



A stretched version of the Berry buggy, called the Mini T IV (later the Maxi-T), was an obvious development of the theme. Designed for a full length VW chassis, the buggy was an easier to build and more practical four-seater.

Left: The Berry Mini-T was at the forefront of the 'new wave' of buggy designs with roadster-styling, radiator-effect front end and optional C-cab hardtop. Perfect for advertising businesses, the Mini-T was immensely popular.

The Berry Mini-T took a leaf out of Meyers' book with styling designed to appeal to a large cross-section of enthusiasts. Not quite a buggy, not quite a hot rod, the Berry buggy was nevertheless a huge marketing success. Once fitted with an optional C-cab hardtop, the



Federal and state government strangulation by red tape progressively made the production of Australian buggies like this J & S fun buggy almost impossible even as early as 1972.

In the UK, following disappointing sales of its Centron coupé, the GP company – renamed GP Concessionaires – introduced a futuristic, wedge-shaped and gull-wing-doored kit car named the Talon in a bid to woo new customers in the late 1970s. Other VW-based GT coupés had also left their mark on the British kit car scene as the decade unfolded: the Silhouette GS 70, the Zita ZS, the Futura, the Siva Saluki, the Embeesee Chepeko and the Charger, whilst the Montage and other ‘exoti-kits’ were

yet to come. GP was rightly confident that because the frantic buggy craze had died, its new customers were more knowledgeable and discerning, and that VAT would have little effect on their decision to buy. GP’s move into exporting increasing numbers of long wheelbase Super Buggy kits, and its development of a revised Mk II Beach Buggy kit for the domestic (and less regulated) market were welcome signs that the buggy would survive into the 1980s.

Kombat buggy of the era, with fully-chromed engine and superb attention to detail throughout. (Volksworld)



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Back in the USA, publisher Petersens quickly recognised the value of compiling its buggy articles into larger publications. The first VW and buggy-related issue was published in 1969 called *The Complete Volkswagen Book*. A second one followed in 1971, again providing an excellent insight into the development of the US buggy industry and aftermarket parts for all VW-based vehicles. Buggy lovers weren't neglected either, as the same publisher launched a similar *Offroad Funcars* book for the non-pavement cruisers in 1970, sporting a Meyers Tow'd buggy topping a dune on the front cover. As the buggy movement fragmented and diversified in the USA – with many manufacturers moving into the production of other vehicle designs, becoming aftermarket parts distributors or disappearing completely – publications continued to reflect automotive trends on their front covers.

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