

# ZEITSCHRIFT

30th Great Year

May 2017

## VW NATIONALS SYDNEY AUSTRALIA 2017



**27th & 28th May 2017**

**Presented by Club Vee Dub Sydney Inc.**

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**Raffle Officer:** Christine Eaton (02) 9520 4914

**Vintage Registr:** John Ladomatos 0449 236 076  
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**VW Nationals Committee:** David Birchall (02) 9534 4825  
Craig Adams & Eddie Fleita

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

**Motorsport Committee:** John Ladomatos Brian Walker, Craig Adams, Martha Adams, Conie Heliotis Norm Robertson (JP) & Eddie Fleita

**General Committee:** Martin Fox, Shirley Pleydon, Jeff Swords, Sue Monaghan, Craig Adams & Aaron Hawker,

## 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

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

### Club Veedub membership.

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

### Monthly meetings.

Monthly Club Veedub Sydney meetings are held at the Greyhound Social Club Ltd., 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 or Club Veedub (Secretary)  
PO Box 1340 Camden NSW 2570

### Our magazine.

Zeitschrift 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.

Views 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 information printed in the magazine. Back issues are available from the Secretary, or in PDF format from the Editor at the monthly meeting - please bring your own USB stick.

Articles may be reproduced with a suitable acknowledgment to Zeitschrift, Club Veedub Sydney.

Please note that all events listed in the Zeitschrift Club Calendar, and on the Club Veedub Sydney web page, are sanctioned by the Club and its Committee.

## We wish to thank our continuous 2017 VW Nationals sponsor

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## **Presidents Report**

Welcome to Australia's premier Volkswagen event, the VW Nationals 2017.

The committee and I hope you and your family have an interesting and entertaining day at our show. This is our thirtieth year, the VW movement seems to be growing stronger every year. We have worked very hard to present the best VW car show in Australia.

It's great to see the influx of water-cooled Volkswagens, covering all types and year models from the 70s to the present day. Hopefully these new recruits to the VW show scene will aspire to a bonding of friends similar to what has happened with the air-cooled generations.

We were unable to secure a venue for our traditional Supersprint so this year we're going Go Kart racing.

I hope our event appeals to you and your family and you become inspired by the display of vehicles and traders over the weekend.

Once again our major sponsors Volkswagen Group of Australia are supporting our club with sponsorship, and several display vehicles will be on show at Fairfield.

In the centre of this program you will find our event listing for the weekend. We thank Fairfield City for the use of their facilities. The complex is ideal for our show as everything is within easy walking distance. Don't forget to purchase your Nationals regalia from the Club Vee Dub Sydney stand in the car show area. While you're there, enjoy the VW movies on the big TV and purchase some raffle tickets in the Nationals raffle.

This year we will again be using the same judging format for the air cooled VWs that we used last year which is a peer judging system which has been in use by the water cooled cars for sometime. The way this will run is by each entrant receiving one judging form, they can vote for a car in each category. air or water cooled. As a trial we were going to have a concourse class this year, for standard vehicles

only, more details in the centre section of this magazine.

I hope you have a great time at the VW Nationals 2017.

Steve Carter



## **Canberra Report**



Greeting from Canberra.

A fairly quite month for club events in April, with Easter and the school holidays falling over this period. ANZAC Day was also conducted and as always, a big event here in Canberra. Lest we forget.

The temperature (and leaves) has certainly started to fall and the annual hibernation of Canberra locals will begin soon. Only the keen and / or fool hardy tend to venture out in the cooler months. Luckily VW enthusiasts tend to belong to at least one of these groups...

One event was held in April, where Club VeeDub (Canberra Chapter) hosted a Drive-In movie night, showing *Gone in 60 Seconds*. The invite was put out to all Canberra based car clubs and a reasonable turn-out ensued. Best represented was the Ford Performance Club of Canberra.

May will be a busy month for local VW enthusiasts, with the Berry Blast from the Past car show (7 May), Shannon's Coffee and Cars (21 May at EPIC) and of course the VW Nationals (27 & 28 May). A number of Canberra folks have indicated their interest in attending these events and we invite all to join



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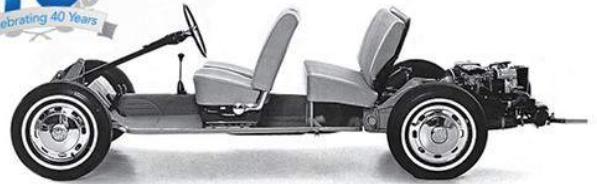
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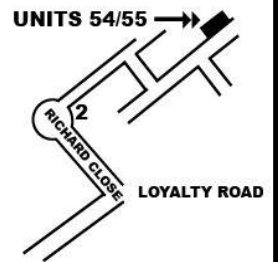
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in with the convoys / cruise to each location. Details will be sent out via e-mail to our member list. If you are a financial member of the club and haven't received an email from us recently, please contact us so we can ensure you get put on the list.

For those with historic (concessional) registration or wishing to obtain it, could I please encourage you to re-familiarise yourselves with the rules of this scheme. There have been a few incidents brought to the attention of all clubs recently of owners abusing the scheme. One gent with a Beetle was caught using such a registered vehicle as his daily commute and has had the registration cancelled. His club was also warned that if other members were caught, the club would lose its affiliation and hence no club members would be eligible for the scheme. Luckily, he wasn't a member of our club. (<https://actmotorclubs.wordpress.com/concessional-registration/concessional-registration-scheme-act/>)

Please remember our monthly meeting on the last Monday of each month at the Harmonie German Club in Narrabundah. We strongly encourage all members to come along and have their say. Help us decide on future events and let us know what sort of events you want to see us organise. Only through greater participation will the club continue to grow.

Cheers for now, Willie.

## Club Calendar 2017 & 2018

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

### May.

**Thursday 18th:- CLUB VW MONTHLY MEETING** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts

Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Saturday 27th:- VW Nationals Go-Karting Challenge** at Eastern Creek. Unfortunately all NSW race tracks are unavailable this year, so instead we are going go-karting.

**Sunday 28th:- VW Nationals 2016 at Fairfield Showgrounds, Sydney.** Australia's biggest Volkswagen show! 45 show categories, concours class, trade stands, swap meet, new VW display, kids rides, Club shop, German dancing, musical entertainment, great food and drink, VW fun for the family all day.

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

### June.

**Thursday 1st:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Thursday 8th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Thursday 15th:- CLUB VW MONTHLY MEETING** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (right next to Potts Park). Get the latest VW news and views, plus VW socialising, drinks, raffles, trivia and plenty of prizes. Lots of fun, all welcome. 8:00pm start.

**Sunday 18th:- Jeff's Navigation Run** to the Penrith Museum of Fire. Meet at Gloria Jeans Coffee, corner Lexington Drive and Meridan Place at Bella Vista, from 9:30am for coffees and VW chat. Follow the navigation run instruction sheet and fill in the answers – bring a co-driver! Finish at the Museum of Fire for a guided tour. \$12 adult entry, \$9 concession, \$6 kids. Trophies for the most correct and best air and water-cooled VWs. Lunch destination to be decided – Panthers? Give us your

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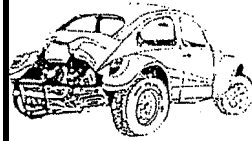


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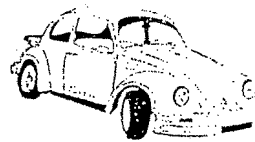
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Monday 26th:- Canberra General Meeting at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at 7:30pm.

### July.

**Sunday 2nd:- Bugs and Buses By The Bay 2017, at Croudace Bay Park Belmont**, on the sunny shores of Lake Macquarie. All Volkswagens are welcome – Bugs, Buses, Buggies and all other old and new VWs that don't start with 'B'. BBQs and shelters for cooking, or bring your own picnic for a day out with your VW friends. Nearby kids playground and skate park, and it's pet-friendly too. Contact Rose and Ian on 0427 550203 for more info on this great VW family day.

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

**Thursday 13th:- Committee Meeting at the Greyhound Social Club**, 140 Rookwood Rd. Yagoona (next to Potts Park).

**Thursday 20th:- 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 23rd:- Family Day and massive Car Show at Sydney Motorsport Park.** This years event is going to be even bigger and better with more entertainment, bigger displays, lots of activities for the whole family, plus even more prizes for those who enter the car show.....and best of all it is FREE to enter! Classic cars, Sports cars, Muscle cars. Race cars, Drag cars all welcome. Organised by the Life Choices Foundation and Jesus Racing Team.

**Monday 24th:- Canberra General Meeting** at the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, at

### August.

**Thursday 3rd:- Magazine Cut-off Date** for articles, letters and For-Sales.

**Thursday 10th:- Committee Meeting** at the Greyhound Social Club, 140 Rookwood Rd. Yagoona (next to Potts Park).

**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 David Birchall 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.

**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).

**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



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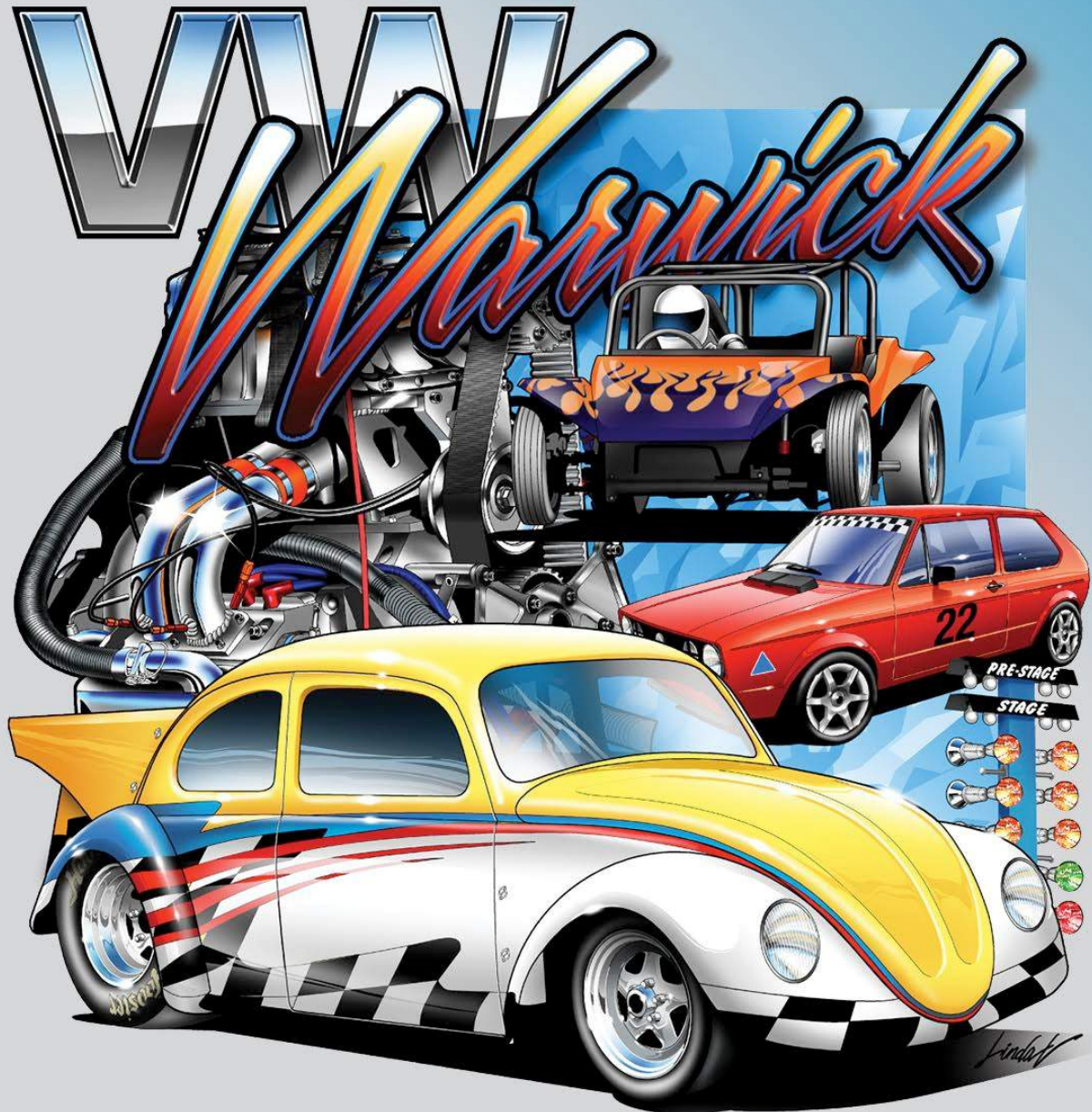
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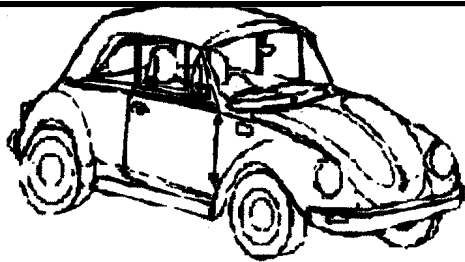
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start.

**Monday 25th:- Canberra General Meeting** at the Harmonie German Club.

### 2018

**2018 VW Nationals, 26th & 27th May**

**2018 VW Spectacular, 29th July – 7th August**

## Marktplatz.

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

All ads will be published here for two months.

All published ads will also appear on our club website, [www.clubvw.org.au](http://www.clubvw.org.au).

Photos can be included 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.

**For Sale :- 1975 Beetle Volkswagen L**, last of the curved screen Beetles, features rack & pinion steering and 1600 motor, JVC head unit, burgundy with almost 12 months rego \$8000 or offer. Call Steve on 0490 020 338

**Wanted:- I have a 1976 VW Beetle** in for repairs. I need some parts (boot, boot seal, boot chrome mould, RH fender, RH headlight and brackets) (FYI I call the boot the bit at the front). Just wondering if any of your members might have parts for sale. If you can help, please contact Mrs Gillian Robson on 02 6032 8225 or email [info@completebodycraft.com.au](mailto:info@completebodycraft.com.au)

**For Sale as a set. 4 X Maxxis MA-701 Tyres** 165/80 R15 87T In excellent condition. Good tread (7mm) with aftermarket white walls by Redwall. Can send pic. \$260. [Carlmoll@iinet.net.au](mailto:Carlmoll@iinet.net.au)

**For Sale:-I have a 1997 VW Cabriolet to sell.** It is now out of rego (11 Mar 2017) and needs a new roof (due to hail damage). Body is good, needs TLC. \$450 located in Sydney, North Strathfield. Can you help at all? Contact Ms Cheryl Williams on 0402 557649 or email [cheryl@coastalserenity.com.au](mailto:cheryl@coastalserenity.com.au)

**Wanted:- I am looking to purchase a 1973 superbug L** in near original condition and would appreciate if you or your members are able to help. The Superbug "L" is actually to replace one my son had around 2000 - 2005 and he is now sorry that he sold it. If you can help, contact Mr Geoff Kavanagh on 0418 795266 or email [g.kav@bigpond.com](mailto:g.kav@bigpond.com)

## 2nd Month Ads.

**For Sale:- I have a '65 convertible Beetle** for sale. Runs and drives, little rust. Please call if anyone in your club is interested. Phone Steve on 0417 614501 or email [donnaleedean243@bigpond.com](mailto:donnaleedean243@bigpond.com)

**For Sale:- 1968 VW 1500 Beetle.** Mostly original; fitted with later four-block slotted engine cover and air scoop. Steel and wood roof rack. Good overall condition. Light beige paintwork and black interior. Original black-rim VW wheels. Engine rebuilt and upgraded. Car comes from Victoria , currently on NSW historical plates. Price \$9,500.00 Inquiries to Hans on 0412 111693 or email [hasprang@tpg.com.au](mailto:hasprang@tpg.com.au)

**Wanted:- Hi there, This might be a long shot. I used to own a 1963 Karmann Ghia Coupe** that I sold in 2005. It was sold in Melbourne and I believe it went to NSW? Last known reg TUL-362 (VIC) Manila Yellow with a Black roof. It was very original and had about (1)22,900 miles on it. Chassis number- 5100154 Engine number- 9716731 I'd love to know where it ended up.. I should never have sold it! If anyone at the club has any info that would be great. Please contact Mr Alex Britten on 0479 060380 or email [abfinschi@gmail.com](mailto:abfinschi@gmail.com)

**Wanted:- Does anyone have a spare copy of the September 1989 issue of Zeitschrift** I could buy? It was edited by the late Rocky Marov, who was my boyfriend at the time. Sadly he was killed in an auto accident in 1990, and the club had a 'Rocky Marov Trophy' for a number of years afterwards. Do you know where this is now? I am making a scrapbook about Rocky and any help you could give me would be appreciated. Contact Maddie More on 0410552694 or email



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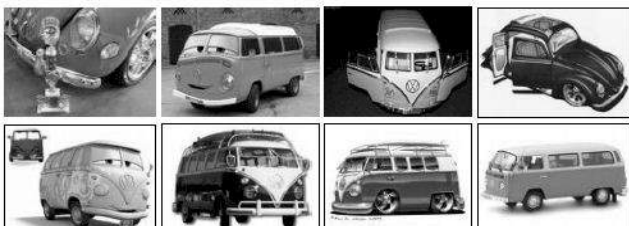


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**For Sale:- We currently reproduce the 1960s-70s Balm/Dulux paint code decals for old AMI Toyota, Rambler and Triumph vehicles.** The art work is almost identical to the Balm paints decal used on the early 1970s Australian-made VWs. We could reproduce the paint code decal for Aussie VWs. Is there any interest within the Vee Dub Club? I am happy to receive expressions of interest by email and indicating which colour(s) are required by VW owners (from the full list of paint colours on your webpage). If there is enough interest I would be willing to make a job lot across all colours and sell under a single transaction. Retail is \$6.50, job lot price would be determined by end volume. Contact Gary Hunt at Toyota Heritage on 0416 645334 or email sales@toyotaheritage.com

### Passat 206TSI R-Line

At \$57,990 this Volkswagen is a true semi-prestige, value-for-money fast luxury sedan. What you see here is not one of those 'bottom-of-the-line' models you'd get from the big three German luxury car manufacturers. In fact, it's got the same hot-four 206kW engine as the Golf R and is a true semi-prestige, value-for-money hero. This is the Volkswagen Passat 206TSI R-line.

But to truly appreciate why the Passat isn't one of the German-made 'bottom feeder models', we need to first look at its rather pale competition.

The Audi A4 2.0-litre TFSI, for example, will



set you back almost \$61,000 – and you'll need to tick plenty of those option boxes to consider it a proper luxury car befitting its four-ringed badge. The same goes for BMW's 320i, which has a starting price of \$61,990 and only develops 135 kW and 290 Nm, while the Mercedes-Benz C200 costs from \$61,400 and only gains another 5 Nm of torque.

That's against 206 kW and 350 Nm for the Passat, which carries a price tag of just \$57,990 for its range-topping iteration.

On price alone it represents excellent value, but for Volkswagen's newest flagship sedan, the German maker has also thrown in every feature in the book – and a few surprises more.

The R-line package adds 19-inch rims, more aggressive front and rear bumpers, unique sill plates and exhaust trim, proper aluminium accelerator and brake pedals, and a raft of features unique to the R-line package.

Our favourite surprises are the big-ticket items, like adaptive sports suspension that lowers the car by 15mm (clearly adding more visible presence). That, and the front buckets in supple Nappa leather that not only hold you firm when you're having fun, but offer armchair comfort and lower-back support during longer stints behind the wheel.







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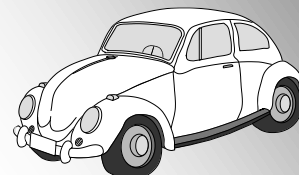


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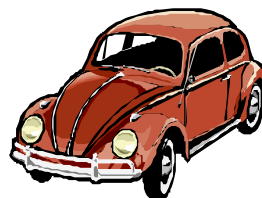
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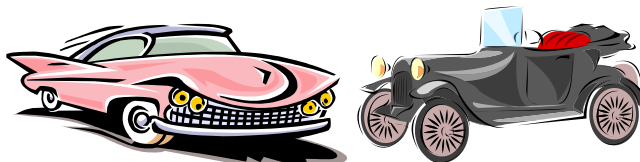
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# Jeff's VW Navigation Run to Penrith Museum of Fire



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- Meet at Gloria Jeans Coffee, Bella Vista (Meridon and Lexington Place), 9:30am for coffees and VW chat
- Follow the navigation instruction sheet and fill out the answers as you go !
- Trophies for best sheet, and best air- and water- VWs
- \$12 museum entry for adults, \$6 kids. Club guided tour!
- Lunch after in nearby Penrith lots to places to choose from

**Contact Jeff on 0402 280242 for more info**

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In fact, there isn't a lot this VW doesn't offer. Even high-end kit such as the Active Info Display – essentially Volkswagen's take on Audi's must-have Virtual Cockpit – is a 32.2-cm digital instrument display that is simply brilliant thanks to its easy-to-use customisation.

The Passat also gets the new Volkswagen Discover Pro audio and navigation systems, accessed via a high-res 20-cm touchscreen where you can find apps for Apple CarPlay, Android Auto and Mirror-link. The stereo unit itself also produces a thoroughly decent note despite the absence of any premium branding on the speaker grilles.

Cockpit ambiance has an almost premium flavour, with just enough metallic highlights to set off the leather upholstery and soft-touch materials that make this space sort of appealing, but still not quite there. Though we do like the centrally mounted analogue clock and the leather-bound, flat-bottom steering wheel, which feels good to the touch.

The VW Passat has always offered loads of passenger space – front, back and boot – and the new version is no different. There's plenty of width between driver and front passenger, while rear legroom is better than many in the large car segment.

There's a stack of room in the boot, too. Expect 586 litres with the rear seats upright, expanding to 1152 litres when folded.

Honestly, these things deserve executive status in prestige hire car fleets.

There's also a full suite of the latest electronic safety systems too, like driver fatigue warning, rear cross-traffic alert, lane assist – lane departure warning and side Assist. And let's not forget emergency braking.

Working in concert with the traction control module is an electronic diff lock, as well as Volkswagen's Extended Electronic Differential Lock (XDL) which activates during cornering to improve traction and reduce the tendency to understeer.

For your \$57,990 you also get adaptive cruise control, front and rear parking sensors with rear-view camera with multi angle views and parking guidelines, as well as pretty much every other advanced safety feature available today.

I mentioned earlier this vehicle has bona-fide sleeper status. It's quick, like 0-100 km/h in just 5.5 seconds quick. At least, that's the claim, which means it's faster than a Nissan 370Z two-seat sports car – not bad for a family-sized hauler.

Behind the wheel, it feels rapid once you're out of the blocks, but there's an annoying slushy retardation in first gear, as you bury the throttle from standstill. We tried switching to manual mode in Sport and still couldn't shake it.

Mid-range acceleration, though, is a lot more satisfying, with the Passat gathering real pace as the revs build.

We're not entirely sold on the engine note, though. It's just not as throaty as you might expect of a car with these performance credentials. Thankfully, tapping the Sport button ups the ante some, and mildly improves



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# ***VW Nationals 2017***

## **Saturday 27th May**

**Go Karts at Eastern Creek.**

**We were unable to secure a venue for the traditional Supersprint despite trying to book venues over 12 months in advance, so we're going Karting at Eastern Creek. There is bound to be a few sore bodies on Sunday**

## **Sunday 28th May**

**Show Day, Fairfield City Showgrounds, Smithfield Road, Prairiewood.**



Huge undercover area for Show & Shine and Dealer Displays with space for up to 200 show cars undercover. On site catering available with plenty of everything.

7:30 am - General admission gates open  
8:00 am - 3:00 pm - Car Show assembly & Swapmeet  
10:30am - Car Show Entry Closes  
11.00 am - First Raffle Draw  
12:30 pm - Peer Judging Forms CLOSED  
1.00pm Final raffle draw  
3:00 pm - Trophy Presentation



Slot Car racing all day, \$2.00 for 5 minutes. Track supplied by the Slot Shop

General Admission: \$10.00

Children under 16: Free

Swapmeet sites: \$50.00 (includes 1 adult show entry, additional entry tickets may be purchased on the day if needed)

Show and Shine Entry: \$30.00 (includes 1 adult show entry for the driver, additional entry tickets may be purchased on the day if needed)



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# ***VW Nationals 2017***



All Car Show entrants are automatically entered into Peoples Choice and Volkswagen Group Australia's Car of the Day. In 2016 **Peer Judging** will again determine the Air-cooled winners. Ballots will be provided to each entrant upon entry. Entries to all categories close at **10:30 am** sharp.

**Ballots MUST be returned to the Club VW judging area no later than 12:30 pm.**

## **Car Show Categories**

### **Air cooled**

- 1 Beetle - up to 1957 - Standard
- 2 Beetle - up to 1957 - Modified
- 3 Beetle - 1958 to 1967 - Standard
- 4 Beetle - 1958 to 1967 - Modified
- 5 Beetle - 1968 onwards - Standard
- 6 Beetle - 1968 onwards - Modified
- 7 Kombi T1 - up to 1967 - Standard
- 8 Kombi T1 - up to 1967 - Modified
- 9 Kombi T2 - 1968 to 1979 - Standard
- 10 Kombi T2 - 1968 to 1979 - Modified
- 11 Transporter T3 - 1981 to 1992 - All
- 12 Type 3 and Type 4 - Standard
- 13 Type 3 and Type 4 - Modified
- 14 Karmann Ghia - All Years - Standard
- 15 Karmann Ghia - All Years - Modified
- 16 Factory Karmann Cabriolet - All Years - All
- 17 Factory Off-Road - Air-cooled - All
- 18 Non-factory Off-road and Buggies, Trikes - All
- 19 Aussie Convertibles and Kit Cars - All
- 20 Best engineered/race - Air-cooled - All
- 21 Rat class - All Years - All
- 42 Concours d'Élegance

### **Water Cooled**

- 22 Polo, Up! A All Years
- 23 Golf 1 - 1976 to 1983
- 24 Golf 2 - 1984 to 1992
- 25 Golf 3 - 1993 to 1997
- 26 Golf 4 - 1998 to 2003
- 27 Golf 5 - 2004 to 2008
- 28 Golf 6 - 2009 to 2012
- 29 Golf 7 - 2013 onwards
- 30 VW Convertible - (Golf Cabrio, Eos) - All
- 31 VW Sports (Scirocco, Corrado) - All
- 32 VW Sedan (Vento, Bora, Jetta, Passat, New Beetle) - All
- 33 VW SUV (Tiguan/Touareg/Amarok) - All
- 34 VW Commercial (Transporter/Multivan, Caddy) Crafter) - All Years
- 35 Audi - All Years
- 36 SEAT - All Years
- 37 Skoda - All Years
- 38 Best Engineered / Race Water-cooled Vehicle
- 42 Concours d'Élegance

## ***VW Nationals 2017***

### **2017 VW NATIONALS INFORMATION**

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VW Nationals Enquires: David Birchall (02) 9534 4825 or david@clubvw.org.au

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You don't have to be a member to enjoy VW Nationals or to enter any event. Club Vee Dub Sydney inc. is centred in Sydney, with many members throughout Australia and overseas. The benefits of membership are plenty: See pages 41 & 42 for a membership form

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## Club VeeDub - The Legend Never Dies

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the exhaust note in this regard, but it still lacks that main ingredient – soul.

The Passat's value proposition doesn't end there. Not only do you get the engine and quick-shifting six-speed dual-clutch transmission from the Golf R, you also get premium kit like adaptive suspension with multiple driving modes, adaptive LED headlamps with dynamic cornering lights – so they move in relation to the steering wheel – and of course this Passat is all-wheel drive, so it offers brilliant traction and grip in the wet.

The quick-shifting dual-clutch transmission also offers plenty of driver engagement, particularly if you opt to use the manual shift paddles – makes driving a lot fun, when conditions permit.

For city and suburban duty, though, you'll most likely want to leave it in Normal, for the good balance between performance and comfort. But get some clear road ahead, and switching to Sport is the go for faster throttle and steering response.

We also like the way the Passat handles. It feels well balanced and it's nicely poised on the road. There's very little body roll, even when you're stringing a few corners together at a reasonable clip. And despite its sizeable dimensions, it's a car that inspires a good degree of confidence when pushing on.

Ride comfort is very good, especially in the Normal damper setting. Even the largest potholes are effectively ironed-out and isolated from the cabin. Switching to Sport definitely firms things up, but it's still largely comfortable, even in the rear seats. My only



gripe, the front seats need a tad more bolster to match the car's performance in the twisties.

For long-distance family excursions, though, you might want to try the Eco mode, especially given this car's regulation premium 98 RON fuel requirements.

While the latest Passat may not have quite the cachet to lure every prestige buyer looking to park a German badge in their garage, it is however one of those wonderfully versatile cars that allows you to have your cake and eat it too.

This Passat's credentials are indeed impressive. It looks the business with that lowered stance, has oodles of space and comfort, boasts every known electronic gadget available today, has got loads of safety kit and has more than enough performance to shame some luxury Euro cars costing nearly twice the sum.

Ownership costs are reasonable too, with the total scheduled servicing charges amounting to \$3471 over five years. It's no bargain in that regard, but it's also not expensive, either (first year \$433; second year \$625; third year \$706; fourth year \$1274; and fifth year \$433)

It's no surprise, then, that this VW is guaranteed to put a smile on the face of most drivers, and at \$57,990 plus on-roads, it's a bargain to boot. See the Passat 206TSI R-Line at your VW dealer now.

### Specifications

Engine: 1984cc 4-cylinder with turbocharger  
Output: 206 kW @ 5600rpm, 350 Nm @ 1700rpm  
Transmission: 6-speed dual-clutch automatic, all-wheel drive  
Wheels: 8 x 19", 235/40 R19 tyres  
Performance: 0-100 km/h in 5.5 sec. Top speed 250 km/h (limited)  
Fuel Consumption: 7.3 L/100 km. 59-litre tank.  
Dimensions: 4767 mm (L), 1832 mm (W), 1456 mm (H)  
Weight: 1589 kg  
Turning Circle: 11.7 m  
Warranty: 3 years / unlimited km



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# Canberra Chapter Drive-In movie night

The idea was spawned and memories were reignited.

Saturday the 8th of April was the chosen night. Destination: Queanbeyan Showgrounds for a good old fashioned drive-in movie. Due to popular demand, the movie selected was 'Gone in 60 Seconds' (new version).

Club Chair, Willie Nelson extended the invitation to around 25 Canberra car clubs to create a truly great event.

A (VW only) pre show leisurely cruise from The Royal Australian Mint to Queanbeyan saw only Mandy and Duan partaking; however more showed up at the venue to the relief of organisers.

By show time a large number of vehicles were parked up, with the Ford Performance Club of Canberra proving to be the best represented. Vehicles ranged from old to new, with Mercedes, Corvettes, early Holden's and of course VW's ranging from a '59 beetle, bay panel up to a new Tiguan to name but a few. There was plenty of inter-club banter prior to the show, with a lot of interest in more mixed club events for the future.

Local food vendors were on hand to provide sustenance and refreshments, with the coffee van and popcorn van doing a roaring trade. Clubs were allowed to run their own BBQ's for club members; however most took advantage

of the vendors in attendance.

The drive-in organiser was keen to help us run another Club event in the future, perhaps when the weather is a little warmer.

I would like to thank those that attended and hope that they enjoyed the evening as much as I did.

See you at the Nationals, Duan

## The Toy Department

Just when you thought it was safe and you were thinking you are on top of things Greenlight models go and release yet another series of great VW model cars. This time in a whole new tooling in vw T2's and the detail is great even in these pre-release images.

Something that Greenlight does not shy away from is the ability to add features and extras such as ladders, roof racks, etc; in this series the white camper even has a Hurst bumper on the front.

There are two new beetles including a neat Mexico taxi in the traditional green and white.

This release which will be series 5 is expected sometime in June. Also keep an eye for the running on empty series with the Chevron VW T2 Pickup with blue canopy.



SERIES 5



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41020B - 1967 Ford Bronco

41020C - 1969 Ford F-100 with Bed Cover

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41020D - 1972 Chevrolet® C-10 with Tool Box

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41020E - 1974 Volkswagen® Cab Pickup with Canopy

41020F - 2012 Ford Shelby GT500®



29860E - 1:64 1969 Volkswagen T2 Type 2 with Roof Rack



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29860F - 1:64 1976 Volkswagen T2 Type 2 Crew Cab Pick-Up - Shell™



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29860C - 1:64 1969 Volkswagen T2 Type 2 Crew Cab Pick-Up

So for now we should be chasing the current release set of the series 4 - Beetles, Campers, and Twin cab Utes.

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**SERIES 4**



One other last variation is this T2 fire truck which I have not seen wildly available but certainly something to look out for.



Happy Collecting

Tony Bezzina





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## **King Kombi**

*The NRMA Open Road, December 1989*



The appeal of campervan touring has a lot to do with avoiding the hassles of searching for accommodation and the freedom of being able to "do your own thing" in a self-contained holiday unit.

One combination that allows this sort of freedom – plus the opportunity to explore a little further off the beaten track than is possible in most campervans – is the Volkswagen Syncro Deluxe with a Gold Pack camper conversion by Trakka Van Conversions Pty Ltd.

The VW Syncro's versatility lies in its automatically regulating four-wheel drive system which senses speed differences between the front and rear wheels. If one or both of the rear wheels start to slip, drive is transmitted to the front wheels through a viscous coupling in the front final drive.

The main advantage of this system is that drivers don't have to decide when four-wheel drive should or should not be engaged as the process is automatic. Furthermore, the continually changing proportions of power being transmitted through the silicone fluid-filled coupling are almost indiscernible; such is the smoothness of its operation.

To provide even greater four-wheel drive capabilities, the Syncro is available with front and rear locking differentials, easily engaged via push-pull buttons on the dashboard. The test van was equipped with a rear diff lock and although it was

not needed during the test drive, it's nonetheless reassuring to know that this additional aid to wheel traction is there to use if necessary.

Home comforts

It takes some ingenuity to convert the compact interior of a medium-size VW van into comfortable living quarters for two (or occasionally four). But this Trakka conversion lives up to the company's usual high standards for space efficiency, quality of finish and comfort and convenience items.

Next to the side door opening, there's a gas stove with two burners and a griller. As in other Trakka conversions, the stove can be used in place (as long as the roof is elevated and adequate ventilation provided), swung around to allow cooking from outside the vehicle, or removed altogether and used as a portable cooking unit. A spare gas bottle is standard equipment.

Opposite the stove there's a stainless steel sink with hot and cold running water (hot, as long as you remember to switch the vehicle's heat lever to hot about 15 minutes before arriving at your camp site or idle the engine for a similar period first thing in the morning) and a useful-size refrigerator that operates on 12 volts or 240 volts.







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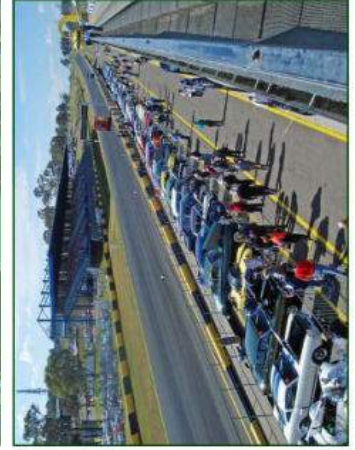
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Pull-out storage bins for cooking and eating utensils are found under the stove and sink, plus there's a shallow compartment over the fridge and another cupboard further to the rear. For a work bench, flip over and close the covers over the sink, fridge and side utensil cupboard. Clothing and bedding can be stored under the bed/rear seat, in cupboards along the right rear side or simply laid on top of the rear section of the bed.

The van also has a small folding table on a swing-out arm that can be teamed up with the rear seat. Alternatively, the table can be placed up front and the special swivelling bucket seats, part of the Gold Pack conversion, turned around to face it.

The interior is compact, but roomy enough for two persons, but with four people, you would need a side annexe. Head room is ample with the full length roof up – it's easily raised on two gas assist struts and is secured by four spring clips when closed. Both the opening sliding windows in the centre section of the van and those in the canvas roof section are insect-screened, but of course, a lot of bugs come in through the side sliding door each time it's opened. Curtains on a sliding track right around the cabin area provide for privacy when required.

### On the road

Although not a class leader on performance, the VW Kombi still has the edge over its

Japanese rivals on handling, ride and braking. Its superiority on these aspects can be attributed to a number of features – an efficient all-independent suspension; accurate rack-and-pinion steering; large-section, high-quality Michelin steel-belt radial tyres; and a well-sorted braking system.

The Syncro model, with its automatically-regulating four-wheel drive system, is an even better road handler. Its handling characteristics are neutral (even on dirt where Kombis traditionally display pronounced understeer) and the vehicle has a secure and nicely balanced feel in all conditions. As in all vans, the buffeting from strong side winds can affect stability at higher speeds, but the VW is better than its opposition in this aspect too. The VW's effective damping not only provides a comfortable ride, it also keeps pitching (a common feature of forward control vans when driving over undulating surfaces) to a minimum.

There are, however, some limitations when tackling off-road conditions. The car-type Michelins that work so well on bitumen and dirt roads aren't so good in soft or slippery conditions. We did some testing on sand and neither the viscous coupling nor the optional lock-up rear differential saved the VW/Trakka from getting bogged when we stopped and attempted to start off again.

As well as giving better grip in soft going, off-road tyres would also be more resistant to damage in rough going. With ground clearance that's as good, or better, than most traditional four-wheel drive vehicles, the test VW Syncro had no trouble clearing obstacles.

Although engine capacity and power output of the horizontally-opposed, water-cooled flat-four engine has been steadily increased over the years (the current 2.1 litre, 70 kW version being introduced in conjunction with unleaded petrol requirements), acceleration is still rather leisurely compared to current four-cylinder sedans. However, I guess you can't expect too much from a 2.1 litre engine propelling a vehicle with an all-up mass of around 1840 kg (as in the camper version), and provided owners are prepared to make good use of the gearbox, progress on trips need not be slow.

Fourth gear, with its overdrive ratio, is essentially a cruising gear. It allows the VW to cruise quietly and comfortably at normal freeway limits with good fuel economy.

Highway hills will soon have the driver reaching for third gear, and even second on steeper pinches, to maintain speed. At the other end of the range, the Syncro is equipped with an extra-low crawler gear



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(designated by a 'G' on the lever knob), for use when four-wheel driving at low speeds in difficult conditions. As in previous manual Kombis tested, the gearshift has a long throw and the lower gears are sometimes difficult to select.

Overall fuel consumption for the VW/Trakka was 13.6 litres/100 km. With a fuel tank capacity of 70 litres, the camper's cruising range would be in the vicinity of 500 km. By comparison, an automatic VW Caravelle tested earlier this year averaged 15.0 litre/100 km.

Apart from the problem of having long linkages between controls and the engine/transmission unit, the VW's rear-mounted power plant provides a number of advantages. Engine noise and heat is left behind the vehicle instead of possibly making conditions uncomfortable for front occupants as it can in vans with seats over the engine.

The other big plus is the walk-through facility between the front seats. This can prove particularly useful in a camper and also in a delivery van.

### Problems

On a more critical note, the VW's layout and operation of driver controls leave a lot to be desired. If you don't bang your knuckles against the driver's seat frame when using the handbrake, you'll probably curse the gearshift as you try to select the lower gears, or be irritated by the awkward difference in pedal height from the accelerator to the brake.

Once you master the operation of these, you only have to work out the confusing ventilation controls and remember that the turn signal lever is on the left of the steering column (no problem for long-term VW owners) and that the headlight switch is a tumbler-type on the dash.

A radio/cassette player with automatic aerial is standard. It provides good reception, but without rear speakers, it can be difficult for rear passengers to hear unless it's set very-loud for front occupants. You also have to remember not to leave the radio on when you leave the vehicle – it's wired independently of the ignition circuit.

### Summary

At \$57,548 all-up, the metallic-painted, alloy wheel-equipped, test VW Syncro Deluxe with Trakka's Gold Pack camper conversion plus hot water system and roof bed, represents a sizeable investment. You can do it cheaper by choosing the standard conversion and using the non-Syncro Kombi as a base, or you can spend considerably more by ordering all sorts of options such as rooftop solar panels for battery charging, shade awnings and annexes, air conditioning, colour television and a porta-potti.

Whichever way you choose to go, you can be confident that your money is buying a high quality vehicle and conversion that should provide many years of good service and enjoyment. The versatility of the four-wheel drive Syncro version makes it an attractive proposition for buyers who plan a little adventure in their journeys as it offers the opportunity to explore a little further off the beaten track.

Bob Hudson

## Car Care


**Washing cars is a simple matter, but it's easy to get it wrong.**

*Australian Automotive, October 2014*

Although washing a car is a simple matter, doing it incorrectly or with the wrong products can actually damage it. Specialised car wash businesses know this and use commercial products tailored to their working methods. Other businesses performing courtesy washes will often use consumer-grade products and methods. This is also the case with limited interior cleans, to remove workshop grime that finds its way onto a seat or door panel. We asked some experts about the best products and methods for non-commercial, smaller-scale car cleaning.



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One of the biggest mistakes is using a common detergent. These have the wrong pH level (hydrogen ion concentration), the logarithmic scale of acidity/alkalinity. 1-7 means acidic; the lower the number, the greater the acidity. 7 is neutral (pure water), while above 7 is alkaline. They also often contain additives that can cause damage in automotive applications. Slopping some floor wash or general detergent into a bucket is not okay. Because washing agents used for cars are so different, they aren't even referred to as detergents by their manufacturers. They're all described as 'washes.' There's a huge range available and these are the only products that should be used on a car. In addition to using the right products, there's also a right method.

The first step in washing a car effectively is to remove any loose dirt and grime with a high speed/pressure water spray. This is important because if these particles are rubbed or dragged across paint they will cause scratching and swirl marks. A nozzle on an ordinary hose works reasonably well, but a pressure washer is the most effective means of removing loose grime and most workshops have one. However, a bit of care is needed because narrow pressure jets can inject water into concealed areas that don't dry out thoroughly. This will lead to corrosion over time. So a broader spray is better than a narrow jet.

Wheels should be washed first if you're going to go that far. This is because doing them last runs the risk of splashing water back onto your freshly washed bodywork, where it can dry and leave water marks. Also, any special wheel cleaners needed for severe dirt and brake dust build-up are diluted by water, which reduces their effectiveness.

These cleaners are needed because brake dust is deposited hot, which causes it to etch into wheels where metal particles in it can lead to galvanic corrosion. General washing solutions aren't strong enough to remove such deposits, particularly if they've been allowed to build up.

Washing the body after the wheels ensures that any specialised wheel cleaner that finds its way onto the bodywork will be washed away. After wheel cleaners have been used and rinsed off, normal washing can follow. The best way to wash wheels is to remove them, but that's a ridiculous proposition for a courtesy clean or detailed standard clean. It's really only done by fanatical owners preparing for concours judging or with

expensive custom wheels, but it is the best method.

The general techniques for washing wheels and bodywork are the same. After any dirt and grit that the pressurised pre-rinse will dislodge has been removed, the car should be thoroughly covered in a layer of wash foam. Ideally, this should be allowed to sit for a bit to work on stubborn dirt, although this can't be expected with a courtesy wash. This is compatible with the fact that a car shouldn't be allowed to dry off as washing proceeds. The only time a car should be dry is at the end of the entire washing procedure. This is why a car shouldn't be washed in direct sunlight if it can be helped. Open shade is best.

Plain water has high surface tension. Adding a chemical called a surfactant reduces this and allows it to flow much more readily. Different surfactants have different characteristics and washing agents usually have a mix of them to achieve certain characteristics. In general, though, surfactants reduce the tendency for water molecules to be attracted to themselves and increase their tendency to be attracted to oil and grease. This prepares water to be a better cleaning agent.

For readers interested in technical details, surfactants consist of double-ended molecules with one end attracted to water (hydrophilic) and the other repelled by water (hydrophobic). The hydrophobic end is attracted to oil and tends to 'burrow' into it to get away from the water. This is how surfactants act to loosen and dislodge oil-based deposits. Oily deposits freed in this way become surrounded by surfactant molecules, allowing them to remain in suspension and be rinsed away. As with any chemical process, adding heat and mechanical energy speeds up the action. The mechanical force that dislodges dirt is obviously applied with a sponge. However, some experts say a microfibre cloth is better. If you can't decide, there are sponges covered in microfibre material.

After washing, excess suds should be rinsed off with the same broad pressure fan used for the initial rinse. This is followed by the classic un-aerated, smoothly flowing sheet of water from a hose with no fitting. Pretty much everyone does this but experts differ on the next step. Many say that the car should then be dried using a chamois cloth, regularly wrung out as it becomes saturated. Others say that this practice can cause any remaining dirt or dust particles to scratch the paint as the chamois cloth is moved across



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the car. They point out that any particles present at this stage are particularly detrimental because all lubrication is removed as a car is being dried. Of course, the car will have just been washed so there shouldn't be any particles. But critics of the time-honoured chamois method counter that a car can pick up particles from the atmosphere very quickly if it's washed outside. Likely, such particles would be small, but then a brand new high quality finish is prone to showing even the smallest marks.

Depending on what a car has been exposed to in the workshop, ordinary washing may not be enough. Streaks from rubber bumps, paint overspray or similarly stubborn marks can persist and will almost surely be noticed by a customer. These can usually be removed fairly easily with special detailing clay that contains a mild abrasive. Essentially, it's rubbed across the paintwork and its abrasive action works on any raised points. The reason it doesn't abrade the surrounding paint is that it's used in conjunction with a lubricant which allows it glide over general paint. It acts only on the particles, and other contaminants that sit higher than the surrounding paint. Some manufacturers supply clay in a kit with a lubricant, others nominate another product from their range to act as lubricant, but either way a lubricant is essential. As the clay picks up dirt it needs to be reformed to expose fresh material and keep embedded dirt away from the paint.

Although it's not the responsibility of a workshop, it's worth noting that clay can also remove tar, tree sap and bug residue, but not always. There are specially formulated cleaners for these problems if any such contaminants remain after other cleaning procedures. If such cleaners are used after washing then re-washing is a good idea. Or, if the contaminants are clearly evident before washing, then the specialised cleaners used to remove them can be applied at that stage. Keep in mind that specialised cleaners and clay will remove previously applied wax, although that's unlikely to be a consideration in a general service environment.

Interiors can also get marked in workshops, even if seat protectors are used. Clearly, a car that's picked up some workshop grime internally should never be returned to a customer without cleaning. Brushing should always be the first step. It loosens and dislodges dirt, making it easier for subsequent vacuuming to remove it. Seams should be spread apart and brushed out thoroughly if marks extend across them.

Vacuuming should follow brushing. Hard hose attachments are fine on fabric seats, carpets, roof linings and the like, while brush attachments are better for leather and vinyl seats and trims, dash pads, vent openings and the like. However, care is needed when using a general shop vacuum cleaner as its attachments could already be carrying a fair measure of workshop grime to begin with. You don't want to make the problem worse. After these preliminary steps have removed the larger particles, specialised products tailored to the material concerned should be applied.

Automotive vinyl isn't terribly difficult to clean. The main thing is to avoid cleaners that contain silicon and solvent. These leave a finish that's very shiny and which actually attracts dust. Cleaners that are good for vinyl are often suited to cleaning rubber seals as well, although it's highly unlikely you'd have to clean those. Vinyl formulations can be altered to achieve a variety of characteristics. In fact, modern automotive vinyls are so good that it's often difficult to tell them apart from leather without examining the reverse side. Some leather seats actually have vinyl panels on the rear and other out of the way areas.

Not surprisingly, leather is more difficult to clean. Some of the techniques used to clean and maintain older leather upholstery can actually damage the surface coatings on modern leather. The best way to clean leather interior surfaces is to use one of the specialised cleaning products available. When first trying a new leather cleaning agent it's prudent to apply a little in an out of the way place which won't be noticed. Of course it can be difficult to determine if the covering in such an area is leather and not vinyl. If you can examine the back of the material and find that it has a layer of white backing cloth, it's vinyl.

Around 90 per cent of fabrics used in automotive seat trimming are polyesters. This material is popular in car seats because it has high resistance to abrasion, coupled with excellent resistance to the effects of sunlight. It's fairly resistant to stains because of treatments applied to the fibres during manufacture but it is particularly susceptible to oil-based stains. As with virtually all automotive fabrics and finishes, care and the right products are needed to clean polyester fabrics properly. Again, the major manufacturers of cleaning agents have formulated specific products that work very well according to what we've seen. Because carpets



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are essentially another form of fabric, they're treated in a similar way to upholstery fabrics, and many of the products available are described as suitable for both applications.

Like automotive cloth trimming materials, microfibre cleaning cloths and applicator pads are made from polyesters. Because they consist of synthetic fibres they don't leave lint, which is one of their main advantages over ordinary cleaning rags. Even more important, though, is the fact that microfibres can be engineered to have specific characteristics. The fibres in microfibre cleaning cloths are described as split because they have tiny longitudinal grooves formed in them during manufacture. These grooves and the very small size of the microfibres make such cloths highly absorbent. They also increase cleaning power by grabbing and holding dust.

Not all microfibres are split but those intended for automotive cleaning are.

Virtually all of the cloths available from the specialist cleaning product manufacturers represented here are made of split fibres, even though they aren't described as such. It's easy to tell by simply dragging one across the palm of your hand. If it's grippy and feels slightly coarse, it's made of split microfibres. The feeling is caused by the grooves grabbing on the tiny imperfections of your palm. Applicator pads for interior cleaning products are usually microfibre-covered.

In general, most interior cleaning products should be applied to applicators, rather than directly to the surfaces to be cleaned. Then the surfaces should be dried with separate microfibre cloths. Cloths and applicators are colour coded so that it's easier to avoid mixing incompatible cleaning products, which is important.

Bigger workshops that clean a lot of cars will probably use the commercial-type cleaners we mentioned previously. However the consumer-grade products shown here are better suited to smaller workshops that are dealing with fewer cars. The specialised cleaning products available from these manufacturers are well suited to dealing with workshop generated marks both internally and externally. Ideally, there shouldn't be any workshop grime in or on customer cars, but as anyone who's worked in the motor trades knows, it's not a perfect world.

Paul Tuzson



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# Club VeeDub - The Legend Never Dies

## About Club VeeDub Sydney

Do you own a Volkswagen or Audi? Have you had trouble fixing it, or finding a decent VW mechanic who can? Maybe you'd like to restore your classic VW, or what about hotting it up instead? No matter what your VW need is, Club V e D u b Sydney can help you!



Club VeeDub was formed in 1985 to cater exclusively for VW and Audi owners. We're Australia's largest VW/Audi club with members in every state and overseas, but we're based in Sydney. Our logo shows this - the Sydney Harbour Bridge combined with VW's Wolfsburg Crest.

Club VeeDub is dedicated to keeping as many Volkswagens on Australia's roads for as long as possible. We aim to do this by helping owners maintain their enthusiasm and love for their VWs, because as we say, The Legend Never Dies!

### Why join Club VeeDub Sydney?

Firstly, as a Club VeeDub member, you'll receive discounts on parts and service from all recommended workshops and parts outlets. Just show your club card! Your membership fee can often be recovered by the savings on your next service.

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You're not required to attend meetings, nor participate in any way if you so desire. You can, if you wish, simply accept the benefits we have to offer with no obligation.

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You're welcome at our monthly meetings, which are informal and good fun. No 'moving the motion that the minutes be seconded' stuff! There's raffles, quizzes, films, talks and other cool things. Members can borrow VW books, videos, manuals, brochures and magazines from our extensive club library - for free.

Need that special tool to fix your VW? We have an large range of VW factory tools and special fittings you won't find anywhere else, all free to members. We also have many contacts in the VW trade who are happy to offer you free technical advice on restoration, modification and any other VW matter you could think of.

You'll also be welcome to any of our cruises, show days, swap meets, social events, drag days and other events for the VW nut. We also host the VW/Audi Nationals, Australia's premier VW/Audi event, every Easter.

### Benefits for Club VeeDub Members

- Club VeeDub member card for discounts on VW parts and service
- Free monthly issue of *Zeitschrift*
- Professional advice on VW restoration, modification and service
- Free book, magazine and video library
- Free VW tool lending library
- Vintage Registration for 30 year-old VWs
- Non-boring, entertaining meetings with heaps of prizes and laughs
- Enjoyable social events throughout the year
- The VW/Audi Nationals

Membership Form

New Member:    
Renewal:  (tick one)

Name:

Address:

State:

Postcode:

Phone:

BH

AH

Occupation:

Are you a licensed mechanic, either active or retired?  
 Yes  No

How much of your own mechanical work do you do?  %

Which of the following activities are you interested in?

<input type="checkbox"/>	Cruises and Observation Runs
<input type="checkbox"/>	Show n Shines, Concours
<input type="checkbox"/>	Social days and/or nights out
<input type="checkbox"/>	Swap Meets
<input type="checkbox"/>	Drag or track racing
<input type="checkbox"/>	Meetings and tech talks
<input type="checkbox"/>	Other: (you tell us !)



Email address



# The Tiguan. Attractively advanced.



With its striking proportions, the Tiguan exudes a powerful presence, wherever it appears. Attractive design details complete the stylish look – and make an impression time after time.

Available in six different options you can choose between petrol or diesel, as well as the level of safety and infotainment that's right for you.

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## THE NEW **AMAROK V6**



### **Tough comes from within.**

The V6 is back, and it's back in a big way. With its latest generation 3.0 litre V6 TDI engine, the Amarok V6 produces a class-leading 165kW of power and 550Nm of torque, and with the Overboost feature that number rockets up to a burly 180kW at the squeeze of the pedal. Of course, that much grunt under the hood calls for a whole lot of stopping power. That's why the Amarok V6 has the largest brakes in its class, featuring front and rear ventilated disc brakes, making for superior braking performance. So if you're ready to feel the thrill of a V6, uncover the power at [AmarokV6.com.au](http://AmarokV6.com.au)



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