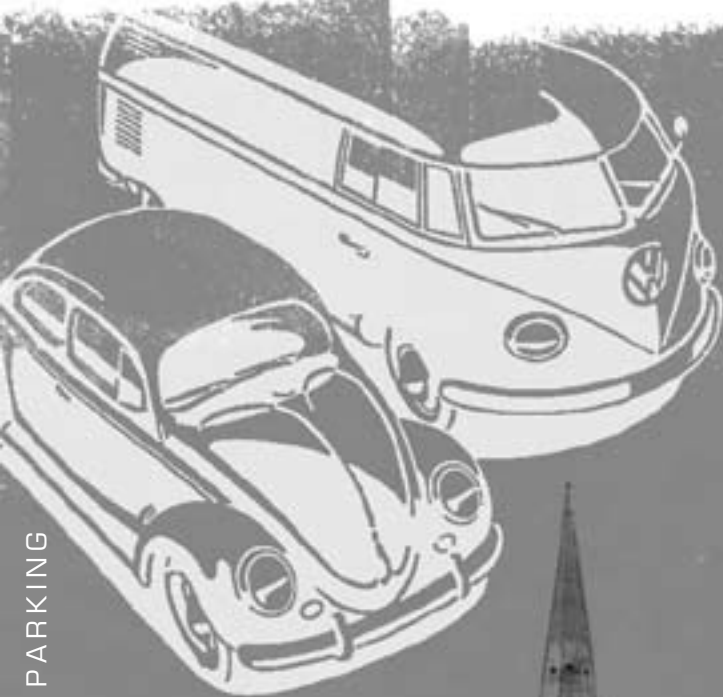
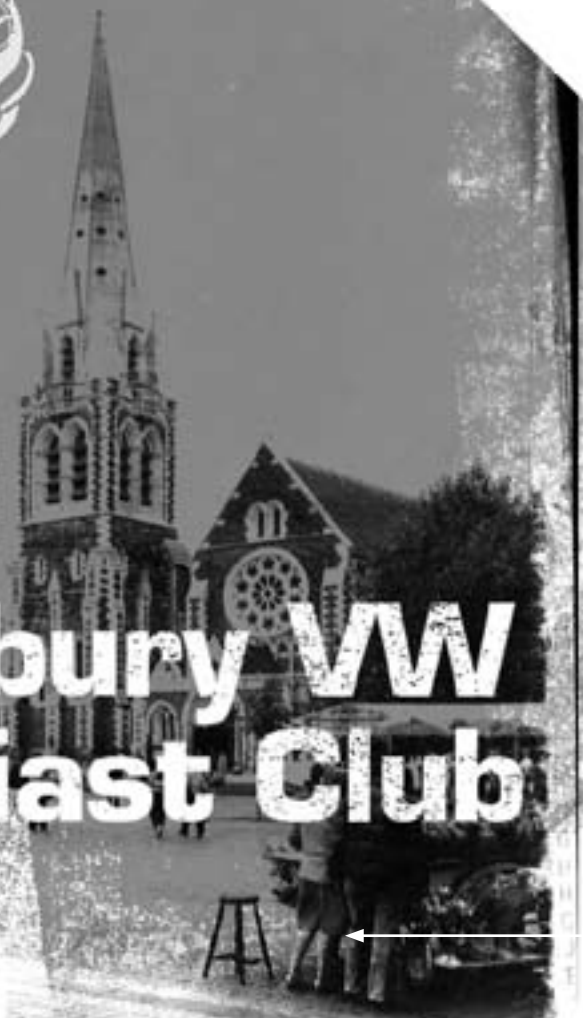


VOLKSWAGEN ONLY PARKING



Canterbury VW Enthusiast Club

May 2006



Canterbury VW Enthusiast Club

The club was formed in July 1986 to cater for owners of these German automobiles. Its aim is to provide the opportunity for people to meet others with a common interest. Families and friends are all welcome.

The club was formed with the intention of being low-cost, easy going, and of course enjoyable for all those involved. Events are held on a regular basis, and a newsletter comes out bi-monthly.

The club caters for all Volkswagens, from early vehicles right through to the new Beetle.

For further information check out the club web site:

<http://cantyvww.littleb.co.nz/>



VW Fact #13

Westfalia Campers were the only VW-Authorized campers to be based on the Kombi model instead of the Panel.



Mark Anderson

Phone: 385 2200

Address: 75 Riselaw Street
Shirley
Christchurch

cantyvwwclub@paradise.net.nz

or

Rob Rate

Phone: 358 4554

Address: 66 Teesdale Street
Burnside
Christchurch

macgeek@ihug.co.nz

or

Mike Thomson

Phone: 356 0912

Address: 175 Grimseys Road
Redwood
Christchurch

michael.t@xtra.co.nz

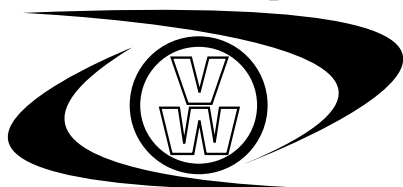
Online VW forum

<http://www.nzveedubnuts.com>

2007 VW Festival website

<http://nzveedubfest.littleb.co.nz>

Canterbury



Enthusiasts Club

A message rant from the editor

You may be aware that newsletters are few and far between these days, well...

Have you ever noticed how everyone you meet when out in your VW has a story about when they or a mate/friend/wife/father etc had one? Well I'm betting that most of you have got one or two stories or experiences tucked away as well. In order for this magazine (and the club in general) to survive, we need to hear from you—this club is nothing without its members, but it always seems to be the same people that contribute articles, organise events and keep the club ticking over.

Somebody famous* once said:

“The achievements of an organization are the results of the combined effort of each individual.”

So don't be surprised when a committee member taps you on the shoulder one day and says “today it's your turn”—be inspired by the car that drives us all—and spend one of these cold winter nights pecking away at your keyboard (or putting pen to paper), scrummaging through your old photo albums, and knock together a good yarn or idea for the next club outing. Nothing is too outrageous or silly to be considered!

This month I would like to thank Ivan Ashby for contributing to the newsletter with such a great story, and for organising the up coming “Cool Air Run” (see the Events page).

Cheers

Rob

aka 'macgeek'

Club subscriptions

There are still a number of (now ex) members who have not paid their fees this year... **your subs are now due!** Please use the enclosed subscription form to update your details and bring it along to the next club meeting, or send (with your fees) to the club treasurer:

Canterbury VW Enthusiast Club

c/- Mike Thomson

175 Grimseys Road

Redwood

Christchurch

* Vincent Lombardi, one of the most successful coaches in the history.



Coming events

Monthly club meeting

Wednesday, May 31, 8pm. In an effort to encourage more people to come along and have a chin wag, we have chosen a new venue that is more suitable for both the ladies and the men. So come on all you coffee lovers—meet us at Coffee Culture on the corner of Cashmere and Hackthorne Roads (near Princess Margaret Hospital) for a cuppa and a chat.

Fortnightly 2007 VW Festival meeting

April 1 at 66 Teesdale Street, Burnside Christchurch.
Everyone interested in helping out is welcome to attend.

Cool Air Run

the “Cool Air Run” has been organised to celebrate the club’s 20th anniversary. It is to be held from the 21–23 July, and the weekend’s events are to include:

Friday 21st July

Meet and leave Hornby Shopping Mall 6.30pm, and travel down to Orari Farmyard Camping Ground.

Saturday 22nd July

Take a short run to Geraldine to visit local attractions such as: Vintage Car and Machinery museum, The Big Jersey, Barkers Factory Shop and many others. Followed by an evening BBQ and get together.

Sunday 23rd July

Casual drive back to Christchurch via an alternative route.

To express your interest (and get an idea of what accommodation is required) please phone Ivan Ashby on home (03) 323 8647 or mobile 027 0229 6516.

VW Nationals 2007

Christchurch, Easter, April 6–9, 2007.

Planning is well under way for the 2007 New Zealand Volkswagen Festival to be held in Christchurch at Easter. If you are keen to come to this event, then please pre-register by visiting the festival website at <http://nzveedubfest.littleb.co.nz/>, or give one the members a call to express your interest. If you would like to help out at the event then drop us a line at nzveedubfest@littleb.co.nz. Know any out of town VWers? Then let them know too -- especially if they need to book accommodation as it being at Easter this will go fast -- once again check out the website for accommodation options.

We look forward to seeing you there!

One owner Beetle

By Ivan Ashby

I suppose everyone that owns a VW has been asked why they ever got involved in such a weird vehicle.

My first taste of the VW was back in about 1965 when my mate Keith bought a lovely yellow '60 Beetle. As I did not own a car, we went everywhere in it on holidays etc. It was on one of these trips to Akaroa—we all know the combination of a wet, greasy road, going fast downhill and a sharp left-hand bend can only lead to one possible outcome—we hit the bank, flipped over onto the roof and slid down the road. Because of the strange shape of our beloved Beetle, no one was injured, although in those days with seat belts not being required, I ended up moving from the front seat to the back. The Beetle was repaired and we went on more trips until we went to the UK on our OE in March 1967.



The first car I owned was a 1960 Morris 1000 van which I bought for £40 two months after arriving in London. I owned the van until October 1969. As every Kiwi has their three month trip around Europe, my mob—Maurice, Peter and myself—started off in Amsterdam, then headed north to Noway, Sweden and back down through France to Germany where we made—for me a life changing decision—to visit the Volkswagen factory in Wolfsburg. After we finished the factory tour, I said to Maurice “If that is the way they

W.14.	314 WOLFSBURG GERMANY
VOLKSWAGEN MOTORS LTD., VOLKSWAGEN	
BRIGHTON ROAD, PURLEY, SURREY	
DESCRIPTION: 118031 1500cc Seloan R.H.D. with sliding roof	
STOCK:	191940 Chinchilla/Black
MENTS:	Front Seat Slats
MO:	M060 Eberspacher Heater
	M074 Rear Mud-Flaps
	M093 Hinged Quarter windows (Rear)
	M097 Emden Radio
	M102 Heated rear window
	M172 Radial Tyres tubeless
in lock, fuel lock, back-up lights, anti-	
DR CHARGE TO PLACE OF DELIVERY IN: (Contd)	
del:	ON (Date): GERMANY, 13th June, 1967 (Not on Saturdays, Sundays or Public Holidays)
MARK AG,	IF AIRPORT-DELIVERY requested check here (Customer must inform delivering dealer first and in advance of flight no. arrival date).
	EX WORKS ON (Date):

have quality control, I am going to have one". After we got back to England in September, I started to work out how I was going to afford to get my new car. In March 1969 I made a trip to Volkswagen Motors Ltd, Volkswagen House, Brighton Road, Purley, (in South West London) to check out this new VW. This was a great experience, because they give you all these books with different models, colours, etc. They had just started production of the 411, but they told me they would not sell me one as spare parts were not available in New Zealand. A new Kombi camper was £1000, but this was out of my budget, so I settled for the Beetle and after making all my decisions, I paid £100 deposit and went back home to London to wait for the mail.

In May I received a letter from Wolfsburg with an order form which I was to check, sign and send back. On the order form it told me how much I had to pay by the end of July, and I had my own bank account



number to put the money into. Also on the order form, they told me the car would be ready on the 1st October 1969 (this is the start of the new year 1970) the last of the 1500s. This was the first and only communication I had with them until I arrived at the factory in October.

With October rolling around, Maurice and I made plans to travel to Wolfsburg. We caught a train from London to Harwick, then crossed on the ferry to Antwerp, Holland. From there we took the train to Wolfsburg. This trip took about two days and not knowing if the car was ready or even if they had my money, we were filled with anticipation. As we disembarked at the Wolfsburg railway station, we were told over the loudspeaker system that all people going to the VW factory had taxis waiting outside (VW Kombis of course). There were about 18 people going to the factory, and when we arrived we were given tea and biscuits. After waiting about 3/4 of an hour, and with most people



gone, I asked what the problem was and was told that on final inspection they had found a cracked door seal, so the car had had to go back to the factory (quality control again). After about 1 1/2 hours we were taken out to this massive warehouse where there were hundreds of Beetles and in the middle of these was mine. After about five minutes of introduction to the vehicle, I was given the keys, told to enjoy my Beetle, drive to the speeds marked on the speedo, and then we drove out of the factory.

We stopped off in Wolfsburg to buy some extras, large exhaust pipes, roof sun visor, splash guards, cigarette lighter, chrome vent panels, roof rack, spanners, steering wheel cover, and then we headed off to Munich to the beer festival. As in those days it was standard practise to run a new motor in, I decided we should not go over 50 mph, but after we got on the Autobahn, we were getting passed by some of the people who were at the factory so we decided we would do the same, and go as fast as it would go.

On the second night at the beer festival I arrived back at the car first and



decided to move the car from the corner we had parked and back it to a safer place. This was not a very bright decision to make as I put the car in reverse with the driver's door open and the car revving because of the auto-choke. My foot slipped off the clutch, and I drove the door into a lamp post. Because I had hinged rear quarter windows we were able to strap the door closed around the door pillar and continue our trip down to Bavaria and back to England. At this stage I had only owned the car three days with 500 miles on the clock, and had not taken any photos to send home to my parents, so we decided to open all the doors, take a snap and it still looked like a nice new car.

Back in England the car was about to change my life again. I got rid of the Morris 1000, changed girlfriends (who 18 months later I married). Six months later I had to ship the car back to New Zealand as I had had the car in England for 12 months, so it was back to another Morris Minor car for the rest of my stay in England. In those days the only way you could get a new car in New Zealand was if you had overseas funds or had been out of the country 18 months and owned and used the car for 12 months. My car was kept in Customs for 12 months in Auckland which is why we had to come home. We were not able to sell the car for two years and if we did it would have cost us 120% Duty Tax. As we were going to live in Canada, this two year wait caused us another problem. The car allowed us to get a mortgage on a house, so we stayed in New Zealand. We thought many times about selling, but as the years went on and our son learnt to drive in it, it is now part of the family—never to be sold.

In our stable we also have a '65 Beetle, '73 Westfalia, '63 Type 3 Notchback, '88 Golf GTI Cabriolet, and a '67 split window Kombi. Our son who is in England is a motor technician for Aston Martin. He goes to work in his '76 Westfalia, but has just recently bought a '98 Golf as well.

Well I think I know how to answer the question people keep asking as stated at the start. Buy a VW—it will give you immense enjoyment, it's a great crowd stopper and it will change your life forever.

CERTIFICATE OF REGISTRATION OF MOTOR VEHICLE N ^o 4187					
Registered at <u>AUCKLAND</u> on <u>6 October 1971</u>					
This is to certify that the motor vehicle, particulars of which are given below, has been registered under the Transport Act					
Surname of Owner (for subsequent owners, see note): Mr. Mrs. Miss ASHBY				REGISTRATION PLATE NUMBER FV 2584	
Club/Class or Fleet No. NEWAN RICHARD				Make and year of manufacture: 1969 VOLKSWAGEN	
Address: 27 BELFRICH St., Belfast, Christchurch.				Engine No. H1143218	
				Chassis No. 2169547	
Vehicle is NEWLY USED		C.C. Rating: 1500	Motor Power: M.S.	Type (see below for changes of type): Car	
Vehicle previously registered in W. Germany		Gross laden weight: b	Model: 1500	Minimum Reserve Fuel: 22,000	

For sale/wanted

Advertisements on these pages are **FREE** to club members.

Kombi repair panels For split window models, brand new zinc-tec panels for the front lower sections, sides, inner sills and also out riggers available. Also king pin re-bushing and lowering of spindels! Anti bumpsteer bushes. Phone Mark Anderson, (03) 385 2200 mobile: 021 911 916 or e-mail: headhoncho@thetricnut.co.nz

1965 Type 34 Karmann Ghia. Rare right hand drive model. Thought to be only a handful left in the world. Here's your chance to grab one. for more detail... e-mail: stephenaiello@hotmail.com or phone: 021 105 3795

Wanted Volkswagens—any type and model as long as it is air cooled. Phone Mark Anderson, (03) 385 2200 mobile: 021 911 916 or e-mail: headhoncho@thetricnut.co.nz

Putting ads on the club website

You can now place your own adverts on the club website, just visit <http://cantyvw.littleb.co.nz/classifieds.php> and register your details.

After registering you can place, edit and delete your adverts, just like on TradeMe. All adverts placed will expire after 14 days, however you can log in to renew them again at any time.



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