



VintageVoice

May/June 2022

VVWCA.com

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Welcome

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

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Welcome to the latest edition of Vintage Voice.

Summer is here, and accompanying it, is show season! Across the country, VW events are happening and we are ready to attend. Vintage Voice is ready too, for your show coverage! Our readers love to see photos and hear about the different happenings from events around the country; please send in your show reports and photos and we'll share them! Show organizers: this is a great way to get more eyes on your event as well. Do you have a show coming up? Let us know and we'll add it to the Upcoming Events page.

In this issue of *Vintage Voice* we have several guest contributors sharing their stories. Michael Anderson brings us a tale of his longest road trip ever, taking his Karmann Ghia to a classic car parade. Jay Mueller from A-1 Auto Transport gives us some tips on transporting a vehicle, Fish Head Louie bags a Porsche, and Bill Ungar is back with another chapter in his Exactly 'What Not To Do' Manual for VW Restoration.

Historian Heinz Schneider takes us into 1959, and the era that brought us the memorable VW advertising campaigns, among other notables. Jake Raby returns with an article explaining ethanol fuels, a topic many may need some clarification on.

In all, another jam-packed edition of *Vintage Voice*. Enjoy!

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



VintageVoice

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Cover photo by Eric Arnold



VINTAGE, CLASSIC & MODIFIED VWS & PORSCHEs

Order Online at www.VolksAmerica.com
 10% Discount - Checkout Code VVWCA10

Reminder . . .
Kübel Treffen East
VW Thing Show & Tour - July 16, 2022

Reserve your rooms early!

Print & Mail Show Registration, T-shirt Design and Dinner information will be posted in March, 2022

KTE2018 Archive Photo

Phone: 828-692-7772
 Mountain Inn & Suites (Exit 53, I-26) 755 Upward Road, Flat Rock, NC 28731

Lodging Reservations must be called in by June 15 to get the show rates of \$119!

Group Code: VWTHIN or mention the Thing Show for show rates!

• For show information or questions email: Thingshow2018@gmail.com

Tentative Time Schedule of Events...

- Friday, 7/15 - Afternoon / Evening check-in Mountain Inn & Suites
- Saturday - 8:30am - Set up for Show Vehicles, Swap Meet, Vendors
- 9:30am - 12:30pm - Show Judging, Misc. Activities
- Saturday's Activities and Driving tours to be announced in Spring 2022
- Sunday - Relaxed Sunday Tour - Concludes by mid-afternoon



CONTENTS

WELCOME **2**
 Read about what's new with Vintage Voice.

THE PODIUM **5**
 Club President Eric Goodman updates you with the latest club news.

THE HISTORIAN'S CORNER **6**
 Volkswagen in the US: Car imports to the US went up 63% and reached almost 9.6% of total US sales...

UPCOMING EVENTS **10**
 Plan to attend your next VW show, swap meet or camp out!



WHAT TO KNOW BEFORE TRANSPORTING A VINTAGE VW **11**
 Transporting and shipping vintage Volkswagens can be quite expensive if you don't know what you're doing...

CLASSIFIEDS **13**
 Find that part you need, or your next VW!



THE BOOK INSIDE SAID 3-5-6 **15**
 As some readers may remember, I had grown up with my dad's original 914-6 M-471. He wasn't old enough to have been into 356s, so there wasn't much talk of the early...



UNDERSTANDING ETHANOL FUEL **18**
 Not only are changes to lubricants to extend catalyst life and improve fuel economy, but with the introduction of E15...



A NEWBIE AT LIME ROCK **20**
 Woke up feeling just like I have some sort of performance today. Too many research talks I guess; I'm a computer scientist...



BUSES BY THE BRIDGE XXV **28**
 The twenty fifth anniversary edition of Buses By the Bridge in Lake Havasu City, Arizona brought VW events back to Arizona...

THE EXACTLY "WHAT NOT TO DO" MANUAL FOR VOLKSWAGEN BUG RESTORATION **32**
 Before we get started, it is important again that I remind you that I have absolutely no expertise in anything related to Volkswagen...

The Podium with President Eric Goodman

Dear VVWCA Members,

June is VW Week in Southern California. Now it's like VW month! See flyer below. Some of the largest VW shows in the country will take place between June 4th and 19th. The VVWCA is a sponsor of the El Prado Show & Shine. I am also the President of the VW Thing Registry, and we have our Things West show the same day.

We have had almost 100 VW Things at past shows, it's a sight to see!

Mark your calendars to be in So Cal in June!

We will have follow-up stories and articles in coming issues of the Vintage Voice. Eric Arnold, our Editor, is the official photographer of the VVWCA and the VW Thing Registry, he also works with many of the events. So, we will have lots of great content and photos. Also, look for upcoming articles on HotVW's, VW Trends and VolksAmerica Magazines.

Looking forward to seeing everyone!

Thanks,

Eric L. Goodman

President, Vintage Volkswagen Club of America

President@vwwca.com

SAVE THE DATE! **JUNE 12, 2022**

**THING WEST SHOW
2022**

**RANCHO JURUPA PARK
4800 CRESTMORE RD
RIVERSIDE, CA 92509**

Please register for free online at:
VWThingRegistry.com

Show Contact: Eric Goodman 909.855.7625
vwthingregistry@yahoo.com





2022 So Cal VW Week

2 WEEKS OF VINTAGE VOLKSWAGEN EVENTS IN SOUTHERN CALIFORNIA

OFFICIAL SCHEDULE

JUNE 4 O.C.T.O. BUS SHOW

JUNE 4 RVA D'ELEGANCE SHOW

JUNE 5 VW CLASSIC

JUNE 8-12 BLACKSTAR CAMPOUT

JUNE 12 EL PRADO SHOW & SHINE

JUNE 18 EMPI OPEN HOUSE

JUNE 19 BUG-IN #46

For updated information visit facebook.com/groups/SoCalVWweek

THE HISTORIAN'S CORNER

By Heinz Schneider

VOLKSWAGEN IN 1959

A NEW MAN IN THE USA



olkswagen in the US: Car imports to the US went up 63% and reached almost 9.6% of total US sales. Every car manufacturer in the world were sending their cars to the US in 1959. Here are just a few makes

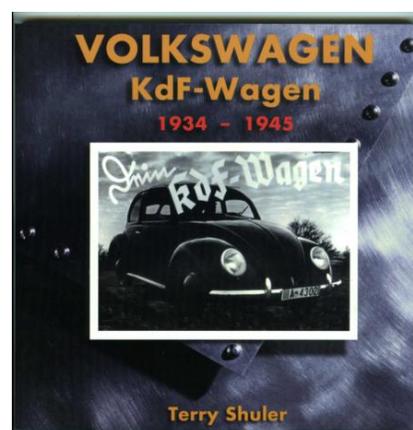
who tried to establish themselves over here: Morris, Singer, Riley, Morgan, Borgward, Goliath, Maico, Renault, Lloyd etc. Including the arrival of the first 919 Toyotas and 1,003 Datsuns. At first US car manufacturers considered the success of these cars, especially the Volkswagen as a fluke, just as most other people thought. With Volkswagen reaching over 100,000 official imports a year they felt it was now time to stop the flood. Actually, just in case and to be ready, they had already developed their Volkswagen fighters and were prepared to introduce them in the fall. The CEO of GM was going to send the imports back over the Atlantic and Pacific and gave them only two more years in the US at the most.

Obviously, Volkswagen, especially their CEO Nordhoff was aware of all that. Having just invested 500 million DM in Wolfsburg, more than 100 million in \$US to increase production to meet increasing demand. Nordhoff realized changes were necessary in the US. First of all, he had to replace the man in charge who had problems with the English language and could not handle all the employees at VWoA who had grown in the meantime to 30. Distributors also asked for a new man. His first choice was to send Werner Janson, the head of Volkswagen Canada Ltd to take over the US operations. Jansen had been very successful running the Canadian Volkswagen operation since 1952. However, Janson declined, preferring to stay in Canada. Nordhoff decided to send his personal assistant Dr. Carl Hahn instead. Hahn a 32-year-old highly educated intellectual, speaking at least 3 languages

fluently started on January 5th. At first Hahn had doubts whether he was up to what was expected of him. He had never sold any cars in his life and he had the challenge to deal with the impending introduction of the smaller US cars. All explained in his autobiographical book about his years with Volkswagen. With the help of the Englishman Stuart Perkins who had been the second man hired by VWoA years before, and the New York area VW distributor Arthur Stanton, Hahn adapted quickly. Besides, and as I have pointed out repeatedly, the Volkswagen cars sold pretty much themselves anyway while many individuals took credit for its success.

ADVERTISING

To soften the blow of the impending competition of the American small cars, Volkswagen started to look into advertising their products. Actually, VW US distributors had already formed an advertising committee with the New York area distributor Arthur



**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

Stanton as its head man. Stanton had, for the opening of his new New York dealership, used a small advertising agency named DDB. Hahn was present at the discussion about their unusual ad. Hahn was very much impressed. The NY dealer's ad appeared February 24th 1959 in the New York Times. Hahn went through the motion of given about ten Madison Avenue agencies a chance but DDB was selected and the rest is history. Many experts consider the advertising done by DDB for Volkswagen the best car advertising ever. Actually, a very informative book about this early VW advertising has been written by three gentlemen who worked for the agency at one time. The book shows and covers all the VW ads used during its most successful years. This book "Remember all those great Volkswagen ads?" was recently offered at a special price to VVWCA members in the Nov/Dec issue of the Vintage Voice. I have that book thanks to the generosity of our ex-VVWCA president and now VV contributor Mike Epstein. Hahn pushed for the first ads to appear in the, at the time, very popular Life magazine in August. August in 1959 had 5 weekends and Hahn wanted one ad to appear for the Beetle on each weekend to coincide with the introduction of the US small cars. The ads were an instant hit as I have mentioned before and

all is well documented in multiple books and articles. I just never found out which was the very first one to appear. It appears it was "Why are people buying Volkswagen faster than they can be made?"

THE NUMBERS

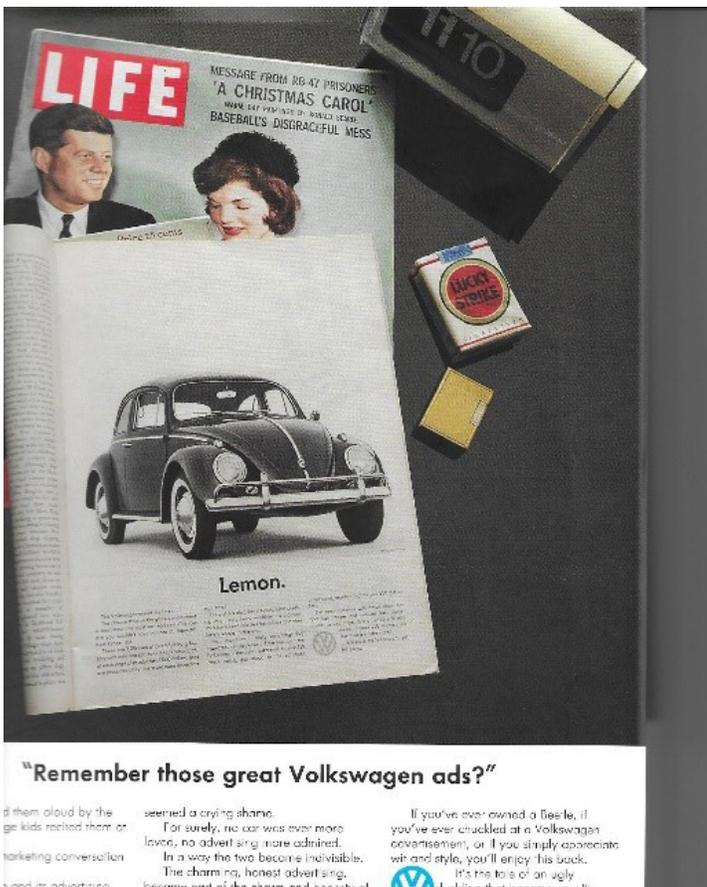
In 1959 Volkswagen sold a total of 129,315 cars in the US, of which 96,892 were Type 1 Beetles, 265 Karmann Ghia coupes, 1,770 K.G. convertibles and 32,435 Type 2 Transporters. Prices in the US were raised for the Beetle by \$20 from \$1,455 to 1,465 and of the Convertible from @ 2,045 to \$2,055. Karmann Ghia prices stayed the same at \$2,445 for the coupe and \$2,725 for the convertible.

While almost all writing about VW's history is concentrated on the success of the Beetle, the Type 2, the Transporter or Bus as it is called by most over here, had its own success story which is often overlooked. Starting out in 1950 with only 8,059 produced the first year which was considered at that time quite satisfactory. In 1959 there were 129,836 produced, reaching 500,000 since its introduction. The Type 2, unlike the Beetle was available in many versions at least in Europe. It came as a panel van, kombi deluxe, kombi (samba), a pickup, double cab pickup, fire truck and ambulance and many others, too many to mention.

ID numbers: Cars built in calendar year 1959 had chassis numbers starting with 2 226 207 and ending with 2 801 613, engine numbers went from 2 721 314 to 3 424 453. The production of cars for model year 1959 started the year before in August with chassis 2 020 303 and ended with chassis # 2 528 282 and engine numbers # 3 072 320 in July of 1959.

VW IN GERMANY

As mentioned, VW in Germany was desperately trying to increase production to satisfy the ever-increasing world-wide demand for all its models. Production at Volkswagen increased 26% from the year before and reached 705,243 units in 1959. Daily production averaged 2,839. At the end of 1959 a total of 3,300,534 Volkswagens had been produced since production began in 1945. It is interesting to note that at reaching the three million milestone no big celebration took place, or maybe they did not have the time, concen-



trating on building more cars instead. To relieve some pressure for their cars Volkswagen started to assemble cars in foreign countries using mostly parts supplied by VW in Germany. Eventually many parts were manufacture locally in many of these countries with Brazil becoming the most successful one using 100% local parts and even exporting parts and even some completely built-up cars.



Other countries to assemble VWs by 1959, besides Germany, were Ireland, Belgium, New Zealand and Mexico.

MORE NEWS

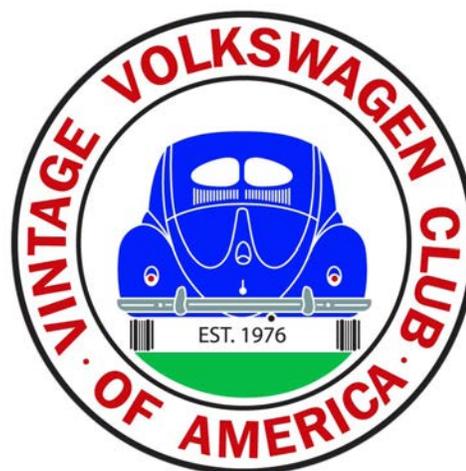
More Volkswagen news: The Road &Track Magazine in its September issue published a list of what they considered the world's best seven cars. Rolls Royce, Mercedes, Lancia, Porsche, Lincoln, Rover and Peugeot were the ones picked. A comment by the publisher of the magazine, John Bond, read "Volkswagen should be included too but it costs too little. It did not seem appropriate to include a car that costs so little even if it is a lot of car for the money".

In Europe, while other countries were free to export any number of cars to Germany, with Fiat and Renault being the most successful, VW exports to France and Italy were limited and charged a 62% import duty, with Italy limiting Beetle imports to only 500 a year.

In England the Alec Issigonis designed Mini Minor was introduced in 1959, it became the template for all present front-wheel drive cars including all the ones built by VW.

Carl Hahn of VWoA and number of VW distributors from around the world were invited a very secret meeting in Wolfsburg where the new Type 3 was shown. In a book written by Carl Hahn in 2005 he claims that all participants of the meeting were very disappointed, but at least the head of VW Canada LTD was able to talk Nordhoff into building a station wagon version, it became very popular here in the US where it was known as the Squareback.

VintageVoice



LOOK WHO'S BACK!

VW Trends



FEATURE CARS
TECH TIPS
EVENT COVERAGE

GET YOUR SUBSCRIPTION AT
VWTRENDSMAGAZINE.COM

UPCOMING EVENTS

Event info as of March 1st, 2022
Contact show organizers/websites
for the latest updates.

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.southeastuomotor-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/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.southeastuomotorsports.com/summer-volksfest.html>

June 19, 2022

29th Annual Bug-A-Fair Terryville, CT

40 Show Car classes with 1st-3rd Place awards for both aircooled and watercooled VWs plus Special Choice awards and Best of Show trophies totaling over 140 awards! The show also has a huge swap meet.

For more info go to www.ctvwa.org

August 20, 2022

Air-Cooled at the Orchard Middlefield, CT

Open to all air-cooled Volkswagens and Corvairs. \$10 for show cars, general admission FREE! For more info contact Bill Arute (860) 395-9964 bill@ctvwa.org or Chris Fox chris@ctvwa.org

August 20, 2022

Eurofest Maggie Valley #2 Maggie Valley, NC

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

<https://www.southeastuomotor-sports.com/eurofestmv.html>

September 02, 2022

Buses Nowhere Near The Arch #36

Mark Twain Lake, MO

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

September 03, 2022

Bugorama #88

Sacramento, CA

CB Performance presents Sacramento Bugorama #88

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

www.bugoramaraacingseries.com



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

What You Need To Know Before Transporting A Vintage VW

by Jay Mueller, A1 Auto Transport

Transporting and shipping vintage Volkswagens can be quite expensive if you don't know what you're doing, so it's important to plan when shipping your classic VW Bug, Bus, or Transporter.

In this guide, we'll walk you through everything you need to know about shipping your vintage VW vehicle, from how to prepare your car beforehand to how to have the best experience possible while transporting your classic ride to its new home.

What To Consider When Choosing A Shipping Company

When deciding who to ship your vintage VW with, it's best to choose a company that offers all of these things.

Other than budget, the most important thing is to ensure that whoever you choose actually understands what they're doing and will get your car there without damaging it or getting into an accident during transport.

With that in mind, here are some tips for choosing a company and avoiding shipping-related headaches down the road.

- Don't choose a company unfamiliar with shipping vintage cars.
- Don't choose just based on price.
- Choose someone who can ship internationally if applicable.
- Make sure you're getting what you pay for.
- Make sure they have an insurance policy.

Transportation Methods

There are several shipping methods to choose from when transporting your vintage VW. Smaller, more streamlined parts and materials can be delivered via standard ground shipping, which typically takes



about two weeks to arrive at its destination.

If you're looking to transport bulky or large pieces of your vintage Volkswagen model, such as body panels or engines, then air freight is probably your best bet.

Companies like <https://www.a1autotransport.com/classics/> also offer international shipping options for those looking to ship their car overseas; these tend to be significantly pricier and can be subject to import taxes and duties in certain countries.

Be sure to check with whomever you are shipping with before completing your transaction—that way, there won't be any unpleasant surprises down the road!

Legalities When Transporting A Vintage VW

Transporting is simple within your state, but it becomes tricky when you transport between states. This is especially true if you're shipping across an international border (which could be as far away as Canada or Mexico).

You need to make sure you comply with various legal requirements and restrictions for cars. When using common carriers to ship your vintage cars, such

as freight companies, trucking companies, or trains.

It may require more paperwork than if you were only driving through certain areas that do not have restrictions on interstate travel. International shipments might even require separate shipping papers altogether!

Auto Transport Insurance

Auto Transport companies are responsible for obtaining insurance on all cargo they carry. This is especially important to verify before shipping your vintage VW. Be sure to ask for proof on this insurance before booking with an auto transport company. Don't just trust the auto transport company and take their word. It is also a good idea to check that the policy is still active with the insurance company.

Your vehicle will be inspected for any damages before loaded onto the carrier. Once the vehicle is delivered another inspection is done to check for any additional damages. If any damages occur during the transportation you will have to file an insurance claim with the shipping company.

How To Prepare Your VW For Before Shipping

Before you can begin your shipping process, there are some key steps that need to be taken before you ship it. Be sure to have them all completed so that once you arrive at your destination, you can get your car ready for its new home.

Cleaning

Examine every surface of your car to ensure there is no damage, dirt, or rust. Thoroughly clean it inside and out with soap and water to eliminate odors that may attract insects while traveling by air.

Do Not Overfill Your Gas Tank

Do not fill up your tank to an overfilled capacity, because any overspill during transit may cause serious damage when coming into contact with other parts of your vehicle.

A full tank may move around slightly and give off pressure to other areas causing leaks; do not let that happen.

Have Your Vehicle As Empty As Possible

If you are planning on taking things inside of your vehicles, such as large boxes, plants, or other items, it might be best to remove them before shipping.

These items may shift around during transit, causing great damage to your vehicle, and you do not want that.

Make Sure All Accessories Are Off And Disconnected

Before shipping your vehicle, you will want to make sure all of your accessories are disconnected from their power sources.

Things like lights, stereos, computers, televisions, and any other cords or adapters should be removed for good before your journey. If these cords are left on and in contact with each other, it may cause short circuits and wiring errors.

Check The Fluids

Checking all fluids such as brake fluid, engine oil, etc., is another important step in making your vehicle ready for shipping.

What To Consider When Shipping A Vintage VW Internationally

By law, vehicle owners must have an EPA certificate of conformity and proof of insurance before importing a vehicle into another country. The EPA does not handle vehicles imported for personal use; you will have to contact your local DMV for more information about procedures for taking delivery of your vintage Volkswagen in another country.

Most shipping companies allow you to transport antique cars across international borders; however, it is important to remember that many countries will only allow vehicles produced before 1971 into their borders. Some countries do not allow these older vehicles at all.

Do not assume that any old car can be shipped anywhere since it is an import – check with local customs regulations first.

[VintageVoice](#)

Jay Mueller is the Marketing Manager for A1 Auto Transport
www.a1autotransport.com/classics

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

-Your ad could be here!-

PARTS, ETC. FOR SALE

-Your ad could be here!-

WANTED

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

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



THE **Weedub** ¹⁶⁰⁰ *Classic*

VW BEETLE ENGINE MODEL KIT

 A woman is smiling and holding a highly detailed 1/4 scale model of a VW Beetle engine. The engine is blue and black with various components like the carburetor, distributor, and belts visible.

1/4 Scale True scale
Highly detailed
www.theweedub.com



THERE'S NOT AN APP FOR THIS

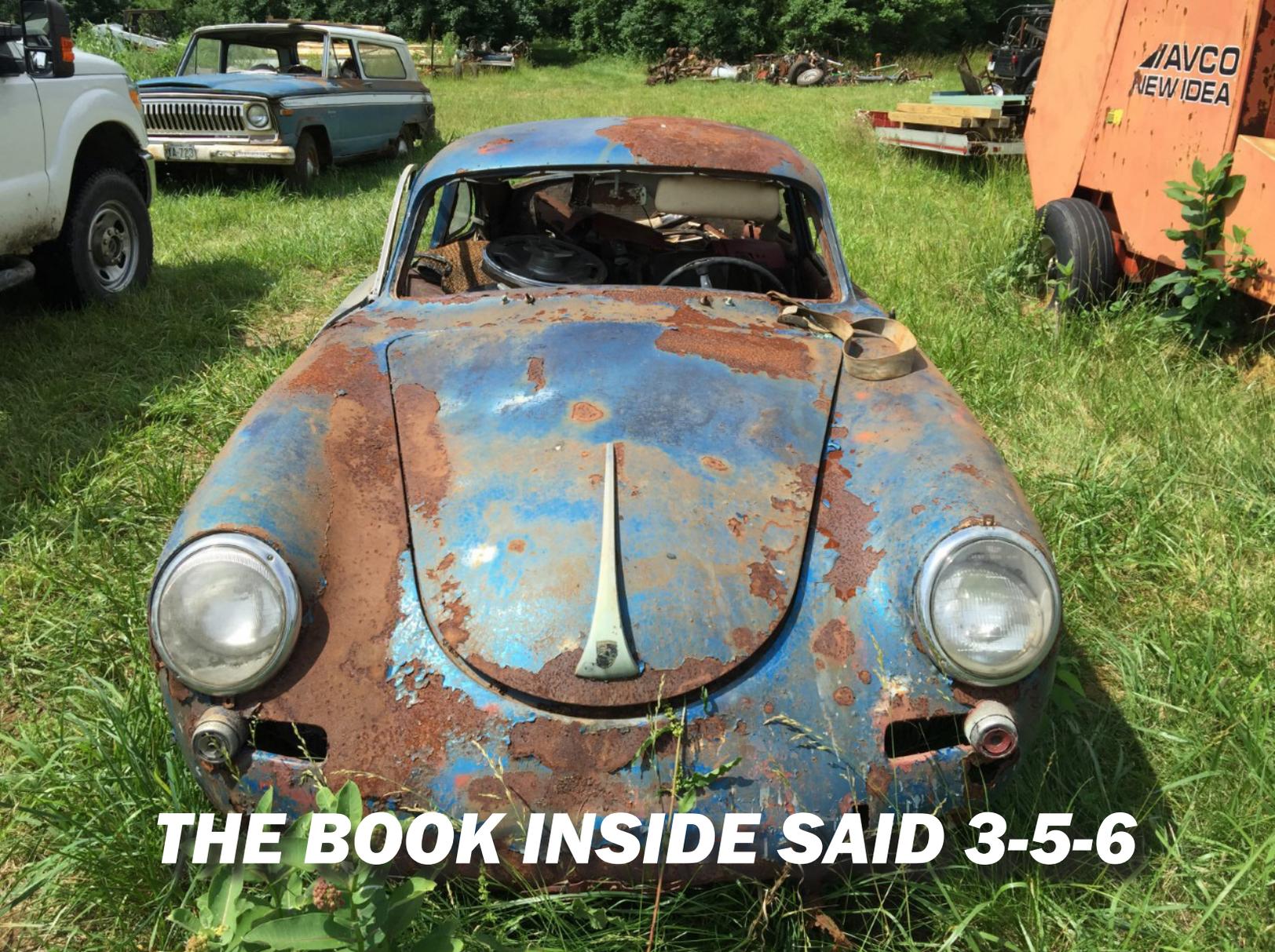
Members of the Vintage Volkswagen Club of America receive up to a 5% discount.*

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THE BOOK INSIDE SAID 3-5-6

by Fish Head Louie

As some readers may remember, I had grown up with my dad's original 914-6 M-471. He wasn't old enough to have been into 356s, so there wasn't much talk of the early cars except an occasional, "there's an old Porsche." We did stop by the late Weldon Scrogam's place in Waynesboro, Virginia in the early 1990s, but at 14 years old, I wasn't in the market, though the owner was very generous with his time and his 911 brochures.

As an adult, I fought the 356 market trends for a long time, since I thought the cars were simply overvalued as I came from a Volkswagen background; of course, that was before I drove one. Also, being from a semi-blue-collar background, our family never had money for fancy cars or vacations and all that was afforded was the "poor man's Porsche," which my dad

bought during his single years. I say that because he was constantly teased about owning a "VW Porsche", as the 914 was marketed in Europe as such.

One day, I thought, "what do I have to lose?" and added "Porsche" to my "wanted" ad, as a deal might come my way.

The phone rang with my first lead from a man whom had an old Porsche to sell. He didn't know what kind it was, but said, a book inside said "3-5-6." Having heard the advice before, "if a cheap Porsche is for sale, you better go buy it that day or someone else will," so I asked if I could see the car in an hour.

After arriving, he showed me three tubs (plastic, not Porsche) of extra parts and three additional seats. I said that I would be interested in everything and we proceeded to a clearing with some cars. The story went that he was in the demolition business and was charged with getting rid of everything that was in a particular building because a man hadn't paid rent

in years. There had been three other Porsches on the property in question which were scooped up by one of the big resellers from California. The only reason that this lone '60 356B T-5 didn't get taken was because it was buried under wooden cabinetry. The car didn't have an engine in it, but the seller had an engine to offer which turned out to be a C "motor." I looked over and inside the car, noticing the moisture-damaged book to which the seller referred on the phone, that was none other than Dr. Johnson's 356 paperback from 1987, inscribed, "9/26/87 To Skye, The Porsche Artist, gentleman and friend."

We struck a deal and the seller allowed me to store my trailer at his place since I was on my way up to NJ. Of course, I had to brag to everyone about just buying a Porsche at the bar that my brother tended at the time.

Upon my return, I paid the other half of the money, a considerable sum for a VW guy, and carted



my coupe home on my rickety wooden trailer, using my 4-cylinder 1998 Ford Ranger, which is all I had.

I stopped for gas and someone asked, "where did you find that?" I replied that it came from Maryland though I didn't dig it out, personally. "Are you gonna restore it?" he asked, as he licked his chops. "Yes," I replied, as we parted company.

When you get your first Porsche project, excitement ensues and new parts get bought. As my excitement wore off and as the neighborhood did not approve of this German jalopy, I listed it for sale after consulting with John Paterek of NJ, whom has always been kind and patient enough to offer his advice to a fellow "New Jersey" guy. He told me that without the matching engine and not being a sunroof or an open car, a restoration would cost more than the car would be worth in 2015 money.

After fielding calls from "brokers" whom don't shell out any money of their own, but want to "sell" your car for you and take a commission, a man from Israel said he would pay my asking price if he could do it on an installment plan. I thought that it would be the understanding thing to do as I might ask the same favor of someone else, one day. He agreed to pay \$2000/month until it was paid off. The problem was that after a few months, I started getting excuses instead of dollars. After giving him notice and storing the car for free for over a year, I finally decided enough was enough. I refunded his money less Western Union fees and resold the car to someone else from North Carolina who paid in full. I kept the aforementioned engine for trouble even though it only rotated 180 degrees in either direction.

What happened to "my" first Porsche? Well,

the man that bought it from me decided it would be too costly to restore as well, though he did get a COA and determined it to be a 1600 super model less its super engine. He passed it on to a dealer in Texas. That dealer in turn sold it to a California dealer whom listed on the samba and on his webpage. I really hope #109516, gets/got a new lease on life, which I could not afford to give it.

[VintageVoice](#)



Understanding Ethanol Fuels

by Jake Raby & Charles Navarro

Not only are changes to lubricants to extend catalyst life and improve fuel economy, but with the introduction of E15 fuels containing up to 15% ethanol, owners of vehicles never designed for ethanol blend fuels must be ever aware of damage that can occur by not choosing the correct fuel for their classic or performance engine. The aircooled VW engine was never designed or intended to be used with modern fuel. This doesn't just pertain to ethanol enrichment of the fuel, but also other fuel additives, especially those found in "summer blend" fuels. Many drivers don't realize that there are different fuel blends in different regions, but also different fuels for winter and summer. In 2021 over 40 different fuel blends were used across the USA.

Thanks in part to lobbying groups like the National Marine Manufacturers Association, steps are being taken to protect consumers by limit the expansion of E15 sales which will eventually lead to what is coined as "misfueling" that will damage engines not compatible with these fuels. Like with modern oils, it is up to the consumer to make informed decisions as to what fuel is correct for their vehicle and not rely on fuel suppliers to warn consumers as to possible engine damage if the wrong fuel is used.

Corn ethanol is used as an oxygenate and octane booster in the US to conform to ASTM D5798 ethanol fuel standards. Looking beyond E10 or E15, testing has indicated that ethanol blended fuels, specifically E20, has shown a reduction of CO and HC emissions, even though a reduction of overall fuel economy of 6.5% was observed over non-ethanol blended gasoline. It was further documented that even though gasoline has a higher specific heat energy, ethanol's higher resistance to detonation does allow engines to run with higher spark advance which increases thermal efficiency and output, suggesting that older vehicles without modern ignition manage-



ment and knock sensing may need adjustment to take advantage of ethanol blended fuels.

Lots of it boils down to emissions equipment and fuel compliance with said equipment. This is not positive for the vintage VW engine.

Why is ethanol a bad thing? Aside from the argument that ethanol fuel production from typical sources such as corn is at best carbon neutral or a government subsidized industry, there are actual problems that can result from use of ethanol fuels both short and long term. Ethanol increases the water solubility of fuels, which can lead to corrosion of internal engine components. This oxidation occurs through the formation of aggressive chemicals like aldehydes and acids. As ethanol content increases, the corrosive properties of these fuels increases, having negative effects on steel, copper, aluminum, and brass, all materials common to older fuel systems.

Although it has been sufficiently documented that modern vehicles can accept modern ethanol blend fuels with minimal negative issues when doped with corrosion inhibitors, it has been well known that older vehicles are susceptible to damage from these fuels. As early as in 1983, GM published a paper in the Society of Automotive Engineers (SAE) titled "Corrosion of Metals and the Effectiveness of Inhibitors in Ethanol Fuels." The primary takeaways were that chloride ions were the most aggressive source

of contamination in ethanol blended fuels and when combined with acetic acid and ethyl acetate, corrosion was significant. Water content in blended ethanol fuels is the largest concern when evaluating the negative effects of ethanol to fuel system and engine components because water is the carrier for the corrosive chlorides, sales, and other ions that lead to corrosion. When choosing an ethanol blended fuel, using a Top Tier fuel supplier will ensure fuel dispensed meets or exceeds ASTM standards, including limits for moisture content.

On a positive note, they did document that available inhibitors could be added to reduce or eliminate corrosion of components in fuel systems and engines susceptible to ethanol blend fuels. Specifically, GM found corrosion of the carburetor, fuel pump, fuel line, fuel filter, and fuel tank becoming critical for example when small orifices in carburetors get blocked that can cause rough running or lean engine operation resulting in engine failure. Even in 1983, there were inhibitors available that could provide corrosion protection in the fuel system as well as in storage and transport of ethanol blended fuels, many developed for the Brazilian market where E100 fuels were sold.

Doping with corrosion inhibitors (CI) can also lead to fuel filter, catalyst, and injector plugging as well as intake valve deposits or fuel pump failure, so excessive corrosion prevention can have unintended side effects. Although there is no recommended specification in the ASTM D4806 for CI content, choosing a Top Tier fuel mitigates these problems with increased detergency to prevent these deposits and carbon buildup is recommended. Where Top Tier or ethanol-free fuels are not available, products like Driven's Carb Defender can be added to any fuel to overcome the negative effects of ethanol blended fuels without any negative side effects.

Outside of corrosion issues, the material compatibility of plastics and rubbers with ethanol blended fuels is another area of concern. Specifically, dry-out sample testing of Polychloroprene rubber hoses common in older fuel systems immersed in E10 found a 70% reduction in strength versus 10% in gasoline. In layman's terms, vintage VWs driven infrequently where lines might drain back to the tank are susceptible to failure with ethanol blended fuels. Replacing these fuel hoses with modern, fuel injection hoses that are flex fuel compatible (Gates Barricade is a great example) are recommended for all vehicles that

will be exposed to an ethanol blended fuel.

Lastly, ethanol blended fuels also have reduced lubricity over non-ethanol fuels, directly effecting fuel system and engine component life for both vintage and modern engines, especially those with gasoline direct injection (GDI) or gasoline compression ignition (GCI). Elimination of sulfur from domestic fuels for emissions reasons has had an adverse, negative effect on the lubricity of fuels, increasing wear to high pressure injection pumps. Specifically, sulfur's interaction with metal surfaces to reduce friction on metal sliding surfaces lowers abrasive wear, requiring the addition of lubrication enhancers (LE) to overcome poor lubricity of ethanol blended fuels. Driven's Injector Defender can be used to provide added lubricity while providing protection from corrosion caused by ethanol. Even with proper dosing, acid based LE outperforms ester based LE, but with sufficient dosing, either LE additive can provide protection to all fuel system and engine components. Without knowing which LE is used and in what concentration, testing carried out by Total ACS found that premium fuels resulted in lower wear, so again, use of a Top Tier fuel in a premium grade where non-ethanol fuels are not available is highly recommended.

Using quality fuel Top Tier or ethanol free premium fuels and selective use of fuel additives along with upgrading to fuel system and engine components that are compatible with modern ethanol blended fuels are steps that should be taken to prevent costly failures.

Perhaps the leading cause of fuel system related issues with the vintage VW is lack of use coupled to modern fuels. Lack of use and ethanol fuel create compound issues that lead to the same problems over and over again. Keep you fuel tank, and fuel system filled with fresh fuel, and drive your vintage VW as often as possible. Daily driven VWs have much fewer fuel system problems, and the problems they do have are less severe than vintage VWs that sit static most of the time, and are only driven in fair weather. Drive your VW. It truly is that simple.

Jake Raby
Chief Technical Director
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VintageVoice

A NEWBIE AT LIME ROCK



by Michael Anderson

W

oke up feeling just like I have some sort of performance today. Too many research talks I guess; I'm a computer scientist. When you think about it, it is not at all clear what the outcome will be. For instance, I had just had a pneumonia vaccination, was warned that I might run a low-grade fever, and they are doing temperature tests at the gate! Will my inexperienced repairs finally catch up with me to some dire consequences? Will the organizers realize they had mistaken the car for a Cisitalia 202 GT and revoke my invitation on the spot?

In any case, I know I am in for an adventure. I had always wanted to see the Lime Rock Vintage Car Parade but never made it up there. Now I was going to see it from the best vantage point — in it!

There is entirely too much time before the event, so I putter around waiting as long as I can before hitting the road. I pull off the car cover and rub out a few streaks. Check the engine for anything

untoward. Oil looks right after sitting overnight. Always a worrisome glossiness under the fuel pump but it does not smell of gasoline. Two beauty rings firmly attached; two completely absent. But at least the sides are symmetrical. And the wheels are still on. Look under the car, the sway bar still seems attached and everything else looks like I left it. Make sure I have some tools and a fan belt with me. In particular, I have been carrying a socket wrench ever since the shift lever came out in my hand one day. I think I may have finally fixed that problem though. Fire extinguisher at the ready — check.

Decided to raise the octane of the ethanol now in the tank, I had someone make sure my brakes were working properly and he had put some in without asking. Pour about a gallon of racing gas in. I must say, enriching the air/fuel mixture seems to have done the trick, idling nicely, no pops. I don't smell any gas at the exhaust so perhaps I did this right.

Find a loose wire in the engine that I finally



decide I have seen before and taped up. I think I am ready to roll. The parade is at 4:00 and it takes about an hour to get there.

It's 9:00am. The waiting is the hardest part.

Ok, it's getting to be time and I want to make sure to have enough to replace my fan belt (about the only thing I would be able to accomplish on the road... and the last thing that's likely to need doing).

So, I get in the car, setup the camera, take a deep breath, and start it up. It's Noon.

Oddly, the car starts immediately when it is cold, but takes a couple of tries when it is warm. The idle sounds great. I debate pulling the headlights on but can't decide whether the extra bit of safety is worth the probable dead battery when I forget to turn them off. As the car doesn't even have seat belts, I decide to chance the dead battery and turn them on. I back the car down the drive and onto the road.

We are off!

We've got 30 miles to get there. The longest I have driven the car to date is 25 miles round trip. This is, in comparison, an epic journey. Sixty miles round trip with about 20 miles of parading. Eighty miles never seemed so long.

The first part of the journey takes me back up by a lake from the previous longest trip. It is becoming clear to me what 36HP means. Great on the flats, but needs a good running start for almost any hill. Without it means 3rd gear at 40 mph. The optimal speed on the main routes around here for this car is about

50 mph. At that speed, most hills can be conquered though I still feel like I am leaning forward trying to help it up. I am in no hurry but others seem to be. I can't tell you how pleased I am that the posted speed limit for the most part on these roads is 45. I never could understand why they were so slow in my TT but now I am happy I do not have to go much faster in my KG.

I am driving, motoring in a car that I myself have made as safe as I could. Slowly trusting it but always vigilant. Steering stills seems a little odd. I can handle it but it feels like I need to handle it. I take solace in the successful test drive I commissioned but still wonder if I have tightened the front bearings properly; did I really fix the slip in the steering wheel; should I have replaced the tie rods; what's

going on in the steering box? Man, am I glad I sprung for radials!

The brakes feel adequate and I am using them sparingly. The clutch chattering seems to have abated (one might think I just got better at shifting but it really seems to be an intermittent thing). There is a disturbing squeal when I downshift from 4th to 3rd to get up a hill. Second is still clunky on downshifting even with the fake double clutching (will try further adjustment). I would say that I have popped out of gear maybe three times but it always seems like I didn't really get it in gear to begin with. Given the original state of the car as a whole, I think I know the likely state of the transmission.

In any case, the car seems to go and can be stopped. I arrive at the lake. New territory ahead. This time I drive by the bottom of the lake with it on my left and come into real hill country. Never realized just how hilly the Northwest Hills of Connecticut were until now. That said, 50 for the most part gets me up the hills and 40 is there otherwise, and this road is relatively devoid of cars. The scariest part is what happens after I go up a number of hills, there is one long one to come down...at a 9% grade. There is no going down the hill at 40 so I am in 4th. I am pleasantly surprised how even this gear gives me some braking at that grade. It is a long run down, and not straight, but it isn't as bad as I feared it would be. There is an abrupt stop at the bottom but downshifting and braking



handle it. Every mile, a new adventure.

So now I am on the main route to Lime Rock. Again, I must say, I have been on this road many times in many automobiles, but I have never realized how hilly and twisty it really is. An Audi TT takes hills and curves with such ease that it all seems like straight flat road. I am surprised how much a Karmann Ghia feels like a sports car. Hills and curves are back and you'd better pay attention.

I am starting to settle into the drive, things seem to be running, I am getting a handle on the speed at which I need to go.

I am about half way to Lime Rock.

Chugging along, if not merrily at least warily. And I suddenly realize a pit stop is needed. No, not for the car.

You may note that the beauty rings are missing on the passenger side. Managed to get the driver's side ones securely on but have had problems with this side. Got one on but then it was barely hanging on after the test. The other one got bent up trying to install it and will now be relegated to the spare. I have a new one but am going to try to get professional help. Yes, I know, I need it.

Moving on, I continue to feel the sportiness of the car on the way up along the river to Lime Rock. It's odd. It seems like the car is purposely hobbled to require real driving but I realize that I have never driven

a car of this vintage before. You certainly do not need to go fast to enjoy the driving experience. Rather enjoying my 45 mph!

Finally, I get to the turn off for Lime Rock Park and see a yellow Porsche 914 just behind me so I know I am in the right place. When I pull up to the first check point, it's pretty obvious why I am here given the options of parading or racing. The guy asks me if I know where I am supposed to go. I don't. He doesn't either, but he takes my temperature, says something about it which I am

hoping isn't bad news (it wasn't) and I am driving along inside Lime Rock across a bridge that spans the race track.

I get to the next check point and they are not sure what to do with me either. Perhaps it's because I am here 3 hours before the parade begins? He tells me to park "over there" while he finds out.

In any case, if there was a race to get to Lime Rock, it would seem that I have won it!

The guy comes over, points to a staging area and I take my hard-earned pole position.

“The waiting is the hardest part.”

The sun is fully out and there is no shade except in the car. I break out a bit of lunch my wife had sweetly packed for me and send pictures to her (and TheSamba.com) to show that I have arrived safely.

is running as the noise makes it difficult to hear the little 4-cylinder engine, but I think it is and give it a bit of gas. The generator light goes off when I press down the accelerator so I think we are good to go.

Before you know it, the second line is done and the third is going. The guy comes over and I wait.

The waiting is the hardest part.

“You’re up!” I put it in first and cross my fingers. No chattering and we are off— we are in the Lime Rock Vintage Car parade, people!

As I fall in behind a silver ‘59 (the same year as our car!) MGA, I look back on the track and see a few cars left behind. There but for the grace of The Samba go I.

As I turn the corner to cross the bridge, I notice a number of photographers taking pictures and movies. Never been the subject of paparazzi before. Across the bridge, the first flagger is directing me left. I get on the road and my jaw drops to see just how far away the MGA is! Clearly, this is not going to be the “leisurely drive” advertised.

The problem is, it is up a long hill. Pretty sure no one has noticed that but me, particularly the Superbird on my tail that I just know wants to join the fray in front. Well, I am working my 36 horses as hard as they will let me ... and they for the most part seem to be out grazing.

So now, as we had been told to KEEP UP, I am driving the car faster than I have ever driven it and wondering how that’s going to go over. It seems around each bend the MGA is further and further away. Jeez, I hope this doesn’t mean Karmann Ghias will no longer be welcome in the parade.

As I am racing along and listening for any untoward noises, people start waving and cheering at the car. So, I add to my already overloaded senses inane horn beeping and waving. If only I could catch up. I dare not look in my rear-view mirror.

After a number of miles, we hit the second flagger and zoom through the stop. It seems that a few had to slow down to make the turn as I am closing in on the MGA. I feel like I am in a race!

Finally, we get into a bit more populated area and I am able to join the parade. People are waving flags and shouting, I’m beeping and waving, I think I am finally getting the hang of it and our car does too. I drive by one guy with his thumbs up who says “Go Volkswagen!” I beep. I drive by some kids making the pull-your-horn motion. I beep. They get really excited.

I pass an old Citroen on the side of the road (people have parked their pride and joys along the route) and give him a thumbs up. He makes gestures and sounds that seem to mean he would rather have my car. It is an automotive holiday!

After passing through town, we drive through a retirement community which is a nice touch. People seem genuinely pleased to have a front row seat to the festivities and it is great to be a part of them. It is also great to pass all the cars on their way out, feels like a real parade.

So, now we get to another flagger to take the long route back to Lime Rock. Going at a clip again, but now that I am just behind the MGA, I seem to be able to keep up. We pass Lime Rock and get on the major route to visit the last town on the journey. I know the route well as I have driven around here many times before and made it a point to learn the route beforehand. There is a flagger at the left turn into town and I slow down to turn, but he is not flagging us. The MGA goes straight past him and past the turn. My immediate thought is that there has been a last-minute change in the route so I follow. Up ahead around a curve the MGA has stopped. I’m thinking they have discovered their error but when I asked, they tell me that they are on their way home! So now, I turn back to the missed turn, and the flagger is gone; only cars remaining are modern. Where is the parade? I turn into town and hope I can find my way through it as the route has a number of turns and I had never been to Falls Village in my life. I remember we start on Main Street so I stay on that through town.

I am reminded of one Rose Bowl Parade I attended. My wife’s parents lived in Pasadena right off the route so it was fun to watch the parade form. I recall looking at the people on the incredibly flower-bedecked floats in their finery and how silly they seemed to feel as they waited for their turn to enter the parade.

That’s precisely how I feel driving through Falls Village. I am not sure if the parade missed it or I am the last car in it but, in any case, I feel a bit silly.

I am relieved that the route through town has been marked with signs. I follow these along and actually come across a couple of flaggers. I am surprised they are there.

Onto the last leg of the parade I go, trying desperately to catch up (here we go again). I am driving the car like I never have, pushing it around corners, I



might not survive the ride but can't think of a more exhilarating way to go!

I pass a Bug and give it a hearty beep. The fact that they don't react much makes me wonder if they know a fellow VW has just passed them by.

I finally get to some cars, but they are clearly not parade cars. I see that we are in line to get back into Lime Rock and what do you know? A guy points at our car and I hear him tell his girl— "Wow! A Volkswagen Karmann Ghia!"

You couldn't make up a better ending!

I turn left onto the main road and back to reality, the glow of that parade still shimmering in my mind, with only one thought:

Lime Rock Vintage Car Parade 2021.

P.S. Yep, I made it!

VintageVoice



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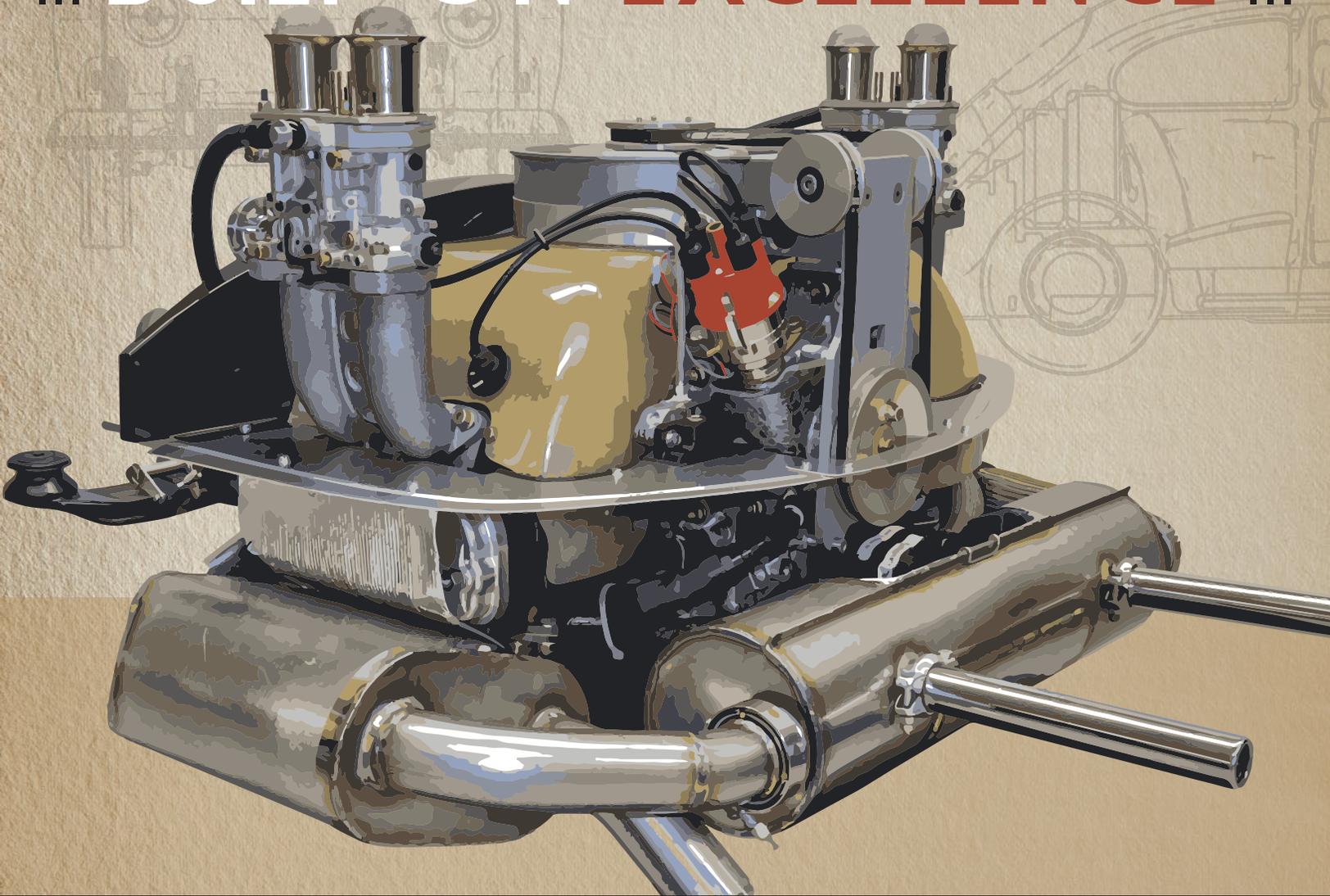
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BUSES BY THE BRIDGE XXV



Story and Photos by Eric Arnold



The twenty fifth anniversary edition of Buses By the Bridge in Lake Havasu City brought VW events back to Arizona with much fanfare, as campers were eager to return to one of their favorite events after a year away.

Every January, the group known as the 'London Bridge Bullis' holds one of the largest VW camping events in the country. Enthusiasts from across the nation make the trek to the small desert town, known for being the home of the famed London Bridge.

The organizers prepare for many months to coordinate all the moving pieces of the four-day weekend. In the end, it comes together remarkably well as Buses of all vintages converge at Lake Havasu State Park.

While the camping event officially starts on Thursday morning, VW Buses of all sorts are seen in and around the city well ahead of time. Many folks arrived early in hopes to secure a prime camp spot once the gates open. By Wednesday, over 200 buses were already lined up at the gate!

Events for the weekend include a cornhole tournament, kid's coloring contest, bicycle ride, and a BMX stunt show by Aircooled Entertainment. After dark, many looked forward to the annual lantern walk hosted by West Coast Bays, and the evening musical entertainment on stage by local bands.

For some, the highlight is the massive raffle, which is so large it takes place over two days. Not one, but two complete engines were raffled to lucky winners, plus nearly countless other quality prizes as well.

For me, however, the best part of the weekend is seeing all of my friends who I haven't had the opportunity to see...whether it be in the last two years, or the last two months, and meeting plenty of new folks as well. Hanging out with VW people is always the greatest part of every event!

The official Bus count was over 500, if you managed to see them all, you fared better than I did!

[VintageVoice](#)







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

by Bill Ungar

“Keep it Stock” versus “Make it Hot”

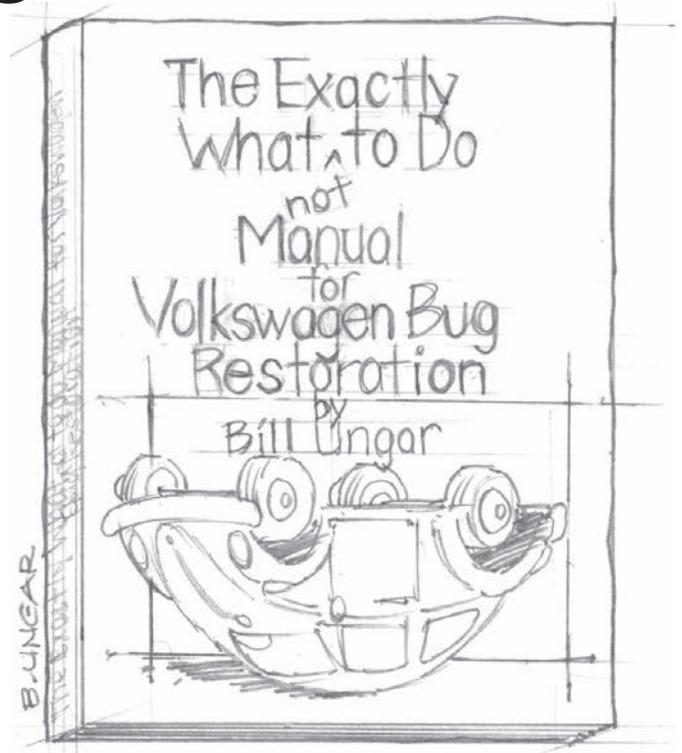
Before we get started, it is important again that I remind you that I have absolutely no expertise in anything related to Volkswagens. And yet while I have absolutely no expertise, I do have a whole lot of nerve. I’ve done exactly what I shouldn’t have on not one, not two, but on countless occasions. You figure after one disaster I would have learned. Have you heard of “The Idiot’s Guide to Volkswagens”? That idiot is me. My process is simple (and so am I):

1. I decide what I am going to do.
2. I start doing it.
3. I screw up.
4. I realize I screwed up and stop doing it.
5. I pay someone to do the job right.

If a nut should be turned to the right, I have turned it to the left. If the gap between the valve stem and the rocker adjustment screw should be “.006”, I have permanently jammed the feeler gauge between the valve stem and rocker adjustment screw, and had to pay a “qualified” mechanic to remove it.

It’s these kinds of blunders that have driven me to seek advice from others. I figure, since I know absolutely nothing about Volkswagens, anyone that knows “anything” about Volkswagens knows more than I do. After weeks of arduous research, I discovered where to find these folks that know “more than I know” about Volkswagens. It is at the local Volkswagen show.

Ah, the Volkswagen show. Bugs and Beetles, Karman Ghia’s and Things, Split Windows and Bays. I couldn’t tell the difference between a Type 1 and a Type 5 (no such thing, a Type 5, I discovered). But I can tell the difference between the two types of Volkswa-



gen show “attendees”. It is their advice.

The first advice comes from a person you’ll meet at the Volkswagen show, as they “admire” your classic Volkswagen. This person more often than not is wearing rather ordinary clothing, has an ordinary haircut, and speaks with an ordinary voice: “Keep it stock” they’ll whisper. “Don’t change a thing” they speak in low tones. At first, I did not know why this message was always whispered to me, but now I think I know. It’s because these people know that others that don’t agree with this message, might hear – and violence might break out.

The second piece of advice also comes from a person you’ll meet at a Volkswagen show, as you “admire” their classic Volkswagen. This person more often than not, is wearing rather unordinary clothing, has an unordinary haircut, and speaks with an unordinary voice. “Make it hot!” they exclaim. “It’s your car, do what you want!”, they advise. Immediately I’ve known why this message was always spoken loudly to me. It’s because these people don’t care that other

people might not agree with this.

It is then that you have to make the most important “Volkswagen” decision that you will ever make in your lifetime. Will you be a:

TYPE A

One that listens to the people dressed in ordinary clothing, and maintain the historic integrity of your VW: paint, trim, interior, accessories, engine, suspension, tires, and stance*? Will you listen to the people with ordinary haircuts and see your Volkswagen as a historical vehicle of epic importance, integrity, and beauty that must be maintained at all human costs – as a record of what “was”? Or will you be a:

TYPE B

One that listens to the people dressed in unordinary clothing, and NOT maintain the historic integrity of your VW: paint, trim, interior, accessories, engine, suspension, tires, and stance*? Will you listen to the people with unordinary haircuts and see your Volkswagen as a blank canvas for you to exercise your design and engineering creativity – as an example of what “could possibly be”?

* (Stance: The physical relationship and/or distance between the body of your VW and the tires and ground – or how your Volkswagen “stands” – a concept that Ferdinand Porsche never considered).

Of course, you could set out as a Type A, but somewhere along the way, your inner Type B might emerge. Or you could start out a Type B, and later – maybe many years later, after you’ve sowed your wild Volkswagen oats, you decide to become a Type A. In any case, your transformation will be complete. And you will never be the same. Again.

First, I attempted to be a Type B. Then I attempted to be a Type A. Oh the many pitfalls, mistakes, screwups, disasters, messes, headaches, and errors I logged along the way. Allow me to share a few gems that occurred while attempting to be a Type B in high school. And as always, since as you know, I am an expert in doing things exactly backward, I will tell you exactly what NOT to do. You must simply remember to do exactly the opposite of what I say.

1. When attempting to achieve a “Cal” look for your 1962 Volkswagen Beetle, do not “Bondo” the front and back of the running boards to the front and back fenders (in order to create a visual “monocot” body). Furthermore, do not “Bondo” the gaps between the fenders and the body (where the fender seals should go). You will invariably hit a small Toyota pickup truck from behind, because you could not gear down in time, and you will have to “Re-Bondo” the fenders and running boards again. And again.

2. When driving and maintaining your Beetle, do not assume that the oil light on the dash will alert you to a “low oil” situation. (Why should I check the oil level of my engine? – there was oil in it last time!) You will be driving on the 405 Freeway (or the highway in your area), at 60 miles an hour, the burnt-out oil light will fail to warn you, and your engine will “fuse” (melt to itself). Furthermore, as a 16-year-old high school student in 1974, you will not be able to afford a new \$300 engine, and will have to sell the car for \$200 cash to Dave’s Used Discount Cars and Trucks.

3. When attempting to “lower” your Beetle on a high school student’s budget, do not listen to Pete Davidson (name changed to protect Pete), who tells you to simply remove ‘a few’ of the torsion “leaves” in your beam. Of course, Pete will not tell you “which” leaves to remove, and the front of your Beetle will bounce up and down like a pogo stick, as you rub the front fenders – on the way down, and smoke the tires on the way up.

4. Also, when attempting a “Cal” look for your 1962 beetle, do not throw away the original steel bumpers (with overrides) that were just a tiny bit rusty – in favor of “nerf” bumpers. Nerf bumpers are not really bumpers at all. They are little chromed banana shaped (and banana size) bars that looked really cool in a 1972 magazine. But when you invariably hit a small Toyota pickup truck from behind because you did not give yourself enough time to gear down, the nerf “bumpers” will miss the back of the Toyota and your Beetle’s body will hit the pickup’s rear bumper instead. And all you will think of, is how much Bondo sanding you did, AND how much Bondo sanding you will have to do. Again.

5. When picking out the “red” paint color at Earl Scheib’s (I’ll paint any car for \$99.95) for your 1962 “Cal” Look Volkswagen Beetle, don’t assume that you will like the color of the only red paint chip that Earl had – when its finally on the car. Earl Scheib red was a cross between “beet” red (the actual vegetable color), and black. Of course, you’ve picked red for your Volkswagen because you wanted to be noticed. As sure enough, driving your classic VW, now the color of a blackened beet – you will definitely be noticed. High school students can be brutal.

6. When sanding Bondo in large quantities for two summers (I used two 1-gallon cans per summer) which you’ve used to fill trim holes, blend running boards to fenders, cover horn holes, and fill fender gaps – be sure to not wear one cheap, flimsy paper mask for two summers straight. Fifteen gallons of Bondo dust will get under the paper mask and enter your mouth and nose, and forty years later, one of your legs will be longer than the other one.

7. And finally, when reupholstering your Volkswagen Beetle’s rear seat bottom, (or any Volkswagen seat that is padded with horse hair) – don’t reuse the original horse hair pads if they are shredded, shapeless, and crumbled, with fibers that barely hold together. Your reupholstered seat(s) will look like a tsunami of lumps, and your friends and family will tell you so. Many times. Furthermore, your car will continue to smell like a barn. You may like the smell of a barn. But realize you can achieve the same result by making a hanging air freshener with some of the left over horse hair. I did.

I’ll be back to remind you how much I really don’t know about Volkswagens, and to provide the advice you really don’t need.

In the meantime, I’ll be “working” on my Volkswagen, and tearing my hair out.

Yours Truly, Silly Billy



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