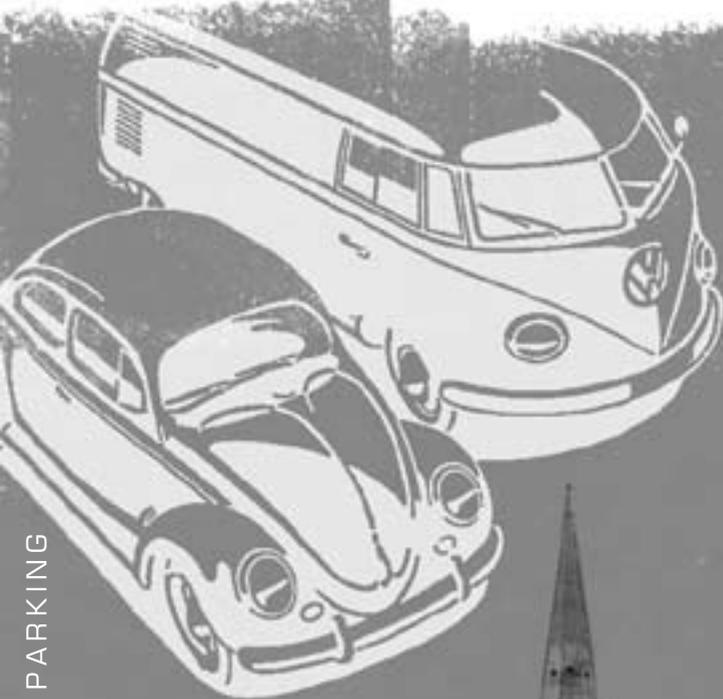


VOLKSWAGEN ONLY PARKING



← Where's Wally

Canterbury VW Enthusiast Club

January 2004

20 Page Bumper Issue

←

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 #3

The last two German-made Beetle shells now reside in VW's Milton-Keynes England parts store, still protected in wax.

Contact

Mark Anderson

Phone: 021 911 916

Address: 75 Riselaw Street
Shirley
Christchurch

cantvwclub@paradise.net.nz

or

Rob Rate

Phone: 384 0446

Address: 55 Glenroy Street
Woolston
Christchurch

robert.rate@natcoll.ac.nz

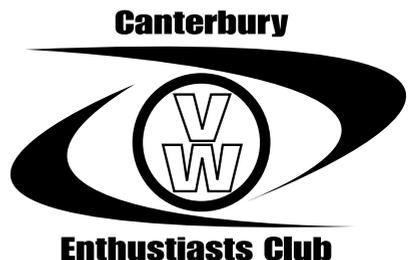
or

Wayne van der Meys

Phone: 356 0912

Address: 6 Frome Place
St Albans
Christchurch

w.vandermeys@gen.canterbury.ac.nz



A message from the editor

Well I hope everyone has been well over the festive period. It has been very busy for the VW club over the last two months, as we have been taking on new ideas from the AGM and sorting out events for this year. The AGM was a great success and a large number of members turned up and all contributed towards the future of the club. Please if you did not make it to the AGM, have a look through the list of subjects covered and have a think about them—if you can help out in any way give us a bell.

There are a few events coming up, some of them are organised by us and some are general European car enthusiast events. There has also been a bit of date juggling to avoid doubling up, so please check out the dates as some have changed!

At the AGM it was decided for the club to meet in a social atmosphere on a bimonthly basis, the meetings will be held on the last Wednesday of the month and the venue will change/alternate each time. The next meeting will be at the St Albans Shirley Working Men's Club at 8pm on January the 28th.

Also at the AGM we decided on a new treasurer, as Jackie Plimmer has stepped down after a long faultless service. We would like to thank her on behalf of the club for a job well done. The new treasurer will be Catherine van der Meys who some of you may know as she is the wife of Wayne van der Meys. Catherine is a fully qualified and experienced accountant, so we are in good hands. Thanks to Catherine for taking over the clubs financial responsibilities.

There is also a change of home for me. In late January I am moving to 75 Riselaw Street, Shirley. If you need to contact me, please forward all mail to this address. At present I don't know what the phone number will be, so feel free to contact Rob or Wayne with any questions. On the subject of phone numbers, a members quick reference list has been printed. This is available at club events—if you wish to be added to the list let us know.

Mark

Coming events



Please note that some events have changed dates and times since the last newsletter.

Twin Rivers parade

Monday January 25. Meet at noon at Centennial Park (next to Pioneer Stadium). Leave at 2pm, destination Hagley Park.

Bimonthly Club Meeting

Wednesday 28 January (last Wednesday of the month) 8pm at the St Albans Shirley Working Mens Club, Crosby Street.

Mystery car rally

Sunday 22 February, meet at the Yaldhurst Hotel carpark at 10am. Finishing somewhere "interesting". Call Wayne for details (03) 356 0912.

European Car Day 2004 (Sponsored by Harman Motors)

This will be held at Barrhill village on Sunday 29th February 2004. Meeting at 9-30am in Princess Margaret Hospital carpark for a country run which will avoid S.H.1 and take in some interesting, remote, sealed roads. (Barrhill village is located on the Rakaia river terrace off the Rakaia/Barrhill/Methven road.)
Note: No dogs allowed at Barrhill.

North Canterbury Classic Tour 2004

Sunday 7 March, starting from the Kaikanui Hotel in Kaiapoi from 9am to 9.30am. Registrations will be taken at the start venue, \$10 per vehicle. Contact Trevor & Lorraine Stanley, ph 03 388 9977 or email stancar_nzcc@hotmail.com for more details.

Winery run

14 March. Details to be finalised.

Easter 2004

VW Nationals to be held at Papamoa Beach in Tauranga. For pre-registration information, contact: Tauranga Volkswagen Owners Club, RD3, Pyes Pa, Tauranga 3021 or email jess@tvwc.co.nz, or visit their website <http://www.tvwc.co.nz>

Correspondence from Welly Part II

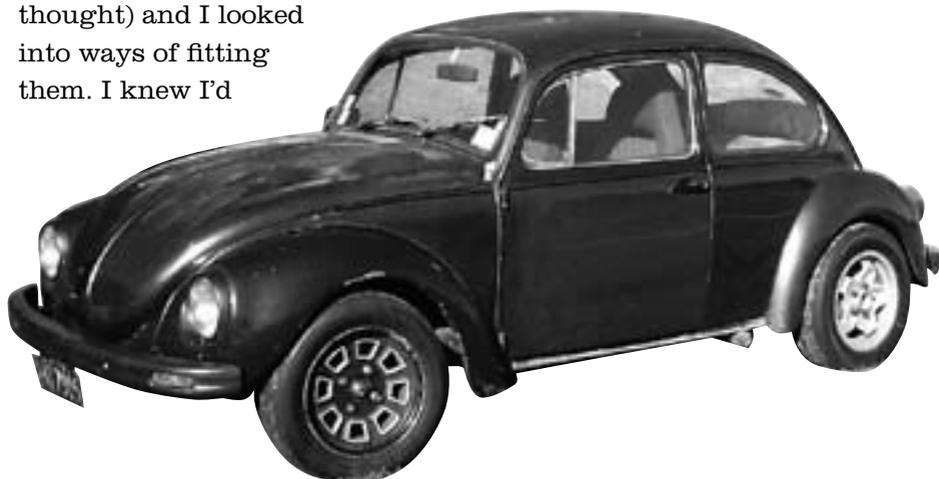
I've never been very good at body work, mostly due to a lack of patience with it. But my attempt to tidy a few things up has done just that, tidy it. I fitted my late model (indicator) front bumper that I painted an almost identical colour to most of the car. The rear was also painted. Mark found someone with 1303S rear guards that were for sale so a quick paint of those and on they went (one day I'll get smoked tail light lenses too). A trip out to Pick a Part scored myself an almost immaculate bonnet (for a 30 year old car). But I've decided to let the panel beaters tidy this when I next pay them a visit. So the car currently goes by the Hot Rod term "Rat Look". Rough pretty much sums it up. Plenty of filler falling out of the dents and lots of paint chips where the last painter applied it too thickly.

I also fitted a set of T3 rear drums to make it stop quick. It did just that, and the hand brake was astounding.

A set of seats from a Prelude were fitted, before another more classy set from a Mazda replaced them. These seats do wonders for holding you in the car firmly.

The car stayed like this for all of 6 months before its next transformation began.

Some Teledials came up (or so I thought) and I looked into ways of fitting them. I knew I'd



need slim spring struts, and I was investigating building a set anyway as my short springs didn't have the travel I wanted. I also had to either redrill the current hubs or look overseas for VW rotors/ drums with Porsche pattern. These were quite pricey, especially by the time they got here.

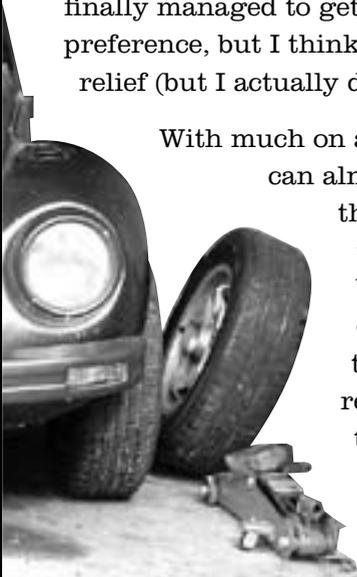
Then I chanced upon a Porsche dismantler, whose contact details a friend of Mark's had also given me (and I'd subsequently lost). A talk with him and a "deal" was struck for 944 brakes, if I liked what I saw. Again I had just enough knowledge to get myself into trouble... Fortunately he was much more honest than the man I purchased my first Beetle from and I drove off with a boot full of parts.

For those not in the know, early 944 brakes are an almost bolt on modification to a 1303 beetle. And with a few more modifications, also bolt on to a 1302.

Things really hotted up then. My T3 brakes were sold before I got them off the car, and so were the fronts. Unfortunately I still had no Porsche wheels, and with no VW brakes the car was stranded in the garage. Lots of calls and much frustration and I finally managed to get myself a pair of Cookie Cutters. Not my preference, but I think friends / fiancé are breathing a sigh of relief (but I actually do like Teles!!)

With much on again off again of rear brake components I can almost say it's done. I originally mucked up the handbrake cable length, so had to get these remade. I also decided to replace the bush on the trailing arms with urethane ones. However one of the bolts holding this in place was not so easy to remove and required a day with a hacksaw blade under the car to get it out.

The front has also given much frustration. Firstly it was tracking down the lower arms / swaybar from a late 1303. I had been approached via email



by a guy in Australia with some, but it took him many months before he could send them due to family commitments. With these parts finally in hand I started mocking up the front. I knew the front track would increase, but I didn't know by how much.

All my measurements had suggested that it would be much the same as it initially was, which would have the outer lip of my wheels sitting on the edge of my guards, where I wanted them. In practise something different happened and they sat very proud of the guards. I'm still not sure where the differences lie.

I had been waiting to find out how wide the front was going to be before deciding what to do with the rear. The rear had spacers on it, which pushed the wheels just beyond the lip of the guard. This would even the front to rear difference, but the front needed to somehow be pushed under or the guards made wider.

Initially I thought I'd just get the guards flared a little. I hate beetles with flared guards!!! So not an option. The other option was to find some wider guards or get them made. This was a sticky point, I could see that it would cost quite a bit either way, and wasn't quite what I wanted either. Searching the forums suggested with careful selection of some different offset Porsche wheels, they would tuck under the guards. I borrowed later model Porsche wheels and discovered this wasn't going to be an easy solution for me.

A friend from the Constructors car club came and had a look and made a dozen or more suggestions working with what I had.

I've given the spacers to Mark to help with his project, so the rear wheels on my car should just tuck up under standard guards. As for the fronts I'm in the process of looking at camber plates that fit to strut tops. This will hopefully pull the top of the strut inwards a little. With some careful tweaking of the lower arm bolts, and perhaps some offset bushes I should hopefully be able to pull the outer edge of the front wheels to be level with the outer edge of the guard. So this is where I'm at now.

See you in Welly!
Jeremy

Beetle year changes (part 3 of 3)

1971

1600 engine with dual port heads introduced, 60hp. Installed a flowthrough air system with vents behind rear windows. Tail lights changed again. Three part intake manifold. Chrome exhaust valve stems. New combination vacuum/centrifugal advance distributor. Installed the activated charcoal filter for the gas tank fumes. Solex 34 PICT-3 carburetor. door buzzer. New oil cooler which causes a bump in the fan shrouding (dog house style) which cools cylinder number three better. Pressed-in engine mounting nut on the left side of case. New clutch throw-out assembly and ball bearing. Headlights go off when the ignition is off. First year of super beetle. It has McPherson struts and bigger front brakes. late 1971 Larger oil pump. Different camshaft with four rivets instead three holding camshaft gear. Separate wiring harness added for VW Computer Analysis system.



1972

Air intake slots on rear hood increased from two to four. Many more hoses and complicated gizmos for smog control. New steering column with safety collapse feature. New distributor with a vacuum retard at idle. Exhaust reburner. (EGR) New muffler. Transmission third and fourth gear synchronizer rings were modified to prevent fourth gear howling which sometimes resulted from a cold transmission. Special "Baja Bug" introduced. Ghia has bigger front disc pads. late 1972 Tires changed from 5.60x15 to 6.00x15.

1973

Horsepower drops from 60 to 58. Alternator replaces generator in mid-year and increases output to 600W. Improved intake pre-heating for faster cold-weather starts. Huge round taillights and front turn signals. Reinforcement of the engine case in the flywheel area near number 3 cylinder. Softer transmission mounting with different style mounts. More durable, easier to operate clutch. Porsche-style pressure plate. Oil drain plug removed from oil strainer cover. New three point front seats adjustable to 77 different positions. New heavy duty braced doors. New fuel pump redesigned with cutoff valve and made to clear alternator. Front and rear wheel bearings no longer require periodic lubrication. Redesigned fresh air system. Paper filter air cleaner. New curved windshield and expensive, big dash in super beetle. Interior light assembly changed. Stronger bumpers add an inch to overall length. "Sports Bug" introduced.

1974

New self restoring energy absorbing bumpers. New quieter muffler. New cylinder head alloy for better heat dissipation. Steering wheel made more elastic to "give" more in case of an accident. Smaller front seat headrests give better visibility for a change. Computer check sensor pressed into top of block, close to flywheel, to read TDC (top dead center). Computer check sensor to check ignition voltage. Seat belt ignition interlock system added. Seat belt and brake warning lights combined into single unit. Super beetle and convertible have a bit of negative king pin offset for better tracking under braking conditions. Super beetle has a square glove compartment lock instead of round. Warning light for hand brake. Ghia has thicker front disc pads. Last year of Ghia in United States. "Love Bug" and "Sun Bug" introduced, late 1974 Alternator has an integral regulator. Distributor is now vacuum and centrifrically activated.

1975

Fuel injection replaces carburetor. Engine case now made from a better alloy classified as AS21. It retains its original structure

(Continued from previous page)

and sheds heat better than previous cases. Engine case no longer has a hole for the old mechanical fuel pump. “Fuel Injection” added to rear deck. Larger exhaust valve stems for better heat transfer. Clutch pedal pressure eased. New heat exchangers for greater output. Odometer triggers red warning light “EGR” in speedometer to notify drivers of service requirement. Single tailpipe. Last year of the super beetle in United States. “Le Grande Bug” introduced.

1976

Metallic paint, full carpeting, sports-style wheel rim, and rear window defogger are now standard equipment. Redesigned front seats with improved back adjustments. All trim components chromeplated. Two-speed fresh air fan standard on all models. Automatic Stick Shift discontinued, late 1976 New speedometer with outer scale in miles per hour and inner scale in kilometer.

1977

Front seats have new backrests with separate adjustable headrests. Redesigned door panels. Redesigned pedal pads. Plastic headlight rings replace chrome-plated metal units. Last year of beetle in United States. “Champagne Edition” convertible introduced.

1978

“Champagne II Edition” convertible introduced.

1979

Intermittent windshield wiper system standard equipment. “Epilog” special edition released. Last year of convertible in United States.

1980

Remaining cars built after 12/31/79 carried 1979 serial numbers for emission reasons. Most of the “1980” models were produced during the 1979 production year.

2003

Last ever Beetle produced.

Qualitat European Motors Ltd

2004 Volkswagen Nationals

Papamoa Beach, Tauranga, NZ

Hi fellow V-Dubbers, you probably have been thinking that little is happening in Tauranga with regard to the Nationals, on the contrary, the big jigsaw puzzle is coming together very nicely and forming a great picture of what will be the best Nationals yet. Our planning has been well underway for over a year, and is now stating to pay off.

I'll give you a taste of what is instore when you all come to Papamoa Beach next Easter.

Firstly on the Friday night from 7.00 to 9.00pm will be the registration and Welcome Party. For those of you who have travelled many kilometres and spent hours preparing your Volkswagens, this party will be the great start to the weekend that you have all been looking forward to.



The Show and Shine venue will be adjacent to the Palm Beach Plaza shopping mall. As well as the static display of Volkswagens and judging competitions, there will be other activities taking place during the day, such as a VW Club team Olympics, trade stalls, the latest production Volkswagen vehicles as well as gokarts, radio controlled VWs and Blokarts.

For those partners and families who want to venture into Mt Maunganui or Tauranga, passes onto the local suburban bus service (Bay Hopper) will be part of the registration pack.

This year some new judging classes have been introduced. These are Best Current Production VW, Best Type 3 & 4 Transporter, Best Amateur Restoration, Best Professional Restoration. I'm sure the Best Professional Restoration class will be a very prestigious award for any business in to restoring Volkswagens, while giving the back yard amateurs a chance to compete separately and show what time and patience can achieve. (Continued over...)

Our Sunday convoy will be along one of New Zealand's best beaches and over the Tauranga Harbour Bridge into Tauranga city. A choice of afternoon activities will be available to cater to the different tastes and needs of the delegates and their families.

The awards dinner will be sponsored by European Motor Distributors who will be celebrating the milestone of 50 years of Volkswagens in New Zealand. The dinner will be held at the Mt Maunganui Cosmopolitan Club, which has just undergone a major renovation and is now one of the best venues of its kind in the Bay of Plenty.

As well as the Volkswagen Nationals, Tauranga will be host to the Jazz festival and holiday makers making the most of the last weekend before winter, so now would be a great time to make your bookings for accommodation. The base motor camp will be the Papamoa Beach Top 10 holiday Resort. On the web: <http://www.papamoabeach.co.nz> or phone 07 572 0816.

Brett Williams, Chairman Organising Committee.

AGM notes

Below is a list of items that were brought up at the last club meeting. You may notice that some of these have already been implemented.

- Bug out at Peter Vaughan's farm in Rakaia (mid-February?)
- Car rally (now in March)
- A meeting for potential event organisers
- 2007 nationals
- Discount card for parts
- Contacting people who said they would organise events
- Encouraging use of club website member page
- Electronic/email version of newsletter
- New club treasurer - Catherine van der Meys
- Convoy to the 2004 nationals in Tauranga
- Meeting every two months on the last Wednesday of the month, venue to change on a regular basis
- Shed raids every 6 months, including a BBQ (members only)
- Other events: Mini golf, Tenpin bowling, Archery, Mini grand prix, Video evening, Winery run to Cust or elsewhere

Your car here!

Did you know that you can have your pride and joy displayed on the club website for all the world to see?

To arrange for your car to be shown, please either email the club (cantyvclub@paradise.net.nz) with some pictures and a brief description (check the site to see what others have written)

or

contact Mark or Rob to arrange a digital photoshoot (bikini clad girls and guys optional!)



Women making a difference

Mary Anderson was granted a patent, in 1903, for her invention of a swinging arm window cleaning device. By 1916, the windshield wipers became standard equipment on all American cars.

Florence Bridgwood, arguably the first “movie star”, was not only a wildly popular silent film star, but also an avid inventor. By 1914 she had invented the first turn signal, called an auto signaling arm. She also invented a brake signal arm, a precursor to the modern day brake signal.



Club subscription trivia

At the time of writing:

Average year of manufacture of club members cars: July 1967

Most common last digit of a phone number: 4 (The number five never occurred at all!)

Most interesting suggestion: Move the club to Wellington

Funnily enough, the most common comment for 'Future plans' was “Finish my current project...”



Cool websites

We discovered a very cool Volkswagen related site recently—it's perfect for designing your dream VW or trying out new colour schemes.

Visit <http://www.busselecta.com> (Flash plug-in required).

Christmas run to Godley House

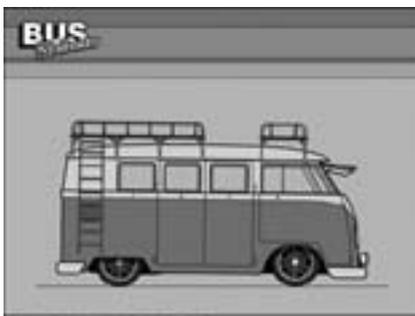
The club had its Christmas run to Godley House in Diamond Harbour. We had a good turn out and a good time was had by all. Check out the pics below—we couldn't have asked for a better day. It was a shame that everyone else in Christchurch decided that Godley House would be a good destination for a Sunday drive too, the place was packed!



In the Big Fresh carpark.



At Orton Bradley Park on the way home.



For sale/wanted

Advertisements on these pages are FREE to club members.

VW Kombi, 1975 Poptop Westfalia. LHD. 1.8lt. Bright orange, in average condition, runs well, will have new WOF and REGO soon. Great travelling van, sleeps 2 + 2. Will consider offers around \$5000. Ph (03) 9606 321 or E-mail vwkombi@steppingstone.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 Wayne (03) 356 0912 or E-mail w.vandermeys@gen.canterbury.ac.nz

Wanted VW Fastback, make this girls dream come true. Have handy bloke to deal with a rough body providing it's complete. Motor must be in reasonable condition. Anything considered. Ph (021) 1413 360 E-mail hazedog@xtra.co.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 paneling and couch/queen size 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

1500 Bonnet \$50, Beetle Engine lids 68 > \$40, IRS rear suspension with breakes \$40 Ph Mark (03) 343 3430 or E-mail s1fter@paradise.net.nz

VW1303S, 1973, Excellent condition, Dark Green, Current WOF and Reg, Offers, contact Phillipa (021) 143 5521 or E-mail phillybee74@hotmail.com

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 E-mailjeremy.bray@paradise.net.nz

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

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. Ph Mark (03) 343 3430 or E-mail s1fter@paradise.net.nz

Wanted VW Beetle 1969-73 in good original condition. Pref pale colour cash buyer Ph (021) 120 2514 or E-mail jarvisclan@xtra.co.nz

Wanted VW beetle convertible in good condition, old style. For daughters first car so no work to be done to it. In North Island preferably under \$3000 E-mailjay_cee_2001@hotmail.com

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

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

Wanted, Workshop manual for 1980 Mk1 Golf 1.5 Lt GLE, Anything considered. E-mail Stevexc@paradise.net.nz

Wanted Type 4 2 ltr motors, any cond, Ph Mark (03) 343 3430 or E-mails1fter@paradise.net.nz

1990 VW Corrado 16v (2 door Karmann built sports coupe) excellent condition,well above average for age, serviced, just had new clutch, regretful sale to fund VR6. If you want something quick, reliable, economical, fun and different then this is for you! Ph Paul (021) 236 4689 or (04) 473 2636 Eves or E-mail wahfool@yahoo.com

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

Wanted VW Kombi camper,must be good condition, body and running. Poptop a must. Any age considered. We are in Nelson. Please E-mailt grant@wai-west.co.nz

VW Type 2 Pick-up, crew cab or van, split or bay window, any condition considered, location not a problem.Ph Paul (04) 473 2636 or (021) 236 4689 or E-mailwahfool@yahoo.com

Wanted Kombi split window, prefer restored, anything considered. Ph (03) 314 8228or E-mail rob.sue.rowe@xtra.co.nz

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

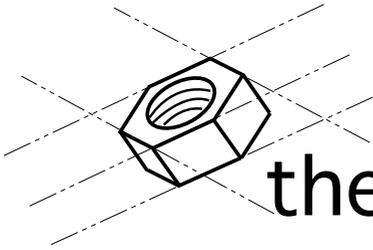
Wanted 1991 VW Jetta GTI, Ph (021) 55 66 96 or E-mail bisalinz@hotmail.com

Wanted for 73 VW Kombi Westfalia, gasoline BN4 Eberspacher heater E-mailrr-moss@paradise.net.nz

Wanted VW original radio. Must be able to E-mail picture to Sarah attlaplanche@ozemail.com.au

Wanted VW Beetle, pre-67, \$2000 or less. Ph Ronald (03) 342 1125.

VW Type 2 Kombi gearbox with reduction boxes \$100. 1500 Beetle decklid \$40 and steering box \$40. Ph Rob (03) 384 0446.



the Metric Nut Ltd

Kombi split screen suspension

Dropped spindles for link-pin Kombis, that give you a drop of 90mm, with standard ride quality and with NO welding. Also rebushed using top quality, individual cut to size bushes.

Prices

Re-bushed and lowered \$580 pair

Plus freight

Price does not include certification

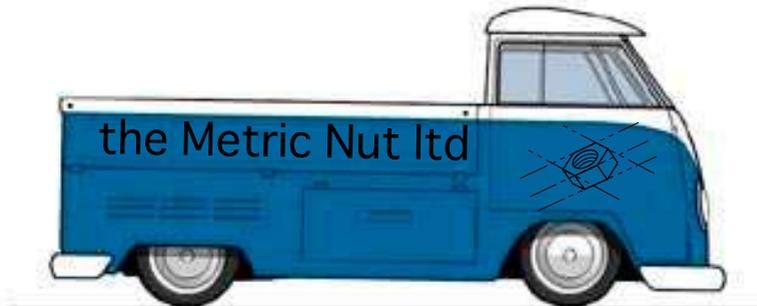
Rebushed only \$340 pair

Plus freight

Other split screen repair parts available.

Phone Mark 021 911 916

(Sorry exchange unavailable at the moment)



GENUINE



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FAST,
NOT
FURIOUS**

