



VintageVoice

March/April 2020

Volume 45 • Number 2

The Vintage Volkswagen Club of America Newsletter • Established 1976



Welcome

Welcome to the latest edition of Vintage Voice.

In this issue we bring you a vehicle feature! Club member Phil Parry submitted his trike “Big Yella”, and we are pleased to present his build story. We also have show coverage of VolksWeston 2019 from Mike Epstein.

I’d like to thank Brendon Tatman, owner of Daften Classic (www.daftenclassic.com), for contributing a tech article on the ever-popular subject of fuel octane. He tries to clear up some of the common misconceptions we see on the forums, and hear at the shows.

As a little bonus, I take you through the types of photos I look for when I’m photographing an automotive event, whether it’s for a magazine, or just for my website. Check out “Eleven Photos to Take at Every Car Show”.

Let us know what you think of this this issue, we are always open to feedback. Send us an email any time!

Are you ready? I’m ready.

Eric Arnold, Editor
editor@vwwca.com



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VintageVoice

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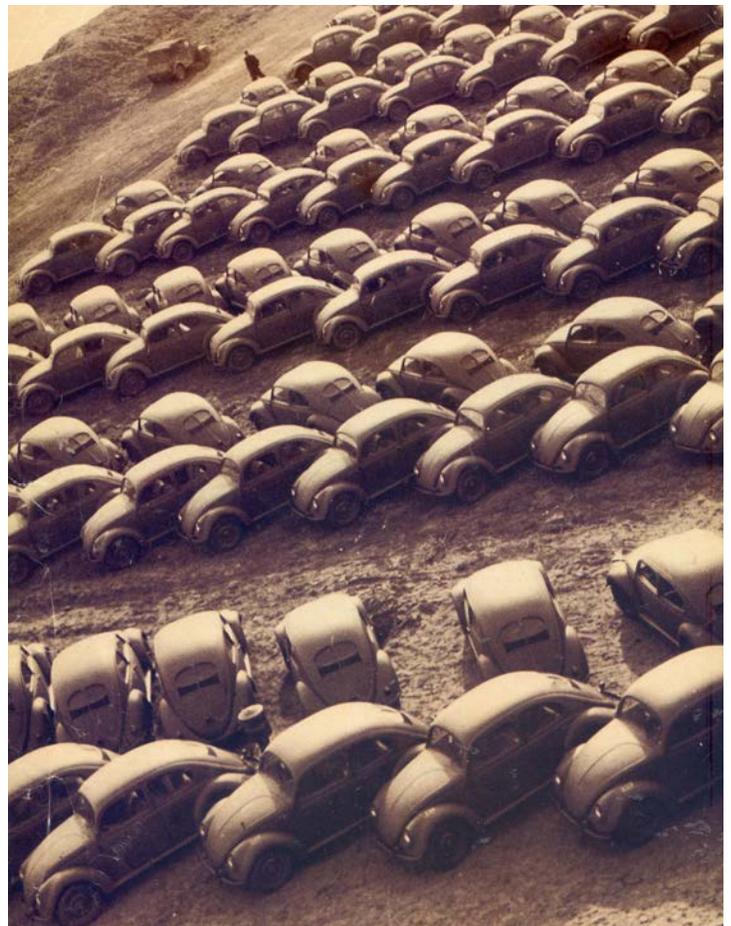
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CONTENTS

WELCOME 2
Read about what's new with Vintage Voice.

THE PODIUM 5
Check in with club President Eric Goodman.

THE HISTORIAN'S CORNER 6
Read how Beetle production ramped up in 1946, including the creation of a few special models.

DIRECTOR'S CHAIR 11
Mike Epstein welcomes more new Chapter Clubs into the National Club, and has a merchandise update from our store!

CLASSIFIEDS 13
Find that part you need, or your next VW!

ELEVEN PHOTOS TO TAKE AT EVERY CAR SHOW 14
Eric Arnold Photography brings us a list of what to look for at events.

THROWING FUEL ON THE GARBAGE FIRE 18
Special guest contributor Brendon Tatman of Daften Classic drops some fuel knowledge

VOLKSWESTON 2019 22
Mike Epstein takes us through the VolksWeston 2019 event.

THE BIG YELLA STORY 28
Club member Phil Parry brings us the build story of his beautiful trike 'Big Yella'.



UPCOMING EVENTS 30
Plan to attend your next VW show or camp out!

COLORING PAGE 34
Just for Fun! Get out your coloring pencils or crayons!



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The Podium with President Eric Goodman

It's already March of 2020! I want to start with welcoming three new Chapter clubs to the organization. First is the Ventura Vintage Volkswagens. Their first event for the year sold out of camping spots already! You can still attend the car show, It's March 21st in Ojai, CA. Congrats, Ventura Vintage VW's.

Second, The Bug Club is our new Chapter in NH. This is a great addition for our East Coast members. They also host a large show in that area and we will share more info soon. Welcome, The Bug Club.

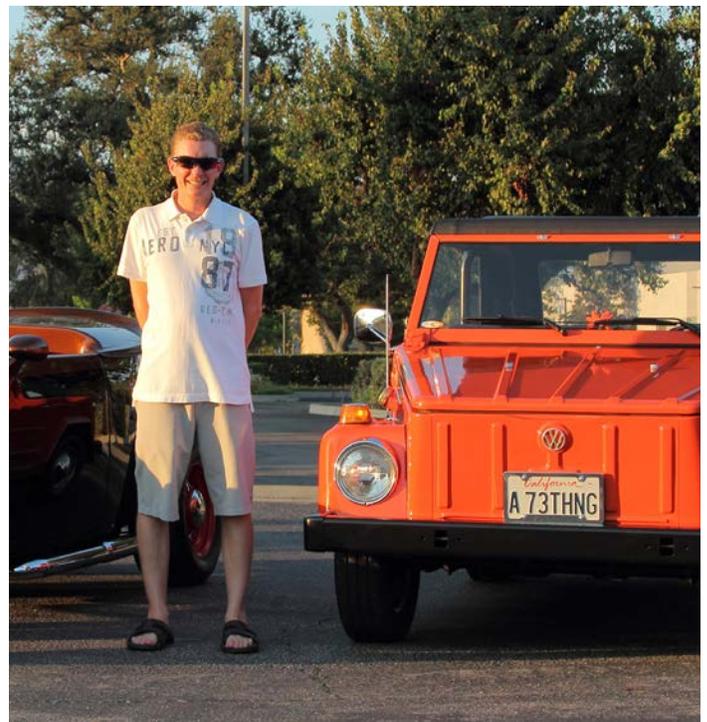
Third is the VW Club of Sheboygan, Inc in Wisconsin. This is a great club that hosts lots of club runs and supports other events in that area. We are excited to expand in new areas and have reps for members traveling across the country. They will all be added to our Chapter list on our website. www.vvwca.com

If you are a member of a VW club that would like to join the VVWCA, please contact us. Lots of great benefits to your members.

Other exciting news is we officially have a date for our new national event scheduled for October 10th, 2020 in Southern California. Our great friends and partners at Hagerty will be the sponsor for this event. More information to come.

Mentioning California, the largest VW event in the country is the Prado show in June. The VVWCA is a sponsor of the event this year. We will have lots of Chapter clubs there, officers, board members and a booth. Make sure and put this event on your calendar. There is an entire week of event planned. It's called So Cal VW week. We will post a schedule and more information.

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



The Historian's Corner by Heinz Schneider

VOLKSWAGEN IN 1946

SERIOUS BEETLE PRODUCTION BEGINS, INCLUDING THE BUILDING OF THE RADCLYFFE ROADSTER AND THE HIRST CONVERTIBLE

At the start of 1946, Volkswagen had an over optimistic order from the Allied Control Commission of Germany (CCG) to build 45,000 Volkswagens, all of them to be Beetles. This was an increase from the original contract for 20,000. The British/German management-team had their work cut out. The conditions in Germany as well as at the factory were still absolutely horrible. As if lack of materials, incompetent management and an untrained and unmotivated workforce were not troubles enough, the weather started to act up too. Summer and fall of 1945 had been nice enough to allow the assembly of cars without much protection against the elements, under blue skies so to speak. The winter of 1945/46 however brought an unusual amount of snow, rain and extreme cold. Large portions of the roof over the production lines were still missing and many of the windows blown out during the war had not yet been replaced. Some of the workers had to stand in water up to their ankles. Only a minimum of repairs had been allowed by the Americans the previous occupier of the factory, since at the time it was the intention to dismantle the factory and eventually give it away anyway.



Only 83 cars were produced in January. Using up parts lying around, 5 of the produced cars were regular type Beetles, 71 Beetles with Kübel Chassis and 7 Beetles with cargo boxes in the back. The Beetle known, as the Porsche Type 60 had become the Type 11, years later it would be known as the Type 1. In February 842 cars were produced including the last Kübelwagen ever.

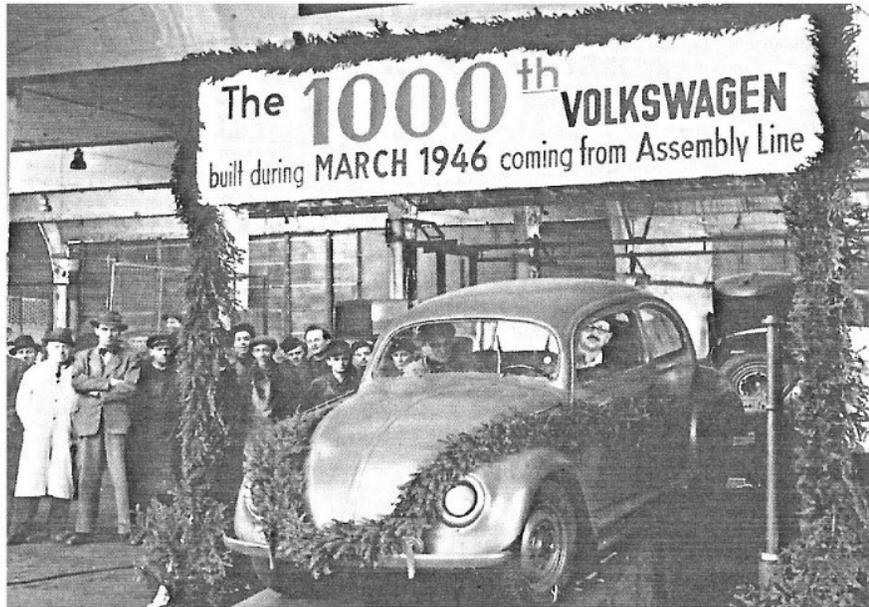
Bad weather or not, the allied military government of Germany, which had placed the order for the 45,000 Beetles wanted their cars. After all, they had arranged the financing and had poured in millions to pay the wages for the over 8,000 employees. Hirst and his boss Colonel Charles Radclyffe were under considerable pressure to produce. Fortunately a production expert, a former member of the RAF, Wing Commander Richard Berryman, had remained in Germany at the end of the war and was looking for something to do. Having had some experience as a production en-

The Historian's Corner (continued)

gineer at a Cadillac plant in Canada before the war, Berryman put pressure on the German work force and in a directive told them 1,000 cars a month or else. They were made aware that the moratorium to exempt the factory from being dismantled could easily be lifted at any time.

As a result of all this pressure and improved weather conditions in in March 1946 over 1,001 Beetles were built, after only 83 in January and 874 in February Two well-known pictures were taken on that occasion. One showed the car at the end of the assembly line with British management, the other one had German workers gathered around it. This was an important date in the history of the Volkswagen. Having produced over 1,000 a month, assured the continuous support for the plant, at this stage anyway.

For the rest of 1946, production never dropped below 1,000 a month except for July, when only 422 were built in December with 135, no reasons given. Production came to 10,020 in 1946. Most cars were painted in a military dark olive green, but there were some gray ones, blues ones and even brown ones depending which ally had ordered the cars. Looking at the production numbers it is hard to figure how they did it. With the emphasis on numbers, the quality of the cars must have been horrendous. All the cars went to the allies except for a few were made available to German entities and only after they had obtained special



permits. The price charged to the Germans was 5,000 Reichmark, as the German currency was called at that time.

The 10,000th after war car was built October 14th. There is a well-known picture of this record car sitting unfinished on the assembly line. The workers had painted it with slogans and suggestions on how to improve their lot. They asked for more and better food, for beer and cigarettes, all very understandable since the money they were paid was worthless. The food given to the workers at noon by the factory was for many their only meal and the only reason to show up for work. I have seen some pictures that show workers near collapse at the side of the production line. Some were actually lying on the floor, exhausted and too weak to continue working. Ivan Hirst remarked that he could really tell the moment the workers ran just out of energy. No wonder it took 8 000 people to produce 1000 cars a month,

The Historian's Corner (continued)



it was hard to get any production out of them.

It was illegal to trade cars for food to be able to improve the workers meals. Reading between the lines, it must have happened anyway. The list of chassis numbers for that period is incomplete some cars disappeared and somehow better food became available from the kitchen of the plant. Other cars disappeared to get needed materials for production. As for food, it was of some help too, that the factory owned two farms with a total of 998.3 acres to raise cows, pigs, and sheep and to plant potatoes and cabbage. They also planted crops in front of the factory building. Even though, half the 8,000 workers did leave and were replaced by another 4,000. This fluctuation went on for many years since most of them were displaced persons from German territories in the east and looking to establish a new existence somewhere in the west.

The 10,000th after war car was built on October 14th was given to Karmann. Hirst gave it to Karmann to convert it into



1946 Karmann Convertible

a four-seat convertible, after attempts to build one at one at the factory did not turn out too well. At the about the same time, a two-seater convertible was built at the factory by a Rudolf Ringel body specialist left over from the Porsche days using as many original Beetle parts as possible. This was the car used by Colonel Radclyffe, known as the Radclyffe convertible roadster. It is not known how many two-seaters or four-seaters were actually built in 1946. According to recent correspondence I had with Volkswagen I was told that most likely Berryman the British production specialist, and assistant to Hirst, drove a two-seater too. Actually, in correspondence I had with the archivist at Karmann, they implied that Berryman approached Karmann to build about ten convertibles a month for the British working at VW.

Hirst had two other special cars built. These were a four wheel drive Beetles on a Kübelwagen chassis with limited slip differentials. One of the two cars was given to French officials in the black forest who had requested it. Hirst kept the other one for winter driving. The two cars had, at

The Historian's Corner (continued)

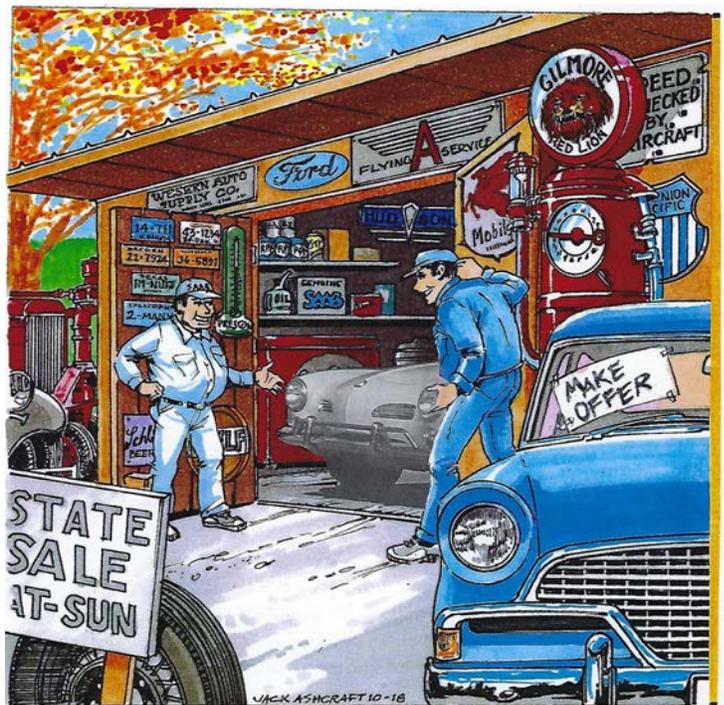
Hirst's request, a roller mounted at the lower front and a limited slip differential even on the front wheels. For a number of reasons, one was that no additional orders came from the French and no more cars of this particular type were built. One of Hirst's four-wheel drive cars is at the Volkswagen museum today in 2019. Unconfirmed rumors have it that the other four wheel drive 1946 Beetle survived and is today at some museum in Austria.

Hirst and other British officers had been very unhappy with Herr Brörmann, the German head of production, who was inherited by the British, when in early spring of 1945 they took over management at Volkswagen. Brörmann was not much liked by the German managers either: there is evidence of internal intrigues against him and the accusation of being a Nazi was enough get rid him. Hirst, who usually fought to keep his team together, did not use any of his influence to keep him.

For some reason, people at the upper level of the Allied Control Commission thought now was time to hire German a

lawyer to head Volkswagen. The general belief was that the impending disposition of the factory would require someone familiar with laws. The new man, a Doktor Hermann Münch, started June 17th. It did not take long for Hirst and others to realize that they should have gotten a car man instead. The only good Münch ever contributed was to hire Frank Novotny as the public relations man at Wolfsburg. Novotny stayed with VW for over 20 years and was a man primarily working in the background, but he did play a very important role at Volkswagen. He can be seen in many pictures with Nordhoff, but is hardly ever identified.

Hirst insisted on better service. The cars produced were of such a poor quality, that a network of service facilities became



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Rudolf Ringel with Radclyffe roadster

The Historian's Corner (continued)

a necessity. Many of the newly appointed service dealers in Germany were the same ones the Nazis had lined up to service Volkswagens before the war. Most of them would eventually become Volkswagen distributors and very rich in the process. At this stage, the dealers did not do any selling but assisted Volkswagen owners, usually the allies or German government offices, with repairs and spare parts. Hirst insisted on printing the first repair manuals in German and in English. A parts exchange program for complete assemblies was started at the same time. It allowed the exchange of engines, generators, starters, front axle assemblies etc. A service that was very popular for many years, especially since prices for these complete assemblies were very reasonable. The emphasis on service started at this time would be one of the main reasons Volkswagen would eventually become such a big success.

Quality Problems continue. Even with all the claims by the Porsches on how well their cars were designed and tested, after all they worked over ten years from 1935 to 1945 on "improving" the cars, many mechanical problems showed up. The drivability of the cars also left a lot to be desired. According to Robin Fry in his book, "The Volkswagen Beetle" there were a number of fatal accidents involving British officers, mostly due to design shortcomings and quality problems. In my opinion, some of these accidents must

have also been due to the exuberant driving style of many of the young and inexperienced soldiers.

One reason the British put so much emphasis on service originated from their experiences servicing their military cars during the war. Most members of the British management team at Volkswagen came from units of the British army, which had taken care of military cars during the war. The Germans in contrast had a lot more problems keeping their cars or tanks running. Hitler did not believe in repairing. He had this strange idea that it would be better to supply the armies with new equipment and not to bother with having

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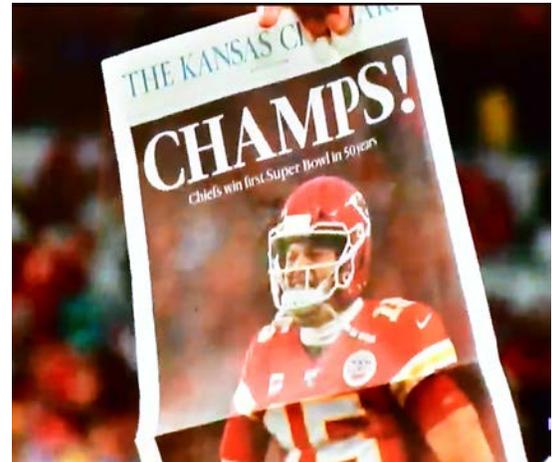
TYPE 87, 1946 VERSION



HIRST'S 46 CONVERTIBLE

Director's Chair with Mike Epstein

As I sit here one week after the big game, I'm proud of our Kansas City Chiefs, been a fan since 1963. I cried like a baby at Super Bowl number one and four, for two different reasons, to say this is sweet is an understatement. At least we make it interesting. A big congratulations to the World Football Champions, the Kansas City Chiefs. Now we can all go back to working on our VWs.



Like a big football game like this, it brings the whole country together to cheer on their favorite team and more than that, it just brings us all together. Think about the Super Bowl, yes, I'm sure there were plenty of Kansas City and San Francisco fans there, but people want to see a Super Bowl no matter who's playing. The VVWCA is bringing people together from all over the world to share their love for the Volkswagen line of vehicles. What a great thing to be involved in.

This issue I want to welcome one new chapter and give you some background on another very recent chapter mentioned in the last issue. Welcome again Ventura Vintage Volkswagens from Oakview, California and The Bug Club out of North Salem, New Hampshire. Here's a little bit about each chapter. If you're in these areas, look these chapters up. Welcome new chapters and thank you!



Ventura Vintage Volkswagens is a community of Volkswagen Enthusiasts who unite to share and enjoy our passion and enthusiasm for Volkswagens and Ventura County. We are a network of VDubbers who gather to organize cruises to and participate in Volkswagen and other auto events. We share dates and times of upcoming events, camp together, talk stories, help each other, share knowledge, turn wrenches, stop to help while you're broken down or wait with you until help arrives. VVV is a NonProfit 501(c)(3)

Organization. All proceeds will be donated back to organizations located within Ventura County. Ideas for cruises, events and charitable donations come from our members. We welcome all like minded enthusiasts to hang with us. Check out our website Volkswagens.org and please follow us on Facebook, Instagram or Twitter @vvolkswagens

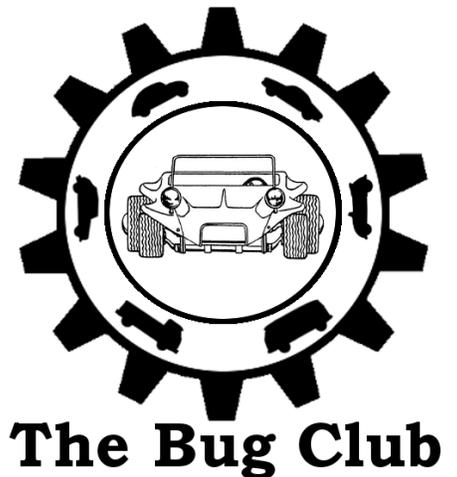
Our 1st VVV Show N Shine is on March 21, 2020 at 7:30 AM - 2:00 PM and is located at Camp Comfort County Park, along the beautiful San Antonio Creek in Ojai, CA. For more information on the show, please see our coming events section on our Facebook page.

Director's Chair with Mike Epstein (continued)

The Bug Club was formed in the fall of 1992 by a half-dozen fiberglass Dune Buggy owners that wanted to build and enjoy these cars with other like minded people. The club quickly grew to include VW enthusiasts of all Air-Cooled models.

Today, as when it first started, our club is focused on the preservation, restoration, modification and enjoyment of all Air-Cooled VWs. We have 40+ members, club activities include, monthly cruises, cook outs, attending car shows as a club, as well as organizing our own annual car show.

Club meetings are held the first Tuesday of each month. If you're interested in joining our group or would just like more information, please check out our website the-bug-club.com or find us on Facebook @thebugclub1, or Instagram: thebugclub1.



Chapter membership dues are due by April 30th each year, your first invoice has gone out and over half the chapters have paid so far. You will get a second notice and a third before April 30, after that, dues go up to \$150 for the year from \$125. If you're not getting your invoices, something may have changed, usually it's the e-mail address of the proper person, please check to be sure you're up to date with us. Please fill out your chapter applications if there are changes so we can make them on our end. Thank you.

One really important announcement, we will have our bumper brackets back in stock very soon, I'll pick them up on Friday this week, but they must pass inspection before I say they're good to go, just check the website because they'll be back before we'll be back to tell you. By the time you get your newsletter, they'll be back in stock we hope. Of course there will be discount for buying both bracket and badge and shipping is always free to the U.S. International buyers, please do NOT pay what PayPal tells you too it's either way too much or not nearly enough, contact me for an invoice of what you want at director@vwwca.com. Thank you.

Just today I noticed flowers coming up in my beds and it's only February 9, so Spring is just around the corner. I've already processed quite a few insurance policies for car shows this year. Make it a safe one and have fun!

- Mike

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



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ELEVEN PHOTOS TO TAKE AT EVERY CAR SHOW

by Eric Arnold Photography

I recently read an article by a photographer about what photos to capture at corporate type events or weddings, and it was very good, but not quite applicable to me as an automotive photographer. Therefore, I decided to create my own version: Eleven Photos to Take at Every Car Show.

This is a basic list of what I look for at car shows when I have my camera in my hands. Whether I'm covering the show for a magazine, or I'm just there as a spectator, these are the types of shots I take, with a brief description of each.

1. "The Wide" – You need an establishing shot to show the scope of the event. Was it a huge car show with hundreds of vehicles, or a small club meet with a dozen? "The Wide" gives context.

2. "The Venue" – Include the venue in some of your shots; it's part of the scene. If it's a business, show their sign in the

background, or their employees checking out the cars. Stop at the main entrance and get a shot with a car and the business' entry sign. You get the idea.



3. "The Cleaner" – What's the first thing car people do when they arrive at the show? They clean their ride. It's always fun to capture people taking care of those last-minute details.

4. "The Candid" – Candid shots throughout the day of people hanging out at the show can be some of the most interesting shots of the day. Capturing what folks do as they spend their day with other car fans is always an interesting study.

Eleven Photos to Take at Every Car Show

5. “The Samples” – Of course, you’re here to see cars – so take photos of cars! Use your own style, your own eyes. Everyone is going to be taking photos, make yours stand out the best way you know how.

6. “The Weird” – At every show, there is something different: an odd build, something you’ve never seen, a strange paint job...you know, something weird. Photograph it. People love that stuff!

7. “The Details” – Finding fun detail shots in cars is always a good time, and everyone sees different things in each vehicle. Making the time to do it is the difficult part.



8. “The Row” – Just about every show has the cars lined up in rows. Back up, put a long lens on your camera and get the shot of “The Row”. Even if you don’t have a ‘long lens’, still get a shot of the rows of cars. Unless the event is small, it’s nearly impossible to take a photo of every car at

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Eleven Photos to Take at Every Car Show

a show, so “The Row” is your best shot at including as many folks as possible.

9. “The Trophies” – Head to the registration table at some point in the morning and look for a stack of trophies. Do this well before they are going to give them away and try to get some photos. You’ll have a much easier time taking photos of awards as ‘still life’ on a table, than when they’re giving them away in a crowd later.

10. “The Host” – When the event host grabs the microphone to make an announcement or award a prize, grab a few photos. They work hard to put on these events and deserve to be recognized. Make sure to take a few shots, because inevitably if you just take one, they will have blinked. Also, always be ready with a flash, plenty of awnings and hats to cause shade in this scenario.



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11. “The Winner” – If there’s a Best of Show winner (or something similar) take a photo of them with their trophy AND their car together. It’s not only a keepsake for the car owner, but also a good shot to have if I’m covering the event for a magazine.

That’s the short, or not-so-short list of what I do at car shows as a photographer. In the end this provides the viewers the best “I was there” feeling I can bring them; which really is the goal of event photography.

- EA



THERE'S NOT AN APP FOR THIS

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Throwing Fuel on the Garbage Fire

by Brendon Tatman, owner Daften Classic

I'm not a chemist.

I'm a VW Parts seller with a bit of Google fu and an appetite for Thunderf00t videos on Youtube. So naturally, take what I'm about to say with a bit of skepticism and please, if you'd like, show me some data that would render what I'm about to say wrong. Because that's really what's missing when we talk about fuel; raw, hard data.

Of course, there's a thousand backyard bug mechanics who are quick to blame Ethanol blended gasoline for any engineering ailment they can't quite figure out. It's been a hot topic for a decade that even I bought into for a while, until confronted with some hard facts and real life experience.

And on Facebook, in almost any VW group, there's a weekly mention about ethanol or fuel grade or additives that are always shrouded in hear-say, rumor, and downright myths. Today, therefore, I'd like to just cover some of the common points and explain my thought process because I don't think, in the scope of things, there's really much to worry about when it comes to your aircooled VW and gasoline in 2019.

***1 - "My fuel flap says 91 octane. So that's all I'll ever put into my baby"**

Well, not quite. It doesn't say 91 Octane,



rather it says minimum octane: 91 RON. RON is the "Research Octane Number" and is a classification for specific behaviors of the fuel when it's burned. The thing is that in Europe, fuels are graded by RON only. In the United States however, the number on the pump corresponds with AKI, which is the "Anti-Knock Index" number. Which, actually, is the average of two numbers, RON and another industry name, MON.

In other words, 91 RON is not a premium grade in the United States, anywhere.

It turns out that 91 RON corresponds with roughly 86.5 AKI, which means that if you have a pump for 87 octane in the USA, you have a sufficient octane number for the engine. Which makes sense when you consider that higher octane fuels are actually for performance engines that run high compression, turbochargers, superchargers, etc. They will ping on lower grade gas, but a properly tuned up Volkswagen Beetle with a 1600 will not.

In fact, even a Beetle with a 1776 running 8.5:1 compression and a cheater

Throwing Fuel on the Garbage Fire (continued)

cam will not ping, either. ;) I'll add 2 caveats - the 1776 I daily drive is probably close to the limit with the compression ratio on the cheap stuff, and it's a little experimental. Running a hot 9:1 or 10:1 build? Yeah, you'll probably need premium fuel.

But if you need premium fuel to keep your 1300 or 1600 stocker from pinging, the engine is not asking you for better gas. It's asking you for help. Pinging in these cases are caused by too much heat and oftentimes, I've found either lean burning or advanced timing to be the cause. ESPECIALLY if you have a dedicated "Low-Grade Fuel" engine, VW made a series of 1600 type 1s dedicated for running on even lower grades of fuel should they be somewhere in the world where even our regular gas is a premium.

***2 - "Ethanol is killing our cars man. That's why I only run premium, because it's Ethanol Free"**

This one is a more tricky to approach, because it's SO ingrained in the community now.

Ethanol blended fuels are just one of the ways that the US Government keeps farmers in business, and supplements a bit of crude oil use. It's here now, and not going away.

In fact, it's been around for decades. Volkswagen was experimenting with higher Ethanol blends back in the 1970s and, as a fuel, it really is not THAT bad. While it doesn't pack the energy that Petroleum does, Ethanol has better octane characteristics and is, many senses, easier to procure.

"But it attracts water"

Not really in any capacity that matters if you DRIVE the car. Let me explain:

Ethanol IS hydroscopic, which means it WILL absorb water, as opposed to Gasoline which is hydrophobic. And this DOES reduce the shelf life of fuel once it's exposed to air, but even in the higher humidity areas, the clock doesn't start ticking for at least a month. And that time frame can, if my experience in Los Angeles means anything be stretched to at LEAST eight months of sitting in a non-airtight container.

It's a pain having to drain out phase separated fuel (when the fuel is properly no good, the chemicals will separate into layers) but there's two solutions to this issue: You can simply avoid storing your car for long periods of time with a full tank of fuel to go bad (or use Sta-Bil, or ethanol free for this period, or both), or what I do, simply drive the car.

Tuning changes are minimal, some people may need to increase their jet-



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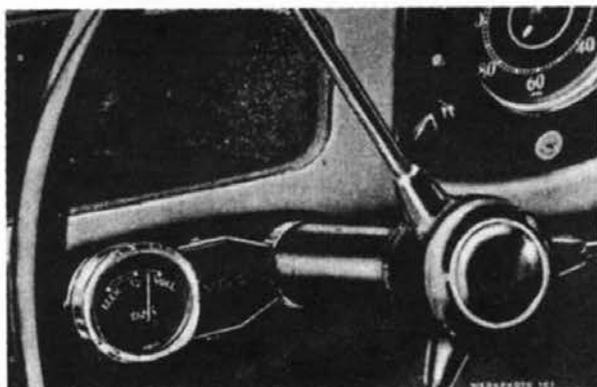


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Throwing Fuel on the Garbage Fire (continued)

ting by a size, but otherwise E10 blended gasoline is perfectly suitable for your bug. Thousands of VWs every day drive around without worry, and perhaps you can too.

***3 - “But what about my fuel line? My fuel line wasn’t made for ethanol!”**

No, it wasn’t. But your fuel line was also made 40 years ago. Are you STILL driving on it? Perhaps you should replace it. At Daften Classic, I DO have the “German Braided” fuel hose available, it’s still being made by Continental and it’s a fine product.

But I don’t recommend it for the



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most part, and defer to your local Autozone for this one. The Continental fuel hose available at most VW parts vendors is NOT rated safe for use with Ethanol blends. Gates hose is common, easy, and ethanol safe. Gates #27001 is the hose I recommend.

And I’ll add this - on the Diamond Devil, I AM using the braided Continental hose as a kind of longevity experiment. It’s not gonna ruin your car out of the box, but I am keeping a close eye on it. The other components of your fuel system are easily covered - Fuel pumps and Carburetors made by Brosol, a Brazilian brand, are ethanol safe. We even offer rebuild kits that are E10 safe. There’s really not much else in the fuel system that you have to worry about!

***4 - “Okay, sure. But what about Lead? Old cars use leaded gasoline”**

Tetraethyllead (TEL, or just “lead” in this topic) was a cheap way back in the day of boosting octane and lubricating the valves of an engine.

We’re talking WAY back in the day. TEL was phased out long ago and VW was ahead of the curve. From at least 1966, all cylinder heads came with hardened Valves/valve seats/guides that didn’t need the lubrication from TEL. And even if

Continued on page 33

VOLKSWESTON 2019 by Mike Epstein

Howdy from the center of the U.S.! Around here, it's Mo-Kan's Volksweston Show that lets us know we're into Spring and Summer's just around the corner. Last year the show was on May 4th, a bit earlier than usual. The only thing you have to worry about at that time is rain, but the temps were great and no rain! I like the earlier show time myself.

As usual, there was camping for those who traveled to our show from out of town both Friday and Saturday nights. There's lodging in town and plenty of activities for the whole family. Weston is an antebellum town and or one that's been around since before the Civil War, at that time it was of the southern persuasion. There are antique stores, curiosity shops, an old fashioned soda shop, art galleries and anything in between, even a tasting store where you can buy your own McCormick Distillery products and liquor since the big Distillery is right up the road. Weston was a huge tobacco farming area back then too and it still has its tobacco auction house and it's still in use. In the fall you can still see tobacco drying in the barns along the back roads.

This year we not only had the valve cover racing, put on by Marty Hoffman and Tony Kent, which kids young and old alike get a lot of pleasure out of, and we also had a toy show with prizes and a VW Beetle with special chalkboard black paint prepared and owned by Rachel Payne, that the kids could draw on with chalk, that was a smash hit, Rachel also organized the toy show, so



thanks Rachel, Seth, Anna, Ginger, Marty, Jason and everyone. The big kid in me even took home a special award for my toy, which means 4th place! LOL. There will be a story on that model in an up and coming issue of

VOLKSWESTON 2019 by Mike Epstein



the Vintage Voice.

This year our numbers were down a little bit, but there were some factors like flooding of the Missouri River which kept a lot of people from coming down from Nebraska and Iowa, plus other car shows in neighboring states and cities, but we still took in 159 show cars, nothing to sneeze at. I would like to make one comment. The town of Weston restored the one and only gas station that used to be downtown and it's a great photo op spot, I wish we would NOT set up our tables in front of it and use it all day for photos, think about it.

The quality and the plethora of styles that come to this show amaze me. Most people don't think of our area as being a big off-road area, but it's huge out here and it shows in the amount of off road rails and buggies we get at this show. One of them this year really bowled me over, I'm sure you'll know which one when you see the photos. We've had Bradley GTs, Airplanes, Snow Cats, Kubels and Schwimmers, you name it.

As always, the MoKan Club couldn't do the things they do without the cooperation of all of its members and the City of Weston, Missouri, thank you all. We would also like to thank our sponsors which are many starting with the Vintage Volkswagen Club of America who provides the insurance for the show. We want to give a big thank you to: Specialty Buggy Supply, Bud Brown Volkswagen, (where



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VOLKSWESTON 2019 (continued) by Mike Epstein

I just purchased a GTi), House of Lube, Wolfsburg West, Midwest Lawn & Fence, Brown's Automotive, Over the Hill Gang VW Club, Sioux City, Iowa, Deano's (Smoothies Rings for 4 lug wheels), Paul & Jack's Tavern, Custom European Plates, Roger Trophies, & Blair Detail Co. Thank you once again.

Seth and Anna Goeke organized a very successful Charity Raffle. This year, as last year, the MoKan VW Club gave \$2,000 of the Charity Raffle benefits to the Farmer's House, a non-profit organization based in Weston, MO. The Farmer's House, (<https://thefarmershouse.org>), is a combined dream of two families who met at a preschool for children with developmental disabilities. One of their biggest concerns was for their future. Every parent hopes that the future includes a safe environment for their child's individual needs and a fulfilling and valued lifestyle. In 2006 out of these hopes and dreams The Farmer's House, Inc., a not for profit 501(c)(3), was born. The idea of a working farm where children, youth and young adults could live, work, play and grow took shape and the process of learning as much as possible about existing farm or ranch communities for individuals with developmental disabilities was undertaken. Since 2011, the MoKan VW Club has donated \$16,000 to the Farmer's House. For the first time, we also donated \$100 to the Weston Historical Museum.

Congratulations to all of those who competed in the car show and won or placed and to the others who just had a darn good time.



And with that, thank you all for coming to the show this year and don't forget, if you find yourself near the Kansas City area in May, make this a stop, you won't be disappointed, the entire area offers so much. See you next year.



Presenting the check to the Farmer's House. From left: The Mayor of Weston, Steven George, Chad Cunningham, past president of the MoKanVW Club, and on the right is Jason George, past president of the MoKan VW Club, presenting the check to the gentleman next to him from the Farmer's House



Volkswagen, the truck that picks up more for less

The VW Pick-up makes friends because it makes sense. Although it's almost three feet shorter than standard half-ton pick-ups, it carries over 75% more (1,764 lbs.) and costs about half as much to operate.

You get 45 square feet of load space, plus 23 cubic feet more in a closed, lockable compartment—a fine place to store tools and other valuables.

Hinged sides and clear platform let you convert to a flat-bed truck. By adding stakes and a

fitted tarpaulin (optional at extra cost), you convert it to an all-weather van. The VW Pick-up is really three trucks in one.

Count on about twice the gas mileage of standard half-ton pick-ups, with no oil between changes and no anti-freeze at all. (Its engine is air-cooled.) With half the usual unladen weight, there's half the usual tire wear. You also save on service, depreciation. We have actual cost reports furnished by VW owners. Come in and see them—and take a ride.



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*



The Big Yella Story by Phil Parry

I found out the hard way, buying a car for our daughter can be an expensive exercise. But it can also be rewarding and lead to places never imagined. For example building this scene-stealing, VW trike I call Big Yella.

The story goes something like this. My daughter was keen on VW Beetles and when I spotted one for sale down south in Victoria, Australia, a '65 model, I bought it and drove it back home to the Gold Coast in Queensland. A journey of about 1700 kilometers. In hindsight not the smartest thing to do, but we're all smart with hindsight.

It had a 1200cc SP engine pushing it along and by the time I chugged in through the front gates at home, it was a bit tired. (Sheez!...did I just say a 'bit' tired?) Lacking any reasonable power, I had already decided en route that it had to be replaced with something a little more realistic. Something like a 1600cc DP to give the Beetle a bit more go.

After acquiring a second hand, but reasonable motor and doing the big swap, I was now left with the 1200 engine sitting on my garage floor hemorrhaging oil badly and so pondered what it might be good for. I often hear people rave about the Subaru boxer engines, but the Germans were building great flat four engines back in the 1930's thanks to the design genius of Ferdinand Porsche. It suddenly came to me that I would build a VW trike. Considering at the time I had never even seen one still makes me wonder from where or what inspired that idea.

I had never undertaken a major project like this before so it came as a bit of a surprise to my wife. She approved on one condition nevertheless. "You get a trike and



I get a new kitchen" she said. "Wow! That went better than expected" I thought to myself. So now to answer the old, old saying, 'What comes first, the kitchen or the trike?' Yep...the kitchen. Which was a good thing because it gave me some time to research and plan this project and scrounge any parts I could lay my hands on.

I had planned to build the trike out of secondhand parts and figured it would cost about \$3000 or \$4000. Although a technical illustrator by profession, I have always had a mechanical aptitude which began to develop at an early age. This interest in 'all things mechanical' started to shine around the age of 4 or 5 when I dismantled my grandmother's magnificent mantelpiece clock to repair it, (well it wasn't making a tic! toc! sound like other clocks did) and it never again ticked or

tocked from that day forth.

When I looked closely at the 1200cc engine, I decided that it was too small, so sold it to a farmer out near Thargomindah in outback Queensland for his 1957 Bug restoration and bought a 'donor' Beetle with the money raised, a 1976, ready for the bone yard version, but this



The Big Yella Story (continued)



one came with a 1600 engine. It was then off to the internet to get some design ideas, contact a decent certifying engineer, illustrate my dream trike and start production.

It was 20 months later before my trike became a reality. A yellow monster, finished to perfection (well as good as I could do in a small garage under the family house, with its new gleaming kitchen upstairs). After designing and building the frame, the second-hand engine was due for a full rebuild with some added extras and tweaks along the way. There were finer details and modifications that needed to be sorted as the build progressed. Things like calibrating the speedo cable through differing systems e.g. Yamaha speedo drive, running a Harley style dial. So, basically nothing went to plan. As previously stated my intent was to utilize mostly second-hand parts with an estimated budget of \$3000 to \$4000. The wheels alone cost \$1000. Fortunately I have a loving and understanding wife who could see this machine coming to fruition and agreed that second-hand parts were not going to cut the mustard and new parts should be used wherever possible. And I certainly wasn't to question or argue against her finer judgment now was I. So the final figure came out more like \$8000 or \$9000. Still pretty good compared to buying one off the showroom floor. I also had the presence of mind

to capture various build stages of which I used to produce a CD, "A Serious Guide to Building a VW Trike" available from my website www.bigyella.com, to offset some of the expense.

A few people who have seen the trike up close and personal have asked if I would build one for them but alas, the answer is a simple no. This project was just a bit of fun – a bit of a personal journey to say the least, and if I were to say not one cuss word was muttered in that 20 months of construction, that would be the lie of the century, however when I gaze upon, sit upon and ride upon Big Yella, it was worth every moment.

And yes, it's surprising what can happen when you buy a VW Beetle for your daughter.

Technical Aspects

Engine: 1600cc Dual port inlet

Enhancements: Lightened and balanced flywheel.

Mild cam. Balanced and lightened pistons. Polished and ported heads.

Carburetion: Twin Empi HPMX carburetors

Fuel: Unleaded

Exhaust: Twin extractors

Front End: Custom built Leading link 45 degree rake with 100mm trail

Brakes: Ford twin caliper discs.

Tyres: BFGoodridge 295/50R15s



Upcoming Events

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 4, 2020

Springfest 2020

Corona, California

Wolfsburg West 2850 Palisades Dr., Corona, CA 92880. Space is limited, so come early. Gates Open at 8:00 A.M. for Car Show participants. Open to ALL Volkswagens. Information please visit, www.ivvw.org

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.bugoramaraacingseries.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

April 25, 2020

VolksFest 2020

Manheim, PA

All VW only car show. Proceeds benefit charities Personal Energy Transportation (PET), Elizabethtown Community Housing & Outreach Services (ECHOS) and a scholarship to Penn Tech Automotive Restoration program.

May 2-3, 2020

Dubs in the Shrubs Campout, Car Show & Swap Meet

Yardville, NJ

Two day air-cooled vehicle event (and Vanagons). Camping and Car Show with DJ and activities. Contact Information: Old School Euro's Car Club and Dubs in the Shrubs 2020 on Facebook. Email: Oldschooleurosccl@yahoo.com

May 17, 2020

Michigan Vintage Volkswagen Festival

Gates Open 9:00 am to 3:00 pm. Non-Judged Car Show Celebrating ALL VARIATIONS of VOLKSWAGEN'S – Originals, restorations, customs, race cars, drag cars, kit cars, dune buggies, trikes, ratrods, daily beaters. Any questions please email festival@mvmc.net <https://www.mvmc.net/>

July 11, 2020

16th Annual Euro-American Auto Show

Yardville, NJ

Open to all other foreign and American autos and cycles. It is held on the grass with shade trees and picnic tables available. Day of show entry fee \$20 Auto and \$10 Cycle (fee includes raffle tickets). Contact information: Trenton Donauschwaben, 609-585-1932, www.trentondonauschwaben.com

September 4-7, 2020

Buses Nowhere Near The Arch 2020

Hannibal, MO

VW campout, Bus Show with awards, door prizes. Only VWs are allowed in campground. \$30 per VW for the entire weekend! Much more info at: www.bnnta.com

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

Upcoming Events



1ST ANNUAL VWV SHOW N SHINE

**BRING YOUR CLASSIC VOLKSWAGEN
For a Picnic in the Park!**

Camp Comfort County Park – 11969 Creek Rd, Ojai, CA

Saturday, March 21, 2020 7:30 AM – 2:00 PM

\$5.00 Park Day Use Fee – 107 Parking spaces, so be early!

Please bring any **EXTRA** newspaper, blankets, towels, new dry dog and cat food to help the Humane Society of Ojai!

50/50 Cash Raffle to benefit the Humane Society of Ojai

Large playground area for the Kids! Leashed pets welcome! Prize Raffle!

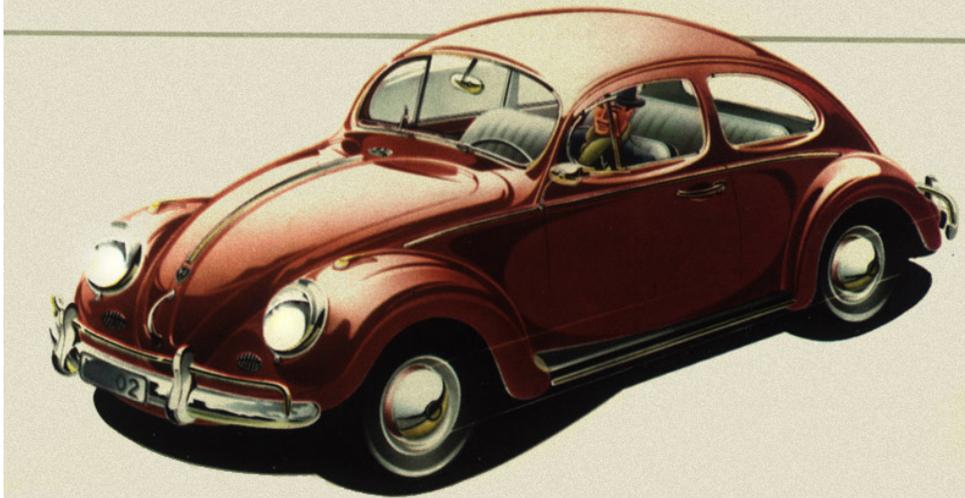
We have use of the onsite grill pits and picnic tables. Please bring food, beverages, grills, chairs, blankets, ANY supplies you'll need for a picnic in the park. **No Onsite Food Sales!** Ojai offers several restaurant options. Sorry, no swap.

****6:00 AM Sunday Morning, we will LEAVE Camp Comfort and TREFFEN up HWY 150 to HWY 101 in Carpinteria and proceed to Nojoqui Falls for the Meet In The Middle Picnic with the Central Coast Chapter of the VVWCA! We're looking forward to an amazing kickoff to the 2020 VW Show season!*

Ventura Vintage Volkswagens is a 501(5)(c) nonprofit organization.

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

to fix them in the field. Besides he believed it would be short war anyway. Another problem for providing proper service by the Germans was because the constant changes it was impossible to decide which parts would be needed. Many a German soldier had to leave his broken down vehicles behind for lack of even the simplest replacement part.

After a request to Radclyffe, by Berryman and Hirst, an Englishman was hired in early 1946 to get a handle on quality. His name was Charles Bryce; he would later make the statement that he was surprised cars coming off the line would actually run. He also claims that the American buyers of Beetles at the PX's were the ones who were the most critical about the poor quality. One interesting story related by Bryce, is that one of the Volkswagen employees could tell a defective suspension part by hitting it with a hammer. He could tell by the sound when it was hit it, whether it had a crack. Bryce also claimed that in some cases rain would wash the paint off the cars!

The Competition. Volkswagen in 1946 produced 99.7% of all cars in Germany. While Volkswagen was busy building cars in 1946, all other German manufacturers were cleaning up rubble and making provisional repairs to their facilities to get ready for limited production. Only Ford produced trucks and increased production from 2,442 the previous year, to 4,650 in 1946. Opel finally built a few trucks too. Opel's old truck plant, the one Nordhoff managed

during the war, was located in the east and most those production tools been destroyed during the war or carted off by the Soviets. The new Opel trucks now being built in the west were of the 1.5-ton variety, using a 2.5-liter engine. Borgward built a few 3-ton trucks. Daimler-Benz started up again too, building a few 1.7 liter cars, the V170 model. All of the first D-B cars were small delivery type cars and some were modified to be used as ambulances for the Red Cross.

The winter of 1945/46 had been a cold and tough one, but it was nothing compared to what was to come in 1946/47. A bitter cold arctic winter would hit Europe.

Important 1946 dates:

March First time over 1,000 Beetles were built in one month.

June 17 Hermann Münch started as German head of Volkswagen.

October 14 the 10 000th car produced by Volkswagen after the war.

Changes in 1946: Tire size change from 4.50X16 to 500X16. Brake cables were now lubricated.

Some sound absorbing material used in the engine compartment for the first time.

More numbers: Production reached 10,020 cars all different versions of Beetles except for one Kübelwagen. Total employment reached 8,261.

- HS

Throwing Fuel on the Garbage Fire (cont fm pg 21)

your 36hp precedes that, it's easy for any competent VW machinist to include hardened valve components in any head rebuild that will work great with unleaded fuels. That's it. No magic to it.

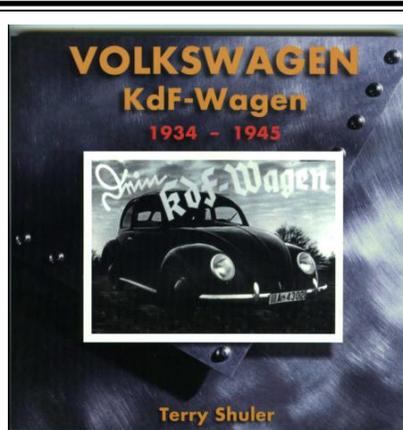
***5 - "Whatever. You're just a parts guy and not an engineer. This could all be bunk"**

Yeah, you're right. I wasn't there when VW was designing these engines, and I doubt anyone who might be still alive speaks fluent English. But that doesn't mean that Billy Bob telling you to buy his 110 octane, ethanol free, super

additive Aviaton Gas is more credible, does he? (Yes, I've met VW drivers who were told they need to go to an airport to top off their tank)

I'm open to discussion here, but the one constant in any pursuit is that personal experience isn't enough to debunk reason. So it's not good enough for me to tell you that I've been daily-ing my bug on the cheap pump without problem. The facts are laid out here. So, let's talk about it!

Brendon Tatman is the owner of Daften Classic, LLC and a 11 year VW Driver as of 2020. You can reach him at brendon@daftenclassic.com.



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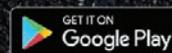
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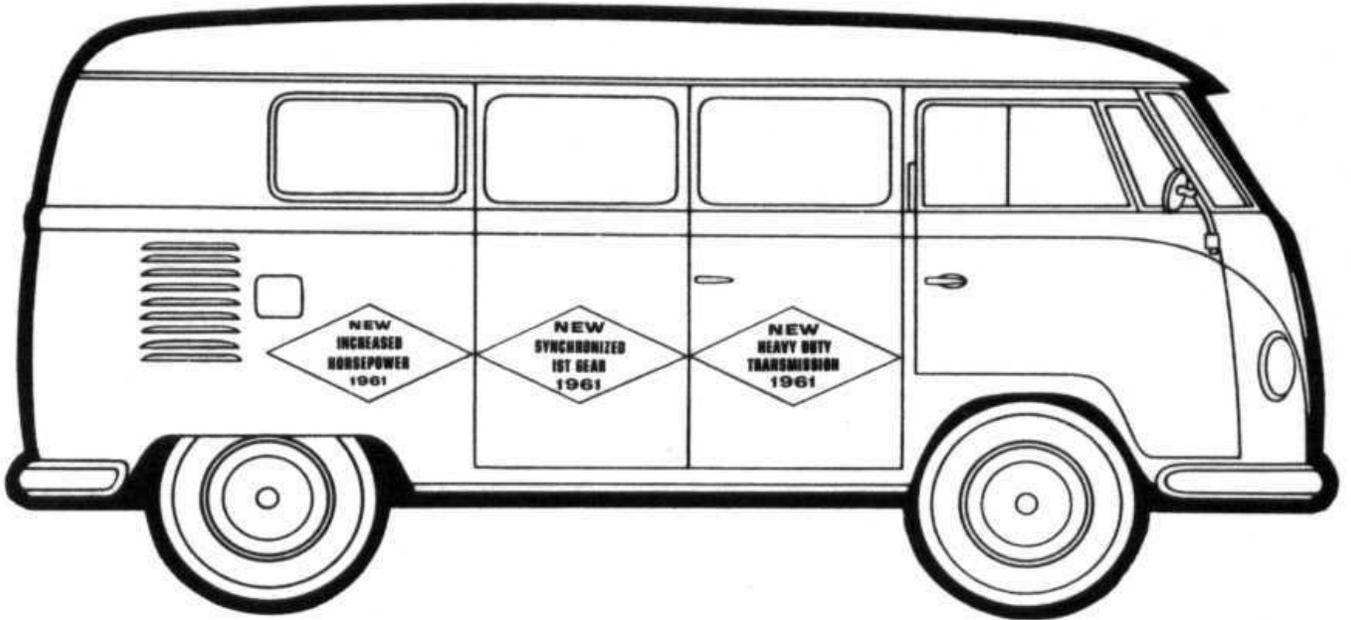
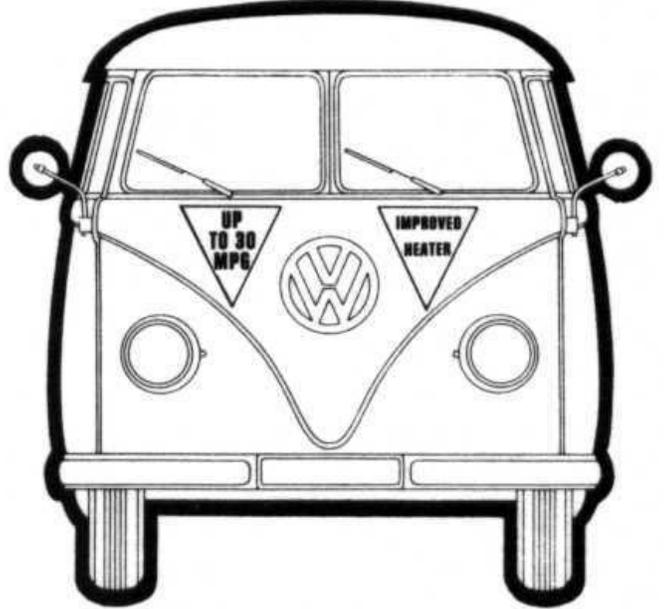
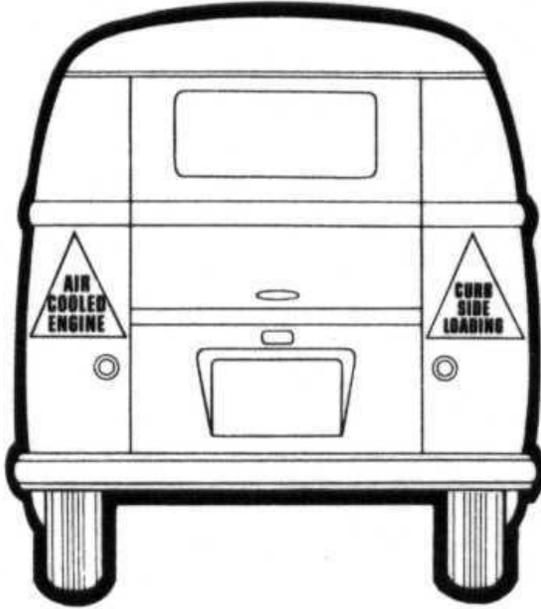
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