboard locations as well as three child seat tether points.

Storage? There's oodles of it, from the dash-top compartment and chill-able (if tiny) glovebox, to bottle holders in the doors and handy front under-seat drawers. On the subject of space, there's a reasonable 580 litres of it in the luggage area that expands to 1642 litres once the 60:40 split-fold rear seatbacks stowed.

As we've found previously, one annoyance is that the soft rear parcel shelf sticks in the raised position once you've dropped the electrically powered tailgate, which obscures rear vision if you've forgotten to manually replace it into a flat position.

The cargo floor is set quite high – handy for loading or changing kids'

the clever electronic diff lock (EDL), which mitigates wheelspin via individual wheel braking at up to 40 km/h travelling forward or reverse. That said, the drive system's Off Road setting allows a looser ESP calibration to better balance drive with traction on the loose stuff.

We didn't put the Touareg's off-road chops through their paces during this test but we've had favourable results in testing past, though the big VW's ultimate beaten track capabilities are at the mercy of how much purchase its fat 275/45 R20 Bridgestone Dueller H/P tyres, which have a quite shallow on-road tread pattern, can muster.

Is it any surprise, then, that on road cruising is where the Touareg shines? And it does so quite brightly indeed. What was eye-opening, though, was a back-to-back comparison with the new Amarok V6 TDI ute which, given their similarities in 3.0-litre diesel power, eight-speed automatic transmissions and 4Motion type all-wheel drive, surprisingly, couldn't be more different. It's a strange comparison, perhaps, if one with no ulterior merit than to demonstrate that, on road, the Touareg does a number of things particularly well.

For one thing, it's very quiet, be it lack of chatter and general refinement of the engine to sheer lack of road noise from those hefty tyres. The isolation of noise outside the cabin is also impressive.

The Comfort suspension setting is a charm. It's incredibly supple in ride quality over any surface you throw at it, is pliant and settles quickly over speed bumps, and with very little floatiness and almost no slap or noise. And given that even in this soft mode the suspension always retains ample body control, the chassis feel tied down and the





take-up that forces you to lift off the loud pedal as rpm rise to prevent the Touareg lunging forward once peak torque arrives. It's annoying and can be alleviated by tapping the transmission into Sport mode... if you're happy for diesel consumption to suffer. The positive trade off is that, driven with restraint, its combined consumption claim of 7.4 L/100 km/h isn't far off the real-world mark.

The eight-speed also has a handy coasting function where the powertrain 'freewheels in neutral', so to speak, idling the engine at 800rpm to help reduce consumption. It's an effective system if one with a key markdown: the Touareg is too eager to engage coasting mode downhill, allowing the SUV's speed to creep, at times adding

handling remains suitably sharp and consistent, there's almost no normal driving situation where the need arises to venture into its firmer Sport mode.

Sport damping setting apart, there's nothing else in the Wolfsburg Edition formula that'll raise the pulse higher than what you find in the regular V6 TDI versions. And no great revelations from the 180 kW/550 Nm 3.0-litre oiler or the auto than in other Touareg we've driven before.

If there's anything to add it's that, in the presence of Amarok, the extra (30 kW) of power is evident, this V6 is quieter and smoother, and the eight-speed fitted to the Touareg – same 'box, different calibration perhaps – is a little crisper and shifts more assertively. (Interestingly, the SUV's 3500 kg braked towing capacity is actually half-a-tonne higher than that of the ute.)

The powertrain is at its happiest on the move, full of gutsy urgency and decent response, the auto self-shifting intuitively keeping the diesel politely on boil near its narrow torque peak – a scant 1750-2250rpm window – without over-revving histrionics. There's ample energy under foot to get the large SUV moving swifly indeed, though it's not what you'd call a performance machine: its 7.6-sec 0-100km/h claim is very handy but not GTI-style hair-raising.

If there's a chink in the powertrain armour, it's some lazy response off idle or immediately after a throttle lift. Whether this is caused by turbo lag or perhaps a lazy low-rpm throttle mapping tuned to achieve maximum frugality on a light constant throttle (while cruising), there's a dull initial

10 km/h, before drive re-engages and engine braking takes effect. This means you have to ride the brakes somewhat to maintain speed, which is annoying. If there's an off switch for the coasting mode, we couldn't find it after much sub-menu searching...

That said, it's generally quite user-friendly. The door apertures are large and both rows of seats are at heights that facilitate easy access. From behind the wheel, there's a good sense of external parameters, so it's easy to place on the road or to manoeuvre and park in tight spaces, despite a fairly ordinary rear-view camera. Its surprisingly small (11.9 m) turning circle is a boon around town, too.

Buyers after a comprehensively equipped, eminently upmarket SUV that's as gutsy and off-roadable yet quiet and comfortable, will find much to like in the Touareg Wolfsburg Edition, provided premium badge cache, newness and slickness of electronic features aren't high priorities.

On the flipside, an all-new, third-generation Touareg is predicted to show its predictably sharper and fresher face some time this year or next, and the Wolfsburg effect is merely garnish on an ageing model that still wants for serious money. It's the kind of money that doesn't require much of stretch to climb into Audi's Q7 for instance, an SUV with which the next-generation Touareg will undoubtedly share much of its DNA...

Specifications:

Engine: 2967cc V6 diesel with turbocharger
Bore and Stroke: 83 x 91.4 mm
Compression Ratio: 16.8 : 1
Output: 180 kW @ 4000rpm, 550 Nm @ 2000rpm
Transmission: 8-speed automatic, AWD
Wheels: 9 x 20", 275/45 R 20 tyres
Performance: 0-100 km/h in 7.6 sec
Fuel Consumption: 7.4 L/100 km. 100-litre tank
Dimensions: 4898 mm (L), 1965 mm (W), 1732 mm (H)
Weight: 2159 kg
Turning Circle: 11.9 m
Warranty: 3 years / unlimited km
Service Interval: 12 months / 15,000 km
Price: From \$85,490



VW testing new 'ute'.

Modern Motor magazine, January 1965

Volkswagen are developing a new light utility model, based on their famous 1200cc 'Beetle' saloon instead of the Kombi-type chassis used for their present utilities.

We believe it will be marketed sometime in 1965 as an additional model to the VW range.

At least one prototype is being road-tested secretly in Australia and Malaya; our spy camera caught it awaiting trans-shipment in a dark corner of a Sydney wharf shed.

A casual onlooker would probably have dismissed it as a home-made conversion – a 'one-off' special. But closer inspection left no doubt that it was an original factory job. These were the giveaways:

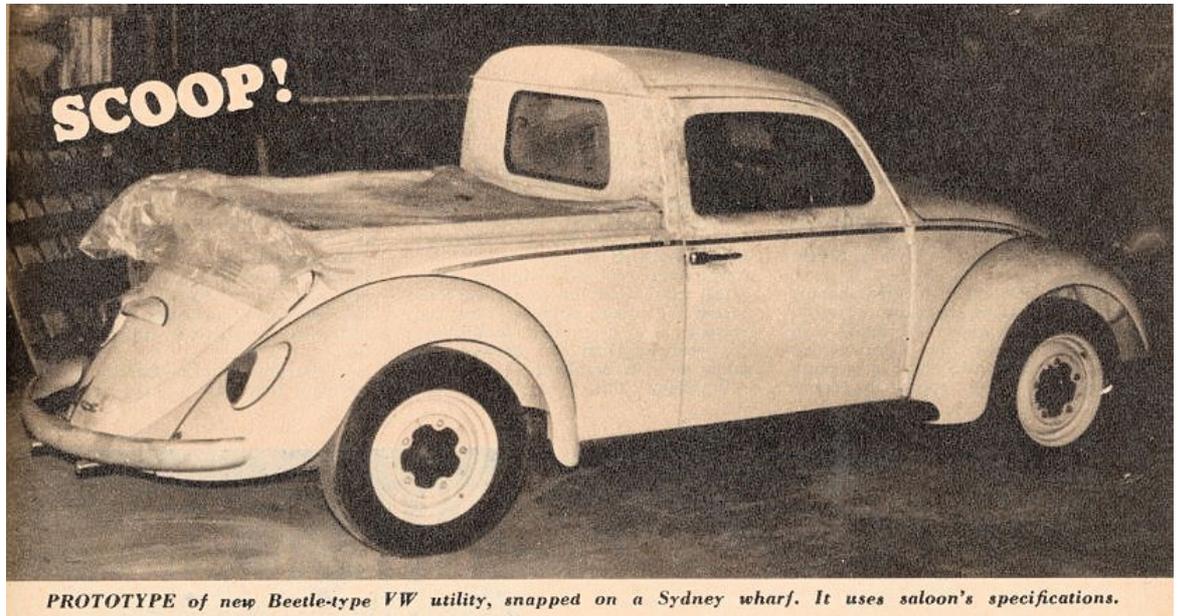
- All body panels were brand-new, and there was no sign of rough workmanship at joints and corners of the modified metalwork.
- The whole exterior was treated with factory-applied silvery-white protective coating, used to prevent corrosion by salt air or sea spray during shipping.
- The windscreen bore the VW factory's official blue-and-white 'OK' inspection sticker.

The ute does not appear to differ in any way from the mechanical specifications of the current saloon model. It has the same 40-bhp engine with all-synchro gearbox, and the front compartment (including dash) is unchanged.

Between the cabin and the engine compartment, a deep full-width cargo well replaces the rear passenger accommodation. It's edged all round with a splayed-out metal lip and has a two-piece corrugated-metal cover, so that it can serve as a tray for carrying additional loads on top, once the cargo well is full.

Only other differences from the saloon are that the ute has its air-intake louvres in the engine-bay lid, lacks bumper overrides, and has its running-boards covered with extra-thick hard rubber, indicating that they're meant to be used.

FOOTNOTE: There was some smoke-screening about the ute's destination. An envelope addressed to Champion Motors,

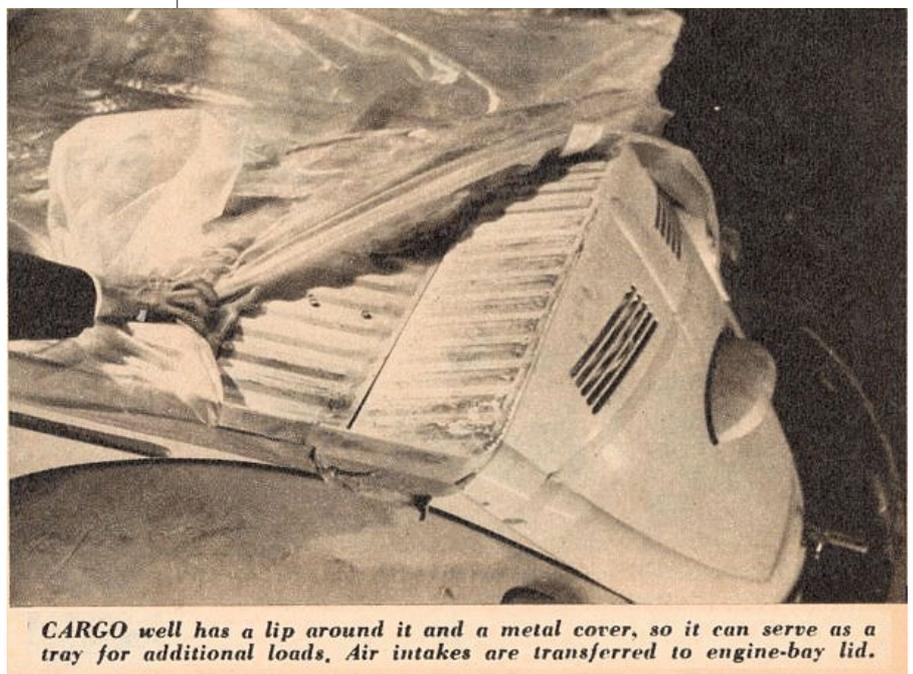


Singapore, was taped to the inside of its windscreen, but a wharfie said a man fussing around the car told him it had arrived from there.

However, a check with the agents of S.S. Malawi, loading for Singapore at the wharf, showed it had one car consigned aboard: a VW 'saloon.' So much for secrecy.

(Editor's Note – we suspect this vehicle was built for the RAAF by VW's Clayton factory in Melbourne. The RAAF had a base in Butterworth, Malaya (later Malaysia) from 1957 until 1988, where 3, 75 and 77 Squadrons of CAC Sabres and later Dassault Mirage IIIs were based. The article mentions the 'secret testing in Malaya.' Singapore was part of the Federation of Malaya until 1965.

The RAAF already used VW Transporters in their vehicle fleet and may have ordered a light utility design prototype from VW Clayton for the tropical climate in Malaya. We've never seen any other mention of this one-off VW in any other period publication – Ed).





Detroit.

Clarkson's Motorworld, 1996

Way back when, the good people of Detroit decided it would be a good thing to have a railway station. And this was not to be a platform with some geraniums on it either. No siree, they wanted something big. Really big.

And that's what they got: the biggest, flashiest, tallest railway station the world had ever seen. The huge marble cavern of a concourse sat at the bottom of a twelve-storey skyscraper and backed on to no fewer than sixteen platforms.

Unfortunately, Detroit became the car capital of the world and large, free-flowing urban interstates sprang up like mushrooms after a summer shower. They connected the new suburbs with the downtown auto factories and frankly, no one really needed the station any more.

And so, it closed down.

It's still there, dominating the Detroit skyline, but today it's smashed and broken. Every slab of marble is cracked, the concourse is littered with burned mattresses and the upper floors are said to be in an even worse state of repair.

But no one is absolutely certain because Detroit's railway station is at the end of Michigan Avenue and, as such, is at the epicentre of a gang war that measures 9.4 on the Richter scale.

Rival outfits with silly names like the Ice Warriors fight for control of the high ground. And this is not Reggie and Ronnie Kray either. You can forget all about honour among thieves here. This is vicious like you simply would not believe.

Every year 600 people are shot to death in Detroit and, in that railway station, I've nearly become one of them.

The police had said we were mad to even think about going in there. "Not even that phoney accent is gonna save your ass. You go in there and you'll come out in a body bag," said one cheery soul in a hexagonal hat.

But frankly, the British perception of gangland violence is some spotty eleven-year-old with a penknife. We could handle these American pussies, no problem at all.

It took about five minutes to find that we couldn't. We'd just set the camera up when, from the minstrel's gallery, a not-very-minstrel-like voice asked whether we were cops.

We were then ordered to stand still and advised that, if we moved, we would be shot repeatedly. And then killed.

I could have passed muster as a statue until, from behind one of the pillars, came this guy who was about fourteen feet tall and nine feet across. Also, he was brandishing what we later discovered was a 'street sweeper' - a machine gun that fires T2-bore shotgun cartridges.

He frisked us, checked out the camera equipment, listened quite politely while we explained we were from the BBC and then said he was going to check us out.

Now this puzzled me. I was still standing there, wondering if he had a hotline to John Birt, when a girl emerged from the shadows. She last knew what she was doing in 1976. Here was a person whose hair was green, whose nose sported sixteen silver rings and whose eyes had as much life to them as cardboard.

Her first words were odd. "You're that guy off Top Gear, yeah?" "Um yes," I replied, wondering where my royalty cheque was if they were showing it in America. Actually, that's a lie. I was really wondering where the lavatory was because I was about four seconds away from shitting myself.

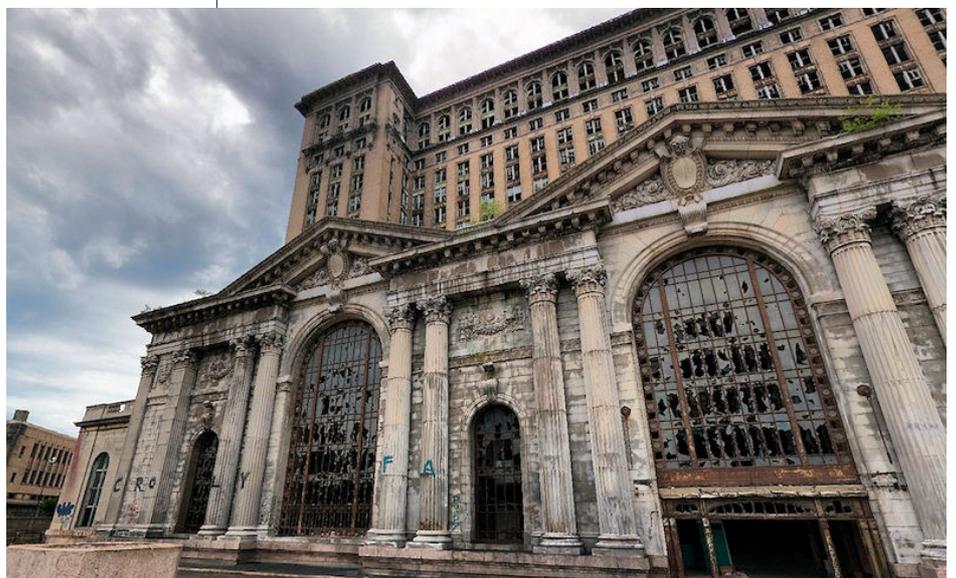
But then her face broke into a broad grin as she explained she'd once worked as a researcher on Newsnight and she just 'luurrrved' the BBC.

Within seconds, we were joined by an army of gangland down-and-outs, all clamouring for an interview. Christian, the least stoned and most eloquent, explained that things are pretty bad in downtown Detroit these days.

Had he been shot at? "What today? Yeah sure. I was down the gas station this morning and these guys came in. It was pretty ugly."

So we are in danger then? "You sure are. If they want your trucks, they're going to take 'em. If they want your camera, they're gonna take it. If they want your shoes, you'd better hand 'em over, because if you don't the results could be disappointing. No . . . the results could be catastrophic."

We had a long chat, turned down several invitations to various parties and left. The police, waiting for us at the end of the drive, were impressed. "When you went in there we expected you to come out through an eleventh-floor window.



How in the hell did you get talking to those guys? You ain't even black," said one.

Observant bunch, the Detroit cops.

No, they really are. Two days later, we were being driven round an area of the city called Brush which had obviously just been on the receiving end of a B-52 strike. Not a single house was in one piece. Every car in every street was a wreck.

There'd been a drive-by shooting, two people were dead and our chauffeurs were out looking for suspects. It's OK, that's what they were paid to do. They were policemenists.

We were chatting about this and that, about how no one has a job because there are no jobs to be had, when one of them, Hal, suddenly asked if we'd like to see an arrest.

In the blink of an eye, the car had stopped, and two fifteen-year-olds were spread-eagled on the bonnet.

This would have made good footage but sadly, the Chevy had child locks and we couldn't get out without scrabbling over the front seats and tumbling into the street with my legs tangled up in the umbilical cord that links the camera to the sound equipment.

By the time we were ready to roll, Hal had pulled a small gun and some drugs from the suspects and radioed for back-up . . . which arrived just as the crowd started throwing stones at us.

Another guy was arrested and as he lay on the ground, his head pinned to the road by Hal's shoe, his friend told cameraman Keith Schofteld, "Get that on your camcorder, Johnnie F*%#ing Video."

This was getting ugly and we already knew that everyone was packing heat. You can buy a gun in Detroit for less than half a dozen tomatoes and the statistics show that a gun is a lot more useful.

I must confess that I kept staring at the tiny pistol that had been confiscated earlier and was now lying on the passenger seat of the police car. Was it loaded? Where was the safety catch? Had anyone in the crowd started firing, you should be in no doubt that I'd have fired back.

And I'm the guy who had to lie in a cold room for three days after I once shot a sparrow with an air rifle.

Happily, we emerged from the confrontation in one piece, even though our Chrysler Town and Country people carrier had taken a direct hit.

Compared to Detroit, the rest of America is Trumpton. You ask an American if he's ever been there and he'll be too flabbergasted to answer. You can buy T-shirts elsewhere in the States which say things like 'Don't Mess With Me. I Have Friends In Detroit' or 'DETROIT -Where The Weak Are Killed And Eaten'.

That's strange because, just 30 years ago, Detroit was the most vibrant city America had ever seen. The people were rich. The factories were humming. You could hear the buzz all round the world. So what turned the motor capital of the world into the murder capital of the world?

Well, way back at the dawn of automotive time, and seemingly quite by chance, a number of individuals set up shop in and around De Troit (it used to be French) making cars. A great many covered wagons had been built there and



the city simply added the newfangled internal combustion engine.

This city was home base to Lincoln, Cadillac, Pontiac, Chevrolet, Ford, Mercury, Chrysler, Hudson, Plymouth, Buick, Dodge, Packard and Oldsmobile. It was The Motor City.

There were more car-makers than people and, to attract workers from elsewhere in the States, the pay was high. By the late fifties, the average industrial wage rate in America was \$1.50 an hour but in Detroit they were getting \$3.

You could start work in one factory on a Monday morning and, if you didn't like it, catch the afternoon shift in another later that day.

Demand was phenomenal, too. These were the US boom years, before the oil crisis, Vietnam and Watergate, and everyone wanted a car: a big one with a V8 engine from Detroit. In the fifties and sixties, 97 per cent of all cars sold in America were made in America.

No car sums up the times better than the original 1964 Mustang. This two-door saloon was an adventurous departure, not only for Ford but for the whole car industry.

Until the Mustang came along, every car had a specific engine and a specific level of luxury. There was no choice. But with the 'pony car', as it became known, customers could choose what motor they wanted and even what body style - two-door saloon or convertible.

And there was an options list. You could go for bucket seats, for instance, or a limited slip differential or a rev counter. It could be a 6-cylinder shopping car or a V8 wind-in-the-hair tyre-shredder.

Ford guessed they were on to something with this new idea and reckoned they'd sell 100,000 Mustangs in the first twelve months. In fact, they sold 680,000 making it the fastest-selling car of all time - a record that's never been beaten.

But today, the only records being made are crime statistics.

So what went wrong? Well, the shift to foreign cars started with the German Volkswagen that was first imported in 1949. At first it was seen as a joke but it increased sales



year after year, first by word of mouth and later by the most honest and brilliant series of ads the world had seen. By the mid-'60s VW was selling almost half a million cars a year. More importantly, there was a recession and an oil crisis which made people slightly less willing to run a V8 with its Oliver Reed-esque thirst. They wanted smaller engines and turned their attention to the new-fangled Japanese offerings that had lots of modern extras that the ancient Volkswagen did not.

And hey, these cars never broke down, so even when the oil problem went away many stuck with Honda and Datsun and Toyota.

Then there was assembly-line automation, which was bad enough, but cheap land prices didn't help either. When the car company wanted to update a factory, it didn't simply put in a robot here and a conveyor belt there. No, it shut up shop completely and built a new plant, usually out of town where land was cheaper.

Detroit might have been able to cope with all these things but unfortunately there was economic trouble in the South and thousands of black workers were heading to Detroit in a fruitless search for work. They'd heard about the promise of three bucks an hour but when they got there, the cupboard was bare.

Social unrest was inevitable. In 1967, the African-Americans took to the streets and had themselves the riot to end all riots.

Bob Seger, who at the time was an up-and-coming rock and roller from Detroit, remembers coming home from a gig one night to find tanks on the streets. "I just couldn't believe it. This was Detroit and the whole place was on fire. There were police everywhere. They'd got the National Guard out. It was like a war zone. It was worse than a war zone. It was hell."

Shortly after, the White Flight began, as respectable middle-class white families packed up and moved to the suburbs, where half the factories had gone anyway.

In ten years, the population of Detroit halved from two million to one million. Even the Motown record label, which had made Detroit a world capital of music too with its wealth of black artists like Stevie

Wonder, Martha Reeves, Diana Ross and the Temptations, moved to Los Angeles.

They weren't 'Dancing in the Streets' any more. Madonna may have been born there but she left, too.

And that was it. Detroit became a wrecked shell whose population is still falling. There are no jobs downtown today and when Hudson's, the big department store, closed down, most of the city-centre retailers followed suit and went under too.

It's hard for a European to understand this because we have no equivalent, but there is a very real possibility that one day, Detroit will implode: that it will simply cease to exist.

Already, there are people in the suburbs who are proud to say they haven't been downtown in twenty years. The nineteen-year-old doorman at our hotel in Dearborn admitted one night he'd never been there.

He simply couldn't believe it when, every morning, we bundled our kit into the trucks and went off to the centre, even though it was only twelve miles away. He was even more amazed, though, when we actually came back each night.

He obviously had a word with the manager who, one day, advised us not to go down there anymore. When he found that we had to and that we preferred to drive in on Michigan Avenue, rather than down the safer expressway, he rushed off to explain to the girls on the reception desk that our rooms might become available sooner than he'd thought.

Despite this attitude, the mayor, Dennis Archer, is ebullient, saying that Detroit was only murder capital of the world once and that no one will beat the city in making quality cars. "We'll take on anyone, any time," he crows.

But he's missing the point because none of the car firms is dependent on Detroit any more. GM has a factory in Mexico for chrissakes. Honda is in Marysville, Ohio. Toyota and BMW have factories in the USA too, but they're not even in Michigan.

Sure, Ford, GM and Chrysler - the only remaining US car firms - still build cars on their home turf, but they're in the leafy suburbs. And when I say leafy, I'm talking equatorial rainforest.

Should you ever need to go to Detroit, drive west from the city centre on Jefferson, past Belle Isle and make sure your windows are up. Crash the red lights too, because to stop here is to invite the unwelcome intrusion of a 9-mm slug.



And then, at one set of lights, you'll notice that everything changes. On the east side, the shops are burned out and shabby. Black men shuffle around in the wreckage looking for anything that could be lunch - a bedspring or a butt end, perhaps.

On the other side of the lights, the fire hydrants are painted Dulux commercial white, the street lamps are mock Tudor and the houses are immaculate and huge. Every fourth car is a police cruiser and every third person is out jogging. Welcome to Grosse Point, a lakeside suburb where the big car-firm bosses live.

I hated it. This was like something out of *The Stepford Wives* and we'd only been there for five minutes when the cops arrived. They'd had a flood of calls about a group of guys in jeans. Jeans in Grosse Point. You'd get further in a G-string at Henley. I swear that before we left we even saw someone cutting his lawn with a pair of nail scissors.

It's not quite so bad on the other side of the city, north of Eight Mile Road which is the accepted barrier between rich and poor, black and white, civilisation and a Bronze Age war zone.

These are just like any American suburbs - until the Friday-night reminder that you're in *The Motor City*. Or near it anyway.

There's a pretty vibrant classic-car scene out there as car workers past and present feel the need to restore and pamper great cars from the days when their city was great too. They meet up at weekends with their customised, power-packed Chevies, Mopars and Fords and discuss each other's sometimes spectacular beards over a Bud or two.

They even have their own radio station called Honey which is run from the back of a four-wheel-drive truck. It simply turns up at the meeting and plays a selection of good old rock and roll.



I'll tell you this. Wandering around a car park full of hot Mustangs and lowered 'Vettes on a hot summer's night with Bob Seger belting out of a couple of hundred car radios, takes some beating.

What beat it was what happened when AJ's Lounge and Eaterie closed. These guys didn't simply get into their cars and go home. No, they got in, eased out onto the road alongside each other, waiting for the lights to go green and had a race.

All over suburban Detroit every summer weekend every straight bit of road echoes to the sound of suped-up V8s doing full-bore standing quarters.



Big money changes hands. Bets of up to a thousand dollars are not unknown as the cars line up . . . on the public roads.

You can barely see through the haze of tyre smoke as El Camino pickups roar off the line at full revs. Wilbur and Myrtle can only stare in open-mouthed wonderment as their puny little Honda finds itself sandwiched between a lime-green Dodge Charger and an egg-yellow Plymouth Super Bird.

This is as subtle as a Big Mac, as restrained as a can of Coke and as American as both. Big cars, big engines, big people and big beards, racing each other over a quarter of a mile straightaway.

These guys spit at Ferraris and laugh at Lotus Elans. They are not interested in a car's ability to handle the bends on a switchback mountain pass. They don't care about pinball-sharp steering or five-valve technology. They'd drink a pint of warm beer before they'd own up to a fondness for European and Japanese engines that rev to 8000 rpm.

They like their V8s big and lazy and their rear tyres massive. American street racing is straight down the line and simple. It's a national characteristic. The only thing in the world less complex than a blue-collar American is wood.

One guy watched a bright-blue Camaro launch itself off the line with its front tyres a foot in the air, then turned to me grinning and said, "Chevrolets and apple pie, baby, Chevrolets and apple pie."

It didn't make sense but I knew exactly what he meant. This was heartland America.

And the cops were not about to make waves, partly because they need the support of the white middle classes. A patrol car sat for an hour in a side street watching the action before moving in.

Over the car's public address system he announced that the show was over and that "anyone on the street in ten minutes is going to jail." It would have been terribly authoritarian and effective except for one thing. I could see through the tyre smoke and the flashing lights that the guy was grinning.

He knew that he was witnessing what the people of Detroit have been doing for 50 years.

In the sixties, manufacturers used to bring secret new cars down to these meets and race them against the home-tuned opposition. Many remember Ford rolling up one night in the early seventies with some new kind of Mustang which blew everyone into the weeds. It became the Mach 1.

It's stories like this which set Detroit apart. It doesn't matter where you turn, there is always a reminder that you

are in The Motor City.

There's a comic book sold locally where all the heroes are cars. Take a stroll round the Detroit Institute of Arts which, amazingly, still exists downtown, and you'll note that every single exhibit was paid for and is funded by the car industry.

The poets in Detroit write about cars and within a twenty-mile radius of the city-centre grand prix track there are five drag strips. Ben Hamper, a local boy and the funniest author I've ever read, is a former GM worker.



And downtown, there are the buildings, huge and solid monoliths whose foundations are set in V8 brawn. Pick any one of them and you'll find it was built with car-industry money. They're the American equivalent of Britain's country houses, a solid and lingering reminder of a once-great past.

And an inspiration to strive for a better future. The American car industry has owned up to the fact that the Japanese were an invented enemy dreamed up to disguise its own shortcomings and has now stopped making awful cars.

Sure, there's still the Buick Skylark and the Chevrolet Caprice, brontosaurial machines which handle like lawnmowers and have all the visual appeal of dog dirt. But at least they're well made these days.

American cars, from the seventies especially, were not only hideous to behold but they were also prone to catastrophic bouts of unhelpfulness. It was not uncommon to find Coke cans rattling in the doors and a line worker's tuna sandwiches under the seat.

And GM's answer to poor morale was to introduce the Quality Cat, a man in a moggy outfit who bounded up and down the lines, inspiring a cynical workforce to greater things. Trouble is, most of them were asleep in boxes at the time, or down at the shop-rat's bar.

Ben Hamper tells the story of new electronic boards which were erected throughout the factory. One day, the message read 'Riveting is fun', which made him ask the question, "Well hey, if it's so good, how come all the management aren't coming down here in their lunch breaks to have a go?"

Those days though are long gone and even the designers are back on form with cars like the Dodge Viper, the Lincoln Mark VIII and the Saturn range. They're good-looking, inexpensive, reliable and advanced. The Cadillac STS only needs servicing every 100,000 miles and, thanks to sophisticated electronics, can cross a desert with no water in the radiator.

But if you want to spotlight one car which demonstrates Detroit's new spirit, you should take a look at the Chrysler LHS. It's made by a company which, in the early eighties, was teetering on the verge of bankruptcy but which is now posting profits which some say are obscene.

Most American cars are too large, too thirsty and too ugly to have any appeal outside the States but the LHS is different. It looks wonderful, thanks to its cab-forward design whereby the engine is shoved right up to the front of the engine bay. That lets you have a short bonnet which means more space for passengers and luggage. It's also quiet, well-equipped and fast, despite the absence of a V8 motor. I'm almost embarrassed to say it but here we have a car which, by global standards, is right up there with the best.

It, along with the new Fords and GM cars, means that in the short term, at least, the big three American car manufacturers are safe. But what about their birth town? What about Detroit?

Well there are some chinks of light. Today, right in the city centre, there is one 300-yard stretch called Greektown where trendy restaurants abound and where you can walk on the pavement at night in relative safety. There are lots of beggars but they only let murderers in in packs of ten.

There is also the appropriately named Renaissance Center, which houses office blocks, a shopping mall and the world's tallest hotel. You're fairly safe in there too because armed guards outnumber visitors by 200 to 1.

And there's the people mover - a monorail which tours the city. Now sure, it's pretty pointless offering a public transport alternative in a city where the public don't go and where, even if they did, they'd take a car, but never mind; someone had the confidence to build such a thing.

The trouble is, these are details. Building a shiny new monorail in Detroit is like cutting someone's toenails when they have lung cancer. And Detroit, to pinch a line from Robocop, does have cancer. It's called crime.

The Mayor says Detroit will be the next great international city, and a great place to do business. Yes, and I'm a little teapot.

I'm so mad, in fact, that I always list Detroit as one of my five favourite cities in the world. It is as soulful as the music it once made and, as Gertrude Stein once said, "There is a there there."

Jeremy Clarkson





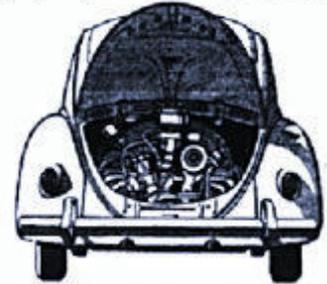
Has Volkswagen changed?



Word is getting around that Volkswagen is a changed car. Is this true? Yes.

◆ Volkswagen is always changing. Practically every part of the car — and there are more than 5,000 parts in all — has been strengthened, re-designed or otherwise improved since the first VW's were made.

◆ But one thing that never changes is the way VW looks. Its classic exterior styling stays the same from year to year. With all the ways constantly being found to make it a better car, a VW's age is its own secret — and yours. Instead of spending money every year on costly retooling, Volkswagen gives you a better car for the same price.



40 b.h.p. air-cooled engine gives you all the power you'll ever need

You can't see the punch in Volkswagen's air-cooled 40 b.h.p. engine — but wait until you drive. Acceleration is brilliant . . . there's plenty of power on hills — and you can cruise all day at top speed without strain. A drive will quickly convince you, too, that VW is one of the quietest cars you can own.

Four forward gears — all synchromesh

You can change down from second to first gear — even while you're moving — as easily as you change into any other gear. In this and every other way the VW gear change, as any owner will tell you, is a joy to use.

Automatic choke! No knob to pull out!

VW's automatic choke "thinks for itself" to give you the right fuel-air mixture for economy and easy starting. There's no knob to pull out — or to forget to push back when the engine's warmed.

Twin jet windscreen washers

Twin jet windscreen washers are included at no extra charge. Together with VW's efficient, constant-speed electric wipers, they'll keep the windscreen clear, give you perfect visibility at all times.



All these suitcases (illustrated in exact proportion) can be carried under the front bonnet.

Plenty of luggage space in front

Thanks to a specially shaped petrol tank, you get lots of space under the VW's bonnet. When you add the generous, carpeted area behind the back seat, it means you can stack in an amazing amount, take plenty of suitcases for a family of 5. Take a close look at VW and see.

Flashing turn indicators; twin padded sun visors; excitingly different colours and harmonising interiors; asymmetrical low-beam headlights for night-driving safety; a hydraulic steering damper to minimise road shocks; a plastic-covered dashboard handle for front seat passenger; a non-stall carburettor; all these and many more up-to-the-minute features leave Volkswagen looking the way it always looks — the way no VW owner would ever want to change.

See your nearby authorised VW Sales and Service Centre and arrange a test drive today.

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