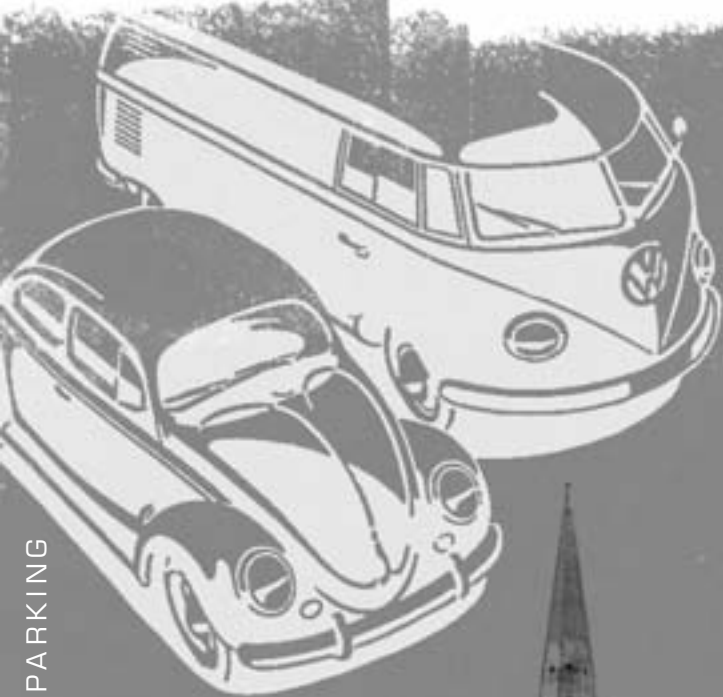
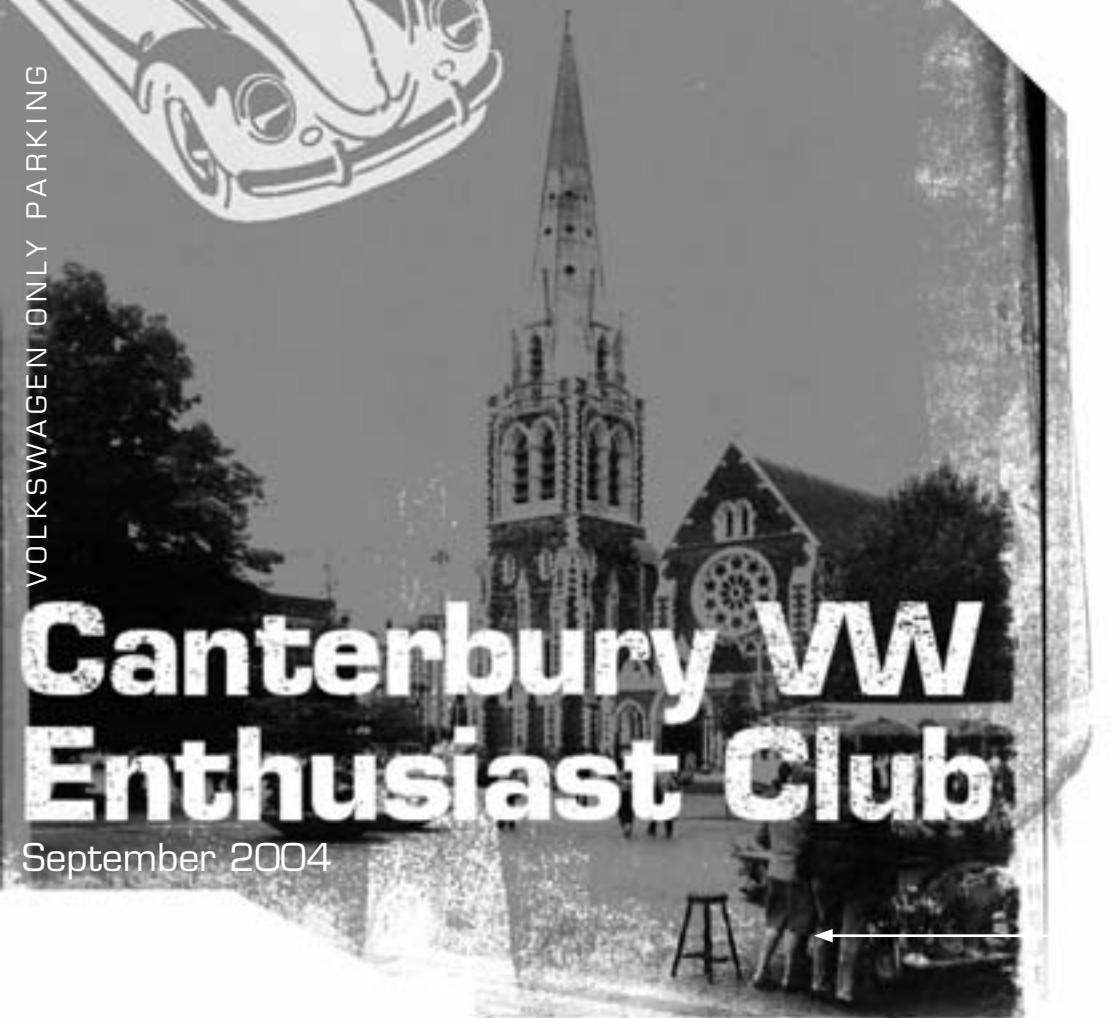


VOLKSWAGEN ONLY PARKING



# Canterbury VW Enthusiast Club

September 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://cantlyvwclub.orcon.net.nz/>

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## **VW Fact #7**

Number 2 on the 1965 VW dealer service checklist was "Be careful to come to complete agreement with the customer on what work is to be performed at what estimated cost, before the work is done."

## **Contact**

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[cantlyvwclub@paradise.net.nz](mailto:cantlyvwclub@paradise.net.nz)

or

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or

**Wayne van der Meys**

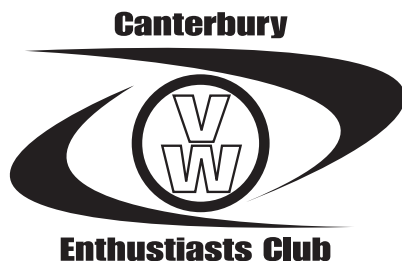
Phone: 356 0912

Address: 6 Frome Place  
St Albans  
Christchurch

[w.vandermeys@gen.canterbury.ac.nz](mailto:w.vandermeys@gen.canterbury.ac.nz)

## **Online VW forum**

<http://www.nzveedubnuts.com/>



## A message from the editor

Hello again,

First of all we would like to thank, on behalf of the club, the Canterbury Concourse Committee for the \$100 payment to the club for attending and putting on a display at the Classic car show. A big thanks to those that made a great display this year—it looked great and we had a great response to the handouts.

Some of you may already know that there are plans for a re-make of the movie Herbie in the pipe line! Yes, remember Herbie the love bug, the Disneyfied Beetle that won races in an unlikely fashion just



about anywhere and who even fell in love with a Lancia in Italy? Well the number 53 liveried VW is set to hit the screens again, this time in modern front-wheel-drive form and with Michael Keaton at the wheel. The new movie “Herbie - Fully Loaded”, which is set to be released in June 2005, will feature Herbie competing in NASCAR races.

There is a “50 Years of VWs in New Zealand” book being printed, which is due for release in November (see the article later in the newsletter). The author—Philip Coyle—will be in Christchurch on the 8th of October for two reasons, one being the swap meet at McLeans Island and secondly to give a talk about the book. He will talk about what went into writing the book, and also what was left out. All club members are welcome to attend... see the Events section on the next page for details.

Mark and Rob



## Coming events

### **Bimonthly Club Meeting**

Wednesday 29 September (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.

### **Book evening**

8 October, 7.30pm, upstairs at the St Albans Shirley Working Mens Club. Come and hear Philip Coyle talk about his new book—“50 years of Volkswagen in New Zealand”.

### **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.

## 2005 Dunedin VW Nationals update

Registrations have slowed after the initial onslaught, but they have doubled since then to nearly 120.

Peter Vaughan of Rakaia, is co-ordinating a leisurely convoy of vehicles dubbed “Run for Cover”, which will be heading south from Canterbury on Friday 25th. Jess from The Tauranga VW Owners Club, is also planning a convoy from their area, including some of the special South Island scenery on the way.

Thanks go to EMD, who have confirmed their support for the event, in conjunction with the local Volkswagen agent, Southern Motor Court.

Planning is going very well, with things coming together at this early stage. There have been a number of suggestions of various things people would like us to include in the weekend activities, and we are always happy to consider any you may have.

Be prepared for a variety of meaningful competitions (some new) at the Show & Shine—watch this space, and check the website for more details <http://www.vwnationals2005.co.nz/>

# VW Classic 2004 20th Anniversary

Here is the final installment of Peter Vaughn's trip trip to the US.

## Day Five

Yet another early start. It was Sunday and we were off to Irving Meadow for the VW Classic itself, the holy grail of VW shows.

We again had access to the trade area and were able to get into the show and swap meet by 7 am; the gates didn't open to the general public until 9 am so we had a jump on them.

I had seen the new Enkei alloy rims from Flat 4 at the Sonic Burger cruise days before and was told that they had only 25 sets and that they had sold out of the first shipment. Looking through the trade stands I spotted the rims on display, I asked the chap selling them and he said he had three sets left and then sold two sets to one guy right in front of me. I decided to buy the last set he had and a few minutes later I was lugging them across the car park to our car. A brilliant start to the day I thought. Someone told me there were 700 vehicles at the show that day, rows and rows and rows of every VW you could imagine.

In front of the swap meet were the trade stands and in front of them was the start of all the show entries. They started with the split beetles and worked back from there. The whole event was staged in a massive car park so all the cars were parked neatly in rows. I just started at the beginning and slowly worked my way down the rows, if a vehicle appealed to me then I would take a photo and then generally a chat with the owner would ensue. The more interesting the car the longer the chat, some of these cars were just phenomenal and their history remarkable. After hours of this it suddenly dawned on me that I hadn't got very far, well in actual fact I had it was just that the show was so huge it didn't seem I had. With so much to see and photograph and talk about progress was very slow, so if a car wasn't out of this world I quickly passed them by just to make sure that I got to see everything.

I spent a lot of the time trying to decide on a colour to paint my Oval and an interior that would match, right before you was every combination you could dream up. Something else to use up the time. My favourite colour turned out to be Beryl Green with a light gray interior, I came home with light gray seat covers and matching door panels with an off white headliner. Now all I have to do is paint the Oval Beryl Green, we'll see!



Time had come to leave VW Classic and head for Charlie Hamill's where every year he has a private party to celebrate the end of an unforgettable weekend, that man Francis again. We turn into Charlie's road and buses everywhere immediately confront you, down both sides of the road and all over the front lawn and up his driveway, what a sight. This guy has to have one of the best private collections of Type 2 stuff in the world and it was all there to view at our leisure. It was beyond my comprehension, I didn't know which way to turn. The single most incredible thing I saw there was upstairs over his workshop, here was an almost complete NOS bus made up of replacement panels. Small g-clamps and tiny pairs of vise grips held the whole thing together, you had to see it to believe it.

All this was washed down with an endless supply food and drink, what a way to bring to an end the most incredible week.

## **Post VW Classic Weekend**

Monday morning... it was all over, done and dusted. I wouldn't have changed a thing, it was just bloody perfect.

The show's were over so now our attention turned to picking up our parts from here there and everywhere and delivering them to the freight forwarders.

We had made more arrangements with Moe from Transporter Garden to borrow his Single Cab and this time it came off. Does it get any better than this, picture the lads blasting around LA, three up in the front, in an old SC picking up our parts Madness!

We made several trips to the shippers fully laden down but it was no problem for the SC, it had a 1776cc engine with a lumpy cam that needed quite a few revs before it came alive. Doing 75mph down the freeways was easy... yeeehaa

We had the SC for two days, the last two days that Francis and Andrew were in LA, it proved to be such a practical bus and perfect for the job at hand. We returned the SC to Moe and headed off to a guy's place for dinner that we had met at the OCTO show and again at VW Classic. Tony Hutchison had arranged that we meet up at OCTO which we did, we got on really well with him and he later emailed Tony in NZ and told him to get us to ring him. The dinner invitation stemmed from that, I'm sure Francis and Andrew enjoyed there last evening in LA all the more for Todd's hospitality.

Todd owns a fully restored 54 Deluxe Barndoor that had been done by Lenny Copp at West Coast Classic Restorations, Lenny has one of the best reputations in the industry. As well as the Barndoor, Todd owns a 54 convertible in totally original condition, another stunning car.



As for Lenny Copp, how the hell could I forget him? Lenny every year holds an open house at his business on the Friday night before OCTO and VW Classic that would make it on the night of Day Three, I can't believe I forgot this. How could I forget the sight of Joe Ruiz, aka Mr. Okrasa, on the grill cooking everyone's dinner? How could I forget seeing a 49-split beetle, a Dannenhauser and Strauss, a Hebmuller and two Rometschs, one of which is the only one of its kind in the world? These were in just one room at Lenny's being restored. How could I forget the just finished Okrasa engine sitting in the corner or the numerous split buses, Karmann Ghias etc? Everywhere you could park a VW there was one, and standing room only, the perfect primer for the weekend I have described.

Francis and Andrew, if you ever get to read this, I'd just like to thank you both for adding what you did to my trip of a lifetime. There may be another one but there will never be another first one!

## **The East Coast**

They were gone and so was LA, for the time being.

I flew to Philadelphia on the Thursday to catch up with a mate I hadn't seen in five years, Neil picked me up from my hotel at 6 am, I didn't get there until 1 am, from here we set off for Englishtown, New Jersey. It was the next round of the NHRA road show, petrol head heaven. We had booked a couple of months earlier reserved tickets right on the start line, so for three days, two days of qualifying and race day, we sat in the sun watching the best drag racing on the planet. The top fuel dragsters and funny cars burn nitro methane and make over 7000 horsepower! That's nearly 1000 horsepower per cylinder. I was not prepared for two top fuel cars running side by side the first time I saw it. The noise was deafening even through your earplugs. You shook, the grandstand shook, everything shook and violently too, unbelievable. When a blower exploded off the top of an engine, well it was just that, an explosion! They ran the first days qualifying till dark, under lights and the sight of unburnt fuel exploding out the end of the headers was another 'one' of those sights, words fail me, finally.

After three days of this it was time to head back to LA and spend the last of my US dollars on bits and pieces for my Oval, wing mirrors, external trim, a set of gauges, a couple of books, horn grills, reserve lever extension etc, wow.

Time to return the rental car and leave behind me my little piece of heaven ... there truly is a heaven on earth.

## Test driving the Mark 5 Golf

I recently had the opportunity to test drive a new Mark 5 Golf for the weekend, with Team European in Wellington suggesting that I take it along to the club run in May to Foxton.

A 1.6 litre FSI was picked up from the dealership on Saturday afternoon. This is the entry level Golf. The FSI stands for Fuel Stratified Injection which is a method of direct fuel injection into the combustion chamber. My initial impressions were that the Golf was more striking looking than the photos I had seen.

The seating was comfortable for my 6'4 frame (the same height as Jeremy Clarkson!). One thing that strikes you when you are in the car is the size of the large curved A pillar. This doesn't affect your view of the road but it does take a little getting used to.

This is the sort of car you wouldn't mind members of your family driving due to its array of safety features. It has front, side and curtain air bags. The headrests have a mechanical lever system that pushes the headrest forward if the car is struck violently from the rear. This reduces the amount of whiplash in an accident. There is also anti lock brakes that despite applying heavily on a couple of occasions (for test purposes) wouldn't lock up.



Well enough about the sensible stuff, how does it go? It is surprisingly peppy for a 1.6L. I have driven the Mark 4, 2L and this Golf seemed to have better acceleration. On looking at the specification sheet for the motors they both have 85 kilowatts power. The direct injection has obvious performance benefits.

The model I drove came with a six speed tiptronic gearbox. You can drive the car as a normal automatic or push the gear lever to the left and put it in tiptronic mode. In nudging the gearlever forward you select a higher gear and backward for a lower gear. I have never been a fan of automatics but this system was actually quite fun. My feeling was that the sixth gear was not very useful for New Zealand conditions, with it more suited to the German Autobahn. The 2L and the high torque diesel Golf's are probably more suited to the six speed gearbox but I suspect that you would end up with speeding tickets if you spent a lot of time in sixth.

The 1.6L is probably a good model to own as it is fun to drive without getting you into too much trouble. Normally when I think of six speed cars, thoughts of 911 Porsche's and V12 Ferrari's come to mind. The 1.6L certainly won't get you into the same sort of trouble that these cars would.

One thing I have never liked about most new cars is that power steering takes away any skill in driving the car. I liked the feel of the steering in the new Golf. It has an electro mechanical system that is speed sensitive. At higher speeds it reduces the amount of power assistance that you get. This gave the car more 'road feel' and I felt that I was driving this car and not a passenger like other modern cars that I have driven.

The light system is rather well appointed. You don't need to worry about turning the lights on as the Golf has a light sensor that activates the lights when light levels are low. Needless to say the system is better than your regular 30 year old Volkswagen. It is when you put the high beam on that things really get spectacular, with what seems like over 200 metres of road in front of the car illuminated, enough to stun a whole extended family of opossums!

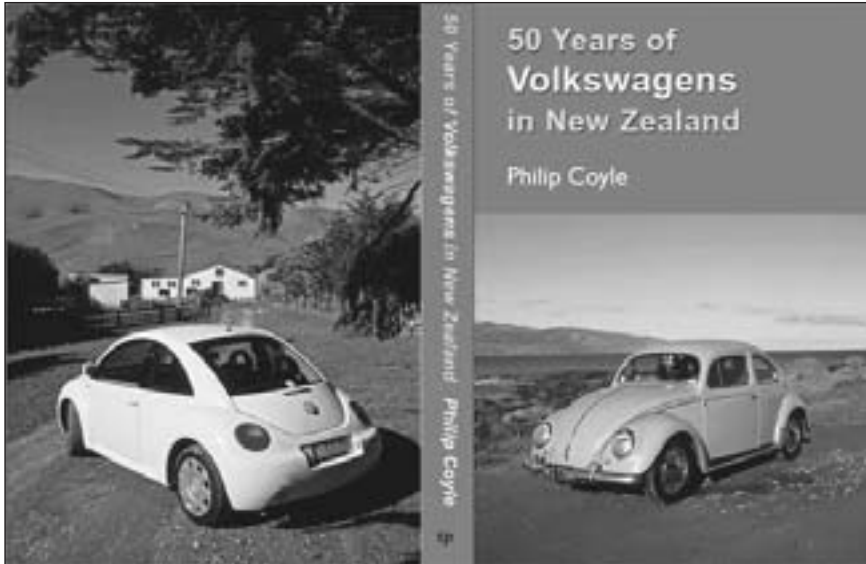
A very nice car and well worth consideration if you are in the market for a new car. The model I tested was priced at \$37,490.

Thanks to Phil Coyle for this article (also posted on the NZ Vee-Dub Nuts forum)

# 50 years of VWs in New Zealand

Dear V Dubber

A book has been written to commemorate the 50th anniversary of Volkswagens being sold in New Zealand entitled “50 years of Volkswagens in New Zealand” that will be available in November. The book is presented in A4 hardcover with 300 images most of which are in colour.



Volkswagen has a proud history in New Zealand. During the 1950s Volkswagens were the largest selling European brand (excluding British) in New Zealand, in recent years the Volkswagen has again become the largest selling European vehicle make in New Zealand, few manufacturers have had this longevity in the local market.

The book begins in 1954 when Beetles and Transporters were first imported and assembled and continues through to present day models.

The chapter outline is as follows:

1. Development of the Beetle & Transporter
2. Jowett Motors, VW Motors & Motor Holdings
3. Assembly at Otahuhu

4. Dealers and Servicing of air-cooled VWs
5. European Motor Distributors
6. The Golf
7. New models to New Zealand, dealers and servicing
8. People and their Volkswagens
9. Unique Volkswagens

Over 40,000 words and 176 pages the book profiles the Turner family who were the first Volkswagen franchise holder in New Zealand. They set up a company that was to produce more models of vehicles than any other assembler in New Zealand. The book continues through to modern times and European Motor Distributors the Volkswagen franchise holder since 1978.

More information is available on the following website <http://www.vwbook.co.nz/> including reviews which will be posted in the next couple of months and preview pictures. You are welcome to contact the author if you are interested in more information at [oval@orcon.net.nz](mailto:oval@orcon.net.nz) or 027 227 4291.

Yours sincerely

Philip Coyle - Author



A picture from the book

**IT'S IN**



**THE BACK**

## 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 sparrown@tvnz.co.nz

**VW beetle parts** for sale from '68 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** 1962 VW split screen kombi, anything considered that has a rego or that is on hold, E-mail Craig Craigmunro69@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

**Looking** for year round dry storage for a Kombi on the airport side of Christchurch city, If you have something that may be suited please call to discuss, Lyndon (09) 533 9335 or E-mail bookings@kiwikombis.com

**EMPI 8 spoke wheels**, set of 4, silver painted centres, 4 stud Beetle pattern, without tyres, used but in very good condition with new 'EMPT' centre caps. \$800 Ph (03) 312 3442 or E-mail paul.godman@clear.net.nz

**Getting married!** We have a matched pair of factory (genuine) VW Beetle 1979 Cabriolets that we can drive you in on your special day. Based in Canterbury/Christchurch, one is Silver the other Triple White. Phone Paul or Sarah Ph (03) 312 3442 or E-mail paul.godman@clear.net.nz

**VW Beetle 1963** body 1600 reconditioned motor, goes well No rust, Sunroof, mag wheels, excellent condition Ph Lissa (07) 884 4371 or E-mail lissachandla@hotmail.com

Stamp

Address