



VintageVoice

September/October 2022

VVWCA.com

Volume 47 • Number 5

The Vintage Volkswagen Club of America Magazine • Established 1976



Welcome

Vol 47 No 5
September/October 2022
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website: www.vvwca.com

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The Vintage Voice is published bi-monthly: Jan/Feb, Mar/Apr, May/June, July/Aug, Sept/Oct, Nov/Dec.

Member's Only Area E-Edition
The electronic version can be found at www.vvwca.com in the Members Only section.

Advertising: For advertising rates, placement information, and submission contact: Eric Goodman at president@vwca.com

Editorial Guidelines: Submissions are welcomed; Letter to the editor: 500-699 words. Bi-monthly column: 750+ words. Pictures (2-3) may be included in a 700-800 word column. Feature story/Event coverage: 800-1500 words, plus a minimum of 10 digital photos. Send to: editor@vwca.com

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Welcome to the latest edition of Vintage Voice.

As I sit down to wrap up this issue of *Vintage Voice*, it's the end of June (yes, we prepare our issues that far in advance). Memories of SoCal VW "Week" are still quite fresh, and the weather here in Las Vegas is blazing hot. The thermometer is nearing 110 daily, and summer is just ramping up. Thankfully, as you're reading this, temps will be starting to cool off, and it's prime VW time once again. Let's get back out there and drive!

Speaking of SoCal VW Week, I'll be sharing some of my photos from the Blackstar Campout, Things West and the El Prado Show & Shine events. All were a great time, as usual. I consider them 'must attend' events.

Additionally in events, Mike Epstein brings us a look into the Midwest scene with a report from Bug Blitz, Bus Bash 2022 in Missouri. A diverse event with plenty to see.

Also in this issue Fish Head Louie bags his second Porsche 356 in a row, and Heinz takes us into 1961 in his historical column when VW introduced a new engine, and more.

"Silly Billy" Ungar returns with the fourth installment in his Exactly 'What Not To Do' Manual for VW Bug Restoration, which is a lighter side look of our beloved hobby. I hope you're appreciating the touch of levity Bill is bringing in this series. I know we at *Vintage Voice* have!

Enjoy!

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



VintageVoice

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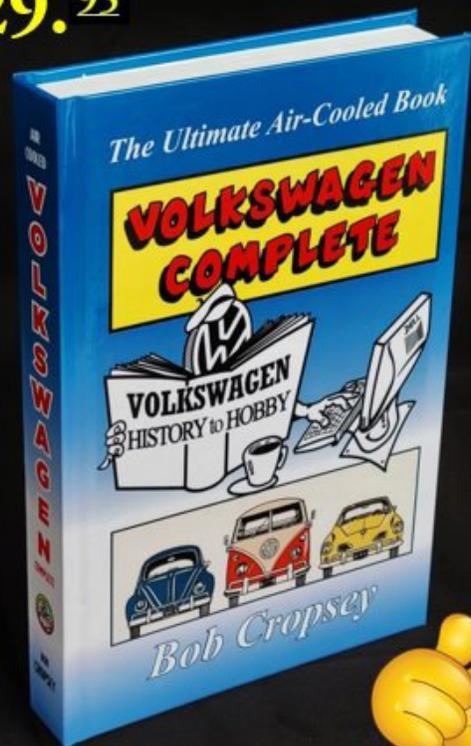
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425 Pages w/340 Photos!

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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 imports to the US increased only slightly in 1961. Karmann Ghia sales were actually slightly down. 6,706 KG coupes...

UPCOMING EVENTS 10

Plan to attend your next VW show, swap meet or camp out!

CLASSIFIEDS 11

Find that part you need, or your next VW!

TECHNICALLY SPEAKING 12

The hydraulic braking system of the vintage VW is dependent upon clean, non-contaminated brake fluid to provide reliable...



SO CAL VW WEEK 20

During the month of June, Southern California is the only place to be if you're a Volkswagen fan.



DOES LIGHTNING STRIKE TWICE 15

You may remember that I just bought a rotted 1957 356a Speedster on a Tuesday. Well, on the following Saturday...



BUG BLITZ, BUS BASH 2022 28

For the first time in many years, the Bug Blitz, Bus Bash changed locations to the small Northern Kansas City area to a town...

THE EXACTLY "WHAT NOT TO DO" MANUAL FOR VOLKSWAGEN 32

BUG RESTORATION

Attention all loyal readers! This month there will be no instructions on what not to do. No stupid mistakes that I've made...

The Podium with President Eric Goodman

Dear VVWCA Members,

I want to share a story about why our club and its members are so amazing! I was at a car auction earlier this year in Palm Springs, California. I was in the audience and saw a triple white 1979 VW Bug cross the auction block. There were two bidders in the crowd who really wanted this car, as the bids approached \$30K, the young lady who was vying for the car stopped bidding. The other bidder won the car and it sold for top dollar.

After the car was off the block, I introduced myself to her as the President of the Vintage Volkswagen Club of America. Shannon told me she had come to California from Oklahoma just to buy that Bug. She had been looking for that exact one for many years and was determined to find one. I told her I could help her find the same car and we exchanged information. We keep in contact for a few months. I sent her listing for similar cars I had found or ones owned by people I knew around the country. She had been looking for a long time and had some leads of her own but was never able to make a deal.

One of the cars she had found earlier was back on the market. She sent me the info and I researched the car. I knew the area was near one of our club members named Lee. I contacted him to ask if he would go look at the car and he agreed. He drove over two hours each way to look at the car and send info to Shannon. She was able to decide that the car was what she wanted with Lee's help and within weeks she bought the car! A few weeks later after it was transported to Oklahoma from Virginia. Shannon was very happy!

Because of our wonderful club and members, we could network all over the county and help each other. We love our VWs and the amazing people who drive them.

Please share the VVWCA with your friends and ask them to join the club either nationally or one of our local chapters in the USA. We need to keep our hobby alive and our Vintage VWs on the road. As always, I want to thank our sponsors, club members, chapter presidents and boards for all their hard work on behalf of the organization. And most importantly, Eric Arnold for keeping the Vintage Voice alive... Thank you for doing a great job as our Editor. 2022 is almost over which is our 46th year.

PS- If you have not visited our Facebook group page lately, it's now over 80,000 members strong and very active with hundreds of posts daily. Great resource for all things VW related. Check it out!

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



THE HISTORIAN'S CORNER

By Heinz Schneider

ID NUMBERS

VOLKSWAGEN IN 1961

A NEW ENGINE AND TRANSMISSION. FIRST TIME VW PRODUCES ONE MILLION CARS IN ONE YEAR



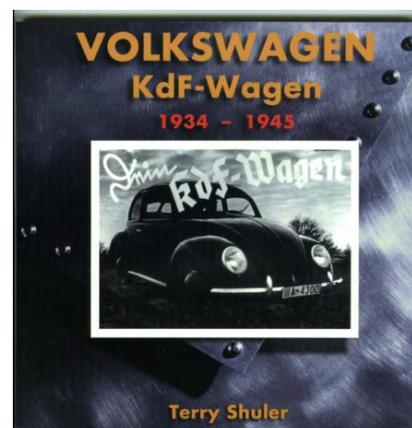
olkswagen imports to the US increased only slightly in 1961. Karmann Ghia sales were actually slightly down. 6,706 KG coupes instead of the 7,247 sold in 1960 and only 1,891 KG convertibles

instead of 2,044 the previous year. Karmann Ghia prices remained the same, but the price for the Beetle increased to \$1,595 POE east coast. The reason for the increase in price was given as the higher valuation of the German currency vis-a-vis the dollar. On June 15th the 500 000th VW was officially imported to the US.

The reason for the only slight increase in official imports to the US mentioned above has never been explained. Maybe Volkswagen sent fewer cars because of the recent introduction of competing US models designed especially to compete against Volkswagen. These new American made compact cars, the Corvair by GM, the Falcon by Ford and the Valiant by Chrysler were, according to some US car executives, to send Volkswagen scrambling back over the ocean. Another reason for Volkswagen's slight increase in sales into the US may have been the continued incredible demand all over the world and Volkswagen shifted more cars to the other over 100 countries where Volkswagens were sold. Gray market imports still arrived in the US in great numbers.

Volkswagen Type 1, the Beetles built in calendar year of 1961 had chassis numbers starting with 1-3 551 044 and ended with 1-4 400 051, engine #5 428 638 to 6 375 945. The model year 1961 started August 1960 with chassis #1-3 192 507 and ended with 1-4 010 994 on July 31 and engine numbers from 5 000 001 to 6 375 945 in July of 1961. The less powerful engines still being used in the Standard model in Europe continued using the old engine numbering system.

Volkswagen in the past had advertised that they hardly ever change their cars at but for the 1961 model they introduced many changes. The official claim was of 27 changes; however, the fact was there were a lot more changes made, appearance and mechanical ones. Appearance-wise it was mostly a lot of color coordination. Running board mats, fender beadings, steering wheels etc., were all matched to harmonize with the pastel body colors. In August 1960 a newly designed



**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

COLORS FOR MODEL 1961

L 41 Black, L 87 Pearl White, L 380 Turquoise, L 390 Gulf Blue, L 391 Pastel Blue, L 456 Ruby Red, L 478 Beryl Green. With the colors pearl white and ruby red, Volkswagen would introduce the most popular colors ever. These colors were especially popular in the US.



engine was introduced for the 1961 model with a new numbering sequence starting with chassis #3 192 507. With the new engine came a completely new fully synchronized one piece housing transmission. The ignition switch had now a non-repeat feature that made it impossible to engage the starter while the engine was running. A handle was placed on the passenger side of the instrument panel. The fuse box with a transparent cover was now located inside under the dash to the left of the steering column. Asymmetric headlights were new. Windshield washer became standard equipment. The fuel tank was redesigned to gain more luggage space and the tank filler pipe moved to the left side and with a hose to ventilate fumes to the exterior. A padded sun visor now provided on the passenger side too. Oil pressure switch changed to a non-adjustable type. October: Accelerator pedal moved higher and its rubber cover lengthened to avoid snow and/or dirt jamming the pedal. In January improvements were made to the just newly in August 1960 introduced engine the cooling fan speed lowered to reduce noise. Lower thrust surface on left of the crankcase half for distributor was lowered. In April with chassis # 3 806 249 positive crankcase ventilation, a first pollution control measure introduced. Fumes from the crankcase were now recirculated via a hose to the air filter. New taillights introduced in May separating the turn indicator light from brake and running lights. In Europe the rear turn indicator light had an amber lens while US law allowed only red lights to be used in the back. Some owners in the US wanting to customize their Beetles ignored the law and installed the European amber lights anyway. Eventually all US cars uses the amber turn signal lenses. Softer shock absorbers were introduced at different times throughout the 1961 model year.

OTHER NEWS

In a speech given at an assembly of VW employees on March 9th, Heinrich Nordhoff sounded unusually negative. During Volkswagen's darkest hours, at the time he took charge of VW in 1948 Nordhoff was almost always unreasonably optimistic, but now he started to sound different. He started his speech by saying "There is no doubt the period of continued upward development, which lasted about ten years by now is coming to an end. The golden fifties are over and the difficult sixties begin. Trees do not grow unlimited into the sky, they stop growing once they reach their natural heights". He went on, "There are a number of actual and potential difficulties needed to be tackled:

1. The German Currency was reevaluated, making Volkswagen cars in import countries more expensive. The heavy dependency of Volkswagen on the US market together with a lower exchange rate meant millions of less income.
2. In Germany, General Motors was investing hundreds of millions in their Opel plant to build the Kadet, a car specifically designed to compete with the Volkswagen Beetle.
3. In the US, the big three had just introduced their compact cars, the Corvair, the Falcon and the Valiant, all of them to take away market share from VW. It was one of the reasons to start advertising in the US.
4. At the same time VW employees had wanted an ever larger piece of the pie and received their largest wage increase ever at the beginning of 1961. At Volkswagen, the employees usually got what they wanted.

Despite the fact that all the above-mentioned challenges were real and the fears by Nordhoff appeared to be justified nothing however slowed down Volkswagen sales. To most everybody's surprise, the demand for the Beetle just kept on growing and now with the introduction of the Type 3 they had an additional

model to sell. The introduction of the Type 3 at that time called the VW 1500 just happened at the right time, in Nordhoff's opinion.

During the same speech to the employees mentioned above, Nordhoff made an unusual admission about the problems VW had with the newly in May of 1959 introduced engines and transmissions in the Transporter range. He promised that he would return to this subject later as it turned out he never ever did as far as I know. He claimed that these problems were responsible for a lowering of sales of the Type 2 Transporter to the US. The actual sales figures I have checked do not indicate a lowering of sales of Transporters. So this statement is somewhat confusing.

OTHER NEWS FOR 1961

On January 16th Volkswagen shares went on sale and immediately went up about 1100 % in value over their issuing price. The first shareholder meeting was held on July 1st with 700 shareholders in attending. A dividend of 12% was declared.

The Volkswagen 1500 sedan and the 1500 Karmann Ghia two seater coupe were introduced in September, at the Frankfurt Auto Show. In the US the sedan would be known as the notchback but not officially sold here at the request of Carl H Hahn, the head of VWoA, until about two years later. Hahn did not like the fact that the new model was too close to the Beetle, he would have preferred car with six cylinders instead.

The last of the barracks which had housed prisoners and slave laborers during the war and refugees from the east immediately after the war in Wolfsburg were finally torn down. The property was needed for the newly constructed "Italian Village" for the guest workers from Italy. Guest workers were needed because of an acute labor shortage in Germany. The so-called "Socialistic Free Enterprise System" was in full swing, Sometimes also called the "Economic Miracle". The one millionth visitor to the factory was counted on July 15th, in those days many buyers came to pick up their new cars directly at the factory.

Total exports to Sweden, had reached 200,000 by 1961

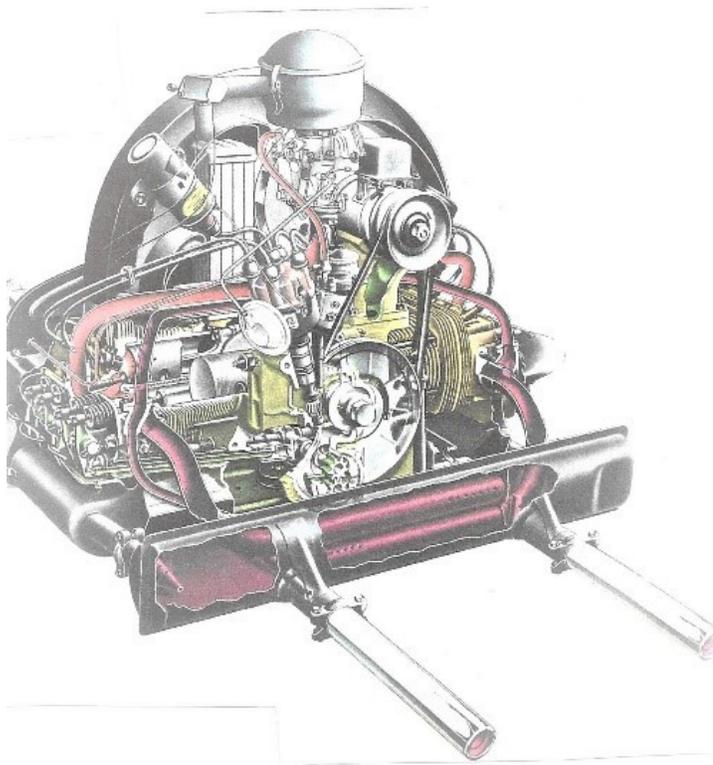


making it the European country outside of Germany with the most VWs registered. On December 4th the 5 millionth Volkswagen was produced and donated to the Red Cross. Unlike the years before at such major accomplishments, the ceremony was subdued and held without much fanfare. Total Volkswagen production worldwide reached over one million a year for the first time ever. Of these, 821,850 were Beetles.

THE NEW ENGINE

In 1953 Volkswagen had introduced a reworked VW engine to give it a little bit more displacement and quite a bit more power, relatively speaking, at the same time improving its reliability. Even though, the 1953 engine started to be produced December 1952, turned out to be quite satisfactory, the lack of power still remained a major criticism. It was the number one complaint by VW buyers and kept engineers at VW and Porsche challenged. Here is a list of the known Porsche projects for new VW engines at that time, a list that is probably incomplete.

- Porsche Project 606: A 1500 cc, under-floor, flat four and the Type 3 engine delivered to VW in February of 1954.
- Porsche Project 619: A modified Beetle engine to be used with diesel fuel. A working prototype of this engine was delivered to Wolfsburg on June 26 1954. Years later during the fuel shortage in the seventies, Porsche would recreate this car. It was just as inefficient as the 1954 one.
- Porsche Project 638: Studies of a V 6 engine of 1.2 liter and one of 1.6 liter displacement. Plans for these engines were submitted to VW on November 11 1954.



- Porsche Project 673: Studies of 6 cylinder engines with displacements of 1.2 to 1.5 liters. Project terminated for unknown reasons on May 24 1955.
- Porsche Project 724: A 1.4 liter flat four cylinder engine developed and described as having a different way of cooling. Probably with the fan at the crankshaft.

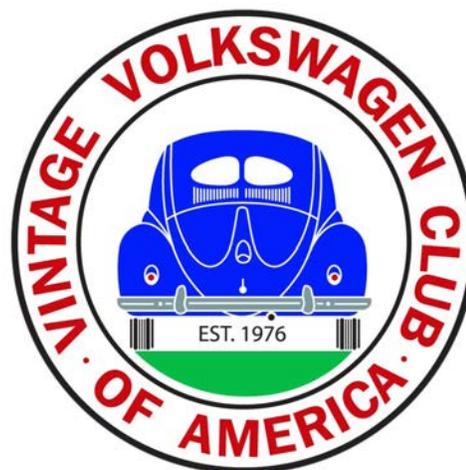
It is impossible to tell whether any of the above-mentioned Porsche projects led to the August 1960 introduced engine for the 1961 model year Beetle, which is the subject of this article. It was actually first introduced in May of 1959 in the Type 2 Transporter. There it was used in conjunction with the newly developed single case fully synchronized transmission. Obviously, it was the Type 2 Transporter that needed a stronger engine most. This was the same engine used in 1960 for the new Type 3. As installed in the Transporter, the new engine caused Volkswagen a lot of pain and needed rework. Many problems showed up forcing the company to replace many engine cases under warranty. Volkswagen had big plans for this engine case. It was to cover all existing and future Volkswagen needs. Fortunately, by the time it was installed in the Type 3 and in the Type 1, these problems were largely resolved.

Here are some of the major changes to the engine. The engine case was now cast by pressure injection, costing less to produce and resulting in a stiffer case at the same time. It also had more cooling fins to dissipate more heat. The generator stand was of a bolt on type. The crankshaft was larger and stronger, so were the main bearings, big end bearings and the connecting rods bearings. The cylinder heads were made stronger and had more cooling fins. Valves were now at a slight angle and the diameter of inlet port leading to them slightly increased for better breathing. Rocker shaft were mounted with expanding bolts allowing for less valve play. One positive side effect anticipated with this change was the reduction of valve rattle and the possibility of adjusting the valves at slightly higher temperatures.

With its new 28-PICT carburetor came an automatic choke, eliminating the need to pull the manual choke in the morning. A writer for the Popular Mechanics Illustrated magazine had claimed this was done to eliminate ladies in the US from hanging their purse from the pulled out choke on the dash. The air intake filter had a hose coming from the engine bringing some warm air, controlled by a weighted flap. This was an attempt to eliminate carburetor icing in cold climates.

All these changes, in conjunction with a higher compression ratio 7:1 resulted in a stronger and more powerful engine. SAE horsepower increased by 4 from 30 to 34. Torque increased from 75.5 Nm at 2000 RPM to 84 Nm.

VintageVoice



UPCOMING EVENTS

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

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 11, 2022

Air Cooled Fiesta IX

Imperial Beach, CA

The focus of the show is air cooled Volkswagens, other air cooled marques are welcome, as well as early VW water pumpers. Sea Coast Blvd bordering the beach is reserved for show cars. An extraordinary event with great entertainment. Accommodations on the venue and close by. See San Diego Air Cooled Facebook page for details.

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

Maggie Valley, NC

Two Day All VW Car Show & Swap Meet. All VW Models & Years. More Info: Robert Eastwood
 Email: eastwoodr@yahoo.com
www.vwaircooledassociation.com

September 18, 2022

Utah VW Classic

Riverton, UT

On the grass at Riverton City Park, FREE to register for and to spectate. Air-cooled, water-cooled, VW's or your early Porsche and enjoy a great day with friends.
<http://www.UtahTransporterAssociation.org>

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 Any questions, feel free to email Mark at info@thedubhub.com

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

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



Lindberg M32 kit car. Probably the only survivor of the 25 originally made. 1969 Beetle chassis. Original engine now with 87 mm pistons new dual port heads and valves, 34 PICT carb. New Coker WW radials. Many new parts, too many to list. Warning: this is not a car for large people! For more pictures and details email John at oyvez@yahoo.com. Located in northern NH, could deliver. \$10,000

PARTS, ETC. FOR SALE

VW engines; 40 HP (rebuilt), 36 HP (great running), to see engine running videos, additional info and details of each go to: www.CardoneAndDaughter.com/sales and scroll down. Also misc VW Bug parts mostly circa late 50s early 60s. For information on the engines after viewing video call 860-664-0727 or email. For all other parts inquiries email your request or request a list of available parts at cardoneauto@gmail.com



We have early VWs and their parts for sale w/the largest inventory in New England. Free information & advice. Please don't let your VW fall into the wrong hands. Johns Car Corner Rte 5 Westminster, VT 05158 (802) 722-3180 johnsscormer@gmail.com

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



Technically Speaking

by Jake Raby



The hydraulic braking system of the vintage VW is dependent upon clean, non-contaminated brake fluid to provide reliable, and safe operation. In my column this month I'll change gears from my usual engine discussions and talk about stopping the vehicle, rather than powering it.

No matter what VW you own, if it is equipped with hydraulic brakes, this article pertains to you. Since only the earliest VWs (the war time and split window vehicles only) had cable actuated brakes, most everyone reading will benefit from this article. My 1944 Type 82 Kubelwagen has cable actuated brakes, and of course those have their own sets of challenges.

Hydraulic systems of all types have a lifeblood of hydraulic fluid. In some of these cases this would be a specific fluid like DOT3 or DOT4 brake fluid. This can also be light grade (10 weight) mineral oil in some vehicles, especially those that see a greater potential for water contaminated fluid systems. Some of my personal vehicles use mineral oil for their brake hydraulics, and these systems don't have the common issues that we see with DOT3 or DOT4 brake fluid filled systems. The same can be said with my vehicles that I have swapped to DOT5 "silicone" brake fluid from the conventional DOT3 or DOT4. The DOT5 silicone fluid isn't hygroscopic, and therefore does not absorb water into the system.

Why is this?

This is simple, and usually misunderstood. DOT3 and DOT4 brake fluids are "hygroscopic". This means that the fluid has a composition that lends itself to water contamination, as it soaks up moisture from the ambient environment and pulls it into the fluid. This means that you can have water inside your sealed brake system even if you don't drive in rain, cross creeks, or encounter water. In simple terms this fluid becomes water contaminated simply from the vehicle sitting static. It is important to understand that this water contamination can occur with vehicles stored indoors, given enough time. This is especially

true in regions where high humidity is the norm.

Vintage VWs that don't get driven a lot have a bigger issue with this. The fluid soaks up the moisture from the environment, and the fluid becomes contaminated. This water contaminated fluid then starts to attack the brake hydraulics with internal corrosion. This usually leads to corroded brake wheel cylinders and calipers; though, it can happen to any brake system component, even rigid lines, and the master cylinder. This corrosion leads to a loss of hydraulic system operation, and common issues are stuck or lazy brake caliper and wheel cylinder pistons.

The contaminated fluid can easily create a safety issue, since stuck/lazy brake calipers and wheel cylinders lead to brakes that do not release, and therefore build up a lot of additional heat. This heat transfers into the hydraulic fluid, and can overheat it. When this happens you simply lose the brake system, and at best vehicle stopping power is seriously decreased. This is called "brake fade" and I have personally experienced it while driving a vintage VW.

Aging rubber brake hoses were the factor that played into my brake loss, since these old hoses fail internally and act like a "check valve" as they allow high pressure to reach past them while the pedal is depressed, but they do not allow the pressure to drop when the driver removes their foot from the brake pedal. This will allow the brake on a given wheel to drag, building additional heat, and with that comes the possibility of brake fade. I lost my brakes completely while exiting the interstate, but luckily, I did not crash the vehicle.

How do you avoid these issues? Here's two common ways:

- Inspect brake system components for corrosion, and degraded rubber hoses every 3 years at maximum. If the brake system does not show signs of corrosion, simply remove all the old fluid and replace with new fluid throughout the system. If you use the factory recommended fluids, you'll be good for another 2-3 years before having to perform this process again.

-Perform a brake system inspection, and if all components get a clean bill of health, then swap to a DOT5 silicone fluid that is not hygroscopic, and does not have issues with water absorption. There are some caveats to this:

- 1- You must drain all the previous fluid completely from the system, since the silicone fluid is not compatible with conventional DOT3 or DOT4 fluids. This requires drying of the brake system, and isn't fun, or quick to do.
- 2- Check with the brake system parts providers to make sure that your components are DOT5 brake fluid compatible.
- 3- You must replace all the rubber hoses and components that have been previously exposed to conventional fluids will have absorbed this fluid into the rubber. This can lead to a negative reaction when the DOT5 fluid exposure occurs to these parts
- 4- If you are restoring a vintage VW it is the perfect time to go to DOT5 fluid with all new parts and stick to it. Swapping existing systems to DOT5 is labor intensive and offers risks should you not remove all the prior fluid/replace the right parts.
- 5- DOT5 fluid can be harder to bleed, but not super difficult if the system is healthy.
- 6- Some say that any water contamination within a system that has DOT5 fluid may "pool", since the DOT5 fluid is hydrophobic, and repels water. Though I have not experienced this, it is a potential issue if a system is not thoroughly cleaned of all cross contamination.

IN SUMMARY

The easiest thing to do as a vintage VW owner that has read this article is to inspect your brake system for issues and corrosion. If all is well, drain the fluid completely and replace with conventional DOT3 or DOT4 brake fluid, knowing that you'll need to do this again in a few years. If you are the kind of person that would rather exhaust more effort now, to avoid issues and maintenance again in a few years, you may do the required research to see if going with DOT5 (or even DOT5.1) fluid is appealing to you. Either way, the most important thing to do is ensure the brake system is healthy, and will not suffer issues related to water laden fluid, and subsequent corrosion as a result. At the end of the day, many vintage VWs are driven few miles, and are in desperate need of a brake fluid purge

with brake system inspection.

Safety note: This article has been provided to offer basic information to vehicle owners to stimulate thought through awareness. By no means should an owner make decisions without first consulting with their vehicle service provider, or the manufacturer/supplier of their specific brake system components/system. DOT5 and DOT5.1 may not be compliant with all components or systems, so swapping to this fluid must be done only after the reader has researched all options and thoroughly understands the pros/cons of each type of fluid. This article is not to be taken as professional consultation.

Jake Raby

Chief Technical Director

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Does *Lightning Strike Twice*?

by Fish Head Louie

You may remember that I just bought a rotted 1957 356a Speedster on a Tuesday. Well, on the following Saturday, I made a deal to buy a pre-A Speedster. I am glad I took someone's advice to keep my cash liquid. He said, "you are connected enough that one will come your way, [sooner or later]."

A long time Porsche club member contacted me about a late 1955 Porsche Pre-A Speedster that his dad bought used in 1965 while he was working for the Saturn space program under Wernher Von Braun in Huntsville, Alabama after answering a newspaper ad. The first thing that his dad did was get rid of the 16" wheels since the tires were "getting hard to find." Along the way, he had a full white tonneau cover made out of vinyl with press-the-dot fasteners, which replaced the original Tenax type. The seller had fond memories riding with his dad in the car in the 1960s while in high school. After the Saturn program ended, his dad outfitted an extra pair of 15" rims with snow tires to commute in the Pennsylvania winters to and from work, that being the reason for some holes in the floors. A larger hole was present at the battery box due to acid leakage.

Luckily for the car's future, the normal motor "sucked a valve" at about 58k miles. The engine was disassembled by the owner's father and a cylinder head was dropped off at a machine shop, never to be seen again. By the 1980s, the Speedster which had been put in storage had become home to rats in the rear luggage top storage compartment. The owner's dad gave the car to the owner in 1987.

The son got to work immediately on stripping the trunk and painted it with primer. He then took off the door panel, upper and lower trim, headlight, grille, signal/parking light, and the pair of beehive taillights on the passenger side and stripped the paint off the front and rear fender and door. He even sprayed a little blue and red paint on the car because he wasn't sure what color he liked best and why not paint one of the wheels, red?! The car was moved three times by the 1990s, and its bare metal collected dust and oxidation, respectively. Luckily, none of those other places were outside in the weather.

I happened to be looking for a solid original car with original metal when the owner called me. As I arrived, I tried not to drool over a car that was still wearing its original top. I allowed him to present the story which I have just told. He was very fair with pricing



and worked with me as I had just dropped a significant sum on the other speedster earlier in the week. He even let me take the engine parts after paying him the bulk of the money, so I could carefully pack and organize them for a future sunny day of reorganization. The short block turned very nicely and I happen to have a cylinder head at home that would work nicely with the outfit. For now, a 1959 1600 Super will be installed in it for cruising.

The single mount transmission stamped 540 and engine, are certainly in the correct range of the Pre-A Speedster builds as are the 1955 hubcaps.

What have I done so far you may ask? Well, the '59 1720cc Super Engine is installed. The rear brakes are done. The gas tank has been replaced with a clean one. The trunk has been replaced with a patina one. Of course, the original trunk & tank are kept for posterity because they are numbered and dated, respectively (too bad the 16" wheels are lost to time). I rounded up 6 of 11 tenax fasteners and put on a new black boot for that finished look. Fresh Rustoleum paint adorns the entire passenger side as does a replated gold Speedster script along with beltline and

rocker trim and the Reutter body badge. All of the rat nests and stool have been vacuumed away and the entire car has been disinfected. I brought the original oatmeal carpet to the laundry mat and treated it to a multi-wash front loader machine service. The water came out brown on the first cycle! I may use it for patterns, but it is mostly shredded.

As far as date of production, I have to assume this car was built on either December 4 or 5, 1955 because I have the build dates for two before it and one after it. An interesting tidbit about Speedster production is the last Pre-A models were made up through the end of January 1956. What is also an interesting about footnote about this gem is it is the 999th car after James Dean's 1500 Super '54 which he traded in for the ill-fated 550. Finally, as I was packing up to leave with my new-to-me speedster, I asked the former owner if Von Braun had ever taken a ride in it. He replied, "I doubt it," with a smile.

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SO CAL VW WEEK

by Eric Arnold



D

uring the month of June, Southern California is the only place to be if you're a Volkswagen fan. What was once named "SoCal VW Week" has morphed into almost a full month of events and activities.

While locals may be able to attend most of what is on the calendar, those of us from out of town have the hard choice of which weekends or days we make the journey.

Personally, I always circle VTO's Blackstar Campout, The El Prado Show & Shine and Things West as my 'must do' events. All of these happen concurrently, and mostly in the same location, aside from the VW Thing cruise on Saturday, which makes everything convenient. Plus, I like to camp in my 1977 Westfalia, so the campout is especially appealing. Having the car show event in the same location is a huge bonus as well.

I have attended the Blackstar Campout about a dozen times I believe, and I've been to every El Prado show and Things West event to date!

If you haven't had the opportunity to join in on the fun yet, definitely try to be there in 2023, you will not be disappointed.

For now, perhaps these photos will give you a slight feeling of what it was like to be there. This is just a very small fraction of what there is to see, we could literally fill an entire issue of *Vintage Voice* with photos from these events alone!

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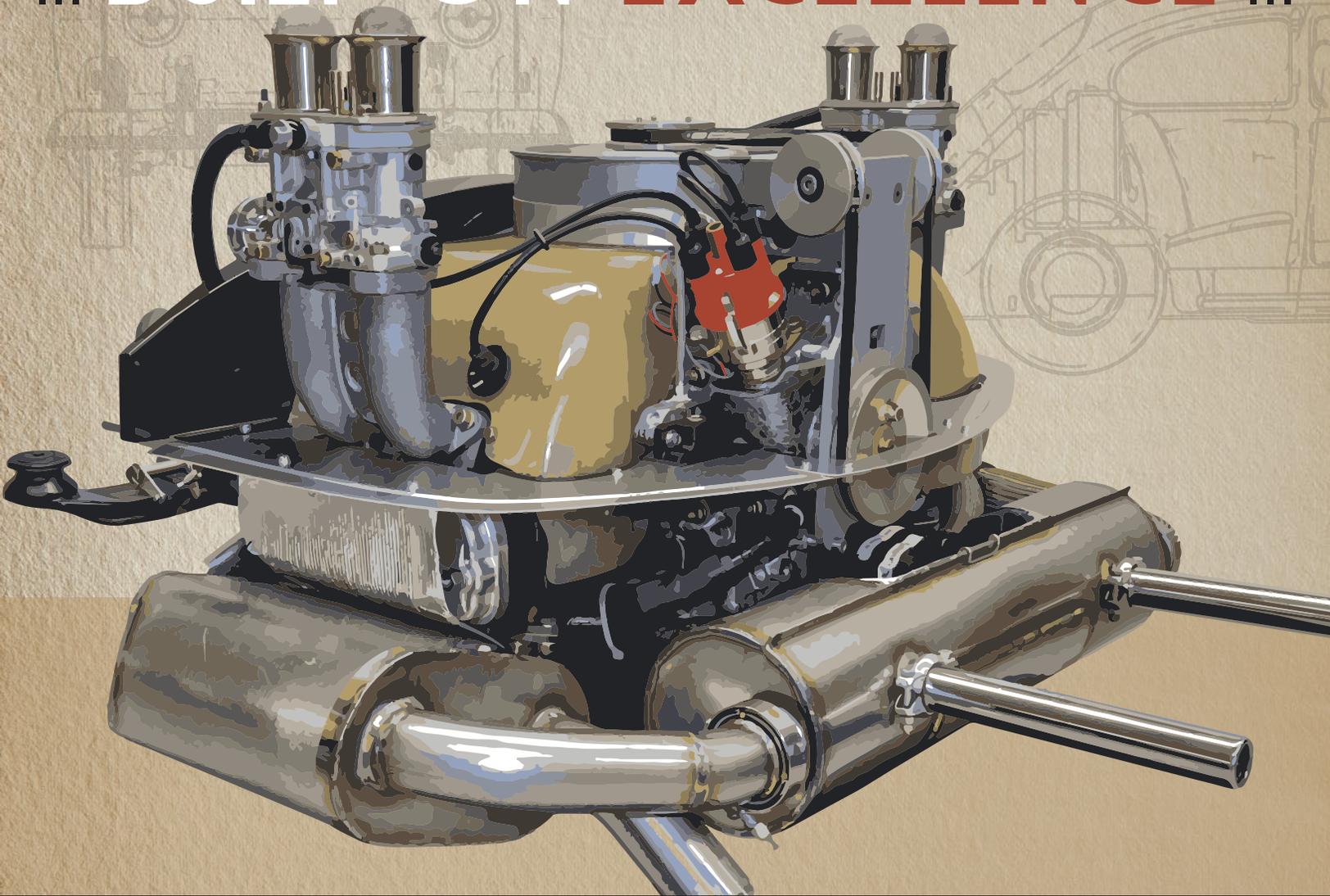
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by Mike Epstein, Photos by Doug Seitter



For the first time in many years, the Bug Blitz, Bus Bash changed locations to the small Northern Kansas City area to a town called Smithville, Missouri.

Smithville was a no brainer as it has that small town charm located on a big lake just North of the Kansas City area. If you're familiar with my articles, you know I like to add a little history to my stories, I'm as big of a history buff as I am a VW Nut!

Smithville was named for Humphrey and Nancy Smith who came west with their six sons and daughter from New York state in 1822 to find land and build a home. Settling along the Little Platte River, the Smith's established Smith's Mill, the first water-powered flour mill in Clay County. By the 1830s, a town site was laid out and Smith's Mill became Smithville.

The car show was located in the town square of Smithville. It's the oldest part of town and is full of small restaurants and businesses that I'm sure welcomed the traffic that our show brought to the downtown area.

The town square was as full as you could get it

with VWs and the town folk didn't seem to mind their town being invaded by Volkswagens. We had about 90 cars registered and present. Camping was available the night before and night of at a nearby campground. A lot of people, particularly the Bus folks take advantage of that since quite a few are from out of town. The show being on Saturday allow folks to take their time getting back.

One of the biggest activities of the show is the valve cover races. Member Marty Hoffman runs the races and is still doing DJ services too and has for as long as I can remember, some jobs never end, ask Rick Spohn of the Golden Gate Chapter. Eddie Hedrick took top honors there. By the way, the Mo-Kan VW Club is a chapter of the Vintage Volkswagen Club of America and a sponsor of the "Bug Blitz, Bus Blast."

As always there were many a nice car out here. One that really impressed me was the totally all original 1962 Beetle in L-380 Turquoise and it was in such great condition, even the interior cloth seats and carpet. I wish I had my camera with me, but I was enjoying the show for the first time in 28 years and walking my new dog, we had a great time. Thanks to

Doug Seitter for taking photos and allowing us to use them. The LT-40 Mountain Rescue truck of Greg Sloma from Nebraska was looking good and a huge attention getter. I think every type of modern VW was represented including a tractor, a skinny Beetle, Rat Rods, Dune Buggies, Rail cars, Beetles, Buses, Type 3s, KGs, water-cooled and many more.

Every year, the Mo-Kan VW Club gives to a charity, this year was no different though we didn't have time to have a proper raffle like in good years before Covid. The club donated \$500 to the local Boy Scout Troop #412, they helped keep the road closure barricades in place during our show.

The winners were: Best in Show: Charles & Jim Peterson, 1963 Texaco Bus, Best Interior: Sam Erwin, 1979 Green Westy Bus, Best Engine: Dennis McConnell, 1969 Beetle Buggy, Best Paint: McGee Parisa, 1962 Silver Bug, Best Display: Eddie Hedrick, 1973 Orange Crush Westy Bus. Crazy & Indescribable: Joe Wolf, 1966 White Trug, Volksrod/Rat/Patina/Baja: Travis Baldwin, 1971 Orange Baja, Modern, 1990 & up: Lawrence Lowry, 2011 Red GTi, Water-cooled 70s & 80s: John Lautenschlager, 1980 Yellow Rabbit P/U, Beetle 1967 & older, Bob & Bev Rice, 1966 Beige Beetle, Beetle 1968-79: Tim & Shirley McEntee, 1973 Orange Bug, Type II Splitty (no Campers), Dan Nedved, 1965 Red Dormobile, Type II Bay Window, (no campers): Michael Van Dam, 1970 Bus, Vanagon: Tom Athon, 1989 Subaru Powered Vanagon, Convertible to '79: Donna Fleharty, 1978 Blue Super Beetle, Camper, (all years): Shawn Bradley, 1970 Bay Camper, Rail Buggy: David Cooley, 2005 Rail Buggy, Bodied Buggy: Matt Tyson, 1973 White Buggy, Type 3, 4, Ghia & Thing: Suzan Smiley, 1973 Blue Karmann Ghia, Low Life (lowest): John Storms, 2004 R32, High Life (highest): Leo Van Delft, 1960 Bus, Newest: Shelly Hubblel, 2014 White Beetle, Oldest: Charles & Jim Peterson, 1954 Beetle, Break Down Award: Mary Anne Spilker.

The club would like to thank our sponsors: the town of Smithville, Missouri, the VVWCA, Specialty Buggy Supply, Brown's Automotive, and Carve Studio. Special thanks go out to Rachel Payne and all of the volunteers from the Mo-Kan VW Club, of course without all of you this wouldn't be possible.

As always, if you find yourself going to or going through Kansas City in May, stop by and see the show. Until next year!

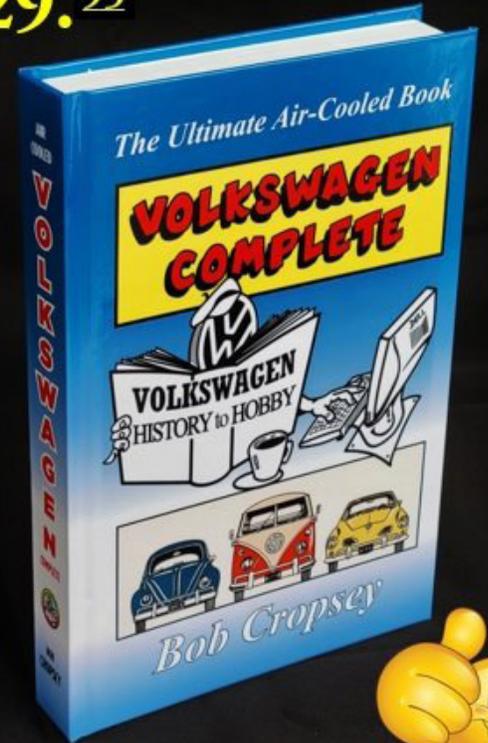
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The Exactly “What Not to Do” Manual for Volkswagen Bug Restoration

by Bill Ungar (aka “Silly Billy”)

Installment #4: Volkswagen Time Travel: A Journey of the Nose

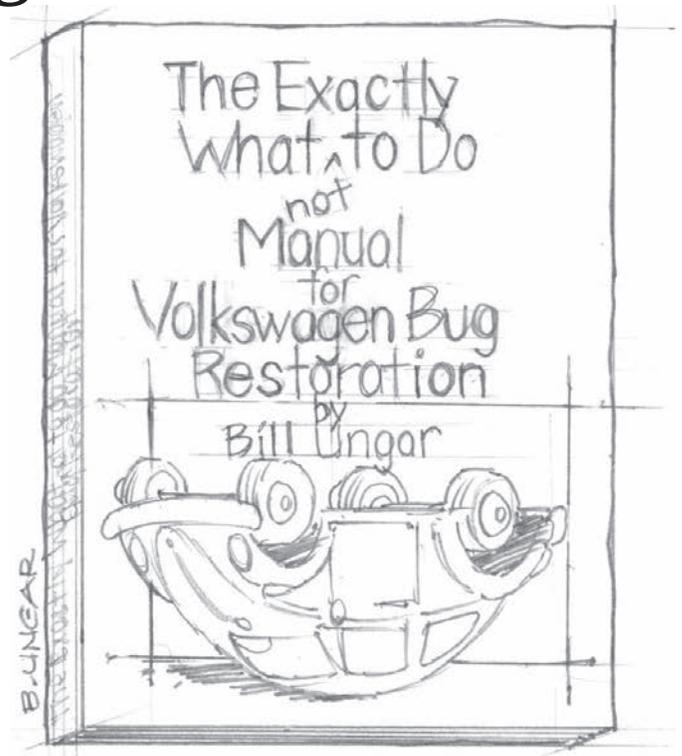
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ttention all loyal readers! This month there will be no instructions on what not to do. No stupid mistakes that I’ve made. No blunders I’ve blundered. It’s not that I haven’t messed things up this month, oh boy have I ever. In fact, this month was a doozy. Such a doozy that if you were to look up the word imbecile in the dictionary, there would be a picture of me next to the word. With the wrong tool in my dirty hand.

You see, something much more urgent came up. But what could be more urgent than warning you what not to do? Instructions, so that you might avoid my imbecile status? Not this time. Here’s what happened. I made a discovery. An epiphany. A realization. Something was right at the end of my rather large nose, and I didn’t see it until now. Well, it wasn’t at the “end” of my nose exactly. It had more to do with those two enormous holes, near the end of my nose. And what goes in them. And “how” what goes in them effects the mind.

My discovery? My epiphany? My realization? Here it is. What if instead of restoring classic Volkswagens, we were actually restoring time machines? Actual working “Back to the Future”, “Marty McFly meets Doc”, time machines on wheels. Machines that actually carried us back into the distant past.

“Holy cow!” it was right there in front of me. I could see that our time machines have all of the “things” they need for successful time travel. A comfortable (OK maybe not that comfortable) seat for you (and me) the time traveler to sit in. Like any functional time machine, I’ve read about or seen in movies, ours come complete with a full set of knobs, gauges, gizmos, and controls. And oh man, there are windows. Windows that the driver (and passengers) can look



through in awe, as they travel to the distant past. There are four wheels (two driving and two steering) that roll forward - but they also roll in reverse (that is, to take the time machine back to where it has already been). For this specific purpose, there is a “mysterious” time traveling feature. A stick shift with the capital letter “R” printed on a curiously shaped knob. An “R” which I believe converts a seemingly innocent vehicle into a “reverse time travel machine”.

Oh, you may think me mad, insane, off my rocker, or some equivalent. And you would actually be correct, but not in the case of this discovery. For you see, a well-designed time machine is not all that is necessary for successful time travel. There is another element. Another detail that must be present to take you the driver (and your passengers) completely back into time. This detail is sensory, and it is powerful. It will grip the minds of the driver and passengers inside the machine – and carry them back.

Psychologists (with large noses too I suspect) say that our sense of smell is one of the (if not the primary) triggers of memory and intimate details of an

experience. What “goes into our nose” they say, has a profound effect on our psyche. Smell cut grass. You’ll immediately think of your days as a youngster, lying in cut grass or cutting lawns. You may also immediately think of the day the kids at school piled on top of you on the playground. Smell a hamburger grilling.

You’ll be transported back to your first Big Mac. Or your most recent Big Mac. Smell a hot dog. You’re at a baseball game in 1969. Walk through cigar smoke, you’ll see men in fedoras in New York City. It will be 1947, and all of the men will be wearing suits.

Am I right? Have things like this happened to you? If so, this is proof positive that the sense of smell has the power to transport. Therefore, we can move on to the math portion of my “timely” discovery. I know you don’t like math. I don’t like it either. But it gives my idea the “aura” of legitimacy. If we combine a sensory experience of the nose with the experi-

ence of using actual hardware from days gone by (our time machines), we get the following mathematic equation (old smell + old stuff = time travel of the mind).

Let’s suppose you want to travel back to the old west.

Of course, you could don old western clothing (cowboy duds, a ten-gallon hat, or a dark Victorian dress with petty coats, and a black umbrella) and walk-in bow-legged fashion. But your time travel to the old west would be superfluous.

To “really” travel back to the old west you would also need to experience the “odors of the day”. And what is the number one odor that permeated Dodge City? That’s right, if you lived in the old west, you smelled horse droppings 24/7. Horse dropping when you woke up. Horse droppings when you laid down your head. Actually, until automobiles were on the scene, and for a short time thereafter, this was the odor of every day, everywhere. Ah, the good old days.

After horse droppings, the sweet smell of hay was a close second, then leather, and then most likely the smell of others (phew!), since bathing wasn’t popular until well into the 20th century.

My nostrils told me something else. They told me that our machines have everything they need to transport us back in time via our noses.

Let me take your nose on a time travel journey through your machine:

First, open the driver’s door. Stick your head and nose inside and inhale deeply. The smell of gasoline will permeate the air. Did Volkswagen intentionally locate the gas tank up front and near the driver (or design a tank cap that emitted gasoline odor) so that we would always remember what this smelled like (and travel back in time to when we did)? They didn’t have to. But they did. I believe engineers secretly did this to transport us back in time.

Second, while your head and nose are still there, take a long whiff of the horse hair seat padding. If you have eliminated the horse hair in favor of foam padding, sadly you will not be transported back to quite the same degree. But if you have maintained this padding (and your nose is not clogged from hay fever), you will indeed travel back to one of two places.

Either you will travel back to an earlier day that you owned this machine or you will have a have a dream-like meeting with the previous owner, Marv Gilder.

Third, open the engine lid, stick your head and nose

underneath, and breathe in. You’ve done this countless times, and each time the odor of engine oil carries you back. But you can be carried back even further. Pull out the dip stick and check the oil level by raising the stick to your nostrils. If this doesn’t further bring you back in time, you might never have checked your oil, or may never have even opened your engine lid. I never did, and I melted my engine.

Fourth, after you’ve closed the engine lid and saunter back to the driver’s door, bring your nose close to the body or frame of your machine. If it is completely restored this will have no effect. But if your machine is in “unrestored” condition like mine it will. I’m referring of course, to the smell of rust. For some machines (rust buckets or patina mobiles) this smell can overpower the smell of the gasoline.

Fifth, start the engine. For optimum time travel, be sure to roll down the driver’s window. Oh, the smell of time machine exhaust. There is nothing quite like the aroma of carbureted exhaust to take you back, before fuel injection, before catalytic converters, when time machines really...smelled.

And finally, sixth, an optional odor. This odor

“Let me take your nose on a time travel journey through your machine”

will be unique to you. Think of something (or someone) that you carried with you in your time machine, in the distant past. For me it was McDonald's hamburgers and French fries (on the passenger seat – in 1975). Remember what or who that something or someone was, and place it your time machine. Then, along with the previous five odors, smell this one too.

As you roll down the road in your time machine, sitting in your comfortable seat, operating the controls, knobs, and gauges, gazing into the past through the windows, with the wheels spinning around, be sure to smell ALL of the smells deeply. The magic of time travel will be realized, and you will be well on your way.

But be extremely careful. While the wheels are rolling forward don't shift your time machine suddenly into reverse. You must do this only when you are completely stopped. Otherwise, you'll be transported back to a repair shop, where you had to spend a lot of money, and had to wait a very long time to see your machine again. There are some things we don't want to relive.

Alas, I believed that my formula for time travel was truly complete. Then I realized that as we ride in our time machines (and smell their many smells) one more crucial detail was missing. When we look out the windows, we see the traffic of today. For true time travel, the 1960's would need to be seen – in real time.

For this reason, I've pasted full color images of traffic from the 1960's all over my time machine's windows – facing inward. Unfortunately, this has made it extremely difficult for me to see the current traffic. And so, I've been forced to update my mathematical equation: (Old smell + old stuff + original window imagery = time travel of the mind + likelihood of crashing).

So even if you haven't added this final detail (don't do this – I haven't worked out the kinks), I want to wish you all the joy that comes with traveling back in time in your very own time machine. Next issue I'll be back to sharing things you shouldn't do when restoring your classic time machine. And in the meantime, I'll be working on mine. And tearing my hair out.

Oh, a minor detail. In my time machine journey, I have hair again.





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