



VintageVoice

January/February 2020

Volume 45 • Number 1

The Vintage Volkswagen Club of America Newsletter • Established 1976



Welcome

Welcome to 2020! It's a new year, and the team at Vintage Voice is going to continue to do our best to bring you fresh content throughout the next twelve months.

We begin the year with continuations of two columns from previous issues. Historian Heinz Schneider tells us more about Wolfsburg through the year 1945, and how the British took over operations. Tech Director Jake Raby brings us part three of his series on fire prevention, with this issue's focus on electrical issues and how to avoid them.

Fishheadlouie takes us on another one of his VW rescue trips, but this time he only brings back part of a bus...*for now*, and Lois Grace tells of the Bay that got away, in a most curious way.

So what does the new year mean for Vintage Voice? Well, that's really up to YOU! We want to feature more of YOUR submissions. Event photos and show reports, feature cars, technical articles...the sky is the limit, so what do you have to share? Email me and let's get you **printed** in the next issue!

Are you ready? I'm ready.

Eric Arnold, Editor
editor@vwca.com



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VintageVoice

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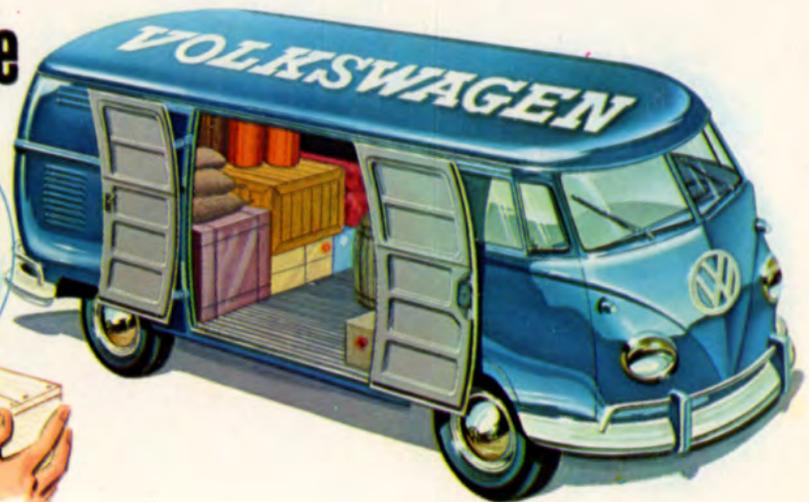


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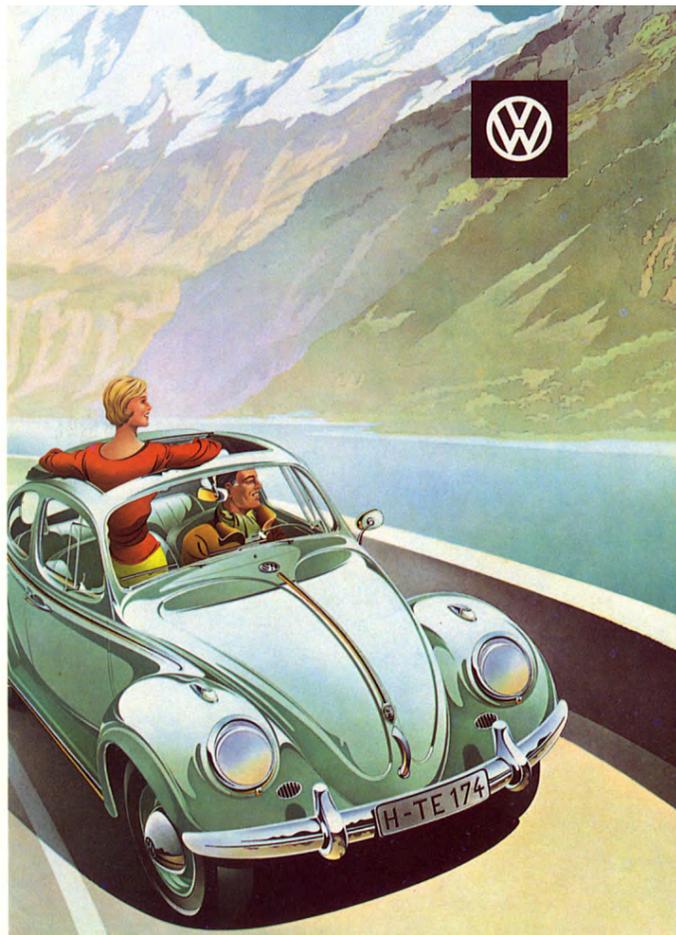
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FOLLOW US ON INSTAGRAM
[@vintagevwclubofamerica](#)

A screenshot of the Instagram profile for the account @vintagevwclubofamerica. The profile picture is the circular logo of the Vintage Volkswagen Club of America, featuring a blue Beetle and the text "EST. 1976". The bio identifies the account as "VWCA Motor Vehicle Company" and provides contact information. Below the bio are several posts, including one showing a white Volkswagen bus and another showing club memorabilia. The Instagram interface elements like the back arrow, search, and home icons are visible.

The Podium with President Eric Goodman

As a thank you to our new Pro members, we have included a VVWCA sticker in this copy of your printed Vintage Voice. You can order additional stickers for all your VWs on our website.

Six months into my presidency and we have made a lot of changes at the VVWCA. I can't thank everyone enough for your support. First was the partnership with EMPI. As our principle sponsor they support the VVWCA and its members. I want to thank EMPI for investing in the VW hobby and its future.

Second, we started our new Pro-membership program. You can join the VVWCA for only \$25 a year and get discounts at many great VW businesses. Also, you get a mailed copy of our Vintage Voice magazine. If you are a pro member and are reading this from the hard copy, you can see the amazing quality! Eric Arnold our Editor puts together a magazine that is top notch. We have been told by many members that they collect our Vintage Voice hard copies and save them alongside their Hot VW's and other great VW magazines. If you have not joined as a pro member yet, here is more info on what is included:

- * Access to the current edition of the Vintage Voice Newsletter
- * Access to all past editions of the Vintage Voice Newsletter
- * Vintage Voice Newsletter mailed to you 6 times a year
- * 10% off all items in the Regalia Shop
- * Up to 25% off discounts at Haggerty Insurance
- * Hot VWs Magazine
- * Car Tech Auto Books and Manuals
- * Vintage Surfari Wagons
- * Special VVWCA only deals at EMPI

We had over 2,000 new members join the past few months since we started this program.

Third, why should a VW Club join the VVWCA as a Chapter?

- * \$1,000,000, (General Aggregate-\$2,000,000) Limited Liability Insurance protection for your club, officers and members. The average cost for this is around \$400-\$500 a year if you have to get your own policy

- * Chapter club contact information listed on VVWCA website
- * FREE 1/4 page advertisement in the VintageVoice to promote chapter club events
- * Support from the national VVWCA for events and other activities
- * Discounts for members

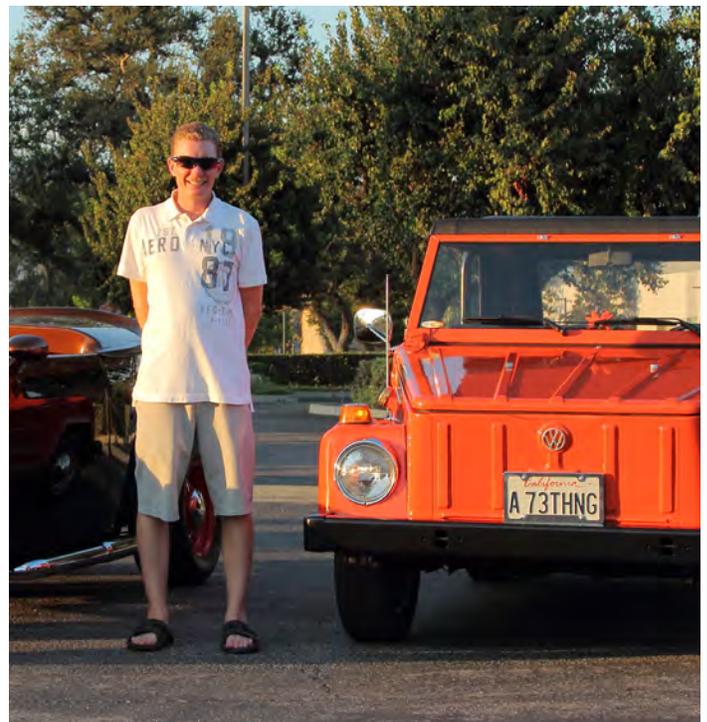
All of this for only \$125 a year! That's a savings of over \$375 a year for your club.

We have two new chapters this month, Ventura Vintage Volkswagens and the Volkswagen Club of New Mexico. Welcome! We currently have 30 chapters and reps in the USA. You can see the entire list on our website.

Lastly, I want to say Happy New Year from the VVWCA to all our members and chapters! 2020 is going to be a great year for our organization.

PS- Mark your October 2020 calendar for our new National Event. More info to come...

Thanks,
Eric L. Goodman
President
Vintage Volkswagen Club of America
President@vvwca.com



The Historian's Corner by Heinz Schneider

VOLKSWAGEN IN 1945, PART TWO

The British take over and call it the Wolfsburg Motor Works

The time period that the British were in charge of running VW has been covered by historians like no other in countless books and periodicals, mostly by the British. Many were by the officers involved with the newly revived Volkswagen giving interviews to book authors and to the news media. I have the impression that many of these were very proud of their part in reviving VW. Besides many of them, including Hirst, were probably happy to have the VW assignment since 100 of thousands of British soldiers had become redounded with the end of war and jobs were hard to find in England.

The first British man put in charge of overseeing the Volkswagen factory was Major Ivan Hirst, after Colonel McEvoy had made a preliminary assessment and observed the Americans' activities at VW. Major Ivan Hirst arrived at Volkswagen on August 26 where he eventually would stay for almost four years. He is the man widely credited with saving Volkswagen from being dismantled, after first setting repair facilities areas for British military cars at the same facilities the Americans had used. They also decided to continue vehicle production since there was a desperate need for motorized transportation everywhere immediately after the war. The need was especially great for the Red Cross, German Post Office and



MAJOR IVAN HIRST

the police and also for the British and French allies. A great variety of vehicles were assembled from parts still lying around. As 1945 went on, they were eventually running out of Kübelwagen bodies. Production of Kübelwagens had only been possible because of the large stock of parts still at the factory as well as a large supply of Kübel bodies found on trains in transit from Berlin. The British were actually eager to continue producing Kübelwagens instead of building Beetles, because they considered

The Historian's Corner (continued)

the Kübelwagen more suitable for their needs. They attempted to locate and retrieve the Kübelwagen stamping dies which were needed to produce the body parts. The Kübelwagen body panels had all been manufactured and supplied by the Ambi-Bud factory in Berlin, now located in the Soviet zone of occupation. The attempt of getting the dies and bring them to Wolfsburg failed however because of the lack of cooperation with the Soviets, in spite of the fact, as reported by some historians, that the British had taken along a large supply of vodka. It was after this failed attempt to get the Kübelwagen died that a contract to build 20,000 regular Beetles for the allies was secured.

Under British management, the VW factory produced a surprising number of different vehicles in 1945:

1. 58 regular Volkswagen Beetles, 55 of these in December.
2. 522 Kübelwagens
3. 219 Kübelwagens with a box mounted at the rear. All these were for the German post office use or for the Red Cross. Also called Kübelvans by some.
4. 703 Beetles built on Kübelwagen chassis. The Volkswagens on stilts, as the British would call them. Known as the Type 82E

before the British.

5. 275 Volkswagen Beetle vans. These cars had the same boxes put at the rear like the Kübelvans. These were for the German post office, police and the Red Cross.
6. 275 trailers open.
7. 713 trailers covered.



This means that just during the few months under the British in 1945, production reached 2,490 units. It is hard to imagine how this was all accomplished, considering the great variation

of models built and with a confused and demoralized workforce. Besides, a lot of managers were dismissed, accused of being Nazi sympathizers. Some of the one of a kind bodies as well as the boxes for the vans were sublet to an independent body builder in Wolfsburg who had previously been an employee at VW.

The vans with their boxes mounted on top of Kübel or Beetle bodies on Kübel chassis must have been very difficult to drive with all their weight high up in the back. It must have made for some tricky driving. One can only hope that the drivers had good insurance. There are a number of pictures shown where one can see these vehicles with the letters Reichspost for the postal service or with just a red cross on white background painted on

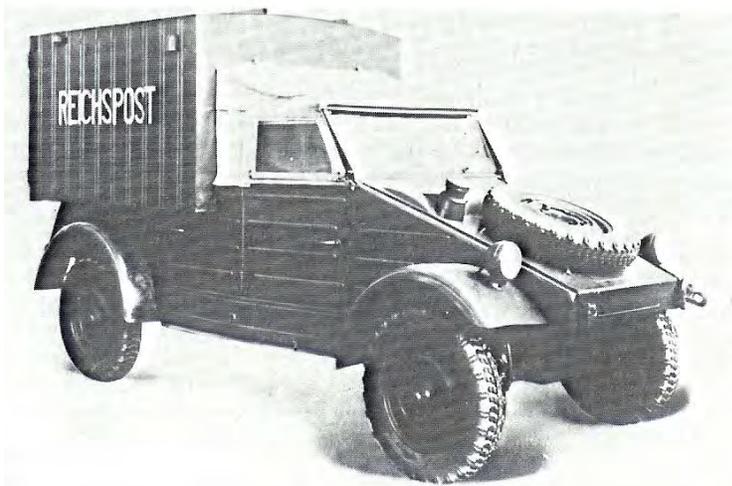
The Historian's Corner (continued)

their sides.

The presses for Beetle body parts escaped major damage because concrete walls had been built around them to protect them from bomb blasts.

The presses survived but the roof was blown off the halls and rain was getting inside. Besides that, damaged girders hanging from the roof interfered with the movement of the overhead crane which was needed to move the heavy body dies to be mounted on to the stamping presses. Eventually, enough repairs were made and the hanging girders were removed. The roof was covered with large sheets of canvas supported provisionally by tree trunks gotten from the nearby forest to keep the rains out.

Management was not afraid to improvise and to diversify but eventually had no choice but to start building only Beetles. The need of transportation by the allies put the factory in the Beetle business. Volkswagen under British management was in the best position to cover some of their needs. Other German car factories were nearly 100% destroyed by the bombing raids during the war. Anyone who thinks the Volkswagen factory was badly damaged should look at pictures of the other German automobile factories.



While pictures of the damage to the buildings at VW look bad, according by detailed research it seems the actual destruction was overstated and fortunately 92% of the manufacturing tools survived.

By promising each of the allies a certain number of cars, an agreement was reached which resulted in taking the Volkswagen plant off the reparations list for four years since it was on the list of German factories available for war reparations. One cannot stress enough the importance of this decision for the future of Volkswagen. If any of the allies would have started to cart away some of the equipment and tools, it would have been impossible to continue production. The moratorium protected the integrity of the plant as a viable entity and kept the small team of engineers and managers together to be able to continue later with civilian production. The allies were all desperate for transportation and the advantages to them by getting Volkswagens were many:

- The cars could be had for free as war reparations. The Germans would finance them all.
- No new vehicles needed to be sent from Great Britain to supply their army in Germany, allowing the British car production

The Historian's Corner (continued)

to be exported to dollar-paying countries.

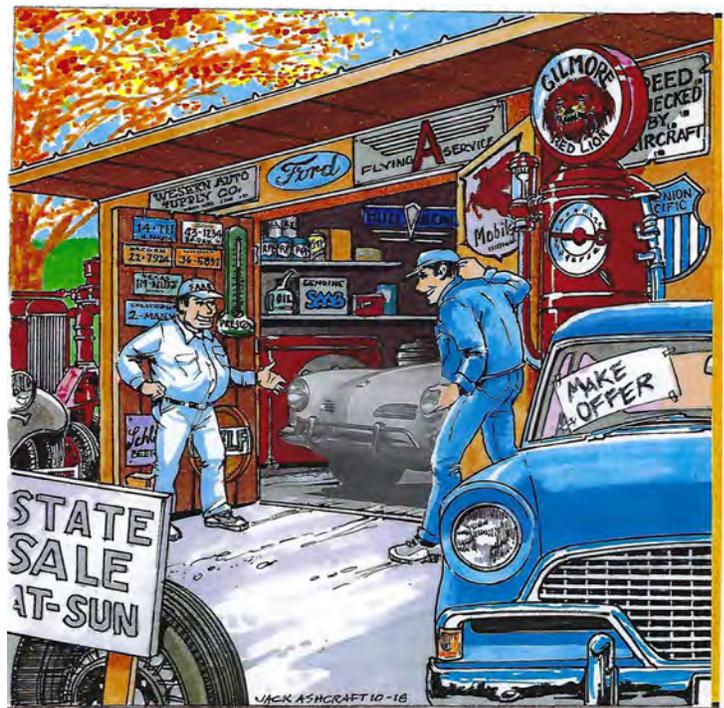
- Beetle production would give some of the millions of unemployed Germans something to do and defuse the possibility of social unrest.
- It even left some cars for the German post office, the police and the Red Cross.

Chassis Numbers. For the next few years, all chassis number ran in sequence. The chassis numbers were stamped below the front vehicle specification plate behind the spare wheel. Officially cars built in 1945 had chassis numbers from 1-052 000 to 053 814 and engine numbers from 1-077683 to 1-079 093. These are the numbers of record and one has to wonder how these numbers came about because the official claim is that 2,490 cars were built by the British in 1945 but only 1814 chassis numbers were used? Moreover, even fewer engine numbers were used, exactly 1410.

Changes to the car. Changes to the Beetle were already made as early as 1945. The fuel tank was changed to a rectangular type instead of the original barrel shaped one. Actually this was not the first change to the fuel tank. Also the spare tire was now stored in front of the tank in what is now known as the spare wheel well, instead being bolted there on a triangular plate. Since the VW engines had been enlarged to 1131 cc in 1943, all subsequent engines were the same size, until 1953.

Of all the many other smaller changes and improvements no records were kept.

The competition in Germany. The situation for other car manufacturers in Germany in 1945 was like this: The allies would not allow any German company start building cars except for allied use. It would not have been possible anyway because of the relentless bombing and destruction of all industries during the war by the allies, none of the other German car manufacturers were in a position to start any production. Besides Opel, BMW and DKW lost many of their production facilities located in the Soviet Zone of occupation. The only German manufacturing plant producing anything at the time was Ford, located in Cologne, also in the British zone of occupa-



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The Historian's Corner (continued)

tion. It produced 2,443 trucks in 1945, all of them for British military use. Daimler-Benz (Mercedes) the most damaged German car plant of all, produced nothing, but employed 12,839 workers just to clean up the rubble from the old works. Adler in Frankfurt was pretty much destroyed and would not have been able to get any bodies anyway since they all had been supplied by Ambi-Budd from Berlin, which by now had been dismantled by the Soviets. The same happened to BMW, no Ambi-Budd, no bodies. Borgward was in jail because of his Nazi association. The DKW factory was left behind in the east and was only able to set up a parts supply operation in the west.

Opel is a special case as far as the Volkswagen history is concerned. The General Motors subsidiary in Germany had been the largest car manufacturer in Germany before the war with 40% of the market. Their main factory near Frankfurt was completely destroyed. Opel management, which was controlled from Detroit, could not decide about what to do with their German plant at first. General Motors was busy in the US converting their factories to peacetime production and practically ignored their German daughter. Their truck plant, which was managed during the war by Heinz Nordhoff, was in East Germany under the Soviets. Worse for Opel, all the tools, equipment and assembly line used to build the latest pre-war Opel design, the Opel Kadett, was

taken by the Soviets and reassembled in Russia, where they would build it under the name of Moskovitch. It is rumored they even took the toilets from the Opel factory.

The Kadett would have been a strong competitor to the Beetle. It was an attractive looking car and had a modern unitized body, an 1100 cc engine and sold for the reasonable price of 1,795 marks. 100,000 were sold in the last three years before the war. It is ironic that the Kadett manufacturing tools were removed from the American zone of occupation while GIs were looking on. Nobody wanted to upset Uncle Joe (Josef Stalin). I am sure

Continued on page 32



Director's Chair with Mike Epstein

It's hard to remember that when you write these columns, that's it's for 4-6 weeks in the future and my mind wasn't quite set on the holidays, so a belated Happy Holidays and a Happy and prosperous New Year to everyone.

Since our change over from Free membership to the option of Pro Member membership, we have had some people try to send us checks and have had them returned. I thought this would be a good time to make sure you all know that the VVWCA has not used a box number in over a year now, our mailing address is correct and can be found under my name on the page with the club's information on it, usually highlighted using a light blue background. Unfortunately, we do not have that information on our website, we will though. So please send your Pro Membership orders or any regalia orders to Mike Epstein, c/o VVWCA, 2907 W 72 Terrace, Prairie Village, KS 66208. Please allow 6-8 weeks for your first printed copy of our newsletter as it's Bi-Monthly and may have gone out just a week or two before you paid. Thanks for your patience. As a member, you can access the current and past newsletters online anytime after you join or once I've received your check and it's been processed through the bank, then the info will be sent by e-mail to our membership coordinator who will get you all set up and send you a confirmation with your password that you'll be able to use immediately. Yes, it's certainly a longer process than paying online where you get immediate gratification, but being a senior myself, I'm pretty set in my ways too, so send your checks in!



Last month I ran an ad for Automobilia Magazine, the Collector's Resource. When they sent me their packet it included issues #3 and #4. I can't tell you how well made these are and how beautiful the photography is, and the articles taught me a lot. Even if you don't collect, these are great magazines, if love American Pickers, this is your magazine. Anyway, I was impressed and I learned something, not bad.

As we now have a new sponsor, Hagerty Insurance Co., I wanted to remind you Pro Membership level members that you have a discount for your antique automobile insurance from them, and how gracious of them to do that for our group. But, did you know that Hagerty was much more than just an antique auto insurance company, that's right, they also write insurance for light trucks, utility vehicles, new cars, boats, motorcycles, military vehicles and much more, so when you're thinking about how to

Director's Chair with Mike Epstein (continued)

save even more money, give them a call and see if they can bundle something together for you.

This issue we welcome 2 new chapters to the VVWCA Club. First we have the Old School Euros Car Club, VVWCA of Levittown, PA Chapter. Also the Ventura Vintage Volkswagens Club Chapter, located in Oakview, California. I've forgotten to have Reed Cowan, President of the Ventura Vintage Volkswagen to give me some info on the chapter yet, but I do have some info on the Levittown Chapter from President Jon Miller.

OSECC - Vintage Volkswagen Club of America

The Old School Euros Car Club was founded January 1, 2013 by President Jon Miller and a group of local air-cooled VW/Porsche lovers from Eastern PA and Central NJ. The club is a 2020 Vintage Volkswagen Club of America Levittown, PA Chapter member.



The goal of the club is to promote European car events like; shows, cruises & cars and just have fun. The Club supports non-profit organizations like Alex's Lemonade Stand and Toys for Tots by hosting annual auto shows like the spring Dubs in the Shrubs Campout and Car Show and the fall Toys for Tots Cruise-In.

The club meets each first Monday of the month at the Five Four Bar and Grill, Levittown, PA. There are about 30 active members to date that attend car shows together, hold club cruises and hold an annual club anniversary party and summer picnic. Membership cars include; 1958-1977 beetles, VW buses (split window, bay windows, Vanagon), Type 3s, kit cars (dune buggy, 356 Porsche) and a 912 Porsche. The OSECC members attend and support other local VW and non-VW car club events and their non-profit causes.

The club benefits from the local year round support of the Five Four Bar and Grill, Levittown, PA, Terry's Service Center, Fallsington, PA, the Trenton Donauschwaben Society, Yardville, NJ and Miller's Metal Works, Levittown, PA. Mike can you add to our club bio that we now also support St. Judes Children Research Hospital.

Facebook page: [Old School Euro's Car Club](#)

Email: oldschooleurosccl@yahoo.com

Classifieds

COST: Members receive 2 free classified ads. Limit of two per issue. Non-members: \$10.00. Each ad will appear in two issues of the *VintageVoice*.

PHOTOGRAPHS: 1 photo per advertisement please. Photos cannot be returned, digital preferred.

LIMITATIONS: Ads are published on a space available basis. Copy submissions must be emailed. ONLY VW parts, cars, toys or literature will be accepted. No cars for sale newer than 1991 can be accepted. VVWCA accepts no liability relating to the purchase of an item.

ADVERTISING DEADLINE: All advertisements must be received prior to the 1st of Feb, Apr, Jun, Aug, Oct, Dec for the following newsletter.

SUBMIT YOUR AD TO: editor@vwwca.com

CARS FOR SALE

1966 VW Bug. This is a fully restored car, basically 53 years old, but brand new. Everything about the car has been restored to exactly the way it was when it rolled off the line in Germany. Same engine (restored), all numbers are correct. This is model 117, deluxe 2 door sedan with sun roof, popout side windows and white wall tires, bias ply, as original. The 1300cc engine and 6 volt system are both correct as new. It has a sea blue paint job, correct for that year and the interior is off white vinyl. Everything works including dome light, windshield washer/wipers, cigaret lighter, and original AM radio. The car won "first in class" at the Vintage VW show in Kelly Park, San Jose, CA in April of this year. It has also been featured in a local newspaper. The new engine has about 1000 miles on it and I exercise it regularly. Very fun to drive! The odometer just turned over to 0, and has about 180 miles on it. Original key and owners manual included. The underside is clean and powdercoated. Located in Alameda, CA \$28,000 - stanvoogd@comcast.net



WANTED

Porsche 356, 911, 912, 914, VW Bus, Thing, early beetle or Ghia convertible. Will travel. [540-358-0330](tel:540-358-0330) or fishheadlouie@yahoo.com

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Volkswagen Aircooled Warehouse/Wholesale Family Business of 30 years - large inventory & customer base; will help with moving and transitions; Great opportunity for the classic VW passionate looking for a small business. Call for info and details @ [478-955-6082](tel:478-955-6082) or [478-957-9036](tel:478-957-9036). www.bugeyed.net

Pedal Werks Specializing in Restoration of all Air cooled VW pedal assemblies left and right hand drive since 2005, from concourse to Custom prices range from \$100 to \$475, exchange or outright [909-289-9655](tel:909-289-9655) or dancinbare10@hotmail.com. Also check out my website PedalWerks.com or search my samba ads user ID: PedalWerks



Pre-WW2 KDF Wagen, 8 page full color brochure of the KDF [Kraft Durch Freude, or in English; Strength Thru Joy] Wagen, wonderful artwork showing off the new KDF Wagen. Back page has a piece of paper glued over the NAZI symbol [as was required by German law, for me to bring it thru German customs!]. This brochure was kept flat in a suitcase for 60+ years, and except for very minor corrosion on the upper staple [lower staple missing] it's near mint. Additional photos available to serious buyer. Price is \$625.00 including shipping in the USA. PayPal accepted. BillMcCoskey@aol.com



1946 SOLID stamped aluminum round emblem located at the top of the hood [base of windshield area]. Steel backing with the 3 "bend over" clips in place. This emblem was only used for the 1946 VW cars produced by the British Government, quickly replaced by the 4-pin "open" version in use for decades. This is so hard to find I suspect it's probably the only remaining example not on a car. Price is \$145.00 including shipping in the USA. PayPal accepted. BillMcCoskey@aol.com

FOUR SAIL, BEST OFFER by fishheadlouie



A guy called me a couple months ago and said 'I have a 21 window for sale'. Of course, that is going to get anybody's attention in the Volkswagen world. The caller told me that he could send me a photograph. I happen to be going to New Jersey the next day to pick up a front clip minus the nose, roof & doors to a former double cab 1967 bus, so I asked the man if he was available the next day at around noon.

When I arrived at his wooded area, he told me the story that a former tenant used to fool with Volkswagens about 40

years earlier and had abandoned this Volkswagen bus here before he left. The property had been bequeathed to the caller's wife having been her grandfather's place. This Volkswagen bus, as you clearly see, is a 23 window bus, not 21. Most of the parts were missing except for one coat hook, six skylight glasses, one stationary glass and three pop out glasses, since the grandfather sold what he could off the bus back in the day. The rear tail lights had been converted to post 1962 taillights and there were no seats nor trim remaining on the bus. Under the repaint, I could see the original chestnut brown which would

FOUR SAIL, BEST OFFER by fishheadlouie (continued)



make it a 1958 or earlier. Early buses like this one do not have an “m-code,” plate. After all, deluxes were only offered with one color combination/upholstery color and limited options. The engine compartment VIN was buried about six inches underground. I dug with a shovel and the VIN plate crumbled off in my hand like a crushed Oreo cookie. The VIN number which is stamped below was also indecipherable (I used this to my negotiating advantage). Did I mention there was no title?



I was able to read body number on the bulkhead and compare it to some early buses which I did know the VIN number of, determining that this deluxe would likely fall in the Wolfsburg factory post-barndoor era model built in about May of 1955.



FOUR SAIL, BEST OFFER by fishheadlouie (continued)

These early buses have some early attributes like, only one tailgate prop location, a seal around the gas flap, deluxe clock location much closer to the dash speaker grille, and that deep green large sekurit logo skylight glass.

I returned to New Jersey a few weeks later and extracted the bus, albeit in pieces, the roof (which was already perforated at the rain gutters, the two sides, and the nose with the front doors. I also made sure to get the wheel wells & fuel shelf so I could perhaps decrypt the VIN number in the comfort of my own home. Why cut it up? The frame was and is still buried in a six to eight inch sandy grave, but please do not fret, as I will return in the spring to get the frame and front end.

I am happy to report that after many lemon juice baths, I was able to read 20-130949. While I wait for next spring, I ordered a birth certificate for this "bus," in case someone other than myself wants to put Humpty back together again. -FHL





THERE'S NOT AN APP FOR THIS

Members of the Vintage Volkswagen Club of America receive up to a 5% discount.*

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Technically Speaking with Jake Raby

Protecting your investment: Part 3, It's a HOT TOPIC!

In the first portion of my technical article series about fire and the vintage VW, we talked about general fire awareness, common things that lead to fires, and ways to remain fire aware. In the second article I went over fires that are specifically related to fuel systems, and how to avoid some of these common fuel related contributing factors that lead to fire.

In this third article I will go over the common causes of electrical fires, and how to avoid creating circumstances that lead to these electrical fires.

Though not as common as fuel induced fires, the electrical system in your beloved car can just as easily lead to a fire that can result in a total loss of your cherished vintage VW, as fuel related fires can. Electrical fires generally have more symptoms than fuel induced fires, and the driver, or occupants will typically notice them before a large flame appears in the rear view mirror. Since these fires begin with the electrical system, they will usually have to travel some distance to reach a fuel source. Electrical components that are melting have a very familiar smell that most will pick up on, so lots of times this means that the driver has time to get off the road to investigate the fire before fuel engulfs the



entire vehicle. Insulated wires also emit a very distinct smoke, and smell, which can travel very quickly through the cockpit of the car. Yes, like anything, there are exceptions to the way electrical fires start, and the time that you have to effectively extinguish them before the car goes up in flames. Always remember, with fire anything can happen at any time.

A big problem with an unprotected, shorted wire is the wire will quickly begin to turn cherry red inside the insulation. When this happens the whole piece of wire can become a source for further ignition throughout the car. If these wires are contacting a fuel hose, things can get really nasty, really quick.

Some of the most common issues that lead to electrical fires can be avoided completely, with some attention to detail, and paying attention to your VW. Let's go over some of the primary contributing factors to electrical fires, and how to help avoid them:

Technically Speaking with Jake Raby (continued)

-Improperly routed wires:

This is a big one! Where wires are routed should always be away from sources of chaffing, which can wear the insulation from the wire, later leading to a direct short to ground. Always run wires away from sharp objects, or where they can come into contact with moving pieces of the vehicle/engine. Never run electrical wires, and fuel hoses/hard lines alongside or intersecting each other.

-Improperly passing wires through bulkheads:

Always use grommets, or bulkhead connectors where wires pass through any bulkhead/body panel. This is especially true with the pass through of the positive battery cable through the floor pan/rear body of the vehicle. These cables have direct battery amperage & voltage. These will quickly lead to a major fire, or even lead to an explosion of the battery. Yes, I have been there & done that before.

-Poorly manufactured replacement fuse boxes:

These fuse boxes have really given me a fit! I have seen them fit so poorly that they lead to direct shorts to ground where the fuse box meets the vehicle dash. I recently restored my 1973 VW 181 and ended up restoring

my original fuse box, since the first three replacements that I received were compromised right out of the box.

-Improper protection of additional circuits:

Lots of the problems with electrical fires occur because of wiring that has been added to the car, for whatever purpose. Generally this is from radio or component installations that don't use proper fuse protection.

-Improper chassis ground

I have seen this one cause all sorts of problems. It can be as simple as a starter that's acting up due to a poor ground between the engine/drive train, but the symptom needs to be addressed. If it isn't, in many cases other symptoms will begin to show up, or the drive train can try to ground through the clutch cable. If this happens while starting the car the clutch



Technically Speaking

cable can become very hot as it tries to ground, and I have even seen a clutch cable glow cherry red due to this. Ironically, that car needed new clutch cables, as the heat from the grounding was killing the stock cables over and over again. No one ever connected those symptoms or considered that the vehicle was grounding through the clutch cable, due to a missing chassis ground strap. With engine mounts being rubber insulated, the clutch cable becomes a primary grounding strap for the drive train.

-Rear seat springs contacting positive battery terminal:

KABOOM! That's all I heard while driving down the 55 Freeway at 105 MPH in my old square back with the top chopped off at midnight, back in 1997 with a car full of Marines heading back from a bachelor party in Huntington Beach! The BOOM was my battery exploding, while a drunken Marine had stood up on the seat... This pushed the seat springs under the rear seat down, on top of the battery, resulting in a direct short, followed by a BOOM, followed by the seat material catching fire. I was able to get off the side of the freeway, and we used a couple of fire extinguishers to get the blaze calmed down. I was able to roll the car off, and drive it back to base with no lights. Yes, we were all just a little crazy.

This scenario with shorted out seat springs, and blown up batteries has happened for



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Technically Speaking

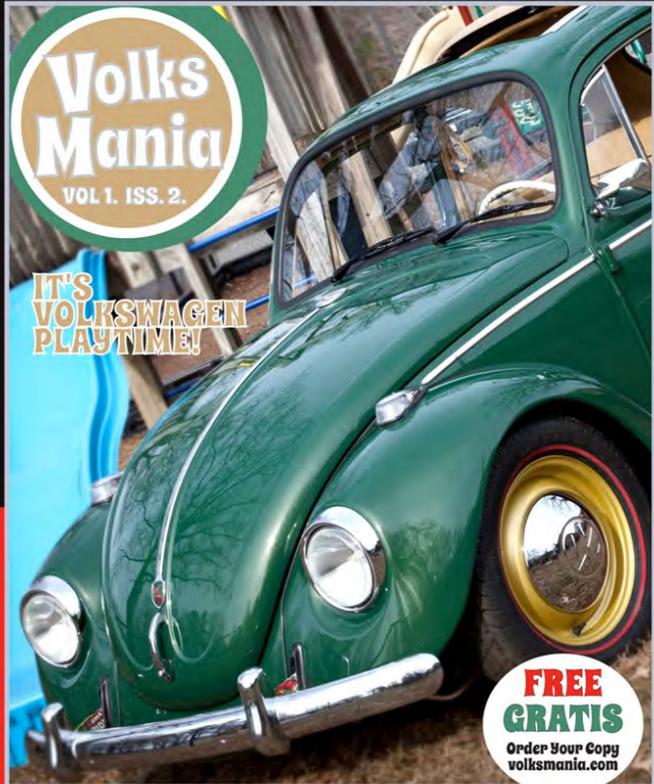
as long as VW's have been on the road. To keep it from happening to you, always keep the terminal of your positive battery post properly covered, and insulated. A Marine grade battery box is a great way to avoid this problem.

These are some of the most common issues that can lead to an electrical fire with a vintage VW. All in all the electrical fire usually has a better chance of being effectively extinguished when compared to a fuel driven fire. As always, being aware of the situation, catching any fire as early as possible has everything to do with being able to extinguish it with limited collateral damage to the vehicle.

In the final part of my series on fire, I will go over some popular fire detection methods, and fire extinguishers that you may consider to help avoid a VW BBQ.

Remember, the best fire extinguisher is the one you never have to use.

Jake Raby
Chief Technical Director VVWCA
Owner/Founder:
Raby's Aircooled Technology
www.aircooledtechnology.com



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The One That Got Away story & photo by Lois Grace

If you're going to buy used cars, you have to get used to the idea that you can't always get the ones you want. Sometimes, the one you're after gets sold to someone else before you can get there. While it's certainly disappointing, we've all been through it, and know eventually it'll happen if you look at enough used vehicles. This is toughest to deal with when you've really got your heart set on a particular VW, and you still end up losing it. I call these 'The Ones That Got Away.

It happened to me recently. A friend sent me an innocent email, one that asked if I knew anyone interested

in a 1969 VW Bus. The Bus wasn't anything special, just a Bus, but it was in danger of being towed off for auction (or worse) if a new owner didn't step in. Now, at the time, I wasn't looking for a Bus, new or old. In fact, I come across homeless VW's often enough that if I adopted every one I found, I'd soon be homeless too. (Although if this happened, I'm sure I could live in the Bus in question) I just can't act on every single one I find. But something about this particular

'69 Bus intrigued me. I don't know why, I hadn't even met it in person but there it was so I had to think about it - did I want it? My father had a 1968 7-passenger Bus similar to this one and I'd always hoped to have one like it someday. The price was ridiculously low, and I was hoping there would be some way I could talk myself into wanting it. The process didn't take long: a couple emails later found me making an offer that was accepted (or so we thought).

I was going to see the Bus the next weekend.

Through a series of strange happenings (I'll spare you the boring details) the



Bus was towed away the Monday after this deal was struck. Why? Neither my friend nor I can quite figure that out, but it seemed fate was intervening in our well-laid plans. The person responsible for selling the Bus called a tow company, who came out and took the Bus away, right from under my nose (figuratively speaking). My friend was as astonished and dismayed as I was. I called the tow company and asked them if I could buy the bus. I was told then that the poor VW had

The One That Got Away (continued)

'gone to a trucking yard' to await auction. I asked the guy to see if he could get the Bus back for me and let me know. The last message I got from him was that the Bus was gone for good, off to auction, and there was nothing he could do about it. Boy, that was a dark day.

I couldn't figure out why losing this Bus I hadn't even known was such a huge disappointment. It took me a couple days to figure out that even though I hadn't actually seen the Bus in person (only gotten an idea of it through many photos), I'd become a bit attached to it merely because of the potential it had. While rough on the outside, and more than a bit disheveled on the inside, it would have been a nifty project. The paint was still pretty good, and with a good clean and wax it would have been more than presentable. Powder coats the wheels, put on a new set of tires, reline the brakes, and I would have been good to go. Installing an interior kit with seat covers and door panels wouldn't have been a big deal and could have been done at any time I chose. Meanwhile, I would have had the fun of driving a Bay window Bus around. I had begun to look forward to finding all the small things it needed, and installing them. I was busy thinking ahead to the day when my Bus, red and white now, might be a pristine example of a late-model Type II...and that's when it all became clear. I wasn't disappointed because I'd just lost a great deal on a Bay Window Bus. I was upset about the Bus going to someone who might not have dreams for it, who might just need the new engine it had,

or some parts that would complete another project. It was upsetting to think of all this Bus could have been with me, and now would not be. But that's how it is with the Ones that Get Away: they travel their route, and we travel ours. Sometimes the routes intersect; sometimes they don't. If it were meant to be for this Bus and me, it would have been easier. And, I would have made it happen. - LG





'Formula Vee' Wheel Bolt Caps

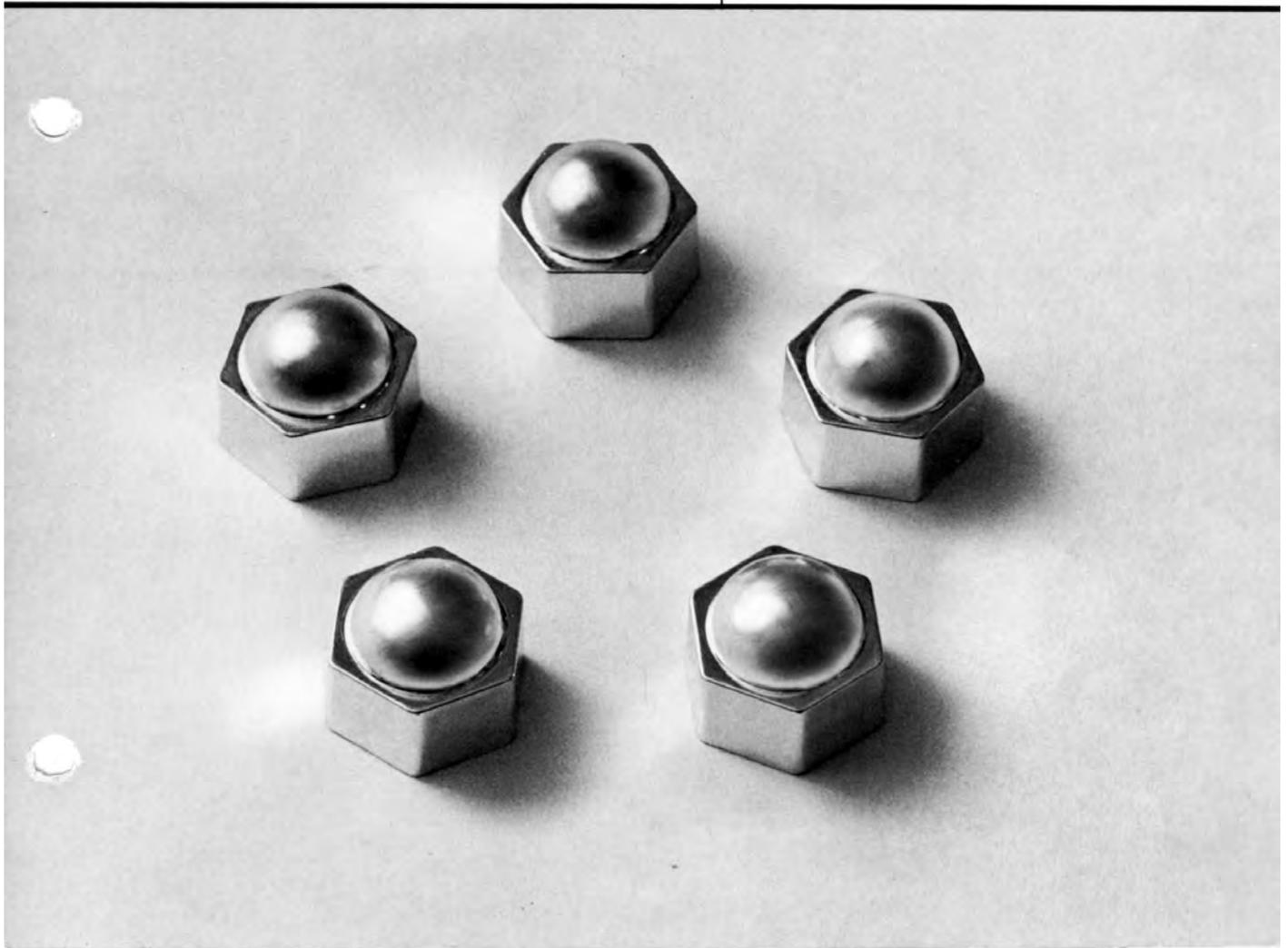
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Part No.	Suitable	Description	Reference
ZVW 155 201	Type 1,2,3	Set of 20	from 8/67

Chromed plastic caps add a touch of sparkle to open-style wheels. They slip easily onto each wheel bolt, hold securely.



6/72





VWoA - Al Ross

From the VP with Eastern VP Kathy Jacobs

Hello Everyone! Hope you all are enjoying our Vintage Voice! You the enthusiast are what make the VVWCA what it is!

As I write this article, we are closing in on 2020. It certainly has been a good 2019 here in the Southeast USA. So many events all around the area, from local cruise-ins to big regional events such as Fast Times at Farmington, Florida Bug Jam, Bugapuluza and No Dough Bus Show.

As many of you know, I run several events myself, but I am not going to focus on my events, I want to focus on everyone in the Southeast. There are so many events across the area, it's hard to focus on specific ones. So just going to highlight a few.



No Dough Bus Show, Port Orange, FL. This is an awesome weekend. Local shop open houses on Friday, then Saturday happenings, from the Beach, the Bay and Spilt Bus shows, huge cruise in at a local Pizza Joint and let's not forget, all the happenings at the campground. All leading up to the main event on Sunday at the Port Orange City Center, which is open to all VWs and FREE of charge. This event features over 500 VWs and new/used vendors. 2020 dates are April 3-5.

Fast Times at Farmington, Mocksville, NC. One of the Southeast's longest running Drag Racing events. This show goes back to the late 80's,



and back in the early 2000's it got a revamp with SEVWA. This event features VW only drag racing, car show and HUGE swap meet. Held twice a year in May and October, 2020 dates are May 17 and Oct 18.

Florida Bug Jam, Dade City, FL. Another long time running event starting in the mid 90's. This event is held at the Pasco County Fairgrounds and is a 3 day event with over 600 show cars, 100 or so new and used parts vendors with live bands, dirt track fun and a poker run. Always the second weekend in Nov.



Bulli Brigade, Daytona Beach, FL. Longest running Spilt bus show on the east coast and this past November, just switched locations from Tampa to Daytona. This time combining it with the Rolex 24HR Vintage race. They had an amazing turnout

From the VP with Eastern VP Kathy Jacobs

with over 130 Spilt buses with some 50 Bay Windows and a mixture of other VWs as well. Special parking for them, camping all weekend inside the Speedway with full access to the pits to see these amazing vintage race cars. Date has yet to be determined for 2020.

Be sure to check the upcoming events section for an event near you. For a complete list of my upcoming indoor and drag racing events, check out www.southeasteuromotorsports.com. Make sure you support your local and regional shows! YOU are what make this hobby keep on going for years to come.

If you have any questions about an event near you or are looking for a shop, be sure to send me an email and I will help you as best I can. - KJ



2020 SCHEDULE



2019, Nov 24: Southeast Eurofest, Euros Rock Carolina All Euro car show, swap and Drag Racing Rockingham Dragway Marston, NC
2020

Jan 4: Southeast Eurofest Jacksonville; Jacksonville, FL - Indoor Euro Show & Swap
Feb 1: Winter Volksfest; Raleigh, NC - Indoor Show & Swap Meet
Mar 15: VWs at The Rock #2; Marston, NC - Drag Racing, Show & Swap *SEVWA*
May 17: Fast Times at Farmington #33; Mocksville, NC Drag Racing, Show & Swap *SEVWA*
June 20: Summer Volksfest #7; Jacksonville, FL - Indoor Show & Swap
Oct 18: Fast Times at Farmington #34; Mocksville, NC Drag Racing, Car Show & Swap *SEVWA*
Nov TBA: Southeast Eurofest #2; Marston, NC Rockingham Dragway
All Euro Car Show, Swap & Drag Racing

OTHER EVENTS THAT ARE PART OF THE SEVWA POINTS SERIES

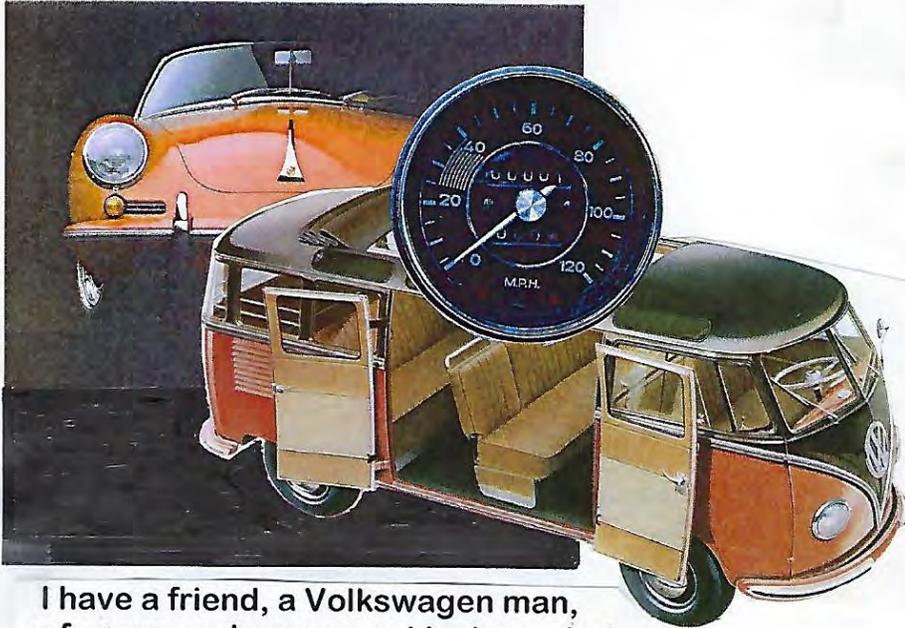
These events are run by other promoters. Please see their websites for all the info

May 24: Bugout 85 Dinwiddle, VA; Virginia Motorsports Park bugouts.com *SEVWA*
July 11: VW Dragnight; Orangeburg, SC; South Carolina Motorplex vwdragnight.com *SEVWA*
Aug 8: VW Nationals; Boonesboro, MD; Mason Dixon Dragway *SEVWA*
Sept 6: Bugout 86 Mooresville, NC Mooresville, NC bugouts.com *SEVWA*

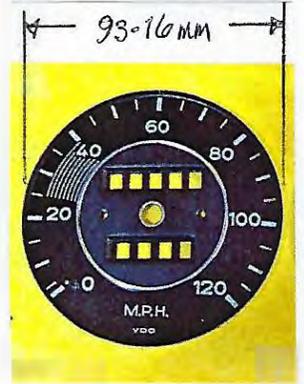
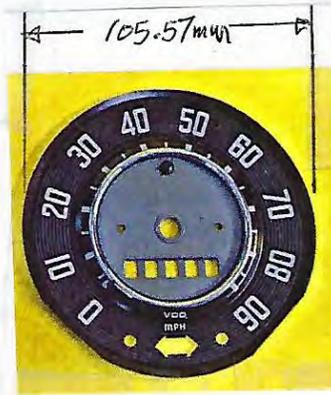


A TALE OF TWO CARS, TWO
SPEEDOMETERS, AND ONE
MANS INSATIABLE LUST FOR
SPEED.....

By Jack Ashcraft

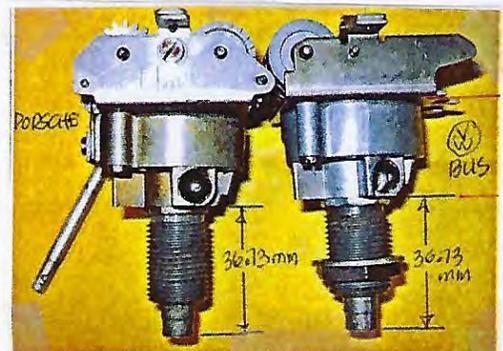
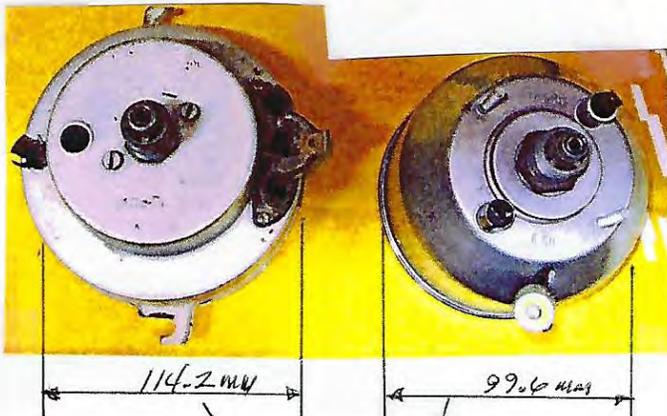
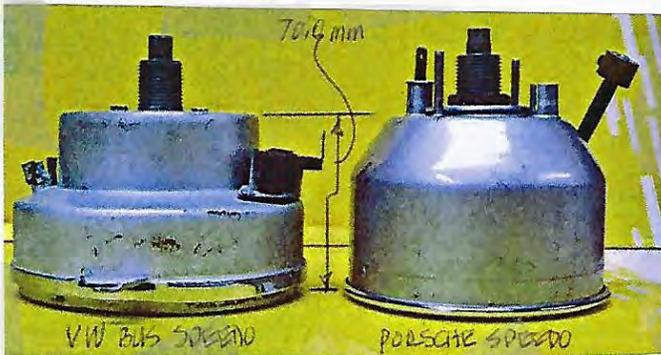


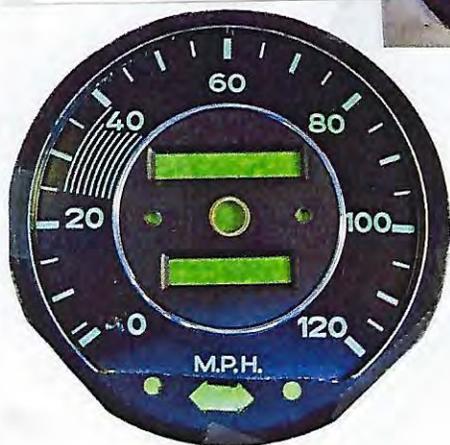
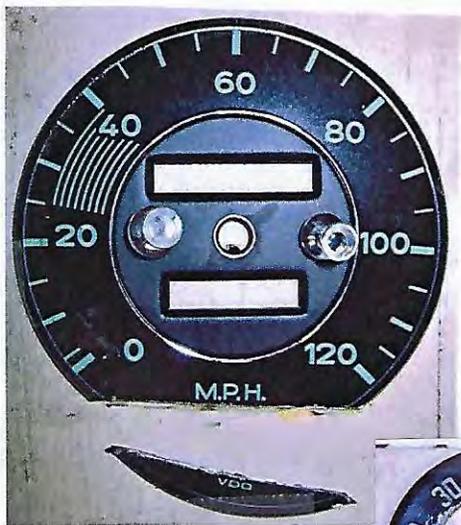
I have a friend, a Volkswagen man, of course, who owns not just one, but a number of Type two VWs. He does rather gorgeous restorations on the old buggers, but he also has one that is a bit---no, a LOT special. That one has a Corvair Corsa engine jammed up its backside.



That said, he told me that he got nervous when the 80mph speedo in the bus was not telling him how fast he was going...ahh...beyond 80.... I'm pretty sure he doesn't have a death wish, but having owned a type one with enough urge to obtain 90mph, I am first to tell you that experiencing velocities much beyond that---in a type one bus---are hard to find in MY bucket list.

So, I received a 120mph Porsche speedo and an 80mph bus speedo, with a plea to make the P-wagon speedo guts fit the larger, "ear" mount bus case. Oh---Kay...





Cleaning everything up, and reconditioning then calibrating the Porsche speedo "guts" finished off the job.



I needed to know the differences between the two units and the photos show most of them, as well as the similarities [VDO, then as now, used as many "regular" bits as possible, between cars].

The main alterations necessary were to the number face [so the bus warning lights at the bottom were visible] and to the case [which had to accommodate the trip register reset shaft].

I cut out the center of the bus number face, and trimmed off the bottom of the Porsche number face, then epoxied the two together. There was no provision in the Porsche number face for the blue hi-beam indicator light so I supplied an external lamp mount assembly for that.



Cutting a slot in the bus speedo case was a little more tricky. The internal mechanism required quite a long slot—even in the side of the Porsche speedo housing—to allow the internal mechanism to even be put into the case. Careful measuring, mouth holding, and swearing helped get that problem solved.

I sent the finished speedometer to my friend, along with an added insurance application for his wife [to buy on him], a dual purpose wreath [green on one side and black on the other], and illustrated instructions about how, at the last moment, to bend over, stick his head between his legs, and kiss his ass goodbye.

What more could a man do for a friend?

Date Coding by Steve Carr

Let's revisit the topic of the first date coding article, which appeared in the pages of this newsletter more than ten years ago. That article was about date coded stock Volkswagen wheels. For the next several issues, non-stock VW wheel date codes will be examined.

The topic this month is a non-stock wheel that was installed on bugs as standard equipment in 1972. By this time, Volkswagen's presence in the United States market had peaked and was slowly shrinking. To help spark sales, VW introduced special editions and models of their vehicles. One of these was the "Baja" bug. The "Baja" bug was a Super Beetle that came with special paint colors, special upholstery, and wide custom wheels.

The custom wheels were silver/chrome colored and had ten short spokes radiating out from a wide center plate. The center had the four lug holes with four raised pads between them. On these four pads were 1) the VW logo, 2) the wheel size and a production number, 3) the maker's name - Lemmerz - and another production number, and 4) the date code. They came with black plastic center caps.

The date code consists of two numbers, one above the other. The top number represents the week in the year and the second number represents the last two digits of the year. In the example pictured, the date code is a "12" on top of a "71." This means the wheel was made during the 12th week of 1971, sometime around the end of March. This is the earliest date I have found on this type of wheel while the latest date is "2" over "72," or the second week of January in 1972. Both of these would be consistent with their use on 1972 vehicles. But since I have only seen a few sets of these wheels, I am not sure if these are the extremes for date coding. I remember seeing these wheels, new, at a VW dealership in the early 1980's and believe they may have been produced for several years after their use on the "Baja" bug.



Upcoming Events

January 18, 2020

Water & Air VW Show

Houston, TX

A new VW show is coming to Houston that celebrates ALL Volkswagens, new and old. Cash Prize for Best Water and Air Cooled VW. \$35 registration to enter your vehicle. Online registration form will be available soon at <http://www.waterandairshow.com>

January 25, 2020

Dubs by the Dam

Friant, CA

The Dubs by the Dam "Central Valley Winter Campout" is in its 9th year and getting bigger every year. Tent or car camping \$32 Motor home or tent trailer, Puck \$42 "this is per car not space". Please call Paul for details "Camping Spaces limited" Don't hesitate 559-286-7588

March 6-8, 2020

Volkswagen's on the River

Yuma, AZ

Come join us for another Volkswagen's on the River Camp-out, Show and Swap! Contact 602-763-9026 for all questions on vendor sales and show shirt sponsorship.

March 22, 2020

Meet in the Middle 2020

Solvang, CA

This is our big Central Coast Event, don't miss out!

No Entry Fee but bring some cash for the raffle to support this event. The location is beautiful Nojoqui Falls Park in Santa Barbara County.

March 28, 2020

The Blooming Good VW/ Porsche Show

Nacogdoches, TX

Registration to enter your car on the date of the show \$15. Gate admission is \$5. There is no pre-registration. No charge for spectators. For more information: Text or call Sammie Smith @ 936-569-3542 or James Perryman @ 936-288-2724. Or e-mail to bugcollecitons@sbcglobal.net.

April 5, 2020

Bugorama Southwest

Chandler, AZ

The Doug's Buggs and Bunny's Bugorama in Phoenix is the Southwest's longest running VW event and the 1st stop on the Bugorama Racing Series 2020 race schedule. You will see some of the World's Fastest VW's on the west coast looking to break records, a large VW only swap meet, a car show with Arizona's finest looking VW's and a new parts vendor row. www.bugoramaracingseries.com

April 19, 2020

Kelley Park Spring Meet

San Jose, CA

The Golden Gate Chapter of the Vintage Volkswagen Club of America will be hosting their 36th Annual Spring Meet at History San Jose at Kelley Park in San Jose on Sunday, April 19 from 8 am to 3 pm. All air-cooled VWs are welcome.

www.ggcvvwca.org

To list your upcoming event, email editor@vwwca.com

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The Historian's Corner (cont. from page 10)

this car would have given the Beetle a run for its money if it would have been available during the early years after the war. Volkswagen would have had a much harder time to establish itself.

In 1945, Ferdinand Porsche had been interrogated first by the British and later by the Americans, who held him for three months. After his release, he went to Stuttgart to see his old offices and Volkswagen development center which was utilized to repair American military vehicles. An attempt by him to enter his place was rebuffed by a GI guarding the gates. The GI told Porsche to get lost. Porsche went back to Austria where a short time later the French would arrest him.

Important 1945 dates

April 7th. Last car, a Kübelwagen built under Nazi management.

April 10th. American troops pass through Volkswagen area.

April 15th. Official occupation of VW plant begins by the US 9th Army.

April 30th. Hitler commits suicide.

May 25th. The KDF-Stadt on the recommendation of the British is renamed "Wolfsburg".

May 25th. The Volkswagen factory, as per Military Government orders, is named "Wolfsburg Motor Works"

June 11th. The British take over Volkswagen from the Americans.

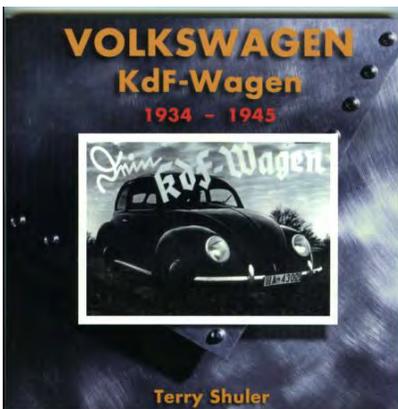
August 22. The building of 20 000 cars and of 1500 trailers is authorized.

August 26th. Ivan Hirst arrives at Volkswagen.

December 4th. Order for cars to be built by VW increased to a total of 45 000.

Total production of all cars in 1945 reached 6,037, with 3,547 before April 7th under the Nazis and 2,490 after, under the Americans and the British. Interesting facts: the second Beetle built after the war ended up in Australia and a Mr. Graham Lees of Sidney, Australia, is claimed to be its proud owner. The 55th. Beetle produced in 1945 is today in 2019 on display at the VW-AutoMuseum in Wolfsburg.

- HS



Volkswagen Kdf-Wagen 1934 - 1945
By Terry Shuler

The story of design and development of the world's most recognizable automobile, including the prototypes and early production models is told with large historic photos and text by Terry Shuler.

Included are photos of prototype production and rigorous testing program before the war and the many wartime models and modifications to Hitler's Strength Through Joy car. Exclusive Porsche family insider photos never previously published are also contained. The book concludes with the British Army's restarting of the makeshift VW assembly line in the bombed out Wolfsburg factory in occupied Germany. A must for any VW enthusiast or automotive history buff. *Almost sold out!*

Softbound, 150 pages, 138 photographs. \$25.00 Shipping included worldwide. Send your check to: Terry Shuler 1120 Lloyd St., Nanty Glo, PA 15943

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WANTED

Spanish Historian Luis Ortego is searching for info on a 1968 Campmobile.

Originally purchased in Holland, it was imported to Long Island in the mid-70's and sold to a dealership; this is where the trail went cold.

Can you help find this Bus?

VIN: 238085700

Motor: B5020991

Key Code: 27L018

Original color: Green

If you have any information on this bus, please contact Luis Ortego at lmortego@gmail.com

Thanks!

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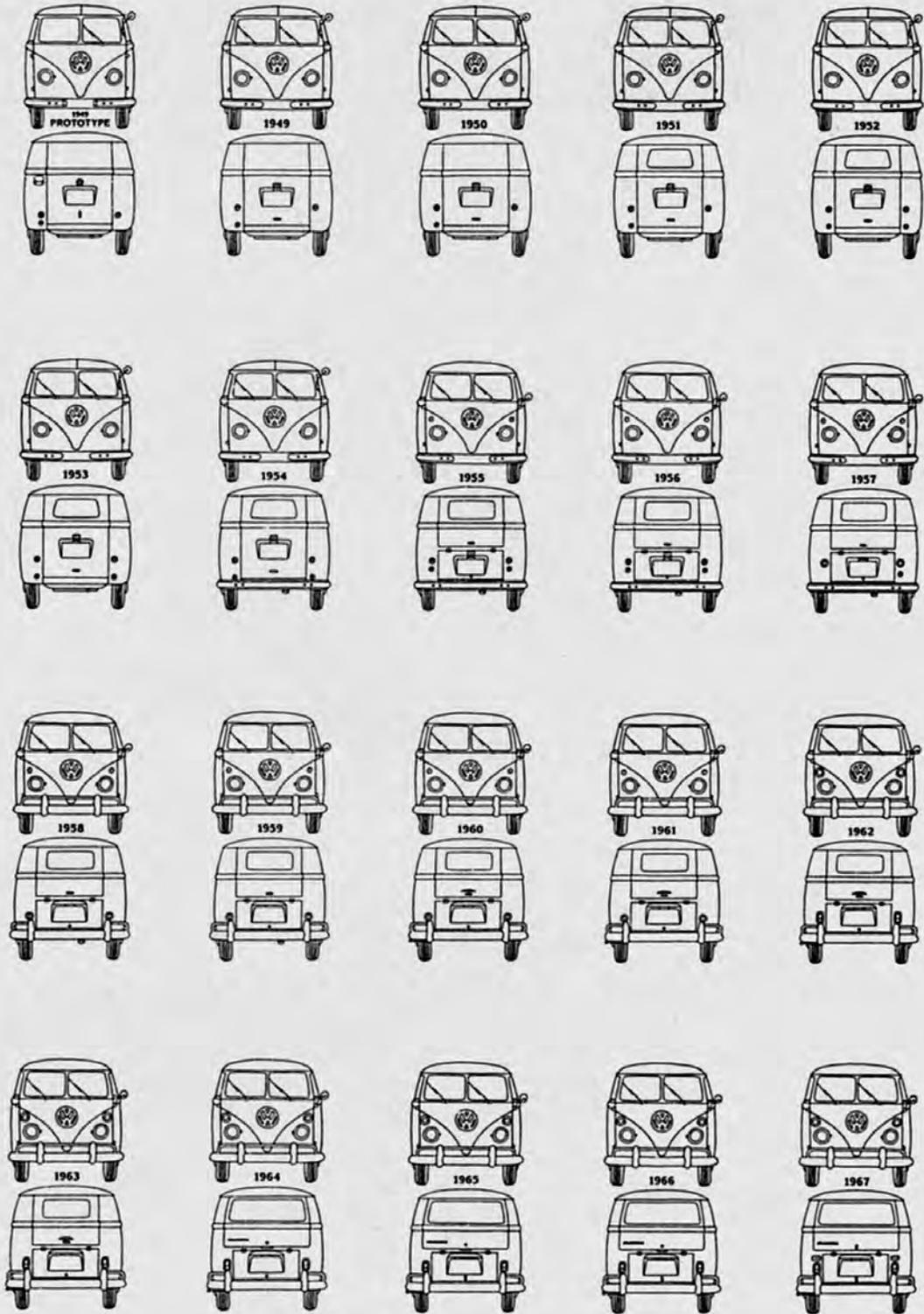
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THE BOX ON WHEELS



VOLKSWAGEN

DRAWINGS BY SCOTT PETERSON JOLIET, ILLINOIS



They saw a rust bucket.
You saw the Milky Way.



All it took was a little know-how, a little spirit – and a few new parts.



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