

# ZETTSCHEIT

November 2005



**Treasurers relatives at the Old Bar Kombi Festival??**

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**A CLUB VEEDUB SYDNEY PUBLICA-  
TION**

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## Club VeeDub - The Legend Never Dies

# CLUB VEEDUB

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Secretary:	Bob Hickman	(02) 4655 5566
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Belinda Godfrey	Shirley Pleydon	
Ray Pleydon	Brian Van Derley	
Simon Matthews	Frank Watkins	
Mike Said	John Vellis	
VW Nationals Coordinators:	David Birchall	(02) 9534 4895
	Bob Hickman	(02) 4655 5566

### Canberra Committee

Chairperson Steve Crispin 0419 429 453

Committee Member Mark Palmer 0416 033 581

Committee Member Dimitris Tsifakis 0421 725 805

Secretary Bruce Walker 0400 119 220

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

#### Club E-mail

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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.

# MARQUES in the PARK 05

# 20 November 2005

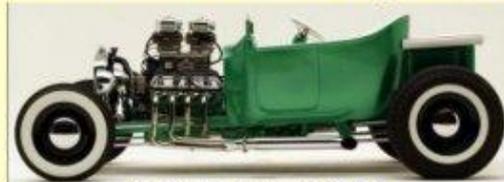


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## Presidents Report

The annual Flat Four VW Club Shootout was held at its new I hope Flat four had a successful event and I hope read a report about it here soon.

Craig Hughes, the editor of VW Magazine Australia, attended the show and is looking for future story cars for the magazine. The 8<sup>th</sup> issue of VW Magazine Australia is out on the news stands, so pick up your personal copy and support it

We will be have a very informal meeting on Thursday 15<sup>th</sup> December, this will be our Xmas Party, and we will be having our Attendance Raffle draw, and a giant raffle to end the year. If you would like to bring along a prise for the raffle, please gift-wrap and disguise it, so it won't be easily detected. The Raffle is intended to be a mystery. Come along and enjoy a great social and casual evening with your fellow Club members.

I have entry forms for the NRMA Australia Day celebrations, if anyone would like one please let me know and I will post you a copy, but you will have to fill it out fast and FAX it off, or you may miss out.

If anyone has an outing they would like to plan, please tell us and we will find a free day well in advance.

Précis of Committee and General meetings:- Flat Four VW Shootout, Vintage Registration Day, NRMA Motorfest, VW Nationals 2006, Xmas Party.

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



## Canberra Report

Gotta love that summer sun! G'day from the Canberra crew, as we throw off the blankets and start soaking up the rays. Being as we're so close to the end of the year (and all of the festivities that go with that), we are looking at just one more event for the year.....fairly informal (often the best!) but it should be a lot of fun.

On November 20 the ACT is having an event called Marques in the Park, a local car show for all makes and models, including Hot Rods, Historic vehicles, modern cars, etc. Nothing firm as yet but we are planning a VW cruise for anyone wanting to attend, and a casual day at the show. I believe that the organisers are predicting the vicinity of 400 cars to be present!

There is a flyer included in the magazine, in case anyone needs more information. We will have more information on the ACT VW Forum -[www.smonson.com/vwclub/forum/](http://www.smonson.com/vwclub/forum/) - so contact us if you'd like to know more. We'll look at some pictures after the event for the magazine.

Apart from that, all things dubbish are fairly quiet here in the nations capital. Until next time we catch up....



Bruce Walker

## Club Calendar

### November:

**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.**

**Sunday 20th:- Marques in the Park**, see page 3 for more info.

**Sunday 27th:- Day of the Volkswagen 2005.** Yarra Valley Racing Club Armstrong Grove Yarra Glen. Trade and swap meet entry at 8am. Gates open at 9am. Entry for Show & Shine closes at 11am sharp. Ring Richard on 0418527862

### December:

**Thursday 1st:- Magazine cut-off date** for articles, letters and 4-sales.

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

**Thursday 15th:- CLUB VW XMAS 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. This month is the special Christmas meeting. Food and drink will be provided. Come along and join in the festivities! Lots of fun, all welcome. 8:00pm.

### January:

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

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

**Thursday 19th:- CLUB VW XMAS 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.

### February:

**Thursday 2nd:- Magazine cut-off date** for articles, letters and 4-sales.

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

**Thursday 16th:- CLUB VW XMAS 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.

### March:

**Thursday 2nd:- Magazine cut-off date** for articles, letters and 4-sales.

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

**Thursday 16th:- CLUB VW XMAS 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.

### April:

**Thursday 6th:- Committee Meeting at the Greyhound Social Club, (one week early because of Easter)** 140 Rookwood Rd., Yagoona (right next to Potts Park).

**15th & 16th:- 2006 VW Nationals.**

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Thursday 20th:- **CLUB VW XMAS 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.

**For Sales & Wanted**

*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](http://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](mailto: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.*

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**For Sale:- 1961 Karmann Ghia.** 36 H.P. original. complete & unrestored. Last registered 1982. garaged ever since. \$11,000 Phone 02 47842401.or 0438478404.

**For Sale-1989 T3 Transporter,** Trakka, bed/ seat, white, grey velour trim, tint, green

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curtains, Subaru 2.7 litre 6 cyl motor, well maintained. Tow bar, Rola roof racks, tailgate mirror. NSW - VRM 170 reg.3/06, asking \$7250 ono. Bob-6360 0102.

**Wanted:- VW original Kombi Campervan Annexe** complete and in good condition. Call 03-94405630Melbourne

**For Sale:- My 1964 Bug** is reluctantly offered for sale (my wife has just bought a family car!). Originally purchased from Australian Volkswagen Performance centre, it has travelled only 6443 Km since rebuild. It features rose pearl on black duco, full body kit, customised interior (red on grey) with full instrumentation, worked motor, modified suspension, front disc brakes, alarm, front seat belts front and rear, stereo, 12 volt electrics, chrome 2 piece wheels (245 front 265 rear). This bug has great looks, performance and handling and is registered to October 2006 (Victoria ONK 245). I am asking \$10,000 (neg.) for my wonderful bug. Please contact Alastair or Rhonda on (03) 97861120 or, 0439 861 120 (me), 0407 054 482 (Rhonda) or via email [alastairwood@bigpond.com](mailto:alastairwood@bigpond.com)

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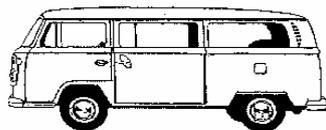
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**For Sale:- 1975 1600 L beetle** manual, All work done since 2002, bare metal respray, New Beetle Cyber Green, clear tail lights, new exhaust and extractors, new clutch kit, machined flywheel, some chrome accessories, new carpet and headlining, JVC CD Player with 2 x 6 x 9 speakers as well as 2 x 6" speakers, tacho, quick shift, registered until May 2006 with plates ABU-94U reading A bug for U, recently tuned and serviced. In great condition, will be sadly missed asking \$7200.00 ono contact Nicole on 0424 405 402 or email [nicole@signaction.com](mailto:nicole@signaction.com)

**Wanted**

Your add in this space.

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

Contact Steve on 0413 811 186

**For Sale:- Beetle 1969-German import** for which I have the original birth certificate. Rust

Trade and services directory

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free and in excellent condition. Colour is Regatta Blue; fitted with bucket seats, inertia reel seat belts, grey velour interior, Scat door trims. Also features JVC CD player with Pioneer 6x9 speakers custom fitted under rear seats. The car is lowered with adjustable front beam and Z bars at rear, Koni shocks all round. Also fitted with 15x6 front and 15x7 rear "Cookie Cutter" Porsche mags, near new rubber all round and re-chromed bumpers. The car handles very well, originally built as a hill climb car. Gearbox has had synchros replaced and shifts superbly and is mated to a 1600cc twin port motor with extractors. Also features Bosch 009 distributor a new battery and is registered until 6/06. This car is a lot of fun to drive and would make an excellent touring or competition car. Custom number plates, VW-996. Insured with Shannon's for \$7000 will sell for \$6500 ono. Contact Ron on 0402-814-077.

**For Sale:- 1973 Volkswagen Doormobile camper**, with side hinged extending roof and all other Doormobile unique fittings all in A1 condition, Vehicle is in excellent condition throughout, motor is 1700cc Porsche and runs beautifully. Has travelled approximately 162000 kilometre's since new comes with original receipts, books and manuals. Registration 27 Sep 05, GNY608, \$6500 .00 or ONO Phone 02-4883-9460 Mittagong or Mob 0415-318-544

**For Sale: 1956 Volkswagen Beetle Oval window.** This car has been restored from the wheel up. Repainted in Satin Grey. This car originality is second to none, the seats, 36 hp engine & gearbox and 6-volt electrics are stock and original. Semaphores are in the working order, while extra indicators have been installed for safety. Asking price \$8,500. call Haney Saleeb on 0412 080 864

**For Sale:- 1970 VW Beetle Body shell** - a result of an unfinished project, asking \$200.00 in fair condition. Also the following parts are for sale: 1916 Stan Pobjoy engine to suit beetle, twin Kadrons, 040 heads, deep sump. Not running purchased in 1998 and stored in garage ever since \$2500.00. Many other parts to suit a beetle, 1 piece window kits \$185.00.running

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boards \$100.00 , Gene Berg shifter \$400.00, black sports seats \$350.00, complete velour interior including door linings \$320.00, full black carpet kit \$220.00,. Empi 8 spoke wheels rims \$400.00, 4 piece cal look rubber kit \$150.00, Whiteline sway bars front and rear \$300.00, guard beading \$25.00, front end lowering kit \$80.00, chrome bumper bars \$170.00 the pair, too many parts to list, most parts are new and never used. Contact Scott on 0410 622 733

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



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**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

## VW buy – up is safety move, says Porsche

Australian Financial Review

**No Bugs Just Beetles**



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Porsche's plans to amass a 20 percent stake in, Volkswagen would make the sports-car maker Volkswagen's biggest shareholder and bring together the opposite ends of the German automotive spectrum.

Porsche said at the weekend its investment was aimed at protecting a partner from a hostile takeover. Volkswagen builds much of Porsche's Cayenne four-wheel drive, and the two companies recently announced a venture to produce hybrid petrol-electric vehicles.

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Volkswagen symbolises mass-market cars but its long-term independence has been questioned because a German law that shields it from unwanted suitors has been challenged and could be struck down in a European court.

“Our planned investment is the strategic answer to this risk,” the chief executive of Porsche, Wendelin Wiedeking, said. “We wish in this way to ensure the independence of the Volkswagen Group.”

Trade and services directory



But the deal may be less about economic logic than about history. Despite their starkly different images, the two companies share a common heritage in Ferdinand Porsche, the Austrian automotive engineer who designed the Beetle and whose son later started the Porsche company.

Porsche's grandson, Ferdinand Piech, is a former Volkswagen chief executive and is still the chairman of its supervisory board. His family is the controlling shareholder of Porsche, from which it derives part of its multi-billion-dollar fortune.

Mr Piech, analysts said, was moving to reassert the family's influence at Volkswagen, the company his grandfather helped found.

"This is about Piech's ambition to follow in his grandfather's footsteps," said the director of the Centre for Automotive Research in Gelsenkirchen, Ferdinand Dudenhoeffer.

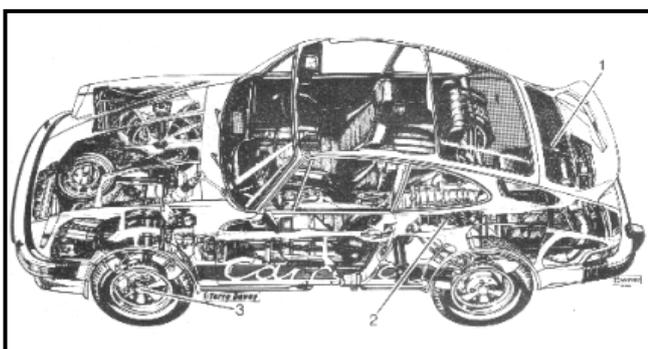
Volkswagen, which said it learned of the plan only over the weekend, offered a cautious endorsement. "We welcome Porsche's interest in a strategic position," spokesman Frank Gaube said.

Even in the intertwined world of German business, the notion that one car maker would invest heavily in a rival to fend off a hypothetical takeover has baffled some analysts. At Volkswagen's present market value, a 20 per cent stake is worth about E3.3 billion (A\$5.25 billion).

The timing was right, Mr Dudenhoeffer said, since analysts thought Volkswagen's major shareholder, the state of Lower Saxony, would sell its 18.2 per cent stake in the next few years. If Lower Saxony would sell their shares," he said, "it might offer to sell them to the Piech family."

With a stake of close to 40 per cent in the hands of Porsche and the Piech family, and with Volkswagen owning 13 per cent of its common shares, analysts said it would be all but takeover-proof.

"From our perspective, it's best for us to have a long-term continuing business partnership with VW," Porsche's spokesman Michael Baumann said.

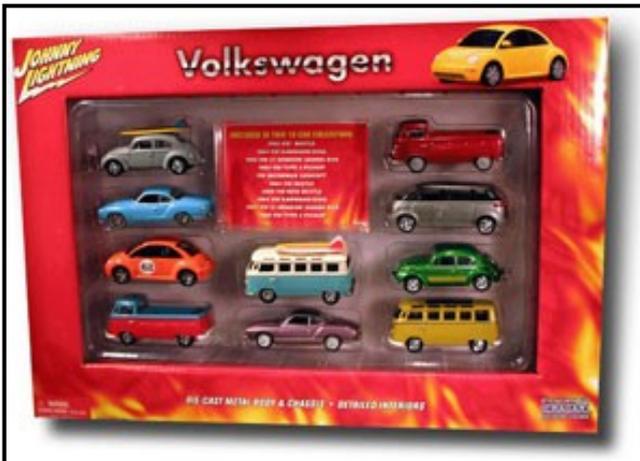


# THE TOY DEPARTMENT

Hello, with the spirit of giving and receiving upon us I suppose you might be scratching your head, as what you might buy your partner or self this Christmas?

Look no further, than your local hobby store or the endless Aladdin of treasure that awaits you on e bay.

First up this gift set box of Johnny Lightning models VW's. This set of 10 fine models is sure to keep the whole member of the family very happy, be they beetle or Karmann Ghia kombi enthusiasts , they are sure to be happy.



I have likened it to an all sorts box of chocolates, ...yes " life is like a box of chocolates"

....Moving on I recently purchased these JL Luv bug kombis, one even a Ute, both with surf boards, there is also a beetle version as



well. All are a limited edition of 1000 per version.

Again we can count on Johnny Lightning , for this 6 series set of Volkswagens, pick your favourite from the set.



Over to Hot Wheels, look out for this new 1/18 drag bus in candy green, awesome colour!, I'm even told there is a red as well.

## Club VeeDub - The Legend Never Dies

Finally hot wheels have released a new Baja beetle in blue and a silver new Beetle cup racer in silver with red wheels.

That's all for now, cheers  
Tony Bezzina

## Hubertus Oktoberfest & Vintage Rego Day



What an unpredictable day this turned out to be! First the weather looked threatening, then it looked quite nice. When we arrived, our "Spot" was taken up by children's rides, so we made some quick adjustments so no one was in anyone's way... Once we finally got set up, then it tried to rain.

We maxed out with 12 VW's at once and two other German cars that I didn't catch the name of and I'd never heard of before, but people were coming and going through the day. It was disappointing not to see more cars



on Historic plates.

Steve, Joe, Ray and I competed in the strong-arm competition; where you had to hold a full beer stein of water (Beer would have been a waste, plus we probably would have drunk it empty before we started). Joe, Ray and I lasted about 2 minutes and Steve, who has obviously had more experience than us handling a beer stein <hic> lasted around 4 minutes.

The Hubertus Country Club kindly sponsored some trophies for our day. The Manager (Dolf) and President (Werner) did a walk around between showers at around 14:00 and the winners were judged as follows:

The Best Historic: Jason - Off White 67 Beetle  
The Best VW: Shirley - "Alvin" the Beetle  
Lucky Door Prize: Steve and Meredith - White L Beetle

See you at next years Oktoberfest!

Prosit! Raymond



## Old Bar Kombi Festival 20th October, 2005

While at the Sawtell Winter Break entry forms were being handed out for another VW weekend with a difference, to me anyway. We had first read about it in the ZEITSCHRIFT August issue. The festival was for VW Kombi's only which was new to me being an



owner of several Kombis, including my 78 Camper which we started touring in late last year starting with one weekend overnight to Windsor. Then to Airlie Beach, North Queensland via the western route coming to the coast at Rockhampton, and returning inland again. Very scenic out there and very little traffic.

Anyway, this weekend excited my wife as there were things for her to look at like Craft Stalls, not just Vee Dubs. So we posted off the entry form and travelled up two days before with an overnight at Nabic. We explored different towns along the way. On the Friday afternoon at Old Bar we met a nice lady who was helping with the running of the festival and she directed us where to pay our entry

fee. Already Saturday morning no rain so Kombi still looked reasonable, drove to sports field. Cars were being videoed driving beside the Old Bar Airfield. There seemed to be many Kombi's from the brand new 2005 model through to a 50's model (all types of conditions), vans, micro's and pop-tops (see photos). Quite a crowd of spectators doing the usual. I met one young owner of a Bay Window, from Newcastle and he was collecting anything with VW on it. His newest piece was a painting of a Blue White Bay Kombi, which he purchased from a stall at the Festival. The only stall, of many, selling anything to do with VW's.

The Old Bar Paper Shop had cards, key rings, tea towels, etc. The Craft Shop opposite had 1:18-scale hand made VW's made from metal. The weather held out, and the planes flew into Old Bar Flying Field to join in the

Festival. There was a football game played after lunch, then the all white dressed cricketers went on the field for a cricket match. Les Miller's Band played good music till 5 p.m. Then the sea breeze blew up and



## Club VeeDub - The Legend Never Dies



made conditions a bit chilly, so back to our cabin for a rest.

Next morning I was watching a light aircraft pilot who had spent the night camping under the wing of his plane (in the camping ground) packing up his gear, stacking it aboard and then taxiing back to the Airfield through the Plane Gate.

Went to an open-air church service, then walked to town, bought Sunday paper, and

some supplies. Then off to view an assortment of various Classic Cars on display. Name it, one of its type was there. All local enthusiasts. A Rock Band was playing very, very loud. There was wine tasting and while talking with the organiser it looked as though the Kombi World Record looked glum, but they had also registered for an Australian Record, The total being 114, this was definitely an Old Bar record. (I have since heard final claim was 160 odd). - 2 -



The Festival Committee are going to make the Kombi Australian Record an annual event with the Old Bar Festival. We stayed around and helped pack up tables and chairs and they were trucked back to the Bowling Club. I was in need of a rest, now back to the cabin.

Woke next morning to a fine day, pity to have to move on and pack up. We said goodbye to Reception and booked in for next October, 2006. We had one last cuppa in town at our drinking hole: The Beach Café, good coffee, and then home via Taree, Wingham and Nabadac. Nice quiet country roads then onto the Pacific Highway, turn off to Wootton along the Old Pacific Highway, over the mountain and back on the Highway to Bulahdelah. We were doing fine until the Hawkesbury River Bridge when RTA signs were reading 'accident ahead and move onto the Old Pacific Highway', which was found to be an impossibility as it was blocked solid by cars going no where, looking up the hill we were about to stop also, it took us four hours from there to home, Heathcote.

Well until next time.

John Weston

## New Polo GTI

Sydney International Motorshow, 21st October 2005 - Volkswagen Group Australia introduces the latest "Hot Hatch" to the Volkswagen range and confirms that Australia



will be the first country in the world to sell the new Polo GTI.

The new Polo GTI with 110 kW of power is the most powerful Polo built throughout its thirty-year (30) history as a global model. This is the first time a GTI version of the Polo has been offered in the Australian market, but given the phenomenal success of the recently released Golf GTI and the strong performance numbers and dynamics of the new Polo GTI, it is an obvious inclusion.

As with the Golf GTI, the new Polo GTI uses turbo technology to power it. On board is a 1.8 litre, 20 valve, four cylinder turbo charged engine with intercooler producing 110kw and 229 Nm of torque (at 1,950rpm). Given the nimble nature of the new Polo GTI, it can therefore sprint from 0 to 100 km/h in 8.2 seconds and reach a top speed of 216 km/h. The fourth gear acceleration from 80 to 120 km/h takes a mere 7.5 seconds given the strong torque of this engine.

Exceptional handling dynamics are paramount for any Volkswagen to wear the GTI badge and the Polo GTI has these. The chassis has been given due focus and is 15mm lower than a standard Polo. The GTI is fitted with 205 / 45 / R 16 tyres on the unique GTI alloy wheels to ensure the sporty relationship is continued.

At the same time, safety has not been substituted for performance. With active and passive standard safety features such as 6 airbags, Electronic Brake Pressure

Distribution (EBD), Anti Lock Braking System (ABS) and Electronic Stability Program (ESP). A low tyre pressure indicator is also included.

The exterior is distinctly GTI. With the honeycomb grill, dual headlights encased in black, dual chrome exhaust pipe and rear hatch mounted spoiler there is no mistaking the heritage of this car and the relationship it has to its bigger brother.

The interior continues the theme with sports seats incorporating the special GTI checked Interlagos trim, leather sports steering wheel and gear knob, aluminium foot pedals and appropriately placed GTI branding on the seats and steering wheel.

To enhance the unique sporty appeal, the new Polo GTI will be available as a 3 door with a 5 speed manual transmission only. Colours available are Flash Red, Black Magic, Shadow Blue, Reflex Silver and Candy White.

Australian Volkswagen dealers are taking orders now, with the first vehicles arriving in late November. Priced from \$26,990, the Polo GTI will appeal to drivers looking for an exiting performer with value in mind.

## The Cupholder Revolution

By Bill Bryson

I am assured this is a true story.

A man calls up his computer helpline complaining that the cupholder on his personal computer has snapped off, and he wants to know how to get it fixed.

“Cupholder?” says the computer helpline person, puzzled. “I’m sorry, sir, but I’m confused. Did you buy this cupholder at a computer show or receive it as a special promotion?”

“No, it came as part of the standard

equipment on my computer.”

“But our computers don’t come with cupholders.”

“Well, pardon me, sir, but they do,” says the man a little hotly. “I’m looking at mine right now. You push a button on the front of the machine and it slides right out.”

The man, it turned out, had been using the CD drawer in his computer to hold his coffee cup.

I bring this up here by way of introducing our topic this week: cupholders. I don’t know if cupholders exist in Australia yet, but if not, trust me, they are on their way. Cupholders are taking over the world.

If you are not familiar with them, cupholders are little trays, lids or other receptacles with holes for holding cups and other drinks containers, which are found in multiple locations throughout every modern American automobile. Often they are mounted on the backs of seats or built into armrests, but just as often they are ingeniously tucked away in places you would never think to look for a beverage stowage device. Generally, in my experience, if you push an unfamiliar button anywhere in an American car, either it will activate the back windscreen wiper, which will rub with a heavy dragging noise across the glass once every six seconds for the rest of eternity no matter what you do to try to stop it, or it will make a cupholder slide out, rise up, drop down or otherwise magically enter your life.

It would be almost impossible to exaggerate the importance of cupholders in American automotive circles these days. The New York Times recently ran a long article in which it tested a dozen family cars. It rated each of them for ten features, such as engine size, boot space, handling, quality of suspension, and, yes, number of cupholders. A car dealer acquaintance of ours tells us that they are one of the first things people remark on, ask about or play with when they come to look at a car. People buy cars on the basis of cupholders. Nearly all car advertisements note them prominently in the text.

Even Volkswagens have them nowadays. Some cars, like the newest model of the Dodge Caravan, come with as many as seventeen cupholders. Seventeen! The largest Caravan holds seven passengers. You don't have to be a nuclear physicist, or even wide awake, to work out that that is 2.43 cupholders per passenger. Why, you may reasonably wonder, would each passenger in a vehicle need 2.43 cupholders? Good question.

Americans, it is true, consume positively staggering volumes of fluids. One of our local petrol stations, I am told, sells a flavoured icy confection called a Slurpee in containers up to 60 ounces in size. That is 1.77 litres, or three English pints of sickly stuff that turns your tongue blue. But even if every member of the family had a Slurpee and a personal bottle of Mylanta for dealing with the after-effects, that would still leave three cupholders spare.

There is a long tradition of endowing the interiors of American cars with lots of gadgets and comforts, and I suppose a superfluity of cupholders is just an outgrowth of that tradition.

The reason Americans want a lot of comfort in their cars is because they live in them. Almost 94 per cent of all American trips from home involve the use of a car. (The figure in Britain is about 60 per cent, which is bad enough.) People in America don't just use their cars to get to the shops, but to get between shops. Most businesses in America have their own car parks, so someone running six errands will generally move the car six times on a single outing, even to get between two places on opposite sides of the same street.

There are 250 million cars in the United States - 40 per cent of the world's total, for about 5 per cent of its population - and an additional two million new ones hit the roads each month (though obviously many are also retired). Even so, there are about twice as many cars in America as there were twenty

years ago, driving on twice as many roads, racking up about twice as many miles.

So, because Americans have a lot of cars and spend a lot of time in them, they like a lot of comforts. However, there is a limit to how many different features you can fit into a car interior. What better, then, than to festoon it with nifty cupholders, particularly when people seem to go for them in a big way? That's my theory.

What is certainly true is that not putting cupholders in a car is a serious mistake. I read a couple of years ago that Volvo had to redesign all its cars for the American market for this very reason. Volvo's engineers had foolishly thought that what buyers were looking for was a reliable engine, side-impact bars and heated seats, when in fact what they craved was little trays into which to insert their Slurpees. So a bunch of guys named Nils Nilsson and Lars Larsson were put to work designing cupholders into the system, and Volvo was thus saved from beverage ignominy, if not actual financial ruin.

Now from all the foregoing we can draw one important conclusion - that no matter how hard you try, it is not quite possible to fill a column space with a discussion just of cupholders.

So let me tell you how I happen to know that those fellows at Volvo were called Nils Nilsson and Lars Larsson.

Some years ago when I was in Stockholm and had nothing better to do one evening (it was after 7 p.m., you see, so the city had long since turned in for the night), I passed the hours before bedtime thumbing idly through the local phone directory and tallying various names. I had heard that there were only a handful of surnames in Sweden, and this was essentially so. I counted over 2,000 each for Eriksson, Svensson, Nilsson and Larsson. There were so few names (or, it has to be said, the Swedes were so cosmically dull) that many people used the same name twice. There were 212 people in Stockholm named

Erik Eriksson, 117 named Sven Svensson, 126 named Nils Nilsson and 259 named Lars Larsson. I wrote these names and numbers down on a piece of paper, and have been wondering all these years when I would ever find a use for it.

From this, I believe, we can draw two further conclusions. Save all scraps of paper bearing useless information, for one day you may be glad you did, and if you go to Stockholm, take drink.

## First Drive: 2006 Golf V R32

### 250hp fifth generation Golf R32

by: Euan Sey

“A nice car. But it looks a bit too aftermarket, don’t you think?” The car in question is Volkswagen’s R32, the flagship V6-powered, all-wheel-drive Golf launched in Europe in 2001. And the person asking the questions? One Rudiger Folten, the German-born designer responsible for the look of every hot Golf since the original Mk1 GTI of 1976.

The original R32, explains Rudiger, caught everyone by surprise. Spurred on by the realization that its beloved GTI had become a joke in enthusiast circles, the more focussed R32 was rushed through to production, barely pausing to have some 18-inch OZ alloys, painted brake callipers and twin exhaust pipes added. The result, as the VW design veteran admits, could have leapt straight off the pages



of a modified car magazine – albeit the reader’s rides section rather than the centre spread.

For many of us, though, that was the whole point. Disillusioned boy racers lapped up its motorsport-derived wheels, dinner-plate (334mm) brake discs and impossibly figure-hugging Konig bucket seats. So far, they’ve sold three times the number initially projected: over 14,000 worldwide. Like Michael Caine’s criminal associate in the Italian Job, the R32 was ‘only supposed to blow the bloody doors off’. Instead it took the whole safe with it.

The new flagship Golf, insists Rudiger, is a more grown-up, sophisticated machine. An integrated chrome grille designed to give a more classy appearance replaces the aggressive black honeycomb grille of the GTI. Even the standard 18-inch wheels, apparently styled to imitate the previous car’s OZ multispokes, don’t have the same visual impact as the GTI’s. The rear-end styling is more successful. The twin central-exit exhaust pipes, smoked rear lenses and colour coding on all but the (fake) diffuser project an air of potency from the rear. As do the deeper side skirts and 20mm drop in ride height.

But the R32’s styling still sends a slightly mixed message. Is it a luxury car, as the chrome suggests, or a hardcore hatchback? I’m not sure. Which throws up an even bigger question: where does that leave us keen drivers? In a state of mild euphoria, if my day behind the wheel is anything to go by.



The Mk5 Golf is a vastly superior platform from which to launch a performance version, as proved by the brilliant turbocharged GTI model. In technical terms the latest Golf is in a different universe to the saggy Mk4. Instead of a torsion beam at the rear the car features a fully independent four-link set-up specifically designed for both front- and four-wheel-drive. I'm also a big fan of that car's blown 2.0-liter FSI engine; its lag-free delivery, heady 200bhp output and zest for revs mark it out as one of the great compact car engines. But to be frank, it feels like a bit of a snail compared to the R32's narrow-angle V6.

This is the same 3.2-liter unit fitted to the previous version, but with an extra 10bhp courtesy of a reworked inlet manifold. Maximum power is now 247bhp at 6,300rpm; torque is unchanged at 236lb ft but comes in 300rpm lower down the rev range.

It's a rapid thing, the R32. Direct Shift Gearbox-equipped (DSG) models will dispatch the benchmark 0-62mph sprint in 6.2 seconds, six-speed manual versions three tenths slower (6.5sec). That's over half a second quicker than the GTI. However, this gap becomes a chasm once the speedo approaches triple figures.

On a derestricted stretch of autobahn near the launch site in Hanover, Germany, the R32 powered from 80mph to 130mph with a vigour that makes the front-drive version feel asthmatic. Only above 145mph did the limitations of that hatchback body begin to take effect, causing the car to labour up to its 154mph limit. If anyone feels the need to

travel faster than this in a compact family car, I suggest they seek professional help.

Professional help certainly isn't required to extract the full potential from this fastest ever incarnation of the Golf – the 4Motion all-wheel-drive system sees to that. The Haldex-designed, multi-plate clutch can apportion up to 100 per cent of the available torque to either the front or rear wheels, depending on conditions. ESP on or off, dry roads or wet, wheel spin is rarely an issue. And torque steer is non-existent.

The previous-generation R32's brakes weren't exactly short of stopping power, but they're overshadowed by the 345mm ventilated front discs and 310mm items at the rear of this car. The setup has an extra 140 pounds of curb weight to deal with than before, but you'd never know it. Even from very high speeds, the pedal offers excellent biting power and remains resistant to fade even after repeated use.

The rest of the chassis is equally impressive. Quick cornering in the GTI, like most front-drive cars, is all about carrying speed into the bend, counteracting understeer with a lift of the throttle and then balancing engine revs as the front wheels scabble for grip. Fun, at times, but a bit frantic for everyday driving.

The R32 is different. There's more weight to the electromechanical steering system, for one, and the turn-in feels more deliberate with just 2.9 turns lock-to-lock. Squeezing the throttle doesn't cause the nose to push on, as you might expect from a car with a hefty V6 over its front axle. Instead the 225/40-profile



tires – set 20mm lower on stiffened springs – dig even deeper into the bend, drifting into a gentle four-wheel slide if really provoked. The last car I drove with a cornering attitude like this is the Porsche 911 C4S. If only the VW had a fraction of the Porker's steering feel...

The car's ability to power so smoothly out of bends has a lot to do with the character of the engine. Where the GTI's acceleration arrives in a sustained rush from 1,800rpm, the R32's builds in steady increments like a game of Jenga. And when the last brick is added (nominally 7,000rpm, but actually 6,600rpm on the DSG), the sequential manual gearbox instantly slots in the next ratio without so much as a polite cough and the game begins again.

If you're going to buy an automatic gearbox, make sure it's this one. The sequential manual is at its very best when mated to a unit as inherently fluid as the R32's. For some, the satisfaction of slotting a manual lever into gear and feeling that perfect union of clutch, revs and road speed can never be replaced. But the nifty paddle-shift system goes a very long way towards doing so.

Quite often, you find yourself squeezing the paddles just for the heck of it. The sheer speed and smoothness of the system beggars belief, and dropping down a gear allows you to appreciate the engine's aural talents. Starting the car ignites a throaty, bassy thrum that disappears as the revs climb, only to be replaced by a delicious growl further up the rev range. To appreciate its full, multi-layered glory, however, you need to wind the windows down. Or better still, get someone else to drive and follow close behind. The metallic rasp from the twin pipes will give you goose bumps.

Volkswagen put a lot of effort into filtering out unwanted intrusions from road, wind and engine noise with the Mk5 Golf. And it pays off in spades on the highway. Combined with an expertly spaced set of gear ratios – longer than the GTI's, especially sixth – and a pair of seriously supportive front seats, it endows the R32 with effortless cruising ability. The

suspension also plays its part here, providing a taut, rigid ride that retains enough damping ability to suppress most surface imperfections. Even at three-figure speeds the car feels solid, surefooted, thoroughly connected to the road.

European buyers with £945 (around \$2,253) to spare can specify a set of racy-looking bucket seats. But the standard 'R32'-embossed chairs are plenty good enough. The logo also makes an appearance on the thick-rimmed, perforated leather steering wheel, behind which a set of blue-lit transparent needles sweeps across the instrument stack.

It's the milled aluminium strip that runs along the dash, door panels and surrounds the gear lever that grabs your attention first, however. VW is keen to point out that both the aluminium effect and the DSG gearbox can also be found in its other recently launched four-wheel-drive performance car, the Bugatti Veyron. Which should put paid to any worries over the longevity of DSG for anyone planning to increase the power of their R32, that's for sure.

At a starting price of £23,745 (\$56,619) in three-door guise (the five-door costs extra), the UK-spec R32 costs around a tenth of a Veyron. A bargain, then? Not quite. It's £4,000 (\$9,537) more than a GTI, and doesn't enjoy the same cult status. But it does come with all the toys; bi-xenon headlamps, dual-zone climate control, heated front seats, a 10-speaker hi-fi, six airbags, a tire pressure monitoring system and rain-sensing wipers are just the highlights of the car's standard specification. And more to the point, the R32 is the better driver's car in every respect.

That's something US buyers are going to have to wait a while to find out, though. In fact, the R32 isn't scheduled to be sold in the North America at all. In its place will be the Mk5 R36, powered by a 300bhp version of the B6 Passat's 3.6-litre VR6 FSI. It's unclear if Australia will get the R32 or R36.

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Please remember to include ALL information such as quantities, Sizes, Colours and in the case of club polo's, if you want a pocket or not. Please also state how you want to receive the items. (Refer Below)

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I attend the majority of the Club Meetings and events and will do my best to get your merchandise to you through someone else if I am unable to attend personally. Courier service or Australia Post: All Postage, Packaging and optional Registration and Insurance (Where available) charges are to be paid for by the receiver. We do and have sent items overseas without a problem, but insurance is not always available. Once the items have been sent, they are no longer the responsibility of Club VeeDub Sydney Inc. We will endeavour to pack your items to ensure that breakages in both the packaging and merchandise do not happen, but once the parcel has left our hands, it is out of our control. If you do not agree with this policy, then please arrange for the items(s) to be picked up at a club event. PLEASE NOTE that the Mugs are fragile and bulky and they will be packed accordingly which makes the postage EXPENSIVE if you only order a mug!

## How odometers work

by Karim Nice

Mechanical odometers have been counting the miles for centuries. Although they are a dying breed, they are incredibly cool because they are so simple! A mechanical odometer is nothing more than a gear train with an incredible gear ratio.

The odometer we took apart for this article (pictured above) has a 1690:1 gear reduction! That means the input shaft of this odometer has to spin 1,690 times before the odometer will register 1 mile.

Odometers like this are being replaced by digital odometers that provide more features and cost less, but they aren't nearly as cool. In this article, we'll take a look inside a mechanical odometer, and then we'll talk about how digital odometers work.

### Mechanical Odometers

Mechanical odometers are turned by a flexible cable made from a tightly wound spring. The cable usually spins inside a protective metal tube with a rubber housing. On a bicycle, a little wheel rolling against the bike wheel turns the cable, and the gear ratio on the odometer has to be calibrated to the size of this small wheel. On a car, a gear engages the output shaft of the transmission, turning the cable.

The cable snakes its way up to the instrument panel, where it is connected to the input shaft of the odometer.

### The Gearing

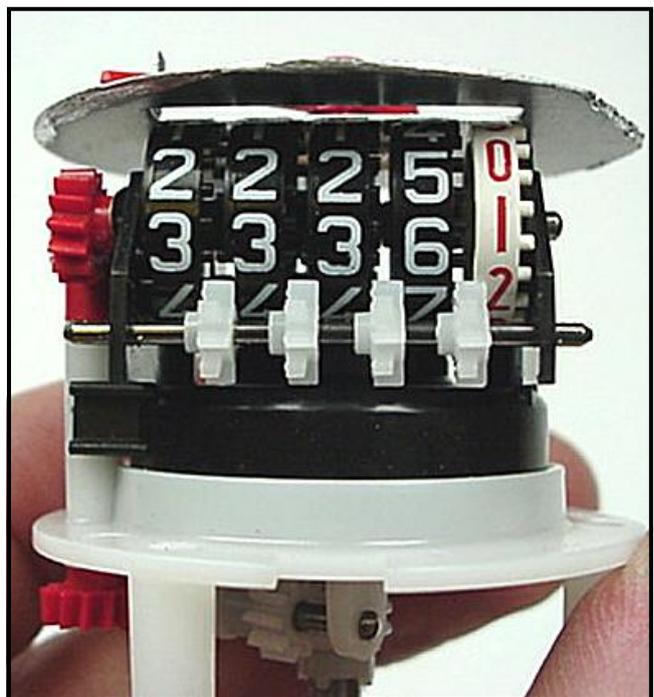
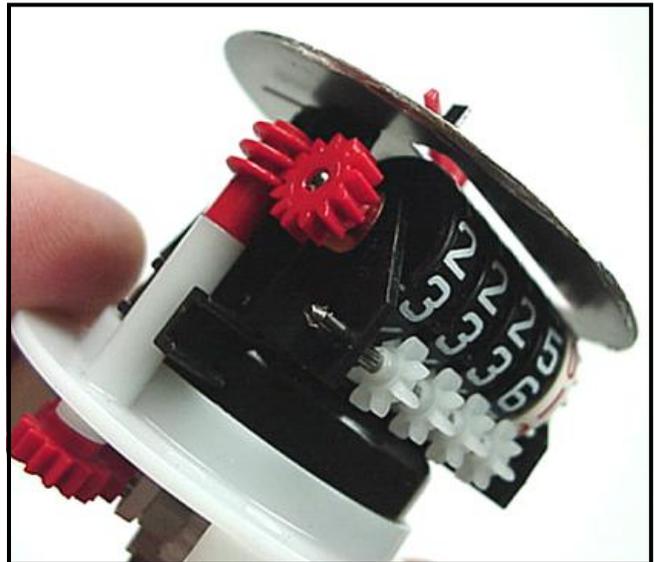
This odometer uses a series of three worm gears to achieve its 1690:1 gear reduction. The input shaft drives the first worm, which drives a gear. Each full revolution of the worm only turns the gear one tooth. That gear turns another worm, which turns another gear, which turns the last worm and finally the last gear, which is hooked up to the tenth-of-a-mile indicator.

*The worm gear reductions are visible in the top left picture.*

*The output of the last worm gear drives a shaft that turns the tenth-of-a-mile indicator, middle picture.*

*Each dial is then turned by pegs on the previous dial through a small helper gear, bottom picture.*

Each indicator has a row of pegs sticking



out of one side, and a single set of two pegs on the other side. When the set of two pegs comes around to the white plastic gears, one of the teeth falls in between the pegs and turns with the

indicator until the pegs pass. This gear also engages one of the pegs on the next bigger indicator, turning it a tenth of a revolution.

On the white wheel between the "3" and the "4," there are two pegs. One time per revolution, one of the gear teeth on the white gear falls in between these two pegs, causing the black gear next to it to move one-tenth of a revolution.

You can now see why, when your odometer "rolls over" a large number of digits (say from 19,999 to 20,000 miles), the "2" at the far left side of the display may not line up perfectly with the rest of the digits. A tiny amount of gear lash in the white helper gears prevents perfect alignment of all the digits. Usually, the display will have to get to 21,000 miles before the digits line up well again.

You can also see that mechanical odometers like this one are re-windable. When you run the car in reverse, the odometer actually can go backwards -- it's just a gear train. In the movie "Ferris Bueller's Day Off," in the scene where they have the car up on blocks with the wheels spinning in reverse -- that should've worked! In real life, the odometer would've turned back. Another trick is to hook the odometer's cable up to a drill and run it backwards to rewind the miles.

While that does work on older mechanical odometers, it does not work on the new electronic ones, as we will see in the next section...

### Computerized Odometers

If you make a trip to the bike shop, you most likely won't find any cable-driven odometers or speedometers. Instead, you will find bicycle computers. Bicycles with computers like these have a magnet attached to one of the wheels and a pickup attached to the frame. Once per revolution of the wheel, the magnet passes by the pickup, generating a voltage in the pickup. The computer counts these voltage spikes, or pulses, and uses them to calculate the distance travelled.

If you have ever installed one of these bike computers, you know that you have to program them with the circumference of the wheel. The circumference is the distance travelled when the wheel makes one full revolution. Each time the computer senses a pulse, it adds another wheel circumference to the total distance and updates the digital display.

Many modern cars use a system like this, too. Instead of a magnetic pickup on a wheel, they use a toothed wheel mounted to the output of the transmission and a magnetic sensor that counts

the pulses as each tooth of the wheel goes by. Some cars use a slotted wheel and an optical pickup, like a computer mouse does. Just like on the bicycle, the computer in the car knows how much distance the car travels with each pulse, and uses this to update the odometer reading.

One of the most interesting things about car odometers is how the information is transmitted to the dashboard. Instead of a spinning cable transmitting the distance signal, the distance (along with a lot of other data) is transmitted over a single wire communications bus from the engine control unit (ECU) to the dashboard. The car is like a local area network with many different devices connected to it. Here are some of the devices that may be connected to the computer network in a car:

- \* Engine control unit (ECU)
- \* Climate control system
- \* Dashboard
- \* Power window controls
- \* Radio
- \* Anti-lock braking system
- \* Air bag control module
- \* Body control module (operates the interior lights, etc.)
- \* Transmission control module

Many vehicles use a standardized communication protocol, called SAE J1850, to enable all of the different electronics modules to communicate with each other.

The engine control unit counts all of the pulses and keeps track of the overall distance travelled by the car. This means that if someone tries to "roll back" the odometer, the value stored in the ECU will disagree. This value can be read using a diagnostic computer, which all car-dealership service departments have.

Several times per second, the ECU sends out a packet of information consisting of a header and the data. The header is just a number that identifies the packet as a distance reading, and the data is a number corresponding to the distance travelled. The instrument panel contains another computer that knows to look for this particular packet, and whenever it sees one it updates the odometer with the new value. In cars with digital odometers, the dashboard simply displays the new value. Cars with analogue odometers have a small stepper motor that turns the dials on the odometer.

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Canberra VW Centre	(02) 6253 1481 or (02) 6293 1941	Predator Cars	(02) 9584 9488
C & S Automotive	(02) 9774 3340	RCL Motors	(02) 9905 6300
Cheap Sleeps	www.cheapsleeps.com.au	Reliable Automotive Services	(02) 9438 3830
Classic Vee Dub	(02) 9638 4200	Rivo Auto Electrical	(02) 9627 1874
Classic VW Pacific	(07) 5535 4427	S K H Motors	(02) 9602 6059
Cupid Wedding Cars	(02) 9837 0231	Shannons Classic Car Insurance	1300 139 006
Custom Car Photographics	(02) 4268 3544	Sharpbuilt Qld	(07) 4635 6554
Custom Off Road	(07) 3356 4356	Stan Pobjoy's Racing Eng.	(02) 6654 3694
Cruisin Car Carpets	(02) 9820 5877	Stokers Siding Garage	(02) 6677 9246
Defender Safety	(02) 9838 8986	TCCA Motorsport	(02) 9436 3668
Doctor Moshia VW	(02) 9534 1077 or AH (02) 9596 1817	Trakka Design	(02) 9472 9000
Doggy Brothers Batteries	(02) 9644 9966	Unicap Pty Ltd	(02) 4777 4006
DriWash	(02) 97937583	V Force	(02) 9743 1247
Eclipse Detailing Supplies	(02) 9799 0379	V&K Semos	(02) 9542 7765
Euro Automotive	0410 541 322	Vintage Vee Dub Supplies	(02) 9789 1777
Harding European Qld	(07) 3276 7477	Volksbahn Autos	(02) 9688 2933
H & M Ferman	(02) 9533 2722	Volkshaven	(02) 4626 5255
Imported Car Wrecker	(03) 9547 2169	Volksworld Qld	(07) 3357 5887
Indian Automotive	(02) 4731 6444	Vollkommen Art Vic	(03) 9543 7804
Interspray Pty Ltd	(02) 9725 4585	Wayne Penrose VW	(02) 4272 5644
inMotive	(02) 8812 5299	WHM Buggies Australia	(02) 4455 5588
		Wolfsburg Motors	(02) 9519 4524
		Wurth Fasteners Australia	1300 657 765



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