



# VintageVoice

September/October 2021

Volume 46 • Number 5

The Vintage Volkswagen Club of America Newsletter • Established 1976



# Welcome

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

The heat of summer is coming to a close, and events are back in full swing across most of the country. Hopefully you have had the opportunity to attend at least one in your area. It felt great to get back into the community in June when I went camping at the annual Blackstar event in Southern California, as well as the accompanying Things West and El Prado Show & Shine events. It had been so long since I had seen many of my VW friends in person, I almost forgot how to react! Thankfully that awkwardness is behind us, and hopefully we can keep it that way, and shows will continue forward.

This issue, we continue with Part 4 of Jake Raby's Project 1385. Heinz brings us the one-millionth Beetle, and the beginning of the Karmann Ghia. Some midwest show coverage from Mike Epstein and the VolksWeston 2021 event. Fish Head Louie jumps through hoops to purchase a dealer sign, and Lois Grace tells us about her 'need for speed'. Also, we introduce our new Public Relations Director, Phillip Kane, and learn how affordable it is to advertise your business right here in Vintage Voice!

Lastly, I hope you enjoyed the recent format updates to Vintage Voice. The changes we made within these pages have allowed us to include more content, and this creates more value for you, the members. Everything we do is with you in mind. If you have feedback at all about VV, please be sure to email it my way at [editor@vwwca.com](mailto:editor@vwwca.com), I'd love to hear from you.



Are you ready? I'm ready.

Eric Arnold, Editor

[editor@vwwca.com](mailto:editor@vwwca.com)

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September/October 2021  
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[president@vwwca.com](mailto:president@vwwca.com)

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Membership information is available on our website. Please visit [www.vwwca.com](http://www.vwwca.com) for details.

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*Member's Only Area E-Edition*  
The electronic version can be found at [www.vwwca.com](http://www.vwwca.com) in the Members Only section.  
**If you haven't already, please go to [vwwca.com](http://vwwca.com) and register for your free membership!**

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[editor@vwwca.com](mailto:editor@vwwca.com)

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## VintageVoice

Vintage Volkswagen Club of America

President: Eric Goodman - Newport Beach, CA  
president@vwwca.com

East Vice President: Kathy Jacobs - Hahira, GA  
vpeast@vwwca.com

West Vice President: Eric Lykens - Santa Maria, CA  
westvp@vwwca.com

Editor: Eric Arnold - Las Vegas, NV  
editor@vwwca.com

Historian: Heinz Schneider  
s.heinzo@verizon.net

Membership Coordinator: Jay Brand - Highland, CA  
membership@vwwca.com

Chief Technical Director - Jake Raby  
tech@vwwca.com

Public Relations Director: Phillip Kane - Akron, OH  
pr@vwwca.com

### Contributors:

Eric Goodman, Eric Arnold, Heinz Schneider,  
Jake Raby, Mike Epstein, Fish Head Louie, Lois Grace

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2021 Annual



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Bundesarchiv, B 145 Bild-F038805-0013  
Foto: Schaack, Lothar | 25. Januar 1973

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## VOLKSWESTON 2021

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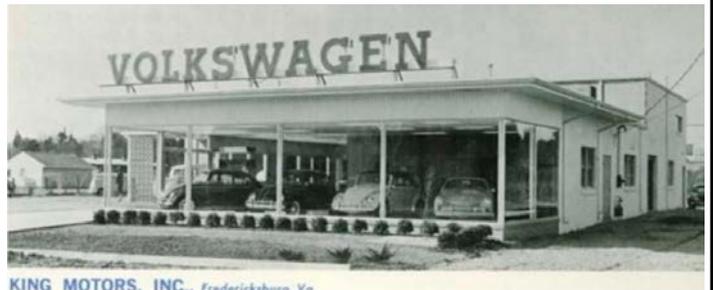
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## CAN I BUY THE LETTER "N"?

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Once upon a VW, I was referred to a location where a '56 oval ragtop rested. It was located behind the former King Volkswagen...



KING MOTORS, INC., Fredericksburg, Va.

## ADVERTISE WITH VINTAGE VOICE

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Learn how affordable it is to advertise right here in the pages of Vintage Voice. Reach thousands more cost-effectively than ever!

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VVWCA Board Member, Phillip Kane is taking on the board position of Public Relations Director. He will work with our sponsors...

## HIGH SPEED DILEMMA

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I have a need for speed. You might think this is an odd confession, coming from a die...

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VVWCA  
Motor Vehicle Company  
The official account of the Vintage Volkswagen Club of America, founded 1976.  
Please tag us #VVWCA.  
www.vvwca.com/



# The Podium with President Eric Goodman

Dear VVWCA Members,

As usual, I will give you a quick update about the club. We just completed updating our Chapters section of our website to list a link to each club's website. Also, we confirmed everyone's information was correct so members could make contact with clubs when in that area. Thank you to all our Chapter contacts for your quick reply to my request and for doing an amazing job supporting the VVWCA and the VW hobby. If you are not a member of a local Chapter club, please find one in your area and consider joining. If you are a member of another VW club and they are not a Chapter of the VVWCA, have them contact us. We recently added a new Chapter in Orange County, CA and are excited to welcome them to the club. We also just updated our National Club by-laws and ad rates for our Vintage Voice magazine. Please see both listed later in this edition.

Lastly, we have a few major announcements. As you know this is the VVWCA's 45th year as an organization and we are working on a VVWCA History book. If you have any info about our past, we would like to know! We would also like to include Chapter Club history with the organization and general VW history. Please contact Phillip Kane our Director of PR. More information about Philip and his contact info is listed in this issue.

The last and best announcement you may have seen if you follow our social media pages. We helped the VTO club and El Prado show with the donation they gave to the Ronald McDonald House after the show, it was for \$20,000! Thank you, VTO, Blackstar and El Prado for supporting a great cause and including the VVWCA. I was on the Board of Directors for the Ronald McDonald house for almost 20 years, and made the introduction to facilitate the donation. As always, it's an honor to be involved with all these great organizations.

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



# The Historian's Corner by Heinz Schneider

## VOLKSWAGEN IN 1955

### VOLKSWAGEN PRODUCTION REACHES ONE MILLION. KARMANN-GHIA PRODUCTION BEGINS.

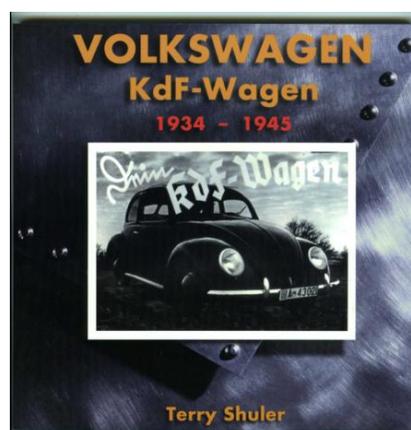
In the US, Volkswagen became number one of all registered imported cars by 1955. In 1955 out of a total of 55,940 imports sold in the, 30,928 were Volkswagens. 26,455 Type 1 Beetle sedans, 2,452 Beetle convertibles and 2,021 Type 2 Transporters. That is compared to sales of 1,013 VWs in 1953 and 6,614 in 1954. Of all Volkswagens coming to the US, 58% were sold in the West. To help handling all the paperwork caused by the rapid increase of Volkswagen business, a 25 year old Englishman coming from Volkswagen Canada LTD, started to work for the American Volkswagen organization on February 14th. His name was Stuart Perkins, he would work for VWoA for 26 years, 13 of them during the most successful years of VW in the US. In another effort to better organize the disorganized VW organization in the US, on April 19th Volkswagen incorporated under the name of "Volkswagen United States Inc". After operating out of a two room office at the hotel Moritz in New York offices were moved in June to Fifth Avenue and on October 29 incorporated under "Volkswagen of America Inc". In 1955 the first of 6 German Volkswagen technicians arrived help American technicians to service and repair Volkswagens. Price right off the boat in New York was \$1,495 for a sedan and \$1,995 for a convertible the lowest price of any car available in the US all made possible by the undervalued German Mark (DM) The Exchange rate at the time was 4.20 mark for one dollar.

Meanwhile, the biggest story at VW in 1955 was the production of the millionth Volkswagen. In the afternoon of August 5th 1956 a special painted gold colored Beetle came down the production line to be celebrated as the Millionth. In hindsight it does not seem such a big event today after Beetle production eventually reached over 21 million by 2003. In 1955 however, a million was a lot of cars. No German or any other European company had ever produced that

many cars. It was only ten years before that Germany and the Volkswagen factory were in ruins. The plans for the big millionth car celebration had started a year before with over 100,000 guests invited to the big event. Some of the ones coming from overseas by ship had to plan far ahead, it took them many weeks just to get to Wolfsburg. The guests included over 1,000 reporters, most importers, dealers, workers and politicians.

Heinz Nordhoff was a happy camper. Accompanied by the applause of his workers he himself riveted the one-millionth identification (VIN) number plate to the gold colored car while still sat at the end of the assembly line. The bumpers were coated with reflecting, rhinestone crystals, glistening under the intense klieg lights.

The seat covers were made of a type of a material called brocade. A month later this car would be shown at the fall Auto Show in Frankfurt after it had been on display at many VW dealerships in Germany. Eventually it ended up at the VW Museum in Wolfsburg where it is still displayed today. The day



**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



## The Millionth

after the millionth car came off the assembly line a big show was put on at the local soccer stadium, which had been modified to hold 140,000 spectators. Entertainers from all over the world were there doing their things. The dancers and singers from South America were especially well liked with their skimpy dresses dancing to Latin rhythms.

Speeches were given in many languages, including one in Zulu by the South African importer. Nordhoff was in his element and gave a long speech, greeting and praising a lot of people and reminding everyone that it was hard work that built the cars and more hard work was needed in the future. At the end of his speech, standing on top of the podium, as a German newsmagazine described it, he raised his arms like a price fighter after winning a bout, shouting "On to the next million!"

Responsible for the whole giant and expensive show was Nordhoff's public relation man Frank Novotny. A man whose contributions, especially to the positive image for Volkswagen and Nordhoff, in my opinion were never appreciated enough for his work. He deserved a special article, which I did write for the

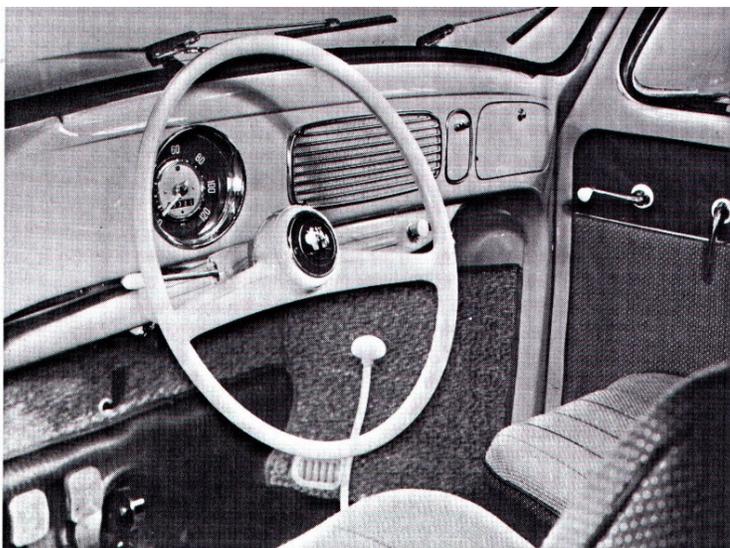
Vintage Voice many years ago. A VW historian called him impresario-extraordinary. One of the journalists present at the millionth car ceremonies was Mr. William Boddy, who in his 1982 book "Volkswagen Beetle" ISBN 0-85045-439-5, filled a lot of pages describing the above mentioned celebrations. It also has the information that Ivan Hirst the Brit who saved Volkswagen from being dismantled in 1945 was present as an honored guest, something I had not been aware of and never had seen mentioned anywhere else. In 1955 a Volkswagen was produced every 6 minutes

On the occasion of the celebration of the millionth Volkswagen, the purchasing prices of the cars were lowered in Germany once again and reached their lowest price ever. These low prices would be maintained for the next six years. As all these festivities went on, there was a lot of resentment by German VW dealers seeing much of the Volkswagen production going to export markets and getting so much attention, while they were having long waiting lists, in some cases up to a whole year. In a generous mood, Nordhoff promised to give German dealers a larger percentage of cars produced, a promise he could not

keep for long, the whole world was demanding more Volkswagens. Many considered the success of Volkswagen to be a miracle, to which Nordhoff had to say "It was mostly hard work, sound technology and a lot of hard thinking". To me, as I keep repeating it was the car more than anything else that created its success. I question Nordhoff's belief in the Beetle as he kept repeating, because his own developing department as well as the ones at Porsche and some Italian designers were kept busy trying to design Beetle replacements. In 1955, a few more of the cars Nordhoff ordered to be developed as replacement for the Beetle and a few others considered to round out the model program reached a stage where a decision had to be made whether to continue with the Beetle as it was, the car shown here was designed by Rudolf Ringel at VW. He was a leftover from the Porsche years where he designed the Kübelwagen and later, when the British were in charge, he designed the Radclyffe roadster which again inspired the two-seater Hebmüller model. All proposed Beetle replacements were rejected again and work on other, newer ones, started. The demand for the present models was such that replacing the Beetle made no sense.

Some of the changes in 1955:

April: From 1-0 847 967 Cars exported to the US had turn indicator lights mounted to the front fenders instead of the side mounted semaphore arms known under many different names. At the same time US cars received bumper over riders. From 1-0 860 576 tail-lights for cars going to the US and Canada were increased in size and positioned higher to clear the new bumper over-rides. Turn and brake lights combined using a two filament bulb.



July: From 1-0 927 373 license light bulb now 10 watts instead of the previous 5 watts.

The spark plug wrench was now also usable to adjust the generator/fan pulley. Fuel tank slightly reshaped to allow for an increase in luggage space. Fuel filler pipe opening changed again having now a 60 mm diameter opening. The luggage area behind the rear seat back was also increased by using a thinner rear seat back. Front seat backs now with a three position adjustment. At the same time lower seat widths was increased by 30 mm. The doors were completely reworked, and made thinner to increase interior room. Door locking mechanism redesigned to eliminate rattles, door rubber seals improved for better seal and lower wind noise, Vent window locks changed to make it harder for thieves to break in. A lot of other details were gone over and improved wherever possible. Heater adjustment knob moved further forward. Gear shift lever now slightly curved backwards. The tire jack holder now fixed with a clamp to the right front side Panel. Front seats now sliding on tracks, rising towards the front with additional notches for more adjustment possibilities. Steering wheel spoke slightly lowered to give a better look at the odometer/speedometer. Battery with more plates for more amperage installed. Mechanically, 225 T1 spark plugs were used instead of the previous 175 T1. Muffler and chrome exhaust pipes moved higher for more ground clearance.

The ID numbers: Cars produced in calendar year 1955 had chassis numbers from 1-0781 885 to 1-1060 929, engine numbers from 945 527 to 1 277 347. Starting Aug 4 cars built after that date beginning with chassis # 929 746 and engine 1-120 615 are 1956 models. It is the first time Volkswagen uses model year designation instead of the calendar year. Most changes were now introduced after the shutdown of the factory for the annual vacations, usually in August/

September.

Production numbers: Total Volkswagens built in 1955 were 329 893, including 177 657 Type 2s, 6,262 four-seater convertibles and for the first time 1,282 Karmann-Ghia, the sporty Volkswagen. Volkswagen produced 36.3% of all German cars. Employment at VW increased to 31,570. Average cars built per employee 10.5 compared to 6 in 1951.

The Type 2, the Transporter or bus as most call them here in the US, I have neglected to write about for the first few years of the Volkswagen history. By 1955 over 100,000 had been built and sold and it was in big demand wherever it was available. It was a huge success into its own right. The Wolfsburg factory could just not keep up producing enough Beetles and Transporters to fill the demand for both. Having by now earned plenty of money a decision was made on January 24 1955 to build a new factory to build the Type 2. In addition it was decided to move engine production to this new factory leaving even more room for Beetle production at Wolfsburg.

As mentioned above the decision to build the new factory was made Jan 24, the needed property acquired on Feb 4 and construction started March 8. How about that for speed and can you image how long it would take today? More about the Transporter in the next Volkswagen by the year's issues. [VintageVoice](#)



# Upcoming Events

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

**September 4, 2021**

## **Bugorama #86**

**Sacramento, CA**

The Bugorama in Sacramento is like no other VW event in the world. We open the gates on Saturday at 11:00 a.m. to allow for the overnight camping, swap meet and test & tune for the drag racers. Sunday is the main day for the Bugorama. This is when we have the car show, finals in drag racing, vendors and all of the swap meet will be set up.

[www.bugoramaracingseries.com](http://www.bugoramaracingseries.com)

**September 9-11, 2021**

## **German Invasion 11**

**Shelby, NC**

A Benefit Volkswagen Car Show and Swap Meet Supporting this years local VW community Cancer Recipients, Betty Elrod and Dave Pedone along with the Council on Aging Food Pantry.

Top 75 Car Show Entry \$5

Includes Dash Plaque & Goodie Bag. All VWs Welcome: Aircooled & Watercooled.

**Call or Text Rick Bradshaw: 704-460-1895**

**September 12, 2021**

## **CVA's 17th Annual Volks-Meet**

**Westbrook, CT**

This show is open to all Volkswagen and German Cars.

Contact Bill Arute (860) 395-9964  
[bill@ctvwa.org](mailto:bill@ctvwa.org) or Chris Fox [chris@ctvwa.org](mailto:chris@ctvwa.org)

**September 18-19, 2021**

## **Dubs at the Gap 2021**

**Flintstone, MD**

Western Maryland's Finest Volkswagen, Audi, and Porsche car show.

<https://www.facebook.com/dub-satthegap>

**September 18, 2021**

## **GroovFest 2021**

**North Houston, TX**

A spectacular classic VW car show and a FREE ALL DAY Live concert including the popular Beatles tribute band, the FAB5!

20 awards classes. Doors open 10:00am, awards at 3:00pm

More info: <https://nhvwclub.wordpress.com/groovfest-20/>  
 281-682-4190

**September 23, 2021**

## **OKTEENERFEST**

**Pigeon Forge, TN**

From daily drivers and outlaws to garage queens and concours winners, all 914s are welcome at Okteenerfest!

<https://www.okteenerfest.com>

**September 24, 2021**

## **2021 Bug Off at 7D Ranch Navasota, TX**

We will still have a car show, swap meet, and cruise, but we are adding something special for those off road guys!

We will be laying out an off-road course for all you dune buggies, bajas, and everyone else who wants to have some fun in their VW!

<https://fb.me/e/3tUzeS6D4>

**October 1-3, 2021**

## **Buggies on the Beach 7**

**Fernandina Beach, FL**

All Volkswagen Car Show!

Friday October 1st: Pre-Party Campout at Kraft Athletic Club.

Saturday October 2nd: Show registration \$20 includes camping.

Sunday October 3rd: Volkswagen Show N' Shine.

Contact Michael for more info:  
 (904) 415 3079

**October 01, 2021**

## **San Antonio 28th Annual Octoberfest**

**San Antonio, TX**

AWARDS:

- BEST OF SHOW

- TOP 20

Pre-Registration \$20; Day of \$30

Spectators Welcome & Free

<https://www.vosacarclub.com/oktoberfest-2021&#8203>

**October 10, 2021**

## **Transporterfest/VW Day Brookline, MA**

Join us on the grassy lawn of the Larz Anderson Auto Museum for the annual gathering of VWs. Gates open at 9am for show cars.

Event time: 9 - 3pm.

Dash plaques and award plaques in various classes.

[www.larzanderson.org](http://www.larzanderson.org)

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

# Upcoming Events

**October 16, 2021**

## **LowDown in DubTown Hazel Green, AL**

AIRKOOLED KUSTOMS

It's time for the annual charity car show at Airkooled Kustoms in Hazel Green, Alabama. Saturday, October 16, 2021 at 8 a.m.

Admission is free for this family-friendly event.

<https://www.airkooledkustoms.com>  
[info@airkooledkustoms.com](mailto:info@airkooledkustoms.com)

**October 17, 2021**

## **CVA's 23rd Annual Foliage Cruise**

**Old Saybrook, CT**

This is a rain or shine event.

We will have a short driver's meeting before the cruise and hand out cruise directions. There will be a dinner after the cruise for those who are interested.

<http://www.ctvwa.org>

**October 23, 2021**

## **Canyon Cruise to Temecula Valley Wineries**

**Orange, CA**

SAVE THE DATE!

Temecula, California

Date: Saturday, October 23, 2021

MEET-UP Time: 8:00 AM in Orange County

For more information, email Mark at [Mulves@TheVdubHub.com](mailto:Mulves@TheVdubHub.com)

**October 31, 2021**

## **Hot VWs Drag Day Irwindale, CA**

Geared more toward the motor head VW Junkie, the HOT VWs Drag day has much to offer for every kind of VW Enthusiast. [www.BUGIN.com](http://www.BUGIN.com)

**November 06, 2021**

## **20th Annual VW Roundup Forth Worth, TX**

Over 25 classes for awards, air-cooled and water-cooled VWs. Big Swap Meet and many vendors. Our charity for 2021 is Ronald McDonald House of Fort Worth. [www.FortWorthVolksFolks.com](http://www.FortWorthVolksFolks.com)

**November 12-14, 2021**

## **Bugs In The Woods Jam- boree**

**Gordon, GA**

The fifth annual Bugs In The Woods Jamboree event will take place at 675 Bethlehem church road in Gordon, Ga. This is a three day camping and Volkswagen event and is open for all.

[www.bugsinthewoods.com](http://www.bugsinthewoods.com)

**December 05, 2021**

## **CVA's "Last Hurrah" Westbrook, CT**

Weather permitting we will be gather for the last CVA event in 2021. Are you crazy enough to go to a VW event in December???

<http://www.ctvwa.org>

**December 08, 2021**

## **Watson lake Car Show & Swap Meet & Car Corral**

**Prescott, AZ**

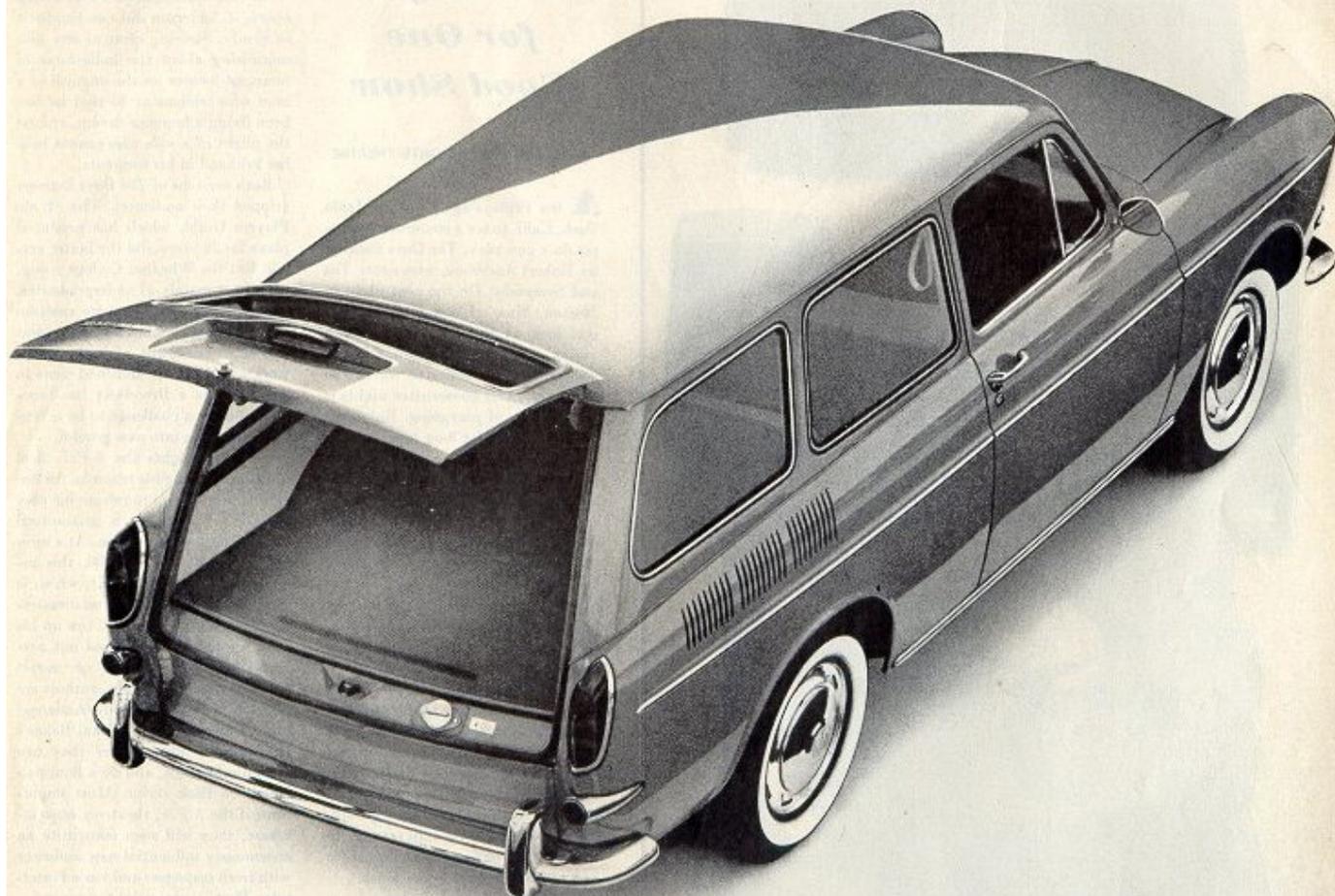
VW Sunday at Watson lake Car Show

\$10 entry Trophies, Car Corral, Swap Meet, Raffle, Food Court  
8am to 4 pm

[aokcal@earthlink.net](mailto:aokcal@earthlink.net) or  
<http://www.paacaz.com>



It would be less than honest to call it a station wagon.



We can't look you square in the eye and call this car a station wagon.

Compared to our bus-like station wagon, it just isn't big enough to deserve the name.

But we can positively call it a Squareback Sedan.

So we will. It's a Squareback Sedan.

It costs \$2,395\*. And this is what you get:

You get a Volkswagen that holds 5 people plus a decent amount of luggage. (Or 2 people plus an indecent amount of luggage: twice as much as the trunks of the biggest sedans.)

You get everything we've learned about

making Volkswagens: the air-cooled rear engine, the torsion bar suspension, the synchromesh transmission, the blobless finish, the airtight fit.

You also get some things you never got on a VW: more power, disc brakes in front, seats that adjust 49 ways, and a dozen other innovations.

But good as it is, a bus it's not.

So if you want to be brutally honest, you can think of the Squareback as a less-than-perfect station wagon.



But we'd rather have you think of it as a more-than-perfect sedan.

## Classifieds

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

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

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

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

SUBMIT YOUR AD TO: [editor@vwwca.com](mailto:editor@vwwca.com)

## CARS FOR SALE

YOUR AD COULD BE HERE!

## PARTS, ETC. FOR SALE

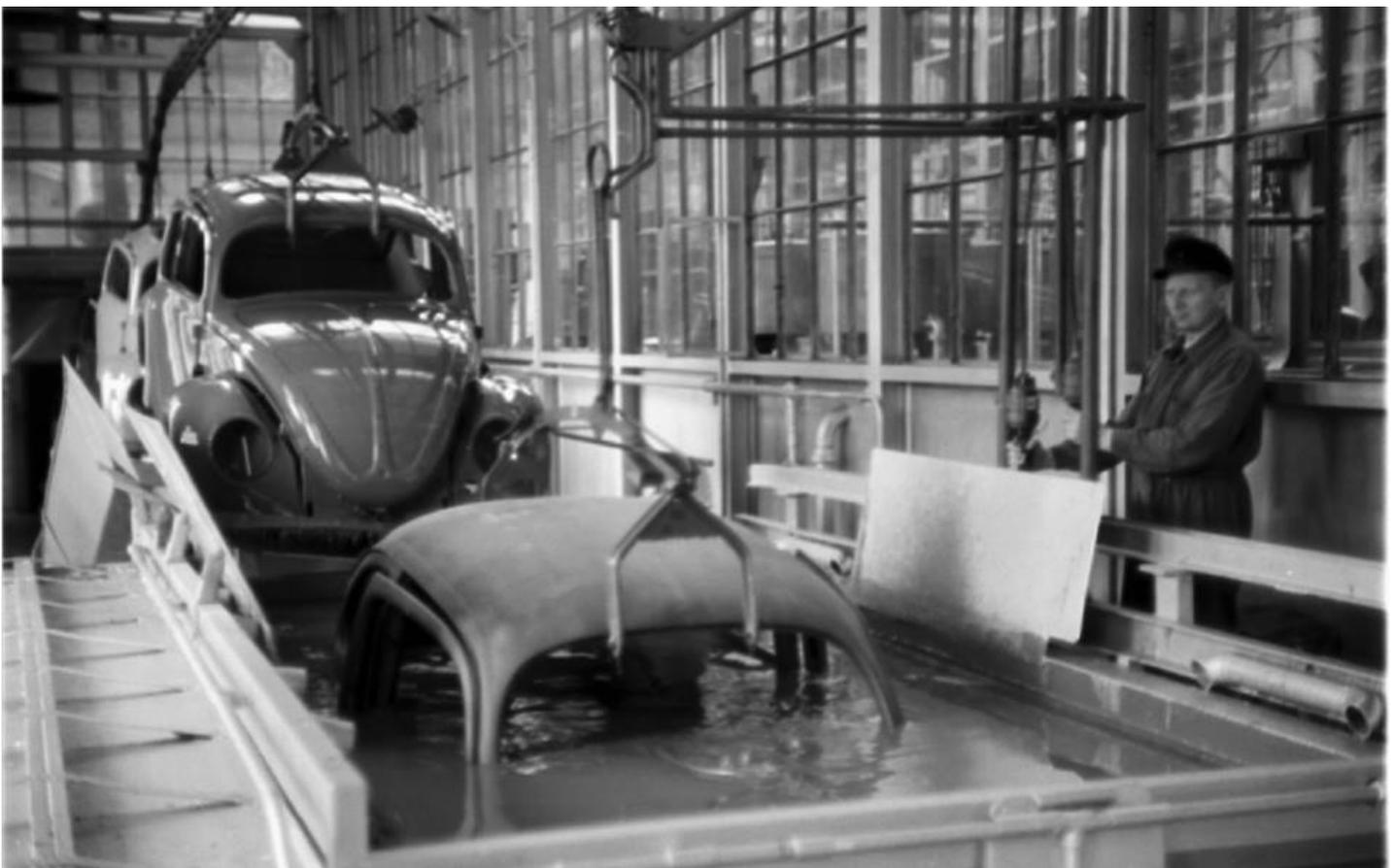
YOUR AD COULD BE HERE!

## WANTED

**I Buy Old Porsche & VW** in any condition & title status. 356, 911, 912, 914-6 & VW bus, trucks, vanagon, bug, ghia, thing. 540-358-0330 - FishHeadLouie

Would like to buy a working, round **KMH only speedometer with gas gauge** for a 1998 Mexican-built Beetle. Send photo if available to [sosuttle@aol.com](mailto:sosuttle@aol.com) or call 505 828 2165

Wanted: 1940 or 1937 **Ford retro look hood** for a VW Superbeetle convertible. Text or leave message for Phil at 860-465-7474.





# THERE'S NOT AN APP FOR THIS

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

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FOR PEOPLE WHO LOVE CARS

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*Drive with us.* 800-922-4050 | Local Agent | Hagerty.com

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**LOOK WHO'S BACK!**

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## Project 1385

### Part 4 - Completing the Long Block

The previous article in our “Project 1385” series focused on short block assembly, and all the items associated with engine bearings, and the rotating mass of internal components.

In this installment of “Project 1385” we will be focusing on cylinder & piston assembly, with their associated piston rings. We will then fit the cylinder heads, complete the valve train geometry, and finish up the long block. Along the way we will clean components and calculate compression ratio.

The importance of cleanliness when it comes to the cylinders and pistons is paramount. When I think back to my days of building these engines as a child I cringe at my practices. Back then, I thought that the factory pre-assembled cylinder and pistons to make it easier for the builder. I’d just leave them assembled, take them straight out of the box, and install them. No cleaning! I didn’t even think about cleaning them. The way I looked at things then was a lot different, because I had no experience, and had no one to point me in the right direction. Someone reading this article built an engine recently (I am sure!) and I am certain they opened the box and installed the parts just like I did. The engine will run, but things will suffer from the manufacturing debris that was not removed, since the cleaning was not carried out.

Back then I thought the parts were new, and I **\*\*assumed\*\*** they would be clean. Well, I was very wrong and 30 years later cleanliness is my biggest consideration in engine building. What took me years to learn was the fact that the new parts were not clean, in fact they were filled with harmful contaminants from the manufacturing process. Lots of times these new parts were much “dirtier” than the used parts that had been on the road for 20+ years.

Some of the best ways I have learned to clean parts are with commercial grade ultrasonic cleaners.



If you are building any engine, I strongly suggest that you seek out a local shop with ultrasonic cleaning capability and have them process your parts. Most people won’t have the resources for this practice, and that’s ok. In those cases, brake cleaner, carburetor cleaner, and hot soapy water are all tools of the trade, along with liberal amounts of elbow grease. I really like to clean cylinders and piston rings with Dexron/Mercon automatic transmission fluid and lint free towels by “kimwipe”. This transmission fluid is loaded with detergents and will remove contaminants better than anything I have experienced. After cleaning cylinders with the transmission fluid, I then use carburetor or brake cleaner to remove the remaining residue of transmission fluid. This method is something that I do even though I have the high-powered ultrasonic machines to do a lot of the dirty work for me. Cylinders, pistons, and rings can’t ever be clean enough. After the components are cleaned, we then have to lubricate them liberally before assembly.

With the components cleaned, piston ring gaps were checked, and adjusted. Out of the box our end gaps were roughly .005” too tight, so a ring filer was used to adjust them.

Perhaps the most misunderstood aspect of aircooled VW engine building is the practice of setting the valvetrain geometry. We will lightly touch on this practice within this article, because this topic is one

that deserves its own technical article, which I will be sharing here in “Technically Speaking” in early 2022. Many readers will say “I don’t need to worry with all that, those things are for racing engines”. This statement is not correct, since there’s a dozen technical parameters that impact this geometry every engine out there will see variables that make the geometry settings a consideration. These geometry settings are essential for engine longevity. This is the reason why I will devote an entire article to this topic after “Project 1385” is completed.

In the next installment of “Project 1385” we will complete the engine by fitting the ancillary components, then we’ll bolt it onto the Aircooled Technology engine dynamometer and tune the ignition and enrichment for the most efficient operation. This will wrap up the series, and we’ll return with a follow up of the in-car testing results after we have some solid miles of use behind us. Follow along as we complete the Long Block assembly, and join us in the next issue when we wrap this one up.

Jake Raby  
Chief Technical Director VVWCA  
Owner/Founder:  
Raby’s Aircooled Technology  
[www.aircooledtechnology.com](http://www.aircooledtechnology.com)

VintageVoice



Cylinders being ultrasonically cleaned



Cylinders, pistons, and cylinder heads cleaned, and prepped for assembly.



Cylinders, pistons and piston rings assembled for installation.



RTV 102 is my choice for cylinder to case sealant for this engine.



Sealant applied to cylinder, and ready for installation.



Lubricating the piston skirt with proper lubricant. Engine oil was used to lubricate the cylinder for piston installation.



Cylinder #1 in place, ready to be installed into the crankcase.



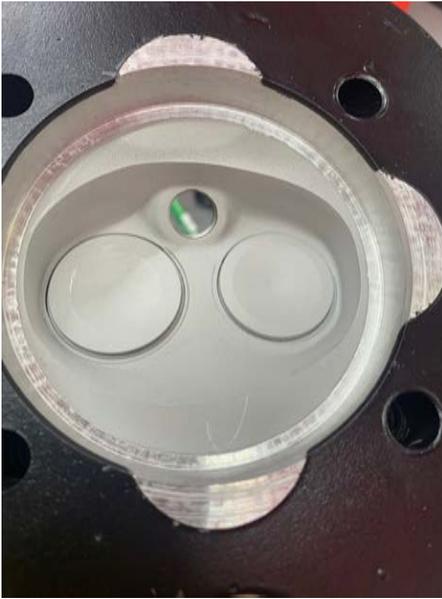
To ensure the pistons were installed in the proper orientation the arrows on the piston crowns were highlighted in green.



Cylinders fitted. Cylinder air deflector tins fitted.



Cylinder head fitted with new pushrod tubes.



40cc combustion chambers and tight deck height netted 8.3:1 compression ratio.



Very mild port work was done to the 1200cc heads. Mostly bowl work was done, as well as massaging the bifurcation point of the intake port.



Port work was focused on the short side of the intake port.

The focus of valve train geometry is to net the valve lift specified by the cam card, considering the ratio of the rocker arms being used, while simultaneously attaining perfect alignment of the valve adjusting screw with the valve stem at exactly 1/2 net valve lift. A future article will cover this practice with extreme detail.





Net valve lift for our Web 73 camshaft coupled to the genuine VW 1.25 ratio rocker arms (measured at 1.32:1) was .434", once full lift was achieved using the adjustable pushrod, the 1/2 valve lift relationship between the valve, and valve adjuster/rocker arm was the next challenge.

With .409 full valve lift, 1/2 lift was checked at .217". Once the process was completed the adjustable pushrod was measured for length, so 8 new pushrods could be cut to the exact same length.

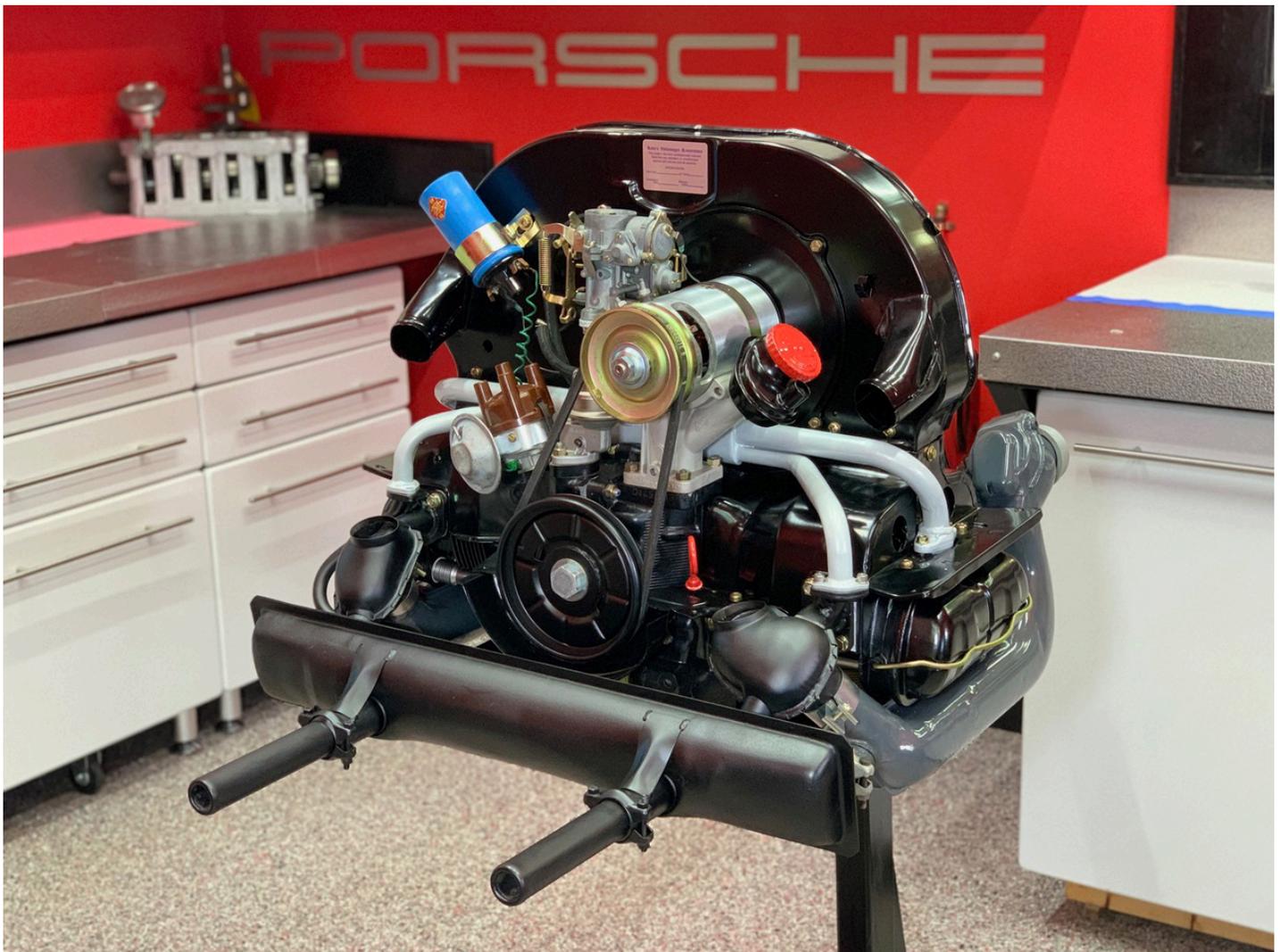


With valve train geometry behind us the rocker arm assemblies were built up, and installed on both banks of the engine. The mild nature of the Web 73 camshaft, and the low revs the engine will see in daily use do not demand replacement of the rocker shaft retainers with "solid spacers". Higher performance engines typically remove the spring dampened rocker shaft spacers.

Here's our completed 1385cc long block engine with valve covers fitted, ready to be dressed with ancillaries, and dyno tuned.

In the next issue we will complete the engine, dyno tune it, and optimize the ignition, and enrichment settings for the best efficiency.

[VintageVoice](#)



# Things West 2021 with Eric Arnold

A selection of photos from the Things West 2021 event sponsored by the VW Thing Registry





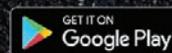
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# VolksWeston 2021 with Mike Epstein

It's been too long since we've seen each other and finally after a very rough and tumble 15 months, we're able to get out and start seeing people, without masks! Social distancing still applies.

The Mo-Kan VW Club of the Kansas City area with the City of Weston, Missouri came up with a plan where, because of Covid, we couldn't do the usual arrangements and we also agreed that a Show "N" Shine would be a better arrangement. That way, we could still meet, but wouldn't take up some of the parking spaces that are precious to a down economy that gets most of its revenue from tourists and those tourists need places to park in front of their destination.

It worked out great. As it was, bad weather threatened but didn't happen to our delight though the skies were ominous all day. That probably kept the numbers down but I think we may have had about 40 cars and 3-4 times that many visitors and car owners.

We had a nice turnout of different style VWs on hand including 2 Porsche 914s and an ultra-rare one-off VW LT 40 truck, formally a fire truck from Europe. The owner, Greg Sloma, completely customized it to be a VW Rescue Truck and what an amazing



job he did. Greg is from Nebraska and has customized quite a few VWs and each one has made it into Hot VWs magazine, I have a feeling this one will be in there soon.

The water-cooled owners were out in force and a lot of very nice ones. I found it interesting that the lineup in one of the photos show about 8 of us all with lowered cars, wake up Volkswagen, the public has spoken.

Of course, there are always those that come without a Volkswagen and who cares, it's all about



having fun, visiting and looking at some nice cars. And they let just about anyone in, there was this little green guy with pointy ears, didn't get out in the sun much, but looked calm as if the force was with him. We had folks from at least 4 states, Kansas, Missouri, Nebraska and Oklahoma, if I left someone out I apologize.

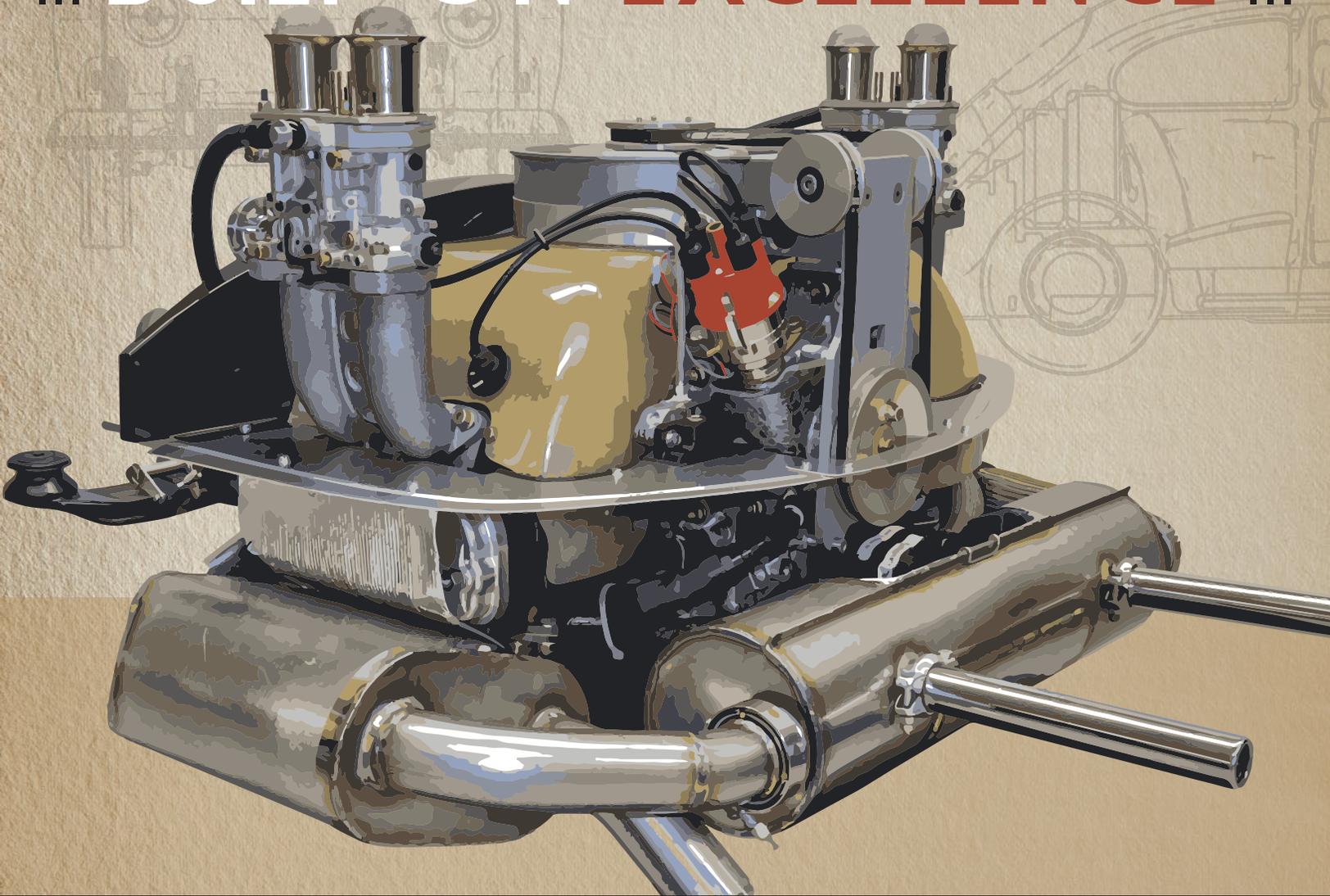
Even though we didn't have trophies or the favorite valve cover races, we had a great time just catching up and thank you again to the dedicated folks in the Mo-Kan VW Club for being able to put this together with limited time and everything up in the air. Congratulations.

See you next year! [VintageVoice](#)





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# Can I Buy The Letter “N”?

by Fish Head Louie

Once upon a VW, I was referred to a location where a '56 oval ragtop rested. It was located behind the former King Volkswagen of Fredericksburg, Virginia. Since I lived two hours away, I didn't want to go there without an appointment. It happened that I sold a used beer keg to a brewer whom was from that city and he was able to leave a note from me for the current owner of the property.

It seems that he was the son of the original owner and the bug in the back was his and had been parked since his college days. The W deck lid, rear view mirror & visor, taillights, and air cleaner had all been stolen off the vehicle. We struck a deal and arranged a pickup day all through email.

After the car was loaded and paid for, the man invited me inside from the snow flurries to sign over the title. While I was inside, he ushered me toward a under-stair storage nook area and said, "I have this, too." It was the original neon sign letters spelling V-O-L-K-S-W-A-G-E-N from the roof of the dealership which opened in 1964. The dealership had closed in 1976, but the letters had remained on the roof until 1984. It seems Volkswagen of America threatened legal action if the letters were not removed from the building in that year. The sign had been disassembled and stored indoors ever since. He offered it to me for one price and I countered; he said he needed to consult his brother because the sign was part his, too. I had no additional monies nor space for it, anyway.

It took many calls and 3 more years for me to get my hands in that rare sign. In the interim, the seller tripled his asking price after other people's opinions were consulted.

The seller's excuse for increasing the price of the sign was that he wanted to include some other "junk," and was not interested in separating the lot. I agreed and said that I would take the sign and pay 60% of money the next day. When I arrived, he said that he was going to retain the "N," so he would have assurance that I would pay and pick up the other



"junk.". Having experienced this type of behavior from this seller before, I had brought some extra cash with me. I tried to tread softly, but also indicated that this was not what was discussed. The whole time, some random guy kept putting his two cents in and said, "I would have bought that, but I didn't know he had it." It ended up that I had to pay 90% of the money to "buy the N."

I got the letters home and got to work, taking the blue faces off the letters. I put the faces on my roof for safe-keeping along with a lollipop sign face. It was quite the sight from overhead when I flew my drone up to take a photo.

After calling around, I found a guy whom shaped custom neon. He said that the transformers and neon tubes were likely good if intact and told me what tester to buy before lugging all ten letters to his shop four hours away.

At the time, I was prepping a vehicle for transport overseas and it had no brakes nor drive shaft and it got away from me, rupturing one of the tubes in the letter "A". I brought it to the neon guy and he fashioned new tubing, filled it with gas and it worked good as new.

Upon moving the letters to my warehouse for display, I was lifting one of the double letters and grabbed it from the top, which flexed the glass tubing and broke, yet, another length of the tube. In the meantime, I had found another neon guy who was half the price and much closer to home. He fixed those letters for a fraction of the cost of the other fellow.

The last thing to do was connect all the let-

ters together. The transformers feed either 1, 2, or 3 letters and I chose to use one ac plug cord for each of the five different circuits. With a series of extension cords and splitters, I connected the last one and said the most appropriate movie line I could think of, "She's Alive, Alive!!!" from the Bride of Frankenstein.

What do you take away from this story? Bring extra cash, cash and carry away the car or item at the same time, and in this day in age where the almighty dollar seems to be the most important thing, prepare for a seller to go back in his word.

Just so all my readers know, I did pay and collected my extra junk when the man got it off the ceiling two years later! [VintageVoice](#)



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Photo: Eric Arnold

# Introducing Phillip Kane, Public Relations

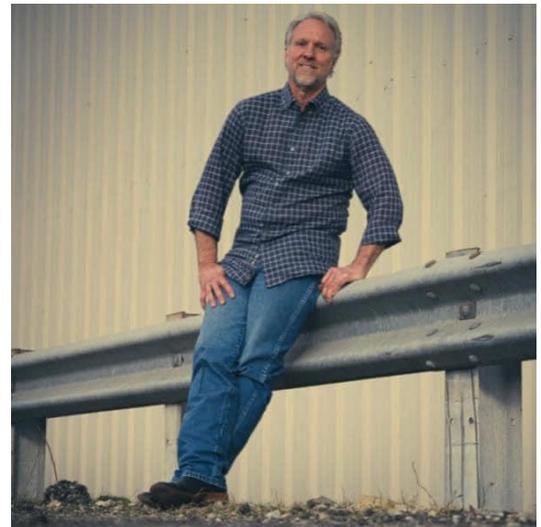
VWCA Board Member, Phillip Kane is taking on the board position of Public Relations Director. He will work with our sponsors and advertisers.

Phillip Kane offers a lifetime of experience in the automotive and truck aftermarket world. Growing up in family-owned car and truck dealerships, Kane went on to a 25 plus year career across the globe in some of the biggest names in the automotive business with brands like Pirelli, Goodyear, NAPA, Snap-On and EMPI, Inc.

Currently, Phillip acts as a Senior Advisor to Stout Risius Ross and to Rothschild & Co, bringing operational expertise to their investment banking businesses here in North America and around the world. He also operates his own advisory firm, Grace Ocean, llc which provides a range of business consulting services to investors and to the trade.

Phillip lives in Akron, Ohio with Annie, his wife of 28 years. They have 3 children, Caroline, Charlotte and William and four dogs, Daisey, Moses, Eddie and Pete.

He is the author of *The Not So Subtle Art of Caring, Letters on Leadership* due to be released by John Hunt Publishing, London, in the Fall of 2021. [VintageVoice](#)



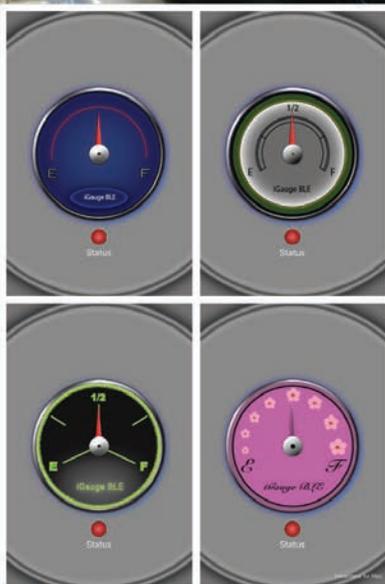
58-61 Type 1 with Cap version

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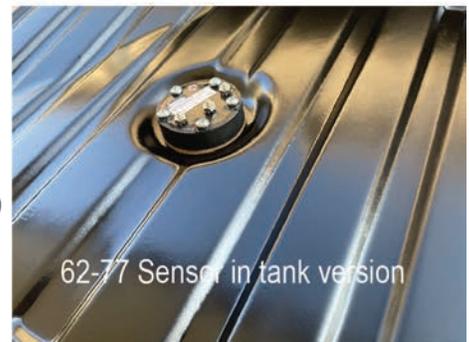
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62-77 Sensor in tank version

# High Speed Dilemma

by Lois Grace



resulting in more horsepower. Now, I've also been told that where a Judson is concerned, more horsepower usually translates to something less than an impressive boost, but the thought intrigued me. Besides, the Cool Factor for a Judson-equipped engine, in the vintage circles I travel, is WAYYY off the scale, too. Since both of my vintage show cars are powered (poor choice of words, maybe) by 36hp engines, a Judson would fit nicely into the decor of either one. When I heard this unit was for sale, I began entertaining the idea that it might just be a really nifty little thing to have for Vernon or Oscar.

I have a need for speed. You might think this is an odd confession, coming from a die-hard vintage VW fan, but it's true. There's nothing quite like the roar of an engine and the squeal of tires on pavement to really get my blood moving. Either I'm too chicken to buy a car that can actually accomplish this, or I'm just too deeply into the VW hobby to give them up for something else, but I now freely admit that horsepower is fun. My few meager weeks with the 11-year-old Golf of a friend taught me this. And, truly, there are much more impressive types of horsepower out there than an aging Golf. But it just seemed like so much MORE to me than my Beetle.

There are quite a few ways to acquire more horsepower if whatever you are driving seems to be lacking. You can turbo charge or supercharge or fine tune your engine to do pretty much whatever it is you want it to do, within reason. Recently, I had the chance to pick up a Judson Supercharger, for what I was told was a most reasonable price. Now, if you are unacquainted with the finer points of VW hot-rodding, a Judson Supercharger is a unit that was made especially for 36 and 40 horsepower VW engines, way back when. As I understand it, a supercharger is a basic single turbine setup that pushes air through the intake manifold,

Why I drive Volkswagens is not normally a hard-to-answer question for me. Considering the Judson changed all that. On the one hand, I lust for power and speed (which usually means pondering buying a new car), and on the other hand, I'm too cheap to pay the price most new cars (and some used ones) cost. I like the fact that I own four cars, every one of them paid for. I like the fact that they all run, reasonably well. While I savor the ear-splitting wail of tires peeling out on pavement and the rush of adrenalin that it brings, I really like getting almost 30MPG. I demand fuel economy and reliability, but at the same time I long for the thrill that excessive speed and horsepower could give me. Given this split personality, is it possible to get both fuel economy and the thrill of fast driving from one car? I wondered about that. I wondered if it was some basic flaw within myself - was I just reluctant to admit that Volkswagens were no longer enough for me? Did I want too much??

When I heard about this Judson for sale, I did have to think twice - did I really want to go fast, and if I did, did I really want to do it in VERNON? I mean, my urge for more horsepower has never directly translated into a need to put that extra speed into a 37-year-old

pickup truck. Sure, everyone can dream of piloting a 65 GTO Tripower down the freeway and getting their jollies that way, but how many really relish the thought of High-Speed Transporting?? The logistics of handling and braking something like this boggle the mind. While I suppose the Type II Single Cab pickup was designed and built for sheer practicality (that flat, 9-foot bed really does hold quite a bit), the buck-toothed shape of a Single Cab doesn't really lend itself well to speed and sports-car-like maneuverability. It's a handful around a turn the way it is - add a few extra horses under the deck lid and what would you have? A runaway tool shed!

But, given my unreasonable need for speed and my lust for the roar of horsepower under the hood, when this Judson popped up for sale, I had a terrible urge to buy it. To buy it would mean that Vernon or Oscar would have the distinct and quite rare experience to belong to a new group of Volkswagens: VWs that have been legitimately amended, as it were. Judson's were made just FOR VWs; they weren't some cheesy little way to make your VW look like a racer. OK, they were a way to make your VW look racier, but they weren't cheesy. Rob, of course, thought I was crazy for even considering this. You wanna WHAT? You've got to be kidding. Isn't a 1600cc ENOUGH for you? And he went on like that for minutes. He is, of course, the one that thinks that any car bigger than a bicycle and with more than 2 cylinders is a "Flying Death Trap" in my hands, since we all KNOW I can't be trusted with anything with REAL horsepower. God forbid I might actually ever own a car that can do zero to 60mph in something less than "Imaginary Time". Lord help the rest of the poor driving public if I should ever be so fortunate to be able to actually own something that can really get out of its own way. That is not to say that I ridicule the Volkswagen for what it is, oh no. It's just that I'm realistic enough to know that the VWs powers are limited. And, while the VW is a fine machine as it is, I've always been intrigued by the idea of making it MORE. Rob is not such a purist that he can let go of his own horsepower dreams that easily - it was Rob who, not too many years ago, entertained the notion that his life would be complete if only he could find that elusive 65 GTO Tripower he wanted so badly. His dream is now just that, a dream, and one that he is happy to leave unfulfilled for the time being. Let us just say that Rob has a distorted image of my driving, one that

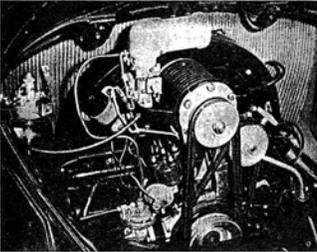
is not helped at all by the thought of going FASTER. In reality, I have no delusions about the Judson itself and what it can do. Adding even 5 horsepower to a 36hp engine is not exactly going to make either of my little engines a Holy Terror on the Highway. It might just add some nice OOOMPH to an already very nicely running and extremely reliable power plant. Once I said that, Rob's response became predictable again: Well, why do you wanna MESS UP that reliability by goofing everything up and putting a supercharger on it?? SIGH. Really, men can be SO annoying.

I mulled this possibility over in my mind for several days. I didn't want to act impulsively, but then again, I didn't want to let it get away from me. And so, once I had thought out the practical aspects of such a move, the next logical step was to think about the cost. Once I thought about the monetary outlay that would be required for this little dose of coolness, I reasoned that I could probably rebuild 2 36hp engines for what it would cost me to buy the Judson. Common sense and reason won out: I decided right then and there to leave it be, but for a brief, shining moment, I was tempted.

So, for this year anyway, there will be no 36hp Monster inside either of my oldies' engine compartments. That makes me sad, in a way. It would sure have been fun to watch the reaction at car shows. Can you just imagine the looks on people's faces when they went around Vernon and looked inside the engine compartment to find...A SUPERCHARGER??? I mean, the thrill of actually doing this to either Oscar or Vernon was almost too much to bear. I did resist, and the world is now a safer place because of it. Probably. [VintageVoice](#)

*For Big Car Performance*

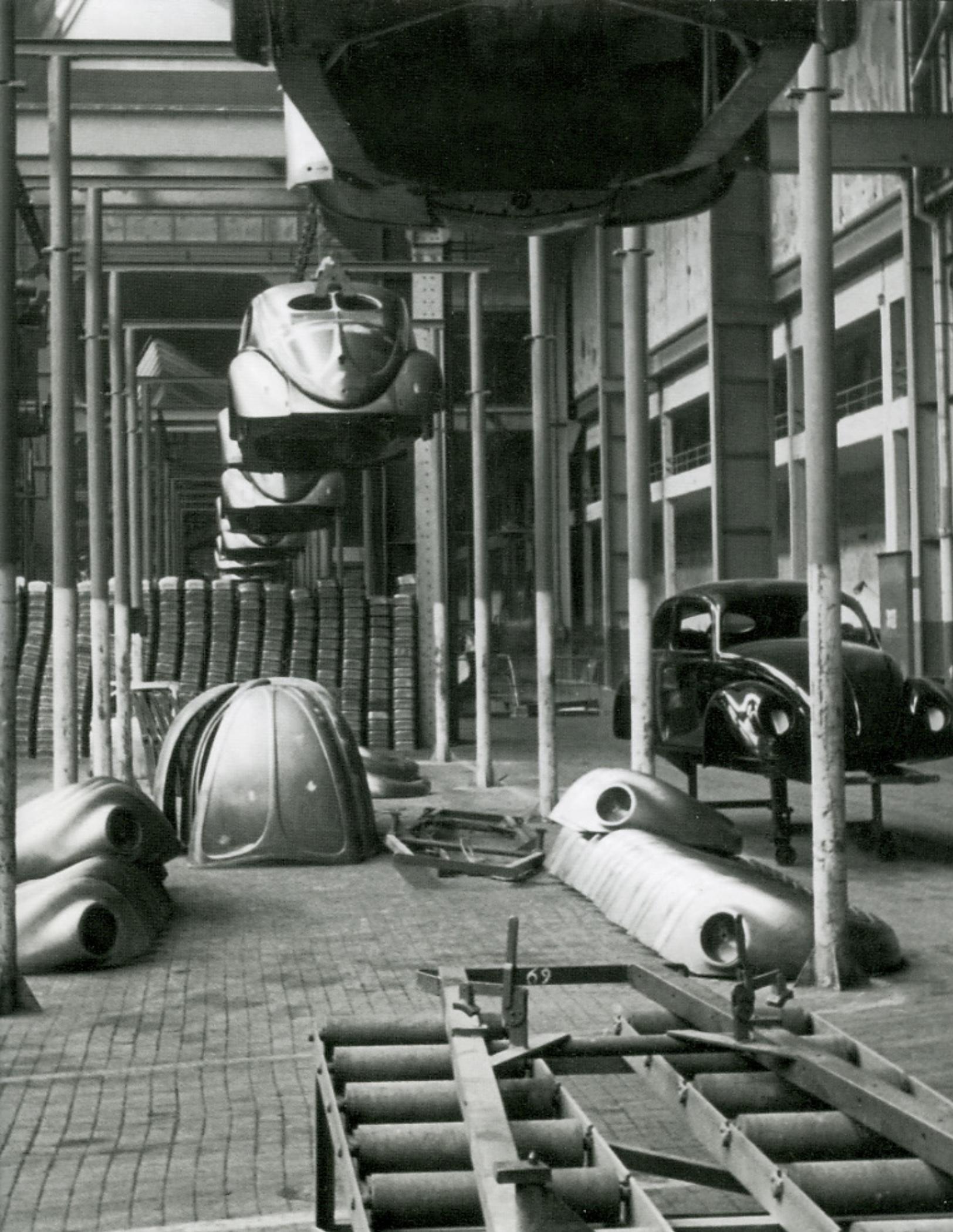
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