



VintageVoice

July/August 2022

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Welcome

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Welcome to the latest edition of Vintage Voice.

Recently the hosts of the VW-based podcast *So You Owned a VW Bus?* visited me at my home in Las Vegas. We sat down and chatted for a while about what it's like to be a VW photographer and a Bus owner, how the two worlds mesh together, and loads of other topics as well. One of the hosts, Ryan, was kind enough to share part of their own story with us here in this issue of *Vintage Voice*. You'll get a glimpse into the lives of Ryan and Miracle, and their dog Jolene, and some of the adventures they find themselves involved in as they try to cross the country in their Riviera camper. Be sure to also subscribe to their podcast on your favorite listening platform too.

Club member Craig Gibbs shares the history of his Bug's evolution, and all the different stages it has gone through. For better or worse, Fish Head Louie picks up a 1957 Porsche which has been parked since the 60s.

Have you ever wished there was an easier way to steer your Bus at low speed? Reader Rod Morgan found a solution online, and shared his real-world results with us.

Mike Epstein's expert adventures in scale modeling is back in this edition with "OTTO", a Kubelwagen Type 82 from the Africa Corps. We also bring you a 'Mini-Feature' of Ryan Mattice's silver and green Beetle from Utah.

Enjoy!

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



VintageVoice

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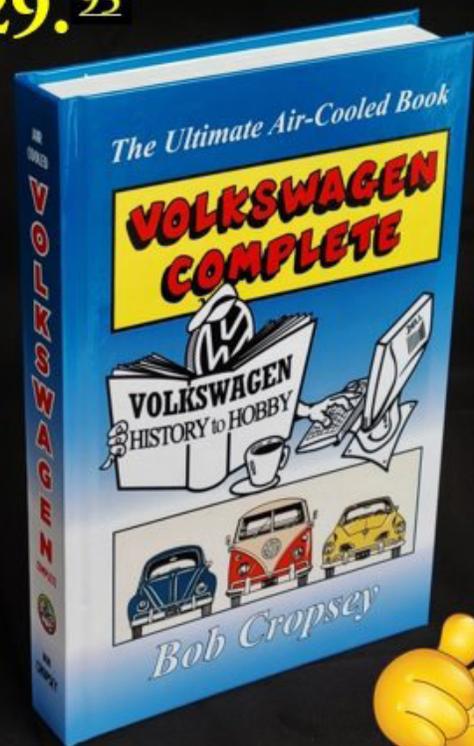
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The Podium with President Eric Goodman

Dear VVWCA Members,

It's been a while since I gave you an update on the organization and some of our highlights. As many of you know, the Board of the VVWCA National is all volunteers. We all have "day jobs" and the past two and half years has been different for everyone. I own a healthcare supply company and our business has been going 24/7 during the entire pandemic. We supply PPE and other essential items to frontline workers and care facilities. I have worked more the past two years than I ever have in my entire 26-year career in healthcare. As has some of our other board members who are also essential workers. So, thank you all for your continued support and understanding as we continue to operate the VVWCA and help the VW community, while we all do our day jobs.

I want to personally thank all our chapter clubs who have worked hard and continued their clubs running during the pandemic and am very happy to see many events starting back this year. We issued about 12 certifications for chapter clubs so far this year. We have continued to support all our chapters and help them. Please check out all the clubs on our website: vwwca.com. Or if you are a member of the VVWCA and your local club is not a member, please tell them to join. We welcome all new clubs. Even if your club has been around for many years, they can still join the VVWCA as a chapter.

Here is an update/highlights of what's been going on nationally: Our Facebook Group has over 73,000 members now! It's a very active group and offers lots of resources to members and VW owners. We have over 3,000 national pro-members now and thousands of members in our Chapter clubs. Please follow our Social Media pages to for more information. Most of our chapter clubs have pages also; check them out. As I mentioned, most of our chapter clubs are hosting events again. All our large VW shows around the country have returned this year. Very exciting to see! Our products page on our website is very busy as we ship many orders every day to members. Make sure and check it out also. We have club shirts, stickers, etc. Lastly, we are in our 46th year and the VVWCA remains the largest vintage VW organization in the country. Please help us stay this way by joining and supporting our amazing sponsors, Hagerty, Hemmings, Hot VW's, etc. Join on our website.

It's been four years that I have been President of this iconic organization and its still exciting every day. It's an honor to be leading the VVWCA and working with the best VW clubs in the world!

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



THE HISTORIAN'S CORNER

By Heinz Schneider

VOLKSWAGEN IN 1960

STILL A LONG WAITING LIST AND FEW CHANGES

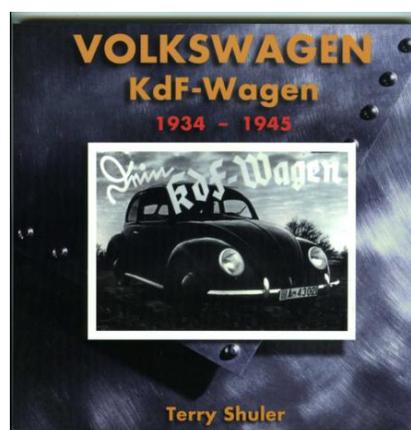
Volkswagen in USA: Carl Hahn was installed as president of VWoA the year before to get the US VW organization organized. As I have mentioned before, Stuart Perkins, the second employee hired by VWoA, is quoted as saying that during the early days anyone ordering three Volkswagens could be appointed as a dealer. Independent repair shops, motorcycle dealers and even a clothing store owner were among them. As Hahn explained in an interview given to "Automotive News" in 2005, changes were badly needed. The West Coast and East Coast were like two different operations. He insisted that both regions present a unified "Corporate Image" to the public. He got rid of about half the existing dealers and appointed new ones who were willing to invest in upgrading their operations and train their personal to the standards introduced by him.

By 1960, 168 people worked at the VWoA offices in New York and it became necessary to build a new headquarters with room for about 350 employees. It was built in Englewood Cliffs, New Jersey close to the Hudson River. Construction started in June. The new building included a sauna, a VW repair shop and a well-stocked wine Cellar. Money was no object, as Hahn explained. At his arrival in New York the year before he was surprised to find 300 million dollars sitting in a VWoA Bank account in NY. The new VWoA corporate headquarter building was designed by a star architect who would later also create the plans for new VW dealerships to give them the unified corporate appearance Hahn looked for.

In the 2005 interview to Automotive News,

Hahn further explained that many of the VW executive in Wolfsburg did not think the US would ever become a great market for Volkswagen. They believed its success in the US was only temporary and they considered any investments by VW in the US just a waste of money. They may have changed their minds after many of them were invited by Hahn to come to the US to have a look for themselves and stay in New York's finest Hotels and dine in the best NY restaurants.

In 1960 Volkswagen sold 162,037 cars in the US. Still not enough to shorten the long waiting lists. The ad used in 1959 asking why people would wait months for a Volkswagen explained the situation quite well. 127,159 of the Volkswagens sold in 1960 were Beetles, 7,247 Type 143 Karmann-Ghia coupes and 2,044 K-G Type 141 convertibles. The rest were type 2 Transporters. Prices for K.G. coupes were lowered for 1960 by \$25 to 2,430 POE New York and for the K.G. convertibles \$30 to \$2,695. At the beginning of 1960 Volkswagen owned 25% of the US import market and at the end of the year it was 50%. By 1960 the total of



**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!*

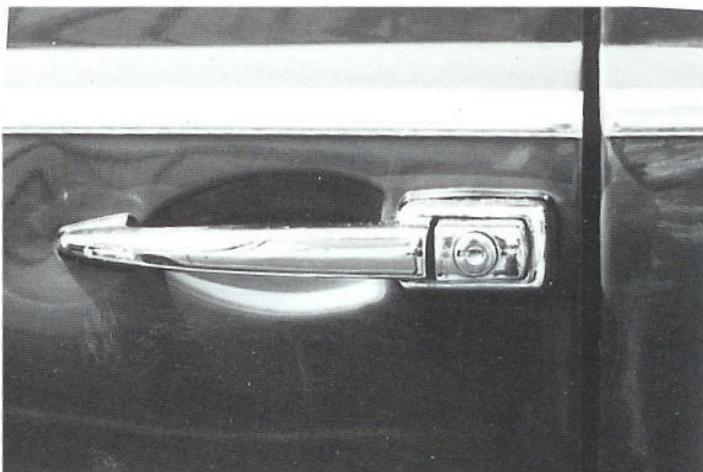
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Volkswagens registered in the US reached half a million, which included official imported and grey market cars.

In Germany at VW, more investments were made into additional production facilities to meet the ever-increasing demands from around the world. At the same time much money was invested into research and development to continue improving the quality of the Beetle and for the major mechanical changes planned for the next model year.

ID NUMBERS

Cars built in calendar year of 1960 had chassis numbers starting with 1-2 801 614 and ending with 1-3 551 044. Engine numbers went from 3 424 453 to 3 915 041 for the 1200 cc engine. A newly designed more powerful engine was installed starting July 1st 1960 for the 1961 export models. These new engines started with # 5 000 001 and by December 31st 1960 had reached # 5 428 637. The 1960 model year started with chassis number 1-2 528 668 in August of 1959 and ended on July 31 1960 with chassis # 1-3 192 506. Engine numbers for 1960 model cars went from August 6th 1959 with 3 072 320 to 3 912 903 in July of 1960.



Most significant outside change for the 1960 models were the new outside door handles, activated by pushing a square button. This was a continuous effort by the VW development department on improving the door handles until they finally got it right in 1968.

The striker plate changed at the same to keep the doors from opening during an accident. The front hood emblem was simplified and more stylized. The front suspension received some attention and a front stabilizer bar, also called an anti-sway bar was added, to reduce body roll, the same as used since 1955 on the Karmann Ghia and at the same time a hydraulic steering damper was added to eliminate front wheel shimmy. The plastic bushings inside the front axle tube supporting the trailing arms were changed to a needle bearing type. The right side arm rest reshaped to allow it to be used as a pull handle.



The output of the generator was increased from 160 to 180 Watts. Starting with chassis # 2 533 139, distributor with vacuum advance.
 January 1960: The valve adjusting screws head now 13 mm heads instead of the previous 14mm ones.
 May 1960: The connectors for the incoming heater pipes under the rear seat were now made out of corrugated plastic to reduce engine noise.
 June 1960: With chassis 3 116 871 changes were made on rear trailing arm spring plate to take up horizontal play of rear torsion bars.
 Another important change was made introduced in August 1960 which benefited mostly later models. It was the increase of power from 36 to 40 hp and the transmission was now fully synchronized. No more "double-clutching".

OTHER IMPORTANT DATES IN 1960

January 16th: the Volkswagen Company became incorporated and its first shares were sold. 60% of the shares went to the public, mostly to VW work-

ers. The federal government received 20% and 20% went to the state where the Wolfsburg factory was located. On July 1st the First Volkswagen shareholders meeting was held and a 12% dividend declared.

February 21, 500,000 exchange engines had been rebuild since that service began. September 11th a new company formed in France to handle VW business.

COLORS FOR MODEL 1960

Starting August 1959. L 41 Ebony Black, L 343 Mango Green, L 349 Jade Green, L 363 Arctic Blue, L 419 Ceramic Green, L 436 Indigo Blue, L 440 Stone Grey, L 451 Indian Red. – Cars with L41, and L451 exterior colors had interiors with # 53 Fur Gray Cloth or # 76 Stone Gray. Cars with exterior colors L 363, L 346 and L 440 had Aqua Blue cloth interior # 50 or Steel gray # L70 leatherette. Standard model cars had exterior color L 37 Middle Blue with Medium Gray cloth interior, bumpers, door handles and hubcaps were painted L226 Silver Gray. Center road wheel was painted L 393 Royal Red outer wheel I 393 Fog Gray. L225 Jupiter Gray painted standard cars had bumpers, hubcaps; door handles, etc. painted L 226 Silver Gray. Center wheel painted L 392 Fog Gray and outer part L 464 Slate gray. Interior was Medium Gray cloth.

By thge way, someone at VW figured out that it was possible to buy VWs in 1,058 variations, considering all the optional equipment and color combination available.

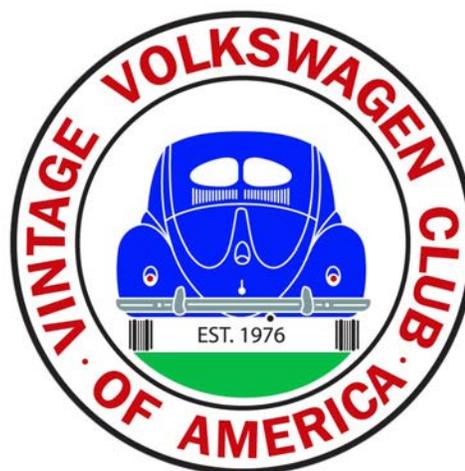
REPLACING THE BEETLE?

Another Beetle replacement developed was ready to be introduced for 1960. This was a serious effort and unlike the many previously developed before, production lines were set up and a pre-production run of 200 cars were built but however it was cancelled by Nordhoff at the last minute and all cars built so far ordered to be destroyed. Nordhoff did not want any-



one to think he was considering replacing the Beetle. Besides this car was heavier as the Beetle and using the same mechanics it would have been even slower as the original Beetles. Lack of power was the number one complained by Beetle owners. The man who pointed out these disadvantages, Rudolf Ringel an old holdover from the Porsche days, was fired for pointing out these uncomfortable facts following union rule by bypassing his immediate superior, a no-no at the calcified Volkswagen management. One of these cars survived and is today displayed at the Volkswagen AutoMuseum in Wolfsburg. Most of its body panel forming presses and other tools were sent to Brazil to recuperate some of the investments. The ship carrying these tools sunk but was later salvaged and the tools were recovered and used in Brazil to build the “Brasilia” of which I have to say later.

VintageVoice



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UPCOMING EVENTS

Event info as of May 1st, 2022

Contact show organizers/websites for the latest updates.

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.southeasteuromotorsports.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

September 16, 2022

Dubs at the Gap 2022

Flintstone, MD

Volkswagen Air/Watercooled, Audi, and Porsche show Sunday, Sept 18

Cruise on Friday Sept 16

3 events on Saturday Sept 17

Spectators are free. Dogs are welcome. (on leash)

www.facebook.com/dubsatthegap

September 16-17, 2022

VW's in the Valley 10

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More Info: Robert Eastwood

Email: eastwoodr@yahoo.com

www.vwaircooledassociation.com

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Saturday evening the World

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October 15-16, 2022

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Sunday - VW Harvest Show & Swap Meet. Awards, activities, raffle, valve cover racing, bounce house, twinkie eating contest and more. www.vwharvest.com

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



TOUR de DETOUR

by Ryan Ireland



We were broken down for the second time on our 49-state bus trip. This time in Florida and judging from the growl, the hard knocking, the guttural angry sounds emanating from the rear of the bus, we were in deep trouble. Things had been going well since we left Minnesota with a freshly rebuilt motor. We had logged over 5,000 miles and aside from not having my preferred Bosch filters for the oil changes, we had encountered no real issues. But now, along what Floridians called The Forgotten Coast, the engine had come to a sudden halt and we were stranded at a gas station with one bar of cell signal and little hope that my mechanical prowess, such as it is, would get us out of this one.

Our first catastrophic breakdown came 8,000 miles into the trip. We had already zigzagged through New England and up into Canada before letting the promise of oncoming winter weather chase us back south. My wife, Miracle, and I had quit our safe, secure office jobs in Ohio back in August, deciding to devote our time to a podcast we started some months before called, "So You Owned a VW Bus." The premise is obvious enough; we find VW bus owners and interview them. Then we edit the hour-long conversations into a 15-minute episode. We loved it and did not love our office jobs. So, we cashed out our retirements, outfitted our 1979 Bus, Adie, and embarked on a North American tour with the goal of interviewing 100 bus owners. The result, we thought, would be an interesting oral history, a time capsule, a look into the diversity and history of bus ownership. We got more than we bargained for. Moments like the breakdown in Florida



are part of how the podcast is made.

I climbed under the bus at that Florida gas station with my hometown mechanic, Norm, on the phone and we went back and forth, me describing the noises leading up to the bus dying, me saying it was a knocking and Norm asking if it was a knock or a tock, if it was a ticking or a tocking and what did I mean when I said the bus roared? Did it rev or roar and for how long? A large truck rolled up next to the bus and I saw a pair of men's shoes standing next to the passenger door, where Miracle sat Googling the list of bus systems. I could hear her talking to this stranger and knew if he proved to be too much, he was in more danger than her.

He left and I eventually crawled out from beneath the bus. Norm and I had come to the same conclusion, something blew apart inside the engine. A complete rebuild was in order. Now the scope of our situation came into full view: we were in rural Florida at a gas station, unable to move, night was approaching, and our repair budget had been mostly liquidated 5,000 miles ago when we had this rebuilt motor installed. The bleakness of the situation was compounded by my larger view of the situation. We quit our jobs and were spending down our savings. And for what, a podcast that had around 500 listeners total? In the radio

world, that was a joke. We were jokes and the bus dying on the side of the road was a cruel punchline. Then I asked Miracle about the guy who stopped by earlier.

"He gave me his card," she said. "He told me he was a VW collector and we could give him a call if we needed to. His name is Brian, but he goes by Blacky."

I called Blacky and told him the spot we were in. "I don't know what I am asking," I said because I honestly had no idea what I was asking.

"Listen," Blacky said. "You need a place to stay tonight, so I'm going to pick you guys up and you're going to stay in our guest room where you can get a good night's sleep. My wife is making tacos and we'd love to have you as our guests."

Twenty minutes later, Blacky rolls up in his pickup and we brought a change of clothes and a few toiletries. After some of the best tacos I've ever eaten in my life, we started making the phone calls. I resolved to call the engine builder, Sam, and see if his warranty was like the warranty on the previous motor, good on paper only. To Sam's credit, he said, sure, he would fix it so long as I could get the engine to him, or the whole bus, if I could swing it. Our friends, Emma and Shawn, in Minnesota and who introduced us to Sam, have a digital radio station called Happy Productions where they air our podcast episodes on Wednesdays. They were elated that we would be back in town despite the circumstances. Shawn said we could stay at their radio station for the week. It would give us a chance to hang out, talk buses. Because, like Sam, like Blacky, Emma and Shawn are bus owners. Now I just needed to get us and the bus to Minnesota, a mere 1,200 miles, which was somewhat over my AAA 200-mile tow coverage. I knew what I needed to do. I needed to call Neil.

I lived with Neil following my divorce some years ago. His wife, a long-time coworker



of mine, had passed away suddenly and we became housemates. A former bus owner himself, he had helped me pick up the bus when I bought it out in Iowa. Then we drove to Texas for the first motor that lacked mechanical and warranty integrity. Now I was asking him to drive from Ohio to Florida to Minnesota and back to Ohio. I didn't even get the whole story out before he said, yeah, I can do that. But it would be a week; he had some family engagements to tend to first.

The rebuild would be covered. We had transportation to Minnesota. I told Blacky our good luck so far and thanked him for his hospitality, but said I think Miracle and I should get a hotel room for the rest of the week.

"Why?" he asked. "You're going to spend a thousand bucks for a week in a hotel. Stay here."

I am a writer by trade, but moments like this, even now, some months past the actual event, leave me void of words. Try as I may, I can't come up with the right combination of words to describe the weight in my chest—the relief of anxiety being swapped for an almost unbearable amount of gratitude. For the next

week, we lived in Blacky's house and drove his '65 split window to the beach and the nearby towns, waiting for Neil to show up, presumably in shining armor.

This is how we find our interviews for the podcast.

We sat down with Blacky and spoke with him about his VWs, his adventures, and why in the world he would help out a couple of complete strangers he found along the roadside. As we drove north, away from the 80-degree temperatures and toward the negative 20-degree days of Minnesota, I began editing season four of the podcast. Neil drove and I edited. He had seen the process before; he was one of the interviews we did early on. I edited the audio from when we interviewed Sam. And Shawn and Emma. Blacky.

People ask if we are going to write a book about our travels in the bus and we've stayed adamant that this crazy project is not about us; it is about the people we meet and their stories. We are just lucky enough to be part of their story for an hour or a week as the case may be. By the time we reached the bitter cold of the north, I had all ten episodes of season four ready for release. Things caught fire. We had 4,000 downloads in the first week.

Sam fixed our engine and we headed southward collecting interviews from more Bus owners including the CEO of Dolly Parton's nonprofit, the bassist from the band Slaughter, Colin Kellogg of Itinerant Air-cooled fame. We met a New Orleans chef who lost his bus in Katrina. The road was stretching out before us.

If you're curious, the podcast is available for free on all major streaming platforms. Our hometown mechanic, Norm, is interviewed in episode four of season one. Neil is episode ten of season one. Our Minnesota friends, Sam, and Shawn and Emma, are episodes nine and ten respectively of season four. Blacky, the CEO, the bassist and Colin are all in season five. Right now, we have no clue who or where our next interviewee will be, but we know getting there will be a story in itself.

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Once Upon a Porsche in the 1960s

by Fish Head Louie

A white 1957 Speedster was parked in a backyard open car port...

That could be the beginning of a German car lover's dream, but for me, it became reality. Let me first say, that I am a modest VW & Porsche owner and am not a braggart; at the same time, it may give people enjoyment to hear this tale.

I wish I had a great lead-in like I was broken down in the countryside and politely knocked on a farmer's door to ask to borrow some gas and when he took me into his barn to reveal a Speedster that his son abandoned there in the 1960s and he asked if \$500 was too much to ask, but that is not what happened.

Here is the real story: I happen to be looking on an online auction service, and saw the car listed but with only two views of a front fender and one of the windshield, with the rest of the car hidden under a cover. As I had been looking for an example of one of these cars for nearly a year and a half now, I figured, "I'll bid, thinking how bad can the car be?" I sent the seller a message asking to see the car in person as I was only two hours away, and if there was a title, and a key. I got no response.

The next day, other photos were added. The car was a lot rougher as floors no longer existed nor was the deck lid or trunk lid in useable condition. The engine looked like it had been under the ocean for a decade. There was no spare well left and, the trunk inspection plates had long since rotted away. The car even lacked most of its outer rocker panels on either

side with one rocker trim in the dirt. Finally, the top was non-existent and the heater tubes and torsion exchange were in full view under the “jump-seat” area.

I finally got a message back from the owner saying that he would call me the next day. I waited for the call and late in the day, he wrote that he has some medical issues and would not be able to call until the following day. I thought this reply sounded like it could be a scam, but let me give him a chance, and after all, there is nothing saying that I have to pay until I pick up the car which was relatively close-by.

The next day, he asked me to call him and on the phone. He said he would be willing to make a deal today since he has other things going on at the end of the week. I said that I wanted to see the car in-person as the poor condition of the car from the photos had taken me by surprise. He agreed and since my family had a couch arriving the next day, I traveled to the seller’s mom’s house along with my son (age 2) that afternoon.

When I arrived, I saw someone leaving from the front door; could it be another prospective buyer? I knock on the door and a small dog came yipping to the glass storm door. The owner followed and after she corralled the miniature attack beast, she invited me in. I explained that my young son was apprehensive as he had both his 1st and 2nd birthday parties cancelled due to Covid-19, politely requesting if we could follow her around the house. She agreed.



As she shepherded us through her privacy fence gate, we passed a garbage can full of torn and moldy car covers. She explained that the car was in very bad condition. I asked why her late husband had stored it outside. It seems that there was a structure over the car that had since collapsed.

Two new tarpaulins had been purchased to cover the car and I asked for permission to remove them. What was revealed is what is in the photos you see. The car had been parked in a port over a half-century ago, and the protection had since collapsed. The remains of the wooden foundation of the enclosure were evident around the edges of the car as were the remains of two old covers, one a used parachute, and the other a blue tarp.

As my son and I waded around the car through the 6 inches layer of leaves, we could see nature had taken its course. Unfortunately, most of the floor was gone on the driver’s side. On the passenger side, a make-



shift custom floor pan made of aluminum ran the length of what I assume was no floor underneath. The trunk and battery box area forward of the gas tank were nonexistent and even the inspection plates were rotted away. The only thing hanging on was the old Sears battery by the positive cables, dangling there like forbidden fruit.

The seller had forced the trunk and deck lid open, separating the inner metal support structure of the hood with the top skin and ripping the rear decklid from its hinges. There was no steering wheel left except the metal horn button & surround, banjo spokes as all the white or gray molded coating had cracked off it decades earlier. The windscreen had a crack, one of the two remaining 11/56 hubcaps had a hole, the front fender also had a hole and a dent, there was no hood crest nor speedster scripts nor front bumper to be found. I did manage to find the 1600 emblem hidden in the leaves in between and below the tailpipes.

When the seller arrived, I explained that I was the type of person to make one offer rather than dickering back and forth. He brought the offer to his mother and they countered at 15% more. I shook his hand, paid the man and scheduled pickup on the upcoming weekend.

In the words of Johnny Cash, "I devised the plan that would be the envy of any man" to extract an intact car rather than "one piece at a time." I loaded up 5 strong wooden pallets, 4 2x4x8s, 4 2x6x10s, and the top of two wooden crates to sit/lay on. Also along would be all my Kobalt power tools including a reciprocating saw with wood cutting blades for shrubbery/trees/small tree trunks, air compressor for tires, impact wrench for lug nuts, and power drill, just in case. A low-profile jack, pry bar, hoe, shovel, and leaf blower were loaded as well as a trusty 12000lb winch, battery, tow rope, and a short chain.

I arrived at 9 am and discovered that my trailer



would not fit through the gate so I unhooked and proceeded to behind the garage where the 356a should have been stored in. First, I uncovered the car and discarded any random bricks after blowing away the leaves. Then, I rolled large cinder block anchors out of the way which had formed a foundation of the former structure that used to protect the speedster from the weather.

Next, I removed the wheels on one side, and ever so slowly jacked the car up at the torsion exchange while listing for straining metal. It did not collapse which was a good thing. I blew more leaves away and placed runners under the body and pallets above those. I lowered that side and repeated the process on the passenger side. I hooked the winch to the front pallet and dragged the front end about 4 feet. I repeated the process with the rear. Once the pallets were over the "depression" in the ground, I outfitted the drums with wheels once again and towed it with a tow rope with my Tacoma. I got it to the gate, back up the trailer and was on the road by 5 pm. Before I left, I blew dirt and debris from its former resting place in order to find any parts or pieces that may have fallen off. Among the "witty" comments when I filled up with fuel along my trip home were, "that's a big project" and "are you gonna get parts off it?"

I have since secured the kardex, which you see in the gallery. It is a matching numbers car that was sold new in Italy with "instead of Speedster seats, coupe seats, sealed beam headlights, nameplate

(model year? 1957), [and] American/English gauges.” Maybe a serviceman bought it new and brought it back to the contiguous 48? All I do know is the long-time owner bought it for \$527 on November 14, 1962 which equates to only \$4892.63 in 2021 money, but alas no one wanted a leaky convertible back then. How things have changed.

VintageVoice

Fahrzeug-Nr. 82825	Motor-Nr. 63740	Getriebe-Nr. 12356	Zündschlüssel-Nr. P075	Schlüssel-Nr. 7525					
Ausgef. um 11.12.56	Motor-Andr.-Nr.	Getriebe-Andr.-Nr.	Farbe: weiss	Polsterung: R-Leder rot					
Geometrie bis			KD-Halt Nr.	Kfz-Brief Nr.					
Sonderausführung:		Sonderausstattung:							
		anstelle Speedster-Sitze, Coupé-Sitze sealed-beam-Lampen, Typenschild 1957 Instrumente:englisch							
Händler: Auto-Certu		Ort: Bologna Land: Italien							
1		Anschriff und Bem.:							
2									
3									
Wartungs-Genauigkeit	Oewohnteilungs-Anzeige	Zulassungs-Anzeige	km-Stand	Instandsetzung Datum	Händler	Gegebener Betrag	angewiesen am	Natural-Einsatz	geliefert am

KD - 2M 10. 56 HO



DMV 11/14/64

Nov. 14 1962

\$527.00

10/6/64

Nov. 14, 1962

KNOW ALL MEN BY THESE PRESENTS,

That Robert J. Engel

Residing at 821 W. Green apt 5, Richmond

County of VA, State of VA, hereinafter called party of the first part, is indebted to _____, hereinafter called party of the second part,

in the sum of Five hundred twenty seven (\$527.00) Dollars, with interest, which said indebtedness is evidenced by a certain promissory note of even date herewith, made and delivered by the party of the first part unto, and payable to the order of, the party of the second part, in said sum, and payable

in 12 equal consecutive monthly installments of \$ 44.75 each, except that in any event the final installment shall be the difference between the face amount hereof and the sum of the preceding installments, the first installment payable on the 14 day of Dec, 1962, and an installment payable on the same day of each succeeding month, until all said installments are paid, on which said note other names, security or collateral may have been, or may be accepted, and that to secure the payment thereof at the time and in the manner set forth and provided in said note, the said party of the first part has granted, bargained, sold, transferred and assigned, and by these presents does grant, bargain, sell, transfer and assign unto the party of the second part, its successors and assigns, the following described:

(Automobile, truck, etc.)

located at Same in _____, Virginia, to-wit:

Make	Model-Year	Type of Body	Serial No.	Motor No.	License No.	Title No.
<u>Precher</u>	<u>1957</u>	<u>Speedster</u>	<u>82825</u>			<u>1543781</u>

together with all equipment, attachments, accessories, additions, substitutions, parts, repairs and improvements thereon and therein, or made or used in connection therewith, all of which for brevity, are hereinafter called property.

TO HAVE AND TO HOLD said property unto the said party of the second part, its successors and assigns forever. And the said party of the first part covenants to and with the said party of the second part that said party of the first part is the lawful owner and is lawful possessor of said property, that said property is free from all liens and encumbrances and that the said party of the first part warrants and will forever defend the same to the said party of the second part against the claims and demands of all persons whatsoever, and that said property will be kept at its location aforesaid until and unless said party of the second part consents in writing to its removal to and location at another place or places.

PROVIDED, ALWAYS, NEVERTHELESS, That if the said party of the first part shall well and truly pay, or cause to be paid, unto said party of the second part, the said indebtedness according to the terms and the true intent and meaning of said note, and of any and all renewals and extensions thereof, and shall faithfully keep and perform all the conditions and covenants hereof, then this mortgage shall be void; otherwise the same to remain in full force and effect.

AND, PROVIDED, ALSO, That it shall be lawful for the said party of the first part to retain possession of said property, and to keep and use it until and unless default shall be made in the payment of said indebtedness as in said note, or in any renewal or extension thereof, provided, or so long as the party of the second part shall deem said property and indebtedness to be safe and secure.

And the said party of the first part hereby covenants and agrees with the said party of the second part as follows:

1. That if default be made in the payment of said indebtedness or of any installment thereof as provided in said note, or in any renewal or extension thereof, or if a petition for bankruptcy be filed by or against the party of the first part, or if a receiver be appointed for the party of the first part or his property, or if for any reason the party of the second part should consider evidenced thereby that, at the option of the party of the second part, without notice, become at once due and payable and thereupon the party of the second part shall have the right to enter on the premises of the party of the first part or elsewhere, with or without notice or legal process, and to take possession of said property and to remove and sell said property at public out of the proceeds of said sale, first, to pay all expenses incurred by the party of the second part, including insurance, storage, and repairs and equipment believed by the party of the second part to be necessary, second, to apply the residue, or so much thereof as is necessary, to the payment of said indebtedness, and, third, to pay the excess, if any, to the party of the first part; that failure of the party of the second part to exercise said option shall constitute a waiver thereof.

(OVER)



Add-On Steering Assist for Your Bus?

by Rod Morgan

L

iving in car hating San Francisco, 25 years ago, my wife Linda and I went looking for the most versatile vehicle to suit all of our needs and wound up purchasing a 20-year-old Westy that had lived its life in dry Fresno, CA.

A very mechanically sound Bus but with a heat ravaged interior...all of the brown formica had shrank, peeled or flaked off the beautiful Marine plywood beneath, which required a complete refinish...no problem...

After a very physical career in the Marine trade, I required bi-lateral bicep surgery in 2009. With all the desired results until about 5 years ago when the shoulders started painfully complaining about city driving and parking, unable to consider another form of transportation, I researched, basically through British Camper & Bus magazine, and came upon the Litesteer system.

Litesteer is a British produced replacement steering column with a built-in worm gear motor drive that gives total assist at 0-5mph. and decreases input as vehicle speed progresses. The kit is very straightforward for most who are familiar with tools and the way around their Bus. There is a YouTube installation video that is somewhat comprehensive, though it leaves out the dirty work, such as running the power cable from the battery, a lift makes that happen easily, however a jack and quality stands will suffice. The #10 head sheet metal screw that retains the steering column support to the cowl will remind you of as many swear words as your vocabulary contains. A very ambidextrous left hand makes ALL the difference in reattachment. This was probably the most frustrating aspect of the installation by far. Something not mentioned in the video is the removal of the dash instrument package. Pulling the gauge cluster out of the way gives necessary ac-



cess and be careful NOT to let the speedometer cable nut slip down behind the air ducting.

It's a good day's installation, a second pair of hands sometimes makes a difference but isn't really necessary.

In all, I love it...I look for reasons to drive. Initially, it took some concentration after so many years of familiarization but now, no going back here, a complete transformation of the driving experience has taken place and this 75 year old timer could not be happier.

The kit runs at about \$1300 U.S. with shipping included. It comes with comprehensive instructions, and along with the video, it is well spent money. If you are feeling the creeping of age, this system is for you... what a treat.

VintageVoice





RYAN'S RIDE

Photos by Eric Arnold

THE DETAILS

1964 Beetle
Owner: Ryan Mattice
Length of ownership: 5 years

Engine
1600cc Dual Port

Transmission
Stock

Interior
Seat upholstery from J-Bugs.
Arrowhead Upholstery from Mount Pleasant, Utah completed the headliner, door panels and the back trunk area.

Paint/Body
Completed by Dave Bernheimer.
Electric Lime Green/Silver

Other Features

Disc Brakes
Front beam narrowed 4 inches
12 volt system

“The car came out of a field in Idaho. When the car was completed I had to do a VIN verification at the police department and the officer couldn’t find a previous registration or anything on it. So, in a way, that does technically make me a first owner.”

[VintageVoice](#)











“OTTO” KUBELWAGEN TYPE 82, AFRICA-CORPS

1:35th Scale Plastic Model - Tamiya

by Mike Epstein

Background on the Pkw.K1 Kubelwagen Type 82. Because of its reliability and ease of repair and since its engine did not require coolant, the Kubelwagen proved particularly effective in North Africa. At the request of various divisions in North Africa for a vehicle suitable for the desert, a Continental balloon tire equipped version went into production from 1942. Two types of Balloon tires, a grooved and an un-grooved version by Kronprinz were used. Because the tires were wider than normal tires, a spacer to raise the height of a spare tire attachment was added to the hood of the car. Some of the balloon tires equipped Type 82 were even used in Italy after the fighting in North Africa stopped in May of 1943.

In the desert, the VWs far out-performed heavier Allied vehicles as water-cooled engines overheated and trucks bogged down in the sand. Even in the Sahara, Rommel's troops were well served in their Type 82s equipped with 690x200 airplane tires. Air cooling had its obvious benefits wherever stray bullets fly. And the Kübelwagen's flat smooth belly allowed it to slide over sand, snow or mud. The VW was amazingly effective in North Africa, and decades later this capability was proven again in the form of the "dune buggy" and "baja bug" used in professional racing



under similarly harsh desert conditions. With partially deflated rear tires, the traction of the quick, rear-engine vehicles was impressive in off-road conditions of all kinds, including the snow and ice encountered during the invasion of Russia. In freezing temperatures the air-cooled engines performed even better. The problem was there were just too few of the vehicles.

History of "Otto". From what little there is online about this, it would appear it was named after its commander "Otto" van Hans-Joachim Marseille who comes with the model. According to the photos in the Bundesarchiv in Germany, this is a true.

I could kick myself as I had added the decals before realizing the Otto had camouflage, so mine does not. Straight forward build nothing special on making this, I did add decals from a company that needed to be purchased separately. Revell makes an Otto model complete with everything and calls it a Level 4 model, which should mean in level down from pro or at least lots of experience, but it was made so poorly I opted to make my Otto this way. The decals were perfect and went on very well. Lots of dust and paint chips and the model is finished. My figure, could have been a bit better, but he looks good at a distance. The main thing, I had a blast and you can too!

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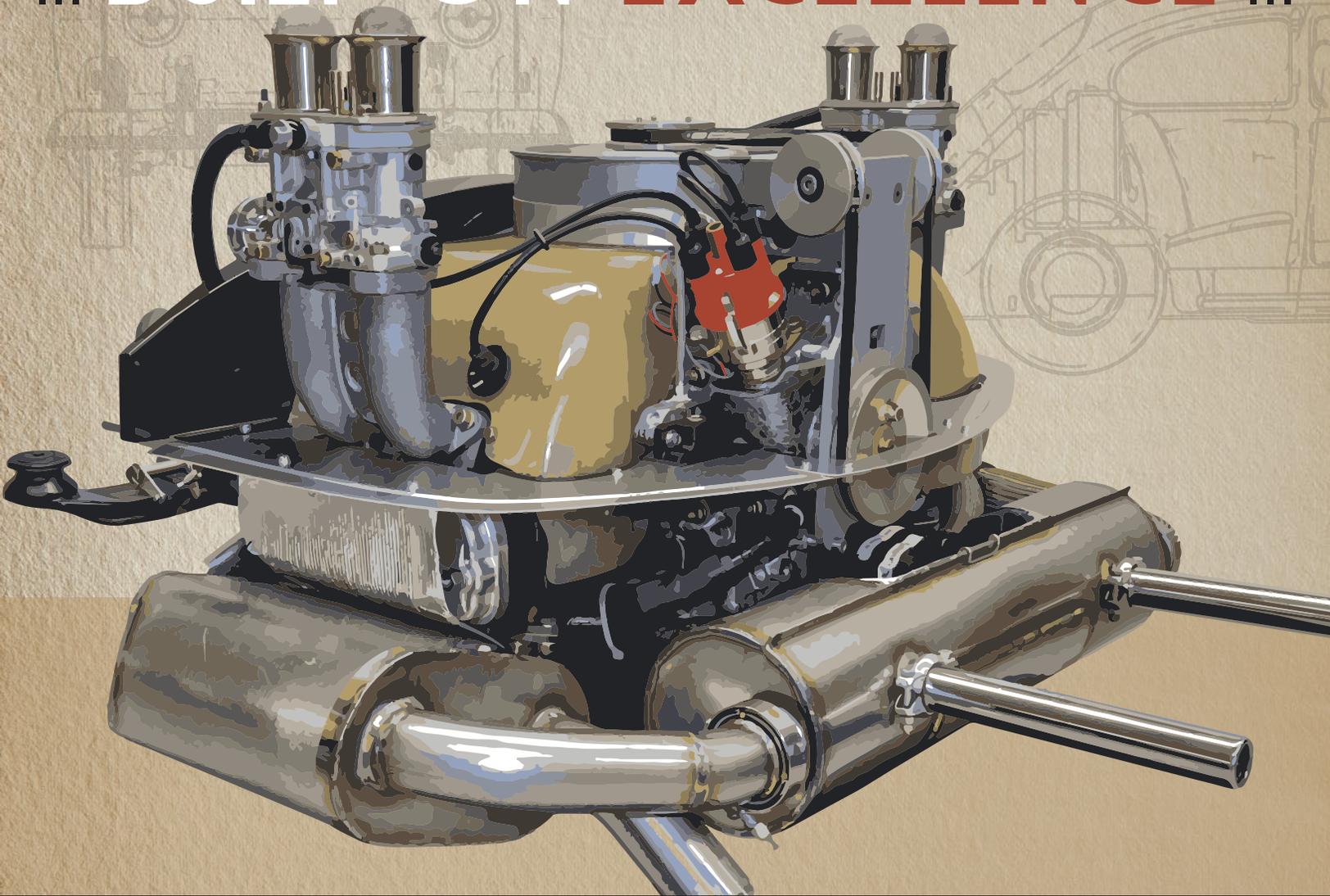
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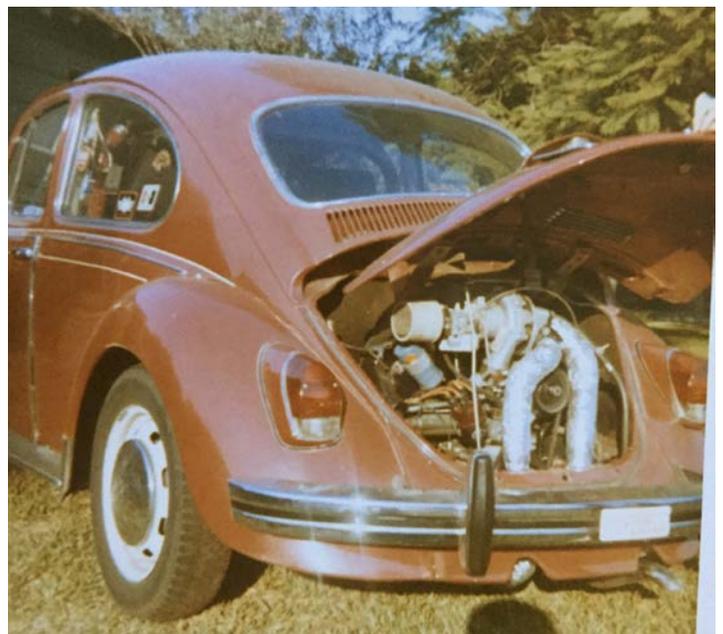
CRAIG'S BEETLE EVOLUTION

by Craig Gibbs



My first exposure to Volkswagens was back in the mid-1960's when my dad acquired a 1957 Beetle for his commute to work in southern California. Once I became familiar with

the car, I chose to pursue getting one too. As I settled into college during the late 60's, my folks helped me buy a new 1968 Beetle as my commuter car. I was studying mechanical engineering at California State Polytechnic (Cal Poly) University Pomona and gradually got involved in automotive activities on campus through their student branch of the Society of Automotive Engineers (SAE). I became part of the Cal Poly SAE student team that converted and raced an L.A. taxi cab in the NORRA Baja 500 races, but I wanted to try something different for my senior project. Discussions with my faculty advisor and SAE led me to Rajay Industries in Long Beach, where I became involved in their effort to productionize an aftermarket turbo-charger kit for Volkswagen Beetles. Yes, my 68 Beetle became a real-world test bed. The project covered critiquing Rajay's installation instructions and hardware fit, solving drivability issues and documenting perfor-



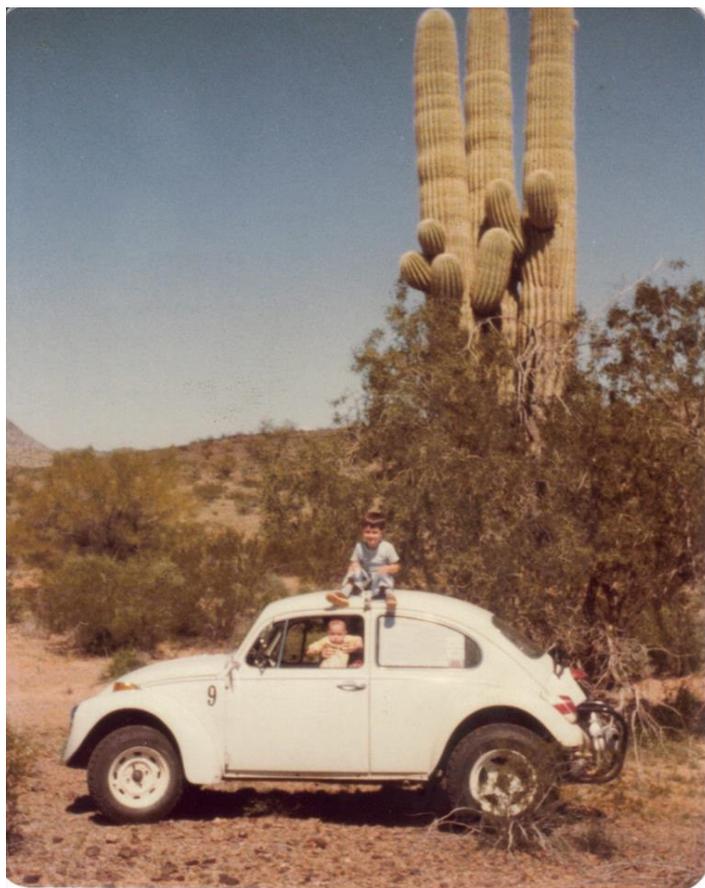
mance evaluations for both prototype and production-intent kits. The performance aspects included tracking fuel economy and measuring drive-by noise, but I really enjoyed the chassis dyno testing which was done at Meltebecke Volkswagen dealership in La Habra, CA. My well abused 1968 Beetle made 119hp to the



ground with the final pre-production kit. Also during this period of time, I met my future wife and her 1970 VW Squareback. Now to end this introductory paragraph, I sadly add that my turbocharged 68 Beetle was stolen and destroyed in 1972.

Continually on the lookout for another Beetle, in 1974 I found and purchased a 1970 Beetle in San Dimas. At this time my wife and I were living in western Arizona where I had taken a job at Ford's desert proving ground after graduation. The 70 Beetle was a hobby purchase given we still had the 70 Squareback and an obligatory Ford of course. It wasn't long before I started modifying the car to endure off-road exploring. Yes, it morphed into a Baja Bug of sorts. In 1976, several of us in Lake Havasu City organized a club, Havasu Off-Road Racing Association, to do sand drag racing locally. So the car saw a lot of sand racing, desert exploring and local events in the late-70's including being in the 1977 annual London Bridge birthday parade representing the off-road club.

Racing the Beetle took on a new perspective when we moved back to southern California in 1979 to start my new career with Allied-Signal (Garrett Turbochargers). Initially I used the car for commuting and one morning enroute to work, I collided head-on with a vehicle that crossed into my lane. The Beetle was totaled but the insurance company let me keep it. After removing the bent front fenders, hood and nose metal, I had the frame straightened and added a new



axle and fiberglass front end. The Beetle lived again and I started entering it in local races at the Orange County Drag Strip and sand drags at Ontario, Riverside and some Arizona events too. My brother-in-law's business, Steve's Machine Shop Service, was a big help in growing my hobby during this time especially with engine options to address my addition of turbocharging. During the 80's, the car also continued to be used on family outings to Glamis Beach, Mohave dry lake, desert exploring and even transportation at home.

By the early 90's, I was focusing on sand drag racing with the United Sand Association. The Beetle's powertrain evolved dramatically during this time. The engine grew from its earlier 1835cc update to a stroked 2180cc and finally 2276cc. I also experimented with turbo sizing and carburetion gradually raising horsepower and producing quicker passes at the sand drags. With a T3/T4 turbo drawing through a 750 Holley the car ran a best 100-yard elapsed time of 4.57 seconds and end speed of 74 mph at the Glenn Helen track in San Bernardino, CA. The transmission, clutch and axles suffered dearly through all the racing and eventually were updated as well as including conversion to a Bus trans.



With southern California sand drag racing starting to decline in the late 90's I decided to take the Beetle in a new direction. I had traveled farther to Glamis, Barona and Buttonwillow sand racing events but preferred Glenn Helen. Then when Glenn Helen sand racing was destined to end, I started modifying the car to meet 1/4-mile drag racing rules with a goal of obtaining an NHRA competition license for sub-10-second ET's. Several changes were made including a new fiberglass front end, full roll cage, wheelie bars, fuel cell, trans-gearing, slicks, etc., while still keeping the car street legal. It took a while and in 2011 I ran the necessary qualifying passes at Irwindale and Fontana drag strips earning me a competition license.



Through the 2000's and 2010's my Beetle saw a lot of drag racing. It was a regular in the southern California Hot VW's Drag Day and Bug-In "Outlaw Turbo" class 1/8-mile drag racing series. Most of the cars in

this heads-up class were lighter than my street legal car (no lights, wipers, turn signals, horn, glass, sub-structure, etc.). What kept me competitive was reliability. It was rare for my Beetle to breakdown during a race. As for my driving skill, well, there was one Irwindale race in 2009 where I failed to slow down enough after the run and ran into the end barrier breaking my headlights and cracking the front fiberglass. Thankfully the track official let me remove the headlight assemblies, tape over the holes and cracks and continue racing that day. I also tried the Bugorama "Unlimited Street" class 1/4-mile drag racing series a few years which presented a challenge not being able to run a wheelie bar. At the 2017 Fontana race, I launched too hard and stood the car up on its bumper and muffler. With the car turning on its tail towards the guardrail I had to let off quickly which caused the front end to slam into the ground and end my race day. Wanting to race against some American iron, I also ran my Beetle several years in the Good Guys and National Muscle Car Association (NMCA-West) drag racing series at Pomona and Fontana in D/E-Gas brackets. Overall, the car's best 1/4-mile pass is 9.95 seconds at 135.7 mph and 1/8-mile is 6.20 seconds at 112.6 mph.

Between racing I always found time to take the Beetle to car shows throughout southern California including my favorite: the City of La Verne "Cool Cruise" show. Although my Beetle is not a "show" car, I enjoy trying to answer questions about turbocharging with the Beetle as a reference. You might say I took my work home with this hobby. My 36-year career with Garrett included engineering turbocharger applications with a variety of OE engine manufacturers and later taking that knowledge to the automotive aftermarket including special areas such as developing NHRA SFI specs for turbos used in drag racing classes like ProMod.

My wife and I retired from our respective jobs by 2015 and elected to move back to our old house in Lake Havasu, Az, given our three kids had left the nest. Despite the move, I continued to race the Beetle in the Outlaw Turbo and Unlimited Street classes as noted above as well as at events in Las Vegas (Muscle Cars at the Strip), in Phoenix (Bugorama "Pro Turbo") and the Kingman Az Street Drags. Then, after an engine refresh in 2019, I elected to test the Beetle on a Dyno-Jet chassis rig at a local shop. Following some partial

pulls to resolve a lean air-fuel-ratio condition, the car produced 443hp at 7300rpm. This power level makes sense when combined with a 2000-pound race-weight vehicle running high-9's in the 1/4.

My Beetle's drivetrain is currently equipped as follows:

crankshaft = early Scat 82mm stroke
 pistons = J&E billet 94mm diameter
 rings = Total Seal and Mahle
 rods = Scat H-beam and ARP bolts
 cylinders = Mahle and 10mm studs
 cam = Engle FK89 with 112deg lobe center
 oil pump = Gene Berg 30mm with full flow filter and cooler
 heads = Super Flow with 48mm intake and 40mm exhaust valves
 rocker arms = Pauter billet 1.40:1 roller tip
 compression ratio = 8.37:1
 turbocharger = Garrett GTW3476R (58mm inlet)
 carburetor = Holley 750cfm double-pumper
 wastegate = TurboSmart 38mm with eboost control
 differential = Weddle ATB positraction
 axles = Summer Brothers
 clutch = Kennedy stage-2 with RLR iron disk

I have always accepted that my Beetle is a compromise of street legal and hobbyist equipment such that it is likely at its ET limit without a significant investment and makeover. Do I really want to go any faster? What would it do in the sand today? I thought about these things during the covid pandemic and have chosen to take a break from racing while I mull ideas for changing the car. For now, we will enjoy the street legal side of the Beetle with attendance at various local car shows and gatherings.

VintageVoice



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

by Bill Ungar (aka “Silly Billy”)

“I’ve Lowered My Bug, Now What?”



Welcome to another “silly” installment of “exactly what not to do” from me, the guy that has no business telling you what to do involving Volkswagens. Every couple of months, it’s my civic duty to share with you (the reader of this magazine), what I haven’t learned in my never-ending Volkswagen journey.

Oh, my by-line? Silly Billy? My nickname growing up. Assuming I did.

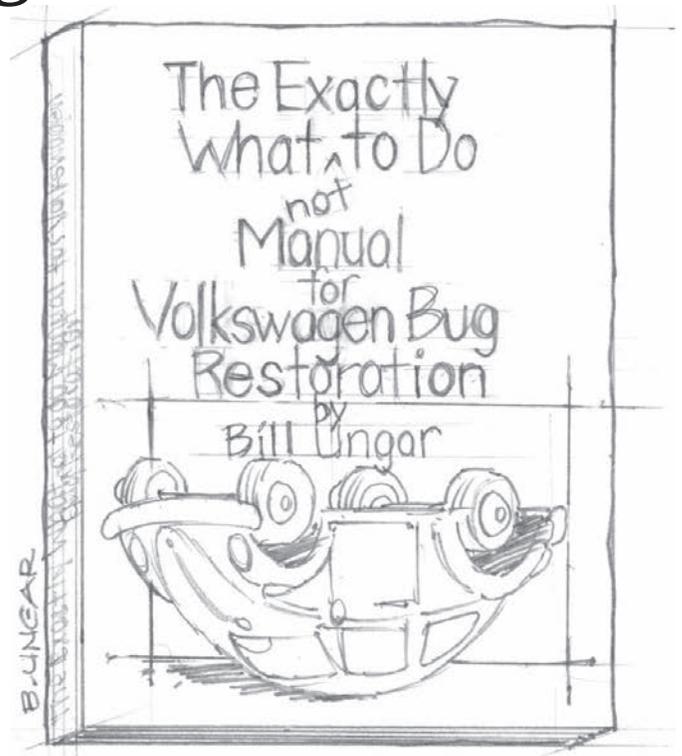
This installment is all about my Bug “lowering” adventure. If you have had a Bug “lowering” adventure, my adventure may bear some resemblance to yours. If that is the case, it is probably not just a coincidence.

I really don’t know if other Volkswagen “enthusiasts” ride a similar roller coaster of insanity when clickety clacking along the “I want to lower my Bug” track. But I do know that I was on such a ride, and it was impossible to get off. Some days the ride would turn optimistically upward, only to dive despairingly downward on others. Very often, the ride would twist and turn as unexpected obstacles would cross the track blocking my progress. It’s a miracle that I survived with my mind intact at all. Or did I?

Allow me to go back to the beginning of my “ride”. Long before the ups and downs, and twists and turns. Before I did or didn’t “lose” my mind.

It began with a dream. In my dream the original designers of the Volkswagen were in front of an audience, filling the tires of their new creation with air. One designer filled the front tires, while another emptied the rear tires. This didn’t go very well, as the audience booed the result. Then, the first designer filled the back tires and the other emptied those in front. The audience leapt to their feet!

What was the audience cheering about? It was



obvious to me (in the dream), but apparently not to the Volkswagen’s designers.

I whispered to them “It looks a whole lot better angled down instead of up”.

How had the designers missed this? I hadn’t a clue. But as clueless as I am about all things Volkswagen, after waking up from my dream and testing this idea out, I did realize that achieving this “look” – (overinflating the rear tires and completely deflating the fronts) – was not the way to go. First, I could barely steer the car. Second, the loud “flop, flop, flop” of the front tires would be so distracting I would not be able to hear my AM radio.

My path to find another way (to achieve an angled down instead of up – look) was not planned, thought through, or reasoned wisely. Feel free to think of what I was about to do as the actions of a madman. A man possessed. Would it be a better way? I’ll let you be the judge. And remember, as always, whatever I tell you to do, be sure to do the complete opposite.

1. When attempting to lower your Volkswagen with only drop spindles, do not believe someone that tells you that your front 165/80 R15 tires won't rub the fenders. They are either lying or not telling the truth. The tires rubbed so badly my wife would not drive with me. Now that I think of it, maybe this was a good idea.

2. If you pay that same someone a lot of money to install the drop spindles, don't smile when you test drive the car with them and the fenders rub like the dickens with the 165/80 R15's. Your smile is hiding your true feelings. Embarrassment and rage do not go well together.

3. As you set about to solve the rubbing problem, don't rely on the endless discussion threads on this subject. I found threads with photos of my year of Volkswagen, lowered like mine – with every combination of front tire and wheel. Some would say they had “no rubbing”. Others would say they had “some rubbing”. Some didn't even mention if they rubbed – but they sure looked good! Smart Car tires? 135/80 R15's? 145/80 R15's? This whole thing was rubbing me the wrong way.

4. If you seek the advice of “experts” (and I did), don't believe their years of experience with other cars, with other suspensions, consisting of different parts of various ages and conditions. You are on your own on this mindless journey. “What tire size do you recommend?” was always my opening line. “You could try a 145 R15”, an expert would say. “But that might also rub. So, you might try a 155/60 R15, but that might look goofy”. My head would start hurting at about this time.

5. As it appeared entirely possible that I might become the proud owner of a tremendous warehouse of front tire pairs that also rub the fenders or have such an enormous tire to fender gap, I wondered why I started this adventure in the first place. The possibility of a tire warehouse seemed to have some clear



The logo on the door of “Silly Billy”'s Bug. Paint work completed by Bruce the Brush.

disadvantages. First, I did not have the warehouse space in my shed. Second, I did not have a bottomless bank account. Third, my wife was threatening to never speak to me again. Did I say disadvantages?

6. Somewhere along the way, I learned that every Volkswagen Beetle is different. Because our beloved Bugs have a history of changes (or no changes) to the suspension parts (beam, spindles, shocks, torsion bars, etc.) any changes we make to that suspension will produce a different result. A smaller tire was probably part of the answer. But what tire?

In the end, I took a shot in the dark. I called a number on a roulette wheel. I rolled the dice. I bought a lottery ticket. I picked a number from one to ten. I went with 145/80 R15's. So far, no rubbing. But it's only been me in the car with half a tank of gas. Who knows what'll happen when my wife comes along? Oh, that's right, she said she won't drive with me if the tires rub. Problem solved.

Yours Truly, Silly Billy

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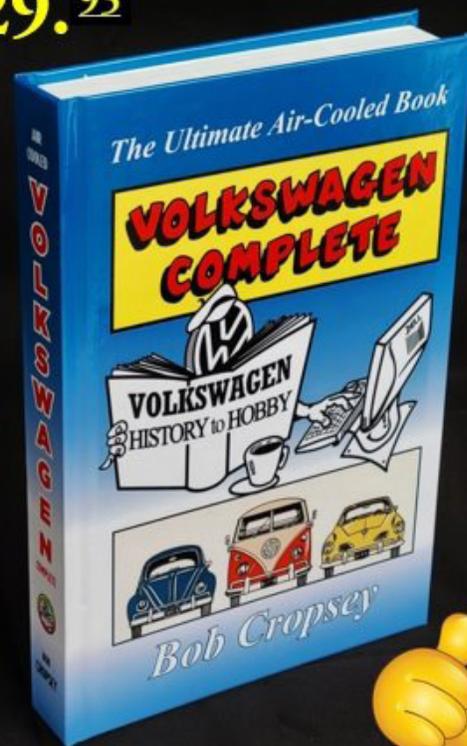
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