

2009 Report by Andrew Esling

I am sitting down to write my article about the Volksworld Show on the evening of Sunday 29th March, having just got back from Sandown Park, in order to meet the printing deadline for April Magazine.

I do not attend the show every year as, in common with most VW shows, the event follows a long standing format however for those who have not attended this event it is unusual among VW shows in the UK as all the show car, the trade stands and auto jumble are all accommodated in the exhibition halls and rooms above the halls in the main Grand Stand building at the Sandown Park Race course. The VW Club Stand area is located on the spectator standing area in front of the main Grand Stand and a separate Bus and Camper display area can be found arranged around the winners enclosure at the back of the Grand Stand area.



Heritage Beetle, waiting to be built

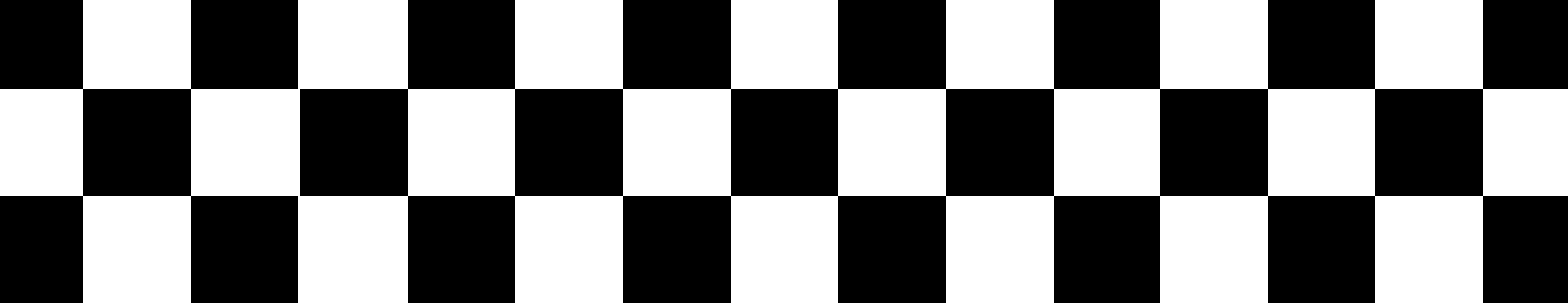
As I arrived at the car park half an hour before the show opened I joined the queue to purchase an entry ticket and by the time the show opened at 10am there was a queue of a few hundred waiting to enter. First port of call were the two main halls, one on the ground floor and a smaller one on the lower ground floor, as I wanted to take some pictures of the show cars before the show got too crowded. The first car on show was "Herbie" H2, the only Porsche engine beetle built for the 1969 Disney film "The Love Bug". Visitors were able to sit in this historic car and have their photograph taken with proceeds going to a local charity. The other car in the Foyer area was a semi assembled VW Beetle which VW Heritage were building during the weekend of the show from all new parts. By the time the show opened on Sunday morning the VW Heritage Team had almost completed the Chassis and the body shell was part completed. By lunchtime the body was put on the chassis, but I missed this as I was at a lecture upstairs, more of which later! Being close to the continent the organisers always arrange for a number of owners of show cars from Europe to attend and the first show car in the main hall was a very smart dark blue metallic 1303 Cabrio from Germany. This car featured a 2005cc Turbo Charged engine, Porsche Fusch Alloys and a polished metal roll cage or strengthening

frame which ran from the front door pillar to the rear door pillar and across the car behind the rear seats.

I am afraid that the photographs I took do not do justice to the amount of work and detailing which has gone into this car but if you are interested in seeing more of this car it will be featured in a future edition of Volksworld.

Unfortunately the blue car was the only "German look" 1303 on show but there were a number of other earlier cars on show. The most unusual Cabrio in the show halls was in the lower hall where I found a very smart orange 1302 LS cabrio with an original Oettinger 1800cc engine conversion. As original Oettinger engine VW's are very rare I bought a back copy of Volksworld (January 2008 edition) which had a 5 page article on this car. I was not surprised to find that it was the same car I had seen on the BBT stand at the SPA Bug Show a couple of years earlier.

For those not familiar with Oettinger it is a firm which specialises in performance re-engineering work on VW and Audi cars. In the 1960's and 1970's they offered a number of performance packages for Air-cooled VW cars. The TSV 1800 package fitted to the orange car at Volksworld was the penultimate package in terms of performance enhancement offered at the time the conversion was done in 1980 for the second owner. Engine wise the TSV



Big Brakes indeed!



Beautiful Blue Cabriolet, featured in Volksworld magazine this month

Oettinger-powered Cabrio



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1800 package included an Okrasa Crank (then retailing at £300 alone), special 90mm forged pistons in Nikasil barrels, reworked heads and twin 40mm solex carbs. The suspension was also up rated with heavy duty torsion bars at the rear, lower Koni shock absorbers all round and specially made heavy duty front and rear anti roll bars. All told the TVS 1800 upgrade cost £1,100 all fitted in 1980. Because of their original rarity and age original Oettinger Beetle are very rare now. Unfortunately although the company is still modifying VW & Audi cars it no longer manufactures any performance parts or carries out performance upgrades on air-cooled cars.

Having looked around the show cars in the halls I had a look around the club stands where I was impressed by a smart white over blue 1968 Karmann Ghia coupe on sale for £9,995.

Of the traders stands I was most taken with the CSP stand. For those of you who have not come across this company it is German VW Specialist who specialise in Custom and Performance parts for VW's. I have always thought I would like one of their precision shifters which give a 40% or 60% reduction in gear change travel, depending on the model of shifter purchased. Unfortunately I could not persuade myself that I could justify the cost this year as I have a hood rebuild booked for May – perhaps next year! I would recommend a visit to the Volksworld Show to any UK VW enthusiast not least because coming as it does at the beginning of the show calendar it gives you added enthusiasm to get your VW ready for the spring and all that great summer weather – we hope.



1960 Deluxe



Lovely early Cabrio



Don't leave your Cabrio out in the rain!



Looks nice, but needed work inside



Low'n mean looking!



Tidy '69-er