



VintageVoice

January/February 2022

Volume 47 • Number 1

The Vintage Volkswagen Club of America Newsletter • Established 1976



Welcome

Welcome to the latest edition of Vintage Voice.

The new year is here, and along with it is your new issue of *Vintage Voice*. Technical Director Jack Raby is back to wrap up his five-part series on Project 1385. The engine is now installed, but how is it running? Also, Historian Heinz takes us into 1957 and discusses the changes that happened with VW therein.

We have three event reports this issue! I believe that's a first for *Vintage Voice*. Coverage of Neptune's Not Neptune's, the 805 Vintage Weekend, and Airhead Parts 2021 Treffen - that's a lot of shows for one issue. I'd like to thank contributors Billy Stewart Jr, Heather Cowan, Reed Cowan, Susanne Muschitz, Bob Muschitz and Andre Toselli for taking the time to send in their show reports and photos. If you have a show in your area, and would like to send in your event report, please email me.

Rounding out the issue is a book review, and another rescue story from FishHeadLouie; will this one be a winner, or a dud? Let's find out.

2022 is looking up for the VW scene and for the VVWCA.
We're glad you're here.

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



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website: www.vwwca.com

Membership information is available on our website. Please visit www.vwwca.com for details.

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The electronic version can be found at www.vwwca.com in the Members Only section.
If you haven't already, please go to vwwca.com and register for your free membership!

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president@vwwca.com

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editor@vwwca.com

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VintageVoice

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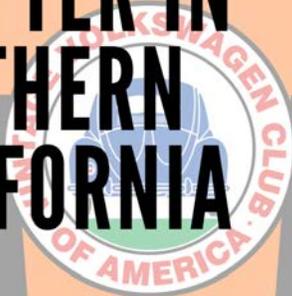
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NEW VVWCA CHAPTER IN SOUTHERN CALIFORNIA



**WELCOME TO THE
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Eric Goodman, Henry Lewis, Daniel
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**CHECK OUT THEIR FLYER FOR
 DETAILS ON MONTHLY MEETINGS**



Second Friday of Each
 Month 6 PM
 Dick Churches Restaurant
 2650 Newport Blvd
 Costa Mesa, CA 92627

ORANGE COUNTY



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The Podium with President Eric Goodman

Dear VVWCA Members,

Welcome to 2022.

As always, I will give you an update on the organization and what's new. We continue to grow... Our membership is at an all-time high and we have new chapters and state reps. The VVWCA National has members that are members of chapter clubs and individual members. As I write this article, we have 42 chapters and reps in the USA. Each chapter club keeps their own membership rosters. We gained about 3,000 new national members since we launched our Pro Membership. A Pro Member receives our national publication Vintage Voice in the mail and qualifies for discounts from our sponsors.

You can join the VVWCA as a national free member or Pro Member and belong to one of our chapter clubs as a member also. Please find a chapter club in your area or join the VVWCA national at www.VVWCA.com

I want to thank our amazing board members who are all volunteers and donate many hours to the organization to support the VW community.

National Board Members:

President- Eric Goodman, President VW Thing Registry and VVWCA OC Chapter.

West VP- Eric Lykens, President of our Central Coast Chapter.

East VP- Kathy Jacobs, President of the South Eastern Volkswagen Association.

Editor- Eric Arnold, Eric Arnold Photography (contributor to many national VW magazines and other publications).

Membership Coordinator- Jay Brand, President Promoting Matters a marketing and print company.

Public Relations Director- Phillip Kane, CEO Grace Ocean, LLC, consultant group and National Author.

Technical Director- Jake Raby, President Flat 6 Innovations and Raby Aircooled Technologies.

Historian- Heinz Schneider from Europe.

National Directors- Directors, Henry Lewis, Paul Davis, Jeff Gillian

I would also like to thank our National sponsors who support the VVWCA and our VW hobby. Without them we would not be able to do everything we do for our members. Please make sure and support them.

Hagerty Insurance- Classic Car Insurance

Hemmings Auctions

Aircooled Autos.com (Hemmings Auction VW partner)

Hot VWs Magazine

And all the VW businesses that advertise in our magazine.

Please send us stories and photos to share on our social media pages and in our magazine. We love to hear for our members and chapters clubs. Our social media pages are over 62,000 strong! We plan to offer a video highlight of some of our members in 2022. If you have a great story about the VVWCA, your VW and or how our hobby has impacted your life, please contact us.

Thanks,

Eric L. Goodman

President, Vintage Volkswagen Club of America

President@vwwca.com

The Historian's Corner by Heinz Schneider

VOLKSWAGEN IN 1957

VERY FEW CHANGES, THESE WERE THE GOLDEN YEARS

Volkswagen in the USA: As a sign of confidence in the US market and to keep a regular supply of cars coming to the US, VW in 1957 signed long term leasing contracts with a number of shipping companies to bring sufficient cars to our shores and 327 dealers sold a total of 79,524 new Volkswagens in 1957, an average of about 243 cars per dealer. Besides the official imports there were an estimated 10,000 to 20,000 so called "gray market" Beetles imported. At the Harbor in Hamburg specialized shops were making the necessary changes to these gray market cars for the American market.

With the onslaught of so many VWs, American manufacturers started to pay attention. In Germany, the media was also surprised by the success of VW in the US and started to ask what would happen to Volkswagen if Americans would no longer be amused by it. One of the reasons for its success was that unlike other importers, the Volkswagen organization believed that just by handing the keys over to a new car owner their relationship was not over and made sure that each dealer had enough parts on hand as well as factory trained technicians to serve and repair their cars to keep the relationship going, unlike other importers. Also, Volkswagen decided in 1957 to open a public relations department in the US and for the first time participated in the annual New York Auto show.

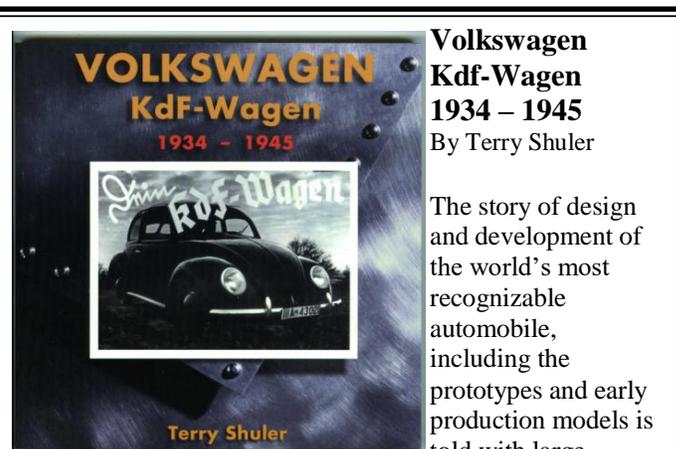
Volkswagen produced a total of 472,554 vehicles in 1957, including 321,683 Export and 35 207 Standard model Beetles, 8,043 four seater Type 14 convertibles and 15,396 KG coupes plus the first 105 KG convertibles. Out of the total cars produced in 1957, 270,937 were exported. Total average daily production of all Volkswagen models reached a remarkable 2,141.

Besides the exports to the US, by January total exports to Sweden reached 100,000. By November 15th the 100,000th went to Holland. In January, the 300,000th Transporter was produced since the start of its production in 1950. Just before the year ended,

the 2 millionth Volkswagen left the production line with very little fanfare, unlike all the big to do when production had reached the one million mark in 1955, only two years before.

In Australia VW reorganized in December and Volkswagen Australasia PTY is formed with 49% Australian and 51% VW ownership with intentions of building 100% local content Beetles. According to my count in 1957 Beetle and Transporters were assembled in 7 countries outside of Germany.

The ID numbers: Beetles produced during the calendar year of 1957 had chassis numbers from # 1 394120 to 1 774 680 and engines numbers from 1 678 210 to 2-156 321. Model year 1957 which produc-



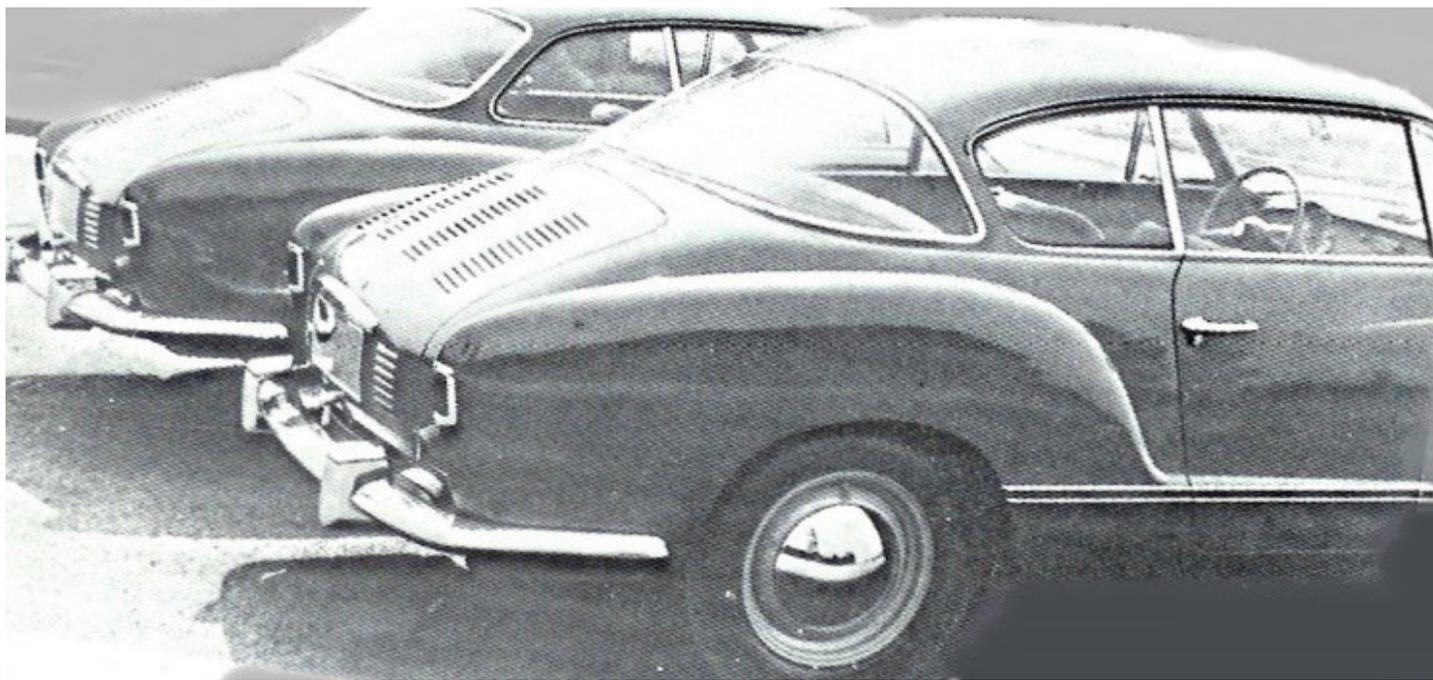
**Volkswagen
Kdf-Wagen
1934 – 1945**
By Terry Shuler

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



tion starting the year before on August 1st 1956, had chassis # 1 246 619 and engine # 1 120 615 and ended August 1957 with chassis # 1 600 440 and engine # 1 937 450.

Changes for the 1957 model: The changes made for model year 1957 were only minor compared to previous years. In January, with chassis 1 394 163, the front floor heater outlets were moved farther back, Now the little heat coming out of these relocated outlets was warming ones heels instead of just the toes. February: Windshield wiper motor with automatic stop in end position. July 31: Starting with chassis number 1-600 440, for the 1958 model, a larger rectangular shaped rear window and a new dashboard were introduced. Also starting in July after a few hundred tubeless tires were mounted previously, all Type 1 vehicles were now equipped with tubeless tires on specifically modified rims. Schlauchloss means tubeless in German, some tire companies like Continental had their tires marked that way and a few writers of VW history not familiar with the German language thought "Schlauchloss" was a new brand of a tire. August 1956: The color Agave Green added for export models. Adjustable door lock plate introduced. The improved ignition coil TE6 A3 was installed from now on in all models. The troublesome "Resitex" timing gear was replaced with a light alloy one. September: The embossed emblem on the chrome hubcaps were now all painted black instead of matching the body

color. October: An improved stronger starter motor introduced with chassis number 1 320 559

Important 1957 Dates: Production of the Karmann-Ghia convertible model 143 began on August 1st; as a 1958 model and officially introduced to the public at the Frankfurt Auto show September 19th. Major changes to the Beetle were introduced in August for the 1958 model year, like the switch from oval to a rectangular shaped rear window. These changes will be covered in more detail in "Volkswagen in 1958".

Colors used on Beetles for model year 1957: Starting with Chassis # 1 173 573 in April of 1956 until Chassis # 1 600 439 the beginning of August 1957: L41 Ebony Black with #53 Light Gray cloths or #72 Red leatherette interior. L 240 Agave Green with #50 Light Beige or #72 red leatherette interior. L325 Polar Silver with #53 Light Gray cloths or #72 red leatherette interior. L 331 Horizon Blue with #52 cloth or #71 leatherette interior. L 351 Coral Red with #50 Light Beige cloth's or #74 Light Gray leatherette. L 378 Prairie Beige with #55 Cooper Red cloth or #72 Red leatherette. L 412 Diamond Green #50 light Beige cloth or #75 Green leatherette.

Other news in 1957: To gain more space for new car production at Wolfsburg Volkswagen buys a property in the city of Kassel in Germany to rebuild engines, transmissions, etc. for exchange. At the same facility complete new assemblies for new car production would later be built as a further attempt to make



4 seater Karmann-Ghia

more room available at Wolfsburg. The price for an exchange engines at that time was DM 495 in Germany, about US\$119 at the then current exchange rate. After a lot of pressure by the unions on August 1st Volkswagen introduced the 5 day work week. At the time management handed out an unusual flyer to its workers. It reminded them not to turn the just introduced two day weekend into a three or even four day one. What had happened is that many employees did not show up for work on Fridays and/or Mondays. VW was operating at full capacity and the existing shortage of workers gave them enough of a feeling of security leading to the abuse by some. Sometimes, mostly on Mondays 20% of the workforce did not show up. This led to the often quoted answer to the question about how many people work at Wolfsburg "About half"

In Japan, the Toyoda Motor Company became the Toyota Motor Company. Because of the incredible success of Volkswagen in the US, Toyota felt encouraged to start exporting their first cars to the US in 1957. They had concluded that if they did not enter the US market at this time, there would be no chance later.

In Germany automobile manufacturers for the first time exceeded building over one million cars in 1957. With the so-called "Economic Miracle" in full swing in Germany, the years of mini cars, having engines with displacements of under 600cc and some with even less, like 240 or 400 cc many using motorcycle engines, including BMW, was over. A lot of jokes were made about these underpowered and unreli-

able mini cars, some called them "Motorized License Plates". As a sign of the new prosperity, 900cc was now the new lowest standard. Often priced the same as or even higher than the Volkswagen Beetle these cars only had a chance in the marketplace because of the continuing insufficient supply of Volkswagens.

Because of the success of the Karman Ghia, Ghia was asked to come up with a design for a Beetle replacement and also with a four seater KG version. All of these designs were rejected.

[VintageVoice](#)

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




LOOK WHO'S BACK!

VW Trends



FEATURE CARS
TECH TIPS
EVENT COVERAGE

GET YOUR SUBSCRIPTION AT
VWTRENDSMAGAZINE.COM

Upcoming Events

Event info as of Nov 15th, 2021
Contact show organizers/websites
for the latest updates.

January 16, 2022

15th Annual Quaker Steak & Lube Bugfest Clearwater, FL

\$20.00 to enter VW in show
 Best of Show Placques/trophies
 New & Used Vendors \$20.00
 OvalJoe : 813-516-7061
 qslbugfest2022@gmail.com

February 04, 2022

Dubs by the Dam #12 Lake Friant, CA

We would like to invite you all to a fun "relaxing" weekend with lots to do. Although most of the fun is on Saturday we encourage you to campout for the weekend. This is a preregistration event. Call 559-286-7588

February 26, 2022

Winter Volksfest #16 Raleigh, NC

VW Only car show and swap meet **INDOORS!** Pre-registration recommended for Swap spaces and Show car entries.

This is a Saturday event with pre-show setup on Friday afternoon evening.

<http://www.southeasturomotorsports.com/winter-volksfest.html>

March 04, 2022

Volkswagens on the River Yuma, AZ

Camp-out, Show and Swap!
 Events will be March 4th-6th Sunny Yuma Arizona. This is our 20th event.

Show is on Saturday March 5th Gateway Park

Camping starts Friday March 4th gates open at 10am, Yuma County Fairgrounds.

See event page on Facebook.

March 27, 2022

Meet in the Middle 2022 Solvang, CA

Meet us in the Middle for a gathering of VW enthusiasts from Southern and Central California. The location is beautiful Nojoqui Falls Park in Santa Barbara County. It is near the Danish style city of Solvang. Take the short hike up the trail to the falls that are usually flowing nicely this time of year.

April 02, 2022

Herbie's 53rd Anniversary Celebration Extravaganza Daytona Beach, FL

All VW's are welcomed and encouraged to attend. Celebrating 53 Years since the release of the very first Herbie movie.

For current updates, please visit <https://drluvclermont.wixsite.com/herbies-53rd-anniv>

April 8, 2022

27th Annual VW Spring Fling Show, Swap, Camp Madera, CA

The New Old Stock VW Club invites you back to our full service VW Show, Swap and Camp. Bring the family and show, swap, camp on the grass near trees at the beautiful Madera Fairgrounds. Sunday 7 am to 2 pm.

<http://www.maderaspringfling.com>

May 15, 2022

Fast Times at Farmington #36

Mocksville, NC

All VW Car Show, Swap Meet and Drag Racing. Huge Vendor and swap meet Midway. Over 30 classes for all models of Volkswagens air and watercooled. Featuring Special heads up classes plus 2 bracket classes and Test and Tune. Camping available at track.

<http://www.southeasturomotorsports.com/fast-times-at-farmington.html>

June 8, 2022

VTO's Blackstar Campout Jurupa Valley, CA

VW camping, family, friends, & kids. Raffle Sat night, please be aware and respect others in the park, quiet time is 10pm.

Sunday: THE PRADO SHOW

For the most up to date info, <https://www.facebook.com/Blackstar-Campout-855417931239406>

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

Neptune's Not Neptune's by Susanne Muschitz

Neptune's Not Neptune's 4th Annual VW Cruise September 19th, 2021

Photos by Bob Muschitz

It is September 19th 2021, it's three days before the first day of Fall. The air is oddly crisp this morning at 7:00am and the fog is just lifting from our Oxnard meeting place for the Northern Vintage VW clubs to meet and join in the Neptune's NOT Neptune's 4th Annual VW Cruise. My brother asked me yesterday afternoon if I wanted to go, and I of course, happily agreed to be his sidekick.

I have traveled up and down PCH too many times to count, and have seen all sorts of car clubs, but in all my 55 years I have never seen the CA 1 completely dominated by Volkswagens! Air-cooled engines here only, folks. That means VW Bugs, Buses, Things, Squarebacks, Vans, Dune Buggies and well, you get the picture. Hundreds.

It was an incredible sight, and my cell pictures cannot do it justice. But more than the parade of cars, this was a moment to spend with my big brother. It is always chill spending time with him and today was no different. Chatting about work, tiny homes, new struts for my car, Mom, Murphy beds, yoga, Punk Rock, and of course that particular hot motor oil mixed with a



tinge of gasoline smell that only a vintage VW has.

Then we hit the Zuma parking lot. Sixteen VW Car Clubs represented Southern & Northern Cali this year and from my understanding that just about everyone from the Ventura and Los Angeles region participated. Okay, that right there can tell you a lot about the VW Vintage folks. They show up. They are friendly. They support each other. They actually work on their own vehicles. They preserve history and pass it down to their children.



These are not car enthusiasts, these are car lovers. All of 'em.

So, yeah, that particular hot motor oil mixed with a tinge of gasoline smell that only a vintage VW has, was there in full abundance mixed with that slightly faint fish smell from the Pacific Ocean. Heaven.

So, I only have one question.

Bro, when is the next VW cruise? [VintageVoice](#)



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@vvwca.com

CARS FOR SALE

Certified "Sun Bug" ONLY "300" convertible "Sun Bugs" manufactured Very Good Condition - 8 on a scale of 10. Regularly driven. Asking price 25K. Contact: dfolden42@gmail.com



PARTS, ETC. FOR SALE

German-Metal HARDTOP for 1958-64 VW Bug Convertible. One-of-a-Kind item utilizes front portion of convertible top frame with original front wooden header bow and chrome VW latches on actual VW Bug roof - including grille. Contour of quarter windows may not fit earlier 50's model VW convertibles. Has salt-and-pepper carpet headliner with finished interior sides. Currently painted 1973 KG / Bug Convertible OLYMPIC BLUE. No dents. Rear glass with new rubber. Also has fiberglass early-style sun visor installed. Price is \$500 Cash for VVWCA members. No Shipping – will fit in a pick-up truck bed. Come to New Orleans and take this top home for your Bug Convertible! Call Barry at 504-733-8633 for more information. Leave message with your member Id # and I will get back to you ASAP.

VW Vehicles, parts and accessories for sale. Johns Car Corner on US Rte 5 in Westminster, VT 05158. working on Volkswagens since 1966. Free information/advice <johnsccorner@gmail.com> or 802-722-3180 John Hamill

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 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.

Original (1962-1967) **VDO Fuel Tank Sending Unit** (metal) and/or **VDO Fuel Tank Sending Unit Cap** (metal) (both in good condition) for my 1963 Volkswagen Beetle restoration. Please send a photo and asking price(s) to billungardesign@juno.com or call 310-413-0704.

Matching pair (2) of chrome **1963 Volkswagen Bubblehead License Plate Frames** for my Volkswagen Beetle restoration. These frames have the year 1963 (in large white raised numerals) centered at the top of the frame, and VOLKSWAGEN (in large white raised capital letters centered at the bottom of the frame). There is also a white raised bubblehead Volkswagen character at the lower left of the frame(s), and a white raised VW logo at the lower right of the frame(s). These frames come with a black or blue colored background - I prefer black, but will accept blue. Please send a photo and asking price to billungardesign@juno.com or call 310-413-0704.





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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Classic Ad



\$1630* each

Shopping for a new car? Be sure you slip into this one before you put your money down.

It's the new VW Custom Model. The best value ever offered, even by Volkswagen.

What's new about it? The engine for one thing. It's got more power to push you up hills, and past those big transports. (But it doesn't use a drop more gas than the old one.)

The transmission too. Now all four gears are synchronized. You slip into first without stopping the car.

And what have we left off to get the price so low? Nothing.

You still get a spare wheel and tire, heater/defroster, tool kit, jack, windshield washer, two padded sun visors, directional signals, bumper over-riders, big 15" wheels and oversize tires.

See your Volkswagen dealer and drive the complete car with a lot missing from its price tag.

**Eastern Port of Entry.*



VOLKSWAGEN CANADA LTD.

805 Vintage Weekend

by Billy D Stewart Jr

Photos by Heather Cowan 

From August 21st through the 22nd, Airhead Parts and Ventura Vintage Volkswagen (VVV) joined forces to orchestrate one of the most charming weekends of this chaotic year. The event spanned over both Saturday and Sunday. It commenced with Airhead Parts Owner and Karmann Ghia Parts & Restoration (KG&R) founder Scott Dempster sponsoring a personal collection sale. Scott generously offered his thirty-year assemblage of New Old Stock (NOS) and rare used parts to local Dubbers. Eager shoppers spent Saturday lining the adjacent street and making their way through a warehouse and yard filled with a treasure trove of parts and accessories. Happy buyers were seen filling their arms with goodies for all types of Air-Cooled classics. The day ended with folks around the county zealously preparing for Sunday's Channel Island VW "Show & Shine."

You can find nestled in the County Seat of Ventura, a charming span of coast christened, "Channel Islands Harbor." Sunday's weekend scene at the harbor was filled with shoppers, walkers, joggers, paddle boarders, and folks combing for the perfect brunch. They all seemed interested in catching the notorious cool breeze that bounces off the horizon. As the summer of 2021 began it's closure and the window of opportunity to enjoy some VW camaraderie safely emerged, the "VW Show & Shine" proved to be exactly the medicine that enthusiasts and Ventura County residents needed.

As the sun rose and smiled upon us, every type of classic VW made their way onto the lush

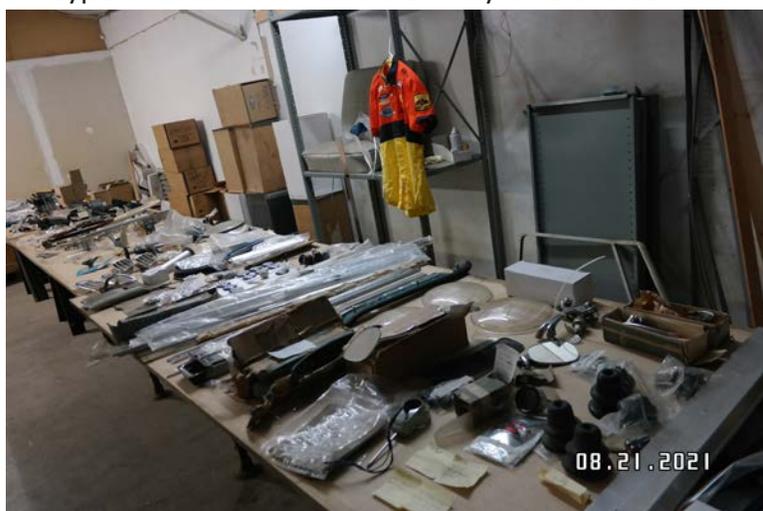


green lawns parallel to the harbor. Proud owners lifted engine lids, trunks, pulled sliding doors and set up for a day of reunions and air-cooled stories. Soon the fifty-yard lawn was filled to capacity with lawn chairs, vintage VWs, admirers and photographers from throughout Southern California; a gathering that soon spilled into the parking lot. Adjacent to multiple rows of classics, was a line of "swappers" offering an array of parts, souvenirs, and VW apparel; not to mention, a shaved ice truck for the kiddos.

At the end of the day, I watched the Dubs pull out of the parking lot and revered the uniqueness of each visitor and their vehicles. The hand waves of old friends mingled with the many new ones I had made. The smiles and hospitality were contagious, just like the adorned VW lifestyle that brings me to Channel Islands every year.

Thanks VVV and Airhead Parts, we'll see you next year!

[VintageVoice](#)





Technically Speaking by Jake Raby

Project 1385

Part 5 - Installation, Break-In, Tuning, and Performance

Satisfaction comes from a successful completion. After 30 years of building VW engines, I still get a chill up my spine when a new one fires to life. Though “Project 1385” is a super simple engine that fills a unique role for a military VW of the Cold War era, I treated the engine like a much like any other engine I build, usually making 4X more power than this little 1400cc power plant. The goal with this engine was never high-performance; I wanted the engine to make just enough power to be more effective climbing grades and increase the “happy” cruise speed by around 10MPH. The goal was to do this while leaving the engine 100% bone stock on the outside, and with very little modifications on the inside. The key would be cleanliness, and attention to detail, with all the original hardware yellow-zinc plated, and tinware powder coated in “low gloss black” for that factory finish that will last for decades of future service.

In this final article of the “Project 1385” series we’ll be completing the engine with fitment of the ancillaries, as well as the fuel, exhaust, and ignition sub-systems. All items were kept factory, with the exception of the ignition system, which was upgraded with a bluetooth enabled digital distributor from 123 Ignition, which eliminates the points and condenser, while giving the user some huge advancements in tuning capability. This distributor is high quality, and made in The Netherlands, featuring bluetooth enabled tuning of the ignition curve, rev limiter, and many other variables via any Android or iOS device. Another feature of this distributor comes from the app for your mobile device that allows real-time monitoring of engine RPM, voltage/amperage, ignition angle, manifold vacuum (when enabled) and engine temperature from up to 30’ away from the engine. This means your smart phone can be used to both tune and monitor the ignition system, and other parameters while driving. The user can also save files to be shared with others, and have several different ignition profiles that



can be uploaded into the distributor quickly for different fuels/operating environments. On the outside the distributor from 123ignition.NL looks confusingly similar to that of a Bosch 009, and is simple to install directly into any Type I/ II/ III, or Type IV VW engine. Note: I did think it was important to allocate the distributor drive pinion correctly to utilize the stock vacuum advance distributor, so in some photos you will see this original unit fitted to the engine.

The final step of completing any engine comes with initial firing, and break-in, followed by ignition, and fuel enrichment optimization. With the engine fitted with the tinware, and sub-systems it was moved into the Raby’s Aircooled Technology engine dyno test cell. Here it was fitted with data acquisition sensors, filled with break-in oil, and fed with the fuel it would be using long term. In this case that fuel was locally supplied “Rec 90” which is a 90 octane recreation fuel that is often used for marine applications. Knowing this fuel would be my choice for the engine long term, I designed the engine combination around the 90 octane rating, so it can use mid-grade (89-90) regular unleaded if I am traveling too far from home base to easily acquire the “Rec 90” variant which is ethanol free, and lacks many other additives that typical modern fuels incorporate, none of which are complimentary to a vintage VW engine.

With the engine fitted to the dyno, and all sub-systems connected, and ready to go it is time to decide which break-in regimen this engine would use, and which of the oils that I have developed that would

be used to accomplish a successful break-in of the new engine. I will state at this time that the things that I am writing about in this part of the article are heavily influenced by my personal preference, and direct experience working to develop engine oils with several companies. Oils and break-in processes are always hot topics, and many people reading this article will not agree with mine, while others haven't ever heard of some of the things I will be discussing. Engine building is an individual effort, and all engine builders have their own way of doing things; as long as your way, or the other guy's way "works" then, it isn't wrong. If piston rings don't seal right away, the engine smokes at start up, or after it idles for a while, or if the camshaft/lifters fail, well you might want to reconsider your break-in procedure, and change things up the next time. In my experience, if you botch the break-in process or your way doesn't work, you'll know within the first 500 miles, so go ahead and start over. Since I do plan an article specifically on the topic of initial engine break-in procedures, I won't spend much time here on the topic.

FIRING IT UP

In preparation for engine starting the engine was filled with 2 quarts of Driven Racing Oil BR40, which is a conventional based break-in oil. This oil has proven effective in my engines utilizing cast iron cylinders for years, since we developed it with Driven Racing Oil. The final 1 quart of engine oil was used to fill my pre-oiler that connects to the engine oil pressure switch location, and is used to feed pressurized oil (using the shop's compressed air system) to all the internally lubricated engine components prior to start up. With the engine oil filled, the fuel system was checked for leaks, the ignition system statically timed, and the engine was started.

BREAKING IT IN

With the engine up and running, RPM was brought to 2,000 and the electronic throttle was set to maintain this RPM while I worked to correct the ignition advance, and watch for oil, or fuel leaks. With the engine stabilized, a 6# load was placed on the dyno's

water brake and the engine was allowed to maintain the 2,000 RPM at this load for a total of 15 minutes. The engine was shut off and the engine oil immediately drained, sump plate and valve covers removed in an effort to remove as much of the break-in contaminated oil as possible. The engine was then re-filled with Driven HR5 "Hot Rod Oil" for the remainder of the tuning, and testing.

PREPARING TO TUNE

The engine remained on the Aircooled Technology dyno for several days. After the first day of thermal cycles, with various loads/RPM being utilized the cylinder heads were re-torqued, and the valves adjusted. This is a good practice before working the engine hard at wide open throttle while performing tuning runs. At this time, we performed a cylinder leak down, and compression test to verify ring seal, and engine health. I like to do this before and after the tuning sessions, so I can see if the values got better, worse, or stayed the same. If I do my job correctly the leak down test results will be better after the dyno session is over, and so will the compression test values. Once this was completed, we moved to the engine tuning, and the first order of business is to verify dynamic fuel pressure with the factory fuel pump. The initial fuel pressure test revealed a whopping 4.75 PSI fuel pressure reading. Corrections were made to reduce the dynamic fuel pressure to 2.8 PSI at 3,500 RPM and the engine ran much smoother. This practice required an additional 3 upper gaskets between the fuel pump, and the isolator block.

With fuel pressure set, now it was time to create a base line ignition setting to work from. Initially I set engines to 28 degrees BTDC at 3500 RPM while performing my thermal cycles, and working through the checklist. This setting is "safe" and will pretty much run any Type 1/2/3 or Type 4 engine for an initial setting. I started out using the original vacuum only advance distributor and set the point gap at .016", netting a dwell angle of 47 degrees, which was right in the middle of the allowable spec. Most will wonder why I didn't replace the points and condenser with an ignition module, and the answer to that comes later, since the engine will be seeing a full digital system by 123 Ignition. It was important to use the stock dis-

tributor during testing, so we have a comparable. I also have no problem with points/condenser and have several vehicles that retain them with positive results here in the 21st Century.

TUNING

Since the engine will be running on “Rec 90” 90 octane non-ethanol fuel a key was to perform all the engine tuning on this same fuel. Tuning began, and I quickly learned that the engine liked more ignition advance with this fuel, and the compression ratio I had chosen. Timing was advanced from 28 degrees to 36 degrees in 2 degree increments with a couple of dyno sweeps done with each setting. As advance increased the engine ran better, and made more power, with more stable air/fuel ratios. Finally, as I approached the optimized ignition timing a step up to a 135 main jet was required, to maintain a safe air/fuel ratio. It was time to swap out the stock vacuum advance distributor for the 123 bluetooth equipped digital distributor, so I made the quick 5-minute swap, opened the app on my iPad and built a centrifugal MAP based ignition advance table. Within a few sweeps I had the centrifugal table optimized, with a max of 36 degrees BTDC and a 137.5 main jet using the 90 octane “Rec 90” fuel to attain a 13:1 air/fuel ratio. My experience with Rec 90 fuel is that it likes more ignition advance than typical modern fuel.

FINISHING UP ON THE DYNO

Satisfied with the performance, and flat torque curve of the 1385cc engine it was time to allow the engine to cool overnight, and perform the final 10# load test at 3,500 RPM to see what the cylinder head and oil temperatures would peak at. This mimics pushing a beetle down the road at a speed of 65 MPH, and is a test that is typically not performed on a dyno, because dyno operators typically just use their machines to chase power. The goal of achieving maximum efficiency with each tune is always my goal. This includes cylinder head, and oil temperatures, and in higher performance applications exhaust gas temperatures. A two-hour test at a 10-12# load at 3,000-3,500 RPM sustained netted a peak cylinder head tempera-

ture of 320F and a max oil temperature of 205F, both stabilizing after around 15 minutes of operation, and maintaining for the full two hours. This test proves the overall effectiveness of our “tune up” and that not only did we find peak power, and a great torque curve, but also the tuning would not result in temperature and heat soak issues. I am confident that the use of the thermal dispersant coatings played a factor in this area of the engines character.

PERFORMANCE

The question we always get is “how much horsepower does it make?”... Well, an engine like this one isn’t about “horsepower” as a primary objective. The idea was to create a 100% stock appearing engine for a German Army Veteran Beetle that came from the factory rated at 40HP from its stock 1200cc engine, but with its extremely low compression ratio, in reality it was making in the 34HP range, able to run on questionable fuel. We wanted more torque and a flatter torque curve, and if the engine made more HP that was fine. See the captions for dyno performance graphs in regard to “Horsepower and torque”

ENGINE INSTALLATION AND DRIVING OBSERVATIONS

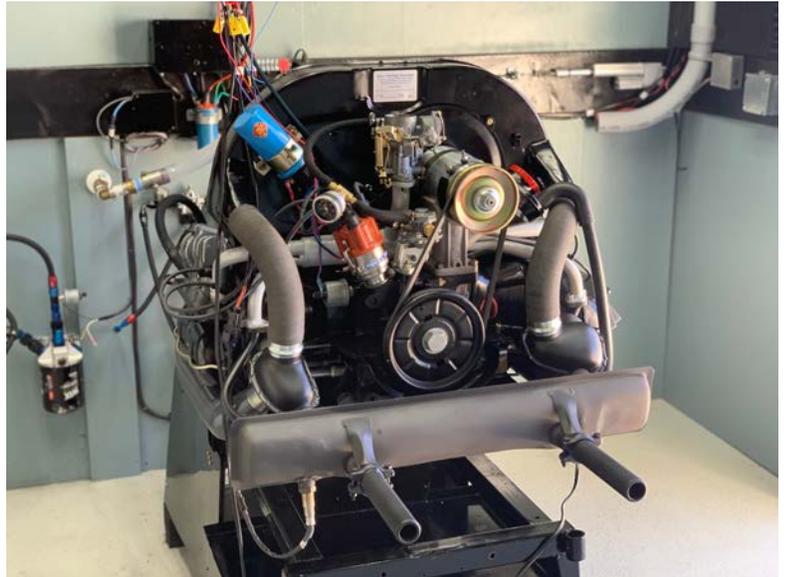
The installation of the engine was uneventful. Some additional effort was taken to fit many of the odd items this engine had in regard to military service. Installation was carried out completely in about one day of work in the workshop, and a Maiden Voyage revealed that the engine was tremendously smooth, had more than adequate torque, and a much wider operating range than the factory 1200cc “military spec” engine. Hills of moderate grade were no longer a problem, and hills that I needed to downshift to ascend with the stock engine could now be tackled while remaining in top gear. The car wasn’t “fast” but it was much faster than it was previously, and it also drove better, ran smoother, and ran cooler. Mission accomplished.

As of the completion of this series the engine has logged 750 miles of trouble-free operation, with-

out oil leaks, or issues. As the miles increase the engine progresses through the running in period, and gains a little more power, and smoothness. I've enjoyed bringing you into my world, and sharing this unique project with you. In closing, it's not how much power the engine makes, but rather how the engine makes the power that counts. I always want to create more unique content than other technical articles, and do it in a little different way.

Jake Raby
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Owner/Founder:
Raby's Aircooled Technology
www.aircooledtechnology.com

[VintageVoice](http://VintageVoice.com)



1. Project 1385 complete and bolted to the Raby's Aircooled Technology engine dyno to be initially tested, and broken in, followed by fuel and ignition optimization.



2. The engine was initially filled with Driven Racing Oil BR40, a conventional 10W40 lubricant that will be utilized for the initial break in process only, for a maximum of 30 minutes of run time, with variable engine RPM, and no load.



3. With the engine fitted to RAT the dyno it was time to attach the data acquisition sensors to measure O2 sensing, cylinder head temperatures, oil temperature, oil pressure, and exhaust gas temperature. The RAT dyno utilizes both analog and digital controls, so the operator can use the old school, or new school approach. For our testing of this vintage engine, we'll be going old school.



4. For our first set of tests, we are optimizing the stock vacuum advance distributor with contact points, and condenser. Utilizing a vintage 1979 Sears Craftsman analyzer the contact points were set to the proper dwell angle, and ignition timing was set to 28 degrees for our first set of thermal cycles.



5. After our first 5 thermal cycles the engine was loaded moderately and RPM was varied between 2,000-4,500 RPM with slow ascending and descending sweeps. After this was completed a leak down and compression test were completed before moving forward with optimization of the tuning. A net of 0-2% cylinder leakage was noted across all 4 cylinders, indicating the rings had fully seated, and tuning can now be accomplished.



6. An important concern is the dynamic fuel pressure reading. Due to the sensitivity of the stock Solex carburetor (and many others) fuel pressure must be checked, and adjusted accordingly. In our case initial fuel pressure was almost double that of the factory 2.8 PSI maximum. A total of 3 additional gaskets were used between the rebuilt German fuel pump, and the insulator block. This resulted in fuel pressure dead on 2.8 PSI dynamic (with the engine running). A vast number of engine drivability issues, and tuning challenges are impacted by fuel pressure. Never assume that any fuel pump will provide the proper pressure, this must be verified!

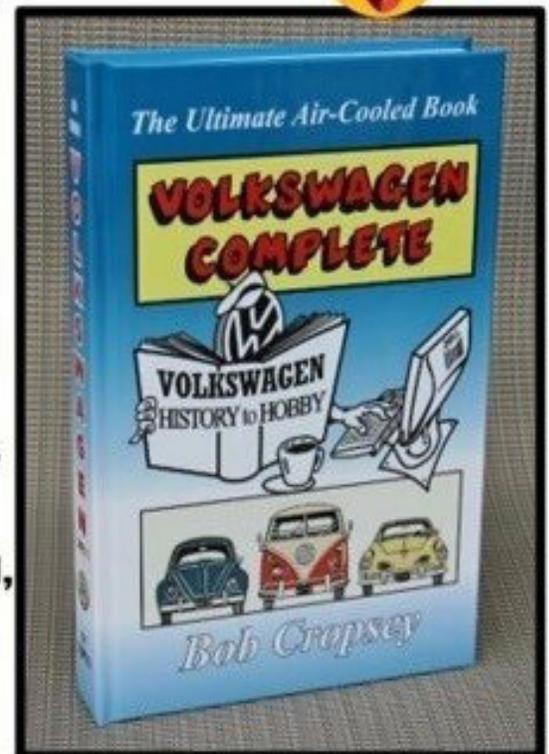
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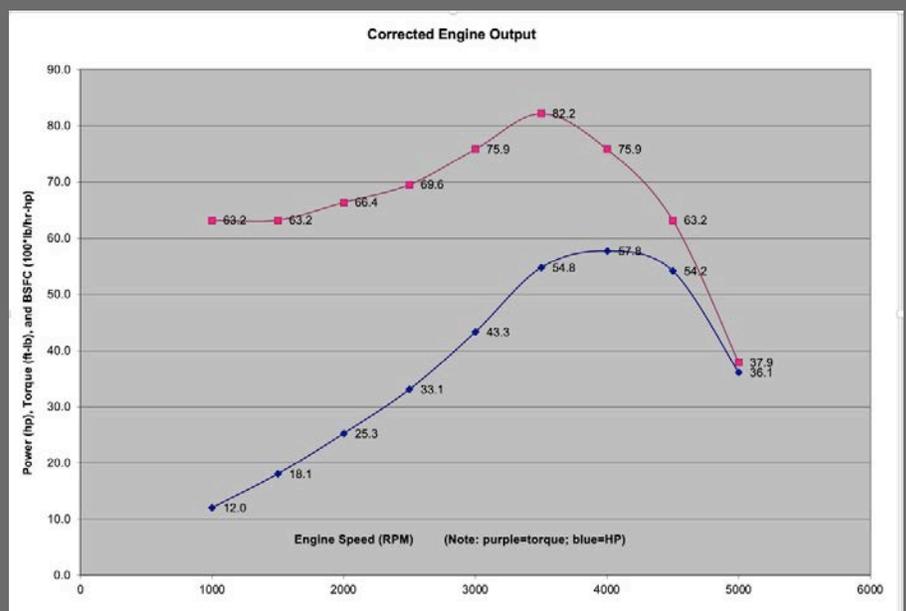


7. After a few tuning runs with the stock distributor, it was time to step up to the “Tune 4 + Bluetooth” distributor from 123 Ignition. This distributor features bluetooth tuning of many ignition parameters from up to 30’ away from the engine. The system includes a “dash” that gives real time data for factor like ignition angle, temperature, battery voltage/ amperage, with a built in, adjustable rev limiter, and it even includes a tachometer. Here you see the centrifugal advance curve for our engine when being tested with “Rec90” fuel which is a 90 octane non-ethanol fuel that works extremely well for vintage engines.

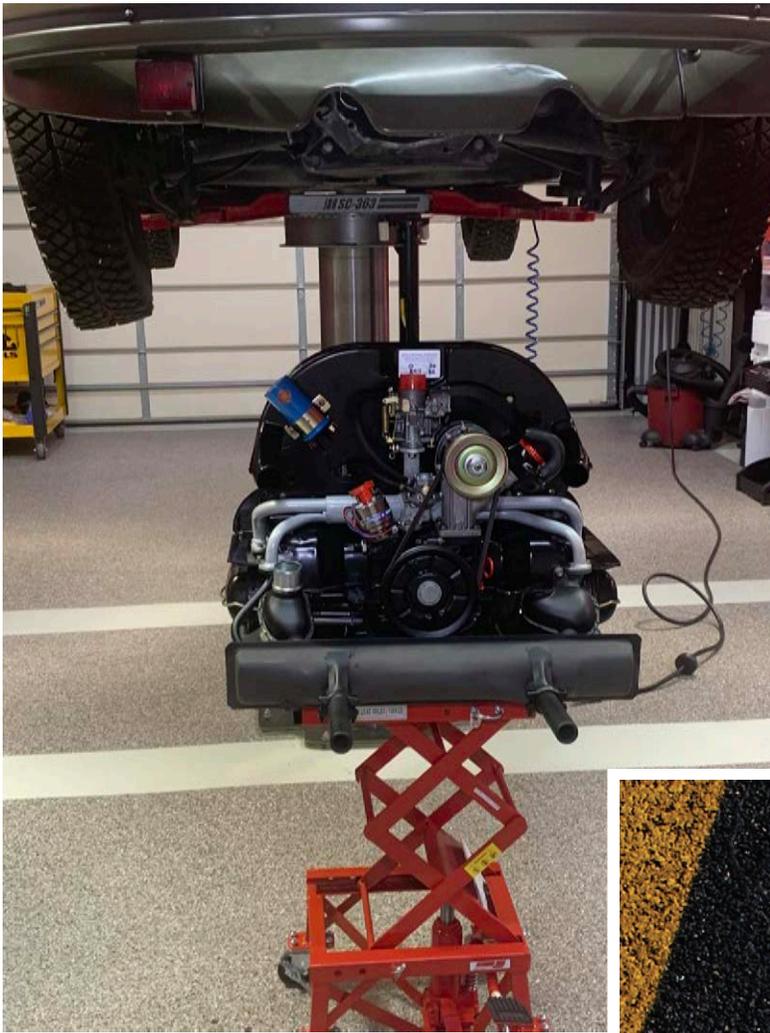


← Cancel Centrifugal curve		Done
Max RPM		5000
Degrees crankshaft		
1.	500 rpm	10.0 °
2.	1000 rpm	14.0 °
3.	1400 rpm	18.0 °
4.	1800 rpm	22.0 °
5.	2200 rpm	28.0 °
6.	2600 rpm	34.0 °
7.	3000 rpm	36.0 °
8.	3500 rpm	36.0 °
9.	5000 rpm	36.0 °
10	8000 rpm	32.0 °

8. With ignition timing, and fuel enrichment tuned it was time for the engine to cool overnight, so a cylinder head re- torque, and valve adjustment could be completed before the engine was tested for power output.



9. Here’s what you’ve all been waiting for! This little 1200cc engine bumped to 1385cc rivals the power of a stock 1600 in many ways. With a peak torque of 82 ft/lb @ 3,500 RPM, and a peak HP of 57.8@ 4,000 RPM this engine combination will provide a huge improvement over the factory “40 HP” rating of the original 1200cc engine that we based this 1385cc build from. Note that this engine pulled under wide open throttle load all the way to 1,000 RPM. The camshaft, cylinder heads, compression ratio and intake/exhaust all played their role in creating this power. One of the biggest things to learn about engine building comes in the form of recipes of these components, as they are more important than displacement. These are the things that make, or break the engine. Bigger is seldom better, but in this case the larger 83mm bore of the “big bore 40 horse” cylinders and pistons allowed the other parts of the engine to shine. You’ll note that this engine ran out of steam after 4,000 RPM, which is the fault of the original 1200cc German Army muffler more than anything else.



10. With the final leak down and compression tests completed, as well as an oil sample being sent to the lab, the engine was ready to come off the dyno and be fitted to the 1979 Bundeswehr (German Army) Beetle it was originally fitted to. Yes, that is a 1979 Beetle sedan. Before fitting the engine, all new fuel hoses were fitted to the car, and the engine bay was prepared for another 30+ years of service.

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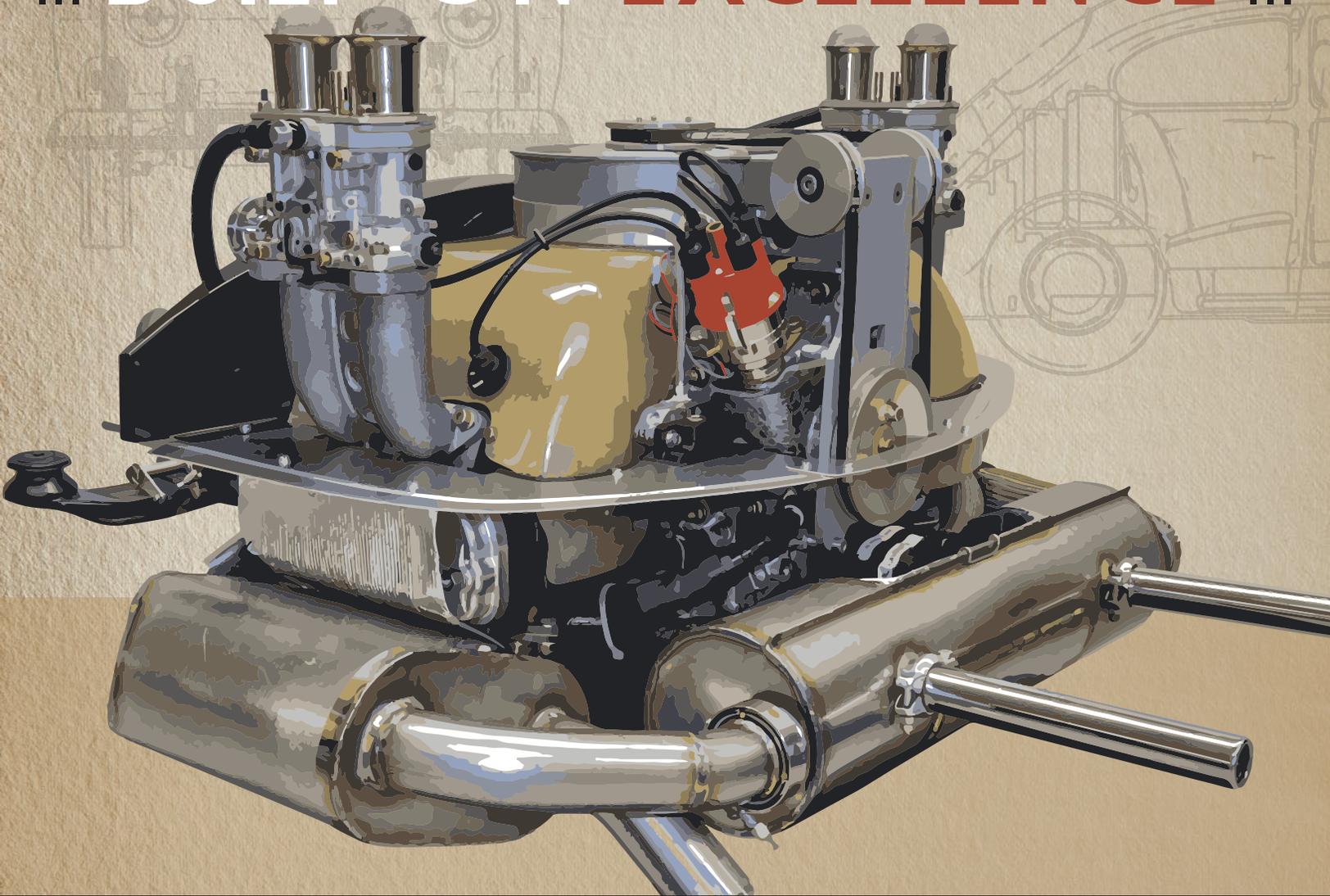


Here it is. Our re-powered beetle that will now “get out of its own way” a lot better than it could a few weeks before. The engine still appears 100% the way it did previously, but underneath it’s a little different.

I have now logged a few hundred miles on the new engine and find it a joy to drive. Much better power for climbing grades, much smoother, and I can actually pass slower moving cars while in the fast lane! It loves to cruise 70MPH, and before this engine was fitted it would barely reach 60 MPH. Fuel economy is in the low 30MPG and the engine runs extremely cool, even on a 90-degree Georgia day.

Thanks for following along. We’ll do it again sometime soon.

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Tad Too-Good-To-Be-True by Fish Head Louie

Many of my readers know that I have some VW stories/deals that have not gone so smoothly. I hope everyone doesn't think every deal is a nightmare.

Once upon a VW, I got a call from a fellow club member whom had a Nile Beige 1957 Oval to sell that he owned since the early 1990s. The car was all the way out on Long Island, NY, where, I had never ventured because the tolls onto the island are ungodly expensive, never mind the traffic. The seller was very forthright about the condition of the car for fear, he jested that he didn't want to get a bad write-up in the club newsletter!

I told the gentleman that I couldn't get there for a while because I live over 300 miles away. He said he wasn't in a rush, but he had just moved the car from long-term storage inside his shed to his driveway. I thought, "here we go" as I knew very well how this could go. A passerby could stop and inquire and it would be gone before I even scheduled a trip. He assured me that the car wasn't advertised and that he would hold it for me. I took the man for his word, but in the back of my mind, thought to myself that the deal may or may not go through.

I asked myself, "Do I talk about price?" I hate to make the trip without a range of what the gentleman was wanting, but do I dare to open Pandora's box or let sleeping dogs lie. In this case, I chose the former. The owner stated, "it has got to be worth [this much]." [This much] was at the cusp of making the trip not worth it for me.

Not wanting to jeopardize the purchase of an oval, I scheduled the trip the next weekend, when I came up to New Jersey to both camp with family and spend time for my dad's 75th birthday. I also had two shows to go to in the northeast that very same weekend.

When the man called me before I left for my trip, I thought he was going to tell me he had sold it. Instead, since I had mention previously that I was trying to go without a trailer as that would save on the tolls (at least one way), he mentioned an oil leak



under the split case transmission and would hate for me to lose it on the way home; he suggested the use of a trailer. I thanked him for the cautionary advice and chose to indeed, take the trailer.

Long Island is always an adventure because, though my GPS takes me to most destinations, it does not know that I am pulling a trailer and certain highways do not allow combination vehicles on them. Not knowing which is which, I probably went on the wrong thorough-fair, noticing no tractor trailers. Either way, I arrived without getting a citation.

The friendly seller introduced himself and after chatting awhile found we had a lot of other hobbies and affiliations in common. He was very generous on the price as he didn't pay, but several hundred dollars for the car when he bought it in the thirty years earlier. He was also happy to meet "fishheadlouie" in the flesh. I joked that it was always nice to meet one of my loyal readers. He even showed me the trailer-friendly route to get home along with letting me use the restroom in his beautifully redone 100-year old beach bungalow.

The deal on the oval was great, but in addition, he also threw in some bonus parts like a chrome pre-A



Porsche rim, a NOS 383 distributor cap in the VW box, and a hood crest from his 1954 which someone had plowed into back in the 1980s.

I say it was a tad too good to be true because everything went so very well on this transaction from start to finish (not including the traffic). "Tad" was an honest seller whom was willing to give me a deal and happy that his car was going to a good home. I hope to see this club member again because as I always say, "if you are not afraid to be yourself, you'll find and make friends just like you."

VintageVoice

Airhead Parts 2021 Treffen

by Andre Toselli

Photos by Reed Cowan 

The Highway 1 Treffen vintage Volkswagen cruise started 23 years ago as a Saturday lunch cruise and Sunday car show at KGPR's warehouse in Ventura, CA.

For the last seven years, the Treffen has been a 10-day, 1700-mile cruise from the Canadian border to the Mexican border. Participation has grown significantly each of the last 5 years, with breakfast in sleepy Coos Bay, Oregon seeing 70 cars in 2019!

2020 had to be canceled, not surprising, but sad none the less. In past years, we've braved rain storms, mudslides, road closures, fires, etc., but we met our match with the global pandemic.

Determined to hit the road in 2021, we started planning early. Arranging hotels, campgrounds, restaurants and daily activities for 100 people over 10 days is never easy, but this past summer was uniquely challenging. Closures and occupancy limits were running head first in to record numbers of tourists on the coast, also eager to get out on the road.

We rely on state parks for affordable group camping and picnicking. These spots are already tough to book the last two weeks in July, but this year most group camp and day use sites were closed right up until the start of Treffen. The ones that did open up a few weeks before the mid-July start booked out immediately.

We normally would make 25 restaurant reservations for 60+ people over the ten days, that wasn't possible either. They were open, then they were closed, then open again, though it really depended on which state, county, city, town council and/or front desk you asked.

With logistics getting more and more complicated, I considered cancelling again. Maybe traveling solo and live-streaming my days. "This is exciting, folks, I'm down to 1/4 tank of gas!"

I ultimately decided that I was making the trip and announced that all were welcome to join. I had a list of cities I intended to stay in each night, but that was as close to an itinerary (something I spend weeks on usually) as we'd get this time. A pretty gnarly



proposition, proposed way too late, I thought. I was betting nobody would come.

It felt good to be wrong for a change! There were 30 cars waiting when I arrived at the start in Port Angeles, Washington. I mean, I'm wrong all the time, but this time it felt good!

Attendance was consistently about half of 2019 down the coast, 30 cars at the start vs. 60 in 2019. There was about half the number of cars at the Crescent City and Pacific Grove car shows, but you've never seen a happier group of VW folks in your life - after two years, we were finally out on the road again.

We met most mornings in a parking lot we'd chose the night before, usually a location with gas and coffee very close by. We'd hang out and chat and drink coffee and chat and break out the ice chests and chairs...and chat some more. We had no schedule at all for a change so we just kind of did what we wanted. We'd do it all again at lunch, and then we'd all kind of figure out dinner. Between the number of tourists and the pandemic restrictions, big group dinners really weren't possible.

In the past, we've partnered with the city of Ventura and put on a big Friday night downtown car show, it's been one of the biggest recurring events of Treffen. This year the streets are closed for pedestrian traffic and outdoor dining. Another wrench in the works.

The Ventura Vintage Volkswagens Vintage Volk-



swagen Club of America stepped up and filled the gap with an incredible two-day campout on an amazing foothill property in nearby Ojai. Ventura Vintage Volkswagens will be hosting two annual campouts there, one during Treffen, and one coinciding with Meet in the Middle. I can't recommend their events enough, no matter where you live, it is most definitely worth the drive.

Treffen #24 is set for the last 10 days July 2022. We'll see you on the road!

Book Review by Mike Epstein

“Chasing Zorba” A Journey of Self-Discovery in a VW Bus.

Author - Jerry Steimel

In 1972, after graduating from college, Jerry Steimel set out on a cross country road trip in a 1966 VW Beetle he called Zorba – named after the literary figure, Zorba the Greek.

He aimed to break away from his hometown of Louisville, Kentucky, and explore America’s back road, the country sharply divided over the war in Vietnam. He also sought to gain a deeper understanding of himself and the path his life would take. The journey ended prematurely in a small Alabama town far from his goal of California.

He returned home, had a life well-lived, but always with a lingering feeling he had some unfinished business. Forty-five years later, during the first year of the Trump Presidency, the country was again in conflict with itself. Steimel took his dream off the shelf, and in a 1973 VW bus began a new journey of self-discovery across America. It was a dream deferred, but not forgotten.

Jerry decided to take his journey by himself and was going to meet his wife in California when he got there for a well deserved vacation, not that 5 weeks living in a VW bus wasn’t one. He’d never done anything like this before but seemed well prepared for most of what he would run into including plenty of setbacks due to things happening to the bus, but that isn’t strange to any of us who has traveled long distances in an air-cooled VW.

Jerry decided to plan out his trip to every detail only averaging about 150 miles a day. He would take a central route across the states trying to stay off of major highways if possible and almost did it except going over the Rockies, where he had a little brake trouble and went ahead all the way to Grand Junction,

Colorado where new brake shoes and rotors awaited him when he got there, talk about scary. On his trip he would meet some real characters and ton of truly decent folks.

He chose to travel along Highway 50, the nations original highway and stayed on as much as possible. Like I said, he planned his stops so he could see cer-

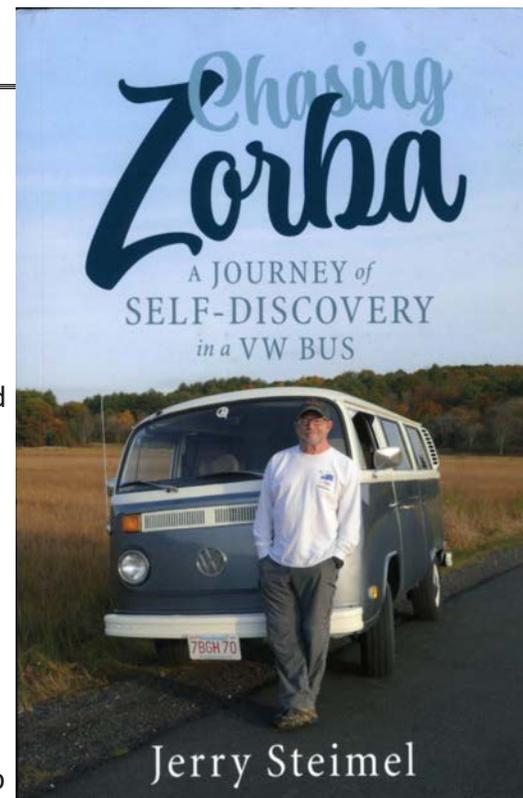
tain sites and visit family where he could. Starting in Massachusetts, he followed the back highways all the way to California. Something that struck a chord with me being from Kansas is the fact that his family hailed from. He writes for an entire chapter on all his stops in Kansas to see where is his family was from and to try to talk to people about their history.

Another thing I really enjoyed about the book was his references to the times, politically speaking, starting off with the countries feelings about the war in Vietnam and the hippies. He was one of them of course.

To hear his story told in his own words is special, he has a real way with words and story-telling. When I started to read this at 9 am, I couldn’t put the book down and finished it 11 hours later.

He also did a blog during his entire trip and his wife made a documentary about it as well and can be found at PeaceOutRoadTrip.wordpress.com. Please watch this, that should tell you the next step is to go right out and get this book, it’s also available as an e-book. You won’t be disappointed.

Enjoy!



VintageVoice

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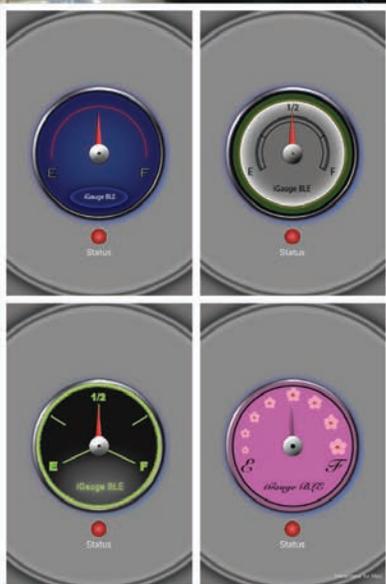


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