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CopacoBAYna

Why buy a T5 when you can have VW Downunder tailor a brand new Bay to your requirements?



Brazilian. What a fantastic word! Normally a word, by its very definition, should bring to mind the desired picture. For example, pond, tree, elephant; you know, something very definite that conjures up the desired image. But, Brazilian? Where do we start? For me, I immediately think of yellow shirts and blue shorts and the most sublime football ever to be played. World-class players such as Pele, Garrincha, Ronaldo, etc. There's clearly the image of samba girls and huge parties on the Copacabana! For others there may be different visions, perhaps of motor sport legends like Ayrton Senna and Rubens Barichello? I'm confident there are glaringly obvious examples I have missed that I could wax lyrical about, but I need to keep this section *trim* this so let's move on!

To Glenn O'Leary, Brazilian means only one thing - a beloved VW Camper. Oh, and perhaps several other things such as no rust, no MoT for three years, great

Madmatz floor mat adds to the flavour



Stand by your van

**Glenn O'Leary
Brazilian Bay Window**

Water-cooled Bay Window loving Glenn O'Leary is married to Claire and they have two daughters called Annie, who's eight and Grace, who is six.

To pay the bills Glenn runs his own electrical engineering business and in his down time has been into Volkswagens since the late 70's, when he would head off to Hastings in a borrowed Westfalia - happy days that he's now able to live again and share with his family. Oh, and the Bus is affectionately known as Carlos Van-dango!



You've got to love the overall theme of this brand new Bay



Colour-coded dash is cool!



DVD, tunes and sat-nav in one package



Vanwurks supplied all the swish camping units



Personal cinema!



VW Downunder fitted one of their own pop-tops and headliners

fuel economy, 80bhp on tap, reliable engine, toasty warm heaters - you get the idea! Basically take all the bad stuff from running a vehicle in 2010 that was designed in the 1960's and replace with modern technology whilst retaining the original look and feel and you've got it.

I can already hear a number of you questioning the last statement regarding originality, well, let's face this one head on. Quite literally, and the front-mounted radiator cooling the rear-mounted engine.

The change to water-cooled engines was in response to Brazil's emission laws which came into effect in 2006. The new 'Flex Fuel' water-cooled engine taken from the VW Fox runs on petrol as well as bio-fuel which costs about 50% less than ordinary fuel in Brazil. The 1.4 litre 8v Total Flex engine sports 78bhp on petrol, and 80bhp when run on bio. Thanks to the efforts of the Volkswagen Research and Development department they were able to find a viable solution to the continued production of the Bay in Brazil by introducing a facelifted model to incorporate the new engine, and for that reason alone - I'm in!

Whilst we shake our collective maracas at Volkswagen do Brasil for providing outstanding longevity to the

lifespan of the Type 2 [by far the longest model run in Brazil], there are particular areas where the term 'Built in Brazil; Refined in England' really fits the bill.

When Glenn started out on the search for a Camper the Brazilian route wasn't top of the list, far from it in fact. He says, "We went through all of the normal pros and cons, such as new T5 with reliability and functionality or a classic old Bus and fight the rust and get breakdown cover".

Glenn eventually arrived at VW Downunder [01375 675550] where he met Paul Mullinger. Paul suggested a test drive of a brand new Bay and, having discussed requirements for the interior it was decided this was the way to go.

Room for improvement

From the factory the water-cooled Bay comes in two formats, either a 9-seater Microbus or a Panel Van but the guys at VW Downunder started with the former and began the 'refinement' by removing the roof, which during the facelift procedure gained an extra 10cm in height over the original, slightly changing the overall appearance to the trained eye. The resulting hole was immediately filled with a full-length Westfalia-style roof which looks fantastic and gives the



A viable solution to continued production of the Bay



Camper a true retro look. The pop-top material was handmade and fitted by VW Downunder who also repaint the whole roof when completing these conversions as they believe this will offer better protection for the UK climate than is offered by the Brazilian factory, with particular attention paid to the gutter area.

Strip show

The whole Van was stripped out and insulated with a combination of sheep wool and plastic sheeting which helps keep the Camper cool in summer and warm in winter. The head lining is another handmade job as these are not available 'off the shelf'. VW Downunder use perforated headlining to retain the feel of originality, whilst the roof bed boards are constructed from marine ply with steel bars running through them at each end as per original Westy spec.

Night time is made comfortable by the installation of a full-width rock 'n' roll bed finished with faux leather upholstery fitted and piped, using high quality foam that is built to last. The bottom cushion has been stapled to the bed board to stop it moving around and is also a safety feature for rear seat passengers in the event of sudden braking. This was also something employed as standard by Westfalia.

The interior units were supplied by Vanwurks and have a 2-ring gas burner, sink and compressor fridge. Heating is courtesy of

Webasto and in-Camper entertainment has not been overlooked either! Glenn installed an Extrons head unit with built in sat nav, DVD, CD, TV and iPod dock. There's also an Extrons 15" flip down TV monitor with TV tuner and Free View, which Glenn describes as "like sitting in your own home cinema".

Brazilian Buses come with servo assisted front brakes as standard and rear drums. With everything brand new and zero miles on the clock you wouldn't expect

to get your hands dirty on a project like this, although Paul had other ideas! He says, "We removed the steering box and replaced it with a new German version which is no mean feat as nothing fits! We can now offer this as a service to other Brazilian Bus owners as Brazilian steering boxes suffer from wavy steering. With the new German 'box the result is tight and responsive. We can also offer rack and pinion conversions if required."

When it came to paint, Glenn gave

We shake our collective maracas at VW do Brazil



From behind it looks just like a Late Bay – until you open the engine...

Paul some creative license. Paul had wanted to paint a new Bay in a truly retro colour – L271 Texas Brown for some time and thanks to Glenn he finally got his way.

For me, the paint really seals the deal and was definitely worth the effort to track it down. Paul could only find one company that could provide it!

Got the look

The interior is stunning, the stance is spot on thanks to a Bus Boys adjuster, and the repro Fuchs from VW Heritage are bang on the money. But it's the paintwork that pulls it all together and provides the real wow factor.

Glenn sums it up perfectly with this anecdote, "I think the funniest thing was driving up the A12 and being overtaken by a Bay Panel Van with the driver and passenger hanging out of the window giving me a wave then getting level with the front, frowning, thinking about it then giving a wave again." I don't know about you, but I'm waving!

If you want a Bus like this get in touch with Paul Mullinger at vwdownunder.co.uk to talk about making your own dreams come true. ☺

