

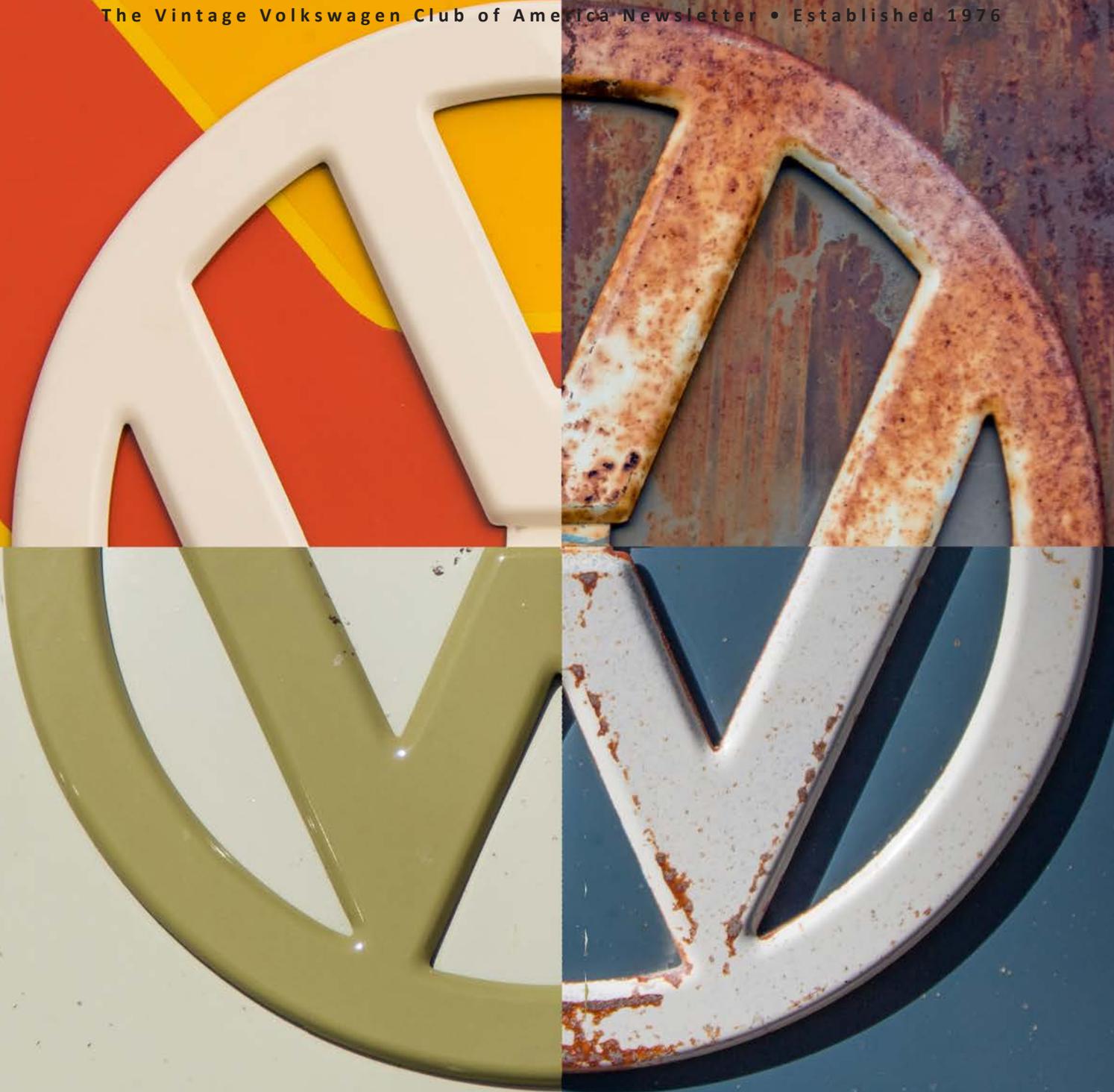


# VintageVoice

July/August 2020

Volume 45 • Number 4

The Vintage Volkswagen Club of America Newsletter • Established 1976



# Welcome

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**W**elcome to the latest edition of Vintage Voice.

It has been an interesting few months in the vintage VW world. All of our big events are canceled or postponed, small local meets are suffering the same fate, I've even seen some club meetings happening on Zoom or Facebook Meetings. Thankfully we have all sorts of ways to stay in touch; Club President Eric Goodman's article "The Podium" is a good reminder of some of these avenues. Of course, Vintage Voice is another!

Jake Raby begins a news series in this issue on keeping your engine cool. I know I'm going to be paying close attention to this one, and you should too! The first chapter deals with cylinder head temperatures, how to read them, what they mean, and what happens when they get too high!

We also have a story from chapter club Ventura Vintage Volkswagens about their first show, *which didn't happen*, yet still was a success. Regular contributors Lois Grace and Fish Head Louie each bring us stories from very different ends of the VW ownership spectrum, and much more.

Are you ready? I'm ready.

Eric Arnold, Editor  
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Vol 45 No 4  
July/August 2020  
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The VVWCA is a registered non-profit organization. All positions are volunteer.

The Vintage Voice is published bi-monthly: Jan/Feb, Mar/Apr, May/Jun, July/Aug, Sept/Oct, Nov/Dec.

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Greetings Phil,  
Wow, these VW engines are really cool!  
Keep it up.

Dave Kindig  
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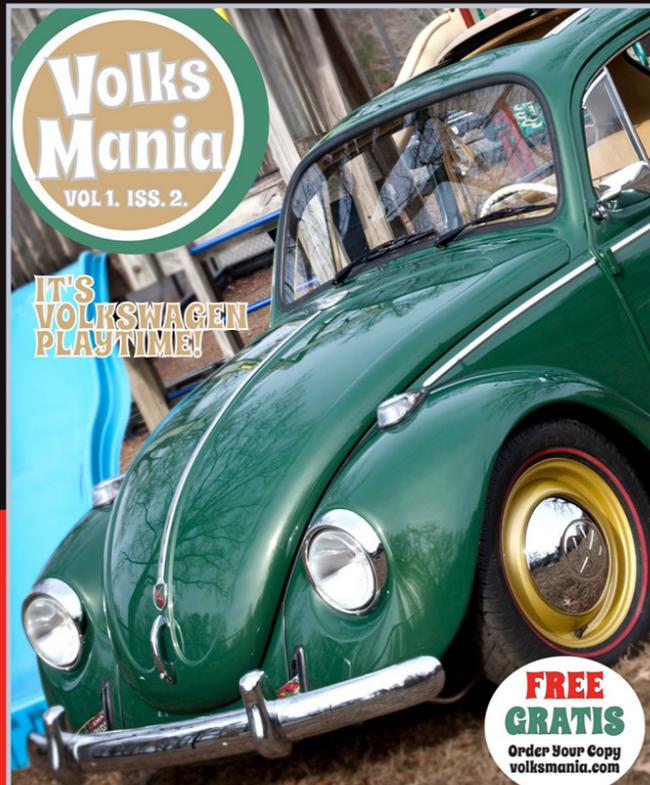
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# The Podium with President Eric Goodman

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Half the year is over already, and it has been one for the record books! As you know most all our chapter events across the country have been cancelled due to COVID. Also, all the other large VW shows were cancelled. We continued to support the ones we had sponsored and hope everyone of the events will be back in 2021, bigger and better than ever!

I was able to participate in some social distanced cruises recently that a few of our chapter clubs did including The VW Thing Registry cruise in Orange County. It was great to get out and see everyone. The VW Thing group with our chapters in Ventura and the Bay Area participated on the same day. They had about 40 VW Things on the cruises. Please keep those VW's rolling until we can get back to large gatherings again.

If you have any shows/events/cruises with your chapter clubs happening this year, please send us the information so we can post an update on our social media pages. Also, do not forget to send us your flyers, so we can include in an issue of the Vintage Voice.

I will give you a quick mid-year update about the organization. We have not been advertising our Pro-memberships much in the past few months, since we know a lot of our VW community has been struggling because of the virus. Memberships are still available and only \$25 a year. Now maybe a good time to join the club as a Pro-member and get all the added benefits. We continue to add new sponsors/partners that offer products and services to our members. We will have another big announcement coming soon...

As I write this article, we have over 47,000 members in our group. Our Social Media pages continue to be regularly active. Our Facebook page had over 126,000 comments in the last thirty days. Our Social Media pages get over 200,000 views a month. We get hundreds of requests a day to join our group. Our Admins do an amazing job monitoring the page and helping our members. Thank you all.

Make sure and check out our sponsors in this issue and lets all keep supporting each other.

Stay safe and well.

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



# The Historian's Corner

by Heinz Schneider

VOLKSWAGEN IN 1948

*NORDHOFF TAKES OVER AND HENRY FORD SHOWS INTEREST*

**O**n his first day at VW on January 5th Nordhoff spoke to the employees over a speaker system placed at different areas of the factory. He addressed them as his “fellow workers” something no German boss ever had done before. He told his listeners that he was now in charge and explained that with his past experience as head of the largest European truck manufacturing plant he knew exactly what Volkswagen needed. He explained there was just no way could the company survive as it was operating now and it all had to change. Most of all production efficiency would have to improve drastically.

It was Hirst's boss Charles Radclyffe who had put Nordhoff in complete charge without really making an official announcement. Therefore not many at VW knew about Nordhoff's exact future role. Especially two were confused, Hirst and another man, the lawyer Münch who had been installed the year before by the British as a custodian at VW. After Nordhoff's first day speech Hirst called to congratulate him for his fine speech as he put it and suggested for Nordhoff to come to his office to discuss any pending issues. Nordhoff's answer was for Hirst to come to his office for the discussions, with that establishing his future relationship with Hirst by mostly just ignoring him and dealing



HEINRICH NORDHOFF

only directly with Radclyffe, Hirst's boss, whom he would go to see at least once a week. The other man, the lawyer Münch who thought he was in charge of VW was told by Nordhoff that he was mistaken and that it was he who was the man now in complete charge. Münch left after three months.

Only two weeks after he started at VW Nordhoff held a press conference, probably at the behest of his very capable public relations manager who played a major role in upholding Nordhoff's and the Volkswagen image in the future. The official reason given for the conference was the completion of the 20,000th

# The Historian's Corner (continued)

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postwar build Beetle and the 100,000 air cooled engine. As an aside this was strange because the completion of the 100,000 engine had been celebrated the year before on Jan 5th.

Nordhoff in this particular meeting expressed his wish that the members of the media would become his friends. Obviously to get them on his side and to control what was published about him and VW, he told them that if they had any need for information they could come to him directly. The early Volkswagens cars at that time were not known for their quality and did not have a good image either being often called Hitler's car. A lot of public relations work was needed. While in general his speech at the conference was positive, he did complain profusely about the constant and unnecessary interference by government bureaucrats with their frequent requests for information to give permissions which created too much paperwork as he saw it.

There was however another matter to be resolved to give Nordhoff full control. Porsche, under the Nazis had been given considerable powers and authority to run Volkswagen in conjunction with other Nazi functionaries. In his absence being involved with investigating the need for an armored Tank (Panzer) for Hitler a lot of those management responsibilities were laid by Porsche in his absence into the hands of his son-in-law Anton Piëch. Now after the war the Nazis were out of

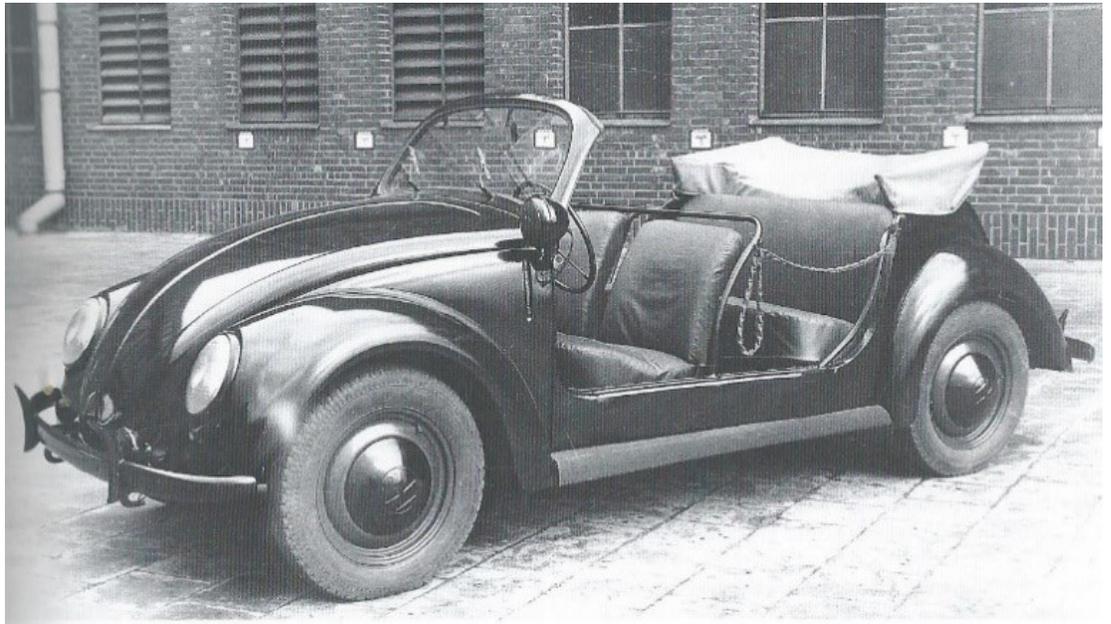
the picture but Porsche and Piëch remained. It was not clear what legal rights the Porsches could claim but it became necessary for Nordhoff to find out. Nordhoff with his lawyers went to talk to Porsche's son and daughter on September 17th, in Bad-Reichenhall, a small German resort town at the Austrian-German border where they signed a contract giving Porsche a lot of money and Nordhoff a free hand. As soon as he allies they found they voided that contract because Nordhoff forgot to get their permission. However the Porsches got the message, their role at Volkswagen would be over. While the first contract had been voided by the Allies in 1948, in 1949 after Volkswagen was returned to the Germans with Nordhoff in complete control now a similar contract was signed, giving the Porsches even more money. Now Nordhoff was able to run Volkswagen as he saw fit and the German media started to call him 'The King of Wolfsburg' At that same meeting between the Volkswagen people and the Porsches, Nordhoff also asked of Ferry Porsche to start work on improving the Beetle as well as on a replacement for it. The first improvement suggested was Porsche project #401 using a McPherson front suspension which was immediately rejected for being too complicated.

Nordhoff was eager to work on Beetle improvements and/or replacement because as he would later admit as I mentioned it before, the Volkswagen Beetle,

# The Historian's Corner (continued)

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as he found it in 1948, had as many defects as a dog has fleas. "It was badly sprung, badly painted, with mediocre brakes, a mediocre transmission, badly equipped and upholstered, noisy and hard riding, but above all, its engine had absolutely no durability;



a pretty miserable duckling. But its designer, Professor Ferdinand Porsche, had worked something into it, that made this diamond very much worth our while to polish". This was an often quoted remark Heinrich Nordhoff made at the opening of the Swiss Auto show early in 1954. To get rid of the fleas he hired new engineers, mostly from the German General Motors plant Opel and well known to him, working on improving the Beetle. In 1948 the lack of quality parts and lack of proper engineering still was troubling and it was difficult to maintain any consistency. There were just no other cars available for government entities like the post office or the police which that established a future secure market. It would take some time and organization to introduce the badly needed improvements. According to Nordhoff, some parts were improved up to ten times before they worked right. The early

engines lasted about 10,000km (about 6,200 miles). Maybe that explains why during the early years many more engines were produced as cars, as I had mentioned before. Nordhoff would later explain that in those days people would buy anything that was motorized and were overlooking quality shortcomings.

Production of cars had increased all through the last seven months the year ending with 1,020 built in December of 1947. In 1948 it would never fall below a thousand a month and would eventually reach over 2,000 by September it took off from there to astonishing levels over the following years.

Besides working on improving the cars, Nordhoff finally started to take care of some of the war damages to the factory, which were previously neglected, starting by putting glass in all of the broken windows and fixing the roofs. A large building program got started, unfinished

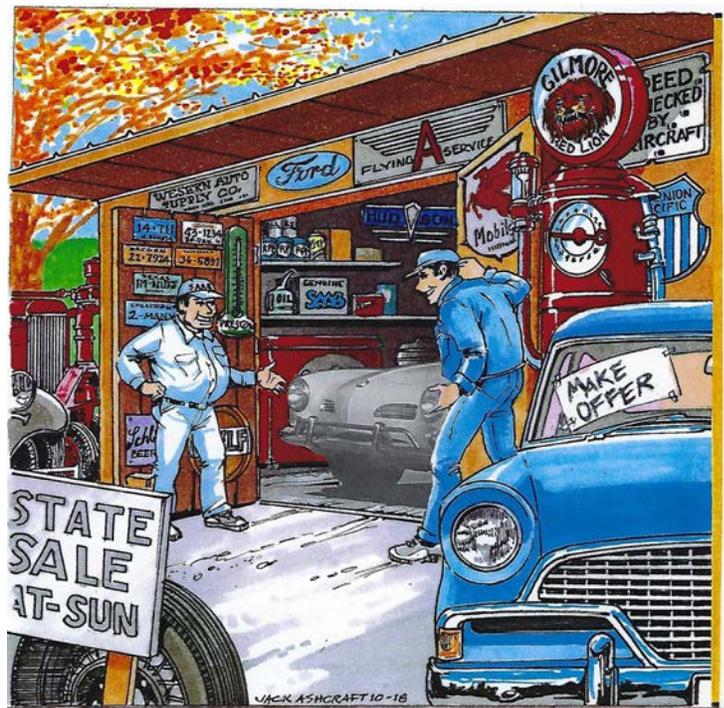
# The Historian's Corner (continued)

buildings were finished to increase capacity. Sometimes in late April, Nordhoff's man in charge of finances told him to take it easy with the big building plans because of the impending currency reform and the uncertainties that would come with it. Nordhoff would not hear of it; his instructions were to proceed at full speed to double production. Many of the executives at Volkswagen thought he had gone nuts. Who would buy all these cars he was planning to produce they asked and where would the money for his expansion come from?

During the second week of June, an event took place in Germany and according to Nordhoff the most important one to assure the survival of Volkswagen and for Germany as a democratic nation. Germany got rid of its Reichsmark and introduced a new currency called the Deutsche Mark, better known as the DM. To the Americans it would be the deutschmark. The old currency had become worthless. With the new currency the German economy just took a vertical take-off and become what many called the "Economic Miracle". With this new, real money, Nordhoff could buy more machines and do more building. It even allowed wage increases of 15% for everybody. Cigarettes would for instance now cost only two marks a pack of 20 and it took a little more than one hour of work to be able to buy a pack, instead of having to work 48 hours just to buy five cigarettes before the

currency reform. With the new currency had come a complete free market economy. An interesting story related to the currency reform was that the minister of the German economy was told by the allies not to change any of the rules and regulations that still existed from the Nazi period and also the ones imposed by the Allies, all which were choking the economy. After being questioned how come he did not stick to that agreement the minister informed them "I did not change any regulations, I just eliminated them". Germans could now buy a car without having a permission. All they needed was money.

The export business started to take off after the currency reform while in 1947 only 56 cars had been exported a total of 4,464 were exported in 1948, 23% of total



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# The Historian's Corner (continued)

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production. The Netherlands, Belgium and Switzerland were becoming the most important markets. Dealerships were established and by the end of 1948, Volkswagen had unfilled orders of 7,000 cars for export while at the same time 15,000 cars were on order in Germany. For the next 18 years, until about 1966 Volkswagen never had to worry about sales, demand always outstripped production.

Independent body builders like for instance Hebmüller built three two-seater prototype convertibles in December of 1948, as well as four police convertibles for evaluation by the factory to see whether these cars could be included into the official VW program. Hebmüller had done work for the British and had been a frequent visitor to Volkswagen where they saw the Radclyffe roadster which later would inspire the Hebmüller cabriolet. Karmann was a frequent visitor too; they had built at least one convertible for the British before and were now asked to send an updated prototype of a four-seat convertible for evaluation. This model had received some changes from the previously built convertibles for the British. Nordhoff did not decide just yet about the convertibles, since he just had started at VW and had other things on his mind.

A not well known episode took place in 1948. Henry Ford II during a visit to his German Ford plant in March had visited the Volkswagen factory too and took ride in a Beetle on March 17th and

later had a Beetle sent to his Detroit for evaluation. In April Nordhoff sent a follow-up letter to Henry Ford suggesting a takeover by Ford since the VW factory was still available to any of the Allies. He had acute supply problems to keep production going and Ford with his dollars and connections would have been a big help. By October Ford had lost all interest, mostly because of the factories closeness to the Soviet zone of occupation and objections by the British Ford People, even after Hirst and his boss Colonel Radclyffe went to England to talk them into a takeover. After this episode Nordhoff commented that from now on Volkswagen had to face the future all alone.

## **Production changes**

One visible change in 1948 was the introduction of the domed hub-cap with a large embossed VW emblem replacing the so-called nipple hubcap. 1948 also saw the elimination of the hole at the rear panel for the engine crank handle to go through. The front hood release moved to the inside and the lockable handle on the engine lid eliminated. Banana shaped bumper guards were discontinued. Material for transaxle housing improved and oil capacity reduced from 3 to 2.5 liters. The steering column modified to provide for the installation of a steering lock.

Continued on page 24

# Director's Chair with Mike Epstein

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Hello everyone,  
Wow! What a strange turn of events. I hope everyone is getting through this with a smile on your face, I know it's hard most times, but it's bound to get better. I've tried to make this a positive experience. At first I was as all upset about being off work, what about my bills, how will they handle this because I didn't ask to stay home, but the way the company I work for handled it, well an employee couldn't ask for anything more. My health was first and foremost.

I got stuff done that's been on the list, you know, that list, for a very long time and feel a great sense of accomplishment, plus the time spent with the pooch, going on walks daily and just chumming around was super nice. When I went back to work, she wasn't happy.

Eric and team VVWCA are doing a great job and it'll be nice to be able to leave the club in good hands. Eric has taken this to the next level, we have him to thank for getting the newsletter back out in print form as well as discounts for the Pro Level members and the club's in a position like it's never been in before, exiting times ahead, meeting socially soon would be nice.

I can't imagine how hard this is on so many businesses, especially the people who print tees and serve food to us at shows, what are they doing during this period. This is world-wide problem, this affects every single job in the world I would think. All I can say is support these guys best you can and keep your restaurants open buy taking carry out. This hurt goes way up and way down the line as far as businesses go, but on the bright side is that it's made for new businesses to open, because, let's face it times HAVE changed and it's going to be a different world out there now. More or different opportunities to be had.

Okay, so I let the cat out of the bag a paragraph or so ago. Yes, I will be stepping down in all aspects by the end of this year. I will always be a part of the group and will continue to write stories or find them for the Voice, but retirement after being in upper management of this club for 31 years has burnt me out a bit and is well earned. I'm hoping to retire from my real job in less than 3 years at 70. I can't wait, if being home for 6.5 weeks has taught me anything, retirement is going to be fun!

I hope that things can get going again over the summer, but we need to do what we have to do to make this work out, be safe and keep your distance till things are much better.

- Mike.

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**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.

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# Scale Model Building with Mike Epstein



Kubelwagen w/Leichter Infanteriekarren 1/35th Scale by Dragon

**V**W Kubelwagen Type 82 was the work-horse of the German Army through all of WWII. It was used on all of the theatres in different terrains and climate conditions. Dunes of Africa as well as mud and deep snow of Russia showed the need to improve its off-road capabilities. In 1942, work began at VW's Stuttgart-Zuffenhausen factory.

The Leichter Infanteriekarren or light infantry cart is just what it sounds like and was really handy in carrying extra fuel, ammo and such for the forward skirmishers in a battle. The only change to the Kubelwagen was the tow hook on the back.

For this build, I've combined the Dragon Kit No. 9034 with the enclosed Kit No. 9050 Cart with a Decal Star resin closed top and Bits Krieg Kubelwagen wheel caps for something a little different and as far as the top goes, much more realism.

Before any model build you want to be sure you have all the tools and paints you'll need, so gather everything up and get situated. I always read through the instructions first, really I do, I know it says so and in model building, it really helps to see what goes where first and where you can cut corners and what you can do at the same time to save time. Models like this even though only 1/35th scale can take a long time when you only have so much time and you put this much detail into it.

Here's something philosophical for you. I'm

guilty of this as much as anyone and that's detailing the you know what out of everything, even if you can't see it. Last night I was reading my newest Fine Scale Modeler Magazine and this guy writes in that he's lost his interest in building models, his reason, what happens to them when you die? All that hard work and who cares after you're gone, they just get thrown away or maybe Mike Wolfe will buy them at a garage sale! So, do you detail what can't be seen or enjoy building the model and making it look nice from the outside, your choice!

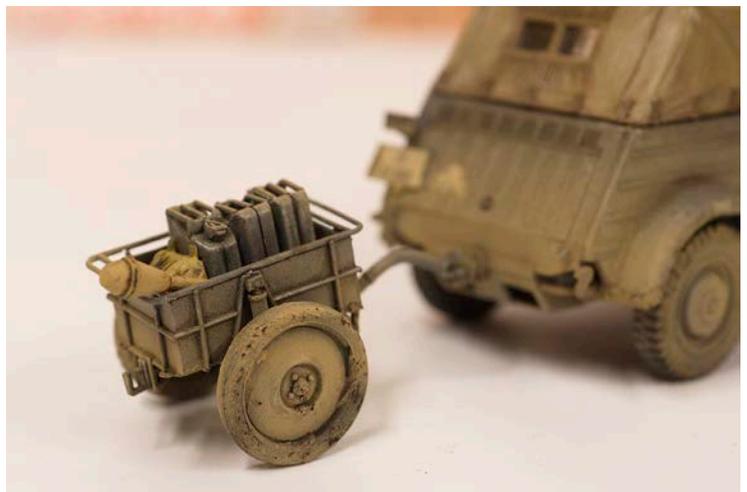


# Scale Model Building with Mike Epstein (continued)



I detailed the interior, weathered the seats, did a real nice dash, driver is as detailed as officer, etc. After spraying the RLM 66 on the body came the decals then the mud which is water and Vallejo pigments caked on with a brush. The top was done separately with RLM 79 as a base and then going lighter and darker with my air brush. After that I used oil washes for definition and pastels for highlighting. The body also got the oil washes and after drying thoroughly and sprayed both pieces with Testor's Buff starting at the bottom of the model and going up the model sides but leaving the color heavier at the bottom to simulate dust.

The officer got basically the same treatment with shading in the creases of his uniform and highlights on the high areas, a scaled down map and a little dirt. The sharp tip of a pin helped give him eyes



that actually look at you, though hard to see at this scale.

Anyway, it was a fun build, I thought the mud and dust came out great and it'll make a nice addition to the model collection that someone will throw away someday! - ME

# Bosch Accessories of the Split and Oval Era

by Bernie Champon

In 1958, the modern sports car series offered a 128 page book titled "Accessories for Your Sports Car" by Larry Reid. It was a descriptive guide and offered everything from wire wheels to car covers for sports cars and Volkswagens. In fact, not only was VW mentioned in every chapter but, there was a whole chapter dedicated to the People's Car because it was with us in such great numbers, and an amazing variety of accessories were on the market.

Robert Bosch, of Stuttgart, the foremost producer of high quality electrical components, now and then, produced a comprehensive line of VW accessories.

They made VW driving lights in a number of styles. Round lamps, 105 or 130 mm in diameter, normal or flat body, with clear or yellow fog or distance beam lenses, were available with a variety of mounting brackets, including low and high positions on bumper brackets and above bumper guards. The round lamps were priced from \$15 to \$18 and mounting brackets were another dollar. Bosch also made rectangular lamps - fog or driving - with clear or yellow lenses. (Figure 1).

Going to the other end of the car, Bosch also manufactured backup lights for all VW's, including transporter models, which were switched on automatically by a special contact unit when the reverse gear was engaged. (Figure 2), (Figure 3).

Other Bosch accessories for the Volkswagen were: a main battery switch which permitted cutting off the entire electrical system at the driver's seat; and auxiliary generator to supply extra current for radios and other accessories and an engine oil filter of the partial flow type. (Figure 4).

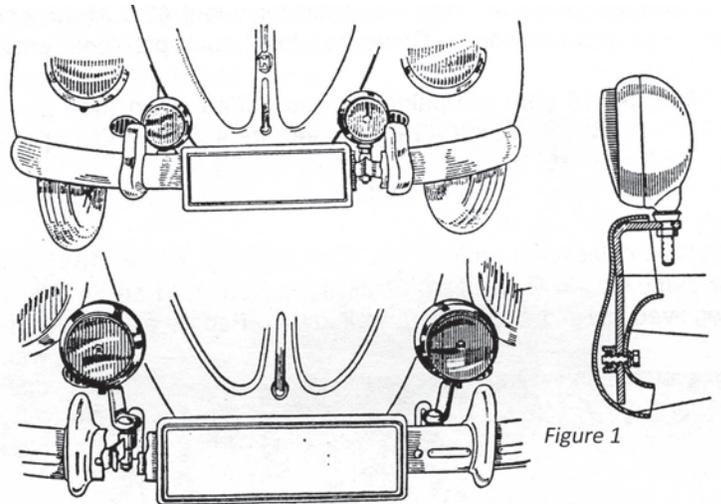


Figure 1

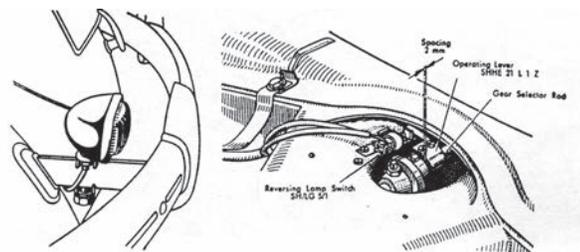


Figure 2

Bosch reversing lamp for VW mounts on rear bumper support of older VW's. Automatic switch fits in transmission.

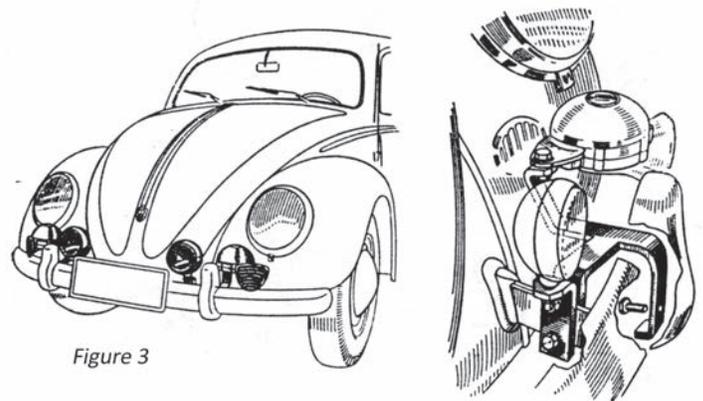
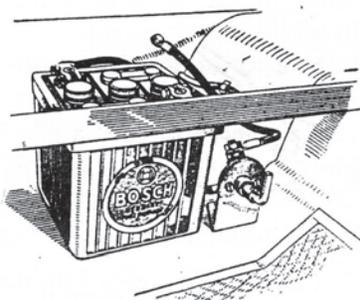


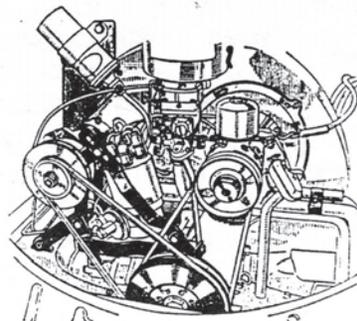
Figure 3

Bosch Fanfare horns mount on front bumper brackets, alone or paired with road lights.

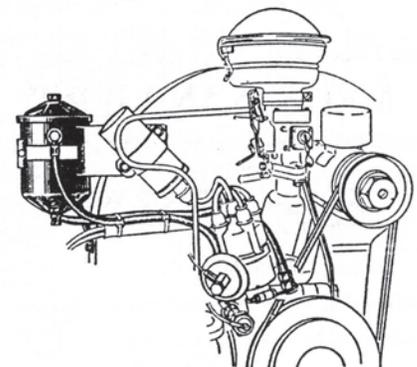


No car should be without an emergency battery current cutoff switch. The Bosch unit for the VW operates from the driver's seat.

Figure 4



Seldom seen but often needed on many cars is a second generator for operating electrical accessories. Bosch makes one specially for the VW.



Bosch partial flow engine oil filter for the VW.



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# Technically Speaking with Jake Raby

## Keeping It Cool: Understanding Cylinder Head Temperatures

**W**ith summer upon us, the age old concern of engine operating temperatures once again creates a challenge for most aircooled VW drivers. I spent the better part of the first decade of the 21st Century developing cooling systems, and components related to engine temperatures. Each year I would wait for the hottest months of the year to arrive, and then my efforts of punishing engines would begin. On the street, road course, and dyno I would spend hours making changes to cooling systems, and engine tunes to see how the engine would respond.

At the pinnacle of this was a 3,450 mile cross country back in 2006 where I performed testing while driving coast to coast with one of my Type 4 powered beetles, fitted with the latest version (at the time) DTM cooling system. We collected data

from 28 sensors all over the engine, and you can see all this data by visiting my website at [www.air-cooledtechnology.com](http://www.air-cooledtechnology.com)



In this tech article we will discuss cylinder head temperatures, which equates to roughly 1/2 of the engine's cooling, with the second portion being oil temperatures. In the next edition of Vintage Voice we will discuss engine oil temperatures, and in the following issue we will discuss how tuning, modern fuels, and larger engines come into play as a "combination".

Since oil temperatures and cylinder head temperatures are related, its important



# Technically Speaking with Jake Raby (continued)

---



heat soak, and failure associated with engine overheating.

The following cylinder head temps are based on the readings I have seen both on my dyno, in my test cars as well as every car I own as I drove these cars 92 miles round trip daily, all aircooled for over a decade. I have been able to see the effects of different temps on engines, MPG and come up with basic rules.

NOTE: These readings and parameters are ONLY accurate when your sender is the same place as mine, under the spark plug. I have learned that the accuracy and response time of all cylinder head temp gauges lies in the thermocouple that is used to measure the readings, as well as instrument precision, and etc. Cheap gauges and thermocouples are not temperature compensated, and therefore they are only accurate at the exact degree

to understand that they are both impacted by different sets of constants, and variables. I will share with you what I've learned about temperatures,

they were calibrated at (typically 76°F). Long story short, results may vary based on variables of gauge, thermocouple type, and placement. My readings have been gathered with Westach, Isspro, and Dakota Digital gauges, primarily. I have used VDO and some others as well, with mixed accuracy, and response times. My data logging equipment is driven by 28 channels of instrumentation, by Spa.

No, our vintage VWs didn't come with a cylinder head temperature gauge, but I have one in every aircooled vehicle I own, and I believe that you should too.

Now, let's go over some cylinder head temp ranges, and I'll add some commentary:

## **Less than 300F**

Your engine is well configured, properly tuned and you probably are not driving it hard enough.

## **300-340F**

This is what I consider average for the TI or TIV engine that is well tuned and properly configured. With these temps, you'll be getting the best MPG and efficiency from the engine, it will live a long powerful life and you can do valve adjustments at the normal 6K mile interval, since heat isn't sinking your seats and stretching your valves. Engines that constantly overheat, see constant over-expansion, followed by

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# Technically Speaking with Jake Raby (continued)

contraction, and this breeds issues that can normally be seen when adjusting the valves on an engine that has issues.

## 350-375F

These temps are standard for a STOCK engine with a stock cam at cruise speed, if it is properly tuned. Generally, if you are cruising at these speeds, as soon as you hit a hill you'll see a spike to a higher level, approaching 400F. If you experience temps of 375 in 4th gear, you may be doing the engine an injustice by keeping the tranny in 4th, hitting a hill with a shift to 3rd will keep load off the engine and that reduces engine heat and increases cooling fan speed- 3rd gear is a friend to stock engines. In my experience STOCK engines

work hard to propel the vehicle, and they are very inefficient. The hottest engines I have ever experienced were bone stock, and being asked to operate in the modern world.

If you see temps in the 375 neighborhood constantly you'll be having to reduce the intervals between valve adjustments to maybe 3K miles due to the extreme heat cycling the engine and valve train parts are seeing. Engines that cruise at 375 are generally out of tune or may be misconfigured creating more heat.

## 375-400F

No engine should "cruise" at these temps, not for any reason. Cruising at these temps is a guarantee that under load up hills that you'll be over 400F and thats not acceptable.

## 400-420F

At these temps the rules change, 400 is the magic number that stretches valve train parts and really where cylinder head cracking issues begin. 400F is OK for a few seconds if climbing to the top of a hill, but don't allow the engine to stay there long. In a perfect world as the needle starts to climb toward 400 the smart driver will grab a lower gear and remove load to cool the engine some, the extra blast from the fan also helps.

Continued on page 33

THE Weedub 1600  
Greetings Phil,  
Wow, these VW engines are really cool!  
Keep it up.  
Dave Kindig  
(Bitchin' Rides & Kindig-It Design, Utah, USA)

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# A Badge of Honor by Heather Cowan

Ventura Vintage Volkswagens was founded to give the VW Enthusiasts of Ventura County, California something MANY in our community have wanted to do for our area or thought of for years. Right off the bat, VVV was well received with enthusiastic responses and supportive actions! Our rules are simple. We welcome ANY & ALL Volkswagens and Volkswagen enthusiasts. Our primary goal is to have fun participating in and supporting existing VW and auto events. We want to create a network of our home VW enthusiasts. The people we can rely on when going to and from. You're a member when you say you are. There are no dues. If we ever make any money, we have to "Pay It Forward" by donating our proceeds towards organizations located within Ventura County that will benefit children, elderly and animals. We are developing an outreach program to share VW flyers and information with those who aren't connected to social media. So, basically,



we're a friendly, family-orientated 501(c)(3) VW organization, that includes everyone, to gather in and around Volkswagens, for the benefit of those in need. Sounds good. Off we go.

Right from the beginning, we knew wanted to have a Campout to coincide with the "Meet In The Middle" event hosted by the Central Coast VW Club. A majority of our membership attends MITM religiously! CCVWC was founded in 2000 when they hosted their first Rallye. The following year, it became a show and they moved to Paso Robles. An ideal location for North and South VW enthusiasts to "Meet In The Middle" and kick off the VW season, it quickly grew in popularity. In 2006, CCVWC developed the name "Meet In The Middle" and began holding it at the beautiful Nojoqui Falls Park near Solvang. We all have great memories of meeting and making friends there.

Everyone stepped up to the plate to help us be successful! We asked MITM if



# A Badge of Honor by Heather Cowan (continued)

they would choose their date to coincide with the only camping reservations we could find at Camp Comfort. To encourage our locals, who weren't camping with us to bring out their vintage rides, we added a Saturday Show N Shine to benefit the Humane Society of Ojai. Slowly, everything just came together. We hadn't really anticipated the response we received and we were in awe of the participation from our small group! Everything was going along so well.

At our final meeting, March 11, 2020, VVVVolks were more worried about the forecasted rain than COVID-19. Thursday, March 12th, VVV and MITM, with guidance from the VVWCA, made a unanimous decision to cancel both events because we met Governor Newsom's "Order to limit large gatherings". Friday, March 13th, the Cowan copy of the "Vintage Voice" arrived, along with our beanies. I didn't know whether to laugh or cry. I did both.

When you see someone, bearing our VVV CCCCC logo on a t-shirt or a sticker, consider them a friend to our VW community. Some of our registered campers donated their registration fees to VVV. The campers, our club members and friends of VWs purchased our merchandise. They are the reliable brothers and sisters that were there to give a hand when we needed one. Give them a big socially appropriate HUG and



THANK YOU when you see them sporting our gear! We owe our friends and family a huge debt of gratitude for their support, kindness and enthusiasm in our endeavor! Through the generosity and actions of these individuals and groups, Ventura Vintage Volkswagens was still able to make a contribution from their "1st VVV Show N Shine" to the Humane Society of Ojai!

After all of that, the VVVVolks are rearing to give it another go: March 26-28, 2021. Our 2nd attempt at our 1st VVV Campout and Cars PLUS and our 1st VVV Rise N Shine Treffen where we'll VVVroom to Meet In The Middle with the Central Coast VW Club Chapter of Vintage Volkswagen Club of America! For current event information, follow us on FB & IG @vsvolkswagens or check out our website [www.volkswagens.org](http://www.volkswagens.org) for current event info.

6ft Hugs and Wash Your VDubs,  
Heather Cowan



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## Historian's Corner (Cont from page 10)

### IMPORTANT VW DATES IN 1948:

**January 1** Nordhoff becomes Director-General

**January 15** 20,000th after war car and the 100,000th engine? produced.

**January 17** First Press conference

**March 17** Henry Ford II takes a test drive in Beetle.

**March 16** First cars exported to Belgium.

**April 3** Marshal Plan gives \$1.4 Billion to Germany. None went to VW but to its suppliers

**May** 25,000 postwar car produced.

**June 18** Currency reform.

**July 11** First Porsche sports car prototype assembled, the 356.

**September 17** New Porsche-Volkswagen

contract signed

**September 19** 30,000th postwar car built.

Employees receive a 15% raise.

**PRODUCTION:** Nordhoff's emphasis on production paid off and the numbers cars more than doubled from the previous year. Volkswagen produced a total of 19,244 cars in 1948, 19,152 Type 1 Beetles, 3 Hebmüller Type 14 convertibles, 4 Type 18A Hebmüller police four door convertibles, 75 ambulances for the Red Cross and 10 not closer described cars, for a total of 19,244.

### CHASSIS AND ENGINE NUMBERS:

Cars produced in 1948 had chassis numbers from 1-072 743 to 1-091 921 and engine numbers from 100 788 to 122 649.

- HS



## Trailer Hitch

Distributed by: Volkswagen of America, Inc.

For detailed information, please see reverse side of page.

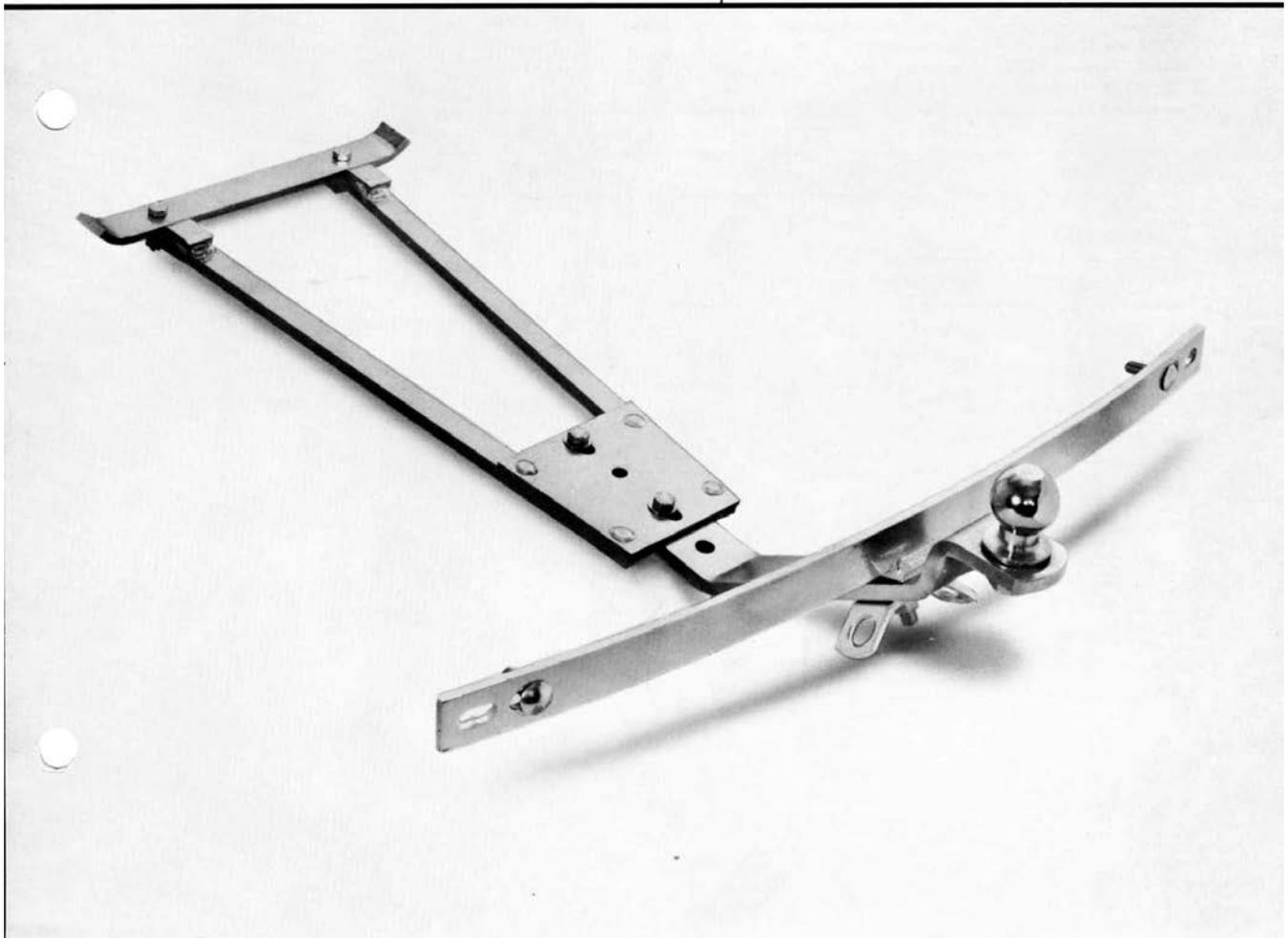
A trailer hitch will enable you to tow a boat, camping equipment or household goods. For safe, carefree towing, it is important that you select the proper hitch for your vehicle. There is a trailer hitch specifically designed for each type of Volkswagen. All are constructed of hot rolled steel for extra strength and protection. All are equipped with 1 7/8" chrome ball and safety chain clip.

Note: The following weight limitations should be observed. Loads should be evenly distributed so that maximum weight at hitch is within limitations.

Maximum weight to be towed (including trailer): Type 1—880 lbs., Type 2—1100 lbs., Type 3—1080 lbs., Type 4—1100 lbs. Maximum weight at hitch: Type 1—88 lbs., Type 2—110 lbs., Type 3—88 lbs., Type 4—88 lbs.



6/72



# The Family Pet by Lois Grace



There was a commercial for Toyota, that said (in part) when does a car stop being a car and become part of the family??? I guess this is supposed to prompt people to start thinking about their vehicles as more than machines, and treat them more like a treasured family pet. And, Toyota thinks this is a NEW idea?

From this commercial, it would seem as though the world is just now discovering what we VW owners have known all along. Our cars aren't just machines, they are more than just a hobby, and they have personalities. WOW. What a concept. Don't you wish you'd thought of that?? Wait. You did.

Imagine what Henry Ford might say about such nonsense. The father of the automobile (even though the auto was around long before Henry did his thing with the Model T, affordable autos were not) would most likely snort and scoff at such talk. From all accounts, the Model T (and surely the Model A after it) was the quintessential workhorse of its time, it would start on the coldest of days, it would run on just about anything, and you could drive it nearly anywhere. My own grandfather had a Model T that ran on kerosene when gas wasn't available! Don't you wish you could THAT nowadays?? Anyway, it wasn't until the next little workhorse came along that people began thinking of their cars as a member of the family. With the arrival of the Volkswagen, people thought of their car as

a pet. Babies were born in them, romances began and blossomed in them, people drove them places they'd never dream of taking their Ford. I like to think that it was because they were so fond of the VW they didn't ever want to be without it. With the Volkswagen, it was easy to make this leap over the bounds of mere machine and into the realm of human hood.

The Beetle's looks alone made it easy to love. The round headlights, perched in front on a long swoop fender, made the car look like, well, a Bug. With all its buggy eyes and that adorable face, the car looked like some sort of benevolent insect. One that wouldn't eat your flowers or deliver a nasty sting. It was cute, cuddly and best of all, it could take you places! The family pet idea was beginning to grow. Coming at you or going away, the Bug was undeniably adorable. Dr Porsche could not have designed a more lovable vehicle if he'd tried. The fact that he was trying to design a People's Car and not an Adorable Vehicle makes the whole thing even more amazing. Little did he know that a cult was beginning, one that would outlast the very production of the car itself. He had begun the Car as Pet craze and he didn't even know it.

Perhaps even more incredible than the cute looks of the Beetle is the personality. Yes, you heard me. We all know VWs have personalities, and just like people and other pets, no two are exactly alike. Most Volkswagens have names, I've found, and once you assign a name to your VW its personhood is guaranteed. Even people who treat their everyday cars like mere autos will admit that they treat their VWs differently. Each VW has its own distinct traits, but like a real, live pet, they all have one thing in common. They are eager to please. Where does this come from?? Fine German engineering, the skeptics will say. It was designed and built to be reliable, they will claim. And, in part, they'll be right. But, if they stick to that party line it'll become painfully obvious to

# The Family Pet (Continued)

everyone that they've never actually lived with a VW. Those who do find very soon that they are not always in control of a Beetle's actions. To us, this makes Herbie the Love Bug's antics even more believable! The Beetle is born with its own agenda, and we as owners are merely along for the ride, as it were.

I have four VWs, three of which are vintage. They are all different, and communicate with me in different ways. When I bought my 1990 Golf GTi, Gus, I thought there was nothing about this car that would ever make me feel like treating it as a pet. But, in the years that I have driven him, he's convinced me that he is indeed pet-worthy. He's ornery and cantankerous at times, but every bit a VW with the personality to match. The other three are pre-1969 cars, which mean there isn't an ornery bolt in their bodies. They live to please me and in the rare event of a breakdown they seem as distressed as I



am about it. Once fixed, they are eager for the next 100,000 miles. Gus couldn't care less about that; he knows I love him anyway and doesn't grovel at all. The old guys are like big lovable lap dogs: they want nothing more than to please me just by BEING. And, that they do, extremely well.

The thing that leads me to these conclusions so easily is that I have never yet seen another car do this to the degree that the Volkswagen does. Sure, I was close to a 1978 Saab once (for 18 years!) and when I sold it I cried ridiculously. I was sorry to see it go, simply because I liked it and have a tendency to keep things I like. But, it was his time to find a new home and mine to find a GTi. Of all the cars who have shared our family none have spoken to me like the VW. Vernon's wiring is old and the gremlins who control it talk to me; Oscar's just old all over and even though restored he is full of odd noises and creaks (convertibles tend to do that); Bogie is my former daily-driven 69 Bug and while he is aging gracefully he too is acquiring the little oddities of car old age. They all speak to me, and when they do, I listen. Far from being just machines, my vehicles are a part of my family. I can't imagine a Toyota or Jaguar or Chevy owner feeling this way about their car. Maybe they do. I can even accept that they might, but it's certainly not the feelings we have for our VWs, right?? After all, who could look into the headlights of a Camry and feel those deepest feelings one saves for those one loves the best?? Not me. - LG

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# Once Upon a VW by Fish Head Louie

Once upon a VW, I didn't think I ever needed a fire extinguisher until I did. Avid readers may be familiar with my original paint 21 window running project. I installed the engine myself and redid all the fuel hosing myself, so I thought I was pretty safe.

I had been driving the bus around town for a few weeks and working on minor details in my spare time like adding the rear deluxe bumper, cloroxing the headliner, and using steel wool & naval jelly to polish the dashboard that had minor surface corrosion.

One morning, I went out and turned the engine over and heard a back fire. Backfires happened quite often on my 1961 double cab and are just noise. I looked in my side view mirror and "saw" heat coming out of the engine vent. Knowing the engine should be stone cold, I ran back a lifted the engine lid and saw a roaring gasoline fire!

My driveway is very steep and pretty long. Sprinted up the drive, I opened the garage. I looked for my car wash bucket for a few seconds, but could not locate it. I turned on the garden hose valves, and tried to rush down with the hose, but it was tangled and I ended up slipping and falling. I looked at the bus and smoke was bellowing out of the vents and engine compartment. I knew I had only a few seconds before the fiberboard above the engine compartment cargo area ignited or the full gas tank exploded. I grabbed a 40 oz. soft drink cup from the trash can, filled it up with water and threw it at the engine fire that was being fed by the gravity fed gas line. I put the flames out and continued making runs until there was no more smoke or fizzing when I threw the water into the engine bay.

Just then, a man came running down the street with a fire extinguisher. I signaled to him that the fire was out and he turned around. Please heed my advice from a 23 year VW hobbist who never had a fire before: 1) keep a fire

extinguisher with you for your own benefit and someone else's. 2) do not ignore a backfire. 3) seconds count so have a plan if a fire should occur. 4) keep your bus insured for its complete current value if a total loss should occur. 5) do not run fuel hose above distributor. 6) use hose clamps on the fuel pump and carburetor. 7) replace fuel hosing every year. 8) When servicing fuel system, replace used hose with new hose.

Luckily, I just had a few melted fuel hoses, spark plug wires, and most of my wiring harness, not to mention carburetor spring and choke damage.

Finally, fire extinguisher...fire extinguisher...  
**FIRE EXTINGUISHER!!!!**

- FHL



Editor's Note: See our multi-part series on fire prevention in recent issues of Vintage Voice



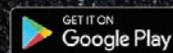
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# Upcoming Events

July 25, 2020

## Volks-Fair 2020

Deerfield, NH

This is an all air-cooled VW show. Food, music, & tons of Volkswagens. 15 Classes (New Vanagon class added), participant judging. Phone: Jason (603) 475-1543 Web: The-Bug-Club.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](http://www.bnnta.com)

September 11, 2020

## Feed the Bug #11

Madera, CA

Two Day campout and all VW show n shine on Sunday Sept 13th. Water and Aircooled VWs welcome. SAVE THE DATE and make plans for one of the best mellow VW events around.

September 11-13, 2020

## Volks In The Valley

Fulton, MO

VW Campout at Serenity Valley Winery. Beautiful venue wine tasting, Saturday night band, pot luck dinner, sticker swap, games, sunsets to die for! Further info contact Eddie Hedrick 573-864-5317

October 1-4, 2020

## 2020 Type 3 Rally

Cayucos, CA

Enjoy an epic weekend with Type 3 enthusiasts from all over California and beyond! Follow the 2020 Rally thread for the latest updates: <https://www.thesamba.com/vw/forum/viewtopic.php?t=724506>

October 10, 2020

## Rallye Rare-Air

Anaheim, CA

This event is limited to 100 Air-Cooled Only Vintage automobiles, so make sure to email Mark Ulves at [info@thedubhub.com](mailto:info@thedubhub.com) to have your name and car reserved on our pre-registration list. See our ad on page 20 for more info.

October 17, 2020

## O.C.T.O. Fest 2020

Long Beach, CA

Orange County Transporter Organization presents "Das O.C.T.O. Fest 2020". This is our Fall bus event. It's a swap for all sorts of VW parts, and display meet for 1967 and earlier Volkswagen buses only. <http://www.octo.org>

October 18, 2020

## Fast Times at Farmington #34

Mocksville, NC

All VW Car Show, Swap Meet and Drag Racing. Huge Vendor and swap <http://www.southeasteuromotorsports.com/fast-times-at-farmington.html>

October 18, 2020

## VW Harvest Show

Leander, TX

10th Anniversary Show!! Top-10, Under-Construction, as well as a kids class. Not to mention a raffle table, bounce house, and a Twinkie eating contest. [www.vwharvest.com](http://www.vwharvest.com)

October 31, 2020

## Volkstoberfest

Vero Beach, FL

All German Car show swap meet Aircooled and water cooled, all are welcome. Any questions or to reserve a spot Contact Darrell @ [dzperformance@gmail.com](mailto:dzperformance@gmail.com)

To list your upcoming event, email [editor@vwvca.com](mailto:editor@vwvca.com)

**SATURDAY**  
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# Upcoming Events

New Location

## ***Volks-Fair*** XXI

*Air-Cooled VW Car Show*

**2020** *(Rain or Shine)*

9am-2pm

## Volks-Fair Moves North!

Saturday, July 25<sup>th</sup>

**Join us at Our New Location:  
The Deerfield Fair Grounds  
34 Stage Rd Deerfield, NH**



## THE BUG CLUB

The New Hampshire Chapter of the Vintage Volkswagen Club of America



# Type 4

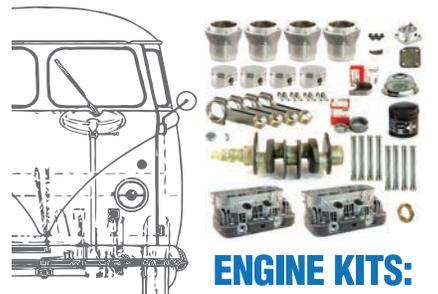
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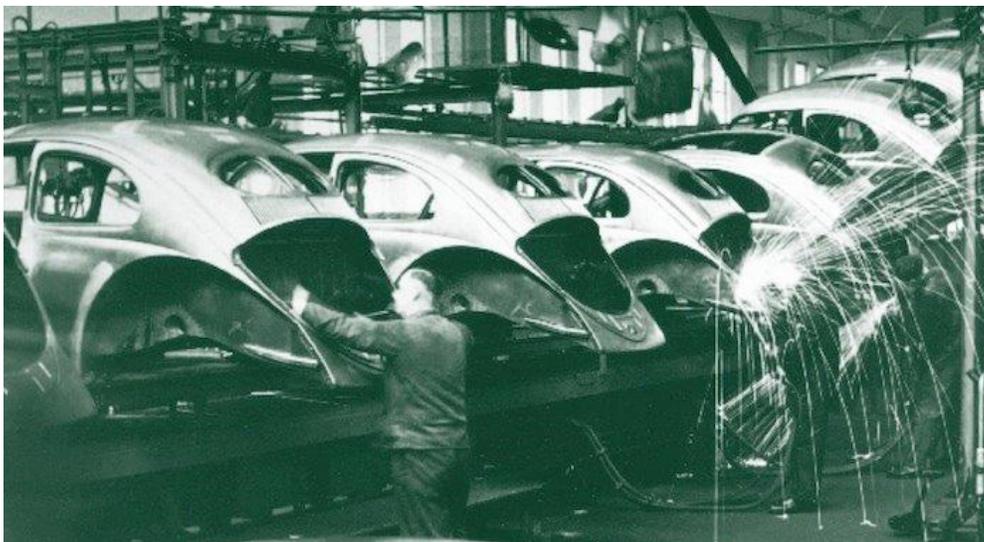
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# Technically Speaking with Jake Raby (continued fm pg 21)

## 420F+

Well your engine has been damaged. Go home, do a valve adjustment and see how many valves have “tightened up” from your baking experience. Those valves are the ones that have seen the most damage, so make a note of it and upon teardown (that probably isn’t far away) see how those chambers and exhaust ports look as cracks will more than likely be notable with the naked eye.

The other big issue is with guys that get their engine really hot and then immediately pull over and leave the engine running! **THIS**

## CRACKS HEADS!!!!!!!

If you get the heads over 400F sustained, the best bet is to slow down and use the tranny to moderate the cool down period. If you do stop on the side of the road, shut the engine off and allow it to go through it’s heat cycle naturally. This will keep the heads from cracking in most cases. The worst thing to do is pull over, leave the engine running and watch the needle drop down to 250F and drive again, those guys cool the engine too quickly and crack heads. Its called “thermal shock”.

So, there ya go... Thats a short summary of what I have seen for temps and how they effect the engine.

Once again **THESE TEMPS ARE ONLY FOR PEOPLE WITH THE SENDER UNDER THE SPARK PLUG!!!**



If your sender is there, you are not lazy and want the best readings for accurate monitoring of the engine. If your sensor is not there, put it there, OR remove the gauge and throw it away, because the readings you are getting are worthless.

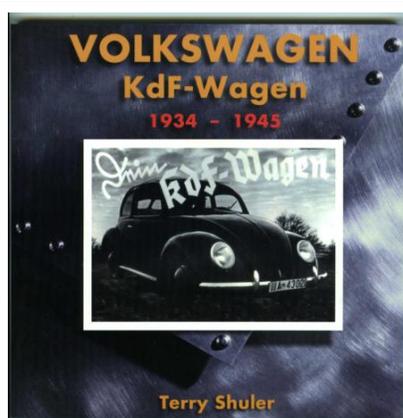
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**Volkswagen  
Kdf-Wagen  
1934 – 1945**  
By Terry Shuler

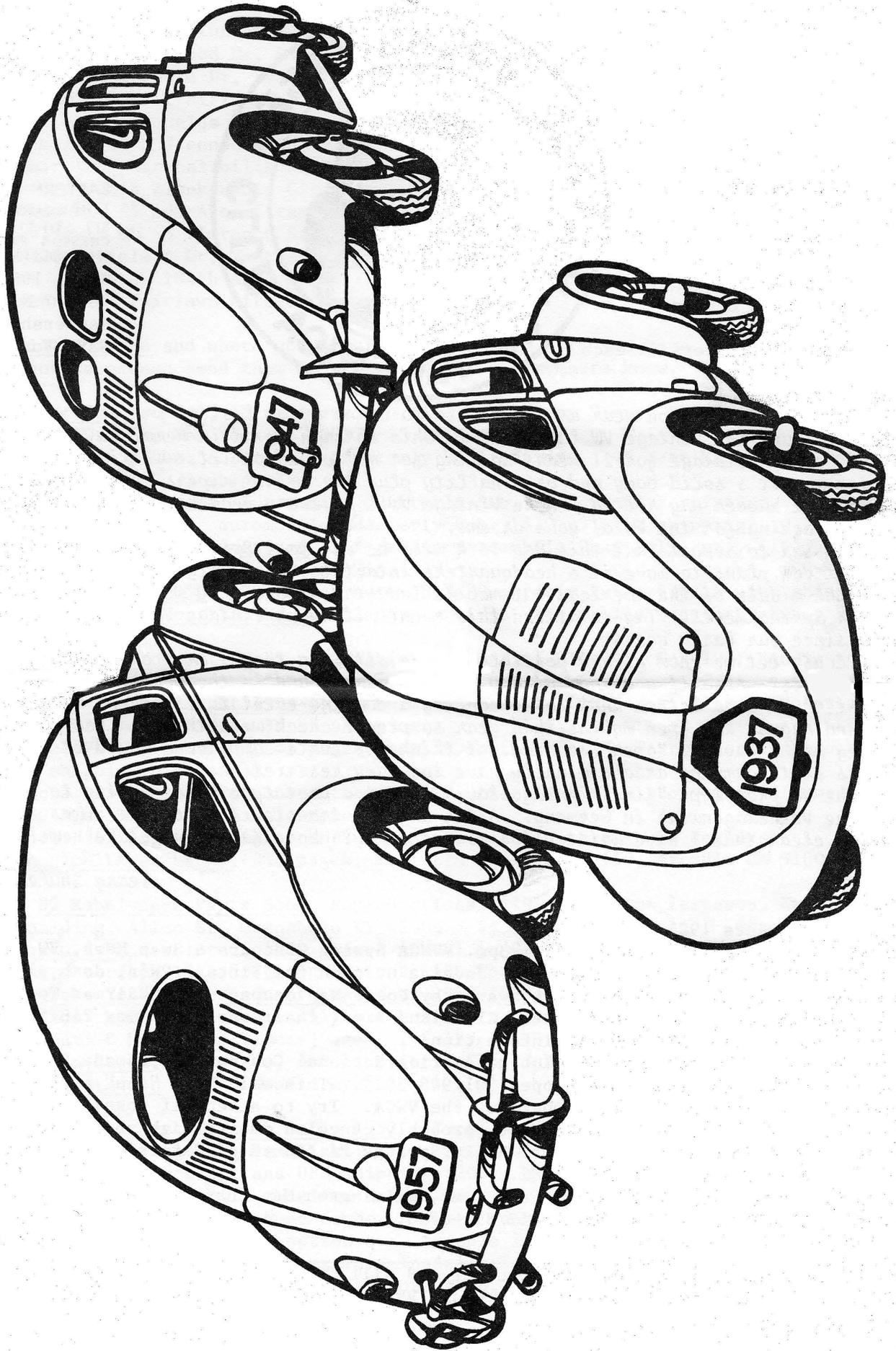
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COLORING PAGE





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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— *Old Souls* —  
YOUNG AT HEART