

A200C





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## Welcome to the first Newsletter!

**Hi and welcome to the first ever A2 Owners Club newsletter.** The A2 Owners Club (A2OC) was originally started in February 2002 to act purely as a photo website from which to reference photos, from within the associated forum. This, at the time was owned by an A2 owner in Northern Ireland. Within a short space of time, the photo site started to become popular and owners were looking for a more structured organisation to form a basis from which to exchange news, photos and information. So the A2 Owners Club was founded on 23rd March 2002.



Since this date, the club has gone from strength to strength and it's popularity continues to amaze me! With members from over 24 countries and the club site receiving over 1000 hits every week, the A2OC website is undoubtedly the largest non official, dedicated A2 website in existence; and it is still increasing in size on a daily basis. Towards the end of last year, it became clear that the forum would be better suited as part of the club and so thanks to many contributions made by members, I was able to purchase it from the current owner and added it as an official club forum. This has also proved to be a popular site, with hundreds of users accessing and contributing to the ever-growing forum on a daily and weekly basis.

From 1st May of this year, I took the club one step further and introduced an annual joining fee as well as some real membership benefits such as club merchandise, members only discounts and a newsletter. The A2OC always has and will be a non-profit entity, however, the introduction of a joining fee was the first step for the A2OC in becoming a truly recognised motorclub as well as for the first time being able to cover the running costs for both websites and the associated administration. Any additional funds are to be spent on the production of merchandise and the subsidising of events. The next step for the A2OC will be to form a structured committee of A2 owners to help in the decision making process. This will ultimately lead to the club applying for official recognition from the Motor Sports Association (MSA).

Finally, I'd like to thank all the people that donated financially to help support the club and those that have given up their spare time to help me in so many areas - graphics, sourcing of news/photos, technical aspects of the forum, and this newsletter. I couldn't possibly do everything on my own and without your help and support the club would not be where it is now. I hope you find this newsletter beneficial and that you continue to enjoy all that the A2OC has to offer.

*Stuart (Audi A2 Owners Club) can be reached at [Stuart@Audi-A2.co.uk](mailto:Stuart@Audi-A2.co.uk)*

## A2 Owners Club Social

Despite bitter and wet weather, the First International A2 Owners Club social went ahead as planned on 9th February 2003. We met in a small pub near to Folkestone in the South of England where we enjoyed a lavish buffet lunch, exchanged ideas and admired each others cars. The most praise fell on A2OC member Frido, who made the long drive from Germany to be with us for the day. After lunch we took the opportunity to make a short 4 mile convoy drive through the country lanes and into the outskirts of Folkestone before saying our goodbyes.

The next A2OC social has been arranged for **1st June 2003** and will take place at the Heritage Motor Centre at Gaydon. This will be fun day out for the whole family. Tickets are only available in advance from the A2OC; highlights of the day will be:

- Reserved section of car parking for all A2 owners
- Use of the A2OC Diagnostics tool
- Use of a private conference room to relax and congregate
- Fantastic buffet lunch in the conference room at 12:30pm
- Discounted group entrance to the motor museum.

For further information and details of how to purchase tickets, please visit:  
<http://www.Audi-A2.co.uk/meet1.htm>

Finally, plans are underway for an A2OC event in Germany including a tour of the factory at Neckarsulm which is where the A2 is produced. There will also be a visit to the main factory and the Audi Museum in Ingolstadt. It is planned that the visit will take place over a two to three day period during early 2004; hotels, the channel tunnel and all other costs will be included in the final price, however, beer will not!

I hope you will be able to join this summer or in Germany; please visit the A2OC website for latest news and updates.

*Stuart (Audi A2 Owners Club) can be reached at [Stuart@Audi-A2.co.uk](mailto:Stuart@Audi-A2.co.uk)*



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## Exclusive! - The A2 Armrest



Several months ago and after much research, I found a small company in Italy that produces aftermarket accessories and parts which are subsequently sold directly to car manufacturers. After much discussion, as well as helping to create the design, an armrest for the A2 was born.

Having received a sample in light grey vinyl and fitted it into my A2, I found that the colour exactly matched the interior colours of my A2 and despite having cloth faced seats, the armrest blended easily into the unique interior design.

**The A2OC is now the sole UK distributor for the A2 armrest.**

The A2OC is now the sole UK distributor for the A2 armrest. Future plans include distributing the armrest through a selection of Audi centres, however, in the immediate future, it can be purchased directly from the A2 Owners Club. The armrest is available in light grey, light beige, dark grey and black vinyl; real leather is available at extra cost.

For more information and detailed fitting instructions, please visit <http://www.audi-a2.co.uk/armrest.htm>

Produced by Stuart Diamond (Stuart\_D)

## Discounts Galore in the A2OC Product Marketplace!

The product discount marketplace was set up when the original A2OC website was created back in February 2002 with the promise of substantial discounts made available to all A2 owners. The marketplace has since grown at a steady rate and continues to offer fantastic discounts, but it is now restricted to being a members only benefit. The A2OC does not receive any commission on sales made through the marketplace and it is also a banner free zone.

If you are a member of the A2OC and have never visited the marketplace before, it is well worth visiting before making any type of purchase as many of the products are not even car related! The current marketplace sections are:

- **A2 Alloy Wheels**, e.g. 5% discount on all performance alloys and replica alloy purchases
- **A2 Parts/Styling**, e.g. 10% discount on styling and parts
- **Car Audio**, e.g. 10% discount on all car stereo equipment
- **Car Bulbs**, e.g. 10% discount on all purchases from PowerBulbs.com
- **Car Imports**, e.g. 25% discount off standard charges from Freestyle Car Imports Ltd.
- **Car Security**, e.g. 10% discount on all purchases from Alan Smith Security
- **Cleaning Products**, e.g. Reduced prices from Autosmart
- **Cosmetic Repairs**, e.g. 10% discount on Auto Renew Cosmetic Repair Plan
- **Insurance**, e.g. 10-15% discount on new insurance policies
- **Key Fob Replacement**, e.g. 15% discount on replacement keyfobs
- **Mobile Phones & Accessories**, e.g. Trade Prices from Dashmount
- **Performance Chips/Tuning**, e.g. 10-15% discount on many tuning and chipping options
- **Radar Detectors**, e.g. 10% discount on radar detectors

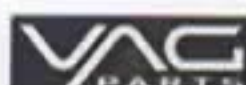
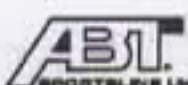
### Did you know?

The Audi Space-frame is made from 225 pieces.

For more information on the product discount marketplace, please visit: <http://www.audi-a2.co.uk/market.htm>

Please note, it is your responsibility to ensure that you obtain the offered discount, the A2OC will not enter into any dispute between you and the supplier.

The A2OC is also proud to be associated with the following leading names in aftermarket accessories, styling and and tuning companies all of which provide the A2OC with unparalleled discounts and benefits:



For more details on discounts offered by the companies above, please visit the A2OC website.

Produced by Stuart Diamond (Stuart\_D). Please note, only registered members can obtain the above discounts, membership numbers will be requested.



# Newsletter

Summer 2003

International **A2 Owners Club**

[www.Audi-A2.co.uk](http://www.Audi-A2.co.uk)



## A2 Owners Club Partner Focus: VAG Parts



'Our parts warehouse and packing facility is based in Uxbridge, near Heathrow airport as about 75% of everything we supply ships world wide! The company comprises of Paul, Matt and myself, all as equal company directors. VAG Parts was 'born' in September 2002, prior to this we had been working under the name of The Parts Department based in Brighton for two years.

Paul's background is 10 years Audi main dealer parts experience at a very large dealership in Slough. Paul's niche was developing the performance and styling aspects of the dealer he worked for. Matt is our graphic designer, web builder and pillar of strength in the office (read - does all the paperwork and boring aspects of the business!) Myself, well I've worked in VW / Audi main dealers for nearly twenty years! The last five years of service with the dealer network was with Whitehouse Audi in Dartford as Parts Manager where the very first parts website was born under the name of partsforaudi! From the humble beginnings of partsforaudi where the website attracted about £2,000 of business per month, we have built the web based supply of parts into a world wide operation with a annual turnover approaching £500,000.

You'll often find us at a lot of club meets, functions and track days with our own vehicles: Martyn drives an Audi S2 Avant, Paul drives a VW Golf GTi and Matt, bless him! with his 1960's VW Beetle Cabriolet, soon to be dragged kicking and shouting into the 21st century with another Audi S2!

Our current website (<http://www.vagparts.com/>) is long overdue for a facelift! The new site is indeed being built currently and the new online shop is only a few weeks away. The new shop will enable A2OC members to register and create their own sign in that will automatically give an extra 10% discount off the parts in the shop! Once a member has created their own log in, they just send me an e-mail with their A2 membership number and I add them to the A2 owners club group in our shop to benefit from the extra **10% discount**.

Martyn Franklin at VAG Parts can be contacted at [martyn@vagparts.com](mailto:martyn@vagparts.com)

Please note, only registered A2OC members can obtain the discount and membership numbers will be requested.

**'The new shop will enable A2 club members to create their own sign in that will automatically give an extra 10% discount...'**

## Product Review: Alloy Wheel Wax

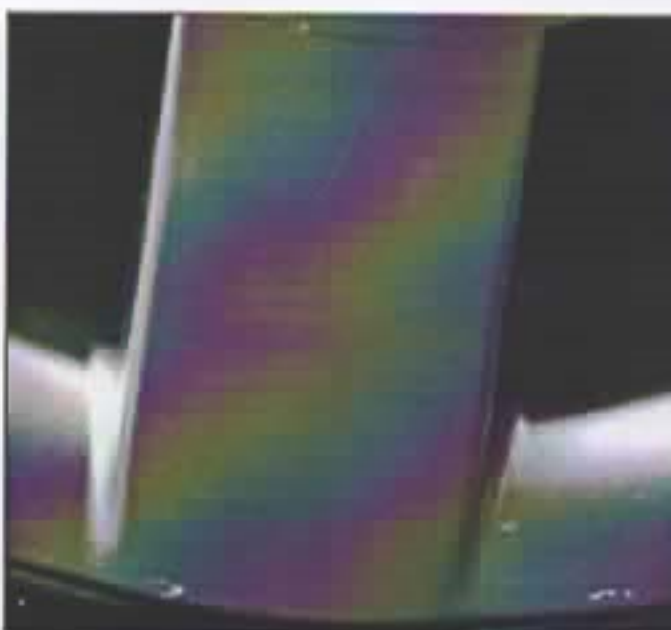
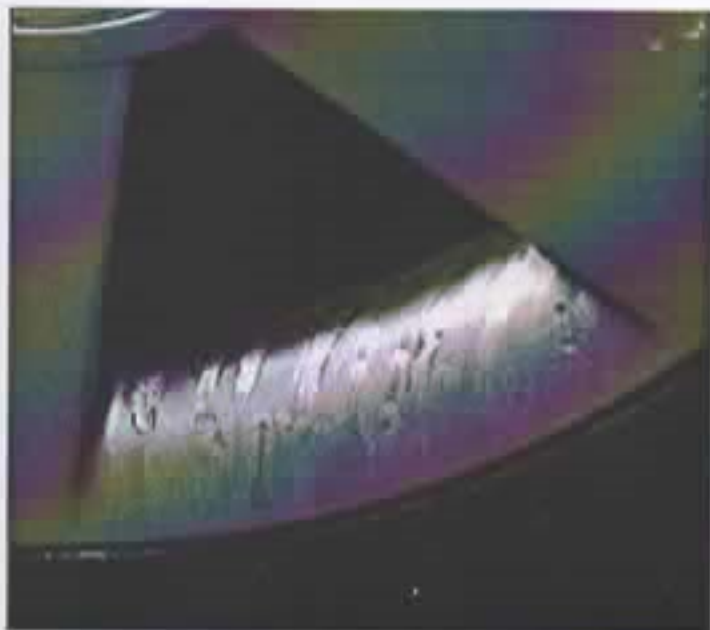


**23rd March 2003**

**Took time out today to give my six spoke SE rims a treat**, cleaned them as usual and then removed the rims and washed the inner surface and then proceeded to clean and polish with Alloy Wheel Wax. It's a typical polish type cream and as such easy to use (but don't drop the bottle, it may be plastic but it will shatter!). It removed most of the dirt and grime with ease from the rear rims, but more radical action was required for some of the front rim inner areas where the brake dust had stuck tight; here a combination of cutting polish and A.W.W. worked well. The A.W.W. polished up easily with very little effort, the effect was instantly visible with a clean Hi shine. I followed the recommendation of washing the newly polished rims with warm water, drying and polishing with a soft cloth, they do look great. The instructions do say it should last 2 -3 months, time will tell.

**21st April 2003**

So 3 washes and 1,600 miles of motorway later, Alloy Wheel Wax **does appear to perform better than a conventional polish**. I've used other products on my previous cars rims, and they have typically only lasted for a couple of weeks. See the pictures below. Picture 1 is prewash, the runs are a result of last nights rain! Picture 2 is after washing, just rinsed and got the camera, as you can see most of the water has run off. I have to say I'm impressed, only time will tell as to how long it lasts, but it certainly makes cleaning the rims less of a bind.



Alloy wheel wax can be purchased at a **special discount** via the A2OC by visiting:

<http://www.audi-a2.co.uk/aww.htm>

## Competition Time!

Enter the competition to win a 6 pack kit of Alloy Wheel Wax Toughseal PTFE Paint and Fabric Protection worth £50.00 (£73.74). This competition will end at the end of July 2003. Details can be found at the web address above.

Produced by Andrew Brearley (abre)





## A2 TDI SE Long Term Test

### The Test Drives

The 1<sup>st</sup> test drive was on the 23/03/2002 in a 1.4 TDI SE for about ½ hour. The trip was with a dealership salesman and we mainly went along dual carriageways and motorways at 70mph. The A2 felt very stable and pulled effortlessly from 50 to 70mph in 5<sup>th</sup> gear, around the few corners encountered it seemed competent, slow speed was more of a mind thing I was used to being in 5<sup>th</sup> gear at 30mph and the A2 wasn't really having any of it. This was also the first Diesel car I've considered buying so was trying to find fault but this proved a non-starter as every thing I asked of the A2 it delivered once I changed my mind-set. I had driven other cars and nothing had been as much pleasure to drive even for that short period of time and at the end of the test drive I gave the keys back and stated, "I want one".

The 2<sup>nd</sup> test drive was on the 10/07/2002 in a 1.4 TDI. I had the use of this A2 for the whole day and had no dealership salesman present. I drove in total just short of 100 miles down back roads, motorways, a typical commute to work and did the large shop in it, well it would need to cope with that. From the time I picked it up at 10am to the time I reluctantly gave the keys back at 5pm I had been around every street that I would use on a weekly basis and did this with the biggest grin you ever did see plastered from one ear to the other, and from this point on the A2 was the only car for us, but it needed to be in the SE spec.

The first car had separate rear seats which we liked and wanted, the second car had the bench 3 seater and was the only thing we decided that we did not want at all as it was no better than what we had.

### The Buying Experience

We had decided to go shopping in Swindon for the day and passed the Audi dealership on the way. I did not think anything of it but my partner said we should have a look on the way back, glad she remembered as I passed it and was nearly on the motorway heading for home. We went around the roundabout and went in to the dealership and looked around outside; we saw a grey one both of us liked the colour instantly. This was one of the things we could not decide upon; the other was whether to go new or used. This A2 had everything we wanted as a minimum except the rear bench seat which was a no-no, "we wanted singles". It had higher spec cloth seats with front seat pockets, which was a bonus. A few moments passed and then one of the salesmen approached us and tried to sell us the one they had. I explained that we would only be interested if the seats could be changed from the bench to singles, he explained this was a cost option as was the higher spec cloth and we were getting a good deal. We thanked him for his time and started to leave before we got all of 10 feet! He called us back and asked if that was the only thing that was stopping us buying, to which we both said YES, we wanted the flexibility and would be no better off with the bench. He went away and asked a technician if it could be done, but they couldn't give us a definite answer. He said he'd check with Audi UK and would get back to us later that evening and true to his word he called with bad news the seats could not be changed without the purchase of new fixings for which they wanted us to pay. He also told us that he had found another one the same in St Ives and he could have it transported for us if we were serious about it. I said that we were and that a final decision would only be made if it was up to scratch; he um'ed and arr'ed but agreed.

It took a week or so for it to arrive. In the mean time we sorted out the finances and part exchange all subject to a good viewing (so no signatures and therefore no commitment). We decided that the used one would be better if it was alright, so when we got that important call saying it was in, we went as soon as we could.



When we got there the A2 was not to be seen so we went and found our salesman. He showed us to the A2 and we were very pleased, but a little bit annoyed that it was not quite the same cloth with the rear pockets, so asked them to throw in the load net for the tie down points in the boot and 12 months road tax in for free. Again he um'ed and arr'ed and went away before he then agreed.

Although this A2 was of a less spec than the one we had looked at and had about a 1000 miles more on it, the dealership wanted extra money for it. We questioned this and was informed that the other A2 was an early 51 reg. and ours was a late 51 reg. - on checking the paperwork our A2 was 4 months newer and was in the category of 51-02 reg. (Registered Jan 02). It was also a staff car and not a demo so none of the potential problems from all the different styles of driving. In addition to this we found out it had a Tracker and Isofix seats with the passenger airbag deactivation keyswitch, these were why it cost more; we loved the A2 we still went a head with it and signed that day.

We only had one problem and that was minor and it took us a week to find it. We assumed that the delivery inspection had been done before we got there, the dealership assumed it had been done by the dealership they sourced it from. In-fact no inspection had been done so we had to buy oil and keep an eye on the tyre pressures as they seemed to be losing about 2psi a week, but after about 6 weeks this stopped. I wasn't prepared to take it back to Swindon and have the tyres resealed and the local dealership wasn't prepared to do it for free. To Be Continued.....

Produced by Lee Johnson (shezlee)





## A2 in Police Livery!



### Next time you see blue lights flashing behind you it may just turn out to be an Audi A2!

Well that is what we would love to say, but the car pictured here is one of two Audi A2 Police cars as used by Milton Keynes Police and actually won't ever pull anyone over. Why can't we say one of these beauties will pull you over? Not because they are not fast enough, but because they don't have any blue lights or sirens!

These A2s are used by the Milton Keynes Police force officers and civilian caseworkers as enquiry vehicles. They are used to travel to the homes of victims and witnesses to take reports. What a stylish way to do that!

The cars are part of a partnership between Milton Keynes Police and Wayside Audi. Kevin Geaney, the general manager at Wayside Audi, said in July 2002 when the cars were delivered: "We are very pleased to be working in partnership with the police." A police spokesman said: "We will have the vehicles on a 12-month contract initially and Wayside will carry out all the servicing. This is an excellent example of how partnership work can assist the police." The tax payer also benefits from the lease of the cars as the force is only being charged for about half the rate of a full year's lease.

The deal helps the police area which needs more non-emergency vehicles and allows officers who don't have a full police driving permit to drive the vehicles. This was then also the reason why the cars don't sport the orange stripes down the sides anymore. For insurance reasons this had to be removed. We will feature the two A2s as they stand today in a later issue of the newsletter without their distinctive stripes!

Thanks to John Ward from Milton Keynes Police Force.

Written by Johann Janse (Johann)

## Audi News

### Production slightly up

Total car production output by the Audi Group in the past financial year showed a slight increase on the previous year, at 735,913 (727,033) vehicles. Of this total, 31,440 (34,990) Audi vehicles were supplied to Audi partners abroad in the form of completely knocked down (CKD) parts sets.

Production of cars at the Ingolstadt plant rose to 435,718 (420,216). The Neckarsulm plant built 223,390 (247,544) of the Audi A2, Audi A6, Audi allroad quattro and Audi A8.

Quattro GmbH, Neckarsulm, produced an impressive 2,052 of the Audi RS 6 in the year of its market launch.

At the Hungarian plant in Győr, AUDI HUNGARIA MOTOR Kft. built the Audi TT Coupé and Audi TT Roadster sports cars and assembled some Audi A3 and, in 2002, all Audi S3 models on behalf of AUDI AG. A total of 53,606 (55,296) Audi vehicles left the production line.

### A second car for the weekend?

From the A8's launch on May 1, it will be available with a choice of two alloy V8 petrol engines, both based on the units that drove the last generation vehicles, but revised and updated to give more power and torque. We're promised a four-litre TDI turbo diesel from June 1, and the range will extend further over the next couple of years.

The smaller of the two launch engines is a 3.7-litre unit that turns out a maximum 246bhp at 6000rpm and 265lb/ft of torque at 3750rpm. That's enough to pull the car up to 62mph in 7.3 seconds and on up to an electronically limited 155mph top speed. It'll give you an average 23.7 miles per gallon.

With prices set at £51,050 for the 3.7 and £54,980 for the 4.2, you can also purchase an extended five-year 75,000-mile service and maintenance package option at a cost of £500.

As for the diesel, well we know it will be a 32-valve TDI and be badged as an Audi A8 4.0 TDI quattro. Yep, a whole 4 litres of it! Technical delights include:

- First ever eight-cylinder diesel, RHD luxury saloon in Britain
- New compact V8 TDI engine with common rail fuel injection and two turbo chargers
- 275PS @ 3750rpm, 650Nm between 1800rpm and 2500rpm
- Highest power and torque output of any production V8 diesel engine
- 0-62mph in 6.7 seconds, 155mph top speed, 29.4mpg combined, CO2 output 259g/km.

So if we all get writing to Audi now and ask for this engine to put shoehorned into an A2, I'm sure they will consider it...

Compiled by Stephen Amos (Runboy)



## In the next issue....

- Who belongs to the A2 Owner's Club? What do they do? Where are they all from? Are they all as weird as some people think our cars are? Not at all. In the next issue we will shed a bit more light on all the various types of people that drive around in these A2s and what they do with their lives and with their cars.
- Do you own an A2 in a unique or unusual colour? Send us your pictures or email them to Stuart to publish them in the next issue?
- Ever wanted to tow a caravan but thought your aluminium bodied A2 is too light to do so? Well think again. There is a tiny retro caravan out there, that in its shape at least, begs to be towed by an A2! See the next issue for details.
- Want to make your A2 stand out from the crowd? There will be more fitting guides in the next issue to keep you amused and in close contact with your car and that nice new set of sockets you bought to fit the new wiper.
- In the next issue you will stand a chance to win a fantastic prize in our best A2 photo in a compromising position competition. Please send all entries to: [Comp@Audi-A2.co.uk](mailto:Comp@Audi-A2.co.uk)
- As in any magazine there will be space for your letters to the editor. As this was the first issue of the "new look" A2OC Newsletter, we did not have any letters to publish! So please send them to Stuart marked "A2OC Newsletter Letters".
- As not everyone has a computer or the time to chat on the A2OC forum we will publish snippets of the most valued opinions from our very own Forum in the next newsletter.
- 'Guess the Part' Competition.

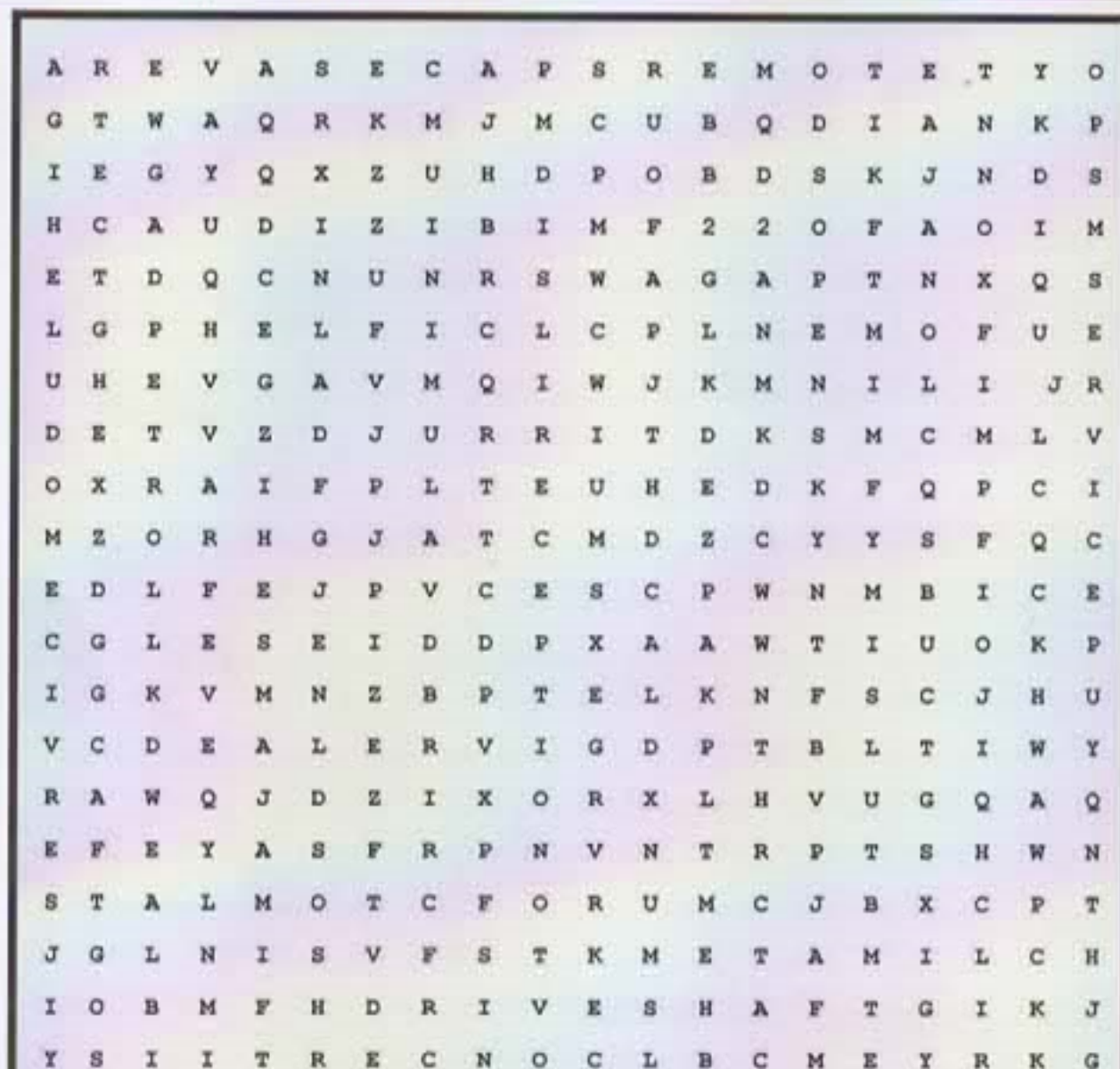
And much more...

Written by Johann Janse (Johann)

## Did you know?

There is an extra sunvisor above the rear view mirror.

## A2OC Competition Time



**A wordsearch with an Audi theme to muse over whilst sipping a cuppa and munching on a Jaffa Cake!.**

Below are 25 words for you to find in the above grid. The words can be forwards, backwards and diagonal.

- |                 |             |
|-----------------|-------------|
| 1 Spacesaver    | 2 Climate   |
| 3 Reception     | 4 Opensky   |
| 5 Audi          | 6 Remote    |
| 7 Servicemodule | 8 ConcertII |
| 9 A2OC          | 10 Canbus   |
| 11 VAG          | 12 Dealer   |
| 13 Petrol       | 14 Diesel   |
| 15 Technician   | 16 Service  |
| 17 Tank         | 18 Alloy    |
| 19 Driveshaft   | 20 Forum    |
| 21 EGRV         | 22 Oil      |
| 23 FSI          | 24 DIS      |
| 25 VSI          |             |

**There is one extra word hidden in the grid which is not listed above!**

If you can find the missing word, email it to [wordsearch@audi-a2.co.uk](mailto:wordsearch@audi-a2.co.uk) and all correct answers will be put in a hat and a winner pulled out. The prize will be a scale model A2, a Minichamps 1:43 scale model worth £17.95!

Clue: Ah, what a nice frame.

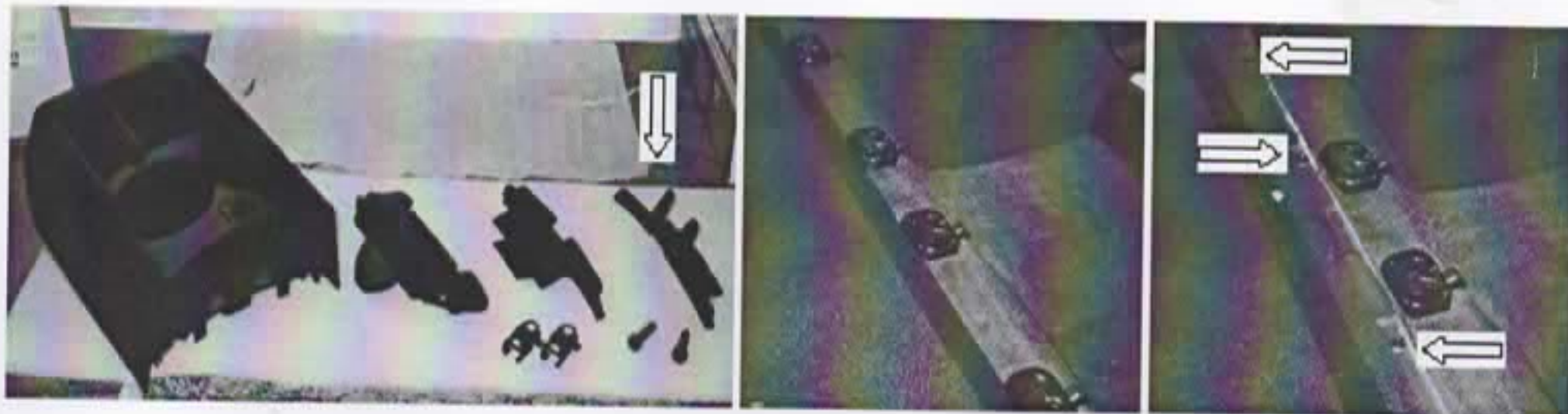
Rules: **Anyone** can enter, however, only one entry per person will be allowed. Entries must be received by 31st July 2003. The prize is non-negotiable. The colour supplied can not be negotiated. The scale model A2 is a toy and can not be driven. The giving of any competition prize as a gift is forbidden. Skinflint!



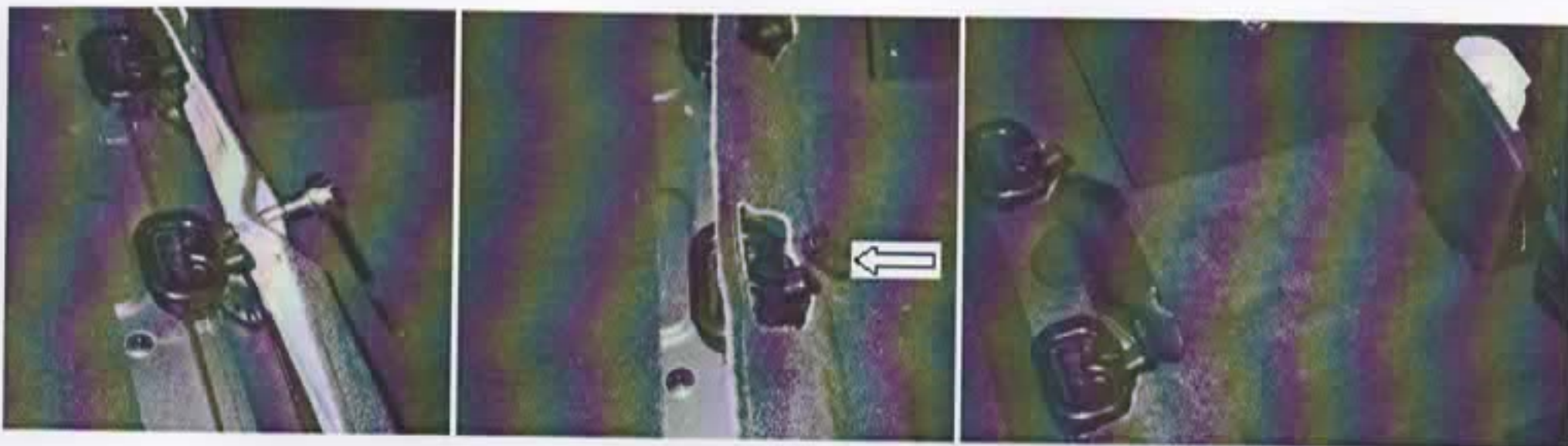


## Fitting Guide - Rear Drinks Cup Holder

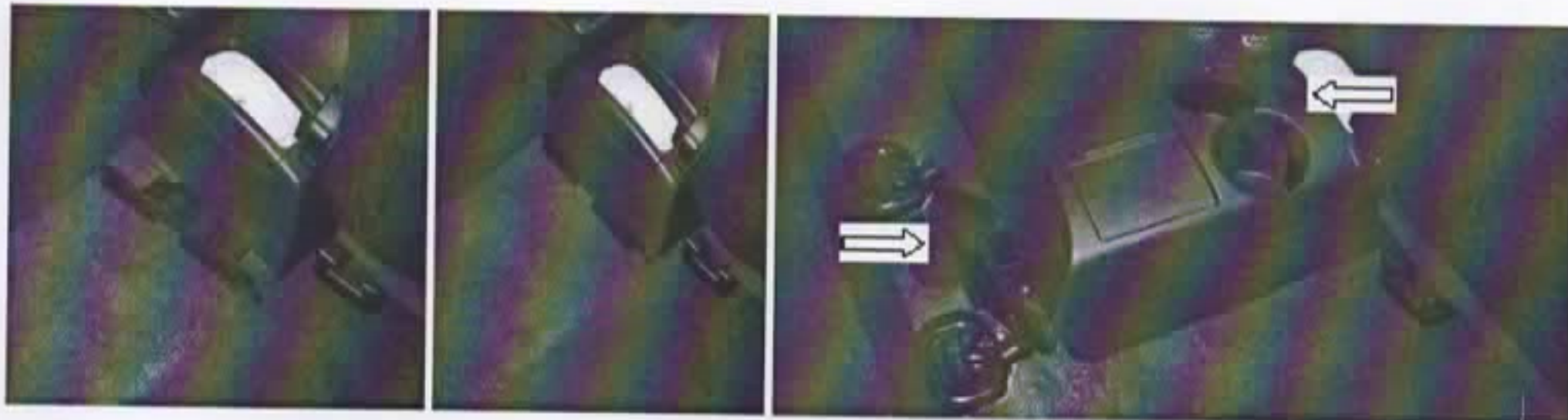
Check all parts. (photo below left). NB, end bracket with 2 prongs not used. Then remove both rear seats (photo below middle). Remove plastic trim (push fit) with flat screwdriver - secured in 4 locations (photo below right).



Unhook carpet from all seat fixings and remove inner bolts from the middle 2 seat fixings. Use a Security bit (T-40 straight bit) - see photo below left. Poke the new bolts through metal brackets and then the carpet making sure they are aligned with the open holes (photo below middle). Tighten bolts and reposition carpet around the seat fittings. Replace the plastic trim. Push the new plastic cover onto the new metal brackets (must click) - see photo below right.



Push the front bracket under the rear of the centre console (see below left); again it must click (see below middle). I had two brackets supplied, only one would fit the drinks holder (the one without the 2 prongs). Place the drinks holder in the rear brackets and press the front down again until it clicks (see below right).



Remove drinks holder by pressing the button and then lifting the front end. Replace the seats and then replace the rear drinks holder. All Done!

Produced by Lee Johnson (shezlee). The rear drinks cup holder can be purchased at a discount from VAG Parts. Please see page 4 for more information.