



VintageVoice

November/December 2020

Volume 45 • Number 6

The Vintage Volkswagen Club of America Newsletter • Established 1976



Welcome

Welcome to the latest edition of Vintage Voice.

We are wrapping up 2020 as best we can. Events are starting to come back it seems, and the VVWCA helped host a large cruise in Southern California, which you will read about in this issue, thanks to our President, Eric Goodman who was there to report and take photos.

Of course we have another great Historian's Corner from Heinz, and FishHeadLouie brings home a very nice ride this time. Fan favorite scale model building is back this issue with a non-military Single Cab. Jake Raby completes his series on engine cooling, and more! A pretty stacked newsletter!

Finally, the **VVWCA 2021 Official Calendar** is available for purchase right now! You can relive all of our recent Vintage Voice covers throughout the year in this fun 2021 Calendar. Check out all the details on the last page.

Are you ready? I'm ready.

Eric Arnold, Editor

editor@vvwca.com



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VintageVoice

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Cover Photo: Eric Arnold



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

Dave Kindig
Kindig-It Design & Bitchin' Rides, Utah, USA

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Read about what's new with Vintage Voice.

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Club President Eric Goodman wraps up the year with an update.

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In 1950, real exports to the U.S. begin, and many changes are made to quality and appearance

DIRECTOR'S CHAIR

Director Mike Epstein has an important update for chapter clubs, and more.

CLASSIFIEDS

Find that part you need, or your next VW!

SCALE MODEL BUILDING

Mike strays from my military vehicles to bring you this really fun Single Cab P/U from Hasegawa in 1/24th scale.

TECHNICALLY SPEAKING

Jake Raby completes his series on engine cooling, with perhaps the most difficult area to tackle - all the variables that affect cooling.

SO-CAL CRUISE

The VVWCA partner with The VDub Hub and Rare Vintage Air Club to host a cruise through Southern California winery country. Club President Eric Goodman was there to bring us a report and photos.



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TEMPIS FUGIT

For you non-Latin-speaking readers out there, that means "Time Flies". And, sometimes while it's flying about, it reaches out and smacks you in the face.

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ONCE UPON A VW

In the winter of 2019, I was contacted by a man who had a 1957 Volkswagen for sale from Franklin, West Virginia.

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The Podium with President Eric Goodman

This is our last issue of the Vintage Voice for 2020... WOW. What a year!

I want to start by thanking all our board members for keeping us rolling...

VP West, Eric Lykens
VP East, Kathy Jacobs
Editor, Eric Arnold
Membership, Jay Brand
Tech Director, Jake Raby
Director, Mike Epstein
Director, Henry Lewis
Director, Paul Davis
Director, Jeff Gilleland
And Historian, Heinz Schneider

I also want to thank our National Sponsors: Hagerty, Hemmings, Hot VW's and all our Ad sponsors for the Vintage Voice. We couldn't do our mission without them. They keep the hobby alive by supporting us. Please support them!

I also want to thank all our Chapter clubs all over the USA. Our members are the hobby and we are all keeping these amazing vintage vehicles alive! As many of you know, we provide our Chapter clubs with their liability insurance to have events and keep members safe. The cost of insurance is very expensive now days and not affordable for clubs to obtain on their own. The cost to be a Chapter of the VVWCA is invaluable if you have a claim and need the coverage. If you have a club that wants to join, please see our website.

Lastly, I want to thank all our Pro-Members who fund this amazing publication. Without you we could not print this. I get many messages about how much you all love that we are one of the few clubs who still print a mailed copy. We will continue to do this as long was everyone supports it. Regarding that, because of the cost of printing and mailing we need to increase our annual dues to \$30 a year. This is still a bargain, as you can't buy one tank of fuel for this cost of membership for a year. Please watch for your renewal notice we will be sending soon and continue to support the hobby, industry and the Vintage Voice. As always, feel free to contact me at any time. I love to hear from our members. My contact email is below.

To join the VVWCA as Free or Pro-member or find a Chapter Club visit our website: www.vvwca.com

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



The Historian's Corner

by Heinz Schneider

VOLKSWAGEN IN 1950

REAL EXPORTS TO THE US BEGINS. MANY CHANGES MADE TO IMPROVE QUALITY AND APPEARANCE

Volkswagen in the US. Ben Pon, the Dutch importer and Nordhoff, the man in charge of Volkswagen had tried in 1949 to introduce Volkswagen to the US. Both attempts were unsuccessful, Nordhoff tried again in 1950, despite his opinion expressed in 1949 to a small regional newspaper where Volkswagen is located: "The United States is the most technical advanced country in the world; you cannot put anything over on them, Americans like things that are different. A well to do American may buy one car, so his wife could use it to go shopping, another one may buy one for his kid to go to school instead of getting him a bicycle". Nordhoff concluded that he was not sure whether Americans would ever accept the technical concept of the Volkswagen. But the idea of selling his cars in the largest car market of the world was just too appealing, especially now with the increase in production, he was concerned about keeping production going during the winter slow sales months in European markets. To look for new markets he spent three months traveling all over the world. First he went to the US where he talked to Maximilian Hoffman, the luxury European car dealer located on upscale Park Avenue in New York. The idea was to appoint him as the US importer for

the eastern part of the US, and asked him to take 1,000 cars to start with. Hoffmann did finally agree to take the first 20 cars, which arrived In July and were introduced to the public July 16th, the real beginning of official Volkswagen sales to the US. Before 1950 was over, 695 Beetles and 20 Transporters were imported by Hoffman. The official price established by Hoffman was \$1,643 for a Beetle and \$1.997 for a convertible.

Now the beginning of Beetles starting to show up on American streets. Besides the cars sold by Hoffmann, it is estimated that by 1950 about 300 Beetle had already been brought over by returning GIs stationed in Germany. It is interesting to note here that in the 2020 May/June issue of the "Vintage Voice" a 1950 Beetle was featured. The author described the car as a Hoffman Beetle. We can see by the picture accompanying the article that these 1950 standard model cars were very austere. Johnny von Neumann the eventual Southern California VW distributor remarked that if Hoffmann would have imported more of the more attractive looking export version of the Beetle, he would had more success.

After talking Hoffman into taking a few cars, Nordhoff went on to Detroit to discuss business with Chrysler management because they had previously shown some interest in representing VW. Next,

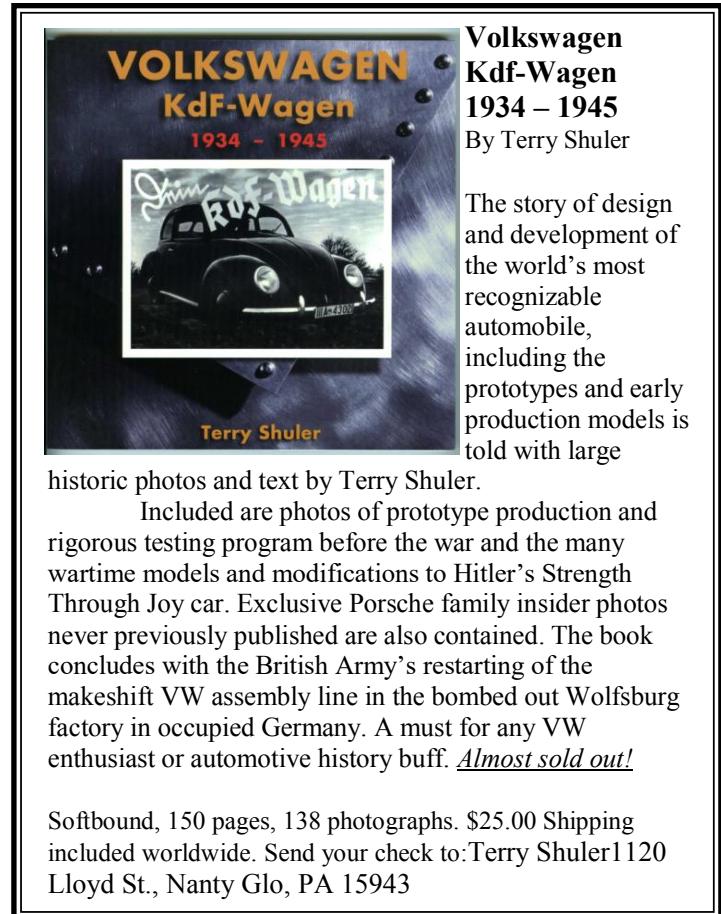
The Historian's Corner

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he went to Brazil establishing first contacts. Continuing his journey, he reached Japan of which he did not have a good impression. He thought that the Japanese would never be able to buy any cars; or even produce them. In his opinion they were just too poor. While Japan did not impress him in 1950, years later Volkswagen products would become the number one imports to Japan, for a few years anyway.

Porsche news: The Porsche team returned to Stuttgart from Austria to start producing the 356 sports car, after initially having built a few in Austria and produced a total of 410 in 1950. Porsche earlier had met the above mentioned Maximillian Hoffmann at the Paris Auto Show and Hoffmann agreed to import some of their cars and even raced them personally at some East Coast sports car races. Since Porsche used a lot of Volkswagen parts made it easier for Nordhoff to sell Hoffmann the Volkswagen concept later.

Adolf Rosenberger, the original Jewish financier and Partner of Porsche made some demands in 1959 of the Porsche Company to be compensated because he had to sell his part of the Porsche business under duress when Hitler came to power in 1933. To avoid having to pay him Porsche created a new company just to protect itself from the Rosenberger demands. Rosenberger, who called himself Allen Roberts by this time lived in Cali-



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Kdf-Wagen
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By Terry Shuler

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fornia, settled for 50,000 German mark (About US \$ 1,175 at the time) and one Volkswagen Beetle.

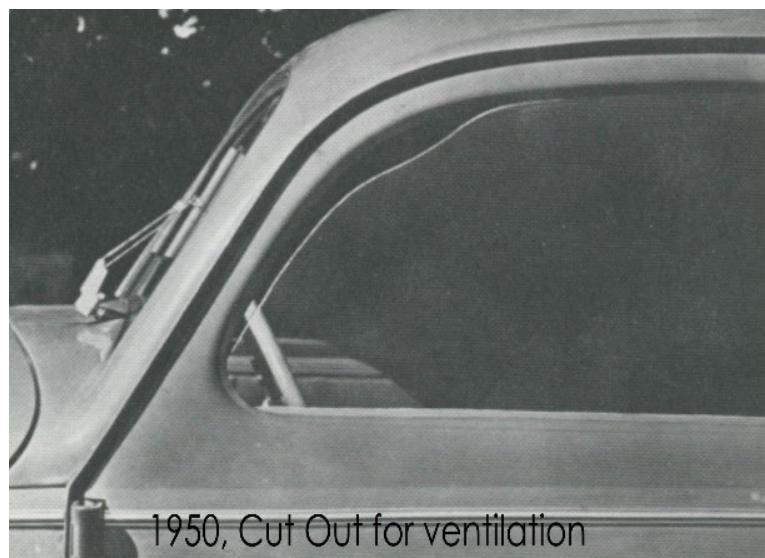
A until recently unknown surprising fact about Ferdinand Porsche was revealed in 2012 it was that in 1950 he had tried to reacquire Austrian citizenship. He was born Austro-Hungarian, opted for Czech citizenship in 1918 after Austria was a loser in the First World War and later, in the thirties became German at the insistence of Hitler. His 1950 request was denied by Austria because of a too close association with Hitler and the rest of the Nazi officials.

The Historian's Corner

(continued)

On the 18th of November Porsche's son Ferry drove his father to Wolfsburg to have a look at the Volkswagen factory which the old man had not seen for over 5 years. It always surprised me that no pictures had been taken of this historical Porsche/Nordhoff meeting. There are conflicting stories about this visit. Porsche Jr. in his biographies claims that his father was very impressed by what had been accomplished in the meantime and visited the assembly line and greeted old Porsche employees now working in Wolfsburg. Nordhoff remembered the event differently. According to him Porsche was tired and looked worn-out and just spent most of his time in Wolfsburg resting in Nordhoff's office. On the other hand, I have seen a picture taken at that time of Porsche standing all by himself in a large VW assembly hall with a box camera in his hand. The visit was probably too much for him because he suffered a stroke the next day Nov 19th from which he never recovered.

Changes in 1950: If you liked the looks of the 1949 Beetle you like the 1950. Externally it is hard to distinguish between the ones built after July 1st 49 and the cars built in 1950. Detail improvements continued. Previously, the availability of materials and parts had dictated most changes, but now all efforts went into building a better car. This emphasis on improving the quality would continue for many years to come. It would eventually make Volk-



1950, Cut Out for ventilation

swagen one of the highest quality cars in the world. The many changes introduced throughout 1950 did not come in an orderly fashion there was no apparent pattern or system to it, just as it would not be for the next few years. Cars produced in 1950 had chassis numbers from 1-0138 555 to 1-0220 133 and engines numbers from 138 555 to 220 133. Changes in January: To improve riding comfort, starting with chassis 1-0138 835 the numbers of torsion leaves at the front axle were changed again, now five were used on top and five on the bottom. Gaskets were used between cylinders and cylinder head, starting with 1-0140 243. To reduce carburetor icing, the preheating pipe welded to the intake manifold was extended, starting 1-0142 442. A gasket was put between headlights and fenders to keep moisture out from behind the glass, 1-0143 276. Starting with 1-0140 537, so-called idiot lights for oil pressure, generator, turn indicator and high beam were introduced.

The Historian's Corner

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February: With # 1-0145 428, a screen type, fuel strainer insert at the tank filler neck to keep out debris was used. This screen, mistakenly believed by many as a spark arrester, was discontinued later the same year. In March: An aluminum jacket was molded around the preheating pipe and the intake manifold together in another attempt to reduce carburetor icing, starting with chassis # 1-0145 970. In some cars hydraulic brakes were installed for the first time, starting with 1-0155 322. Probably, these were the first cars readied to be exported and shown in the US. April: "Draft free" ventilation introduced with a cutout on front door glass. Beginning with 1-0158 253 all export models received hydraulic brakes. In May: In an attempt to eliminate under-cooling of the engine, with chassis # 1-0162 582 the air-flow to the engine started to be controlled by a thermostat instead of being manually adjustable by the use of a handle. In June: An ashtray introduced on the dashboard, above the starter button and another one in the right side rear trim panel, #1-0169 714. In July: 154 cars built with a carburetor with a hinge-less float, from 1-0177 736 to 1-0177 8. In August: Improved, hardened exhaust valves introduced # 1-0183 539. Changes in September: Guide tube and spring introduced for the accelerator cable going through fan housing starting 1-01192 742. In October: Jack support reinforced from 1-0296 592. For the first time an oil screen was used

to trap contaminants and the oil drain plug with 19 mm head used to speed oil drainage. Before the change it was necessary to remove the entire plate. Emergency brake handle shortened # 1-0202 071. In November: Exhaust valves further improved to keep them from premature melt down, 1-0210 371. Options made available: Starting in April, a vinyl sliding roof, now better known as sunroof became available as a factory option. It became the most popular accessory ever introduced by VW. The supplier of this sunroof was the Golde Company. They later also produced sunroofs in the US under the name American Sunroof Company.

Total Volkswagen production in 1950 reached 90,038, almost double as many as were built the year before. Of these 8,059 were Type II Transporters, 319 Hebmüller two-seater convertibles and 2,695 Karmann four-seater convertibles. 29,367 vehicles were exported. All cars received the improvements introduced for the Beetle. The Transporter line underwent a great expansion with the introduction of the Kombi, the deluxe known as the Samba-Bus, ambulances, and fire engines and a number of other Sondermodelle. A good indication of how the efficiency improved at Volkswagen is by looking at the number of cars produced per worker. In 1950 each worker produced 682 cars, up from 45 the year before and from 22 in 1948. While Nordhoff did not have much to show for his

The Historian's Corner

(continued)

travels in 1950 to North and South America, other countries were eagerly taking all the cars Volkswagen could send. Of the 29,367 Volkswagens exported, 1,306 were delivery vans, 69 so-called Kombis and 204 deluxe Samba buses, the rest were Beetles. At the beginning of 1950, the workforce at Volkswagen started to stabilize after much fluctuations. The total of workers had now increased to 13,305 of which 9,000 were new, mostly returning prisoners of war and more than 3,000 holdovers. The problem of getting decent living quarters still existed, many of the employees and their families had to live four to six in one room in barracks left over from the war. However the situation started to improve after Nordhoff invested massive amounts of money in a building program for living accommodations, while it did not help immediately it nevertheless showed the people of Wolfsburg that conditions were starting to improve rapidly.

Other 1950 happenings: Kiichiro Toyoda resigned as head of the Toyota Motor Company because of his failure to get any meaningful car production going. In Ireland the first CKD Beetles were assembled for a total of 8 in this first year using parts sent from Germany. The first cars would be painted in what else? Irish Green. These were the first cars assembled in a foreign country, it was to circumvent the high import duties charged on imported cars. The foundation stone

of the Volkswagen factory laid in 1938 by Hitler was found during construction work buried at the factory grounds with its inscription intact but with its contents missing.

Colors used in 1950: Export models: L11 Pastel green, L41 Black, L 51 Boudreaux Red and L 73 Medium Brown. Standard models: L32 Dark Blue, L 225 Jupiter Gray. These standard models instead of chrome, hubcaps, door handles and bumpers were painted in L 226 Silver Gray. Wheels usually had a light color center, mostly L 62 Ivory, with a darker color similar to the body color for the outer wheel rim but never the same. L 62 ivory was now also used on dash inserts and other interior light colored parts

Important VW dates in 1950:

- March 4. 100,000th Volkswagen Beetles produced. 4 % of yearly wages paid to employee as bonus at the occasion.
- March 8. First final versions of the Transporter produced for a total of 8001 in 1950
- April 28. First time a Sunroof available as a factory option.
- July 16. Official sales of Volkswagen in the US begins.
- Oct 11. First CKD kit sent to Ireland.

Director's Chair with Mike Epstein

Happy Fall,

Sorry I missed you all last issue, just wasn't anything to say and things haven't really improved that much, but people are finding a way. New jobs because it's a new world. Car shows are happening with new rules in place. How long will this last is the question we're all asking ourselves, and if this is the normal, so be it, "Hang Tough".

We didn't have our show this year and it was sorely missed mostly because these are folks I only see once a year and now it'll be two, we hope! We've seen tons of changes and we've learned to live in a new way, I won't mind one bit if we can go back to the way it was. It sounds like we're still holding on to the things we have planned for late this year so there's that for those in the area, meaning Southern California for the most part. I heard of some Florida shows and even though Eureka Springs big show didn't happen, the lesser known one did supposedly. Hope they did good.

The newsletter is looking great, love the great photography that comes with having a professional photographer doing the newsletter. Give Eric Arnold a shout! We've had some issues with the Post Office, oh, that's something new? It's worse than I can ever remember it, supposedly Covid is having the effect on the service, now tell me how a package can arrive to within 1 mile of my home in Kansas and be in Illinois the day? Someone isn't doing their job, plain and simple. No offense to you postal carriers and other postal employees, but really, stop dropping the ball! You will get your newsletter, when is the question. Be patient please!

We saw a few chapters drop out this year and it was surely due to the fact that they couldn't put on a show and therefore decided to keep their money we hope only until next year when once again, we hope, things are back to normalcy or we figure a way to have our shows with maybe a few changes. The club will

renew its insurance policy this year in October so you can assure yourselves of having it available to you when you need it. Starting next year, someone else will be taking over the chapters and we'll do our best to make that a smooth transition. Expect your renewal notices starting the first of the year, dues are due by April 30th, 2021 or there will be a \$50 fee assessed to the dues. Dues are also going up next year due to the raising costs of insurance, I think I heard it'll be \$175, remember it was \$225 for a long time, it's a steal at this cost plus there are other perks, check out our website for details and our Face Book page as well as nice notes from Jay, the Membership Coordinator and Web Master.

Some really cool news, VW is getting ready to release the I.D. 4 EV Sport Utility Wagon (taking orders now),. \$39,995 sticker but after government energy credits around \$32,495. It's got a range of 250 miles and with a quick charger, in 10 minutes you get 60 miles worth of juice! Check it out, <https://www.vw.com/models/id4>. They have a 20 minute video, really worth it. As I told a friend of mine, I will never give up my GTi, but I would have one of these in a heartbeat!

Everyone try and have a very happy Thanksgiving and a Happy Holiday of your choice, talk to you next year for one last hurrah!

- Mike



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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.

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CARS FOR SALE

1964 VW Bug. This De Luxe Sedan has been in the same family since it was purchased new in 1964. It's a 1200, model 113. It is in original stock condition, with the exception of new seat covers, new headliner and paint job done by a VW restoration specialist in 1990. The interior was restored to the original cream/orange colors, and the original black exterior color remains. It has the original engine and 6 volt system. Everything works, though the original radio is in place it is not connected. This VW has been lovingly restored and cared for since 1964 and is a dream to drive. It has appeared in 2 magazines, and seems to catch everyone's eye when it drives by. This little Bug is moving to a house with no garage for the first time, and so we are seeking a new owner who will love it, drive it, and give it shelter. Located in Santa Barbara, CA \$27,500 - s2c5@cox.net



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Scale Model Building with Mike Epstein



VOLKSWAGEN TYPE 2 PICK-UP TRUCK
1:24 Scale by Hasegawa, Plastic Model Kit

I've strayed from my military vehicles to bring you this really fun Single Cab P/U from Hasegawa in 1/24th scale. One of the first things I noticed is that the molds are identical to the Revell kits as are all the parts and sprues are even set up the same with the same part numbers. The Revell kit I allude to is the Samba or 23 window Deluxe Bus with a white over red bus on the cover.

The kit consists of thirteen sprues, some only have a few parts on them and then one complete body, no putting the body together from 6 parts like the Revell Jagermeister Kit, what a nightmare. Four rubber tires and 4 rubber grommets to keep the wheels on so they can turn freely.

The body fit over the main part of the

model perfectly, no messing here, the bottom with the seats installed and the dash with all its components already glued up into the cab. No interior front cab panels were included but you could do what you want there, paint it as if you did have the cardboard panels or forget about it since you can't see inside.

I wanted my single cab to look well worked, the patina look like it's seen a lot of sun and gotten just wet enough to rust some. I picked a color I liked to see faded and rusted through and then gave it a coat of Gray primer. Then I gave it a coat, actually two to make sure it was a little thicker because I would sanding through two other colors to bring that color out. Then a coat of White primer and finally the car color. Then the fun begins once thoroughly dry. With 000 steel wool, I began to remove paint, trying to control where I removed the paint best I could. At first the paint just got dull,

Scale Model Building with Mike Epstein (continued)

perfect since the shine would have been gone long ago, then the white starting showing through and finally the rust color. I used the white to make it look more faded just like you'd see on a car that color. If the area wasn't treated that way, like the bumpers, hand painting did the job. I also used Tamiya Weathering pastels for the rust too. Before the clear interior windows were installed, a nice coat of Flat clear was sprayed over the model to set the dust and weathering colors.

A coat of flat clear on all the chrome was put on the dull the shine and nice coating of dust. I chose to show it with one gate down so you could see the interior of the bed and nicely bleached wood. I was quite happy with the results and I would recommend this model as it's easy and fits well, have fun with it. - ME



Classic Ad





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Technically Speaking with Jake Raby

Keeping It Cool: Understanding The Variables

In the last couple of issues of Technically Speaking, we focused on the topic of engine temperatures. This included oil, and cylinder head temperatures, and was done in general, for all VW Aircooled engines. In this issue we will discuss managing the variables that lead to engine temperatures, often causing problems with “running hot”.

As a developer variables are my biggest enemy. The more I can control variables, the more accurate my testing will be, the more I will learn, and much faster. I constantly fight variables, and trying to control them. Nothing is more confusing than cooling system development, and nothing has as many variables that must be controlled.

One thing I see when people make posts about “running hot” online, is confusion about which variables are creating the problem. In some instances the issues are compound, so “fixing” just one them doesn’t really show any net benefit.

With so many things impacting engine temperatures with the Aircooled engine, how does someone know where to look to try to control the variables, and therefore control the engine temperatures? That is a very tough one.

Let's discuss a few critical variables.

Operating Environment

The constant variable, that can't be controlled is Mother Nature. We are at her mercy, and the hotter the temperatures are, the more difficult the engine will be to cool. With the variable of weather comes the variable of engine tuning, since differences in atmospheric conditions create a double impact on cooling.

As an example: As things get hotter, the engine's cooling system becomes more inefficient, and at the same time the hotter air becomes thinner, creating a tendency for the engine to have increased enrichment. This leads to “rich” running, and tends to allow the air/fuel mix to continue to burn when the exhaust valve is open, since the combustion process is less efficient with over-enrichment. This means elevated exhaust gas temperatures, and that equates to higher cylinder head and oil temperatures. While we can't control the variable of weather, we can study the net effects of different weather variables, and understand that tuning, and driving habits may need to change to reduce the net effects of a hot operating environment.

Application

The engines that this article will cover can be used in everything from a lightweight beetle, to a two-ton VW bus, loaded with

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The internal configuration of the engine can dictate engine tuning, and the engine's cooling capability.

camping gear, and a family. This makes for a huge variable, and this is one reason why this article, and the previous two articles have been very general in their nature. Without question, extra vehicle weight increases engine load, which therefore increases the chances of all the other variables making a bigger impact on elevated running temperatures. A good example of this would be a tuning issue that is impacting an engine in a lightweight, aerodynamic Karmann Ghia. If the same engine powering the Ghia is removed, and left with the same tuning, but is then installed into a 1971 bay window bus, things change. The bus has non-existent aerodynamics, and is twice the weight of the Ghia, the “tuning issue” will become a huge issue, resulting in overheating. This is just one example of how application be a variable when it comes to engine temperature. Put simply, the heavier the engine is loaded, the more

sensitive it will be to other variables.

Engine Configuration

Everything matters. First off, after more than 4 decades since the last Aircooled VW was produced in Germany, nothing with fuels, oils, speed limits, and etc have remained the same. This is important to note, and often overlooked. As engines change due to rebuild/modification, the critical balance of internal configuration can become a huge variable that is hard to control. It is possible to build an engine that is incapable of being properly tuned, or keeping at an acceptable operating temperature. I want to make it clear that I am not just referring to “performance engines” in this portion of my article. It is very common for 100% stock engines to be some of the hottest running, and hardest to tune in today’s world. This is because these engines were designed to operate equally well, all over the world. The newest of these was designed to work on the fuels and etc. that were offered 40 years ago, so simply “keeping it stock” can end up being a variable in itself. This is especially true with the post 1974 engines where more and more changes were made to make the engines more emissions compliant. The theory of emissions compliance in the 1970s, and early 1980s actually has proven to be a natural enemy to the running temperatures of the Aircooled VW engine. In fact, this generation of engines

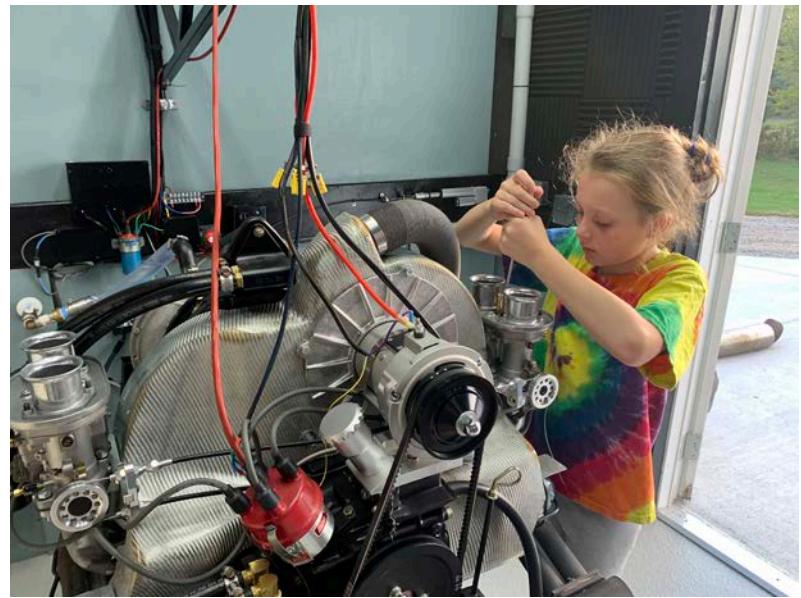
Technically Speaking with Jake Raby

has proven to be some of the hottest running VW engines that can be utilized. It is not uncommon for a (properly configured) mild performance engine to provide more power, and run cooler in today's world than a 100% stock engine from this era.

This is especially true with the bay window bus, and 1980-83 Aircooled Vanagon. With these engines I have effectively added 40HP over stock output, and had a net result of a cooler than stock running temperature in regard to both cylinder head, and oil temperatures. Similar results are easier to attain with lighter weight vehicles, due to load that the engine sees. This all goes back to the fact that everything impacting the Aircooled engine today, has changed since the engine was designed. I see people constantly making bad decisions when it comes to engine configuration, because they work very hard to "keep it simple to avoid overheating problems" but they end up creating issues for themselves by doing this. Most of the time they never realize that they made a mistake by trying to avoid a problem. Put simply, engine configuration is a balance of compression ratio, camshaft, cylinder head, induction, exhaust, vehicle gearing that must be considered as a big picture.

Engine Tuning

This one goes hand in hand with the engine configuration topic. The first, and



Eight year old Ava Raby performs a jetting change during a DTM cooling system test on the Aircooled Technology engine dyno in October 2020

most important element regarding engine tuning, is (and always will be) the engine/vehicle configuration. Tuning of the engine's optimum fuel octane requirement, fuel enrichment/induction, and ignition timing is the biggest variable that one must control.

With today's modern fuel that are generally ethanol laden by at least 10%, all of the tuning for the VW engine has changed. This is not limited to the VW engine, but also applies to pretty much every non-OBDII engine out there built prior to 1996. The fuel dictates what the engine will want for optimized fuel enrichment, and ignition advance settings.

I have seen this first hand over my 28 years building air-cooled VW and Porsche engines. Lots of the engine combinations I have used were forced to change. That

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said, even when the combination didn't change, the fuel required a tuning change. I have had engines that were dyno tested in 2005, and optimized with a certain jetting, and ignition advance remain in their shipping crate for 15 years, and never be installed. That same engine was placed back on the same dyno in 2020 and the fuel changed the optimized jetting, and power/engine temperature tremendously. As an example the engine wanted a 135 main fuel jet in 2005, and in 2020 the same engine and the same carburetors wanted a 150 main fuel jet. Likewise, the ignition timing changed from an optimized 30 degrees of full advance, down to 27 degrees full advance. Once the new settings were applied, the engine made almost

exactly the same power that it did in 2005. This conformed a lot of what we already knew, and substantiated the necessity for engine tuning to be changed for today's operating atmosphere, and other variables that can't be controlled.

Put simply, the people who have been doing the same thing for "thirty years" need to realize that they can't continue to do this in today's world. The creatures of habit that are set in their ways have instantly ended up being their own biggest enemy. When the life-blood of combustion changes the way that the modern fuel has, everything associated with the engine tuning will see some impact.

Gearing/tire size

I see a lot of people who install a "freeway flyer" gearbox and they don't understand how this can effect engine temperatures. While it is favorable to most of us to go faster, with less RPM in today's world, the Aircooled engine sometimes doesn't like this. One of the first things I learned during my studies of air-cooling systems, and these engines was that gearing makes an impact on the net results that most people overlook. At the time, I was also one of those people who overlooked the impacts.

Gearing effects engine RPM, and engine load, while also effecting cooling fan speed. This can be a triple positive, or a triple negative. The VW engine was designed to achieve peak torque at a certain vehicle

THE
Wee Dub₁₆₀₀

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

VW BEETLE ENGINE 1/4 SCALE MODEL KIT

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VW Type 1 "Freeway Flier" transaxle

speed, to control the load the engine sees, as well as to ensure the cooling fan speed was adequate to produce the air required to keep the engine cool. Gearing that is "too tall" creates a double-negative as this increases engine load which generates more heat. This also reduces engine RPM, therefore reducing cooling fan speed. In this case the engine sees more load, and cools less. Bigger tires can also add to this, as they also increase the final drive, just like a gearing change can. In this scenario you can have an engine that runs uncontrollably hot cylinder head temperatures.

By the same token vehicles that have gearing that is "too short" will end up also seeing negatives. In these scenarios the engine spins unnecessarily high engine RPM, but does so with reduced load, since the gearing being shorter is removing load the engine sees from the vehicle/aerodynamics. While this does create a double positive for engine load and cooling fan speed, this also comes with negatives.

The problem with this ends up being RPM driven, since the engine RPM being higher than optimum, the engine oil temperature suffer. RPM makes the biggest impact on oil temperatures that I have seen, since the oil is working to both lubricate, and cool the internal components. This is especially true with dual valve springs that always increase oil temperatures due to their interference between each other as the inner and outer springs work to control the valves.

With the rage of shorter tires and lower ride heights continue, more and more cars are seeing stock gearing with shorter tires. The car that actually "needs" a "free-flyer" would be the car that has a shorter than stock rear tire height. The taller gearing can cancel out the changes that the shorter tire made, and end up as a double positive.

Put simply, gearing is an often overlooked variable of the cooling equation. Making a change to the vehicle gearing can sometimes create an engine that will run uncontrollably high cylinder head, or oil temperatures. In some cases people chase the issues with these temperatures by changing the tuning, cooling system, or engine tuning, and they never address the root of the issue; the gearbox.

In Summary

As this series on engine cooling comes to a close, I want to remind you that my goal was to help stimulate the thought of the

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reader. I have done this by bringing up some of the things that enthusiasts, and even professionals will have overlooked as a piece of the cooling puzzle. It was never my goal to specifically call out certain problems, or remedies, as these are application, and vehicle dependent with very few being the same.

In my next series I will be working to create a 1385cc Type 1 engine based from a 40HP (1200cc) engine. This engine will be a mixed creation of stock, and mild performance changes that will maintain its original appearance. I will work to get rid of all the bad, and enhance all the good, while building the engine from mostly NOS components. The 1200cc "40 horse" VW engines rarely gets much in the way of technical glamour, so I felt inclined to feature it in this next series of "Technically Speaking" articles.

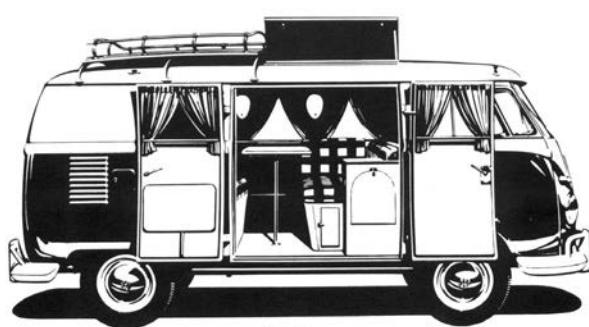
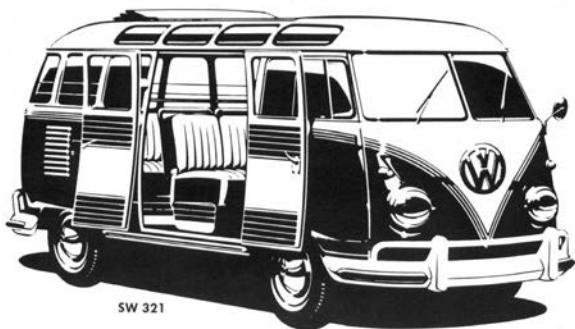
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SoCal Canyon Cruise

story and photos by Eric Goodman

October 10, 2020 we embarked on Southern California's Mother of all cruises. Seventy five miles of scenic driving through two epic canyons, Santiago Canyon, Ortega Highway and the Temecula Valley wine region.

We meticulously planned our route and restricted it to streets and highways, with minimal traffic stops in order to maintain the flow of the group. We excluded driving on freeways and kept the entire cruise on city streets.

This was a joint effort of Vintage Volkswagen Club of America, The Vdub Hub and Rare Vintage Air club in Southern California. I want to thank Mark Ulves and François Espi for all their help planning the cruise. Our three organizations worked to help bring the VW community together in a very difficult time. We had over 100 VW's on the cruise, it was an amazing day! The weather was perfect, mid 70's and the views were iconic So Cal at its finest.

Hagerty Insurance generously offered support services for anyone who needed it. Luckily, we did not have any major breakdowns. We want to thank Hagerty again for



their support of this event and our organization. They are the best in the industry. Please support them! Check out some of the photos from the event in this issue. Also, share any you have with us on social media. We posted on our Facebook page and group. - EG



Tempis Fugit by Lois Grace

For you non-Latin-speaking readers out there, that means "Time Flies". And, sometimes while it's flying about, it reaches out and smacks you in the face, as it did to me this morning. On the way to work, time reached out its long arm and slapped me in the face. I've found this is happening more and more now that I'm - ahem - getting older. Suddenly I feel a LOT older.

I was listening to a CD I'd gotten for Christmas, "On the Third Day" by Electric Light Orchestra. I have many fond memories associated with this recording, as I first heard it when my husband Rob and I were dating. I think it might have been one of the first cassette tapes he bought after installing a clunky little cassette tape player under the dash in his '69 Beetle. The Beetle's name was Humphrey, and that car was responsible in large part for me buying my own '69 Beetle, Bogart. But I digress.

Another of my Christmas gifts this year was a t-shirt honoring the 20th anniversary of the GTI. Twenty years?? Surely that can't be possible. If you remember that the GTI first began in "Rabbit format", then it is indeed possible. All this got me to thinking (one of my flaws):

When my husband and I met, there were no such things as DVD's, CD's, VCR's, cell phones or Golfs. Although I don't remember the actual cost, I'm sure gasoline was so cheap per gallon then that the stations probably paid US to fill up. I remember well, waiting in the long ridiculous lines of the 1970's "gas crisis", but the gas we waited hours to get was still cheaper than a gallon of milk. Imagine that! Now we pay \$3 and more per gallon, but don't have to wait to get it. At that time, Volkswagen was still building the Beetle, for crying out loud! In fact, VW still built the venerable Bug when we got married, and didn't cease production of it until the year we bought our house, 2 years later.



The Rabbit hadn't yet begun prowling the streets at this time, and it was not unusual to see new Beetles with dealer plates cruising by. Geesh! I feel so old.

A lot has happened since Volkswagen built the first Beetle, but perhaps even more has transpired since the first GTI arrived. Plasma TV. Cell phones. Recording devices. Unheard-of medical advancements, including CT scans. Microwave ovens. Recycling. Hybrid vehicles. COMPUTERS. The knowledge advancement in the last 30 years is astounding. The differences in our lives since then is even greater.

But, consider what was going on when the Beetle first appeared. W.W.II was just beginning to flare up, and Hitler decided he needed to control the world. And, in pursuit of that end, he also thought a "car for the masses" might make him wildly popular among the German people, while giving them something they badly needed: affordable personal transportation. So, he commandeered Dr. Porsche's idea for a People's Car as his own, and production began on the Beetle. Imagine the surprise of the folks who first saw this car! Small, with the engine in the wrong end, and AIR COOLED! The world had never seen anything like it before. I'm sure it caused a huge uproar when it first appeared. In my opinion, no car since that time has ever ri-

Tempis Fugit by Lois Grace

valed the uniqueness of the Beetle; not the import of millions of cheaply-produced Japanese cars, not the hybrids one can buy today, and certainly not the bloated (and silly, just my opinion again) SUV. There is no other car ever built that has even come close to duplicating the popularity and sheer "difference" of the Beetle. And because of that, the Beetle deserves a place in history as the genuine icon it is.

The arrival of the Beetle opened the doors for the other small cars to follow. In a word, it created the small car market. Sure, there were small cars before the Beetle, such as the American-made Crosley, but none of them ever achieved the popularity enjoyed by the Bug. Why didn't they?? Who knows. Perhaps it was a case of poor timing or marketing. Maybe it was that the Beetle was "the complete package" and the rest of these small cars simply were lacking something the public felt was essential. Maybe it was simply because the companies that produced them didn't have the resources to produce and sell millions of them. I'm sure marketing executives could analyze this and give us all an accounting. All I know (and I suspect other might feel the same way) is that none of these cars even came close to the Bug's pet-like appeal. Yes, it probably boils down to looks. How sad is that?!? The Crosley was a cute little devil, but not cute enough to avoid being overcome by the Beetle's "adorability factor". The Mini Cooper, MG and Bug Eye Sprite all came later so they can't even be counted. Too bad, they are all so darned cuddly.

I don't know why all of this just suddenly occurred to me. Maybe it's that time is not bypassing me either, as I am realizing how old I'm getting. Funny, if I look in the mirror it sure seems like I'm getting older, but sometimes I still feel like a kid. And, if I open the garage door and stare at my two Volkswagens out there, time stands still. THEY haven't changed at all. One of them is now nearly as old as me but will always remain an automotive Dorian Gray, thanks to me being born first. The other is my "newest" vintage VW, at 45 years old. I've owned this car since 1975, and it's still hard for me to believe

that we both have aged at all (haha). So much water under the bridge, yet so much more to come.

I guess, all things considered, we all age at the same rate. Yet, our Volkswagens remain forever frozen in time and either youthful or lovingly reborn as such. Either way, it's hard to get old when your vintage vehicles don't. The cost of restoring a human has to be more than good body and paint work, right? But after a few more years, I just might think about it! Hey, if Vernon can have his face lifted, I suppose I could do the same. - LG



Once Upon a VW by Fish Head Louie

Back in 2011, I was selling off my former girlfriend's abandoned bike when the buyer told me of his father's black 1957 Volkswagen. I followed up a few times and the guy's dad just didn't want to sell it. Truthfully, I forgot about it.

In the winter of 2019, I was contacted by a man who had a 1957 Volkswagen for sale from Franklin, West Virginia. I asked if the car was black and knew immediately that this was the same car.

I had just bought a 1960 356B, so my petty cash fund was all but drained. The man, named Johnny, invited me to schedule a visit that week, but later called because he had a death in the family.

Winter passed and then another call came. He invited me once again to see the oval before he began to work on it, himself. I gladly made the hour trip. When I arrived, I saw one of the best preserved Volkswagens I have ever seen. The headliner and carpet were both nicely intact. The interior smelled of vinyl rather than mice pee; imagine that.

He told me the price he would have to have and I told him that I would get my monies together "after my stimulus check came," I jested.

When that day came, he had already ordered the brake parts, a gas reserve fuel tap valve, and a fuel pump rebuild kit. He had cleaned the inside of the hump fuel tank, installed the front brakes and master cylinder and had put marvel mystery oil into the spark



plug holes.

Interesting the tank was painted orange and had a hole for a sending unit valve was cut out, but no gauge inside the car. I had a heck of a time trying to seal a sending unit with silicone into that flimsy tank which would dent if you put any pressure on it. The brand new valve was also faulty. I took the seal off the new valve and used a good used one and replaced that orange tank with an original used black one. I also had to replace one bulb holders in the passenger side bullet turn signal.

The tires on the car were pretty much brand new, but from the 1970s; I even have the receipt and good year warranty information. When you have a car this old, you almost definitely have to run white walls. An old '64 I bought, had its original white walls so I had new tubes installed in them and touched one up with black paint and voilà. I even have secured a gently used set of modern Coker white walls for the future.

I drive this black beauty around town and it makes everyone smile because it gives off pure joy, which is exactly what 2020 needs more of!
-FHL

Once Upon a VW by Fish Head Louie



Garage kept speedometer "gels."



A real grocery getter, on white walls, of course.



Under-dash fan switch which powers the under-seat blower to get heat to the driver.



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Upcoming Events

Event info as of October 5th, 2020
Contact show organizers/websites
for the latest updates.

November 07, 2020

Bulli Brigade 27

Clearwater, FL

Join in for a full weekend of Volkswagen related events to include the 18th running of the Rare and Unique Slam in Bradenton, FL, and the 32nd running of The Florida Bug Jam at Pasco County Fairgrounds.

Contact: Robert Kennedy 904-501-3586

November 13, 2020

2020 Bugs In The Woods

Jamboree

Gordon, Georgia

Three day celebration, camping, VW event. show and shine car show on Saturday starting at 10 AM. There is no fee to show your vehicle. We have plenty of room for camping whether it be in your camper bus or tent. The fee for camping is only \$10.00 per person per day. There will be also a vw swap meet if people want to bring our there vw parts to sell . The fee is only \$10.00 per table. Please check out www.bugsinthewoods.com

November 13-15, 2020

Volkstock Festival

Peoria, AZ

Come camp at the beautiful Lake Pleasant and enjoy all the VW's and live music! This will be an epic event with live performances by Ryan Bexley, The Black Moods, and more.
<http://www.VolkStock.com/>

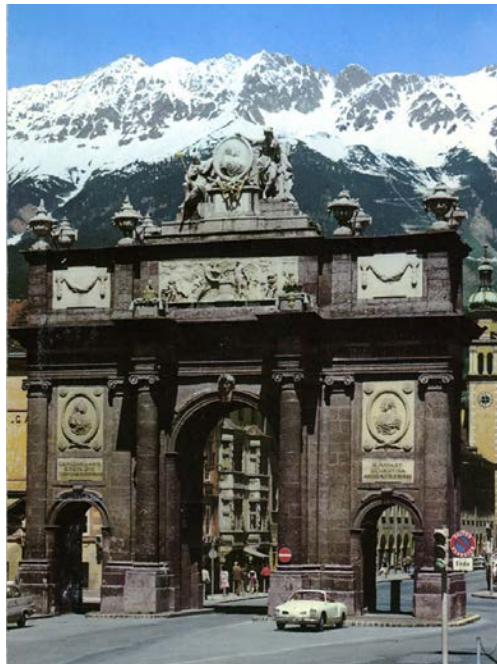
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Clearwater, FL

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New & Used Vendors \$20.00
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To list your upcoming event,
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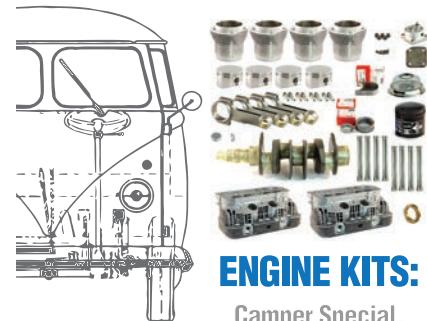


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Date Coding by Steve Carr

This issue, I would like to look at the date coding on an accessory item that was not installed on VW's at the factory. This part is a seat recliner produced by the "Huls" Company.

These recliners were usually installed on the passenger seat and made it possible to recline the seat so the passenger could relax or sleep. While never a common accessory, they were installed on VW's since the early 1950's.

The "Huls" Company, unlike some other German firms, did not denote date of production precisely. Instead, they marked their parts by year(s) of production.

The date code on these parts is located on the long arm of the reclining mechanism (see picture). I have seen these parts marked with one year (the example I saw was dated "1953") and with two years. The pictured example has the years "1955/56" stamped on the arm.





155-203-06048



315-IDF-00311



INOX-356-100



155-721-50750



155-795-51400



INOX-356-3000



315-401-021



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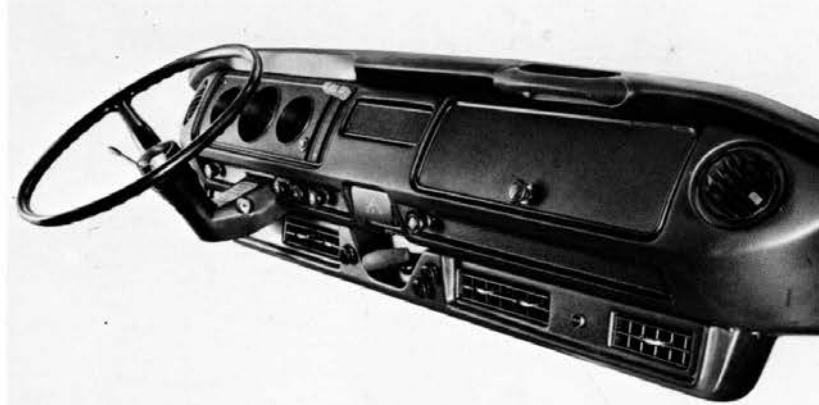
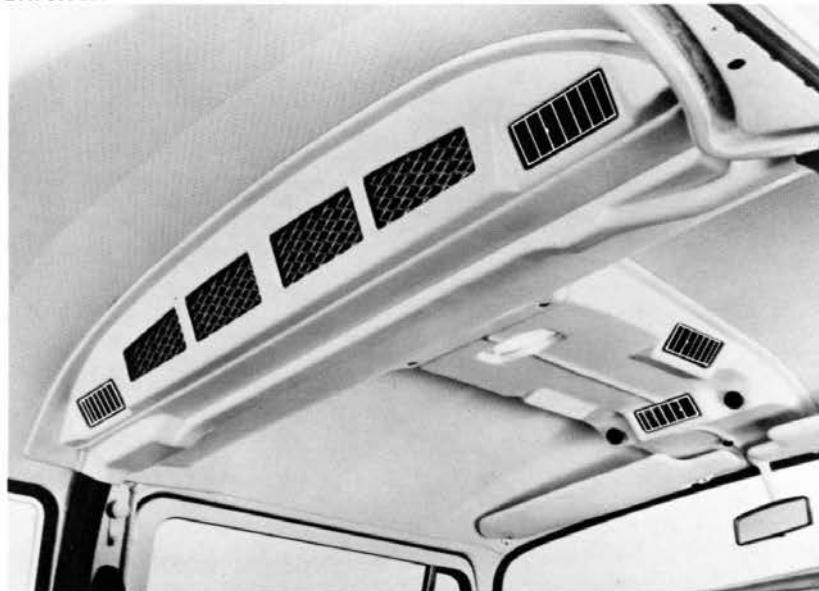
ZVW 805 233
ZVW 805 223

Vehicle Compatibility

1973 and 1972
1973 and 1972

Dash
Overhead

ZVW 805 223



ZVW 805 233 AD 129

DASH

1. Four lower, dash mounted, thin-line evaporator, provides the quickest front seat cool down.
2. Two motors, four blowers; with controls for each motor, provide flexible air control and distribution.
3. Compatible with all 1972-1973 VW models for inventory economy.

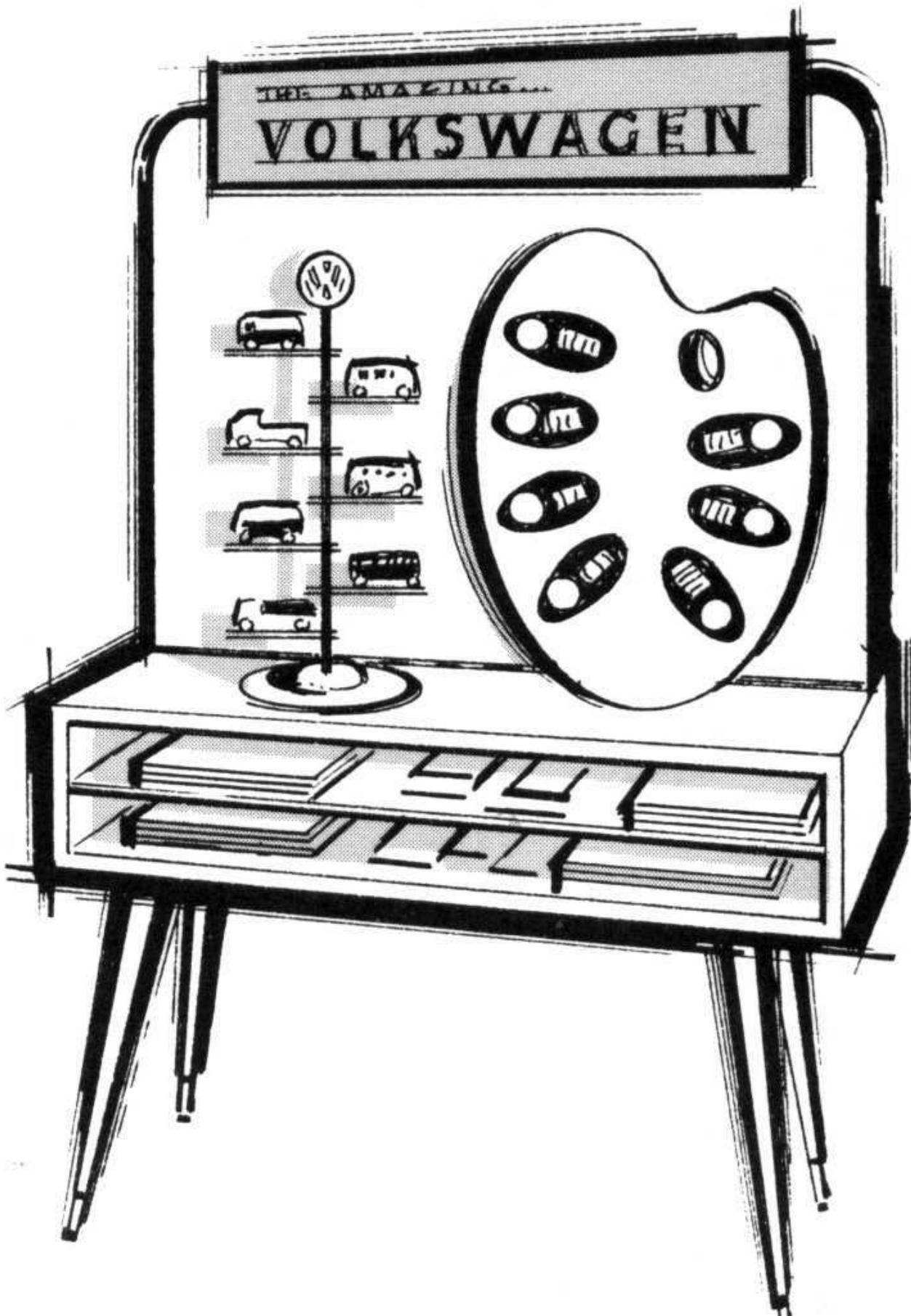
OVERHEAD

1. Advanced overhead cockpit design for air distribution, safety and eye appeal.
2. Easy access to controls in front of driver for safety and convenience.
3. Five air outlets for total cold air distribution to the vehicle.
4. Two motors, four blowers and dual controls for flexible air distribution, high volume and quiet operation.

Condenser System For Both Units

1. High capacity tube and fin coil with two motors for maximum cooling and low H.P. drain.
2. Protected from road hazard between the main vehicle frames.
(See reverse side of this page.)

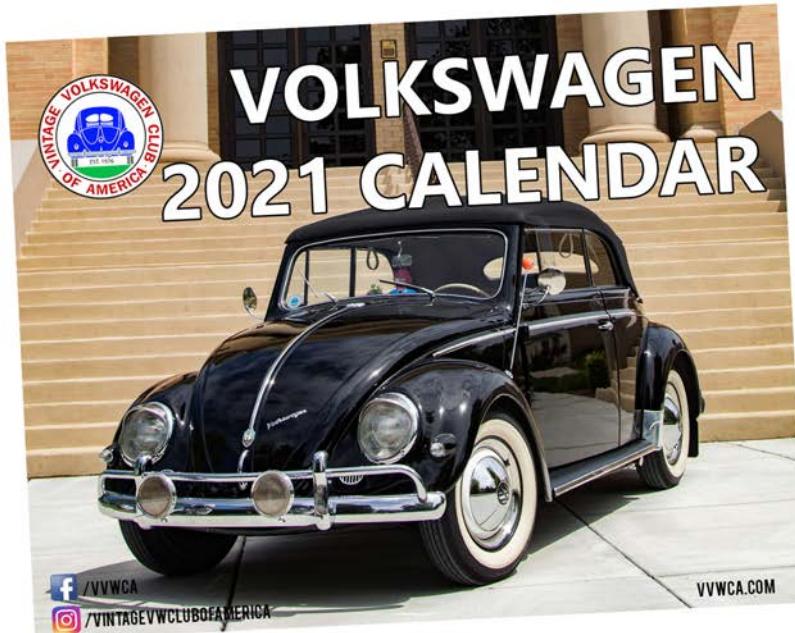
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