

ZETTSCHEIN

March 2005



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A CLUB VEEDUB SYDNEY PUBLICA-
TION

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VW Nationals
Coordinators: David Birchall (02) 9534 4895
Bob Hickman (02) 4655 5566

**Please have respect for the committee members
and their families and only call during
reasonable hours.**

2005 VW Nationals
Good Friday March 25th
Easter Saturday 26th
Easter Sunday 27th

**We wish to thank our continuous
17 Year VW Nationals Sponsors**

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www.clubvw.org.au

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Monthly Club meetings are held at Greyhound Social Club Ltd., 140 Rookwood Rd, Yagoona, on the third Thursday each month at 7:30 PM. All members and visitors are most welcome.
All mail should be addressed via the Secretary,
c\ - 14 Willoughby Cct Grassmere NSW 2570
Zeitschrift is produced monthly by Club VeeDub Sydney. Classified ads are free to members, send your add to the above address or send an email to the editor. We welcome all letters and contributions, which will be published if

name and address is supplied. Views expressed in Zeitschrift are those of the writers and do not necessarily represent those of Club VeeDub Sydney. Articles may be reproduced with an acknowledgment to Zeitschrift. Club VeeDub Sydney, its members nor its contributors to Zeitschrift can be held liable for consequences arising from information printed in the magazine. Back issues are available from the Secretary.

Hawks Nest Motor Fest – 2005

Saturday, 12 March 2005

Myall Park Sports Oval

A Hawks Nest Community Aid Event Day for

Tea Gardens Hawks Nest Surf Life Saving Club Inc. Tea Gardens Hawks Nest Meals on Wheels Inc. Community Clinic Bus

Hosted by the Tea Gardens Hawks Nest Motor Club Inc.

Classic, Vintage, Veteran, Sports cars and motorcycles Fire Brigade, Police, Ambulance & Emergency units and Surf Life Saving Club on display

Food & drink stalls Join us in this unique local event

For further info contact: John Sharp President 4997 1081 or Secretary Juergen Seil 4997 0014

A reminder from the Vintage Registrar

Just a short but very important reminder members! If you have a vehicle on HCRS / Historic plates, you must inform me of **all** your vehicles movements for the following reasons:

- The RTA requires that the Club run a day book registering all “H” plated vehicles movements.
- You have agreed to abide with Club VeeDubs requirements on this subject.
- Should you have an incident involving your “H” plated vehicle and you have not informed the Clubs Vintage Registrar, your insurance could be null and void.
- Should the RTA wish to inspect the clubs day book, and can prove that it is not current, or that certain club members are abusing the privilege of the HCRS system, the club can and will be held in breach of the RTA HCRS regulations, and could if they wished, revoke all “H” plates associated with Club VeeDub.

Note: All events listed within Zeitschrift are sanctioned by the club’s committee **BUT you are still required to notify me of the vehicles movements.**

All I ask members, is that you keep me informed of when you are going out to enjoy your Volkswagen. You can do this by contacting me on 0419-016-392, or e-mail, pmacqueen-ad@pnc.com.au

So enjoy your Volkswagen, I know I do. Peter Macqueen, Vintage Registrar



**Good Friday 25th March 2005
Western Sydney International Raceway (WSID)**

1/4 mile Drag Racing Grudge & Bracket

Racing from 9.00am till 4.30pm

\$55.00 to race

\$15.00 spectator entry. Children under 12 free

Entry forms will be available from www.wsid.com.au
Please enter directly with WSID if you wish to race 02 9672-1320.
There will also be other types of vehicles racing on the day as part
of the VW Nationals event.

PRE ENTRY IS A MUST.

If you wish to stay on into the evening, there will be a Burn Out
competition being staged from 6.00 pm.

Racing requirements will be as with an ANDRA sanction street
meeting, so current safety requirements must be adhered to.

Racing will be open for all makes and models of cars, with both
street and racing cars welcome.

Grudge, Bracket & King of the Hill.

The **Gene Berg Trophy** for the fastest street registered VW
will be awarded.

*Bracket racing is a test of skill, anticipation and consistency,
not how powerful your car is.*



Easter Saturday 26th March

Navigation and Sight-seeing Run

through south-west Sydney. Bring a partner! Meet at the Greyhound Social Club, 140 Rookwood Rd Yagoona, at 10:00am for a 10:30am departure at 1 minute intervals. Easy directions and questions during a scenic 90 minute drive. No dirt roads! We finish at a mystery destination for a relaxing lunch and boutique beers. Quick trip home after, or stay on.

Easter Sunday 27th March

**Show & Shine at Fairfield Showgrounds, Smithfield Road,
Prairiewood.**

Huge undercover area for Show & Shine, Dealer Displays and Swapmeet.

Gates open at 8:00 am.

If you want a good position, or you want to park with your mates, get there early!

Car show entries close at 11am. Presentation is around 3pm. Entry fee is again \$10.00, children under 16 free. Undercover Swapmeet sites are \$20.00 each Car show entry is \$10.00 per category, maximum of 3 categories per car.

VW Winter Break

26 — 29 August 2005

Sawtell Beach Caravan Park

Lyons Road, Sawtell

02 6653 1379



Plenty of cabins & camping spaces, you make the booking on above phone number directly with the caravan park.

Caravan park is walking distance from town centre.

Car display on Village Green.

Beach driving.

Swap Meet.

Local drive scenic drives.

Coffs Markets

Big Banana

Catch up with your VW friends in a relaxed atmosphere.

Participate in activities or just veg out.

Sawtell is on the Mid North Coast, just south of Coffs Harbour.

All VW clubs are invited to attend.

Booking Code: ClubVeeDub -

Toll Free number for the park 1800729835

and the web address www.sawtellbeachcaravanpark.com.au

More info soon.....

Organised by local members of Club VeeDub Sydney

Der Bericht Präsidenten

Last month's event was the annual Volksday held by the Illawarra Club. The location was at Sandon Point Bull, on Sunday 13th. I travelled down for the day and found many club members in attendance. This year's show was held on the headland, in a park with great views over looking the beach. Parking was a little tight on the grassed area. Several swappers had prime locations and the weather held up for a great day.

Also held on the same day was the European Day at Newcastle. I believe the day was good with several pictures being shown on the Aussie Vee Dubbers website.

Don't forget the VW Nationals is only 2 weeks away, so start shining your cars for our drag racing and display day. We need volunteers to help out with parking, swap meet area and the club stand. Please call me if you can spend some time on Easter Sunday March 27th.

The VW Nationals 2005 Drag racing event will be held on Easter Friday March 25th, so if you would like to have a run please come out to WSID. It's only \$55.00 to race.

Easter Saturday will be the country drive and observation drive to a mystery lunch destination. Meet at the Greyhound Club at 10:00am.

Précis of Committee and General meetings:- VW Nats, Raffle prize for Nats, Public Liability Insurance, VW Nats jobs, Illawarra show day, NRMA display Day

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

KeeponKruzin

Dave Birchall

Klub Kalender



March

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

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, films, trivia, and plenty of prizes. **Lots of fun, all welcome. 8:00pm.**

Saturday 19th:- CompakAttak Sport Compact Drag Racing and Show Spectacular at Western Sydney International Dragway, Eastern Creek. \$10,000 in prize money. Details at www.sportcompactgroup.com

Good Friday 25th Easter Saturday 26th Easter Sunday 27th:

VW Nationals '05

See page 4 & 5 for details

April

Thursday 14th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right next to Potts Park). No magazine assembly this month as the VW Nationals issue was the April issue.

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, films, trivia, and plenty of prizes. **Lots of fun, all welcome. 8:00pm.**

May

Thursday 5th:- Magazine cut-off date for articles, letters and 4-sales for January.

Thursday 12th:- Committee Meeting at the Greyhound Social Club, 140 Rookwood Rd., Yagoona (right 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, films, trivia, and plenty of prizes. **Lots of fun, all welcome. 8:00pm.**

August

VW Winter Break at Sawtell 26th –30th. See page 4 for more info

Shannons Eastern Creek Classic. 27th & 28th

September:

24th and 25th German Auto fest in Canberra

November:

Sunday 6th:- Flat Four Shootout at Liverpool. Details to be announced.

Marktplatz

Classifieds are free to Club VeeDub Sydney members and \$10.00 for non club members. Ads will appear for two months, longer if requested.

In addition to appearing in the club magazine all ads will be appear on our club website www.clubvw.org.au Photos can be included on the website but not in Zeitschrift. Photos for ads can be posted to or emailed to webmaster@clubvw.org.au

PLEASE NOTE: All classifieds will first appear in our club magazine to give our club members first chance to see them. They will be transferred to the club website on the 3rd Thursday of the month. Non members can post a cheque or money order for \$10.00 to: Club VeeDub Sydney c\ - 14 Willoughby Cct Grassmere NSW 2570.

For Sale:- 1967 Beetle 1300 Deluxe, low miles, matching numbers, original log books. Rescued from an unfinished restoration a few years ago. No rust, pan is excellent. Body is good, needs a respray and small panel work on wings. In undercoat, original colour was

Zenith Blue. Car is complete, but partly dismantled (interior, lights, bumpers removed. Was running up to 6 months ago. Starter motor is stuck. All parts to complete the car are included.

I also have a **1966 1300 Deluxe** (no engine). Pan is restored and complete, brand new suspension, reco box, steering, new brakes, lines. Brand new starter. Body is off pan (rusty in usual spots) but can be saved. Make one great car out of these two?

I have a shed full of other bits and pieces, including a perfect rear seat, VW radio, bumpers, doors, lids, wings, wheels, lights, 009, books etc. Selling due to ill health and lack of time/space to complete project. Price negotiable depending on what you want. Locatd in Hunter Valley NSW. Phone Michael 02 4992 2414 or mrmercury@bigpond.com


For Sale:- 1974 'L Bug' Super Beetle. Partly restored. Rust cut out of chassis, only three small sections of rust to cut out alongside rear window and in box under bonnet toward dash. Garaged 2 years on wheels. 1600 motor and gearbox out of car, interior stripped. Many assorted panels and mechanicals with vehicle. Best offer. Call Tony 9757 3743, or on mobile 040 2560054.

For Sale: - 1970 1500 Beetle - RED, Mechanically A1, needs minor body work, only 2 owners, serviced regularly, Mag Wheels, New CD Player, Original Books, some spare parts included, Rego 02/05, regretful sale. \$2500 negotiable contact Donna 0416 228 343

For Sale:- 1993 VW Golf Cabriolet, Automatic, Low mileage for year at 110Ks, \$11,750. Pioneer CD, Central Locking, Immobiliser, electric roof, alloys, Perfect roof Recent major service inc timing belt, Beautiful car 1 years rego and tax. No money to spend ...ASV 86X . Contact Richard Martin, Work 9354 4070, Home 9871 1561, Mobile 0401990671

For Sale:- Original 1961 VW in excellent condition only modification is the conversion

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directory



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to 12 volts. Three owners, garaged most of its life, no rust! Misty Grey colour, new head and door liners put in recently. Registered until May 2005. Rego is VW480 (NSW) located in Inner west. Runs well, forced sale. \$5,500. Contact Charles on 0413 171785 or business 02 - 9319 0677. Email: charles@conrads.com.au

For Sale:- VW Beetle 1972, made 1 June 1972, Yellow, good tyres, CD player, 23,000 miles on the clock, registered till June 2005, best condition for age, \$2550. or best offer. Contact Albert 9498-6732

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4737 8499 Mobile 0410 787 607

For Sale:- New Autolinea aluminium Type 1 case. Brand new still in box. \$750. Phone Rudi on 0418 442953.

For sale:- 1956 oval window beetle. Top Pre 57 VW Nationals 1990-91. 1650cc motor 36mm Dellortos, tuned extractors, port and polish, cam. 4 wheel discs (new discs and pads). Adjustable Ball joint front end (new adjusters, shocks), 15"x6" V4 Simons Wheels (with fairly new rubber), space saver spare. Fresh swing Axle Gear Box, Short Shift Kit, Custom Interior Trim (Cobra), Alloy 4 point Roll Cage, White 2 pak Paint (Nissan Classic White) Detailed undercarriage, Freshly built Spare 1600cc Motor-Twin Kadrons (inc. exhaust) Sacrificed at this price, must sell. \$8500 ONO Phone 0401 357 143

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★

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Or (02) 9727 2057
Fax: (02) 9723 5250

2A LACKEY STREET FAIRFIELD 2165

For Sale:- 1972 Beetle. Good Original condition. Much loved daily driver, well maintained, always garaged. Good tyres rego to October 2005. Only selling to make way for my Type 182! Asking \$3600 to a good home. Call Simon on 0438 839 398 (mob) or (02) 9415 1817 (evening) or email sbender@hcf.com.au



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Ring Shannons for a free quote today! Phone 1300 139 006

For Sale:- New colour number plates, red with white writing NSW plates. AVW NUT \$2,500 ono Ring Ian on (02) 4955 0203

For Sale:- Hot Wheels VW Bus - Lucky Charms - One of the best looking Hot Wheels buses around. \$50 each FREE postage within Australia. Contact Luis - 0412 605 692 or

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9821 2519
FAX: 9821 3652

email: Lg_71@hotmail.com Plus more other
VW toys, accessories for sale.

For Sale:- 1971 Beetle 1500, Believe matching
numbers, most trim and parts still OK, not the
original colour, needs restoration, Stored with
motor in running condition some 6 years ago, a
good restorer, asking \$1850.00 ONO please
contact Stewart on 9602 2815

**For Sale:- 1961 Beetle (pan # 3643652
January '61)** yuck mustard in colour, good
original interior, 12 volt conversion, rebuilt
gearbox, strong "H" series 1500cc engine goes
well. Unregistered last 12 months, pan solid,
no structural rust, suspension and brakes very
good. Current owner does not want to see her
little Bug broken up, would love to see her go
to an appreciative enthusiast. It's a good
project. Asking \$900 ono. Vehicle at
Katoomba, contact Peter 0419-016-392 or
Heydy 4782-1052

**For Sale:- Two pre-1970 Bay Window
Kombis and two post '71 Kombis.** These 4
Kombis are sitting in a yard in Mittagong,
current owner has collected them from around
the area over the last few years and would like
to see them gone. The Blue 1970, wide five-
stud wheel model, is a very good and straight
resto project, surface rust only in cabin floor,
Roof sunburnt, all panels and sills clean and
straight, no engine. The other three are panel
and mechanical donors only, asking \$1200 ono
for the job lot. Contact Ken in Mittagong 0408-
225-002, or Peter Macqueen 0419-016-392.

**For Sale:- Classic 1968 Volkswagen 1500cc
Beetle**, Registration till February 2005, Major
service recently completed, Good condition.
Reluctant sale. Reconditioned engine. \$2000
worth of work - Seat belts, entire clutch kit,
Spark plugs & Ignition points, Fuel pump, Fuel
line, Fuel filter, etc. \$3250 BUT offer
negotiable! call 0419625017

**For Sale:- 1 pair of calipers & brackets to
convert a Beetle to the large Type 3 calipers.**
All parts are used and the calipers will need
refurbishing. The stub axle will need to be
modified to accept the brackets, existing caliper

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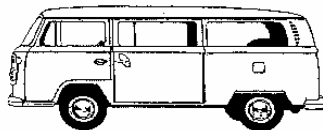
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New location, 19 Hobart Street Riverstone NSW 2765

Wanted

Your add in this space.

The cost for 11 months is \$110,
this does not include the annual
VW Nationals program.

Contact Steve on (02) 9153 6782

Trade and services directory

ABN 45 070 734 314
Tel: 9534 1077



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Unit 1, 143 - 155 Bonds Road, Riverwood NSW 2210

ears will need to be cut off, the splash guard holes need to be increased in size. They use DB2 pads. \$150 ono plus postage Call Steve 0413 8111 86 or webmaster@clubvw.org.au

For Sale:- 1968 1500 Beetle, white tinter 2 Pac paint, Saas seats, re-trimmed interior by Rod Penrose, 2165 cc motor (94x78), Kadron carbs, 125 cam, 42x38 valve heads, custom exhaust, chrome moly pushrods, ratio rockers, built by Rod Penrose, super diff, 16 inch 6&7 inch Fuchs wheels, drilled front rotors, new master cylinder and slave cylinders, 12 months rego. Car is located in Sutherland Shire, \$12,000 ONO. Call Michael 0419 460 886



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225 Cranebrook Rd, Cranebrook NSW 2749

For Sale:- 2 X Racing Harnesses, ERG brand, SFI approved, 5 point with 3 inch web. Date stamped January 2003. \$50 each. Contact UCH 02 9316 3174 bh

Wanted:- VW Kombi glovebox Owner's Guide. My Kombi is a 1974, so I would prefer that particular year (August 1973). My current one is the wrong year, and some of the pages are stuck together (don't ask me how). I've been watching Ebay but they don't come up very often. If you have one, give me a ring. Phil, 0412 786339.

Cub VeeDub Merchandise
For club T Shirts, hats, jackets etc.
Contact Raymond Rosch
0408 207 228 or
rwahr@aapt.net.au

For Sale:- 1976 Karmann Convertible Beetle. Lagoon Blue. US import with right-hand drive modifications. Original condition. Fuel injected with factory a/c. Disc Brakes fitted rear. Negotiable on price. \$23 000. QLD. Contact Stephen on 0417 732723

For Sale:- 18ct Gold VW emblem men's ring. This ring was Custom made and I paid well over \$1000, I am selling it for \$500.00 ono. It's a quite unique & eye catching item. If you're interested, I can email pictures of the ring. Call Nelson on 0293424224 or 0411196111 or latinlvr@bizmail.com.au



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John Walker Lic No. 100

For Sale:- 1975 Kombi, 2L, excellent condition, 8 seater or 5 seater + bed, dolphin blue, Pioneer head deck and speakers, sports steering wheel, heaps of rego, \$5900. Don't have room for it anymore. Phone Glen Egan on 0412208426.

Trade and services directory



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For Sale:- 1974 VW PASSAT TS COUPE, one owner since new, recently resprayed, seats reupholstered, dash board reskinned, registered until July 05, new tyres, glass sliding sunroof, garaged since new-driven occasionally since 1999, original purchase receipts, service log books and workshop manual. lots of other spares included in sale. asking \$2900.00 can be viewed at Box Hill NSW contact Peter on 0419 383 222 or 02 9627 1246

For Sale:- House to suit car enthusiast. Picton \$599,000, in popular Green Hills Estate. Three Bedroom residence located on a superb 7740m² (1.9 acre) parcel. three way bathroom, s/s heater, single garage under roof, larger truck shed approximately 12m x 20 m with high opening roller doors three phase power, halogen lights, 10 ton hoist, 20m x 40m dressage area provision, steel fencing, horse yard, located in popular Kent Road. This property is ideal for a horse

owner, car enthusiast, truck owner or tradesman. Make your appointment to inspect. Call Ray White Picton 02 4677 1302 or email: picton.nsw@raywhite.com

For Sale:- 1967 Beetle, 30,000 miles since new, has been in storage since 1977, only registered from 1967 – 1977, still has the last rego label attached, comes with log books and receipts. 12 volt, spare motor. Very original, this car deserves to be restored by an enthusiast. Call Leanne on 0423 165 414 \$1,500 ono

For Sale:- VW Karmann Ghia 1963, original condition, 2nd owner, coupe, manual, two-tone (white/brown), engine no. 7002400. \$15,000. If you have email, contact Michelle magustin@vichealth.vic.gov.au, or Ph 03 9667 1343.

For Sale: 1974 VW Superbug L (May 1974). Martini Olive colour, Family owned from new, good condition inside and out, excellent mechanically, excellent drive and runner—used daily, good tyres, one of the last examples manufactured in Australia. May 2005 rego, sailed through last service, VIN 1342402229, Engine no. AS107820. Very reluctant sale due to length of time in the family, \$4500 ono, contact Andrew on 0408 202666 or andrewbrown_5@hotmail.com

For Sale:- 1957 Oval window Volkswagen Beetle, with late 1600 twin port engine, adjustable front suspension, Porsche 356 wheels and hubs, new clutch, painted purple two-pack paint, 10 months rego, excellent condition, asking \$5700 ono. Contact Wendy on 02 4782 6827 or 414 893 480.

VW Touareg Altitude World Record Holder

The Touareg Expedition from Volkswagen Individual is confirmed as holding the *Guinness Book of Records* entry for the highest altitude recorded for a vehicle.

On 29 January 2005, battling against icy winds and a lack of oxygen, the expedition team fought its way through the lunar landscape of Chile's Ojos del Salado, the world's highest volcano, in a standard Touareg Expedition to achieve the world's altitude record for vehicles. The altimeter and GPS system displayed an altitude of 6080 metres (Mt Kosciusko is 2228m). This is the highest point on the surface of the Earth that a vehicle can reach and safely return from.



On 16th February the confirmation came from London: the record has been officially recognised by the *Guinness Book of Records*. The Touareg has thus impressively proven its strengths in extreme conditions and surpassed the performance of all other off-road vehicles.

The route of the team of eight, headed by expedition leader Rainer Zietlow, first took them through the Atacama desert, the world's driest area. The base camp is located at 4,400 metres above sea level above the salt lake Laguna Santa Rosa, famous for its pink flamingos. From here the track continues over stones and pebbles with an 80% gradient, snow fields and soft volcanic sand. At the wheel of the Volkswagen Touareg was Ronald Bormann, who has won the European Truck Trail competition several times. In

sections where rocks as large as a man blocked the path, the winch, fitted as standard to the Touareg Expedition, helped the team on its way.

The additional spotlights, also part of the standard equipment package, fitted to the roof rack containing spare wheels and rescue equipment, lit the way through the night to the rock-strewn summit. As the air became thinner at 5,000 metres above sea level, the crew was given additional oxygen by altitude specialist Dr Rainald Fischer. This way the chairman of the Association for Mountain and High Altitude Medicine (BExMED) was able to ward off the potentially life-threatening altitude sickness.

The Institute for Cartography at the University of Dresden helped to select the route to the summit following a recent four-week survey of the summit region for the purpose of making new maps. The knowledge gained by the expedition will help the scientists verify their work.

However, the most important scientific aspect of the expedition to a region endangered by earthquakes and volcanic eruptions was the installation of a seismographic station, managed by the Geological Research Centre in Potsdam. This station makes it possible to register eruptions directly above possible earthquake focus sites, thus advancing global earthquake research.

In the city or country, on freeways or a dirt track, as a service vehicle at the Dakar rally or as an expedition vehicle used for scientific purposes - the Volkswagen Touareg has once again impressively shown that it is equipped for a wide range of situations.

The Sound of VW Nostalgia on CD

The sound of a 1960s Volkswagen Beetle's 1200cc engine hard at work was never melodious to most ears. The attraction was that the raspy little bugger sounded better the longer it kept going..and going..and going.

But in a high-powered entrepreneurial spirit, two Americans have captured the

clatter, the wheeze and the glory on a new compact disc called The Beetle's Greatest Sounds of the '60s and '70s.

The reverberations on the disc are the 1960 1200 cc, the 1973 1600 cc, and the US-spec 1978 1600 cc fuel-injected engines. There are 30 tracks and they have alluring titles such as Idle with Engine Revs; 3rd Gear at 35 mph; Downshift, 3-2; Turn off, handbrake; and Horn.

"You can't beat the sound of an old Volkswagen," says R. Charles Gilfix, who helped create the CD.

He argues that the attraction of the disc isn't so much about the sound as the memory. "Nobody has bad memories of a Volkswagen, it always evokes fond memories of a place or a time," he says. If you didn't own one, then you probably knew someone who did, he reasons.

If you don't already own a VW (and hear its music every day), the disc costs \$US12.99 (\$A16.60) and is available at www.beetlesounds.com

VW Fails to See the Funny Side

Politically incorrect email marketing has raised its head in the car business again - with predictable outrage from the company it apparently promotes. The German car maker plans to take legal action after an unofficial ad was distributed by email.

Some car makers have successfully used viral marketing (in which short films are distributed via emails forwarded to multiple recipients, who then forward them to multiple recipients and so on) but recently the technique has backfired on the industry.

This time Volkswagen is on the receiving end and is threatening legal action in Britain over an outrageous advertisement for its Polo model which spread by email around the world in a matter of days.

It begins with a man of Middle Eastern appearance wearing a black-and-white checkered kaffiyeh around his neck leaving a house and climbing into a Volkswagen Polo.

After a short drive through city streets he stops in front of a crowded restaurant with people sitting at outdoor tables. The driver pulls out a detonator and presses the button. There is an explosion but rather than causing widespread death and destruction, the muffled blast is contained within the apparently undamaged car. A slogan appears on the



screen: "Polo. Small but tough."

A spokesman for Volkswagen in Britain, Paul Buckett, denies that the manufacturer had anything to do with the ad, saying that "two creatives known to our advertising agency, DDB [Doyle Dane Bernbach] London, sent in this work on spec. The agency wouldn't have anything to do it. I can only assume the people who made it put it on the web."

He says Volkswagen in Britain is "horrified" and its legal department is planning an action.

According to the The Guardian newspaper, the suicide bomber spot was created by the Lee and Dan team, a British pair which has produced a number of other advertisements (including virals) known for their peculiarity. The duo maintain that the clip is self-promotional work not intended for public viewing.

Ford last year issued a public apology for an email ad in which a cat jumps onto the roof of a Ka model, peeks inside and as it does, the sunroof snaps shut, trapping the cat's head. It struggles to free itself, until the limp body slides down the windscreen. The agency responsible claimed that the ad's release was "a genuine leak" and that no cats were hurt in the computer simulation.

Ford previously had used viral marketing to promote the SportKa model with a video that showed a pigeon flying towards the car before being swatted away in an explosion of feathers - and presumably killed - by the car's bonnet.

Other recent automotive marketing campaigns distributed by email include:

Peugeot 206: Arguably the most successful, with a man trying to sculpt his Hindustan Ambassador into a 206 by getting an elephant to sit on it. The result is a cute but less-than-perfect version of the French hatchback. It was a sequel to an ad in which an Indian man bashes his Hindustan Ambassador roughly into the shape of the 206.

Jeep Cherokee: A bear stumbles across a Cherokee in the bush, jumps into the driver's seat and takes off, leaving the owner shouting expletives.

Citroen C4: A multimillion-dollar internet ad, which employed Justin Timberlake's choreographer for the dance moves, showed a car morphing into a robot and dancing around a car park in its owner's absence.

Squashed New Beetle

The VW Ragster concept car is tipped to give a strong indication of the facelift in

mind for Volkswagen's New Beetle and could even point in the direction of a "super Beetle" to refresh the tired image of the Mexican-built retro-look model.

The name is a combination of "ragtop" and "speedster", the ragtop tag referring to the car's wide-opening, fabric sunroof, while the speedster has its origins in the designs of Ferdinand Porsche, designer of the original VW Beetle, whose lightweight early Porsche 356 open cars with lowered windscreens were called speedsters.

Volkswagen refers to the body as being



a "reinforced convertible".

The windscreen of the Ragster has pillars 90 mm shorter than those of the standard car, lowering the roof line and giving the vehicle a cheeky, street rod appearance.

While the lowered roof and the opening panel are the most striking features of the car, there are styling cues that give a strong indication of the design direction of the next New Beetle.

The lights are the most obvious, especially when the Ragster is lined up against the production Beetle. The headlights are more oval and include projector beams, and the rear lights are much the same shape.

While superficially the Ragster appears to be pretty much the same as the production car, it has been subtly upgraded, with different mudguards and bumpers, the mudguards incorporating a crease and flattened edges which follow and define the shape of the wheel arches.

There are wider, flat turn indicators at the front, and beneath the front bumper are three large air cooling intakes, significantly larger than those of the production car.

Major parts of the bodywork are the

same as in the production car, and the way in which the Ragster modifications have been done is very much in the style of the way the original Beetle was subtly upgraded. The bonnet, mudguard profiles, rear hatch and the doors (an expensive item to change) are identical to those of the production car.

VW tantalisingly says it is still to be determined if a production car will be based on the Ragster, but if it was, it would have a powerful petrol engine or a high-torque turbocharged direct-injection diesel. The engine of the latest Golf GTi comes to mind.

Volkswagen has a history of revealing design studies in Detroit which make it into production. These include the Concept 1 which led to the New Beetle, the AAC concept which led to the four-wheel-drive Touareg, jointly developed with Porsche, and the Microbus, an avant-garde study with its styling based on the much-loved old Kombi and which is also slated for production.

Thus the Ragster is being considered by industry insiders as giving strong clues to a future model and to the design direction of the New Beetle.

There's a line of thought that considers the next generation of the New Beetle will be built on the recently introduced Golf 5 chassis. The VW Bora, also based on the Golf 5 chassis, is to be built exclusively in Mexico, at the same plant as the New Beetle, and it would make economic sense to have them both built on the same platform, rather than manufacture vehicles on the old Golf 4 platform and the new Golf 5.

This could mean that the next New Beetle will grow a little; the Golf 5 is on a 25mm longer wheelbase than the Golf 4, and this would allow more rear passenger space, a source of complaint with the present car.

The Ragster has some attractive features. There are brushed aluminium roof rails on either side of the sunroof opening, while the side windows are frameless and completely retractable.

VW says that "in a serial model the rear window would also be removable", further indicating the production potential of the vehicle, which makes the Ragster one of the show's most significant vehicles in terms

of the future.

New Audi RS4 Super Car at Melbourne Motor Show

Audi Australia will unveil the new Audi RS 4 super car at this year's Melbourne International Motor Show on 3 March 2005.

The new Audi RS 4 is a surprise guest



at this year's Melbourne Motor Show, and will be unveiled as part of the company's exciting national introduction of the new A4 sedan and Avant.

Indeed, the new RS 4 is the top-of-the-range model in the A4 series, a development that is all new from the ground up.

The RS 4's Australian premiere comes almost simultaneously with the worldwide public debut of the vehicle at Geneva Motor Show.

Remarkable not only for its awe-inspiring capabilities but also for its saloon body shell, the new Audi RS 4 combines the latest high-performance technologies offered by quattro GmbH, in a luxury, thoroughbred saloon design that is perfectly suited to day-to-day driving.

Numerous technical achievements – many of which hail from motorsport – give the new Audi RS 4 unique class and character.

The first ever B-segment RS saloon is the epitome of 'Vorsprung durch Technik', featuring a high speed engine concept now being introduced for the first time in a production Audi, innovative FSI technology, as well as the latest generation of quattro drive

with asymmetric/dynamic distribution of torque.

Developing a maximum output of 420 bhp, the 4.2-litre V8 engine in the new RS 4 revs up to a speed of 8,250 rpm and exceeds the magical barrier of 100 bhp per litre – a feature that is truly outstanding in a production saloon.

Maximum torque of 430 Nm comes at 5500 rpm in this very compact engine, with 90 per cent of the engine's torque consistently available from 2250 – 7600 rpm. The result is excellent muscle and pulling force at all times, enabling the driver whenever he – or she – wishes to drive in truly relaxed style without frequent gear changes.

The RS 4 features racing technology in civilian clothes. While many of its features look similar to the new Audi A4, the RS 4 is far more than just a “fast” derivative of Audi's highly successful midrange saloon.

The single-frame radiator grille, the rear section with the distinctly horizontal orientation of the car's lines, and the side surfaces with the distinct shoulder line all prove that the RS 4 is a member of the A4 family. However, the radiator grille in diamond look, the additional air intake scoops in the front section, massive twin-exhaust pipes, suspension that is lowered by 30 mm, a wider front and rear track as well as the wheels developed specifically for the RS 4, clearly set the car aside from a “normal” Audi A4.

Inside, the RS 4 combines the functionality of a sports car with the highest level of luxury. The dominating materials are leather, aluminium, and carbon. However the RS 4 is not just a car to be admired for its looks, at the same time it comes with all the additional qualities of a genuine sports car.

The engine of the Audi RS 4 is started simply by pressing the starter button, housed conveniently in the centre console right next to the driver. Pressing the sports button in the steering wheel, in turn, the driver is able to modify the gas pedal control map, giving the engine even sharper and more direct response.

Audi has chosen its trendsetting and groundbreaking FSI technology for the RS 4 saloon, direct gasoline injection ensuring even

more effective combustion of the fuel/air mixture and, as a result, an even better power yield. This is matched by the highly responsive development of power, allowing the RS 4 to accelerate to 100 km/h in 4.8 seconds, reaching 200 km/h in 16.6 seconds.

The challenge, of course, was to get all of this power onto the road in perfect style and with optimum handling. And for no less than 25 years, Audi's answer to all the particular requirements in this respect has been that magical name “quattro”.

Now the latest generation of Audi's permanent four-wheel drive featured for the first time in the RS 4 offers asymmetric/dynamic torque distribution and a self-locking Torsen centre differential, making a significant contribution in enabling the RS 4 with its sports suspension to enter new dimensions in driving dynamics.

The brakes also enter new dimensions, an 18-inch brake system ensuring optimum stopping power. The cross-drilled, inner-vented brake discs at the front measure 365 millimetres in diameter, as opposed to 324-millimetre brake discs at the rear. Flow-optimised ventilation geometry incorporating Naca jets on the underfloor of the car ensures first-class cooling of the brakes under all conditions. As a result, brake fading is significantly reduced even under extreme loads, for example on the race track.

The new Audi RS 4 of course features a host of new technologies, myriad design modifications tailored to suit such a thoroughbred sportscar and the very highest level of equipment and safety, as you'd expect from Audi.

The Audi RS 4 will be unveiled at Melbourne International Motor Show at 10.57am on Thursday 3 March 2005.

Golf GTI Debuts In NZ

Volkswagen's new corporate catchphrase is Aus Liebe zum Automobil - for the love of the car. It's warmer and fuzzier than stablemate Audi's Vorsprung Durch Technik - advancement through technology. Whatever, the love-line will appear in

advertising for the five-door Golf GTI, launched on roads north of Auckland on Monday and on sale in April at \$49,990 and \$52,990.

Advertising people say an obvious spinoff from the catchphrase is an addition to the "Love is ... " cartoons, in this case "Love is ... a VW Golf GTI".

Watch for bumper stickers on the 100



or so GTIs that importers European Motor Distributors expect to sell before Christmas.

The overall advertising campaign is called the Fifth Coming, because the latest GTI is the fifth-generation model. The television ad is pretty much the same as VW is using in Germany, starting with a spirited young fella misbehaving and ending with a GTI doing the same. The idea is that the GTI defies convention, too.

But VW's ad agency in New Zealand has played with the catchphrase. Television, print and billboard ads will include the line: "It'll be here before you can say Aus Liebe zum Automobil."

The agency figured that the German phrase is such a mouthful that by the time average New Zealanders get their tongue around it, the GTI will indeed be here.

The Mk V GTI has what the Mk II, III and IV didn't have: the sassiness of the bare-boned 1976 original Mk I, now wrapped in a high-tech electronic package with engine componentry, brakes, safety and dynamic aids unheard of 30 years ago.

That's one of the reasons why it weighs about 1300kg, 500kg more than the original. VW says it had to balance the desire for a lightweight car against the requirements of

modern design.

The Mk V GTI is powered by a turbocharged 2-litre FSI direct injection petrol engine producing 147kW (200bhp) between 5100-6000rpm and 280Nm of torque between 1800-5000rpm, mated to either a six-speed manual, at \$49,990, or six-speed DSG (direct shift gearbox) at \$52,990. The DSG unit, already available in the mainstream Golf range, combines the advantages of a conventional six-speed manual with the qualities of modern automatic transmission. Basically, DSG allows two gears to be engaged at the same time, a pre-selection process that cuts shift times and provides an almost uninterrupted flow of power - unlike a conventional automatic where power is lost through the torque converter.

VW says the manual GTI sprints from zero to 100km/h in 7.2sec and on to a top speed of 235km/h (146mph). The DSG, it says, gets to 100km/h in 6.9sec. There is some dispute here, with independent tests overseas favouring the manual in a sprint.

Regardless of sprint times, the extra 500kg hasn't blunted the turbocharged urge, audible from the twin exhaust pipes.

Throttle response is sharp through the slick manual or DSG ratios and the spread of torque delivers power smoothly.

Torque steer - where the driven front wheels get a mind of their own - is negligible, even on the worst corners and surfaces between Helensville and Wellsford. The car remained balanced and nimble throughout, the front and aft stabiliser bars working in unison with accurate steering and plenty of grip from the 225/45 tyres. The brakes and their bright red calipers behind the 17-in alloy wheels set a performance hatchback benchmark.

The GTI sits a full 15mm lower than the standard car and stands out from mainstream models with its full-length honeycomb grille, roof spoiler and GTI badges.

The car is just as appealing on the inside, complete with supportive bucket seats sporting a GTI logo and Mk I lookalike checkered cloth. A leather steering wheel - squared off at the bottom - and alloy pedals and driver's foot-rest add to the quality feel.

Standard equipment includes electronic climate control, 10-speaker CD player, multifunction computer, electronic stabilisation, dual front, side and curtain airbags, and automatic driving lights. Options include leather (\$4000), xenon lamps (\$2200), sunroof (\$2500) and 18in alloys (\$2000). The three-door GTI is not available.

Back in the 70s—a short GTI history

Back in the early 1970s Volkswagen executives were split over the idea of a sports version of the first-generation Golf hatchback.

It was to be a lightweight (810kg) hatchback with a 81kW (110bhp), four-cylinder 1.6-litre fuel-injected engine and go-fast intentions: a top speed of 182km/h (112mph) and a zero to 100km/h sprint of around 9 seconds.

Pessimists in the VW boardroom asked who would buy such a car. One research and development executive said of the project: "It's far too expensive - you're all mad."

Optimists under the same ceiling told them to wait and see, that there was still much development work to be done.

Both parties agreed to disagree and see how things panned out, but only if the project was kept under wraps.

The handful of visionaries who had spawned the Golf GTI idea over beer and sandwiches kept beavering away in private. Tests continued, professional drivers' opinions were canvassed.

In the end, opponents' numbers dwindled. The VW board agreed: the GTI was a cracker. The executive who said the project was too expensive became one of its main supporters.

The GTI was unveiled at the Frankfurt motor show in September 1975 under the banner "The fastest Volkswagen ever". Reaction was such that VW decided to build a special series of 5000 cars. The GTI went on sale in Germany around June, 1976. Dealers were deluged with orders and VW had to boost production.

Since the original production run of 5000, more than 1.5 million GTI units - Mk I,

II, III, IV generations - have been sold in 148 countries.

"Never has there been so many GTI derivatives from the one product," said Uwe Cohrs, VW's chief of product marketing.

Note - the original Golf 1 GTI was never sold in Australia. Limited numbers of Golf 2 GTIs (with low-spec engines) eventually reached our market in 1990.

Porsche's Little Powerhouse

There is a road north of Frankfurt that Porsche uses to test its cars. It's a motorway - part of Germany's autobahn network - 6km long, gunbarrel-straight, with a smooth tarseal surface. It is pretty much always in the best condition, not for Porsche but for Nato, as an emergency air strip if war breaks out. It's been a back-up strip for the North Atlantic Treaty Organisation since the Cold War days, when the Soviet Bloc kept wheeling out its weapons.

It has no speed limit, like many of the autobahns. Porsche runs high-speed tests on it because the findings come from public road and not private track conditions. The results add credibility to the Porsche cause.

So do conditions in other countries. Porsche used to use the dirt tracks and free-speed highways in Australia's Northern Territory for hot-weather tests before it switched to South Africa and its friendlier time zone, cheaper hotels and fuel and more varied road surfaces.

Also, the South African Government allows Porsche test drivers to travel at speeds up to 250km/h in the less populated north of the country. South Africa has a history with German carmakers: Mercedes-Benz and BMW have assembly plants there.

Porsche also does hot-weather tests in the United States. Cold-weather tests are mostly confined to Europe, although it has used the snow farm near Wanaka for winter tyre tests.

One of the carmaker's most celebrated test drivers is former rally ace Walter Rohrl.

He wasn't at the Australia and New Zealand launch of the new Boxster north-west of Sydney the other day, but stories about his expertise were.

One, told by Porsche Australia boss Michael Winkler, was about Rohrl driving an immaculate, privately owned 1950's Porsche 356 in the Targa Tasmania rally a couple of years ago.

Rohrl went into the rally cold. His co-driver was told by officials to warn him about a small bridge on a closed section. Going over it at speed would risk damaging the bottom of the car.

As they neared the bridge, the co-driver said: "Walter, remember the bridge." Rohrl kept hammering ahead. "Walter, the bridge is coming up." Seconds later: "Walter, the bridge ... WALTER!"

The 356 cleared it, wheels off the ground. Not a scratch. Rohrl somehow stepped the car over it without missing a beat and powered on. "Remember," he told his co-driver. "You must walk the car like the dog."

No one deliberately stepped the latest Boxster over bridges on good and bad roads around the Hunter Valley. Nor did they offer any wisdom about cars and dogs.

Porsche stumbled on a rare find when it first launched the Boxster in 1996. The two-seater roadster occupies a special place in the carmaker's world, in that it basically saved it from going broke.

It was built mostly from the 911 parts bin. Porsche sales through the early 1990s weren't strong and money was tight. The Boxster had to work. Nine years and more than 120,000 models on it has, thanks mostly to mid-life revisions and bigger, more powerful engines in 1999.

The new model and its choice of standard 2.7-litre or Boxster S 3.2-litre flat-six engines has more of everything: power, strength, agility, driveability, sportability and style. It has more legroom for drivers, thanks to the pedals being moved 10mm forwards, and better seating. The cabin is classier, too.

The suspension is stronger, stiffer, and lighter, with more use of aluminium to reduce unsprung weight. The track is wider. Spring and damper rates have been revised. So have

the gearboxes, five- and six-speed manuals and a Tiptronic unit. The new car also gets bigger brakes and 17-inch wheels and the variable ratio steering rack from the new 911.

The mid-engined Boxster has also been

auto
channel



a good handler with great directional stability. But the new model, although heavier than the outgoing car, is clearly the best yet, one of the best drives on the market.

Its superb chassis shakes off mid-corner corrections and dismisses the worst surfaces as mere irritations. Ride quality is magnificent and the steering is gloriously responsive and informative.

The standard 2.7-litre flat six Boxster produces 176kW (240bhp) at 6400rpm, 8kW more than its predecessor. Torque is also up, to 270Nm between 4700-6000. It costs \$119,000.

The 3.2-litre engine in the Boxster S produces 206kW (280bhp) at 6200rpm, up from 191kW. Torque is 320Nm between 4700-6000rpm. It costs \$139,900. The list of options includes ceramic brakes for the S. They cost around \$20,000. The 18-inch alloys are \$4830. The Porsche Stability Management system is a \$2370 option. It's an electronic whizzbang unit that might help prevent the careless driver from turning the car on its ear. Such a driver would have to do something dumber than dumb for that to happen.

The New Zealand Herald

NRMA MotorFest

To compliment an exquisite turn out of some of the best cars you will ever see, we had clear blue skies and a hot Sydney day for the annual NRMA MotorFest.

I'd been told there were 900 cars on show but I didn't try to count them. From Minis to Mustangs, from Model T Fords to Fire Trucks; the quality was awesome. And naturally the VW exhibit was well represented by several VW Clubs, including our own, of course.



Seven or 8 Beetles were presented alongside a couple of Kombis, Type 3's and a Karmann Ghia or two, including what was claimed to be the oldest running Beetle in Australia, from 1949. A Kubelwagen in its wartime livery was well exhibited also, confirming the versatility of Volkswagen across the globe.

Being a Pom, I was very impressed by the Mark I Ford Capri and Escort, and the red Mark II Cortina, not to mention the rainbow of Morris Minors, but my personal favourite was the dark blue Fiat 500 (which appeared to be beefed up beyond its original 500cc). This was the same model and colour as the one which brought me home from hospital a few days after I was born, some time back in the 60's !! Perhaps it's the same one?

All in all, a great day out. Good food, entertainment and some fantastic vehicles on display.



Martin Fox

VW New Beetle 2000-2004

They left out the best bits of the old when they designed the new Volkscy

Likes:

- Visually engaging.
- Turbo model gives good performance.
- Modern convenience features.

Dislikes:

- Body shape compromises packaging.
- Unfaithful to the original.
- Minimalist rear-seat accommodation.
- The Golf, on which this car is based, is a more sensible car.

Score: 2 stars out of 5



Given the way the motoring world has embraced the retro concept, was there any doubt Volkswagen would resurrect the Beetle badge? If the Mini could be reborn under the ownership of BMW, surely the legendary VW Beetle deserved another crack at the big time.

By 1997, that theory had borne fruit in the USA in the form of the New Beetle, which used styling cues from the original, mixed up with modern drivetrains and technology. Although the reborn Mini stayed true to the design elements that made the original such a success (front-wheel-drive and clever packaging), the Beetle was possessed of a different philosophy to the original Volkscy.

The problem with retro designs is that it costs as much to develop and engineer a car that might sell a few hundred thousand units in its life as it does to develop a mass-market car that might sell a million units a year.

The solution is to spin the retro car off

an existing platform and thereby drastically reduce costs so that the finished product has a fighting chance of being financially viable.

In VW's case, that meant basing the New Beetle on the Golf platform, and that's where the philosophical compromises began.



Consider the conflicting design parameters between the old and New Beetle. The original car was rear-drive and used an air-cooled, flat-four-cylinder engine in the rear. It was plain inside but beautifully built and was an economical car for the masses. It was those elements that gave the thing its essential character.

The New Beetle, thanks to its Golf underpinnings, was a front-wheel-drive design and used an in-line engine, with liquid cooling, mounted transversely in the nose of the car like most other modern small cars. Its equipment levels were on a par with the rest of the pack. But VW's Mexican quality standards were no better than the rest. And thanks to its niche-market positioning, the New Beetle was anything but a budget car.

The base-model cost nearly \$37,000 when it was launched here at the start of 2000, and in that form you got the normally aspirated 2.0-litre engine with just two valves per cylinder and a fairly ordinary 85 kW.

But the standard kit was all right, including dual front airbags, front-side airbags, seatbelt pre-tensioners, air-conditioning, remote central locking, an immobiliser, full electrics and anti-lock brakes.

In 2001, the Beetle Turbo introduced the low-pressure version of the turbocharged

four-cylinder engine from previous incarnations of the Audi A4 (Audi is part of the VW group). With 110 kW, it offered more convincing performance and a high-tech, five-valve-per-cylinder motor that begs to be revved hard. As such, the five-speed manual is the more rewarding gearbox.

The Turbo also brought with it 16-inch alloy wheels, foglights, heated front seats, leather trim and VW's electronic stability program.

By 2002, a more stripped-out version of the Beetle had been launched - called the Ikon - sporting a 1.6-litre engine and 75 fairly meagre kilowatts. It lost some of the 2.0-litre's standard equipment. Inevitably, a convertible version followed, the Cabriolet making its debut in 2003. The big change in the Cabriolet was a six-speed Tiptronic-style automatic, although the conventional five-speed manual was also an option.

The big problem with the Beetle in any of its variations was that the body was sort of fitted backwards on the platform. The original Beetle's styling was a result of its rear-engine layout, but giving the new Beetle the same overall proportions in a front-engine vehicle meant interior space was compromised.

The front seats are forced well back into the cabin by the engine and gearbox, so the dashboard is a long stretch away. The rear seat is very small, as is the luggage space under the hatch. The Golf stablemate is a vastly more usable package. The New Beetle is a slave to the style that made the original such a success. And that, in a nutshell, is its downfall.

Nuts 'n' Bolts

Engines: 1.6/2.0/1.8 Turbo

Transmissions: Five-speed manual/four-speed auto

Fuel economy: City/highway (according to government tests): 1.6: 8.5/5.6; 2.0: 9.0/6.0; Turbo: 9.0/6.0

Safety rating: 4 stars

(www.howsafeisyourcar.com.au)

Insurance premium: (RACV, 40-year-old, rating one driver living in a medium-risk suburb) \$716

Competitors

Mini - 4 stars

The other great retro design cashing in on the icon status of the original. Less of a compromise than the Beetle.

Volkswagen Golf - 3.5 stars

The New Beetle's stablemate, the Golf, is a VW staple and thoroughly logical. The opposite of the Beetle, but the better for it.

Renault Megane - 3.5 stars

Almost as stylish as the Beetle but vastly more modern. Still compromised a little by the style thing, though.

What you need to know

- Make sure turbo versions haven't been thrashed half to death.
- Timing belt on turbo engine needs to be changed at proper interval or engine can be destroyed.
- Some early turbo motors can have dud ignition coil-packs.
- Purge-can in fuel system can crack and sensors in the fuel system can fail.

Priceline

Model	Engine	New	Price Now
2000 Beetle 2.0	2.0-litre	\$36,790	\$22,900
2001 Beetle 2.0	2.0-litre	\$36,790	\$25,100
2002 Beetle 2.0	2.0-litre	\$35,600	\$28,900
2003 Beetle 2.0	2.0-litre	\$35,600	\$31,400
2004 Beetle 2.0 I	2.0-litre	\$38,500	\$35,500
2001 Beetle Turbo	1.8-litre	\$41,500	\$30,000
2002 Beetle Turbo	1.8-litre	\$41,500	\$32,900
2003 Beetle Turbo	1.8-litre	\$41,500	\$35,800
2004 Beetle Turbo	1.8-litre	\$41,500	\$37,400



Power vs Torque

One only has to read some of the rubbish written about the subject on the Internet to know the relationship between torque and power is one of the most widely misunderstood aspects of the motor car.

Horsepower is a term still used by Americans in reference to drag racing, NASCAR, CART and American V8 performance cars, and so is still commonly used in Australia, despite the fact we have gone metric.

In the late 1700s James Watt, a Scottish engineer whose many achievements included numerous improvements to the efficiency of steam engines, came up with a method of measuring the relative power of steam engines. This has carried over to the internal combustion engine.

Watt attached to a dray horse a rope that ran over a pulley wheel and down a well, with a 200-pound weight attached to its end. Then he calculated that the horse's power was the ability to lift this weight through 165 feet every minute. Multiplying the weight by the distance, we get 33,000 foot-pounds per minute.

A dynamometer doesn't measure power, as such. It measures the torque produced at any given engine speed and this is then converted mathematically to power.

Torque is the tendency of a force to rotate the body to which it is applied. In the case of a reciprocating internal combustion engine, this force is applied to the cranks on the crankshaft.

A steam engine offers a good way to explain torque. When the steam in the boiler is at full pressure but the engine is braked so that it can not move, the torque created by that pressure is at its maximum.

At this point there is no power produced because no work is being done. As the brakes are released, the engine begins to operate and the pressure drops, so torque also falls away. But, because the engine is moving and work is being done, it begins to produce power. Because the speed increases at a greater rate than the torque diminishes, the power also increases - up to a point.

Another way to demonstrate the difference between torque and power is if you have four heavy boxes of goods to move from one end of a warehouse to the other. You have two workers. One is a huge, lumbering man who can pick up all four boxes at once but can not move very quickly. The other is a small man who can carry only one box at a time, but who can run with it like blazes. The small man arrives with his last box just as the big man does with all four of his boxes.

The big man applied more force (similar to our torque figure) in lifting all four boxes. But both men produced the same amount of work in the same time (similar to our power figure) because the small man operated at a higher speed. So torque is a force applied; power is work done in a given amount of time.

Engines are the same; a small engine can produce as much power at 8000 rpm as a larger engine with double the torque can produce at 4000 rpm. Complications arise with the internal combustion engine in that its torque figure is not consistent throughout its speed range.

Older designs used to have a peak torque figure at a certain rpm, but that figure fell off quite dramatically at any speed above or below that point.

Modern engines have all sorts of technology to circumvent this problem. Variable valve timing, variable inlet tract length and so on can help to maintain this maximum torque figure, or very near to it, over quite a wide range of engine speeds (rpm).

It has come to a point where quoted maximum torque and power figures are not as informative as they once were. Graphs of power and torque figures can tell much more. Perhaps even better would be a quote of 'average horsepower' over a given range of rpm. Today's computerised dynamometers actually can provide such a figure.

While race engineers understand the value of this average, many road warriors want only a big number to tell their friends. They aim for a peak figure at the expense of true performance.

An engine that has peak torque at quite

low rpm, provided the torque curve doesn't fall away rapidly, can still produce maximum power at quite high rpm. In fact this is the ideal. Peak power might be the same, or even slightly less, than a similar engine, but that extra torque all through the rpm range will also provide better power all the way through to the peak and, therefore, better average power.

Another factor that comes up often in Internet chat is the mysterious figure of 5252 (often quoted as 5250). If the torque figures are known for various rpm through the range, power at any given point can be calculated by multiplying the torque (in pounds-feet) by the rpm and dividing the answer by 5252. Where this 5252 number comes from is that the torque, which is pounds of pressure applied to the crank at a distance measured in feet, has to be multiplied by 2-pi (π). This brings into the equation the distance of the circle through which the crank pin rotates for one revolution. Then this is multiplied by the number of revolutions per minute.

That answer is then divided by 33,000 - which we already know is the number of foot-pounds per minute in one horsepower. The final answer is the horsepower produced by the engine at the rpm in question.

The 2-pi figure can be cancelled out by dividing the figures above and below the line of the equation by 2-pi (or $2 \times 3.1415926\dots$), which is 6.2831852..). The 33,000 foot-pounds figure divided by 6.2831852 equals a little over 5252. The simplified formula becomes: Power (bhp) = Torque (ft-lbs) times rpm divided by 5252.

This has caused some to point out that torque and power are 'equal' at 5252 rpm. It is true that 200 foot-pounds of torque at 5252 rpm gives 200 bhp at 5252 rpm, but to say they are 'equal' is nonsense. You might as well say that an ant and an elephant are equal when there is only one of each. It is merely a mathematical coincidence.

In metric terms, when we are measuring Newton-metres (Nm) of torque and kilowatts (kW) of power, the simplified divisor is 9549, so Nm and kW will be 'equal' at 9549 rpm. Again, it means nothing. The figure 9549 is the result of dividing 60,000 (the

number of metre-kilograms per minute in one kilowatt) by 2-pi, or 6.2831852.

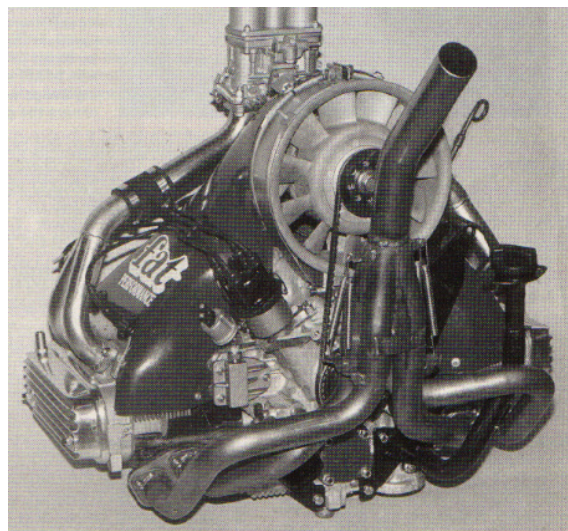
People often ask if a large, low-revving engine with a high torque output is better than a small, high-revving with less torque but equal power. The latter will usually have an overall weight advantage, but requires a multi-speed close-ratio gearbox and suitably low overall gearing to produce its best.

With either engine, it is the average power output over a range of engine speeds that counts in the end. This could be, for example, 4000-6000 rpm for a big engine with high gearing, and 6000-9000 rpm for a small engine with low overall gearing. But this also depends on the number of gears available and the difference in ratios from gear to gear.

Applying the formula to the maximum torque figure will not provide you with the maximum power figure. The latter is the result of a lower torque figure multiplied at a higher rpm figure. If you know the rpm involved, you can calculate the torque output that provides the maximum power, and calculate what power is produced by the maximum torque figure.

The clearest way is to measure the torque on a dyno at series of rpms, say at 2000, 2500, 3000, 3500, 4000 and so on. You draw the torque graph based on these measurements. Then, you calculate the power using the formula at each of the rpms. The result is a series of power figures, from which you draw the power graph. Then you can see how the torque and power curves interact. Every engine is different.

Barry Lake



Dihydrogen Monoxide Dangers

Dihydrogen Monoxide (DHMO) is colourless, odourless, tasteless chemical. It is surprisingly common in the environment and in the workplace. It kills uncounted thousands of people every year.

DHMO is referred to by some as Dihydrogen Oxide, Hydrogen Hydroxide, Hydronium Hydroxide, or simply Hydric acid. Its basis is the unstable radical Hydroxide, the components of which are found in a number of caustic, explosive and poisonous compounds such as Sulphuric Acid, Nitro-glycerine and Ethyl Alcohol.

Most of these deaths are caused by accidental inhalation of DHMO, but the dangers do not end there. Prolonged exposure to its solid form causes severe tissue damage. Symptoms of DHMO ingestion can include excessive sweating and urination, and possibly a bloated feeling, nausea, vomiting and body electrolyte imbalance. For those who have become dependent, DHMO withdrawal means certain death.

Dihydrogen Monoxide:

- is also known as hydroxyl acid, and is the major component of acid rain.
- contributes to the "greenhouse effect" and the El Nino weather effect.
- may cause severe burns in both the gaseous and liquid states.
- contributes to soil erosion in our natural landscape.
- Initiates the corrosion and rusting of many metals.
- causes electrical short circuits and failures and decreased effectiveness of automobile brakes.
- has been found in excised tumours of terminal cancer patients.

Contamination is reaching epidemic proportions!

Quantities of Dihydrogen Monoxide have been found in almost every stream, lake, and dam reservoir in Australia today. But the pollution is global, and the contaminant has

even been found in Antarctic ice. DHMO has recently caused millions of dollars of property damage in the Midwest of the USA and in Indonesia.

Despite the danger, Dihydrogen Monoxide is often used:

- as an industrial solvent and coolant.
- in both coal-fired and nuclear power plants in electricity generation..
- in the production of Styrofoam.
- as a spray-on fire retardant.
- as an additive in certain "junk-foods" and in genetically-modified grains and fruit.
- in many forms of cruel animal research.
- in the distribution of pesticides. Even after washing, produce remains contaminated by this chemical.
- in abortion clinics and in plastic surgery.
- as a major ingredient in many home-made bombs and small hand-held pistols.
- as a by-product of air conditioning compressor operation
- in cult rituals such as the Scientologists and the Catholic Church on their members and their members' families.
- by paedophiles and pornographers (for uses I'd rather not say here).
- by the clientele at brothels in Sydney, New York City and San Francisco.
- Volkswagens made since 1974 contain significant quantities of DHMO.

Companies dump waste DHMO into rivers and the ocean, and nothing can be done to stop them because this practice is legal. The impact on wildlife is extreme, and we cannot afford to ignore it any longer!

The Australian government has refused to ban the production, distribution, or use of this damaging chemical due to its "importance to the economic health of the nation." In fact, the NSW Government is conducting research into DHMO, and designing multi-billion dollar facilities to collect and utilize it. Hundreds of facilities receive tons of it through a highly sophisticated underground distribution network. Many store large quantities for later use. I say it should be banned. Contact your local Federal Government representative.

Höx Fibber

Autobahn Surprise

On the Stuttgart-Heilbronn Autobahn just north of the Zuffenhausen exit, the fast lane is filled by a struggling Mercedes 300D, a be-spoilered Golf GTI, a white BMW 520i and a Ford Granada wagon. As the oil-burner moves over into the slower middle lane, the other three cars accelerate but they just don't seem to be able to pull away from a quite ordinary VW Caravelle which has just joined the autobahn and is now fourth in the fast lane queue. The Ford Granada driver looks in the mirror before he puts his foot down to get rid of the VW shoebox, little puffs of black smoke denoting the six cylinders' concerted effort. But instead of dropping back, the blue Caravelle moves a couple of metres forward and a little to the left, eventually persuading the irritated Granada driver into a 150 km/h lane change.

In the meantime, the BMW and the VW Golf GTi have gained about a kilometre but it takes the inconspicuous Caravelle little time to catch up. The driver of the BMW 520i glances at his door mirror, notes the threat and flashes his main beam to get past the Golf GTI. But the Golf is not yet prepared to surrender. He creeps further ahead.

After they fly on in formation for about five kilometres, it is the BMW 520i which yields first. The driver grins as he is passed by the VW Caravelle at an honest 185 km/h.

This leaves the Golf GTI. The young man behind the wheel has, of course, long ago realised that the blue menace behind is no ordinary VW delivery van, but at 195 km/h his hopes are still high. On a long uphill stretch, however, Germany's fastest fly catcher makes short work of the exhausted Golf and storms past. With his speedo reading 220 km/h, the driver of the Golf GTI just does not understand the new order.

"Like no other car I can think of, the Porsche-engined VW Caravelle is a true wolf in sheep's clothing", says Porsche's Uwe Brodbeck. "Of course, you get a lot of satisfaction out of a Carrera or a 928 when people move over because they recognise the silhouette. But the Porsche bus is infinitely more fun because of the surprise effect. Since

nobody expects a van to do 220 km/h, you get a kick out of passing anything faster than a standard 140km/h waterboxer VW bus. The Porsche bus not only eats all small BMWs, Mercs and Audis for breakfast, it is a serious threat to bigger Benzes and Jaguars which lack the oomph and cornering power of this potent eight seater."

In 1984 Porsche constructed and sold through the German Porsche dealer network just ten Volkswagen Caravelle microbuses, fitted with an air-cooled 3.2-litre flat six Porsche Carrera motor, each producing 170 kW and mated to a 5-speed Porsche transmission. There were other modifications, such as stiffer springs, heavier drive shafts and CV joints and ventilated brakes in order to tame the power but, as the chassis of the standard Caravelle was already very good, the Porsche modifications merely enhanced that.

Externally, it was very hard to tell this Porsche bus apart from the ordinary 1984 VW Caravelle. Suspension was not lowered, and there are no flared wheel arches or spoilers. Only two things differentiate the Porsche bus from the outside - two small black vents in the rear quarter panels, and a modified rear apron to accommodate the larger Porsche 911 exhaust. Porsche did not want to spoil the Q-car effect.

After a test drive, Car magazine continued: "Traction and directional stability are outstanding. Whipped up to 4000 rpm, the Porsche bus will take off like a 911, which surprisingly is rather less stable in crosswinds and under braking. The 911 is also less forgiving at the limit, whereas the heavier eight-seater bus gives the driver plenty of warning before the fat Continental tyres eventually let go. Of course you can waft along at 100 km/h in fifth gear, turning at 3200 rpm. But the acceleration potential of that hoarse and nervous flat six, and the astonishing top end go which provides really strong performance to the 7000 rpm cutout. This car copes equally well with traffic light GPs but it is on long fast stretches of motorway where this 220 km/h VW Caravelle is at its superb best."

Car magazine, September 1984

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