



VintageVoice

March/April 2022

VVWCA.com

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Welcome

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 March/April 2022
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Welcome to the latest edition of Vintage Voice.

This issue we bring you a wall to wall fresh content, from a host of new contributors, and your favorites as well.

Heinz leads us off by 'opening up our view', so to speak, as VW did in 1958 by enlarging the rear window of the Beetle. Read about in the Historian's Corner. Also, Fish Head Louie chases after a split window Bug, without having seen it at all. Will it be a winner, or another dud?

In the Southeast, club member Barrie Zanca takes us to two events. A local get-together of the VolksKruzers and the Back-Roads Buggies, as well as coverage of Buggin' On The Bayou III, which was presented by the New Orleans Air Coolers.

We also have two car features for you this issue! Charlie Crabb tells us his story, and all about his quest to build a daily driver Karmann Ghia. The cover car is Paul Davis' gorgeous 1963 Squareback. We're featuring a slew of photos from my photoshoot with 'Orange Crush' - we just can't get enough!

Finally, we welcome two new contributors to Vintage Voice. John Gallagher takes us through his process on staying stock, or going custom. And in a new series, Bill Ungar is going to show us his take on restoration in "The Exactly 'What Not to Do' Manual for Volkswagen Bug Restoration".

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



VintageVoice

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Paul Davis' 1963 Squareback, our cover feature.



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The NEW ORLEANS AIR COOLERS (NOAC) presented their Third Annual "Buggin' on the Bayou' Charity VW Show...

THE EXACTLY "WHAT NOT TO DO" MANUAL FOR VOLKSWAGEN

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BUG RESTORATION

As the esteemed reader of this magazine, you've undoubtedly read (or watched) no less than one hundred and seventy-five...

The Podium with President Eric Goodman

Dear VVWCA Members,

We celebrated our 45th anniversary during the pandemic. Unfortunately, a lot of our Chapter clubs had to cancel events the past few years because of venues not allowing large gatherings. I am hoping that 2022 is going to be better. If your club has an event scheduled for this year, please send us the information so we can share it here in the Vintage Voice and on our social media pages. Let's all stay positive and plan for great VW shows and many events for our community.

You may have seen that Facebook changed the way Groups are run. Our VVWCA group page has over 50,000 active members. We have worked very hard, for many years, to keep it a private group, of members who want to talk about VWs and the clubs. The changes have opened up the groups to more people and require a lot more monitoring to make sure it is a great community page for everyone to enjoy. If you see anything that does not fit, please report it to the admins. Had we decided to make our group page public when we started in 2013, it would have hundreds of thousands of members now. We get hundreds of requests each day. But we wanted to keep it private and the members all VW people. Help us keep it the best VW group on Facebook.

Membership continues to grow... We average a few hundred new members a month. If you are a free member, please consider upgrading to the Pro-Membership to get all the benefits the club has to offer. Including this amazing Vintage Voice Magazine. Its only \$30 a year. Also, please share your local chapter club's information with your VW friends and encourage them to join the VVWCA.

Lately, when Eric Arnold took over the Vintage Voice as editor a few years ago, he asked me what the job entailed. I said I would turn the magazine over to him and he would make all the discussions regarding its look content, etc. It has always been a great magazine that many members have collected for years. But ever since Eric took over, it has been next level. We get a lot of compliments and everyone knows what to expect when they open the Vintage Voice. Thank you, Eric for doing such a great job and keeping the VW community informed. Make sure and support his business: Eric Arnold Photography.

Wanted: VW related businesses to support and or promote the VVWCA. Please contact me for more information.

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



THE HISTORIAN'S CORNER

By Heinz Schneider

VOLKSWAGEN IN 1958

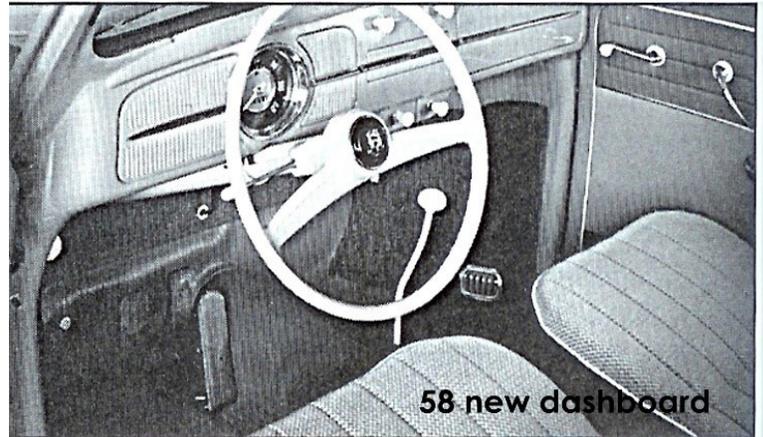
MORE VISIBILITY

Volkswagen in the USA: In 1958, just as in previous years the number of Volkswagens registered in the US was higher than the number of officially imported ones. According to Carl C Hahn who took over VWoA in 1959, in his book about his years with Volkswagen written in 2005, he claims that by 1958 about 100,000 grey market Volkswagens had been sold by unscrupulous independent dealers. Big money could be made with these cars. Most of them were used and sold for more than new ones. The Dutch VW importer Ben Pon was a major figure in sending these grey market cars to the US. I remember that many of these cars had previously been involved in accidents in Europe and hastily repaired before being shipped over here where they needed further repairs before they could be sold. People were eager to get their hands on these Beetles no matter what and overlooked some of their shortcomings.

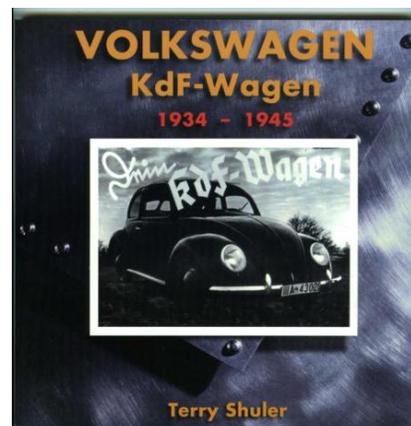
Every week, five special transport ships brought up to 1,750 Volkswagens per load, and total official VW imports in 1958 reached 104,306 of which 25,269 were Type 2 Transporters and 4,700 Type 143 Karmann Ghia coupes. Beetle prices were \$1,545 POE east coast and \$2,045 for the convertible. K.G. prices were US \$2,445, for the coupes; convertibles were priced at \$2,725. It is widely assumed that Volkswagen did not do any advertising before the very successful DDB campaign which started in late 1959, because of the many complaints by dealers having their lots filling up with unsold Transporters, Volkswagen's man in charge at that time, who hardly spoke any English, found an advertising agency where someone spoke his language and had them start advertising the Transporters. These first advertisements appeared mostly in trade magazines and were an instant success. In no time Transporter sales increased by 78% now creating

a long waiting list for Transporters too. By the way, in 1958 Volkswagen exported more cars to the US than the all of the US car manufacturers exported to other countries.

Unlike the very few changes made to the Beetle for the previous model year, the 1958 model year which started to be produced the previous August with chassis # 1 600 441, the 1958 Beetles came with big external changes, now having a large rectan-



58 new dashboard



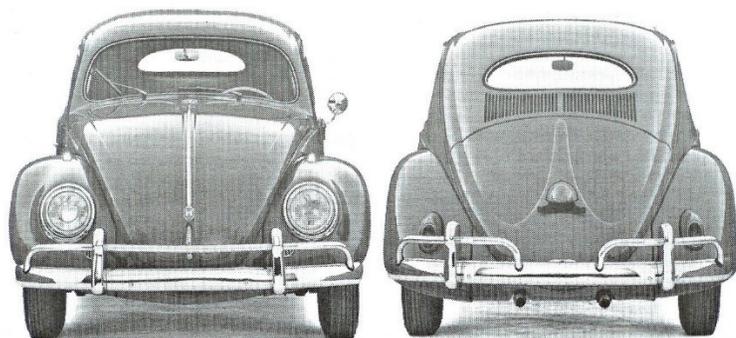
**Volkswagen
Kdf-Wagen
1934 - 1945**
By Terry Shuler

The story of design and development of the world's most recognizable automobile, including the prototypes and early production models is told with large

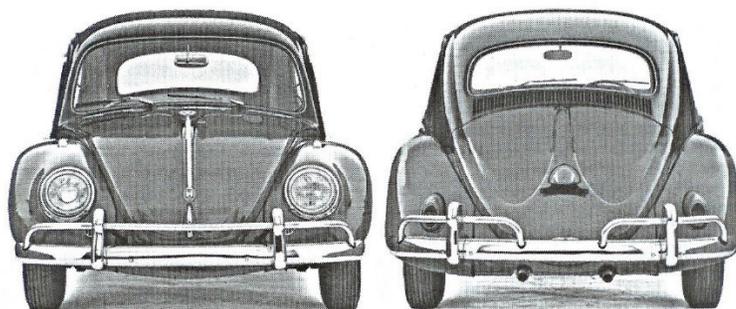
historic photos and text by Terry Shuler.

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



1957 Oval



1958 square

gular rear window replacing the oval one. This change made it necessary to change the rear air intake louvers for the engine to allow for the larger rear window. At the same time the front windshield was also slightly enlarged and slightly curved. The part in front of the windshield, the cowl, had now a channel-like feature, allowing the windshield wiper to be relocated lower for a larger sweep over the glass. The dashboard, being welded to the roof panel also received extensive modifications at this time. The glove compartment became larger too. The radio speaker grill moved to the left of the speedometer. With other changes the dash received a long chrome strip through the center. The larger rear window allowed now for the use of a larger inside rear view mirror. The convertible also received some external change at the same time with the engine cooling air now coming through horizontal slots instead of the previous vertical ones.

Perhaps the 1958 model can be considered the best cars Volkswagen ever made. Quality was at a very high level.

1958 models and the later ones with their many external changes instantly had a higher resale value. Some research done in Germany at that time came to the interesting conclusion that external changes influenced the resale price more than mechanical improvements, even with Volkswagen cars.

It had long been assumed that it was the other way around. Today the price situation is different, while a used Volkswagen with the larger rectangular rear glass was originally higher priced; this is not the case anymore. A Beetle with an oval or even a split rear window is much higher valued by collectors of vintage Beetles.

ID numbers; Cars built during the Calendar year of 1958 had chassis numbers from 1 774 681 to 2 226 206 and engine numbers from # 1-678 210 to 2-156 321. Chassis numbers for the 1958 model year had started in August 1957 with # 1-1 600 441 and ended at the end of July in 1958 with chassis # 1-2 007 615. Engine # for the same time period went from 1-937 451 to 1-2 440 249. 1958 Colors: Starting with chassis # 1 600 440 in August of 1957 to # 1060 331 of July 1958, were: L41 Ebony Black with #50 blue/gray cloth or #72 Red leatherette interior, L240 Agave Green with #52 gray/green cloth interior, L243

Diamond Gray with #52 green/gray cloths interior or #51 brown/gray leatherette, L245 Light Bronze with #52 green/gray cloths or #75 green/gray leatherette interior, L334 Fern Blue with #50 blue/gray cloths or #70 blue/gray leatherette, L335 Capri Blue with #50 blue gray cloths or #70 blue/gray leatherette interior. Starting in July all wheels of the convertibles and Karmann Ghia's had the center painted black L41 and the outer rim with L87 pearl white.

On January 2nd 1958 Nordhoff spoke over the factory PA system to his employees. He thanked everyone for the great work delivered the year before and for the ten years he was in charge. It was ten years since he had taken over management and he listed the company's accomplishments. Production had increased from 19 cars a day in 1948 to 2,125 at the present. Instead of 8,400 employees 41,000 were now working at the Wolfsburg plant and 6,000 VW employees owned Volkswagens now, all paid for in cash.

OTHER DATES

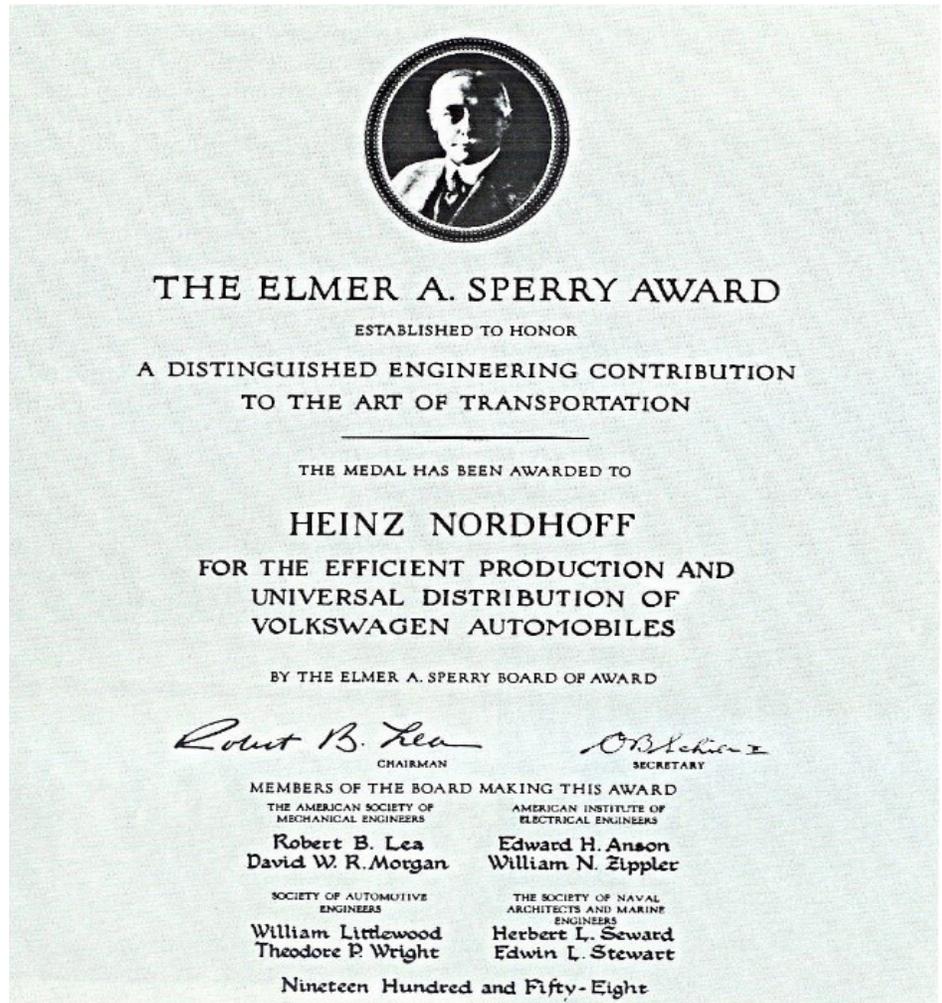
On November 13th, the Elmer A. Sperry Award was given to Heinrich Nordhoff. Ferry Porsche was present at the celebration. Nordhoff gave a "thank you" speech. This is the first time this award was given to a non-American.

OTHER CHANGES FOR 1958 MODELS

A self-canceling turn light indicator switch introduced with chassis # 1 649 253. In January 1958, with chassis# 1 789 807 the oil drain plug was now magnetic to catch metal shavings. Also, in January from chassis# 1 802 775 the carburetor idling screw size reduced from 13.5 mm to 12.0mm. The spark plug wrench got a rubber insert to hold the plugs without dropping. In June: the aluminum venturi was replaced by one made from nylon.

OTHER VW NEWS IN 1958

On June 13th the 250,000th Volkswagen engine was rebuilt for exchange since this service had started on November 5th 1948. A special factory was set up in the city of Kassel in Germany just to rebuild these exchange engines and other exchange parts like transmissions, starters, generators, etc. In Canada another plant was established to rebuild used parts, mostly engines, exclusively for the Canadian and US market. The high volume of rebuilt engines shows how unreliable these early engines were. 37% of all cars produced in Germany were built by Volkswagen June 30th the VW 50,000th Volkswagen was exported to Austria. A company owned by the Porsche family was the exclusive importer of VWs to Austria, This exclusiveness was later extended to Eastern European countries, a great contributor to the immense fortune of the Porsche/Piëch family. In October of 1957, production of the 1958 model Karmann Ghia convertible began with 105 built before the years end. Construction started on a 13 story administration building at the factory. For those who are familiar with the layout of the factory, it bookends the power plant at the other end of the about a mile long stretched out facilities.



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 www.vvwca.com/

LOOK WHO'S BACK!

VW Trends



FEATURE CARS
TECH TIPS
EVENT COVERAGE

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UPCOMING EVENTS

Event info as of Jan 15th, 2022
Contact show organizers/websites
for the latest updates.

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 gath-
 ering 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 en-
 couraged 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](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 beauti-
 ful Madera Fairgrounds. Sunday 7
 am to 2 pm.

[http://www.maderaspringfling.
 com](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 Volkswa-
 gens air and watercooled. Featur-
 ing Special heads up classes plus 2
 bracket classes and Test and Tune.
 Camping available at track.

[http://www.southeasteuromotor-
 sports.com/fast-times-at-farming-
 ton.html](http://www.southeasteuromotor-sports.com/fast-times-at-farming-ton.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/Black-
 star-Campout-855417931239406](https://www.facebook.com/Blackstar-Campout-855417931239406)

June 19, 2022

Summer Volksfest #8

Orange Park, FL

All Volkswagen/Audi Car Show and
 Swap meet.

Show car entry \$20

Classes with special awards

More info at [http://www.south-
 easteuromotorsports.com/sum-
 mer-volksfest.html](http://www.southeuromotorsports.com/summer-volksfest.html)

August 20, 2022

Eurofest Maggie Valley #2 **Maggie Valley, NC**

All European Car show with ven-
 dors. All Euro cars new & old are
 welcome to attend. Laid back car
 show with activities leading up to
 the event.

[https://www.southeuromotor-
 sports.com/eurofestmv.html](https://www.southeuromotorsports.com/eurofestmv.html)

September 02, 2022

Buses Nowhere Near The **Arch #36**

Mark Twain Lake, MO

This family camping event will fea-
 ture a gathering of VW Transport-
 ers of all types and eras from all
 over the USA. Website for updated
 event info: <http://www.bnnta.com>

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

Together Again

by Barrie Zanca

With the recent abatement of the 'Covid-19 pandemic' here in South-Eastern Louisiana has come the edict by Gov. Edwards loosening restrictions on masks and social-distancing. Naturally, the VolksKruzers VW Club has quickly seized upon these conditions to have another Cruise. The group invited their counterparts from 'up the road' in Gonzales, LA, known as 'The Back-Roads Buggies' to join them.

The Metairie based group [VolksKruzers /aka: Volks-Geezers] arranged to meet up with the Back-Roads Buggies at the LaPlace Frostop. LaPlace is a town on Airline Highway which is located equally between both clubs. The Frostop has been in the same location for over 61 years and is still owned and run by the Toler Family. They have great hamburgers and awesome onion rings! Plus, the famous Frostop root beer served in frozen mugs. Known for consistent Southern hospitality, as well as wonderful New Orleans classic favorites, this restaurant is a common gathering place for many local car clubs.

The VolksKruzers ran their usual route: meet at the Performing Arts Center entrance on Airline Drive in Metairie; cruise straight up Airline for 22 miles to the LaPlace Frostop. The Back-Roads Buggies met together in Gonzales and cruised down Airline. The last time that both of these groups made the same run was on September 11, 2019 just before the 'Pandemic'



started.

Today was different because only 3 of the VolksKruzers were able to attend. Peter Dassey in his customized blue 1973 Super Beetle; Barry Zanca driving his 1955 turquoise Sunroof Bug; Bruce Chatelain rode with Barry since he is currently 'bugless'. Things were also different because since Hurricane Ida's nasty visit on August 29, 2021, the town of LaPlace was hit very hard by winds and flooding, and some of the landmarks are gone.

The Frostop was missing its enormous signature 'frosty mug' which was blown off its pedestal. The dining room and restrooms were rendered unusable from the storm, and it took many months to put them back into operation. Terry Toler is currently making plans to have the Mug restored and put back up in its

place of prominence.

The ‘Buggies’ were already at the restaurant when the ‘Kruzers’ arrived and they greeted the guys warmly. Starting with the leader: Rubin Molliere and his wife Gloria, drove down in their “Half Fast” 1966 purple buggy; Archie Molliere, Rubin’s brother, brought “Plum Crazy” a ’68 buggy along with his ‘better-half’, Gwen; Matt Bourgeois ran his ’72 Manx called “Ol’ Red”; Dennis and Glenda Lanoux arrived in their ’54 Kellison called “Orange Delight”; Ricky Morin drove the “Silver Bullet”; Mark Bourgeois ran his ’71 Manx called “Red Dog”.

From other locations, VolksKruzers arriving at the gathering were: John Serou from Ponchatoula, LA, who zipped in with his VW powered, hand-built rat-rod which features a Speedway Motors 1927 Model T body; Wayne Dolen motored in from Thibodeaux, LA, in his light blue stock 1969 Bug; and Paco Gonzales from LaPlace stopped in on his lunch-break to visit. He is restoring a black Karmann Ghia. Last to arrive was Jack Falcon from Destrehan in his beautiful Black ‘59 Sunroof Bug.

There was some discussion about attending Cruisin’ the Coast – which occurs the first week of October along the entire MS Gulf Coast. Thousands of antiques, hot-rods, classic cars and oddities are always in attendance. Also, plans were made to cruise to Middendorf’s Seafood Restaurant in Manchac, LA, for Oktoberfest. These plans were carried out, both in 2019 and 2021.

On a sad note, this 2021 Frostop Cruise was held in honor of Mr. Harold Conrad, aka: the Red Baron. He was our oldest member [88 years young] and was in



the Club since the mid 1970’s. Harold has departed for a better world, but his memory and wit will remain with us always.

So, as you can see, along with the cars, and comradeship, these clubs enjoy the excellent cuisine here – which is a S.E. Louisiana tradition! Come and join us whenever you can.

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

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

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

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.

1954 Barndoor Single Cab Parts

I am looking for a cab for my 1954 barndoor single cab. Other parts could be of interests as well. Let me know what you have. Jim - phone: 913-961-0614 email:jimone1007@yahoo.com





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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Stock or Custom

What a choice...



by John Gallagher

For the past year I have been contemplating a decision that every Volkswagen owner has had to face. To go stock or custom? I'm guessing that it all depends on what you're starting with. If you have an old beater with some rust, some running issues, some interior issues, etc. then I guess it's ok to throw some money at the old gal and get something you can roll without people pointing at and laughing. But what if you are starting with something nice? Do you stay stock or trick it out a bit?

My 1960 Beetle was a two owner car when I bought it. Surface rust on the pan, a dent in the rear driver fender and more dirt on the under carriage than a mud wrestler at a dive bar. The car was driven by an 80 year old man who bought it from his next door neighbor, who was the pastor for the church next door. I doubt the car ever left the small town in Pennsylvania where I found it, tucked into his garage behind his house. After speaking with the gentleman and his son, a reasonable price was reached and I was the new owner.

I spent the better part of two years restoring the car. Everything was taken apart, cleaned and re-installed (if it was usable). The car was stripped down to bare metal in my garage and then sprayed with 2K primer. After handing it over to a friend with a body shop, he sprayed it the original black. I installed the complete interior back to original with the thought that I wanted to drive an original 36hp model the way it came from the factory. My "little old man" car. Outside of some wide whitewalls, the car was original as I could get it. I had my stock, original, right from the factory look beetle. Then I strayed...

I fell into some money. An anniversary bonus from work led me down the dark path of custom. I purchased the Wolfsburg West Okrasa kit from WW. I spent a weekend removing the 1200 from the car and replacing the originals with all the parts from the kit. I must say it went together rather easy. I had a few

issues to overcome but for the most part I made that dramatic leap from 36hp to about 52hp. Talk about blazing speeds! The scariest part was driving at 72mph on my Bias Ply Tires! So then we had a wheel and tire upgrade. Radials on BRM's. On an all-black car! Nice look.

But now a big decision has to be made. If I'm to continue with the look, the next step would be to lower. And this is where we meet at the crossroads. If I'm to keep going custom, there is more money that needs to be dumped into it. These cars are like strippers. They are not happy unless you are throwing money at them. Lowering these cars is not cheap. When I had my Karman Ghia the main reason for selling it was it was really low, even at stock height. I didn't step out of that car, I rolled out of it. And at 63 years old and slightly tubby, it was not a pretty sight. The beetle would need to be lowered and not just a rake. So it would look better on the car than it would on me.

But a big part of me wants to go back to stock. I still have the original rims and radial tires. The engine would take me half a day to take out and strip. Then the rebuild would start back to the original heads and carbs. Then the reinstall would be a breeze. Working by myself has made me a better mechanic. So everything will be back to OG. I would be back to driving in the slow lane. I would never have to worrying about the passing lane again and merging into traffic will bring back that old white knuckle, screaming obscenities, and praying out loud feeling I had when I first drove the car. Damn, I miss that. Then I can go back to hunting down original parts, listening to the AM radio and worrying more about "the look" than I did before. Some day you may find yourself at this junction. I've been scratching my head over this one for a while.

Some people will claim that there is better resale value if you keep it stock. But hell, who says I will ever resell it? That's something for my kids to worry about. But they will probably want to chrome it up anyway!

Classic Ad



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für Auftrags- und Lieferpapiere.

Sight Unseen Split

by Fish Head Louie

Once Upon A VW, I replied to an ad for a split VW bug. This “crotch cooler” had all original metal and had never had any bodywork, seemingly only needed a few patches. The photos provided indicated that the front driver’s floor was rotted along with spare tire well. The seller did not include a shot of the rear battery area or accompanying heater channel. Naturally, I asked if the car had any more serious rust issues which were not indicated in the photos. The seller assured me that there weren’t. I negotiated a price over the phone and said that I would send a deposit in the mail.

The day came when I made the 6-hour round trip to pick up my very first split window Volkswagen. I was super excited as you can imagine, as I had sought one of these rarities for the previous 18 years.

When I arrived, I was taken aback by the very rough condition of the car. I remarked how it was a lot more rotted than I expected and said that I wasn’t made aware of the large hole at the battery area as well as the whole rear heater channel being rotted as well. I really did not want to buy the car but also did not want to lose my \$1000 deposit. I paid the man and began to change the flat tires for the tow home.

To add insult to injury, after I purchased the car, the seller offered me the rare Phillips radio that was pulled from the dash of this specific car for an additional \$2000. Coincidentally, he also had an aluminum trunk handle that the car lacked which I also had to purchase.

To top it off, the seller said that I was “lucky” to have found the dash ashtray in the trunk of the car. Was that because he failed to notice it himself thereby not being able to withhold it for even more money? That couldn’t be true, could it?

Please don’t misunderstand me. A person is free to buy and sell and make a profit in our capitalist society. My advice to my readers is to ask for photographic

evidence of condition and good feedback/references about whom you are dealing with. In the words of Ronald Reagan, “trust, but verify.” If the buyer refuses to offer additional photos, it may be better to pass, than be ultimately disappointed.

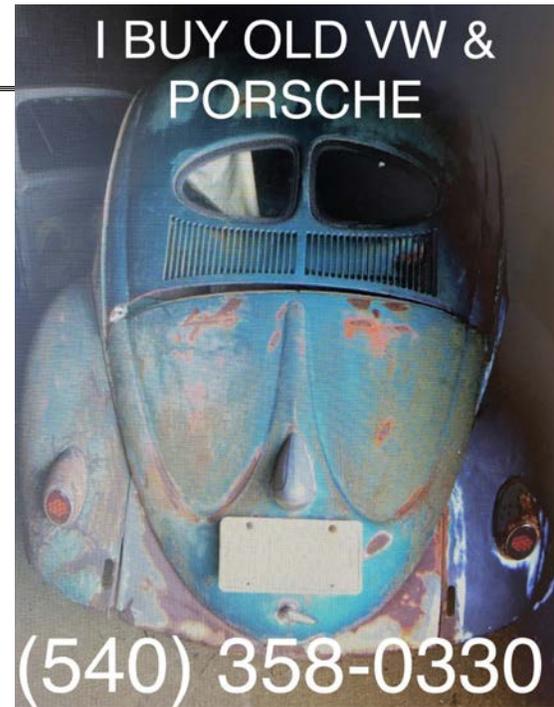
In addition, and whenever a buyer can, he/she should drive or even fly out to see a high dollar car before purchasing since there are less than honest resellers out there who will stop at nothing in order to maximize their profit.

What happened to this crotch cooler? I never did anything with it except store it inside and show it off to some people. After I had owned it six years, a friend proposed a trade to me for a 1936 Harley Davidson he had just finished getting on the road. I included additional parts that I had previously pulled from the car (was planning to part out, I know how sad) including the really nice cloth interior.

A few weeks later the car, itself, got sold again to a gentleman from Colorado and the interior went somewhere else, likely to be separated from the car, forever.

Last I heard, the Colorado man bought all the appropriate sheet metal, then offered it for sale yet again.

As far as that seller is concerned, I heard he just traveled 10 hours to buy a VW and that the seller failed to provide photos. It turns out he left empty-handed as the car had a lot more rust than was described. What is it that they say about the Hindu’s concept of Karma?



The split made for a great advertising background

The Making of a Daily Driver



by Charlie Crabb

The definition for a daily driver is probably different for almost everyone. For me a daily driver has a straight body with good paint, is reliable, comfortable, and everything on the car operates as it should. In my case, I wanted a daily driver would be appreciated by “car people.”

Typically, a daily driver will be a late model car with low miles. For me, the daily driver needed to be a vintage VW. I set out to find the right VW to serve as my starting point for creating what I had in mind for my daily driver.

After looking at a variety of VWs, both Bugs and Karmann Ghias, I found a 1974 Karmann Ghia that would make a good candidate for my daily driver. The car is old enough I did not have to worry about

smog regulations (a California issue) but new enough to have some nice features including three-point seat belts and front disc brakes. The car was not perfect but stock and mostly rust free. Although the car ran well, the interior was used up, the wiring needed attention, the soft fuel and brake lines were at the end of their life, and the carburetor was not behaving as it should.

I made the purchase and then started the effort to transform this car into my daily driver. First effort was to clean up the exterior paint. Fortunately, working it over with a clay bar and following it with some wax the paint looks good. I also took the car to our local paintless dent removal shop and they were able to work out nearly all the small dents that detracted from the looks of the car. I had to realign the bumpers and reinstall the headlines that had been installed wrong. After that I installed a new VW emblem

on the nose leaving me with a presentable “5 foot” car. Get any closer than 5 feet and you will be able to spot the flaws. Straight body and good paint...check.

Then it was onto those mechanical issues that could impact reliability. Not knowing the history of the previous work, I decided to replace the brake master cylinder, wheel cylinders, rubber brake lines, disc pads, shoes, and brake fluid reservoir. While focusing on the brakes I also replaced the front wheel bearings. The e-brake cables appeared new, so I left them alone. I installed a new throttle cable with fresh cable seals. I also put fresh seals on the heater cable tubes. The CV joints were working as expected and the rubber boots on the axle showed signs of being replaced not that long ago. The front end had also been rebuilt not long before I purchased the car, so it did not need any attention.

Based on the seller’s records, the engine had about 25,000 miles on it. The transmission shifted well and was quiet. The only issue was that I was not happy with the carburetor which was an aftermarket product. I shopped around and ended up purchasing a higher cost aftermarket carburetor that had good reviews. While in the engine compartment, I installed a new coil and upgrade the old school distributor points and condenser with a Pertronix electronic ignition system.

Moving to the electrical system, I first removed all wiring that has been added over the years including wires for an alarm system and an aftermarket radio and speakers. Next, I cleaned up the ground connections and installed a braided ground cable from the



battery to the engine and another ground cable from the transaxle to the body. I also cleaned up all the bulb sockets and associated connections. The turn signal switch would not self-return, so I installed a new turn signal switch. I was able to trouble shoot the dome light switches and the emergency brake light warning switch to restore those functions. Wiring to the license plate lights was restored. Since the starter would sometimes not engage, I installed a new Bosch starter. At the same time, I refreshed the wiring to the hard start relay that the previous owner had installed. The wiring for the backup light circuit was refreshed. The



one electrical item not restored, and something I did not need, was the seatbelt warning system.

The only area of serious rust in the car was a small area at the back of the floor pan behind the driver's seat. For the rest of the floor pan there was some surface rust that was easy to clean up. The area that had serious rust was not structural, so the rust was cleaned up, treated with a rust encapsulator and then sealed from above and below with fiberglass. The rest of the pan was also treated with the rust encapsulator and re-painted. New sound proofing boards were installed.

As part of the daily driver upgrade, I thought it would be a good idea to install oil temperature and oil pressure gauges. Since I needed to run wiring for a tachometer, I decided to create a secondary wiring harness that I ran along side of the stock harness (this was easy to do with the interior out of the car). I purchased the oil pressure sending unit that also supports the stock warning light. I installed the oil temperature gauge sending unit in place of the oil bypass spring plug. The gauges were installed in housings that were mounted on the ashtray...making it possible to remove the gauges if someone wanted to get back to a more factory original looking interior. Reliable...check.

The interior was my next focus. The dash pad had been recovered with vinyl and the dash face material was cracking. The sun visors had been recovered poorly. The door panels were showing their age and the rear quarter panels had been cut open to install aftermarket speakers. The carpet was discolored and



used up. The seats had tears. The glove box appeared original and was falling apart. A bright spot was the headliner, which was in good shape. Seat covers, door panels and carpet were sourced from TMI. A new glove box was sourced from Airhead Parts. While seats were at the upholstery shop for renewal, I tackled the door panels and carpet. Before putting in the door panels I made sure the drain holes in the doors were clear of debris and installed new vapor barriers.

The old dash pad was removed, and the dash face was stripped off. With the instruments removed I decided I would have North Hollywood Speedo replace the factory original clock with a tachometer. The new dash face was installed, a single speaker was installed in the stock location and the new dash pad was installed. All the switches were confirmed operational, and the knobs were replaced. I did add a voltmeter/USB charging port. Rather than continue to use the spare tire pressure to deliver windshield washing fluid,

I modified the stock washer fluid reservoir to use an electric pump with the control switch added to the dash. I installed a RetroSound radio to get new digital radio technology with a stock appearance. The sun visors were replaced with new ones. Finally, a leather wrapped steering wheel finished off the interior refresh. Comfortable...check.

Finally, my attention was on the “nice ride” factor. For my eye the stock Karmann Ghia looks “hose high.” This is in part due to asymmetry in the cut of the wheel wells. To fix this I had an adjustable front beam installed. I made this choice because I only wanted to lower the front by about an inch. The adjustable beam also would let some easily return the car back to stock height. The stock wheels and hub caps make for a presentable car, but I decided on the Empi style 8 spoke wheels. In this case, I sourced wheels that were polish aluminum. The car had an aftermarket antenna that was ill placed and did not look anything like an original antenna, so I removed the antenna and installed a RetroSound hide away antenna which provides reasonable reception in town. Since the RetroSound radio is compatible with SiriusXM, most of the time I am tuned into the satellite. Finally, I took some time to remove the engine to powder coat the engine tins and repaint the engine compartment...just in case someone want to look under the hood. While I had the engine out, I replaced the clutch, pressure plate, throw out bearing, and the clutch cable, even though all looked to be in good shape. Appreciated by car people, especially VW enthusiasts... check.

With a modest investment of cash and time, I have made a Karmann Ghia into a reliable daily driver. It is not perfect and not likely to win any car shows but it is a car that I am confident it is mechanically sound and that I am proud to be seen in when the “car people” give me a thumbs up.

If you would like to see more documentation about my project visit my blog:
<https://cavwrestorations.com>

VintageVoice





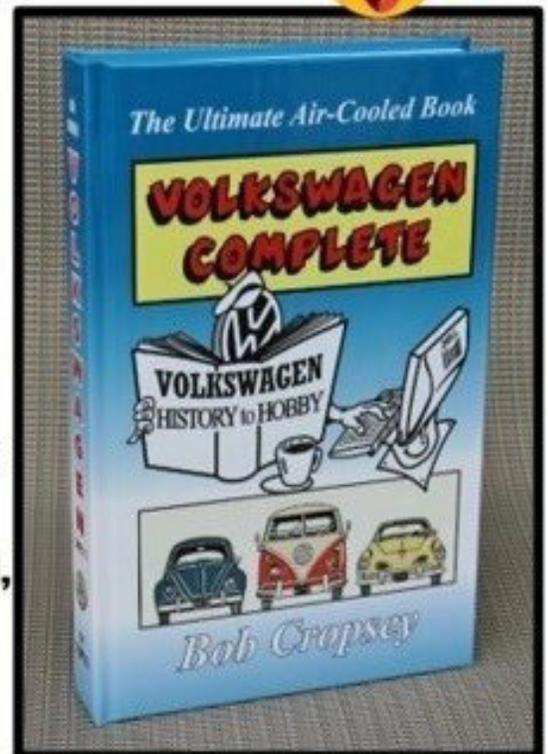


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VWHistoryToHobby.com



Owner: Paul Davis, Yucaipa, CA
Photos: Eric Arnold

THE DETAILS

1963 Type III Squareback
Owner: Paul Davis
Length of ownership: 12 years

Engine

1600cc built by Performance Workshop,
with 'Baby Webers' and custom ram flow
style air cleaners

Transmission

Stock, rebuilt

Interior

Two-tone tan cloth upholstery by Little J's
in Riverside, California.
Carpet by TMI.

Other Features

Cat Eye Mirror
Jeweled Rocker Moldings
Parcel Tray
Original EMPI Steering Wheel
Factory Tachometer
Override Bumpers

"We call it 'Leroy', but everyone knows it
as 'Orange Crush'. Thanks to Michael Bates
who painted the car, the guys at ISPWest
who helped me out a lot, and my wife Tam-
my for supporting my habit."



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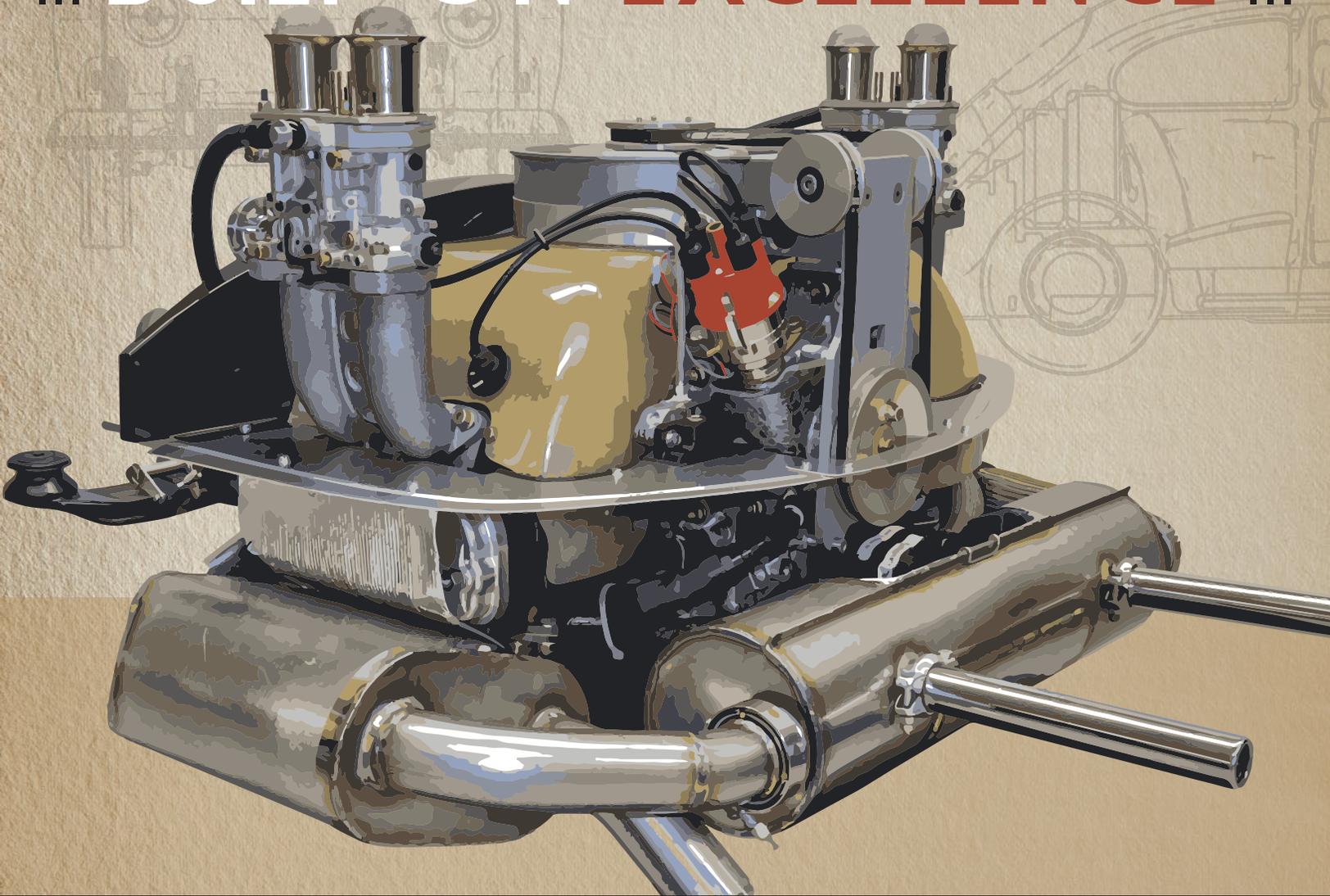


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Buggin' On The Bayou III



by Barrie Zanca
photos by Elijah Rhodes

The NEW ORLEANS AIR COOLERS (NOAC) presented their Third Annual “Buggin’ on the Bayou” Charity VW Show in front of Macy’s at the Esplanade Mall in Kenner, Louisiana, on November 6, 2021. The Show times were from 8AM until after 3PM; participants showed their Air-Cooled VWs, water cooled VWs, Porsches and Audis. Most prevalent were the Air-Cooled VWs. The total number of entries was 115 German cars.

According to the NOAC director, Justin Hebert, “This was our largest and best turnout event yet, and the weather could not have been more perfect.” He also said that the charity of choice this time was Take Paws Rescue which specializes in foster and adoption of animals from overfill shelters throughout Louisiana. According to Justin, “We were able to raise and donate \$4000 for them this year.”

After being cooped up for quite a while, this event was a welcome relief since COVID restrictions were recently lifted by the Governor on a state-wide basis. People brought their German vehicles from far and near. There were cars from Texas, Louisiana, Mississippi, Georgia, Alabama, Florida and also from Missouri. It was great to see VW folks that we had not seen in several years. Even Chris Meyers, the Master of Ceremonies from the old Cajun VW Show (Lafayette, LA) was there enjoying the venue. He was

lamenting that the Cajun VW Show no longer has existed for several years now. However, he was happy that the NOAC had picked up the torch.

As to the judging, the voting was all People’s Choice and winners were picked by the participants of the show. There were three categories: Air-Cooled; Water cooled; and non-VW (Porsche/Audi). The awards went like this:

Best of Show

Air-Cooled – Brad Marten, 1969 Bug Convertible
Water cooled – David Landry, 2017 VW Golf R
Non-VW – Jimmy Welleston, 2005 Porsche Boxter

Top of Class

Air-Cooled

Tony Batiquin – 1977 Super Beetle Convertible
Hicks Sellers – 1968 Beetle
Matthew Brown – 1964 Bug
Rebecca O’ Dwyer – 1973 Thing
Ricky Shiflett – 1971 Beetle

Water Cooled

Dylan Labit – 2019 VW GTI
Kerry Cox - 1993 VW Corrado
Colton Poche - 2017 VW GTI
Kate Parker – 1987 VW Vanagon
Justin Pham – 2018 VW GTI

Non-VW

Zee – 2019 Audi Q8
Dylan Patrick – 1987 Porsche 944



There were several vendors present at the show: Hatch and Harvest (who served delicious Brats, among other things) and Kenny's Cajun Cuisine (which had great plate lunches with lots of variety). Also, there was a pair of Westfalia Campers called Campervan Coffee serving beverages. Seems like there was always at least a '3-deep line' at each one. One more vendor of note was Scott's Models; Scott Brandon, one of the NOAC members, had lots of collectable model cars for sale.

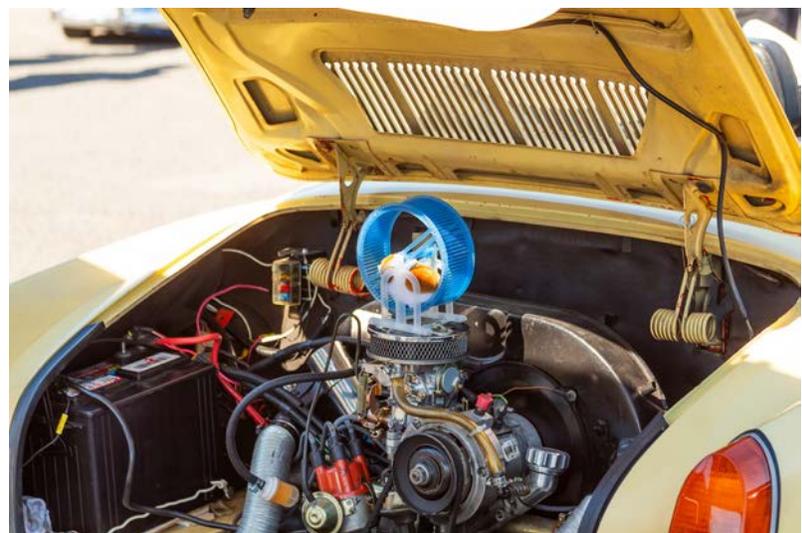


Security was provided by the Kenner, LA police department. Everyone is looking forward to next year's event, and the NOAC can be reached on their Facebook page.

VintageVoice







The Exactly “What Not to Do” Manual for Volkswagen Bug Restoration

by Bill Ungar

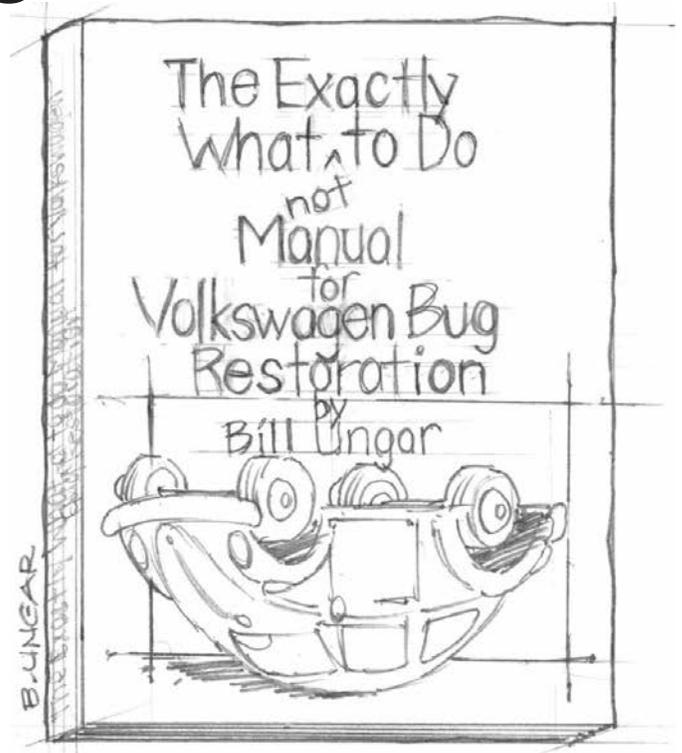
As the esteemed reader of this magazine, you’ve undoubtedly read (or watched) no less than one hundred and seventy-five (but no more than three hundred and seventy-five) “how to” manuals and videos – on how to “properly” restore your classic Volkswagen bug.

Written and/or shot by grizzled Volkswagen veterans with extensive tattoos (or pimply faced Volkswagen newbies with extensive tattoos), these guides have communicated to you in no uncertain terms – how the above mentioned “experts” have restored, fixed, repaired, or otherwise resurrected their very own Volkswagen bug.

It is important that I tell you that in this manual, that is exactly what I will not do! True to fact, I have no expertise in anything related to Volkswagens. In fact, I know more about many more things other than Volkswagens. I could teach you how to draw – for instance. But this did not help me when it came to Volkswagen restoration. Flat picking an acoustic guitar really well, has really not come in handy during any of my restoration “sessions”. I am an excellent eater. This however, has not led me to restoration enlightenment. It has actually led me to begin a serious diet.

And so, instead of pretending to teach you how to “properly” restore your Volkswagen bug – (who could I possibly fool?), I will tell you exactly what NOT to do. Simply remember, as I describe each step along the way – do exactly the opposite thing. This way, you the reader can avoid many of the physically and emotionally painful experiences I have had while in the vicinity of a 1963 Volkswagen. Note: I have had many physically and emotionally rewarding experiences while in the vicinity of said Volkswagen. I just don’t remember them at this time.

1. When beginning any Volkswagen “project”, do not assume that the tools you get out of the shed (or garage) will be the tools you will use. These tools are imposters. You will never use them. Further, the next tools you get out will not be used either. Only the third set of tools will actually be used. I now only get



these out. Don’t ask me how I know what they will be.

2. When planning the time it will take to do a Volkswagen “project”, do not think this will be a “finger snap”. Remember to multiply the time you think it will take by five (or ten) if you are me. I have to multiply the time by five, just to get the part out of the package.

3. When attempting to replace the door handle on a classic Volkswagen, do not unscrew the two “tiny” screws without employing the use of a magnetic junkyard crane. The two screws will fall into the abyss of your door interior, never to be heard from again.

4. When replacing the seat covers on your classic Vdub, do not impale your hands on the seat frame spikes. These spikes were designed by cruel sadists, experts in pointed weapon design.

5. If you decide to repaint the seat frames, do not attempt to sand off the paint yourself. Those pesky frame spikes will interfere with your day, and you will be sanding the frames in the senior home. Pay a sandblaster and save on the medical insurance.

6. When replacing a Volkswagen muffler do not assume the hole positions on the muffler flanges, will match the manifold flanges on your engine. A large flat screwdriver is your new friend. It's amazing what leverage and brute force can do.

7. If you set out to replace the engine tin rubber seal do not assume that it will slide on easily. I shoved my seal with all the force of the universe, then realized the Volkswagen had moved two blocks. I later found silicone spray salvation.

8. Repairing the AM radio requires the expertise of an expert. Do not forget that after paying that expert, an AM radio does not play music. It does however, play really great plumbing commercials.

9. If repainting your steering column and turn signal switch is on your restoration list, do not remove the steering column collar, causing the steering column to drop, and bend. Instead, mask everything in the car except the steering column and the turn signal switch, then paint accordingly.

10. When restoring the rear bumper on a classic VW, do not expect the right side of the bumper to be the same distance from the fender as the left side. Symmetry is not the goal here. Cleaning up in time for dinner is.

11. When installing seat belts in a classic bug, do not try to drill through the floor carpeting. Carpeting is flammable. The fire truck did not fit in my driveway, and will not fit in yours.

12. When replacing the original 6V battery in your Volkswagen bug, do not position your passenger seat in its rear most position. The human body is not designed to fit into the space of a cracker.

13. If you decide to restore your VW's original Hella horn, do not repaint every single part, until you've got the horn to actually work. I now have a very pretty horn, that sounds like a hiccup.

14. And finally, if you mistakenly decide to enter your "labor of love" in a Volkswagen show, do not expect to do well against VW owners that have spent their inheritance (or their children's inheritance) on their Volkswagen. Just enjoy the other Volkswagens at the show, enjoy the crowd, and maybe a hot dog or two. You'll be back inside, under, or behind your Volkswagen next weekend, and if you're like me, you'll be tearing your hair out.



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