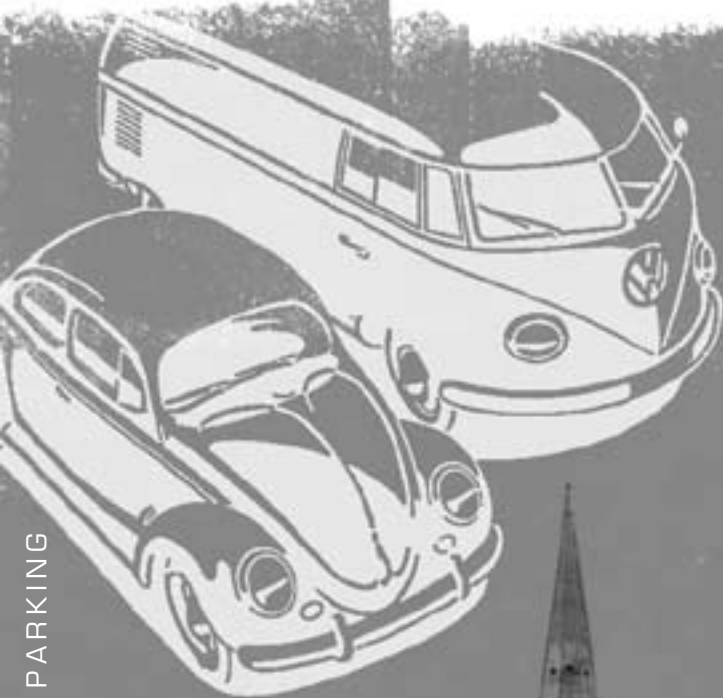
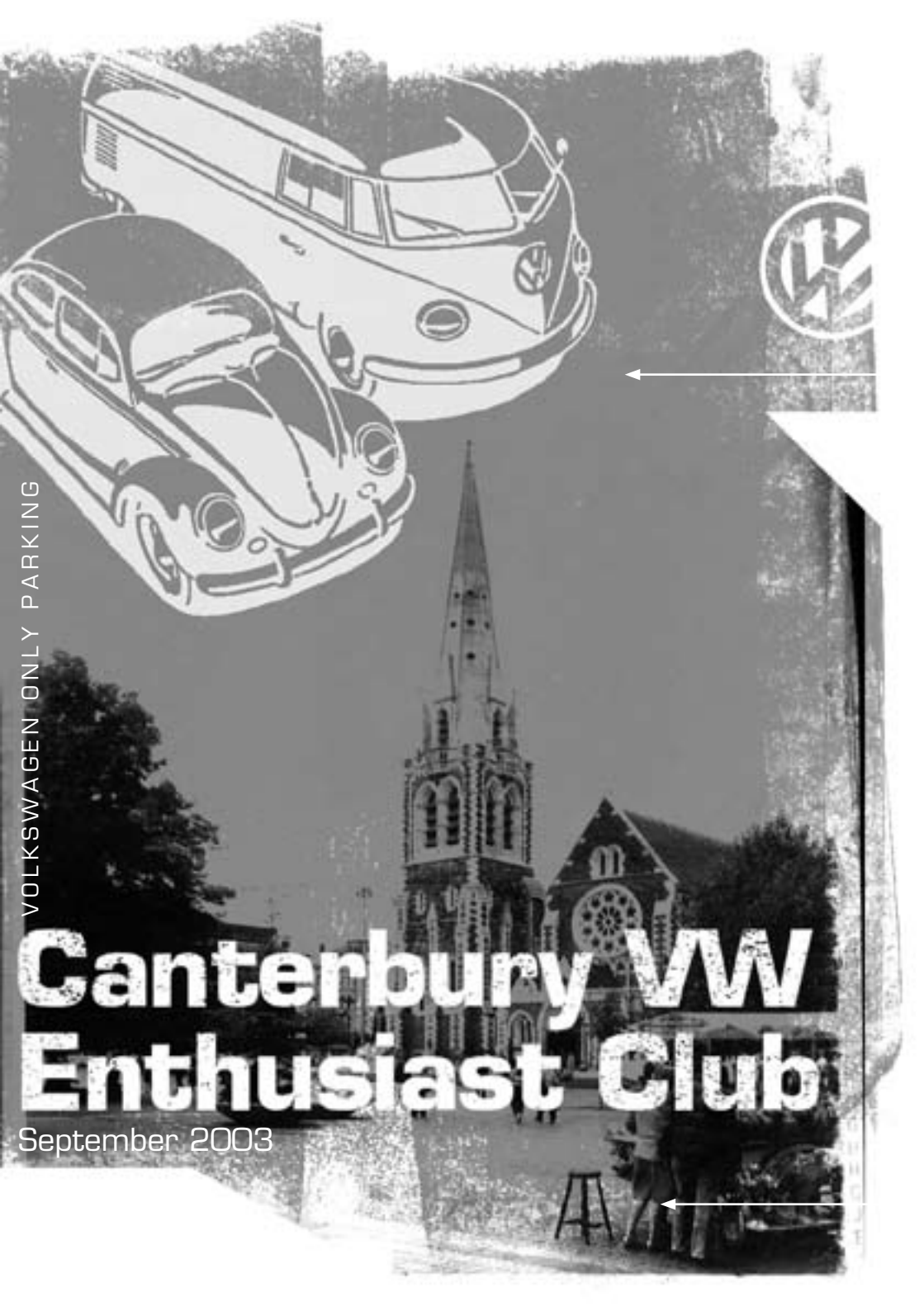


VOLKSWAGEN ONLY PARKING



Canterbury VW Enthusiast Club

September 2003



Canterbury VW Enthusiast Club

The club was formed in July 1986 to cater for owners of these German automobiles. It's 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 #1

In 1968 only 16 type 181
(Things) were made.

Contact

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or

Rob Rate

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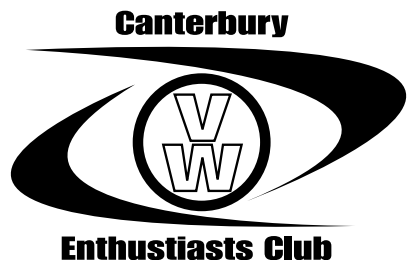
robert.rate@natcoll.ac.nz

or

Wayne van der Meys

Phone: 356 0912

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A message from the editor(s)

Hi everyone, well this is my last “Editor’s Report” for a while—with work and family commitments taking priority—I’ve been struggling to find the time need to do the club magazine [I’m sure you have noticed!] I have asked Mark Anderson and Rob Rate to take over for me. They are both avid VW nuts [like myself] and have the benefit of being trained in graphic design too, so no more hastily thrown together newsletters!

Hopefully we can organise some awesome events for the coming months and get a decent turnout too, as numbers have recently been rather poor, which makes it quite disheartening for those of us who have put in all the hard work to set things up! Well that’s it, the last whinge from me! Let’s welcome Mark and Rob and give them heaps of support to keep the club up and running!

Cheers, Wayne



Welcome to the new look newsletter. Rob and I are pleased to take on the club duties—we hope we can do as good a job as Wayne has done over the last few years. For those of you who aren’t familiar with us, here’s the run down on who we are, who we’ve slept with and who we’ve got lined up (or something like that).

Mark—I work as a mechanic for a local dealership and can usually be found working on my VWs in the weekends (which include a 1961 type 2 single cab Kombi, 1972 1302s and my daily driver a 1971 1302s). I have been interested in VWs for the last six or so years. After being in the UK for 2 years and attending shows over there I came back, got off the plane, and joined the Canterbury Enthusiast VW club. Some of you may have met on the odd rally—and I look forward to meeting more of you, so make yourself known!

Rob—In the first issue of this newsletter that I received, I read that VWs aren’t ‘bugs’—they’re viruses—and you can’t get rid of them. I’m proud to say that the first car I bought was a red ‘67 Beetle, and the second car I bought was a (literally) bombed out beige ‘63 Beetle which I still drive. Now I have a ‘62 Kombi as well... I hope the family will continue to grow at some future date (the wife and two kids will have to make room for all the restoration parts though!) See you on the road.

Mark and Rob

Volklore

From “Small Wonder - The Amazing Story of the Volkswagen” by
Walter Henry Nelson (Little, Brown, 1965)

One November day a few years ago, a raging flood swept Mrs. Mabel Stevenson’s Volkswagen down Palmer Canyon, five miles outside Pomona, California. When the torrential rains had stopped, Mrs. Stevenson went to find her car. A wall of water five feet high had tumbled it down a stream bed for a quarter of a mile and it now lay in a graveyard of debris. “Both doors opened at once,” she recalled later, “and the interior was bone-dry and undamaged. All the windows were in perfect condition. I’m sure I could have ridden down the canyon in it and been perfectly all right. Neighbours who saw it on its journey told me it rode the waters like a little ship.”

That same year, thousands of miles away, a newlywed South African couple rode their VW not only like a little ship, but even like a little submarine. Allan and Rita Esser, both in their early twenties, were returning to Johannesburg from a honeymoon in Durban; a few miles outside Standerton, they suddenly came upon a flooded river and encountered a three foot flood crest bearing down on them. “We resigned ourselves to certain death,” the newlyweds said later. “But miraculously, we did not overturn and were washed down the embankment right under the water. We later heard it was twenty feet deep. All the windows were closed and the car was virtually airtight. We bobbed to the surface.” Allan Esser climbed out of the window of the floating beetle feet-first and, hanging onto the side, tried in vain to touch the ground. As he clambered back, a little water entered through the open window. Leaning out now, he and his bride tried to grab willow branches as they were swept along. “Then we realized,” they said, “that if we did catch hold, the jolt might capsize the car. So we resigned ourselves to our little



boat trip..." The beetle carried them a thousand yards before it came to rest. They then tried flashing for help, but the headlights were under water. "There was only one thing to do, and that was to wait," they said. After four and a half hours, the police arrived, along with a farmer who pulled them out with a tractor. The only mark the storm left on the car was a small dent on the running board. Soon they were back on the road again.

The fact that the VWs mentioned above floated down river comes, however, as no surprise to those who know the reasons for the car's seaworthiness: a flat, one-piece steel sheet completely seals and encloses the car's bottom and, as any owner knows, the car is so airtight that one is best advised to roll down a window before trying to shut the door. To prove the truth of an article's title ("The Beetle Does Float"), Sports Illustrated lowered a VW gingerly onto the water of Homosassa Springs, Florida, by crane; it remained on the surface for 29 minutes and 12 seconds.

Coming events


**Sunday 28th September
Car Show at Addington
raceway organised by the
Holden Enthusiast's Club for all
Australian, American, British
and European vehicles. Entry is
\$5 per car. Contact John Millar
(03) 980 1713 for details.**

**Kombination - the movie
is now playing at a cinema
near you. Visit [http://
www.kombination.co.nz](http://www.kombination.co.nz).**

**Easter 2004
VW Nationals to be held in
Tauranga.**

**Easter 2007
It has been suggested that the
VW Nationals will be held in
Christchurch. Be prepared!**

**If anyone has a good idea and
would like to organise a club
event, please contact Mark or
Rob to discuss details.**



Thanks

The organisers of the Scenic Circle Hotels Classic and Sports Car Show have given the club a cheque for \$100, being the club's share of the net proceeds from last year's class car show.

They thank the club for their contribution to the event, and hope we can continue to support them in the future.

Well done Wayne!

Wayne van der Meys gained 3rd in the Master's Class at this year's Scenic Circle Hotels Classic and Sports Car Show. Wayne once again displayed his 1952 Split Window Beetle.



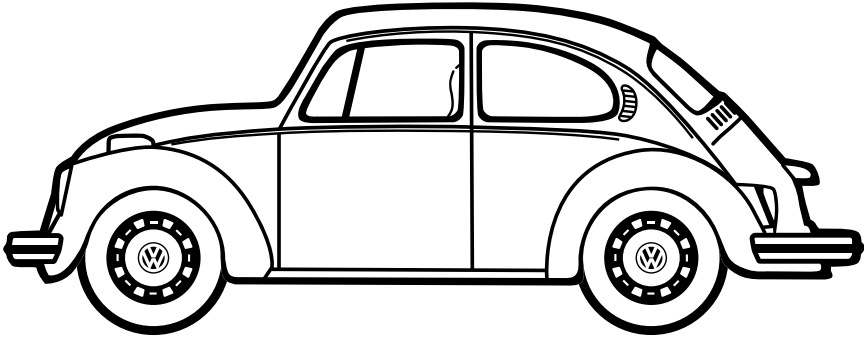
Beetle year changes (part 2 of 3)

1965

Master cylinder and wheel cylinders changed. New cooling air control system with flaps in the bottom of the fan housing. Heater efficiency improved. Lever type heater and defroster controls replace rotary knob. Window and windshield area increased with slightly curved windshield. Slimmer door and windshield posts. Window vent mode smaller, angled back, and lock moved from bottom to side. More powerful windshield wipers and longer wiper blades. New chassis numbering system. Thinner, deeply contoured front seats. Increased rear seat knee room. Rear seat folds flat to hold more stuff. Change from T-handle to push button engine hood latch. Swivel mounted sun visors. Push-button catch on engine lid. Dome light incorporated in rear-view mirror assembly on convertibles.

1966

1300 engine, 50hp. "1300" added to rear deck. 30 PICT-1 carburettor. Cam bearings started. Emergency blinker switch. Ventilated wheel slots



and flatter hub caps. Larger Rear View Mirror. Headlight dimmer switch mounted on turn signal handle instead of floor. Centre dashboard defroster outlet. Semi-circular horn ring. Ball joint front suspension replaces kingpin suspension. Better torsion bars and shocks. Needle wheel bearings replace round wheel bearings.

1967

1500 engine, 53hp. "Volkswagen" added to rear deck. Squared-off looking rear hood. Rear bumper overriders redesigned to clear new deck lid. Changed from 6 to 12 volt system in middle of year. Generator increased from 180 to 360 watts with change from 6 to 12 volts. Voltage regulator now mounted under rear seat instead of on generator. Wider swing axles provide wider track in rear. Clutch disk increased in size from 180 to 200 mm. 130 tooth (200mm) flywheel replaces 109 tooth (180mm) flywheel. Dual master cylinder brake system. Outside door handle has round push button. Recessed inside plastic door handles. Two-speed windshield wipers. Back-up lights. Single unit headlights. Locking buttons on doors. Driver armrest added. Slimmer outside chrome trim. Left outside mirror becomes standard equipment. Z-Bar added to rear suspension in an attempt to improve handling.

1968

Automatic stick shift with double jointed rear axles added as an option. New bumpers. Hubcaps are now even flatter than before. Beginning of plastic dashes on bugs. Big black knob

added to vent window handle. Gear shifter is now straight instead of crooked. Changed from five to four lug. Bigger front brakes. Bigger rear brakes. Solex 30 PICT-2 carburettor. Gas tank filler moved from under hood to right front fender. Brake fluid reservoir moved from under spare tire to driver side wall. Combined gas gauge into speedometer gauge. Gas gauge is now electrical instead of mechanical. Oil warning light changed from green to red. Outside door handle button now has to be squeezed instead of pushed. Larger tail lights. Heed restraints built into front seat backrests. Energy-absorbing collapsible steering column. Exhaust emission control system. Late 1968 Front Hood release moved to glove compartment. Gas filler cover has inside release.

1969

Double-jointed rear axles on all models. Swing axle transaxle is replaced by IRS transaxle. (Independent Rear Suspension) Warning lights in speedometer identified by letters or symbols. Day/night rear-view mirror. Rear window defroster. Ignition lock combined with steering wheel lock. Worm air outlet at base of the doors moved rearward. Remote control knobs are mounted on door columns. Late 1969 Tenths of mile indicator on odometer.

1970

1600 engine, 57hp. Larger turn signals. Larger tail lights with side reflectors on housing. Air intake slots on engine lid. Added a pressure control valve in lubrication system. (Dual relief case) Solex 30 PICT-3 carburettor. Diaphragm spring clutch replaces coil spring clutch to provide quicker engagement with less pedal pressure. Head restraints on front seats reduced in size. Lock in glove compartment door. Remote control knobs for worm air outlets discontinued. Buzzer sounds when door is opened and key is left in ignition. "Formula Vee" Beetle introduced. Late 1970 New third and fourth gears with finer teeth resulted in better mesh and reduced transmission noise.

(To be continued in the next issue)

Collector's Status

The Type 34 is a highly collectible model for many reasons including its ultra low production volume of 42,505 in only 8 production years, handbuilt controversial design, top of the line status, limited worldwide distribution, high performance, excellent handling, and luxuriousness, not to mention its scarcity. Type 34 owners tend to be non VW enthusiasts or collectors, but simply regular people that enjoy its design, wonderful performance, and unique charm coupled with care free VW reliability. It will be assured of long term collectors status, especially for those models that are in good original condition or those that have been accurately restored to original condition.

The Type 34 was built from September 1961 through July 1969, although the earliest known Type 34 was built in early December 1961. Unbelievably, there are known to be only about 1000 in existence worldwide today, although there may be as many as 2000 laying in storage around the world.

The Last Beetle

It was the motor industry's most enduring model, and after almost 70 years in production the Volkswagen Beetle has ended its run. While the exact number of Beetles built in total since the first prototypes started to ply German autobahns in the early 1930s is not known, Volkswagen's estimate is that the "People's Car" numbered something in the region of 21,550,000 units. The Illustrated car is the one millionth Beetle, which first rolled off the production line in August 1955, so production since then has averaged 540,000 units a year! There has been a final farewell offering in the form of a Last Edition model—now that it has all come to an end. The car is still the best-selling car in Mexico. It has been built there since 1967.



Volkswagenism —the religion

Volkswagenism, n.

1. A religion based upon the divinity of the German automobile, Volkswagen.
2. Showing an extreme love towards Volkswagen.

Volkswagenist, n.

A follower of the Volkswagenism faith.

About Volkswagenism:

Volkswagenism (VWism) began to develop in Germany during the early 1950s. First, among loyal worker and employees of Volkswagen, then the religion began spreading amongst owners and enthusiasts.

Today's followers are Volkswagen owners, enthusiasts, collectors, employees and employers having strong apparent faith toward Volkswagen the company and it's products.

From a Volkswagen salesman at your local dealership to the hippy in the Westphalia Camper, Volkswagenists may come from apparently different backgrounds, however they are all brothers and sisters joined in the celebration of Volkswagen. Many of the gatherings of Volkswagenism take place at organized events such as car shows and enthusiast club meetings.

Followers view Wolfsburg, Germany as the birth place of the religion because of it being the birth place of Volkswagen. Many Volkswagenists also view Dr. Ferdinand Porsche as the father of Volkswagen. For without his mighty Beetle, there might never have been Volkswagen.

Today, the church of Volkswagen continues to spread the gospel of the faith in which it has become one of the fastest growing religions on the world. Though shunned by



other religious communities, Volkswagenism continues to gain followers. The official holiday of this religion is June 22, which is recognized internationally as the “World Wide Day of The Beetle”.

“First there was air, then there was water.”

Volkswagenism Ten Commandments

- 1 Thou shall gather at Volkswagen shows and events, and join with clubs and travel in with the packs.
- 2 Thou shall speak of Volkswagen several times daily and of a positive manner.
- 3 Thou shall enjoy the daily task involved in maintaining and cleaning one’s Volkswagen.
- 4 Thou shall take interest in Germany. Interest in it’s people and it’s culture.
- 5 Thou shall spread the good gospel of Volkswagen, being of fine quality and dependability, to the blind man.
- 6 Thou shall learn, and take into study, Volkswagen’s history and model line.
- 7 Thou shall stand up for the values and beliefs of Volkswagen—of company, employees, owners, and of fellow Volkswagenists.
- 8 Thou shall never pass another Volkswagen in distress. Love thy brother of both water and air.
- 9 Thou shall try to make one pilgrimage to Wolfsburg in one’s life. By one’s self or of representation.
- 10 Thou shall love thy Volkswagen. Even if the child is sick, one shall love that child no less. Shower it with the gifts of custom accessories.

It is important to remember that air cooled and water cooled children are of the same father, Volkswagen. Do not make borders between each. We must travel with and among each other in harmony. To become a true Volkswagenist one should follow these commandments of life. On the road of life, there are owners and there are followers.



<http://www.mvoc.com/vwism/>

For sale/wanted

Advertisements on these pages are FREE to club members.

Wanted Black VW Beetle in very good condition, current WOF & Reg, no rust. Contact Liz E-mail poppys@ihug.co.nz

Type 3 1971 wagon, 1600, Twin Carbs Complete but in parts, ready to finish resto, many spare parts Ph (03) 385 1593 or E-mail omalleys@paradise.net.nz

VW beetle New Rubbers, I have about 10-12 assorted new (Good Quality) WCM rubbers for beetles from 54 thru to 74, fronts \$40, side and rears \$20 each ph Wayne (03) 356 0912 or E-mail w.vandermeys@gen.canterbury.ac.nz

1972 VW 1302S, white with red upholstery, good body & interior, loud stereo, good tyres, running well, oil consumption low, up to date Reg & WOF. \$3,000. Ph 0800 733 549 or E-mail jane@nzsnow.com

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

Beetle Bra Wolf brand to suit '68 on \$150 Ph Wayne (03) 356 0912 or E-mail w.vandermeys@gen.canterbury.ac.nz

VW Beetle Factory Karmann (not Ghia) convertable, 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 025 352 208 or E-mail tradesman31@hotmail.com

VW accessories wanted, to suit pre-57 beetle eg fuel gauge, tool kit, clock etc. Anything considered. ph Wayne (03) 356 0912 or E-mail w.vandermeys@gen.canterbury.ac.nz

Wanted to buy, 6 volt AM radio and bud vase for 1964 Beetle. E-mail Bronwyn JandB_Duffy@hotmail.com

Wanted Type 4 2 ltr motors, any cond, Ph Mark (03) 343 3430 or E-mail sifter@paradise.net.nz

VW Type 4 alternators for sale \$10 each Ph Mark (03) 343 3430
or E-mail s1fter@paradise.net.nz

Wanted beetle's for parts, in any condition Ph (03) 343 3430 or
E-mail s1fter@paradise.net.nz

Wanted, Glove box owners manual for 1969/70 1500 beetle. Must
be in good condition Peter Lockie E-mail roskat@ihug.co.nz

Parts wanted for 1968 Beetle, RH and LH visors (black), RH
window lever, F and R bumpers, back seat. Other things
considered. Ph Manu (021) 328 101 or (03) 942 0984 and leave a
message or E-mail manu@witty.co.nz

Wanted Kombi, prefer with broken machanicals. Ph (03) 377 4911
or E-Mail autothority@paradise.net.nz

1972 VW Kombi Camper, Brand new WOF and Rego. All rust
removed, primed and ready to paint. Owners going o'seas,
reluctant sale. Has rimu cupboards, wall panelling and couch/
queensize bed with cork tiled floors. Very tidy and straight,
excellent runner. Photo's E-mailed on request. Ph Julie, (021) 161
8151 or (03) 326 6582 E-mail bubsdesign@yahoo.co.uk

Wanted a bra for a 1971 beetle E-mail Shannon Neill46@msn.com

VW Beetle 1970 White, German assembled only 5 owners,
regularly serviced, 1500cc rebored in 1997, drop head camshaft,
good tyres, new starter motor, roof lining, wof & reg, excellent
condition, no rust, running well, oil consumption low \$6995
O.N.O. Ph (03) 365 3200 or E-Mail drh@hindin.co.nz

VW Kombi '74 on Front bumper wanted in reasonable condition v.
price. Please pohone Thomas (03) 312 0034.

VW 1500 gearbox wanted. Phone Matt (03) 319 5044.




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with

experience & knowledge



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