

VOLKSWAGEN ONLY PARKING



Canterbury VW Enthusiast Club

Late July 2004



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://cantyvwclub.orcon.net.nz/>

VW Fact #6

The 1961-63 Type 3 heater was overdesigned and could easily melt the plastic heat exchangers under the rear seat if left running full blast. The design was changed in 1964 to incorporate a fresh-air mixer.

Contact

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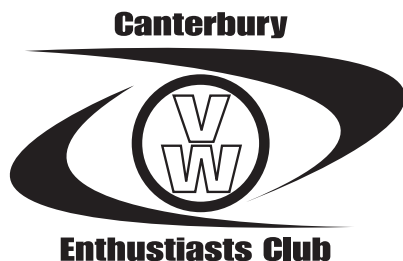
Phone: 356 0912

Address: 6 Frome Place
St Albans
Christchurch

w.vandermeys@gen.canterbury.ac.nz

Online VW forum

<http://forum.themetricnut.co.nz>



A message from the editor

Hello all,

Arrrr it's late, sorry.

I have heard that Volkswagen are not going to produce a new Kombi... shock horror... darn, I was kinda looking forward to the Crew Cab that I saw in concept form some where on the net. The only version I have seen for sale would be a bit embarrassing to buy for me, it comes in a big pink cardboard box with Barbie written all over it, in the Warehouse, the Warehouse, where everything is open and broken (has she divorced Ken yet? Because I thought he was gay...).

It is good to see a huge resurgence of the older model Kombis being dragged out of the paddocks and back to the suburbs for a new chance at life. Some will be seen by us sooner and some a bit later, but there is definitely more interest in the Kombi than ever before.

Inside this issue there is part one of Peter "2110cc" Vaughn's trip to the United States to see the OCTO Bus and VW Classic 20th Anniversary shows, to mention a few, which he had a first hand look at, it's an amazing read—we hope you enjoy it as much as we did and that it provides you with inspiration to make the VW scene here in Christchurch reach the same level.

Mark and Rob

Vehicle Exhaust Emission Rule

You may have heard about the introduction of mandatory vehicle emissions screening (expected to come into force in mid 2006). The ministry assures us that they will consult vintage car clubs about this change in the law.

For more information on the Land Transport Vehicle Exhaust Emissions Rule 2003 and the vehicle emissions screening and public education initiatives, visit the Ministry of transport website at <http://www.transport.govt.nz> (under Current Issues & News).



Coming events

Not much happening these cold winter days...

Bimonthly Club Meeting

Wednesday 28 July (last Wednesday of the month) 8 pm at the St Albans Shirley Working Mens Club, Crosby Street. Join us for a casual beverage and a chat.

2005 New Zealand VW Nationals

These are being held in Dunedin at Easter. Check them out on the internet: <http://www.vwnationals2005.co.nz> for more information and updates.

2007 New Zealand VW Nationals

Easter in Christchurch.

Got any good ideas for a fun event? Ph Mark (03) 385 2200 or E-mail cantylvwclub@paradise.net.nz

2005 Dunedin VW Nationals

The club has received a supply of 'Registration of Interest' forms for the VW Nationals in Dunedin next Easter (25th–28th March 2005). Over 60 individuals have already registered—if you would like to join them, contact Mark for a form, or visit their website and download one (<http://www.vwnationals2005.co.nz/>).

All the interest in the event points to a huge event at Easter 2005, and consequently the Edgar Sports Centre (Dunedin's International Indoor Sporting venue—a massive facility) has been secured for the Show & Shine. A new venue is also being sought for the meal/prize-giving evening on the Sunday.

The organisers are also seeking ideas of what things people would like to have included in the weekend programme. They have received a few responses so far, but would be happy to receive more, so drop them a line at the following email address: vwnationals2005@hotmail.com.

VW Classic 2004 20th Anniversary

Day One

There's a first time for everything and for me this was one of those occasions. After ten or so years of reading all about the VW Classic week in California I was about to experience it for myself.

The 9th of June finally rolls around and I am off to LA on a sort of pilgrimage, to the heart of everything Volkswagen, to the best show week on the planet, to the best parts houses... Wolfsburg West, BFY Obsolete Parts, Scat, Moore Parts, Kustom1 Warehouse, Koch's, Vintage Parts, Vee Dub Parts Unlimited, the list goes on and on. All of this says just one thing to me and that is that the VW scene is very much alive and well.

I flew out of Christchurch at 3.50 pm bound for Auckland, from there I boarded a Qantas flight departing at 5.50 pm with an arrival time of 10.30 am in LA on the same day, the 9th of June was about to become the longest Wednesday ever.

Two guys from Auckland, Francis and Andrew were already there and I was due to meet up with them at our hotel at 1 pm. Everything went according to plan and after a quick check-in it was off on the first of many parts buying expeditions. As Francis is now a hardcore and very



seasoned visitor to LA for Classic week he made it all too easy for Andrew and I, we basically just went along for the ride, and what a ride it was! We used Vee Dub Parts Unlimited as our hub, most things were ordered from or through them. As California is such a huge place this proved to be very central and by having our parts freighted here it saved a lot of time, time we could spend elsewhere.

All of Wednesday afternoon was spent in this nature until it was time to head for Huntington Beach and a pre OCTO meeting where the organizing committee were finalizing the plans for the weekend.

We were there in good time so I was able to stare in amazement as the likes of Charlie Hamill and company started to arrive, like I said earlier, over ten or so years I have read of the exploits of these guys and here I was rubbing shoulders with them. They all started arriving in really nice old buses that just came from all directions... Unbelievable.

Again, all this was made possible because of the friendships Francis has forged over the years. We were made part of the 'CREW' and were given a limited edition OCTO show 2004 T-shirt along with a cap and a pin, but best of all was the laminated OCTO show crew ID that was to be worn around our neck. Yee ha, my first day in LA and I was on the crew for the greatest bus show on the planet. They were expecting 300 pre 67 Type 2s, can you imagine that... Madness!

The day, the longest Wednesday, was not over yet. It was decided that dinner at the local restaurant was in order, I couldn't have agreed more. So it was off to the local Oggi's for some good food and a Corona or two. An outstanding evening was had chewing the fat about all things Volkswagen. When it finally came time to leave we went to pay but were told that it was on the OCTO club, they would pick up the tab... More Madness!

By this stage I had been up for nearly 40 hours, but hey I was having the time of my life and was feeling no pain! We had a rental car, a Pontiac Grand Am and finally it was time to tear ourselves away and head back to our hotel to bring to an end the longest Wednesday.

Day Two

Was this the start of day two or day three was the sort of question we asked ourselves regularly as the days were so very very long. In the evenings we found ourselves discussing things we had done yesterday but in actual fact we had only done them that morning. This was going to be one long trip.

This WAS day two, and on day two we set off early to do the rounds of the different parts houses. First stop was Vintage Parts. With VW Classic

week all the owners of the different businesses pretty much just open the doors and you are invited on a tour of their premises. At Vintage Parts we were left to look around at our own pace, it was so funny to be wandering up an aisle completely lost in your own little world of old VW parts, the feel, the look, the smell, the dust, and like I said, you are miles away when all of a sudden either Andrew or Francis or myself would exclaim aloud over some ultra rare or desirable part that we had just spotted on the shelves, bliss. What it was that was found had to be investigated so a rush towards the find was inevitable, have a quick nosey and then off in search of another rarity... Madness!

From here we set off for Wolfsburg West, definitely one of the better known parts warehouses and for good reason. This place is simply mind-blowing. Here again the owner Tony Moore gave us a guided tour. We all spent up large here during our stay with all manner of items bought. I took home with me an interior for my Oval consisting of a headliner, full set of seat covers front and rear and all the door panels in matching colours. Over the years I have purchased a lot from Wolfsburg West and always dealt with a guy named Ron Bengry, it was great to be able to put a face to the name. We were to make two trips to WW to collect our booty.

All Vee Dubbed out, not a chance. It was off to Koch's, they are most famous for their steering wheel restorations but upon arriving I was



amazed at the vehicles they had there for resto. In one corner was a crotch cooler convertible, outside were two early split beetles, inside on a hoist was another split and there was also a Rometsch and hanging up on the wall in their parts store was a complete NOS roof clip for a sunroof split beetle, wow. Apparently when Bob Koch found and bought this there were ten of them but he only grabbed the one, he told us he hasn't stopped kicking himself since.

A couple of hours were spent just soaking up the atmosphere here before we decided we had better make a run for the Sonic Burger evening. This replaces the old Dairy Queen evening. The evening was organized by the DKP 111 club, Der Kleiner Panzers 111. I have never seen so many hot VWs ever. Big engines with narrowed and slammed beams were the order of the night. They were everywhere.

Wandering around photographing everything was how I spent the next few hours. At the end of the get together the public lined both sides of the street and watched with awe as the cars left one at a time in a little bit of a hurry. Oh yeah!

Day Three

No rest for the wicked, up bloody early again and into it. First call Vee Dub Parts Unlimited, these guys were so awesome. They gave us free reign over the place, access to the Internet, telephones etc. We checked up on how our orders were going, what had arrived and what was on its way. Another guy who was incredibly generous for the cause was Moe from Transporter Garden, he was going to lend us his '64 Single Cab to do a parts run in, we were due to pick it up this morning but he wasn't at work so no SC. In steps Jeff at Vee Dub Parts Unlimited, he lends us his Dodge Ram for the day, I told you they looked after us, and it is just as well that petrol is cheap as this thing with its big V8 engine and massive tyres really sucked the juice. It was so big you had to climb up into it.

From here we set off for ISP West where a tour of their facilities was undertaken before we purchased some parts and then headed for Scat Enterprises which for me personally was to be one of my highlights.

After considerable thought and poring over the engine forums I decided to buy an engine kit from Scat. I was aware that if I bought all the engine components separately, heads ported and polished from here, forged crank from there, cam from over there then I could have put together a better engine but two significant things made my decision to buy from Scat. One was compatibility, would this work with that and would that work with this. The second and most important was time. I had emailed a lot of the component companies and sure they could do it

but up to six months wait was quoted for some items. I was in LA for two and a half weeks; there wasn't much room for error.

So, Scat it was, the best complete kit I could lay my hands on. I had been in contact with Scat through email for two months prior to going there. One final email to the dude I had been dealing with to advise him when I would be there was followed by a reply saying that Scat was sending him to a VW show and that he wasn't going to be there. "No problem", he said, just ask for Eddie or Tommy.

I'm on my way, big buzz; I'm on my way to get the engine that I had dreamed of for so long. Not quite. I ask for Eddie, Eddie knows nothing. I ask for Tommy, Tommy knows nothing... great! After bringing my name up on the computer they managed to find my order, more bad news, they were out of stock on the cranks and the cams, this was not looking good. I was assured by Tommy that the cranks and cams would be back in stock in just a couple of days. Tommy started to pull my order from the warehouse and slowly the counter in front of me began to pile high with performance parts. He made a comment that perhaps I should look at a turnkey engine to which my reply was "No thanks", I wanted to watch and help the engine builder so as to learn a bit about engine assembly, "Okay" was his reply. A little later he tells me that he had just built an engine to almost the exact same spec for a guy who then could



not pay for it. Curiosity got the better of me and we had a look at it. Holy shit, I was trying to keep my excitement from showing in front of Tommy. What a picture, to cut a long story just a little bit shorter and after a bit of haggling I did a deal with him and purchased it from him for basically cost. The only thing missing was the headers and muffler, which I had already got anyway. My first thought was, how the hell am I going to tell the wife about this, I still had a whole heap of stuff to buy and I had just used up a significant chunk of my budget. I figured that she would understand, after all, I had just bought a turnkey SCAT engine, built in the USA, dynamically balanced and run in and tuned on a Dyno and complete with a build sheet. Even better, Tommy turned out to be Tommy Lieb Jr, the son of the owner of Scat. Read the provenance. The engine was to be run up on the Dyno again and crated and freighted to the shippers inclusive in the price. Of course she would understand!

She did, god I love my wife.

I didn't care one bit about anything any more, I had all I could ask for already, day three had been a good day.

Day Four

Another early start, this time we are out of the hotel and on our way by 5.30 am. It was Saturday and that meant only one thing... OCTO.

As we were part of the crew for the day then everything was laid on for us. Free entry, reserved parking, free food etc. All you did was show your crew pass hanging around your neck and the doors opened, unbelievable.

With our best intentions we did our best to help with parking all the buses as they arrived but I am afraid we were woefully inadequate. Just about every single bus that came in blew us away, it seemed all I could hear myself saying was “ @#\$% look at that, @#\$% look at this” and I all of a sudden forgot my parking duties and scurried off to get a photo.

It never seemed to end, there were buses everywhere, apparently there were close to 300 and they were just those on show, the swap meet dudes all traded out of Kombis so they were all through the swap meet and the car park as well... Madness!

This OCTO meet is there big one for the year so generally the best of the best turn up, the standards are something to be seen. There were so many of every type, west alias, single cabs, double cabs, deluxes, barndoors, you name it and it was there. I think my favourite was an all-original 52 Barndoor Deluxe with just 17000 original miles on the clock. Original paint, engine, trans, interior, everything was totally original,

even the tyres were those with which it left the factory. I could fill pages waxing lyrical about the day; it was so much better than I had imagined it would be.

All good things come to an end, as did the OCTO show. By mid afternoon it was starting to wind down which meant it must be time to head for the 'Toy and Literature' show at a nearby hotel. This was okay but I felt the prices were way over the top so I was just a spectator. One awesome thing I got though was the official 20th Anniversary VW Classic 2004 bumper badge. They told the public that only 200 had been made and the only way to get one was at the door and a maximum of two per person. We were late getting there and missed out, bummer. In steps Francis again, as he did so often and pulled something special out of his bag of tricks. It turned out that they actually made 250, so Rich Kimball had a stash of 50 that somehow Francis managed to get a couple of. Well done Francis, I forget how many times I was indebted to the man, he was always saying, "Don't worry I'll sort it", and sort it he did. We sat outside the hotel and had a bite to eat and just soaked in the atmosphere before heading back to our hotel to bring an end to a day I'd dreamt of for years.

More to come in the next issue! Many thanks to Peter Vaughn for sharing his amazing trip with us.



For sale/wanted

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

Wanted One set, front and/or rear mudguards for 411 Variant and taildoor, must be good condition and rust free. Dave Finnie Ph/fax (03) 434 0340 E-mail dave.finnie@xtra.co.nz

Muffler Tips stainless steel, exact copy of German NOS, why pay \$30 plus for ones that will rust the next week, when these will last a long time. \$45 pair Ph Mark (03) 385 2200 or E-mail s1fter@paradise.net.nz

Wanted Split Screen Kombi Van. Camper or transporter, Prefer early 60s model. Ph Genevieve in Dunedin. (03) 467 2256, or E-mail genevieve.r@xtra.co.nz

Wanted Guages (any) to suit a Vw Beetle ie: oil temp, pressure, voltage E-mail macca_nzl@hotmail.com

For Sale VW type 3, fastback 1600 tl. 1971. Engine has started knocking, body and interior in pretty good cond. Offers. Ph Ants (03) 471 2237 or E-mail sandants@hotmail.com

Wanted 1302 beetle for parts Ph Mark (03) 385 2200 or E-mail s1fter@paradise.net.nz

1986 Mk 2 Golf, 1.8 Gti, 16 valve, 3 door hatch 1800cc, 139 bhp, 5 speed (short shift kit), Factory sunroof, towbar and alloys, well maintained with no rust. full receipts for recent work, \$4000 Ph Ian (03) 3294997 or E-mail snailnz@xtra.co.nz

Front beam with steering box and front brakes, complete, and in good condition \$100. Ph Jeremy (04) 475 5542 or (021) 146 0516 or E-mail jeremy.bray@paradise.net.nz

Wanted for my 73 VW Kombi Westfalia, gasoline "BN4 Eberspacher" heater, complete or parts. E-mail rr-moss@paradise.net.nz

Kombi repair panels for split window models, brand new zinc-tec panels for the front lower sections, sides, inner sills and outriggers available. Also king pin re-bushing and lowering of spindels! Anti bumpsteer bushes. Ph Mark (021) 911 916 or E-mail s1fter@paradise.net.nz

VW Beetle Factory Karmann (not Ghia) convertible, 1961, 1 previous owner, original car in need of cosmetic restoration, rebuilt engine, good hood, reg and WOF. Buy it before it is sold overseas and gone forever. \$16 000 firm Ph Aaron (03) 3799 883 or 0274 352 208 or E-mail tradesman31@hotmail.com

Wanted old D-Jet fuel injection system/s and or parts that they would sell or donate to a worthy cause, also if someone has front left and right wings for a Type 4 412. Ph Nick Sparrow (04) 801 9877 or 021 1289792 or E-mail sparrow@tvnz.co.nz

VW beetle engine lid, streeing box for sale from a 1500
E-mail Rob robert.rate@natcoll.ac.nz

VW beetle parts for sale from '64 Beetle Ph Mark (03) 385 2200 or
E-mail s1fter@paradise.net.nz

Wanted Type 4 2 ltr motors, any cond, Ph Mark (03) 385 2200 or
E-mail s1fter@paradise.net.nz

'62 Kombi Split screen parts Wanted, rust free roof (if there is such a thing?), right rear quarter, left front bottom quarter (which includes the dog leg), the two rear hatch doors (lower engine & upper lid) and a good straight front panel Keith Osborne (027) 273 0341
or E-mail keithosborne@osbornes.co.nz

Wanted type 4 (late kombi) flywheel E-mail s1fter@paradise.net.nz

Wanted 1962 VW split screen kombi, anything considered that has a rego or that is on hold, E-mail Craig Craigmunro69@hotmail.com

Wanted VW Kombi campervan prefer Bay pop-up, but anything considered. Ph (03) 455 6395 or (021) 1733 524
E-mail bsllabbert@hotmail.com

VW Karmann Ghia coupe or convertible, 1968 or later, must be in excellent original or restored condition. For loving everyday use. POA.
E-mail lindsay.knowles@acme.co.nz

Wanted 2 VW logo mudguards, black with white logo to fit Beetle Ph Genevieve (03) 467 2256 or (021) 411 066,
E-mail gen@hadleyrobinson.co.nz

For Sale 4 x Pirelli Snow tyres size 185 x 15 great condition \$390 they are in Dunedin Ph Genevieve (03) 467 2256 or (021) 411 066,
E-mail gen@hadleyrobinson.co.nz

Kombi rear ribbed bumper wanted in any condition Ph (03) 312 7779

VW, 1970, 1500, Red, radio/cassette, extractors, high-back front seats (VW) fitted, this car has been used daily and proven reliable however has a few faults, minor rust, a whine in the gearbox and leaks a bit of oil, current rego,wof expires July, for sale "as-is", \$1200. Ph (03) 472 8899 (Dunedin) or (021) 046 9050 or E-mail martiv@xtra.co.nz

Crazy advertisements

These ads were pulled from a special July 1960 Volkswagen issue of 'Foreign Car Guide' (just 35 cents—and check out the other prices!). Thanks go out to Daryl for lending us the mag.

**AUTO-BED-CONVERSION
FOR VOLKSWAGEN**



Easy-to-install kit \$32.50:

- 2 front-seat recliners type HUELS,
- 2 seat-supporters for auto-bed,
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- 2 seat-lifters for back-seat,
- 1 special NYLON-Mosquito-net.


Shipped **PREPAID** from
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2217 Gerrard St. E. Toronto, Ontario

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AND A VOLKSWAGEN SUPER?**

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