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VOLKSWAGEN ONLY PARKING

# Canterbury VW Enthusiast Club

November 2008

# Canterbury VW Enthusiast Club



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

The club was formed with the intention of being low-cost, easy going, and of course enjoyable for all those involved. Events are held

on a regular basis, and a newsletter comes out bi-monthly.

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

For further information check out the club web site:

<http://cantyvww.littleb.co.nz/>  
[cantyvww@littleb.co.nz](mailto:cantyvww@littleb.co.nz)

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## Online VW forum

<http://www.nzveedubnuts.com>



## Rob's report

Two months give and take a couple of days and Christmas will be upon us! Warmer days and evenings and a chance to dust off the cobwebs around the wheel arches with a gentle cruise in a Volkswagen, make for something to really look forward to.

Now, from a couple of pictures I have seen over the last two weeks I'm sure there are going to be at least a couple if not more VW owners with some pretty big grins on their faces soon as their projects come to completion and the wheels get to spin... I'm sure that we will see a few more neat VWs on the road this summer and at the nationals in Napier next year.

The club have been looking into resurrecting an event from the past that proved to be a worthy event and one that made others smile. The idea is to cruise over the hill to Governors Bay and gather at Cholmondeley House to give the kids there a chance for a ride in a Volkswagen. Cholmondeley House is a home for children that experience a variety of difficulties in their lives, and aims to help give them new opportunities and a new lease of life. We are tentatively looking at Sunday the 7th of December (an email to all club members will be sent before the weekend) to cruise over.

We are also keenly organising the Canterbury VW Club Christmas 'Oxford to Brighton' gathering and cruise to take place on Sunday the 30th of November. The club are looking at providing a BBQ'd brunch for all club members from about 10am onwards at the Ashley Gorge river carpark near Oxford. (BYO drinks). We will then cruise in convoy from the Ashley river to New Brighton and park up at the beachside carpark. For anyone wishing to come along could you please contact us to give us a rough idea of the number of people attending.

So till the next event... Gute Fahrt!

**Rob Leppard**

## A bit of a laugh

Natural Wonder: Nature study in this mechanical world.

I've often heard a Volkswagen referred to as a beetle, but it was only yesterday that I heard a youngster describing a beetle he's found—"It was shiny and brown", he said, "and it was shaped just like a Volkswagen"!



## Coming events

### 2008

#### November

**VW Christmas party and Oxford to Brighton run**

BBQ brunch from 10 am, Sunday 30th, Ashley Gorge river carpark near Oxford, Canterbury.

#### December

**Cholmondeley House run**  
Sunday the 7 December.

**Central South Volkswagen Enthusiats Club picnic day at the Waimate races**

Sunday 7 December, see details later in the newsletter.

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#### Monthly club meeting and cruise

Last Wednesday of the month 7pm, Hilliyers Café, corner Langdons Road and Ristell Street (opposite the Northlands Mall).

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## Opposed Views

Well here goes, the team that put this newsletter together have asked me to reactivate an old column I used to do for the newsletter a few years back and since a newsletter relies on input from its members I thought it only best to do so. This column could at sometimes get a little biased to the Vintage and Original side of our hobby as this is what flips my semaphores so if anyone else wants to cover the 'dark side' feel free to step up and do a similar column.

The club has been running for twenty two years now and the very first meeting was held back in July 1986 at the New Albion Tavern in Colombo Street and has progressed since then and has seen its good times and its quiet times like all clubs do, to survive it really needs the input from all club members to do their little bit no matter how big and small, at the very least your enthusiasm and passion is infectious so keep it coming, I mention passion and enthusiasm, over the years my own passion has really developed for the Vintage side of the hobby and right from the first meeting back in July '86 the focus back then was on some of the older cars, and everyone was trying to get a better one or older one, mind you this was in the day when there was about five split window Buses, at least the same amount of Oval's for sale in The Press every Saturday morning and it was almost like a club run going to see them all for sale and bumping into other club members with the same idea. My how times have changed.

My real first Vintage VW was a 1954 Beetle that some old VW mechanic had for sale in Cashmere, I still remember the day I went to have a look at it, walking up the drive to see it, I was greeted by this well dressed gentleman in a suit on a Sunday leaning over his balcony, saying 'where's your cheque book' in a strong Dutch accent, I laughed and said I had no money and he welcomed me in for a cup of tea etc... this well dressed gentleman went onto have a very strong impact on my life, and we went onto become great friends, as it was the late Wim Heenk, one of the pioneers in the VW industry in New Zealand, man I miss this guy, he was a legend and he always made me feel at home. Back to the '54, Wim did his best sales job on me and I left that day with a deposit down and for a couple of months there was a regular trip up the hill with another down payment for my first Vintage VW, a metallic charcoal grey 1954 Beetle originally sold at VW Motors in Kilmore street complete with the original water slide transfer on the dash, this car was the start of the illness for me, I often wonder if it is still around, AM 87 was the registration number if anyone may know of it.

The sickness of Psychcovolksmania took its hold and really has been terminal since then and the drive was always to get an older one, and the

older ones had a Split window in them and I had only ever seen them in books and magazines and heard the odd urban myth rumour of one but nothing ever eventuated in New Zealand despite chasing up every lead I ever got a sniff of, that was until I brought an old Kombi off Michael Jack in Tai Tapu who was also one of the old originals from the early days of VW, I remember him saying now that he had taken all my money he would tell me where there was a Split Window parked in a barn on a farm in the deep south... here's me thinking, here goes another wild goose chase of something that does not exist, just like all the others.

A bit of detective work and numerous phone calls later and success, yes it did exist but it had been sold a year earlier to a car collector in Mosgiel, wow I was actually on the trail of a real live Split Window Beetle in New Zealand that had apparently arrived into New Zealand in the early sixties... a few more phone calls later and we had finally tracked it down and it did exist and it was a 1949 Standard with cable brakes and yes it might be for sale for the right money... a couple of weeks of phone calls and negotiations and late one Friday night we had agreed on a deal... we left 5am next morning and the owner was shocked to see us turn up on Saturday morning, unexpected with a roll of cash and an A frame to tow it home with... the rest is history...

Passion and enthusiasm had paid off again—so keep it up and remember you only ever get out what you put in!

**Tony Hutchison**

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The Central South Volkswagen Enthusiasts Club invites you to:

## A picnic day at the Waimate races

**Date** Sunday 7th December 2008

**Time** First race around 12 noon

**Where** Waimate race course

Let's get together, for a fun picnic day, at the Waimate races.

There will be free admission and I am hoping that we may be able to park as a group, on course. If this is not possible, the club has good parking facilities outside.

The trotting Club will be putting on entertainment and there will be the usual food and drinks available, for those who do not bring a picnic lunch.

Some members have decided to spend the weekend at Waimate, staying at Knottingly Park. If you would like to join them, please contact me (Dave Finnie) at [dave.finnie@xtra.co.nz](mailto:dave.finnie@xtra.co.nz)

At this stage it is anticipated that we all meet at Sally and Greg's home in Waimate (78 Rhodes Street, phone (03) 689 8879), at around 10.30 am, then travel in convoy to the race course.

Those intending on attending, please let either myself or Alan Perrin know, so we can inform the trotting club of the numbers attending. We can also make arrangements for attendees to travel together to the meeting. Alan's email is [nirrep@xtra.co.nz](mailto:nirrep@xtra.co.nz) and his phone number is (03) 614 8966.

Let us make this a good day out and as an added bonus, all the winning horses will be named in the race books. So there will be no excuses for people not picking the winners.

Cheers

**Dave Finnie**

←

Moonlit VW lineup at  
a BBQ get together  
earlier this year.



# '66 Karmann Ghia: A work in progress

By Rob Rate

The Karmann Ghia has got to be one of my favourite Volkswagens. I purchased mine from Auckland (via TradeMe) and it looked good in the pictures, but in retrospect if I had seen it in the flesh I quite possibly wouldn't have bought it. In saying that, Ghias are pretty expensive regardless of their condition these days, and seeing as only about half a million of them were ever produced worldwide, I'm lucky I've got something that I can build on. That was back in 2005.

Currently the Ghia has its registration on hold and is coming to the end of an extensive restoration, as exploratory work on rust in the driver's side sill proved to be a lot more extensive than anticipated (the result of a very dodgy previous repair).

Here's the story so far...

Recovering of the interior panels happened shortly after purchase, and the seats were soon to follow—the fabric and vinyl was bought, patterns made, fabric cut out and sewing began. The plan for the colour scheme was to keep the original red, but go two tone and paint the roof black—so the seats were constructed with black cushions and red stitching and piping on the edges.



The motor was donated to our '63 Beetle, and the plan is to replace it with an upright 1800cc Type IV conversion

with dual Webers and an external oil cooler.

The 2007 New Year holidays allowed a huge amount of work to be done, with all the non-structural rust repairs completed. This included the spare wheel well, areas around the front air intake vents, the driver's side head lamp surround, the bottom of the passenger door and both lower fenders behind the rear wheels.



All the repair work that had so far been completed was in areas that had had previous repairs. These had been done pretty poorly with sheet metal brazed over the old rusted material, it is no wonder that the rust surfaced again. I cut out the rust this time and am now only left with good solid metal.

Santa also came back for a second visit that year and delivered a set of five genuine EMPI Lemmerz Sprintstar wheels (that's all four wheels and the spare!). They came with centre caps and Flat 4 (replica) GTV stickers to go on them. In order to fit the 4-stud wheels (the car was originally 5-stud with a ball-joint front end) and to increase safety with the bigger motor, I also purchased a Beetle disc brake front end, complete with ride height adjusters. This item will bolt right up to the Ghia... and I already had the 4-stud brake drums to fit to the rear. Bought new tyres as well, they're 165/65 R15 Bridgestone B381s. Got a few quotes before buying (as you do)—from Firestone (the guys that make the tyres), first quote \$142 a tyre! Second quote \$128.50. Central City Tyres \$115 a tyre, and finally good old Tony's Tyre Service \$100 a tyre + free puncture repairs for life. It pays to shop around.



2008... There's always more rust than you think!

The new year once again saw work started in earnest on finishing the restoration, and with the help of some friends, the body was removed from the pan and work started



on removing the rust from the chassis.

After what seems to be the usual mishaps, like trapping my leg between the rolling pan and the carport post and having to be rescued by Bron, burning a nice hole in my foot with a hot blob of molten steel—the pan was painted and received a coat of protective underseal.

I then started to remove the old rusty sills from the body, and yet again ran into some dodgy repairs from the previous owners—black silicone sealant does NOT constitute a good repair, seems it's only good for trapping in moisture and causing more rust.

I got the driver's side heater channel in first—it's a big relief when it all seems to fit with the rest of the pieces dummied up over the top and the door fits when closed. Another long, hard day saw the driver's side all but finished. I was completely knackered, but thoroughly satisfied with the amount of work so far. There's always more to it than you think...

The passenger side heater channel, inner strengthener and outer sill came next—I was on to my second angle grinder, and that was about to give up the ghost pretty soon as well, lucky they are only \$15 at the Warehouse... Things seemed to go together a bit more easily than the other side. I purchased my third angle grinder, but that went straight back to the Warehouse as it broke about an hour into using it!

After fixing a few more miscellaneous bits and pieces, I hoisted the body up a bit higher so that I could roll the pan under for a trial fit up before splashing a bit of paint on the underside. What a great feeling to see all that clean, strong metal in place! After a bit of body filler, I sprayed a bit of metal primer over all the exposed metal and it started to look like a car again instead of a giant model kit. A few more days of sanding, sanding, sanding and it was ready for a full primer job.

The winter arrived, and I braved the cold garage to do a bit of work on the Ghia. I managed to get the doors fitted and a coat of primer on them. The temperatures had





been pretty low so when we finally got a reasonably sunny day I whipped out my new spray gun and laid down some grey primer. Pretty pleased with the result—it is sometimes hard to tell if you have got things nice and smooth until you get some paint on it.

About this time I had left my job and started a panel and paint course at SIT. We needed a car to work on as part of our refinishing modules, so I volunteered the Karmann Ghia to be prepped and painted by the class. The price—it will cost me the paint and a nominal fee for materials and use of the spray booth/bake oven—so about \$1000 for \$7000–8000 worth of work, you've got to love it :) Initially I was a bit hesitant to let some of the guys loose on my baby, but the tutor has managed the process well, assigning areas of the car based on the skill levels of each student and things have worked out well.

The car is being painted with PPG Delfleet two pack paint (the good stuff), so all the single pack primer that I had put on had to come off again as well as most of the previous red paint as well which contained a lot of humidity blistering (from having water in the air lines when it was sprayed on).

It was great seeing the progress on the car with a whole team working on it—and also getting the job done properly—something I could never have achieved at home. Peter Healey, the tutor, is keeping a close eye on everything and so far the bonnet, decklid, roof and both the doors have come up very well, and should look pretty smooth in the finish.

Thanks also must go to my panel beating tutor, Roby Te Maiharoa, who has done a fantastic job getting the worst door back into shape.

Initially the car was painted in bright pink epoxy primer, and looked pretty hideous, but it soon enough disappeared under some undercoat and top coats at





a speedy rate as my fellow students and I ripped into the job. They also stripped and sanded all the interior, boot space and engine bay, as well as degreasing the gearbox, axle tubes and front beam (which I was too lazy to do

myself), the latter items all receiving a double coat of 'Carbon Black' two pack paint as well.

The bottom part of the car will be a Volkswagen colour called 'Rubin Rot' (Ruby Red), which is a bit darker than the previous red the car was painted in (it's almost a blood red). I'm really pleased with the choice. The two pack paint gives an amazing shine straight off the gun, you sometimes need to buff it duller when doing repairs to an existing paint job because it is too shiny!

Everyone on the course has had a chance to put down some top coat on the Ghia, and the panel I painted was the bonnet. My tutor commented that I took to painting 2-pack paint 'like a duck to water!' The finish looks amazing if I do say so myself... and mine was the only panel that the tutor didn't do a wee touch up on to get just right :)

Right now everything is painted except the body, the roof is done and looks spectacular, and we are due to get back into the paint shop in another week.

Meanwhile at home I have been working on the motor, building up the first part of the Type 4 motor's exhaust. I cannibalised a couple of old Type 1 exhaust to get some tubing bends. Apparently it is important to get all four tubes the same length, so I ended up making quite a convoluted and twisty path for the pipes to take.

I then built some collectors for each pair of pipes, as the system will be a 4-2-1. It looks like the Type 4 will take a bit longer to build up, so I will throw a Type 1 motor in temporarily, so I can get the Ghia assembled and back on the road a bit more quickly—I can't wait to drive it again—there might just have to be a few more pictures in a future issue.



# The punch buggy game

Learn how to play the punch buggy game. It is rather entertaining when on a trip.

Have you ever been driving or walking down the street with a friend and for no apparent reason he punches you in the arm and says “Blue Punch Buggy, no punch-backs”? No, he hasn’t developed a nervous tic; he’s playing the Punch Buggy game.

The rules are simple: Whenever you see a Volkswagen Beetle, as quickly as you can, turn to the person nearest you, punch their upper arm firmly, yet gently, and say the colour of the car, followed by “Punch Buggy”. Remember to say “no punch-backs”. If you don’t, someone else can punch on the same car, a situation to avoid.

And if you have the fortune of seeing a convertible Beetle, you can punch twice. Rules about specific colours and consequences of stating the wrong colour vary from region to region. You’ll know soon enough if you and your friend have different rules regarding red Bugs, for example. The same applies when you’re watching a movie in which a Punch Buggy appears. And if you’ve rented *The Love Bug*, it is strongly advisable to establish the rules before watching it.

There is some controversy in the Punch Buggy world surrounding the new Beetle. Purists say it doesn’t count. Partly because as the years wear on, seeing a vintage VW Bug becomes less likely and the game intensifies. Although some just won’t accept them as real Beetles and therefore disqualify them. It’s mostly younger players who say the new Beetle is fair game, they seem to want to punch as many times as they can.

How the game started is a mystery. But it has been around for at least thirty years. And it’s not just for kids. There are plenty of adults who have been walking around with an eye open for VWs since childhood. For you see, once you learn the Punch Buggy game, you never stop playing.

You know the joy of spotting that VW Bug on the horizon while your sister is busy telling you about her new boyfriend and you beat her to the punch. Literally. However, you’ll also know the sadness that comes from seeing a Beetle when you’re by yourself. A Punch Buggy and no one to punch is a lonely occurrence.

Punch Buggy is almost a perfect game. There’s no equipment needed. You can play it with your kids. It gets you out of the house and it builds the power of observation. And although it can get competitive, there really never is a winner or loser since the game never ends.

So, whenever you’re out, stay alert. Watch for that distinctive curved roof. Listen for the unmistakable engine noise.

Play the Punch Buggy game.

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I'm Daniel Brand and I bought the business of Volkswagen Service Workshop from Marty Douglas in September 2007 and renamed it Volksworld Sales and Service.

With the able technical support of mechanic Nathan Feather, mechanic/auto electrician Cameron Shipley and Parts Girl Supreme Maureen Bennelt, we are creating a workplace that makes it viable and enjoyable to own a classic or contemporary Volkswagen or Audi.

Classic and European cars are often an emotional decision to own rather than a rational one, and we all understand this choice because we each own classic cars.

Maureen has a mint yellow 1302 Sunroof Beetle that has been her daily driver for more than ten years. Nathan has just sold his Type III Variant rat project, but still has a modified MKIV Golf GTI daily driver. Our apprentice, Bryce Winter is hoping his father will pass his 1300 Beetle on to him, but in the meantime he's scouting for a Kombi so that he can leave Japanese behind forever.

Cameron is the collector among us—he has a custom 1300 and a stock 1500 Beetle and is converting his mint Brazilian Kombi for weekends away. His daily driver is a red Caddy. I am creating a 1951cc 1967 1200 Franken-Beetle designed to look stock and be anything but and my daily driver is a VR6 Sharan. You've probably met Andrew too—the backbone of our establishment—making sure that we have clean coffee cups and workspaces—he still enjoys driving in his mother's one owner, FSH red 1500 Beetle.

We bought the inventory of Goldspares of Auckland and this included a vast quantity of discontinued and out of stock Bugpack and EMPI accessories from the mid 80s—great period pieces that would look great on your project. We're a sales outlet, not a museum, so these pieces won't break the bank.

Included in this inventory was a broad range of OEM hard parts—from a full range of oversizes of 36hp main bearings all the way to Mid Golf and Scirocco, 4 and 5 cylinder Audi pieces.

Many of our former Beetle, Type III and Kombi owners have grown into the Golf, Passat and Audi ranges, and a large part of our day to day work is in Audi and Volkswagen cars, from just out-of-warranty all the way back to the mid 1970s.

We have excellent OEM, replacement and genuine parts connections throughout New Zealand and Australia, a full ETKA computer parts identification reference library and Rosstech electronic diagnostic for 1992 and up cars.

We also buy good cars for parting out, to supply a growing second hand and DIY parts market throughout New Zealand. Keep us in mind should the worst happen to your car and it is accident damaged—we can supply and source panel and trim parts that will make it easier for your insurance company to say yes to the repair.

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That makes us the ideal combination—experienced and well backed, while at the same time enthusiasts. We're always keen to see a car that is new to us and never too busy to stop and admire something special. There's a little magpie in all of us!

The Nationals will be back in the South Island in 2010—call in and tell us what classes you think we should sponsor—right now we're thinking all the cool stuff—modified classes and a special rat-only class.

**Daniel Brand**



**Daniel Brand**

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