



VintageVoice

March/April 2021

Volume 46 • Number 2

The Vintage Volkswagen Club of America Newsletter • Established 1976



Welcome

Welcome to the latest edition of Vintage Voice.

Spring time is fast approaching, and hopefully you're getting your Volkswagen ready to hit the streets or the campground for some safe cruising, or if you're lucky enough to be in an area with one, getting ready for the first car show of the season! I know I've been spending my weekends with my 1977 Westfalia dialing in those 'little details' I always said I would get to, but never really had the time. It's nice to finally cross those off the list.

In the meantime, we bring you a fresh Vintage Voice, with all your favorites, including a big historical article from Heinz about VW in 1952. Jake Raby continues 'Project 1385' with engine design, part selection and more, and read favorite Lois Grace brings a tale of what makes her a 'Macho Driver'. Plus we're going Old School with a Throwback Feature of a 'Sikaz '56' from our archives!

Also in this edition, we're bringing back the Upcoming Events section. With more shows coming back on the calendar, we feel more confident with the section on our pages again. If you would like to have your event listed, email all the details to me, and we'll get it in the next newsletter.



Are you ready? I'm ready.
Eric Arnold, Editor
editor@vwwca.com

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VintageVoice

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THE **Weedub** 1600

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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I have a strange thing to admit: I've always been sort of a "Macho Driver". You know, not wimpy, not hesitant. I'm...

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Please tag us #VVCA.
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The Podium with President Eric Goodman

Dear VVWCA Members,

2021... Not much has changed since the first of the year, but I wanted to update you on what things may be coming up in the future. Many events have been canceled again this year on the West Coast, however, some of the larger events on East have started back. We hope by summer we will see more events happening. Each of our chapter clubs have to work within their local city and county ordinances. Larger cities and counties are taking longer to open back up and allow large events. We have been sharing event updates on social media pages. Please check our pages for the latest information.

Many of our board members, including myself, work in healthcare, so the last 12 months have been very challenging and busy. With not many events happening we have been concentrating on helping serve during the pandemic. We hope to get back out this summer and see everyone. As I mentioned in my last article, we have not been advertising our memberships and sponsorships during this time. Most of our sponsors have been affected by the pandemic and continue to need our support. If we support them now, they will continue to support us in the future. We also really appreciate our chapter and members support of the organization. We have expenses that need to be met also. If you renewed your Pro-membership, thank you. If you want to join the club please go to our website: www.VVWCA.com.

Please read all the other board member's and contributor articles, and see ads from our sponsors in this issue. I hope everyone stays safe and well, and I hope to see you all soon when events start back. Feel free to contact me at anytime. I always want to talk with our chapter clubs, members and any VW enthusiasts.

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



The Historian's Corner by Heinz Schneider

VOLKSWAGEN IN 1952

FURTHER IMPROVEMENTS AND BIG CHANGES IN OCTOBER

Volkswagen in the US: The New York importer, Hoffman Motors sold 980 Volkswagens in the US in 1952, which included 93 Type 2. While sales had improved Nordhoff was still not satisfied with Hoffman's performance. While demand for Volkswagen in every nation where they were sold was increasing and creating long waiting lists, in the US sales did not seem to get any traction. A first test of a Volkswagen in a US fan magazine appeared in the December 1952 issue of Road & Track. Its conclusion: "The Volkswagen is the most amazing and versatile car in its class. It combines satisfactory traffic performance with ample highway cruising speed and remarkable all around economy."

In Canada Volkswagen established their own import and distribution organization as Volkswagen Canada LTD on September 11 and imported the first 12 Volkswagen which included a Type 2 based ambulance. Eight of these first cars plus a bare chassis were displayed at the yearly Canadian National Exhibition. The response was overwhelmingly positive and a first office was open in Toronto in an old farmhouse. The success in Canada encouraged Nordhoff later in 1953 to decide for Volkswagen to run their own organization

in the US instead of using independent importers. Werner Jensen who ran the Canadian VW operation traveled with his suitcase across Canada talking British import dealers to take a Beetle on consignment. To their surprise the Beetles sold quickly and most of these dealer eventually became exclusive VW dealers. This story was published in the Canadian version of Time Magazine. VW Canada under Jensen was also the place where all the overhauled and rebuilt exchange engines for the entire North-American market were overhauled.

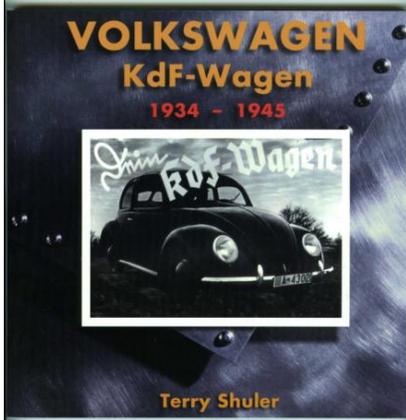
Production: Total Type 1 Beetle produced in 1952, reached 114,348, of which 84,035 were export 113 models and 25,514 standard 111 models; Other models were 4,253 four-seater Karmann convertible model 151; 510 police cars; 13 Hebmüller two-seater convertibles model 14A and 13 other not closer described vehicles were also built. In addition Transporter Type 2 production reached 21,665. In 1952. 17,381 employees built 136,712 cars 7.9 cars per employee, a further indication of improved efficiency. Compared to 7.5 cars per employee in 1951 and the year before it was 6 per employee. ID numbers: Cars produced in calendar year 1952 had chassis numbers from 1-0313 830 to 1- 0428 156 and engine numbers from 379471 to 519136. After October 1st beginning with chassis # 1-0 397 023 major changes took place, these later cars could be called, 1953 models.

The Historian's Corner (continued)

The Beetle received major improvements in quality. It was a widely accepted myth that as a result of the millions of miles of testing and the experiences gained in WWII, the Porsche designed Volkswagen was a car without faults. But neither the war experiences in the cold of Russia nor the heat of Africa resulted in a reliable and comfortable car. Many tests in Great Britain and the US confirmed the unreliability of these cars. The Volkswagen, as Nordhoff would later admit was an unreliable, ugly duckling. It was not really a surprise that all of the Allies who had a chance to acquire the car and even the factory turned it down. The job done in the early fifties by Nordhoff and his men to improve the quality was a great achievement. They went about in a meticulous, persistent way to build the reputation of the Volkswagen. This process had already started in previous years but it was hindered by the lack of quality supplies. The changes introduced in October of 1952 would be a big step forward and many became permanent ones. Since most of the changes did not come until October 1st, almost at the end of the 1952 calendar year, these improved cars really should and were by many considered 1953 models.

Here are changes introduced during the early part of 1952.

January: Starting with chassis 1-0 318 328. Steering wheel lock becomes optional, no longer standard.



Volkswagen Kdf-Wagen 1934 - 1945
By Terry Shuler

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

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

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

February: From chassis 1-0 324 758, hydraulic brake fluid reservoir float discontinued.

March: Connector between muffler and exhaust pipe discontinued with chassis 1-0 338 059.

April: With 1-0 345 950, Pitman arm strengthened.

May: From chassis 1-0 0357 667, engine # 433 003 valves have now only one valve spring instead of the previous two per valve.

June: From chassis # 1-03365 201 adjusting nut for clutch cable reduced in size. 1-0 360 478, oil dipstick relocated.

July: Fuel tank filler pipe opening reduced to 40 mm in diameter starting with # 1-0

The Historian's Corner (continued)

3741 199.

August: Some engines were equipped with oil bath air cleaner starting with chassis 1-0 382 029, engine #462 006, later replaced by a felt type air cleaner in November.

September: Gearshift housing reinforced # 1-0 396 588.

Big changes were took place on October 1st when many dramatic improvements were introduced with chassis # 1-0 397 023 the ones I had mentioned before. These changes would stay with the car for many years and deserve to be mentioned and described in more detail. The exterior changes: Now all windows received polished aluminum moldings. Vent windows were introduced to finally allow relatively draft free air to enter the car. These vent windows were not changed again until 1964. All exterior moldings were now polished and anodized instead of just being polished aluminum, which used to corrode badly on previous models. These moldings would stay with the Beetle until 1966. The bumpers were now stronger and more curved to the shape of the car. These bumpers were finished in high quality, triple plated chrome and equipped with little over-rider protectors also commonly called guards. This bumper shape would stay with us until 1968 and on European standard models even longer. The rear lid handle was now formed in a T shape. The interior changes: A com-

pletely new dashboard was introduced. The speedometer/odometer moved right into the center view of the driver, and of a conventional layout as with other cars on the market. The idiot lights for oil pressure and generator function moved into the instrument's face. One single closed glove compartment, instead two open ones. The odd, round shaped ashtray, was replaced with another odd shaped one more to the right of the dashboard. A large polished aluminum screen was placed in the center of the dash for radio speaker installation. For the radio itself, an opening was provided at the lower part of the dashboard. It accepted all standard size German radios, the same ones which fit all other German and most European cars. These standardized radios would later be loved by thieves. Such a standard size stolen radio would fit any car. The centrally located starter button was now moved to left on the dashboard and to activate it, one had to reach through or around the steering wheel. For the turn indicator a little fragile lever was placed on the left side of the steering column. The interior light was now moved from the rear back roof center to the left side roof rail where it could be turned on more conveniently and it put the light were it would do the most good, at the driver's side. To let the heated air into the car a knob located at the top of the center tunnel had now to be turned instead of having to use the previous pull up lever. Sound absorbing materials

The Historian's Corner (continued)

were used generously on the rear fire-wall separating the engine compartment from the passengers to cut down on mechanical noises entering the car. Electrical changes: The Beetle would now receive real taillights instead of having the brake lights and license plate light combined into the center in what some aficionados called the Pope's Nose. The new taillights mounted on the rear fenders had a heart shaped Fresnel lens on top. Windshield wipers came with larger blades and a stronger motor, they covered a larger area as at the same time the wiper would now automatically stop at its lower end position. Transmission changes: The top three gears were now synchronized, using an American Borg-Warner patented system. Second gear ratio was lowered to achieve slightly better acceleration. Gearshift lever mount changed to allow shifts that are more positive and it is claimed required 25% less effort. The transmission and engine would receive softer mounts to lower vibrations and noise transmitted to the interior of the car. Engine changes: Carburetor now a larger size, 28 PCI instead of 26 VFIS and having an accelerator pump to eliminate flat spots. Another change made was to improve heat transfer from the preheater pipe to the intake manifold to eliminate icing.

To list all the changes made to the car in 1952 until Oct 1st would take a few more articles. It can however be said that all the changes resulted in a much better

car. Just looking at it, one could really see this was a high quality product. It also became much more comfortable now having hydraulic shock absorbers on all axles. The torsion bars front and rear were changed again to allow for considerably more wheel travel. The change in wheel and tire size and the resulting lowering of tire pressure added another improvement in comfort. Wheel diameter was now 15 inches instead of 16 and tire size was enlarged to 5.60 instead the previous skinny 5.00. Other factors adding to the comfort, drivability and quality were the reduction of effort needed to depress the clutch pedal, reduced by 25% and the brake pedal effort reduced by 16%. To lower and raise the window took now only 3 turns instead of the previous, seemingly endless 12.

THE ZWITTER CARS

With the changes in October of 1952, the Volkswagen Beetle had entered a time period, which were by many called the Zwitter are. It lasted from October 1 1952 to March 10, 1953 and covered 51,094 cars. These cars were called Zwitter because they had the new dashboard but still the split rear window. The split rear window was discontinued March 10 1953 with an oval one. The name Zwitter for these interim cars, is in my opinion, an appropriate one, it is a German word describing a human having both female and male genitals, a hermaphrodite.

The Historian's Corner (continued)

Other Important 1952 Dates:

August 16: The Karmann factory celebrates the completion of the 10,000th. Volkswagen four-seater convertible.

September 6: First meeting of Volkswagen owners with 100,000 km without major repairs.

September 11th: Volkswagen Canada Limited formed.

September 20th: Production of industrial engine begins.

Colors used in 1952: Export Models: Pastelgrün L11, Atlantikgrün L19, Blau-metallic L35, Mittelblau L37 Schwarz L41, Kastanienbraun L73 and Saharabeige L 272. Standard Volkswagen colors in 1951: Jupitergrau L 225 or Mittelblau L 37. All standard models had their hubcaps, bumpers and door handles painted with L 226 Silbergrau. Wheel centers on Jupitergrau cars were painted L392 Nebelgrau outside rim L464 Schiefer. On blue cars, centers were L393 Königsblau and centers L392 Nebelgrau. Steering column and seat frames were either L41 black or L466 Silver beige.

Other important happenings: At a small town called Erbach, in West-Germany 2,000 VWs gathered. These are official VW numbers other sources have 1,200 cars participating. The owners of these cars all received a Swiss watch for driving their VWs 100,000 kilometers without any major repairs. A major repair was at the time considered one needing the engine



1952 Pininfarina Beetle Replacement prototype

case split. Some cars participating had actually already over 200.000 km without any repairs.

The first prototypes to replace the Beetle. The Porsche developed by Porsche project #402, the Volkswagen research and development department and by the Italian coach-building house of Pininfarina were completed this year but did not receive Nordhoff's approval. All were very unattractive, except for the Farina, and were considerably heavier than the Beetle and therefore their power to weight ratio was worse. Using the original mechanics these newly developed cars would have been even slower. Nordhoff gave orders to go back to the drawing boards. Porsche starts work on project 534 with another contemplated Beetle replacement this time using a unitized body. First contacts by Karmann with the Ghia Company people about designing a sporty version of a Volkswagen started in 1952.

- HS

Upcoming Events

Event info as of February 1st, 2021
Contact show organizers/websites
for the latest updates.

April 17-18, 2021

Spring Dust-off East Ridge, TN

This two day festival features a VW car show with classes for air-cooled and water-cooled, a huge swap meet with vendors selling new and used parts, and a campout Friday and Saturday nights.
Visit <https://www.bugapaluza.com/> for all show details.

April 25, 2021

Madera VW Spring Fling Madera, CA

Over 23 participant judged classes for most VWs. Stock or custom. Both air cooled and water cooled VWs are invited.
We park vehicles in class or by club.
Go to <http://www.maderaspring-fling.com> to check out video of previous years.
More information? Need a vendor spot? Call Tony at (559) 994-1192.

May 2, 2021

Spring Dust-off Pomfret, CT

This is an informal, non-judged VW gathering held rain or shine. Dash Plaques to the first 100 cars.
For more info: Bill Arute (860) 395-9964 or email bill@ctvwa.org

May 22-23, 2021

6th Annual Dubs in the Shrubs Campout, Car Show & Swap Meet Yardville, NJ

Dubs in the Shrubs show is a 2 day air-cooled vehicle event (and Vanagons). Contact Information: Old School Euro's Car Club and Dubs in the Shrubs 2021 on Facebook. Email Oldschooleurosccl@yahoo.com

June 20, 2021

28th Annual Bug-A-Fair Terryville, CT

40 Show Car classes with 1st-3rd Place awards for both aircooled and watercooled VWs plus Special Choice awards and Best of Show trophies totaling over 140 awards!
For more info go to www.ctvwa.org or contact: Bill Arute (860) 395-9964 or email bill@ctvwa.org

July 10, 2021 (rain date July 11)

16th Annual Euro-Ameri- can Auto Show Yardville, NJ

Open to all other foreign and American autos and cycles. It is held on grass with shade trees and picnic tables available. Proceeds benefit the club's high school student scholarship fund.
Contact information: Trenton Donauschwaben, 609-585-1932

To list your upcoming event
email editor@vwwca.com

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

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

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

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

SUBMIT YOUR AD TO: editor@vvwca.com

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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For Your Information - Parts Pages

1 Front hood locks

Part No.	Designation	Model	Used for up to Chassis No.	from Chassis No.	Key	Tumb- ler code	IBM No.	Remarks
111 827 505	Front hood lock	111, 112	1-102 947					Used as rear hood lock for 111-118, 151, 152
111 823 507 A	Lock carrier with pin	111-118, 151, 152		1-102 948				
111 823 509 A	Lock with apron	111-118, 151, 152		1-102 948				
111 823 509 B	Lock with apron	111-118, 151						
152 823 509	Lock with apron	152		3 192 507				
151 823 525	Knob with lock for front hood cable	151, 152			111 837 219 AR	S G	060	also used for 141, 142 The handles should be selected according to the tumbler codes
151 823 525 A	Knob with lock for front hood cable	151, 152			111 837 219 AR	S E	072	
151 823 525 B	Knob with lock for front hood cable	151, 152	3 192 507		111 837 219 AR	S C	073	
151 823 525 C	Knob with lock for front hood cable	151, 152	3 192 507		111 837 219 AR	S U	074	
151 823 525 D	Knob with lock for front hood cable	151, 152	3 192 507		111 837 219 AR	S V	075	



151 823 525 A



151 823 525 B



151 823 525 C



151 823 525 D

For Your Information - Parts Pages

2 Rear hood locks

Part No.	Designation	Model	Used for		Key	Tumbler code	IBM No.	Remarks	
			up to Chassis No.	from Chassis No.					
111 827 505	Rear hood lock	111-118, 151, 152						Used as front hood lock for 111, 112 up to Chassis No. 1-102 947	
111 827 561	Rear hood handle with escutcheon	111, 112, 115, 116							
113 827 561	Rear hood handle with escutcheon, chrome-plated	113, 114, 117, 118, 151, 152							
113 827 571	Lockable rear hood handle with escutcheon, chrome-plated	111-118, 151, 152		2 528 667	111 837 219 AR	S G	060	M 94, Optional installation	
113 827 571 A	Lockable rear hood handle with escutcheon, chrome-plated	111-118, 151, 152	3 192 506	2 528 668	111 837 219 AR	S E	072	M 94, Optional installation	
113 827 571 B	Lockable rear hood handle with escutcheon, chrome-plated	111-118, 151, 152		3 192 507	111 837 219 AR	S C S U S V	073 074 075	M 94, Optional installation	
113 827 573	Lock cylinder with keys			2 528 667	111 837 219 AR	S G	060	For handle 111/113 827 571	
113 827 573 A	Lock cylinder with keys			3 192 506	2 528 668	111 837 219 AR	S E	072	For handle 113 827 571 A
111 827 573 A	Lock cylinder with keys			3 192 507	111 837 219 AR	S C S U S V	073 074 075	For handle 113 827 571 B	



113 827 573



113 827 573 A



111 827 573 A



ADAC-6-STUNDEN-FAHRT

Überragender



ERFOLG

AUF DEM NÜRBURGRING

mit anerkannt serienmäßigen Volkswagen



erkämpfte sich 31 von 45 Gold-Plaketten der Tourenwagen-Klasse bis 1200 ccm.



gewann mit 36 Wagen am Start 31 Goldene und 2 Silberne Plaketten (3 Wagen durch Sturz, keiner durch Panne ausgeschieden)



überbot mit allen 31 Siegern 6 Stunden lang den geforderten Durchschnitt von 73 km/h.



errang für beide Werksmannschaften den »Großen ADAC-Mannschaftspreis mit Goldenem Schild« als höchste Auszeichnung.



fuhr mit 83,39 km/h die schnellste Runde seiner Klasse.



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Project 1385

Part 2 - Parts & Preparation

BIn the first part of “Project 1385” we set the stage for the build. In this part of the story, we will work through component selection, engine design, and machine work/balancing as our primary objectives.

Those who have followed my work over the years know that my focus has always been more on the VW Type 4 engine, and performance modifications. Like most everyone, I started out with Type 1 engines at an early age. In fact, for me I had a good bit of first hand Type 1 experience by the age of 10. I “cut my teeth” on the Type 1 engines, and when I first started my business (Raby’s Aircooled Technology) in the early 90s they were my primary focus.

Now for some backstory

Over the years I would learn that I wanted to take the trail less traveled, and I liked the mystique and misunderstanding of the VW Type 4 engines. I didn’t like the way the Type 1 market had gone, as poor quality components started to populate the stores and magazines. It seemed like it was a “race to the bottom” as everyone started copying each other’s things, and seeing who could sell the most stuff, aside from quality. Performance parts for



While not being an OEM component, the quality of the NOS NPR 83mm cylinders and pistons was apparent. These measured perfectly, and right out of the box they were within .7 gram deviation between the set of 4. These were difficult to find, and finally a VVWCA member came to the rescue when I made a call for help on the VVWCA Facebook page.

the Type 1 engines were some of the first to see quality degradation. Things didn’t fit right, and new parts had to be modified and checked closer than a part that was 30 years old. I felt like I was wasting my life as I poured hours into the engines, having to cut, grind, and whittle on almost everything I touched. I decided to go to the Type 4 engine, and focus on its bolt-in integration into a Type 1 chassis. I did this because I could build a performance engine making 130HP or so using all German VW parts. Since the smallest Type 4 (1700) was bigger than the biggest Type 1 (1600) made, I could get more power without having to use aftermarket stuff. The significance of this back story in relationship to this article, is the fact that “Project 1385” is the first Type 1 engine I have built in over a decade. I really enjoyed this project,

Technically Speaking with Jake Raby

and the memories it generated, as well as an “escape” from the Porsche engines that fill my life these days.

From an engine design perspective, I took some time to plug some numbers into my software, and open up my old engine combination recipe book from my type 1 days. I made my way to the page that specified the 1385cc combination that I last did in 2002, for one of my long-time employees who was restoring a '64 Karmann Ghia which also used a 1200cc (40HP) engine with a performance twist. I set that engine up much like this one, and it was able to net 64HP, and averaged 40 MPG on a 1,000 mile trip to and from Florida Bug Jam. With that engine I performed some port clean up on the 1200cc heads, gave it a nice 3 angle valve job, and bumped the compression ratio to



The extra heavy application of cosmoline preservative was removed from the 83mm NPR cylinders using my ultrasonic cleaner. The quality of these cylinders;inders is great, and even their surface finish measured perfectly

8.5:1. I will do something similar with Project 1385, as you will see in future articles as assembly continues.

Determined not to accept compromise with this project, (because I absolutely love my Bundeswehr Beetle) I decided to set out to build a mild performance engine using as many NOS components as possible. I would couple modern nano coatings from Calico Coatings to help reduce friction, and increase thermal conductivity. At the end of the day I was able to source everything necessary to build “Project 1385” from my stash of NOS (New Old Stock) parts coupled to scouring both eBay, and Thesamba.com classifieds for a period of around three months. These things said, while quality of NOS parts is generally superior, it is important to note that you must inspect all NOS parts just like any other part. The fact in some cases is the component has been on the shelf for 40+ years because it had a problem and was “shelved” many years ago. I have seen some of these things end up as severe as cracks found in pistons, improperly sized bearings in boxes, and etc. Put simply, you must always inspect, and measure all components that are being used in an engine, as engine builders assume nothing, and must quantify everything. With my engine I was able to acquire a full complement of NOS components, with the only newly manufactured parts being used being limited to the camshaft, and lifters.

Technically Speaking with Jake Raby



Over my years I have seen a lot of very problematic NOS components that have sold for a lot of money, only to be found unusable due to a factory flaw. It is possible to have an issue with an NOS component, or a new components, so you must always stay on your game, and have great situational awareness while inspecting, and assembling components.

With component acquisition completed, it was time to begin the machine work required to bring the engine up to my specifications, while keeping it 100% original in appearance on the outside. First on the list was inspecting and measuring the crankcase main bearing tunnel to see if an alignbore was necessary. With just a quick bore gage measurement of the #1 and #2 bearing saddles it was clear that though the engine only had 30,000 kilometers on it since new, that the align bore was compromised, and machining was necessary to go to the first (.020") oversize. When I stopped building Type 1

NOS set of Rimco Super Rods were wrapped in newspapers dated 1992. These needed some further balancing, but the quality of the work was very good.

engines, I sold my align bore equipment to my old friend Clyde Maddox of Athens German Aircooled, located in Athens Georgia. I felt it was appropriate for Clyde to machine the case for me; using my old equipment, and he did an excellent job. I was also able to get a few of my NOS parts from Clyde, who remains an excellent resource for aircooled VW parts & service.

With the crankcase machined, it was time to dynamically balance the rotating, and reciprocating mass, using my CWT 5,000 dynamic balancer. The NOS NPR 83mm pistons needed some touching up, and so did my "Rimco Super Rods" from the early 1990s. I was able to retain the original flywheel, and micro-polish my original crankshaft. The original pressure plate still looked like new, so rather than replacing it, I dynamically balanced it to the assembly, knowing that a replacement may not be as good as the 41 year old

Technically Speaking with Jake Raby

original. I would take the time to balance a second pressure plate to the engine while in my machine, so one day when the original needs replacement, it'll already be balanced and indexed for assembly.

With the components finally machined it was time to perform a mock up assembly of the items, and check bearing clearances, and other operating clearances. Things measured up perfectly to spec, so the parts to complete the short block were sent to Calico Coatings for their full service, to include thermal dispersant coatings applied to the crankcase, friction reduction coatings applied to the bearing inserts, and thermal barrier coatings applied to the piston crowns, combustion



Rather than buying new hardware, I chose to prep and apply yellow zinc plating to the original hardware for the engine. This is a labor intensive effort using acid preparation, and a plating procedure. The presentation and corrosion resistance of the plating keeps things looking good for a couple of decades.

chambers, and valve faces. These coatings have proven themselves to me for years, producing some of the coolest running temperatures I have ever seen, even on my engines producing 70 Horsepower per cylinder, normally aspirated, on modern pump gas, with as much as 15% ethanol enrichment. While this engine will make a best of 70HP net on all 4 cylinders (at best) the coatings will add longevity to the engine, while allowing me to safely run high compression ratio, to net a more efficient engine.

A full list of the coatings that were applied are below:

Combustion Chambers and heads of valves: CT-2

Exterior of the Cylinders: CT-41

Piston Skirt CT-3

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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Technically Speaking with Jake Raby

Piston Top CT-2
Bearings: CT-1
VW crankcase: Exterior CT-41/ Interior CT-5
VW Cylinder heads exterior CT-41
Oil Pump interior and gears CT-10 and exterior CT-5
Connecting rods: CT-5
Wrist Pins: Isotropic Super-finish

So follow along with me as I perform simple tasks to build a well-balanced, thoroughly prepared Type 1 engine, coupling old school components with modern advancements, and my own experiences when it comes to engine building theory for the 21st Century. In Part 3 of the series we will begin engine assembly. Thank you for following along.

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



Some components are harder to re-plate than others. Here you can see how rust pitting of the original parts compromised the appearance of the newly plated components .



NOS oil pump, main bearings, connecting rod bearings, and oil pump before being mocked up, and sent to Calico Coatings for friction reduction coatings



When comparing the NOS components with the modern day "new manufactured" parts even the bearing sets are notably heavier, and consistently measured more consistently. These KS main bearings had been in their box for over 50 years, unopened!

The dynamic assembly was balanced as individual parts, then the dynamic assembly was built up piece by piece in the balancer, and the "plane" of balance was corrected. Pay attention to the balance report to see how imbalanced the dynamic assembly was to begin with, and keep in mind that the engine was all original and this is the state of balance it left the factory with in 1979. Needless to say, the assembly is much better balanced after my procedures. The "initial spin" is the engine component balance as the engine left the factory, while the "final spin" is after my balancing efforts. After the rotating mass was completed, I balanced the pistons with pins and rings, then balanced the connecting rods "end to end"



ARMY BEETLE 1385

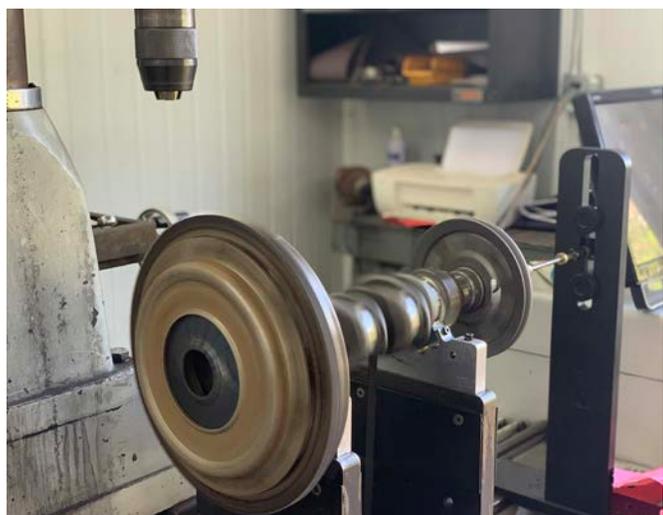
CWT INITIAL SPIN CWT

LEFT SIDE 7.404 Oz-Inch					RIGHT SIDE 0.463 Oz-Inch				
Weight	RPM	Radius	Force in lbs.	Frequency	Weight	RPM	Radius	Force in lbs.	Frequency
20.992	1000	5,000	3.288	16.6	1.313	1000	5,000	0.206	16.6
20.992	2000	5,000	13.150	33.3	1.313	2000	5,000	0.823	33.3
20.992	3000	5,000	29.588	50.0	1.313	3000	5,000	1.851	50.0
20.992	4000	5,000	52.601	66.6	1.313	4000	5,000	3.291	66.6
20.992	5000	5,000	82.190	83.3	1.313	5000	5,000	5.143	83.3
20.992	6000	5,000	118.354	100.0	1.313	6000	5,000	7.405	100.0
20.992	7000	5,000	161.092	116.6	1.313	7000	5,000	10.079	116.6
20.992	8000	5,000	210.405	133.2	1.313	8000	5,000	13.165	133.2
20.992	9000	5,000	266.295	150.0	1.313	9000	5,000	16.662	150.0
20.992	10,000	5,000	328.759	166.6	1.313	10,000	5,000	20.570	166.6

Date Tested 9/22/2020 Target Tolerance 0.300 Oz-Inch

CWT FINAL SPIN CWT

LEFT SIDE 0.160 Oz-Inch					RIGHT SIDE 0.262 Oz-Inch				
Weight	RPM	Radius	Force in lbs.	Frequency	Weight	RPM	Radius	Force in lbs.	Frequency
0.453	1000	5,000	0.071	16.6	0.743	1000	5,000	0.116	16.6
0.453	2000	5,000	0.284	33.3	0.743	2000	5,000	0.465	33.3
0.453	3000	5,000	0.638	50.0	0.743	3000	5,000	1.047	50.0
0.453	4000	5,000	1.135	66.6	0.743	4000	5,000	1.861	66.6
0.453	5000	5,000	1.773	83.3	0.743	5000	5,000	2.907	83.3
0.453	6000	5,000	2.554	100.0	0.743	6000	5,000	4.186	100.0
0.453	7000	5,000	3.476	116.6	0.743	7000	5,000	5.690	116.6
0.453	8000	5,000	4.540	133.2	0.743	8000	5,000	7.442	133.2
0.453	9000	5,000	5.746	150.0	0.743	9000	5,000	9.419	150.0
0.453	10,000	5,000	7.093	166.6	0.743	10,000	5,000	11.629	166.6



Technically Speaking with Jake Raby



After the first round of ultrasonic cleaning, it was clear that the crankcase was in great condition, but the align bore specifications were compromised. Machining to restore these surfaces would be necessary.



Original hardware being prepped for yellow Zinc after their first acid bath/ rinse, and trip through the ultrasonic cleaner.



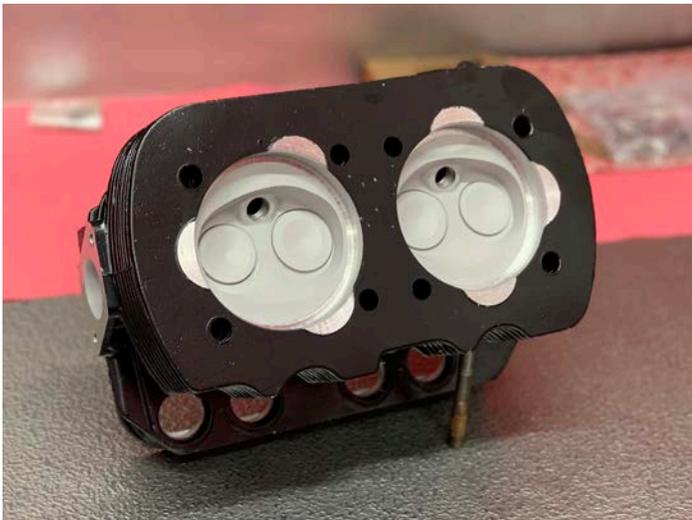
The AS41 "Made in Mexico" crankcase was very clean and free of corrosion internally. With any engine that sits for years like this one did in a museum, corrosion in the oil sump due to contaminated oil is a great concern.



Technically Speaking with Jake Raby



This view shows the thermal dispersant coating applied to the external surfaces of the cylinder heads. New valve springs, and retainers were chosen for this application.



Thermal dispersant, and thermal barrier coatings are not the norm for a 1200cc engine, but they will open doors to higher levels of safe performance and tuning.



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Len Hoffman, at Hoffman Automotive Machine in Watkinsville Georgia applied a Stage 1 port and polish to the original heads.

Vintage Fuel Pumps with Jim Harmon

It is surprising how many restorations can be correct down to the short-pin wind wing pivots hidden inside the doors, while plainly visible inside the engine compartment is a two-generations too new fuel pump. The differences are clear.

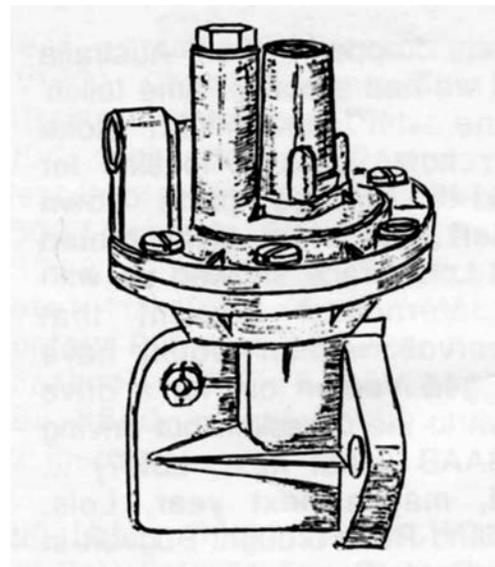
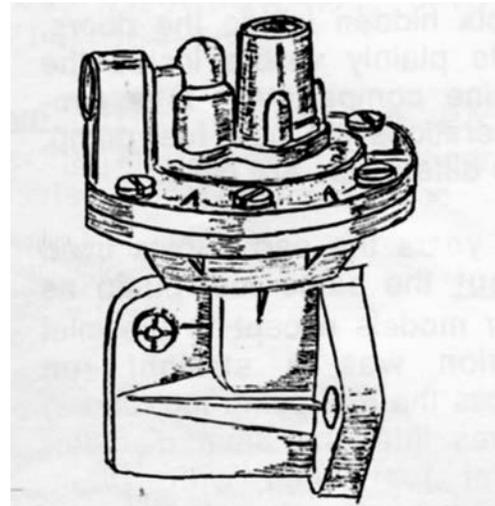
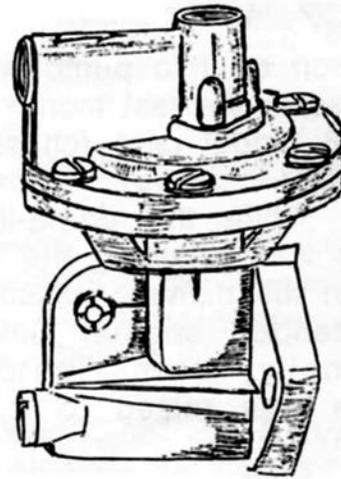
For years the early Splits used about the same fuel pump as later models except 1) the inlet portion was a straight run across the fuel pump top, and 2) it was fitted for 8mm diameter metal fuel lines with 14mm occurred about 10 months into the 1952 model cars (engine # 1-0481713; chassis #1-0397023; about October 1952). While the pump itself appears unchanged, the metal fuel lines were reduced to 6mm diameter metal tubes secured by 12mm nuts. This would remain the diameter for all future metal lines and fittings. This pump was used on all late '52 through '55 model cars -- 1131cc 25hp engines (through Dec. '53), the 1192cc 30hp engines (Jan. through Sep. '54) and those 1192cc 36hp engines manufactured to August 1955.

The next change occurred on the first 1956 model car (engine #1-1120615; chassis #1- 0929746; late August 1955). This change introduced a dome-like chamber on the inlet portion of the fuel pump top. Additionally, the output pressure was increased somewhat. This model was used on all 1956 through early 1959 model cars.

A variation on this pump was introduced in the last month of the 1958 model cars (chassis #1976996; about June, 1958). While the dome like chamber was retained, the air pocket in the delivery passage was extended another 6mm, additionally; the output pressure was raised to 2.56 p.s.i.

The last change for 36hp V.W.'s was introduced about five months into the 1959 model cars (eng. #2675068; chassis #2193349; about January 1959). This change replaced the dome-like chamber with a tall fuel filter element housing. A 14mm hex head cap on the top of this housing is removable to access a conical shaped wire mesh fuel strainer element. The filter could be removed for cleaning.

This pump was used on the balance of 36hp engines found on U.S. model cars (through 1960 deluxe). The 36hp engine continued to be used on standards used overseas through 1966 year models.





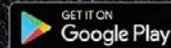
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Central Coast Chapter Update

I want to give everyone an update on what's been going on here on the Central Coast. As we move into the show season, I had to make a tough decision on promoting our Meet in the Middle car show or cancelling this year. For all it has been a tough year and the impact to our community with all our shows being cancelled has been rough. For two years now Ventura Vintage Volkswagens and our Central Coast chapter have been planning a complete weekend with VVV's first campout and a Sunday run to Meet in the Middle. We are still planning for next year's event and want all that love camping to attend. Our community has shown up in numbers in the past and we want to continue our show for years to come, however, the risk to our community is our primary concern so we will wait one more year.

This does not let you off the hook on those projects that you have been procrastinating on. They still need work, and we want to see them next year.

Take care,
Eric Lykens

Vice President West Coast
Vintage Volkswagen Club of America

President
Central Coast Chapter
Vintage Volkswagen Club of America

Throwback Feature - SIKAZ 56 by Mike Epstein



You know how it is, that first VW, how you got bit by the bug. Well that's what happened to George Santiago. After George owned his 63 bug for awhile and went to some VW shows, he decided he had to have an oval window, just had to! So he sold his 63 and went on the hunt. He found a real roach motel but it was a 56 and original running engine and the guy was in need of selling, seems the car was always being hit or broken into. After George and the seller came to an agreement, George brought his new car home and completely striped it. Going to car shows and swap meets, George collected everything he needed and proceeded to put it back together with a fresh motor.

Then George got bit by the show car bug and had to tear it all down again and start all over. This time he got some help. While George thought of what he wanted to do, he sent the body to L.C. Auto Body in Colma, Ca. for a little message therapy, 2 months worth, then over to Custom Body Shop in San Francisco, for a little spray of a mixture George did using 8

colors of lacquer topped off with Brandy wine Pearl and clear Polyurethane.

To get from one place to another, George opted for a I600cc bored to I64lcc, a 69mm crank, Engle 110 cam, Cima 87mm pistons, o4l heads ported and polished to 40x35»5» making 8.0 to 1 ratio. Fuel reaches the pistons through dual Baby Dells and it sounds nice with a Bugback header system.

Getting power to the rear wheels, the tranny was rebuilt, left stock, with a 200mm flywheel and a Kennedy clutch. Both engine and tranny were built by the experts at Tassi In. in Colma, Ca.

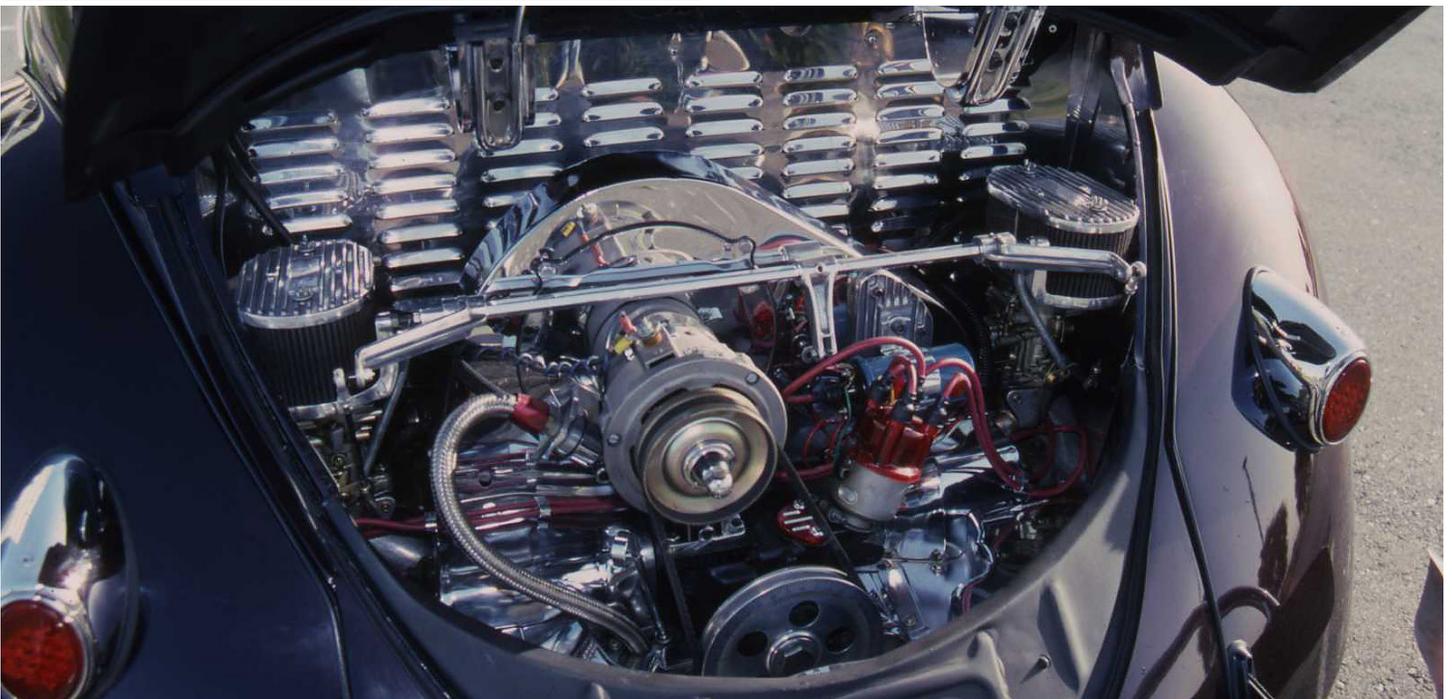
The body was set back on the original pan with a new lowered front beam and KYB gas shocks all the way around. George also sports a set of original EMPI 5-spoke rims with a beautiful lustre put on by Cantwell Plating and Polishing in San Bruno, Ca. George wraps the rims with Michelin ZXs in sizes 135X15 front and 175X15 rear.

No detail was left undone, the engine has enough chrome and polished aluminum to warrant

Throwback Feature - SIKAZ 56 by Mike Epstein

a sunburn warning, and the trunk and interior was sewn by Metzel Upholstery in San Francisco using Burgundy velour and vinyl with Grey loop pile carpeting. George also uses a 9 1/2 inch Gene Berg shifter to put him through the gears. To quench his love for loud music, George has cleverly put his CD player in the glove box and he welded the original radio hole closed. Getting power to the Hella Beat speakers, front and rear, is a Rockford Fosgate amp with 120 watts of power.

George has taken home quite a few awards and would like to thank Kohlweiss, Donsco, his family and many friends.



Throwback Feature - SIKAZ 56 by Mike Epstein



Macho Drivers by Lois Grace



I have a strange thing to admit: I've always been sort of a "Macho Driver". You know, not wimpy, not hesitant. I'm a sort of grab-it-by-the-hair and GO sorta driver. You want examples? Well, OK, you know, no hill-holder clutch for me. No shifting down for corners for me. No waiting for a full 5 minutes and checking all mirrors 14 times before I change lanes. I don't fill the tank when it says it's 1/4 full. I think you get the idea? This is not to say I'm an unsafe driver. No, to me this just means I don't let opportunity pass me by. Rob prefers to call this the VolksWoman School of Offensive Driving. I don't call this kind of driving offensive, I call it macho. And, as all you who regularly drive VW's already know, it's very hard to drive macho in a Volkswagen. I mean, they just don't lend themselves well to being pushy and aggressive. If you try, the strongest reaction you'll get from other drivers will be peals of hysterical laughter. Driving macho in my younger years meant SPEED. I had friends who knew guys with Fun Cars - fat tires, fancy paint jobs and BIG horsepower. Boy, that was great. I wasn't content to just get rides home with these guys. Nah, I wanted to own the car. Now, since I'm a bit older and (supposedly) a whole lot wiser, it means just enjoying the driving experience.

To do that, it means no longer having to prove anything. It means just me and the car, out on the road, having fun. And, if it weren't for all the other

idiots out there on the road with their cars, it'd BE fun. Hahahaha. Enjoying the driving experience can mean many things - while the faster-is-better aspect certainly sounds fun, it can also be really gratifying to merely hum along a road somewhere, enjoying your machine's movement. With a Volkswagen, that movement doesn't usually translate into anything really quick. Take Vernon, for instance. Given his rather large, bulbous and ungainly shape, speed has never been his strong point. Since I don't drive him regularly anymore, Fahrvergnugen is not one of the things that comes to mind when first taking off down the road in him, after not driving him for many weeks. No, sweaty palms, shaky knees and a healthy respect for modern safety devices spring instantly to thought. I know why: it's because after commuting to work in something a bit more, uh, substantial, the experience of driving a non-VW makes one a bit more relaxed. Once Vernon is moving, however, all thoughts of my own imminent mortality leave me and I'm transported (get it? transported??) back to a simpler time. A time when windows slid back instead of rolled up. A time when there was no need for a front seat to move in 15 bazillion different directions, all orthopedic. A time when a brake light was a mere red speck on the rump of the beast, no bigger than the palm of my hand. A time when 36 horsepower could easily get you anywhere you wanted to go and no one tail-gated or honked at you for doing it, because they all had cars like this too. All this, and the entire 9 feet behind the cab was a PICKUP! Who could ask for anything more?

Bogart (my '69 Bug) is better, but only by a small margin. Bogie was built by 1969 standards, which at that time, were most admirable, I'm sure. But by today's standards, Bogie is a bit wimpy. Oh, all RIGHT! Even by 1969 standards, Bogie was/is wimpy. But it didn't matter so much in 1969, since most Bogarts were owned and driven by folks who spent most of their time in an herb-induced stupor. At 1600cc and roughly 60 horsepower, Bogart is easily overpowered by the 200+ horsepower machines that

Macho Drivers by Lois Grace

try to drive over him on a daily basis. For example, we have a new freeway here in San Jose. It connects the north part of our city to the south part, where I live. This freeway is generally thought of by those of us who use it in glowing terms, as having been sent by the gods, but in reality it was built with genuine taxpayer money. Either way, it's been a great thing. I did find several serious flaws in it soon after it opened: for one, the police have been told never to drive on this freeway, and for another, all other drivers seem to agree that they must travel at least 95MPH. So, that of course means Volkswagens need not attempt to use this road. When they opened it, they forgot to put up the little signs at each on ramp, the signs with a Beetle profile and a red circle with a line through it. Well, that little oversight of theirs meant Bogie and I could now try out the new freeway, same as everyone else. So, I got on to go to work and was immediately run over by several large, foreign-looking luxury cars. Hahaha. OK, not run over, but they did attempt to scare poor Bogie out of his wits by running right up on his rear and flashing their lights.

What this did accomplish was to create a general attitude of hatred between us, and leave me to shake my head and wonder what I'd done wrong. And this in the RIGHT lane. You can imagine what it was like in the far left lane. So, as a result of this horribly rude behavior, I had to call our local newspaper columnist and ask if the "85" posted on this freeway was really the NAME of the freeway or was this the SPEED LIMIT. He thought this was hysterically funny and printed my name in the newspaper the next day. He did not, however, print me as "Lois Grace, Volkswagen driver." Which is probably a very good thing, since then everyone would have nodded sagely and said to themselves, "AH HA. That explains it all."

We already know that speed is not one of the ways that VW's distinguish themselves. And, we also know very well that the VW doesn't NEED speed to make its mark on the automotive world. Our hum-

ble little machine has already gone own in history merely by being what it is: a simply made and easily repaired, reliable car. So we won't belabor the point. Unless you want to. No? OK, I thought not. But there are ways to get around being humble and simple and easy to repair, should you wish to try them out. There are ways to turn your mild-mannered Volkswagen into SuperBug. I've known people who've done this. It isn't even that hard - you just take out the old, wimpy, under powered engine and bolt in some new power plant. One person I knew that did this took out the perfectly good (but wimpy and under-powered) 40hp engine in his '65 convertible Bug, and bolted up a Porsche 914 2.3 liter monster. This Porsche-morph motor matched perfectly the new persona of this convertible, and allowed him (and his owner) to act MUCH younger than they really were. Now, mind you, this is not always a good idea, since the Bug on the receiving end of all this horsepower had problems afterwards that no self-respecting stock Bug would admit to. So, there ARE prices to pay for messing around with the way the VW factory designed things.

They did it for a reason and these reasons are usually very good ones. Sometimes, even if you do beef up your Beetle, people will still give you trouble. I think it has something to do with the packaging. To me, it's sorta like putting Godiva chocolates into an M&M bag. I mean, take away that fancy gold foil box and the ribbon, and what's in there? Chocolate. Right? Even if you change your VW's heart and soul, he's still going to be wrapped in that cute, cuddly, lovable Bug shape. So, if you choose to turn your mild-mannered VW into a contender, then be aware that this tactic can backfire.

Yes, driving a VW takes some special training. I learned these secret maneuvers at the hands of my dad, who believed in early education. I took my first lessons in Vernon, driving, when I was 12 years old. Dad taught me the finer points of Volkswagening, not the least of which was the fact that with 36 horsepower, you don't pull out into traffic in front

Macho Drivers by Lois Grace

of ANYONE. Not even the paper boy on his Schwinn. No, you had to have a “good head of steam up” (Dad had been in the Navy) before you could pull out in front of anyone. During those early days of driving, I heard that four-letter word hollered more times than I can remember: WAIT!!! Dad would yell, and I’d stomp on the brakes. Vernon would lurch to a stop and once again, the world was a safer place. I learned how to steer a VW too. This meant steering with one hand, while the other hand shifted gears, turned on headlights and did hand signals out the window. (When hand-signaling, it was important to remember to change hands on the wheel.) Dad made sure I knew all this stuff because even in those days Vernon was so old that no one noticed that his 6 volt blinkers even worked. When I graduated to a Real VW (i.e., Bogart) VW driving became a bit easier, even though it also became quite a bit more hazardous. Because, in addition to blinkers that really worked and gears that would shift without griping came 20 extra horsepower. I think this is about the time I became a Macho Driver. With that extra 20 hp, I could easily pull right out in front of oncoming traffic and not have to worry about becoming someone’s hood ornament. The paper boy no longer feared me, because by the time he pedaled close to our street I was long gone around the corner. I could also travel comfortably on the freeway. Being somewhat lower in Bogart than in Vern, I could pull into a drive-through window of any variety and actually pick up my order without dislocating my shoulder. But power quickly went to my head, and I had to be put in my place several times before I came once again to my senses and realized how foolish I’d become. So don’t make the same goofs I did. Trust me and brush up on your own Volkswagening, before you or your beloved Bug get hurt. Trust me.

As Volkswagen drivers, we are all put to the test on a daily basis. Usually it is nothing more than someone getting the best of us, as we try to mind our own business. It can get bad enough that we are

treated as if we are invisible to the driving public. If you drive a VW, you’ll know what I mean. I think the vast majority of drivers out there would much prefer to not have to share the road with our little friends, and it comes through in their antagonistic attitudes towards us. But, in the interest of sanity (and due to the high cost of retaining a lawyer) it is always best to turn the other fender when someone does you wrong. It also tends to be much more relaxing just enjoying your car while driving it, instead of constantly getting into situations where you find you have to prove how great it is. If the guy wants in front of you that badly, let him go! He’ll laugh to himself and think it was his obviously superior vehicle that put your little Bug in its place, but you’ll know the truth. Crassness before Cuteness. Girth before Greatness. Destructibility before Durability. Who cares? Besides, just think: 100,000 miles down the road, everyone else will be in the same place: the JUNKYARD. Your Volkswagen will just be nicely broken in. - LG

