



VintageVoice

November/December 2022

VVWCA.com

Volume 47 • Number 6

The Vintage Volkswagen Club of America Magazine • Established 1976



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Welcome

Vol 47 No 6
November/December 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/Jun, 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.

After looking back through my records, I discovered this is my 25th issue as editor of *Vintage Voice*, that's quite a milestone. That's over four years of bringing you content, and evolving *VV* from a regular run of the mill newsletter, to full-fledged magazine.

Over these four years, I have learned a lot as it pertains to the editing side of the magazine business, where all my previous experience had been as a photographer and writing contributor. Hopefully all the new tricks I have learned and the advice I have received from others in the field have been apparent as Vintage Voice has progressed over time.

Even though *VV* has come a very long way in a relatively short time, there is still room to grow, and this is where YOU come in. I am always looking for contributors to submit stories, photos, event reports, vehicle features and more for us to publish. If you haven't noticed, our team is exceptionally small - half the content in this issue came from myself. I would love to see some event coverage from the East coast, or a car feature from the South, how about a cool VW story out of the MidWest? I know they are out there, someone just needs to write them up, take some nice photos, and email them in. We have published all kinds of submissions from readers in the past, let's keep it going!

Please don't hesitate to send in your ideas, I am happy to hear from you at any time!

Enjoy!

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



VintageVoice

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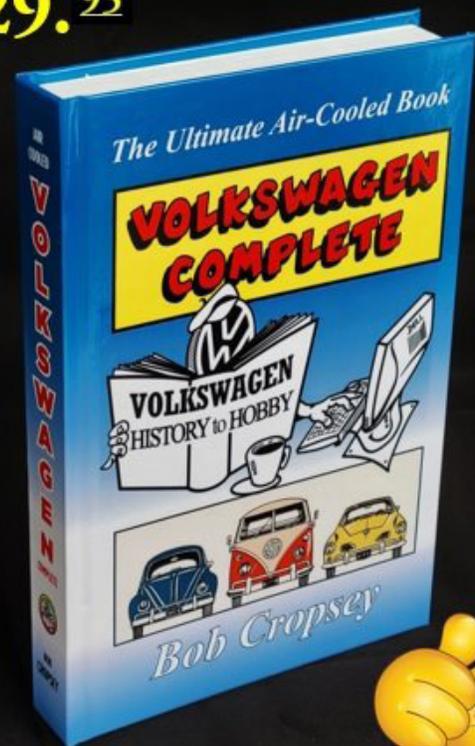
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The Podium with President Eric Goodman

Dear VVWCA Members,

What a year! We had tons of chapter events all over the country. Thank you to all our clubs that participated, and all the members who enjoyed all the great shows. Where did 2022 go? Feels like it went by so fast! I have not been as involved or active as I would like as the pandemic continues to keep me very busy working in healthcare. I hope 2023 is better and I can get more active again and see everyone at our events. Please continue to contact me if you need anything. We recently had an issue with our service provider for our website. As you may have heard they moved to a new email platform and my club email address was not working. If you tried to contact me via email and I did not reply, I sincerely apologize. We are working to get it fixed and I am always available via phone on my cell.

As always, I want to thank all our board members and sponsors for helping us keep the vintage VW hobby alive and well. We could not keep this organization going without all your dedication. I know the VVWCA has a great history and our iconic logo is on most of the original vintage VW's you see on the road today. While we are talking about stickers, we have them available on our website and have added a new section of stickers with all types of vintage VW models for you to pick from. And of course, we still have the original one also. Please check them out and our other items on our website: www.vvwca.com

Thank you, Eric Arnold our Editor for another amazing issue and cover photo. I still say we have the best club magazine in the country for all our members to enjoy. If you are not a member of the VVWCA or one of our chapter clubs, please check that out on our website also and join. Our membership is still cheaper than a tank of gas!!! :)

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



THE HISTORIAN'S CORNER

By Heinz Schneider

VOLKSWAGEN IN 1962

THE ONE MILLIONTH VW REGISTERED IN THE UNITED STATES

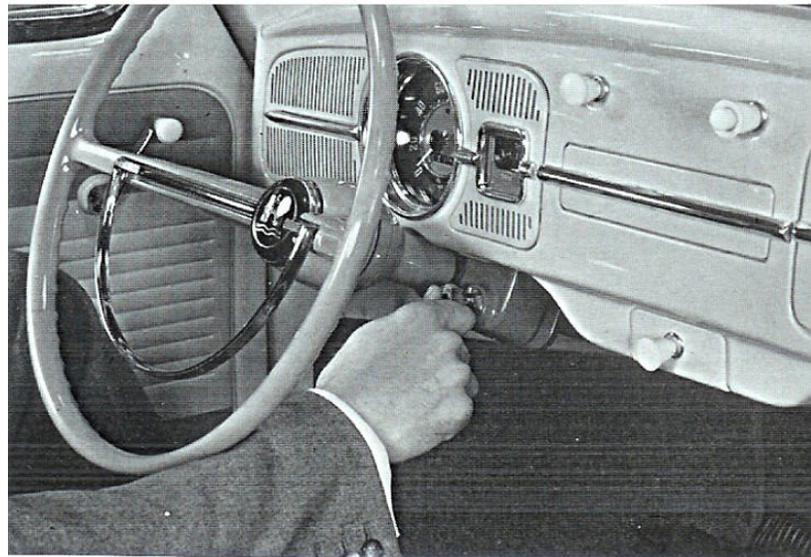


olkswagen in the USA: The VW PR department in Wolfsburg released the following information about the situation of the US market at the end of 1962: "The US auto market is the largest and most productive in the world. Over 70 million cars are in circulation and of all non-American cars only Volkswagen has been recognized and in an exceptional way accepted. The one millionth Volkswagen was just registered recently in the US. A first milestone in this great and promising development". Not mentioned was that whether the at least 100,000 cars imported to the US outside the official VW organization were included. Some dealers in Europe, especially in Holland sent almost their entire allotment of cars to the US. The profit potential was just enormous.

In 1962 the number of VW distributors in the US reached 15 with 687 dealers. Carl Hahn who was now in charge here planned to eventually have 1,000 dealers. A total of 222,740 VWs were sold in 1962 including 9,565 Type 143 Karmann Ghia coupes and 2,723 Type 141 convertibles. After K-G sales had declined the year before the price reduction from \$2,430 to \$ 2,295 for the K-G coupe and from \$ 2,695 to \$ 2,495 for the K-G convertible had the desired results and sales for these models picked up again.

In the presence of Volkswagen's CEO Heinrich Nordhoff, the new VWoA headquarter at Englewood Cliffs, New Jersey, was inaugurated on October 18th. For the occasion US VW distributors and dealers with their spouses were invited. The same occasion was also used to celebrate the 1 millionth VW registered in the US.

Production of the 1962 model Beetle started in August of 1961 with chassis #4,010,995 and engine #5,958,948 and ended on July 31, 1962 with chassis #4,846,836, engines numbers were 3,924,023 to 6,953,203.



Changes for the 1962 model year: Lap belt anchor points for people riding in front seats located at center tunnel and center post were added. The belts themselves were optional. Seat track rails extended to allow for more fore and aft adjustments for tall people. Front lower heater outlets had a sliding cover, which when closed forced more heat to the windshield defroster and/or to the rear foot wells. Circular heat outlets in rear board below seat introduced. The front hood was now supported and held open by springs, instead of the hood stay, which when improperly released by service station attendants, as often happened, and damaged the hood. The famous fuel reserve switch with handle at the front foot board was replaced by a mechanical fuel gauge operated by a cable from the fuel tank float. Now both tie rods were adjustable and maintenance free. Parking brake cables now also maintenance free. Gear shift lever knob made smaller. Worm and roller type steering used now on all models after chassis # 4 236 757, having been introduced previously at the end of the 1961 model year on Karmann built models and export models sold only in Germany. Extra measures taken to avoid moisture entering the doors by improving window seal and oil paper protecting the inner panel and using small rubber seals for

the door molding clips. Door held by three bolts to the front door hinge post, instead of the previous four. Carburetor intake manifold flange increased by 1.5mm. – The braided rubber hose for the fuel line running from the fuel pump to the carburetor has been replaced by a pipe. The crankcase, originally filled at the factory with 1.75 liters of break-in oil was increased to the normal crankcase capacity of 2.5 liters and filled with SAE 20 weight oil instead of the formerly SAE 10. July: Mouse fuzz type headliner replaced with a slower burning and washable vinyl plastic

Colors used in 1962: L41 Ebony Black, L 87 Pearl White, L380 Turquoise, L390 Gulf Blue, L 456 Ruby Red, L469 Anthracite, L478 Beryl Green. For standard models not officially imported to the USA but some came in privately, colors were L 225 Pearl Gray and L380 Gulf Blue.

In other 1962 Volkswagen news: The so-called “Economic Miracle” in Germany created an enormous manpower shortage and forced Volkswagen to look for foreigners to help. The first 84 Italian “guest workers” arrived by train on January 17th and were housed in special units called the “Italian Village”. By the end of 1962, a total of 4,200 had arrived, most of them coming

from the sunny south of Italy, the cold climate of northern Germany and its food was, for many, too much to handle and after their first vacations going home over 60% never returned. Others toughed it out and some even married German women and started families. The shortage of workers had forced VW to pay ever higher wages. The workforce at the factory had increased to 70,000 building 4.000 cars a day. At the same time the German currency was revalued in 1961 and valued higher vis-à-vis the US dollar, meaning the dollars earned in the US did not buy as many German Marks anymore creating enormous pricing pressures on VW.

The year 1962 also saw the introduction of the Type 3 Variant, the station wagon version, or Squareback as it was called in the US.

While most of what I have written for the Vintage Voice has been about the Beetle, the Type 1 in Volkswagen speak. With the Beetle they were Applying “Model-Konstanz” In English that is keeping the car mostly the same, a great selling point, while constantly improving the car but not changing its appearance. However, the Type 2, the Transporter, Bulli, Bus or whatever one ones to call it, underwent constant changes since its introduction in 1949 and on the occasion of the one millionth Transporter produced since its introduction. In 1962 Volkswagen introduced what was and is widely known as the Samba, a Type 2 Transporter with 23 windows. It turned out that this particular model has by today increased in value more than any other VW product. Many half-ways well restored ones will sell for over \$100 thousand. I read some time ago that a low mileage one sold in Austria for over two hundred thousand dollars.



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

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



Scale Model Building with Mike Epstein

Kubelwagen Type 82, 1/35th Scale from Tamiya



Like many of you I have way too many books on Volkswagens, wait, did I say way too many, not really! Anyway, one of the many books I have on the wartime Volkswagens had this photo in it of this Type 82 after crossing a bridge in Western Russia. The caption reads: "Eastern front, Spring 1943: a VW-82 with white winter camouflage applied in front of Pioneer Bridge over the River Dnjebr, south of Kiev." I always liked the camouflage and thought I might like to try to duplicate it best I could and so this is my attempt.

My Kubelwagen has crossed the river and has just come through a copse of trees on a really muddy road from a nice Spring snow.

I had seen this pre-made mat with snow on it from Dio Dump and thought how perfect that would be for something and this was the model. Some of the top layer of grass had to be removed to fill in with mud and built up to the right height for the road. Mig makes some great muds and they come in very large containers thank goodness.

The model build itself was straight forward, right out of the box, didn't pay a lot of attention to detail in the interior because it was going to be closed up. A couple of add-on items I used were nipple hub caps from "Bits Krieg", they look really nice and the photo shows that Kubel with them on. Then I used a really nice resin detailed top by "Decal Star" and last, some cool road wheels with chains, just what this Kubel needs in this mud. The wheels came from "Panzer Art". The trees are from "JH Scenery."

I used Model Master, Vallejo and Tamiya Acrylic paints, both brush on and air brushed. For shading I used Tamiya Weathering Master pastels, Mig muds, Vallejo pigments and Winston Oil washes. Camouflage was hand



Ostfront, Frühjahr 1943: Ein VW-82 mit weiß getupftem Winterschutz vor einer Pionierbrücke über den Dnjebr, südlich von Kiev.



painted. Insignia White over German Grey.

The diorama was built from what I had around the house. The mat portion measure 7.5" x 5.5". All said it's 9" x 7" x 1.25".

All is all it was a fun build, a bit nerve wracking when I was painting the camo, other than that very enjoyable. You should try it!

[VintageVoice](#)



UPCOMING EVENTS

Event info as of Sept 1st, 2022

Contact show organizers/websites for the latest updates.

December 04, 2022

CVA's Last Hurrah

Westbrook, CT

Weather permitting we will be gathering for the last CVA event in 2022. Afterwards we are invited to participate in the Westbrook "Tree Lighting Parade" to and around the town green. Car decorating is encouraged!

For more information contact Bill Arute (860)395-9964

Connecticut Volkswagen Association. <http://www.ctvwa.org>

December 09-12, 2022

ATR Campout 2022

Tempe Bar, AZ

We'll be hosting the event December 9th through the 11th at Tempe Bar Marina as usual. Bring your cold weather clothing and fire wood.

If you don't want to camp, there are "cabins" for rent starting at \$51 a night right around the corner from the campsites. There are restrooms and showers available to those who rent cabins. Each campsite has a fire pit with restrooms within walking distance.

<https://www.facebook.com/events/393228346176643>

January 15, 2023

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Contact Joe C. at (813) 516-7061
qslbugfest2023@gmail.com

April 28-30, 2023

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Madera, CA

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Friday to Sunday Camping \$65 (includes camp/swap spot or 1 show entry)

Saturday to Sunday Camping \$45 (includes camp swap spot or 1 show entry)

Sunday swap stall 20'x20' is \$25...if you have a trailer, it is two stalls.

Sunday show entry is \$20.

Questions? call Tony at (559) 994-1192. Our website is <http://www.maderaspringfling.com>



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.

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Painting For Sale

This is a pallet knife oil painting on a wood constructed panel. Lots of texture - you will want to touch it. It comes with a wooden frame which I built and painted to look like rusty chrome. 39" x 19" x about 2" thick. \$1000 obo and that can include shipping. Burl Sloan, 214-399-4375 Red Oak, TX



THE CHOP

by Eric Arnold



H

aving owned over 200 so far, ranging from Barndoor and 23 Window Buses to full drag cars like The Red Baron Fastback, Utah's Cliff Witham is accustomed to just about every style of VW out there. However, when this chopped 1963 Beetle came up for sale in California, he jumped at the chance to own it.

"My Dad was a V8 guy and was not a fan of VW until later in life. I showed him what you could do with them, and I think I changed his mind. I got my first VW when I worked at a body shop in Vallejo, CA. I worked all summer sanding and taping cars to save up enough to get my first one."

Fast forward to seven years ago and many VWs later. "I had always loved the Mike Martinez style chop top and this one came available" says Cliff. Mike Martinez was a Der Kleiner Panzers member in the 1970's, and his chopped Bug was well known in the VW scene.

The four-inch chop on this Bug for sale had been completed, the ragtop and Oval rear clip was previously grafted in, and the car was already painted black, however it was in pieces. The doors, fenders, hood, W deck-



Mike Martinez's chop top Bug, date unknown.

lid and interior were not installed, and it was devoid of glass. Still, Cliff brought it home.

The Bug, known as "The Chop", was painted Mercedes Black 15 years ago by an unknown painter in Southern California. Given its age, it has held up remarkably well. Cliff has no plans on updating the exterior look, as he says "I love black cars!"

As he reassembled The Chop, he took the time



to personalize the car and make it more his own style. "The car had 17-inch Fuchs when I got it. I hated the way they looked so I went with the traditional Fuchs." Now it is sporting 15X4.5 fronts and 15x5.5 at the rear. Behind the wheels are EMPI disc brakes with a Porsche pattern.

The Bug's stance is provided by a 4" narrowed adjustable front beam with dropped spindles. The rear is sitting on adjustable spring plates. This setup provides a perfect look for The Chop.

CUSTOM INTERIOR

Inside we find the Bug has been converted to right-hand drive, and the dashboard has been completely shaved, making a totally smooth surface. The only item present is the display/control unit for the Holley Sniper EFI system. A Gene Berg shifter and a hydraulic pedal assembly continue with the custom touches.

The seat upholstery is silver vinyl with black tweed insert combination from Sewfine Products. "I thought the Silver would complement the Black exterior." For carpeting, Cliff used a kit from TMI Products, in black, of course.

Cliff has always liked his cars to be high-performance, so under the decklid we find a 2110 cc power plant with 041 ported and polished heads, built by Chico Performance. This engine has been dyno'ed at 145 HP! It is mated to a rebuilt Freeway Flyer transmission from Dragster High Performance.

VW RACING

In the seven years Cliff has owned the car, he has only taken it to two car shows, but he took home 'Promoter's Choice' award from both. He's generally busy with one of his other VWs, setting speed records at the Bonneville Salt Flats. "I currently hold the VW 2-cylinder record set at 113 mph, and the Type 3 fast-back record at 138 mph. My 1960 Bug has a top speed as of now set at 143 mph and there is more in it. I had my eyes set to run the 150mph club this year, but World of Speed at Bonneville was canceled [due to poor conditions].

I Love everything VW racing, and I do love the car show side of it as well. I currently race a 1960 ragtop Bug in the 36hp challenge that Burly Burlile put together. He has a class for everyone from 36hp to infinity as







long as it is VW powered.”

We asked Cliff if he had any advice for anyone building or restoring their Volkswagen. He said “Don’t settle for sub-par parts. My motto is ‘cry once’. When it comes to buying parts get the best you can afford.” We’re sure he’s putting that mantra to work with the rest of his fleet. He also owns a 1960 ragtop Bug land speed car with a 2332 turbo charged motor, 1966 13 window deluxe Bus, lowered on gas burner wheels, a 1974 VW thing lowered with Chrome SS Super Speed wheels, and a 1967 Bug currently under construction.

There’s always a lot happening in Cliff’s garage! Hopefully he will share more with us at Vintage Voice soon!

VintageVoice





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VW SummerJam

by Eric Arnold

Tacoma, Washington

July 30, 2022



A

n Extreme Heat Warning could not keep the VW faithful away from what promised to be another fantastic event in the grass at Tacoma, Washington's LeMay Auto Museum, adjacent to the world-famous Tacoma Dome.

LeMay is known as America's Car Museum, and houses hundreds of amazing vehicles inside their 165,000 square foot facility. They've been recognized as one of the 10 best automotive museums in the world. On this day, show goers would be thankful for their great restaurant, and air conditioning as an escape from the summer heat!

Mike Tolliver and his crew from Happenstance Productions arrived early to set up the venue, while pre-registered show attendees lined up outside for early access and prime parking spots. Those who opted for same-day registration would arrive a bit later.

Once the gate opened, the field began to fill with VWs of all varieties. The biggest category represented were Beetles, with more than 50 registered on the day. Following second in quantity were Water-cooled VWs. The

H2O scene in the Pacific North West is very strong, and they came to show en masse on this day, from MKIs and Corrados to new model Jettas and Audis.

Of course, the Type 2 sections had plenty of prime examples on display as well, both Split Windows and Bays. Type 3s, Karmann Ghias and other models followed suit as the grassy field continued to fill throughout the morning. "It was great to see old friends and meet some new ones, all with a common love for VW's" Benjamin Lopez says, who brought his Split Bus to the event.

Joining them were a handful of vendors and swappers as well. While there were not many swappers on hand, there were plenty of bargains to be had. Vintage camp gear, T-shirts, glassware, home-made goods, and naturally – car parts.

An added and unexpected treat this year was a Hawaiian festival being held in the neighboring property. This was a free event, which provided not only more to do for the car show attendees, but a slew of food options too, as many food vendors were on hand selling their traditional dishes.



While many toured the show examining the vast assortment of cars on display, some were content to seek shade in the nearest cover. Those who were unbothered by the temperature were treated to great builds such as Peter Christou's 1979 Brazilian Bay Window Bus, whose dashboard is more resemblant of a Beetle than a Bus. Also, Jim Conley's 1955 Dove Blue Panel was an attention getter throughout the day. The all original 1965 Beetle owned by Christopher Cole had people talking as a favorite in the 'Survivor' class.

At the end of the day, awards were presented by category, with peer voting determining the winners. Best Aircooled went to Jerry Tilson with his 1957 Manx style Buggy. The Best Water-Cooled award went to the red 1993 Corrado owned by Miguel Alegria. Finally, Best of Show honors were won by Daniel Hernandez's Ecotec powered 1972 Baja Bug, who also won Best Baja accolades.

With the awards wrapped, the sun still blazing, the crowd was ready to call it a day. Everyone was eager to clean up their area, pack their belongings and make the

trek home. However, they already made the pledge to come back next year. This event may only be in its third year, but it's already a 'must attend' for most.

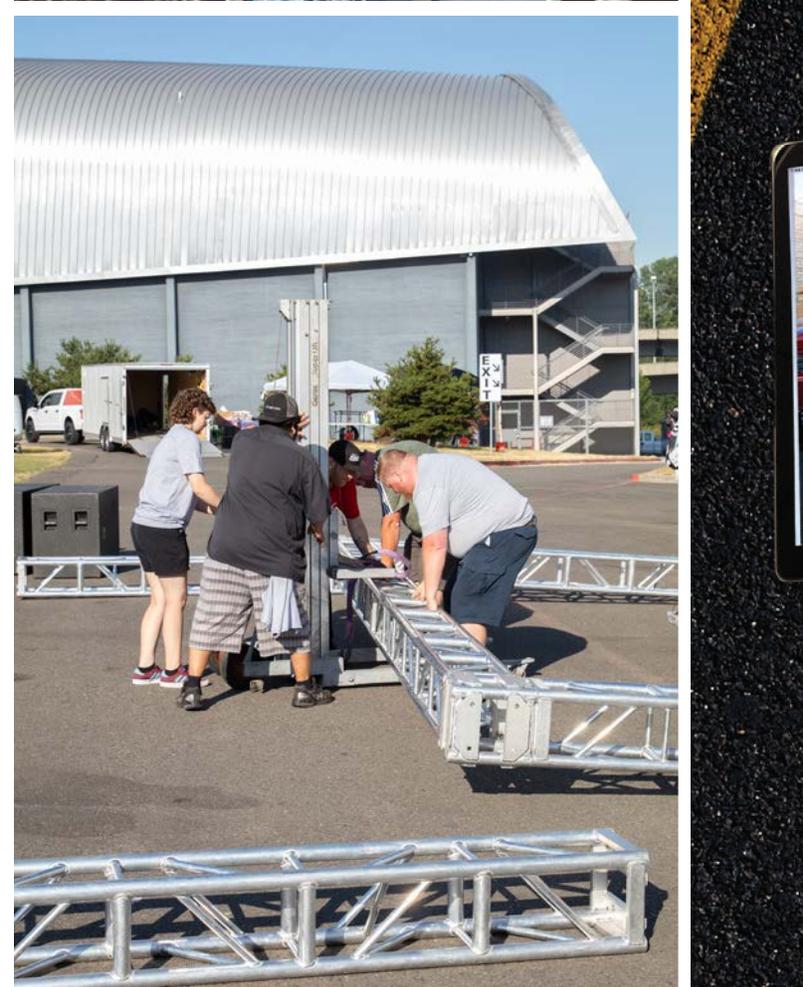
Quin Jesus from Kirkland, Washington added "The day was hot, but the vibes were chill! That's one thing great about the VW community. Definitely worth the long drive to Tacoma in my '73 Super." If you're in the Pacific North West, we hope you will make the drive to VW SummerJam next year. You don't want to miss out on this one!

VintageVoice









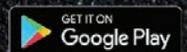
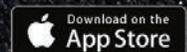
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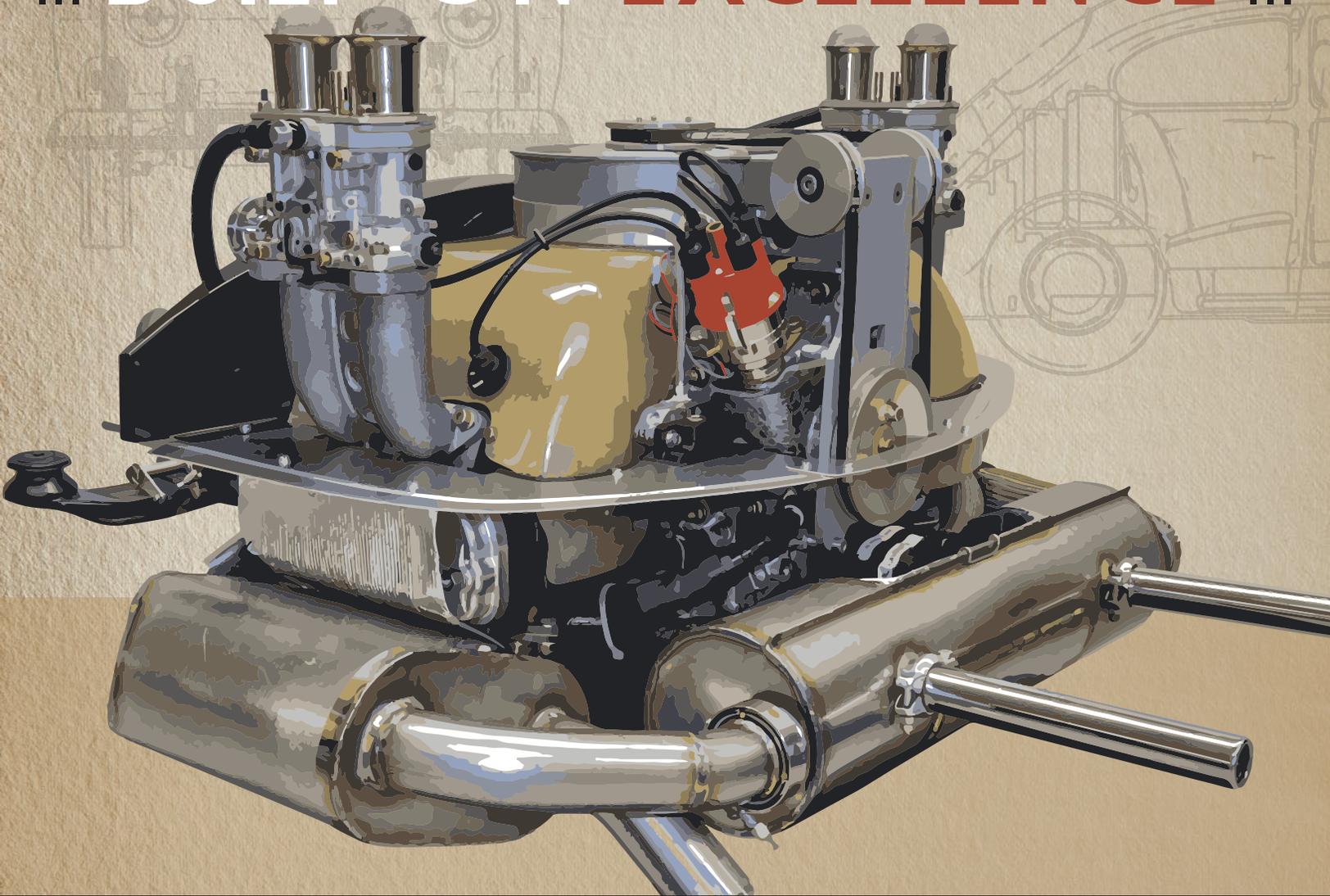
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\$700 Super Stunner

by Eric Arnold



When most people buy their very first Volkswagen, they get one that is running and driving. This first timer started from the bottom – of a rain water run-off wash. Five years later, a stunning Super Beetle would emerge!

“I’m not really sure why I chose this car” Randy Sevilla of Gilbert, Arizona stated. “I was looking for a project car and never really had many VWs around growing up in Buffalo (New York). My Aunt and Uncle had them during my younger years, and they always seemed to be the ‘cool’ ones within the family.”

Randy started researching Volkswagens, and loved Buses, but always seemed to gravitate back to the Bugs. “I went to local shows and found out that many of the people in the VW community were very helpful in answering my questions about the vehicles. They were laid back and a nice group.” The seed was securely planted.

He began to search out Bugs for sale in Arizona, and one in particular caught his eye. “The car was listed for \$3,000. Every week I watched the seller drop the price a couple hundred dollars. Before our family vaca-

tion, I told my wife I was going to call to inquire if it was still available when we returned.”

Two weeks later the car was still there, where it sat in a rain water run-off wash. A 1973 Super Beetle with an incomplete motor, the interior was mostly gone, and it had rust holes on the top, pillars and strut towers. “Looking back, it was probably close to bone yard material.” Though, it did have the old spare tire included.

Randy decided to make an offer. “My daughter and I went to the bank and pulled out \$700; we were hoping to use it for a down payment. When we got there, the car was pulled up from the wash to the front yard, it was covered in mud and dirt.” They did a walk-around inspection, and asked the seller what his bottom line number was. The seller responded “Look, I am moving today, would you take it off my hands for \$700?” It seems like this deal was meant to be! Today, Randy says “I am not much of a psychic, but it sure seemed the stars came together that day!” They rented a dolly and brought it home, telling his wife it was her anniversary gift, since the big day was two days later. “I’m not sure she was too impressed with the mud covered

bug.”

“I had never owned a VW before this, I had never driven a VW before” Randy explains. “Maybe it was a ‘mid-life crisis’ car.” He spent many, many hours reading technical manuals and books about rebuilding VWs, and a lot of asking ‘What does that mean?’, learning about the car.

He found a good source of information in Dan and Holly Lawson at Competition Engineering in Phoenix, AZ. They would ultimately play a big part in the restoration.

First up though was body work and paint. The rust repairs were completed by Copper State Collision in Phoenix. They also painted the Super, once a color was finally decided upon. “I was looking for a different color than most traditional Bug builds. I came across the 2005 ‘Go Mango’ Dodge Ram Daytona Edition, and fell in love. I talked to a lot of people on what they thought, everyone seemed to say ‘Wow’, so the choice was made.”

Next, it was time to figure out the suspension. “I looked at different styles of Bugs and quickly realized the stock Supers had a different stance [than standard Bugs].” Competition Engineering directed Randy to Jon Chabot at Topline Parts in California. Randy and Jon spent many hours talking about the car. When they spoke about stance, Jon said “Why don’t you just do the German Look?” and directed Randy to his website. “The first car I saw there was the German Look. One click, and I was sold. That was the look I wanted!”

To get the stance, Yellow 80 lb Maxx adjustable coil over struts were used in the front, dropping the nose almost four inches. The rear was lowered by adjusting the body tension spring about an inch, paired with KYB Gas-A-Just shocks.

The Super is sitting on Enkei Falcon 17 inch wheels with 45mm offset and Chevrolet 5 bolt pattern, in gun metal finish. A fantastic add to the German Looker. The wheels are wrapped in Michelin Pilot Ultra Performance Sport 205/40/R17 tires. Behind we find four wheel TRW Varga disc brakes, and a front sway bar with Billet bar clamps.

The folks at Competition Engineering rebuilt what was left of the original 1600 engine. The finished power plant is now a 1915 with dual Decade 40mm carburetors, electric fuel pump, Billet flywheel, and Euro Trip Tip Mill dual exhaust. This beast, paired with a rebuilt IRS transmission, produces 100 HP at the rear wheels!



Figuring out the interior became a task unto itself. “This one was not an easy choice for us” Randy recalls. “After months of conversations, and asking people their thoughts, I narrowed it down and made my vision of what the car would look like.” They wanted an old school look, keeping the ‘era of the VW’ intact, and went with Grey tweed and black trim from TMI Products. Randy built the rear speaker deck and had the interior put together by Nick Humrick at Interstate Custom Interiors in Chandler, AZ.

Rounding out the interior is a Grant steering wheel, Black Mamba shifter, and a Pioneer sound system featuring Infinity speakers and two 500 watt Rockford Fosgate amplifiers. So not only does this Beetle look great, it sounds great too!

The restoration process took a long five and a half years, but as Randy says “It was a great experience. I did not have a clue where to start, or where to even fix anything. I just learned from books and many other people. We found out some of the things that we were trying to fix were actually caused by 40 plus years of other people ‘fixing’ things.” We’ve all been there before! “Many hours of work, some with unforgiving

knuckle damage. The best part was I was able to buy a whole new set of tools!”

Special thanks go out to Randy’s children, Lauren, Lisa and Joe, and his wife Ann, who all participated in helping with the build. “Also our special friends Michael and Terri Schilling, who have been our biggest cheerleaders and helped us with the build. We enjoy the time we have with them and the Bug.”

In the two years the car has been on the road, Randy has had a lot more exposure to the VW community. “The VW scene is a new one for us, but it is turning out to be a whole lot of fun! The events and the people are great!”

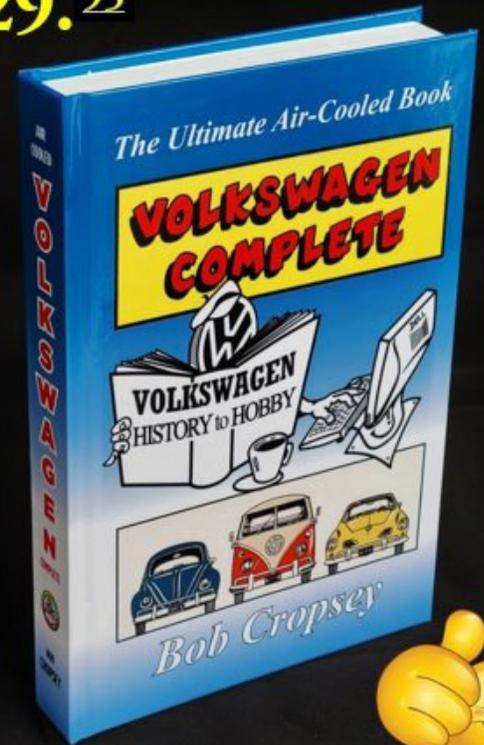
While Randy and Ann plan on taking this stunning Super to more shows in Arizona, and hopefully California and Nevada, they have their eyes open for an early Bay camper to restore next. There’s no doubt that no matter the condition their next ride starts out in, if they put in the planning and detail they displayed in their Super build, it will come out amazing in the end!

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

by Bill Ungar (aka “Silly Billy”)

Installment #5: The Lazy and Safe Guide to Painting Your Beetle



Welcome back to another installment of what not to do, from someone that should have known better, but ignored everyone’s advice.

Truth be said, I’ve watched the videos, read the articles, browsed the chat threads, and perused the Samba pages. I’ve come to know what the “experts” advise in order to “properly” restore and repaint Volkswagen parts. But, because I have a track record of really messing it up when it comes to removing (and replacing) parts on my Bug, I figure, why go through the trouble of removing and replacing?

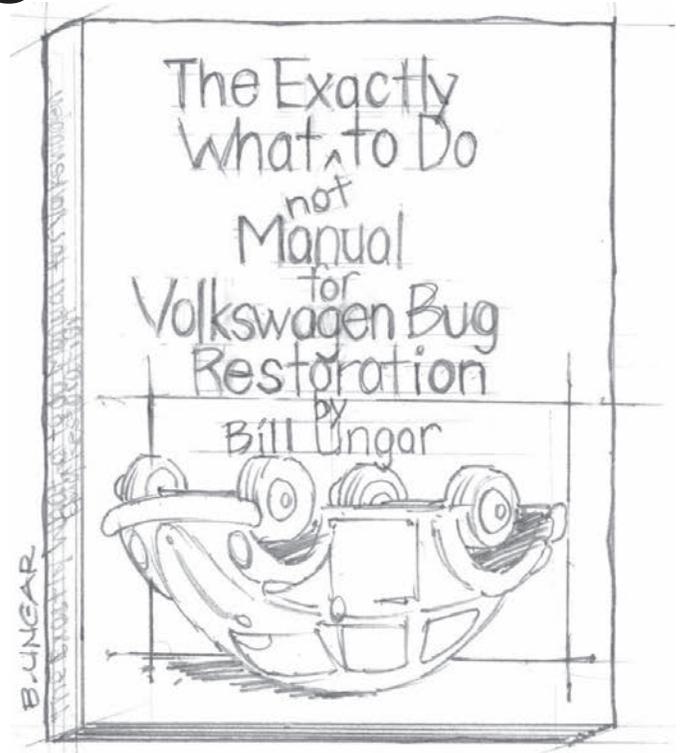
Why remove and replace parts when there’s an easier way? (OK maybe not easier, but for a screw up like me – perhaps the only way). While I’m at it, why use tools that I actually have to know how to use?

You see, in addition to messing things up – I’m extremely lazy. I’m an expert at creating lazy ways of doing things. Lazy ways with results that “somewhat resemble” results that come with difficult ways.

Also, I’m extremely afraid of hurting myself. I’ve looked in there, and things are sharp in that there Volkswagen. There are accidents and injuries waiting to happen. I figure I’d better play it safe, (from a physical AND mechanical standpoint).

And so, I’ve written this all down, in what I call my Lazy and Safe Guide to “somewhat” restore and repaint your Bug. Again, I’ve said it before, whatever I say to do, be sure to do the complete opposite.

1. Smoothie Wheel Painting: The experts say, to properly paint your smoothie wheels you need to loosen your wheel nuts, jack up your car, remove the wheel nuts, remove each wheel, lay it on its side, clean the wheel really well, insert stiff cards in the gaps between the tire and wheel, insert more cards to cover the outer



ring of the smoothie, and paint accordingly. Whew!

For me, this is entirely too much loosening, jacking, removing, laying, and inserting. And you know me. I’d strip the wheel nuts, drop the wheel on my foot, drop the car on me, and the jack would go flying and hit the neighbor’s cat. It’s all too much work, and it’s dangerous.

Better for me to keep the wheels on the car, where I can keep a good eye on them, and they won’t attack me. Better to mask the tire with 357 feet of masking tape and several yards of brown paper, AND mask the inner portion of the wheel with an additional 275 feet of tape. I try the stiff card thing, but the cards fall down. So, I tape each and every card to the next - better for a card to fall on me than an entire car!

About this time, I’ve begun to notice the enormous amount of masking needed to cover the brake drum areas, etc (which would not need to be masked had I removed the wheels). I think of the possible drama in removing the wheels – and keep on masking!



2. Engine Tin Painting: According to said experts, to properly paint your tins, you need to first drop your engine. The experts make it sound so easy. Just jack up your car, remove four bolts, remove the electrics, lower the engine, la-di-da. Any one of these steps requires something I am not willing to do. Expend energy, and risk my life.

Or they say, I could remove the deck lid, and remove the fan housing, and tins. I'm pretty sure that what looks easy in a YouTube video, is actually edited to remove the cussing and screaming.

So, to make matters easier (and safer) I remove the one tin I can easily (main rear), and pay a local shop to sand blast and powder coat it. The remainder of the job begins with masking every single part of the engine except the engine tins. You can see from the photo, that this is a lot of masking. But compared to dropping the engine, or removing the fan housing, etc, this is peanuts. (OK maybe not peanuts, maybe just nuts).

3. Emergency Brake Painting: I researched the work required to remove the emergency brake so that I could repaint it. A previous owner had painted it flat black, and this wasn't working for me. When my research was done, I realized there was a distinct possibility that when the brake was removed, my bug might roll down the driveway into the street. I imagined explaining to my wife and a policeman, and a judge that I had removed the hand brake to paint it. Resulting decision: don't remove the hand brake.

So, following my success with my engine tins, I decided to mask and paint the brake. This required I mask both front seats, the carpet between them, the floor, and more. OK, I needed to almost mask the entire interior of the bug. With so much overspray, one

can't take any chances. Another carton of masking tape out of the way, and I was ready to paint.

4. Stick Shift Painting: I looked at the cut-away drawing in my user's manual, and underneath the stick shift were linkages, springs, levers, and a whole bunch of stuff I couldn't make out. There was no way this side of Wolfsburg, that I was going to remove the stick shift to paint it. This was an easy decision. Mask and paint the stick shift. I was practically masking the entire interior to paint the handbrake anyway. Might as well kill two birds with five rolls of masking tape.

5. Front Hood Lock Polishing: The front hood lock is bolted to the front apron of the Beetle with four bolts, and could be easily removed, save for one small problem. There's a steel cable tube running out of its right side that's welded to the car! Do you think I was going to remove the steel cable tube, hood latch cable, and assorted hardware to polish the hood lock? No Sirre Bob.

But how to wire wheel a corroded 60-year-old hood latch, without destroying the surrounding paint? Simple. Mask around it with 15 layers of masking tape. Didn't have to remove a single part. (Did have to remove 15 layers of masking tape though).

6. Painting The Little Band that Wraps Around the Brake Fluid Reservoir: OK. Why is what seems to be the simplest of tasks, always ends up becoming the most difficult? The left attach point of this little band just happens to be welded to the Beetle's apron. It's screwed down on the right, but the weld makes it impossible to remove it! The band had rusted so much that I wondered if there was even any metal left to

paint. So how to remove the rust (and paint the #%&\$ band), without removing it?

The reservoir had to go. I'd just need to pull the cute little tub out and put it back in. Simple enough, but now brake fluid was flowing out of the bottom all over my driveway (and me). After carefully cleaning the rust off the band (there was a little metal left), and prepping it with a gallon of alcohol (paint don't stick to brake fluid), I painted it.

Now to put the reservoir back in. The receiving hose was just inside the hole in apron, but the spout under the reservoir would not go into it – because the hose wouldn't stay put. I crawled under the bug, (my head barely fit – as I had lowered the bug recently) and sure enough, there was that pesky hose just inside the hole. Don't ask me how I held the pesky hose in place, while I pushed the reservoir into it. (This should have required extremely long arms) or two people to do it).

Well, that's all the time I have for this issue. Next issue I'll be sharing with you more things that you shouldn't be doing in and around your Volkswagen. In the meantime, I'll be working on mine, and tearing my hair out.

But I'm too lazy and scared to tear my hair out. There's got to be another way.

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