



VintageVoice

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Welcome

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

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Welcome to the latest edition of Vintage Voice.

Happy 2023! I hope your holiday season was filled with family and friends, peace and positivity.

In this edition of Vintage Voice, we bring you event coverage from the largest VW show in Utah, and a combination VW meet & canine gathering in Arizona.

As a special treat, we have an inside look of how the Kelley Park Spring Meet, one of California's favorite shows, came to be from the person who was there on the beat, making it happen. The story comes complete with vintage photos from the 1980s and 90s; if you look closely, you might see some familiar faces. I'm sure you're going to enjoy this window into a piece of history.

Also on these pages, Utah's Steve Burton shows us the '65 Bug he built as a tribute to his grandmother, Iona. His connection to her was always very strong, and the details throughout the build reinforce that bond.

Fish Head Louie bags another Porsche, with a plot twist. Heinz's *Historian's Corner* takes us into 1963, and "Silly" Billy Ungar takes us for a ride...literally. There's a lot happening this issue!

Enjoy!

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



VintageVoice

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Cover photo by Eric Arnold



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The Podium with President Eric Goodman

Dear VVWCA Members,

Another great year for our organization and the vintage VW hobby! Thank you all.

Want to give you an update regarding national and a few changes we will be making for 2023. As you know the cost on everything is up. Unfortunately, we are impacted by this also. The cost of our printing, paper, mailing, etc. of our Vintage Voice is up. The Pro-Members' dues are not covering the cost anymore. Because of this we need increase our membership dues to \$35 a year. This is still half the cost on one tank of gas, AND you are supporting a great cause and keeping the VW hobby alive.

Additionally, the cost of our insurance coverage has doubled. We got quotes from many companies, but the cost was still twice what we paid last year. I know many clubs that have received quotes for liability insurance that is 10 times what we charge the chapters. We had one quote for \$10,000 for the year. Other clubs have told me they pay \$2,500-\$5,000 for coverage for one event. Because of this we are going to need to increase Chapter dues to \$225 year. This is still a HUGE savings to the clubs! (We really need \$300 a year to cover costs, if any club wants to donate more) I am trying to keep the increase and cost down for everyone.

All our other overhead expenses are up also but we maintain the organization with help from our ALL-volunteer Board and sponsors. Our sponsor support has decreased also, as they all are affected by the economy and the same issues we are having. Most importantly, our VVWCA product sales. You can order items on our website: vvwca.com THIS HELPS THE CLUB. :)

BUT the good news is, you can help by supporting the VVWCA as a Pro-Member or Chapter. Also, if you know a club who needs insurance and wants to join our organization, please refer them to me. Nowadays a club can't operate without insurance. One major issue and it could cost the club members thousands of dollars in a lawsuit. You need to be a member/chapter of the VVWCA.

We are the biggest and best Vintage VW organization in the country for a reason, because of all of you! Thank you for your support. Please contact me or any board member/chapter club if you have questions. All our information is on the website. And PLEASE support our sponsors and buy some VVWCA swag. :)

PS- our Facebook group page now has almost 100,000 members! It's a great resource and community.

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



THE HISTORIAN'S CORNER

By Heinz Schneider

VOLKSWAGEN IN 1963

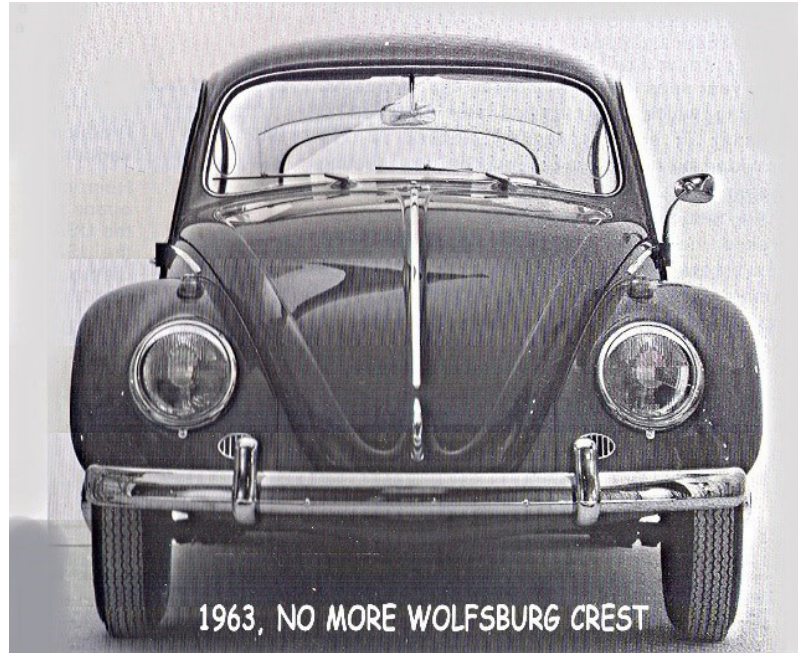
MORE OF THE SAME



olkswagen in the USA: Official sales to the US as per VWoA were 277,008. 174,960 were Beetle sedans, 7,169 Beetle convertibles, 36,865 Type 2 Transporters. 12,010 Karmann Ghia coupes and 3,387 KG convertibles.

Prices remained the same as the year before, at \$1,595 POE for the Type 1, the Beetle sedan and \$ 2,095 for the convertible. In addition tens of thousands of VWs were still being imported on the so-called gray market. While in Germany and other countries the recently introduced Type 3, Squareback, and Notchback were sold, Carl Hahn, the CEO of VWoA, refused the import them to the US. Hahn explained in his book, about his years with VW, that he would have preferred a 6 cylinder model instead. However, "Pacific Volkswagen" the west coast importer for the Los Angeles region owned by Johnny von Neumann imported unofficially about a thousand Type 3 a month and had no problems selling them. Eventually, after Hahn left to return to Germany, VWoA started to export the Type 3 to the US.

At the new VWoA headquarters in New Jersey, 250 employees handled the paper work to assist the by now 15 distributors and 750 dealers in the US. When Hahn arrived in the US in 1959, as I have mentioned before, he had planned to have about 1,000 dealers in the US selling Volkswagens. However, before he reached his aim he was recalled to Wolfsburg at the end of 1963. Before leaving, he talked Nordhoff into inviting representatives of the European media to the US to have a look at the US Volkswagen organization. He was very proud of it and wanted them to see their success here, which was at that time were exemplary, even for American standards. The reporters were very impressed and reported enthusiastically to the European public about how well Volkswagen was doing in the US. Their enthu-



siastic reports resulted in an increase of sales in Europa. The surprising success of VW in the US created a very positive image for Volkswagen products all over the world. Worldwide Beetle production reached 838,488, of which 775,405 were built in Germany, slightly lower than in the year before. More VWs were produced in different assembly plants around the world with Brazil, building 42,362 units in 1963 being the largest producer of Beetles outside of Germany using about 50 % local parts. Total VW Group's production of all models reached 1,209,697. Besides Beetle production, in addition 189,294 Transporters, 18,809 Type 3 Squareback, Notchbacks, Fastbacks and Audi cars were built.

ID Numbers: Chassis for calendar year 1963 started with 5-225 043 and ended with 6-016 120. Engine numbers for the same time period started with #7 336 421 and ended with 8 264 628. Model year chassis started with #4 840 837 and ended with 5 677 118. Engine numbers were 6 935 204 to 7 893 118 for the same period.

CHANGES TO THE 1963 MODEL

In August 1962 the Crankcase vapors instead of being ventilated to the outside were drawn into the air intake filter. Today called positive crankcase ventilation. This was the first pollution measure introduced by VW

starting with #4 874 267. In September 1962 the decision that was made last year to use AE 20 oil as the first factory crankcase fill up for the break in period of the engine was reversed and SAE 10 W instead W 20 was used again. In October 1962 the brake fluid reservoir got a screw on lid. With chassis number 5 010 448 the VW crest on the front hood just above the handle, showing a wolf on a castle (Wolfsburg) was discontinued and the central hood molding extended. The reason given for this change was do avoid the thefts of this item in the US, where its removal by a screwdriver almost always caused damage to the paint. In December 1962 at engine Number 6 916 251 and chassis 4 846 836 a new so-called fresh air heater system was introduced. This was made to comply with a Northern German state law. Before air pushed across the cylinder heads was used to heat the interior of the cabin. Now to the engine cooling fan was pushed by through two hoses connected to the recently redesigned fan housing over the modified exhaust pipes equipped with fins and called heat exchangers. In addition the rear under-seat heated air outlets could be adjusted to guide heat to the front of the car. In April, the front seat back adjusting cam was enlarged.

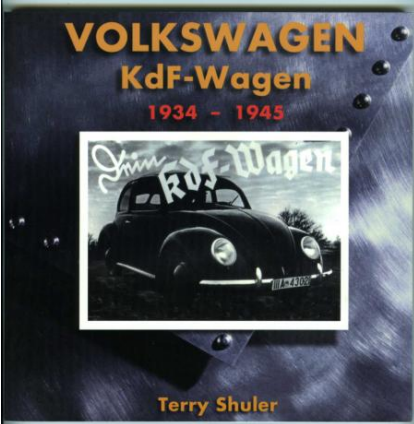
PAINT COLORS

Colors used for Export models from August 1962 to July 1963: L41 Ebony Black, L87 Pearl White, L360 Sea Blue, L380 Turquoise, L390 Golf Blue, L478 Beryl Green, L469 Anthracite, L546 Ruby Red. Gear shift and emergency brake lever: L469 Anthracite. Seat Frames, steering wheels, and steering columns and turn indicator levers: L466 Silver beige. Fuel tank: L43 Gray/black. Road wheels, outer part depending on body color: black, ruby red and anthracite painted cars had L471 stone beige rims. Golf blue came with L392 fog gray and turquoise and pastel blue used L286 turquoise white. Pearl white cars used L87 white for the outer rims and beryl green cars used L287 opal white. For the center of the wheel only limited information is available but usually on light color cars was somewhat darker as the body color and on dark colored cars lighter. When restoring a car, it is recommended to try to duplicate the original color as close as possible since these color shades were quite distinct from the body color.

Other interesting 1963 Volkswagen news: The largest ship ever built to haul cars was put into service on January 15, transporting 1,750 Volkswagen cars per trip from Germany. Unfortunately because of a dock-workers strike 25 ships at the east coast of the US loaded with about 30,000 VWs were unable to be unload, not helping to reduce the shortage of cars to sell. The first car ever registered in the Antarctica was a VW Beetle used by an Australian expedition. The city of Wolfsburg celebrated its 25 year anniversary and VW gave a generous gift of cash to the city to be used for youth homes and kindergartens. In Germany the number of VW dealers reached 1,000 by Oct 11.

At a meeting between Nordhoff and one of Germany's top automotive engineer named Hermann Klaue, future VW products were discussed. Klaue suggested a four door sedan with a 1500 cc, water cooled engine driving the front wheels he stated that is where future cars were going to go. However with the continuing success of air-cooled Volkswagens it did not make any sense to make such a radical and expensive change at that time.

VintageVoice



**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

Dogs & Dubs

Peoria, AZ
October 16, 2022
by Eric Arnold & Dub Dogs



T

he Dogs & Dubs event was the brain-child of Arizona's Angela Crabtree and VW Community Doing Good Things.

The get together was an effort to raise money for local resource, Follow Your Heart Animal Rescue. A combination VW meet and canine get-together, the event featured a 50/50 raffle, food truck, beverages from the host venue - Historic Firehouse #1, and of course, plenty of friendly folks to meet and catch up with.

Plenty of VW drivers brought their dogs to mingle and play. Of course, owning a dog wasn't mandatory to attend, and many great rides were on display for the day.

Near the end of the event, the title of 'Dubbest Dog' was awarded by a panel of judges, with the prize going to Twig, a 4 year old Staffordshire Bull Terrier, owned by Amber Abbott and Travis Russon.

Dub Dogs Book was on hand to photograph all the furry-footed friends with *their* Volkswagens. Be sure to check out the Dub Dogs social media pages to see all the photos, and follow the Dub Dogs book project!

- <https://www.facebook.com/DubDogsBook>
- <https://www.instagram.com/dubdogsbook/>
- <https://twitter.com/DubDogsBook>

VintageVoice





UPCOMING EVENTS

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

January 14, 2023

Eurofest St. Augustine

St. Augustine, FL

We welcome all European Automobiles, plus a Swap Meet/Vendor area to sell or purchase items. Come enjoy your day and see some Beautiful VWs, maybe find some parts you need and check out some Classic Cars of all kinds in the Air-Conditioned Museum. For more info, check out our event website
<https://www.southeasteuomotor-sports.com/southeasturofeststaugustine/>

January 15, 2023

16th Annual Quaker Steak and Lube Bugfest

Clearwater, FL

10:00am - 3:00pm

Quaker Steak and Lube

10400 49thSt. N.

Clearwater, FL 33762

\$20.00 to Enter Car in Show

Best of Show Trophies

New & Used Vendors - \$20.00

Joe C. at (813) 516-7061

qslbugfest2023@gmail.com

February 17-20, 2023

Dubs by the Dam #13

Millerton Lake, CA

This is a great 3 night 4 day campout. Located on the Madera side of the lake. The DEUTSCHLANDERS of Fresno VW club secured the large group site campgrounds. This means once in the group site you are able to park wherever you like. REGISTRATION STARTS NOV 1st by calling 559 286-7588.

No day of event group Camping.

Group camping is preregistration only.

February 25, 2023

Winter Volksfest

Raleigh, NC

All Volkswagen Indoor Car Show & Swap meet.

This event is held in conjunction with our Southeast Eurofest on Sunday Feb 26th. Pricing will be available once registration is open to have a vendor or show car spot for both days.

All info can be find at our website
<https://www.southeasteuomotor-sports.com/winter-volksfest-2023/>

April 28-30, 2023

Madera Spring Fling Show Swap Camp

Madera, CA

Show, camp and sell on lush green lawns near trees at the 28th An-

nual Madera VW Spring Fling. The New Old Stock VW Club invites you to join the fun April 28 thru 30, 2023 at the Madera Fairgrounds in California.

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>

May 21, 2023

Fast Times at Farmington #38

Mocksville, NC

All VW Car Show, Swap Meet and Drag Racing. Huge Vendor and swap meet Midway. LARGEST VW Drag Racing event on the East Coast. Over 35 classes for all models of Volkswagens/Audi.

Show Hours 8 am – 5 pm

\$15 admission (12 & under free).

Vendor/Swap Meet Space 10x20

\$35 (includes one person)

Show car registration \$10 (separate from gate fee)

See our website for info

<https://www.southeasteuomotor-sports.com/may-21st-fast-times-at-farmington/>

To list your upcoming event,
 email editor@vwvca.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

- Your ad can be here!-

WANTED

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

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 johnscorner@gmail.com



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



Once Upon a Porsche

by Fish Head Louie



Once upon a Porsche, there was a man named “Joe” who owned a 1972 Signal Orange 914 1.7 liter. He heard about the new 914 2 liter coming out for model year 1973 and placed an order for a blue with tan car.

About that time, a very interesting and privately owned car caught Joe’s eye when it pulled around at the Richmond Porsche dealership. It was the factory fender flares immediately got his attention. He inquired and was informed that it was a 914-6GT (also known as a M-471/M-491). “I would like to own one of those cars,” he said. The employee said that the owner was thinking about selling it and freely passed on his contact information.

It seems that “Randy” purchased the GT brand new and it was one of two that the dealership had received; his was silver and the other was blue. Incidentally, both had been used to promote the Steve McQueen film, Lemans, at the local theatre before being sold. Joe contacted Randy whom was apprehensive about sell-

ing his M-471 unless he could find a 1973 911, either E or S Targa model in silver. The problem was that there were none available at the time, locally.

Joe, not wanting to take “no,” for an answer, had Richmond reach out to other dealerships, as well as calling around, himself. He located a suitable car in Maryland. Around the same time, Randy’s Richmond salesman called him to come from Port Republic to Richmond to see the new Silver 911E Targa that had just come in. Randy really wanted an S, but the salesman said the E was equal or better in a lot of ways.

Having paid \$7500 for the 9146GT, Randy contacted Joe, adding that he wouldn’t take a penny less than \$7000. Meanwhile, Joe consigned his 914 1.7 and it sold. However, Joe was still contractually obligated to buy the Blue/Tan 2.0 which he had given a deposit on. As coincidence would have it, the Richmond Porsche dealership called Joe and said that he it would cost \$500 more for his new 1973 914-4 because the US Dollar was devalued against the German Mark at the time. This was his opportunity to cancel his order and receive



a refund. His deposit, coupled with the sale money from his '72 914, wasn't enough so he took out a bank loan for the difference. Joe finally bought his GT and Randy bought his 911E for \$11500. There ends the story of the 914GT, for now.

Fast forward about 44 years and I was having a conversation with fellow enthusiast, Joe, at the Roxbury dinner while visiting NJ about how he came to own his 9146GT. I asked for the name of the man whom he bought it from. I looked up Randy and told him about the present whereabouts of the 914-6, which gave him much joy; I also asked if he still had his 911E. He did indeed, but wasn't interested in selling it. However, he would have me over the next weekend to check it out, make his acquaintance, and go for a ride.

The car had been repainted silver twice and even the 3rd coat was showing some flaws. There was a little rot on the front fuel shelf but no other rust. He only had one key since the car had been once stolen, but returned by the police minus the toolkit and the red key. On the joyride, the thief had wrecked the transmission. Randy bought a replacement tool kit from Weldon

Scrogram and had the transmission rebuilt. He still had his black valet key which he would start the car and use to lock and unlock the doors.

At the time, he mentioned that someone had told him that his car was worth \$50,000. I did not have that kind of cash, though I expressed my continued interest and we parted ways. I kept in touch with Randy and anytime I had a jalopy Porsche that I had found, I forwarded him the photos. He would offer congratulations and that would be that. In the meantime, he was contacted by someone whom had heard me tell his story at the Porsche show at Hershey. The man was a high-pressure talker from NJ who now lived in Florida and on top of \$, offered a sexual liaison with his wife as part of the deal. Of course, that turned Randy off.

Finally, I had all my ducks in a row to buy his car a year later, and asked if that magic number would still buy the car. He said no as the smooth talker from Florida had offered him \$70,000, and though he wasn't ready to sell, he might consider \$75-80,000. That was that and I moved on to other cars.

Oddly, and after another year, I ran into a mutual friend of ours, so I placed a call and he told me that he had gone into selling air filtration systems to combat covid-19. He told me that since I had a special appreciation of his car, I could buy it for \$65,000. That was still a lot of money so another two years passed and it was now, the present.

In the last few weeks, I had been proposing to Joe that I buy his 914-6GT aka M-471, which as you recall, had been Randy's. He hadn't thought about it nor would he even promise to give me the opportunity, and then I thought of Randy's 911e. I called Randy and asked if the offer was still open and met with him that weekend. In the glovebox of my '65, 356C, I brought a cashier's check. I did not want to seem overly eager and allowed him to retell the 49-year history of the car which I remembered vividly. I filled in details that he forgot and he complimented my good memory. He said it was an emotional connection he had with his car, but he also was nearly 75 years old. Finally, he said, "Tony, I'm going to let you have the car," and we shook hands when I handed over the check.

The day came when I was to pick up my "new" 911e. Joe happened to be passing through the area and so I invited him to come along. Randy and Joe hadn't seen each other for 49 years and I filmed while the two swapped stories with one another about their ownership of the 914/6GT and the history of the 911E. It was a great time for all. And, as far as the 914-6 is concerned, I will not stop asking Joe to sell it to me just as he relentlessly would not stop asking Randy to sell it to him. After all, what are sons for? That's right, Joe is none other than my Dad. I think of him every time I roar that Manual Fuel Injected 2.4 liter engine to life as it sounds exactly like the 914-6GT he bought so many years ago from Randy. Father and son bought a Porsche from the same man, 49 years apart. How is that for a fairy tale ending to this Porsche story?

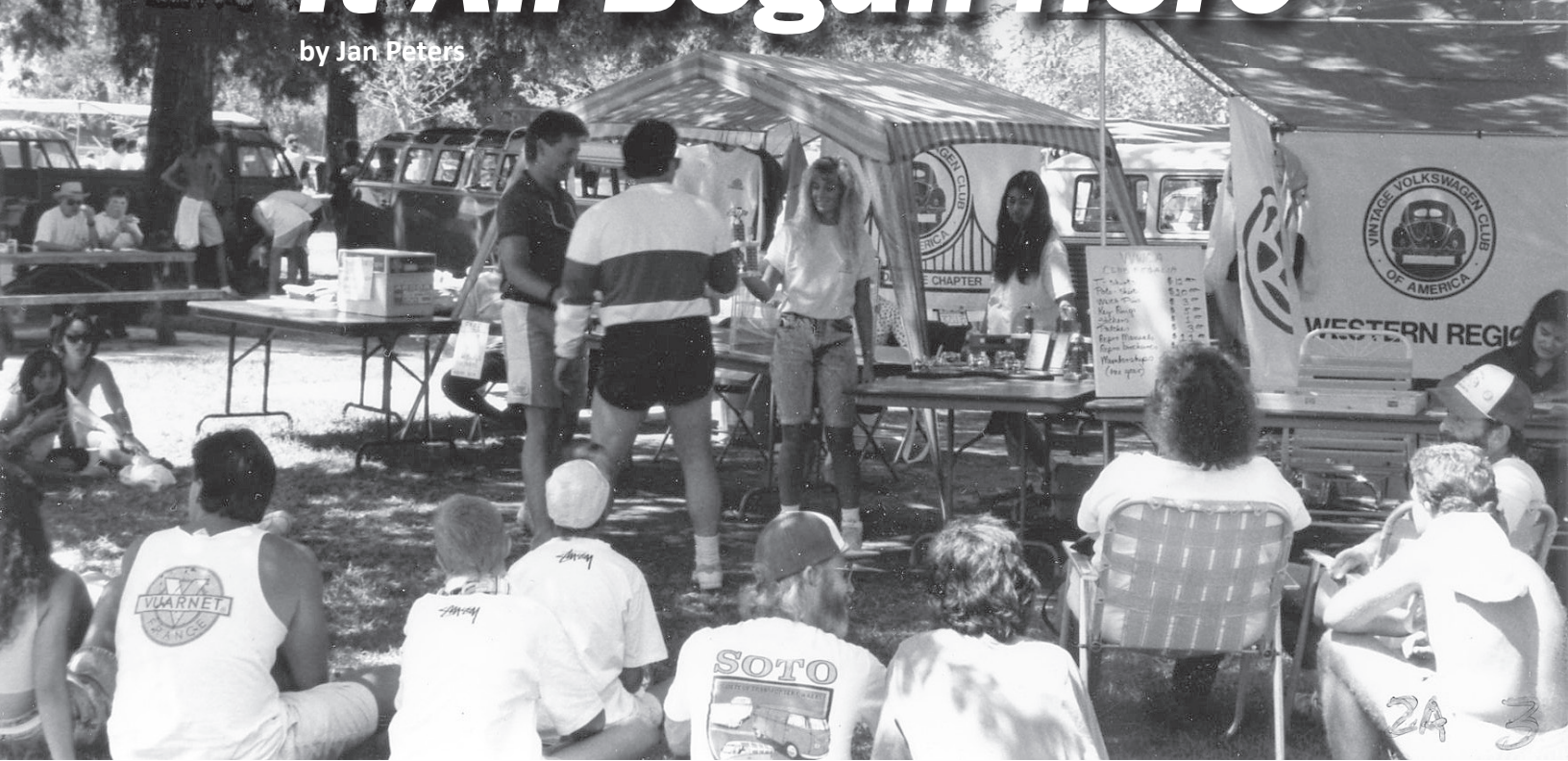
VintageVoice





Kelley Park Spring Meet It All Began Here

by Jan Peters



"All I knew is I wanted to organize a show in a family-friendly, park environment"

K

elley Park will celebrate its 39th annual on April 16th, 2023 and it's simply amazing that it is still going after all these years, thanks to Rick Spohn & the Golden Gate Chapter, VVWCA. In 1982, when I founded the Golden Gate Chapter, VVWCA, I had no idea this Chapter Show would become an iconic event over the ensuing years.

All I knew is I wanted to organize a show in a family-friendly, park environment where we could attract multiple sponsors including our local Volkswagen dealerships. Just by sheer chance, one of our officers at the time had a connection to a Docent at Kelley Park, History San Jose Museum. We were able to reserve the

Museum Grounds for the first time back in 1985.

In those days, there were significantly fewer historical buildings in Kelley Park so we set up our show along the Senter Road side which gave our show a lot of visibility to passersby. We were very informal with the car show and swap meet, as evidenced by my awarding trophies from the bed of my '59 double cab pickup with a staved-in rear corner. The participation for this first event was slightly larger than expected but still manageable.

After I finished awarding trophies, the park cleared out, except for a couple of low-rider cars who came just inside the front gate. They started partying and soon were throwing beer bottles at passersby; I knew I had to deal head-on with them so headed over trying to figure out how I was going to resolve this; suddenly (and unseasonably) a quick rainstorm came over the park as I was heading over, so they packed up and took off... problem solved.

We received a lot of positive feedback from participants and our Sponsors so we knew we were on the



Michael Epstein, Bob & Beverly Scott (Vintage Parts Inc.) and Stephanie Peters, 1991

right track. Ironically (unbeknownst to us), the Docent who reserved the park was fired for allowing this first car meet...that said, when I called to reserve Kelley Park next year, they had a complete change of heart and welcomed our return; they recognized we'd left the park in better condition than when we arrived and we generated a significant increase in walk-in traffic which resulted in a revenue windfall for them.

In those early days, there were fewer classes of cars so car-show judging was simple; however, as the show grew so did the number and quality of show cars. To accommodate this new reality, we changed to a car owner-judged format where participants were allowed to vote on all other classes except their own car class.

MAGAZINE COVERAGE

Within a year or two, we managed to garner the attention of Hot VWs Magazine and were featured in an article published by Jeff Walters, formerly of SOTO and from that point onward, the rest is, as we say, history. Eventually we also gained press coverage in VW Trends magazine as well as in local newspapers such as the San Jose Mercury News.

By 1987, I'd been requested to take over the Western Region of VVWCA, so with this increased level of responsibility, I handed off both the Golden Gate Chapter and Kelley Park Spring Meet over to my then Vice-President, Rick Spohn who has continued to put on this event until present. Both Rick and Joy have worked diligently to ensure ongoing success of this long-standing show. An important note about Kel-

ley Park Spring Meet is that proceeds go towards local charity groups such as Second Harvest Food Bank and Habitat for Humanity to ensure we're giving back to our local community.

I am forever grateful to present and past members of the Golden Gate Chapter, VVWCA for their support and participation in and of Kelley Park Spring Meet; I am forever honored.

Stay tuned, coming in our next submission, Solvang Veteranentreffen; Ode to Heinz-Willi Lottermann (Bad Camberger Internationaler Veteranentreffen).

VintageVoice



Bob Scott, Bill Boiwmann, Chuck (Chuck's Convertible Parts) & Rich Kimbal, 1995



Bob Case & Jan Peters, 1995



1950 Split-Window, Jan Peters 1988



Members of the 1999 Return to the Fatherland Tour including Larry McKenzie, Eric Meyer, Bill Sylvestri, Tom Niedernhofer, Steve Hollingsworth, Jan Peters, Bill Collins, Lois Grace, Don Bul-lita, Rich Zavala, Bill Bowman Eric Kircher



Shaun Supanich, Joy Spohn, Terry King, Carmencita Valerio, Jean & Bill, 1994



John & Betty Luckacs



Beginning of "Endangered Species" Photos



Scott, 1994

LOOK WHO'S BACK!

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Utah VW Classic

by Eric Arnold

Riverton, Utah
September 17, 2022



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he annual Utah VW Classic weekend kicked off with a pre-show meet at Volkswagen SouthTowne, the local dealership. The open house and meet & greet packed the parking lot and street for several hours. You can tell people are excited for the show the following day!



Before dawn, Riverton's City Park began to rumble with the sounds of both air and water-cooled Volkswagen engines as they made their way onto the lush green grass.

A steady stream of VWs rolled into the park for what seemed like hours. Thankfully, show organizers Utah Transporter Association managed to reserve the entire park this year, as by the end of the day it was nearly at capacity!



This event always boasts a wide assortment of rides, and this year was no exception. Tom McGrane brought his Mountain Dew themed 1974 Thing from Nevada, which was a hit with the crowd. The freshly completed 21 Window Bus from Joe McRae's Rustology Garage was turning heads. There were plenty of water

cooled rides on hand too, and even an electric vehicle, Steve Kelly's new ID-4.

A local Porsche rally coincided with the VW weekend, and they joined in on the Classic fun. Scores of 914s, 911s and more made an appearance, and helped bring the total car count to well over 300 on the day!

A hallmark at the Utah Classic is the "Utah Dash". A combination relay race/obstacle course where car clubs compete to see who can complete the assigned tasks in the best time. This year, club members had to endure a dizzying spin with a baseball bat, followed by a horseshoe toss, and a type of water-relay. After several dizzying rounds, taking home the prize was the club of water-cooled VWs. Their trophy is, aptly, the Utah Dash – a Bug dashboard which is passed over year to year to the new winner.

Overall show Top 20 awards were presented to deserving rides, and 'Best Of' awards given in individual car categories such as 'Best Patina', 'Best Convertible', 'Best Commercial Bus' and many more. 'Best of Show' honors went to the custom 1957 Beetle owned by Kevin Davis from Grand Junction, Colorado. Congrats to all the day's winners!

Proceeds from The Utah VW Classic go to "Bussin' for Santa". The Utah Transporter Association choose several families each year to sponsor during the holidays. They use the earnings from the show to purchase gifts for the deserving families, and deliver them with a huge caravan of vintage Buses. It's certainly a very unique and rewarding cause.

[VintageVoice](#)











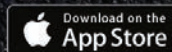
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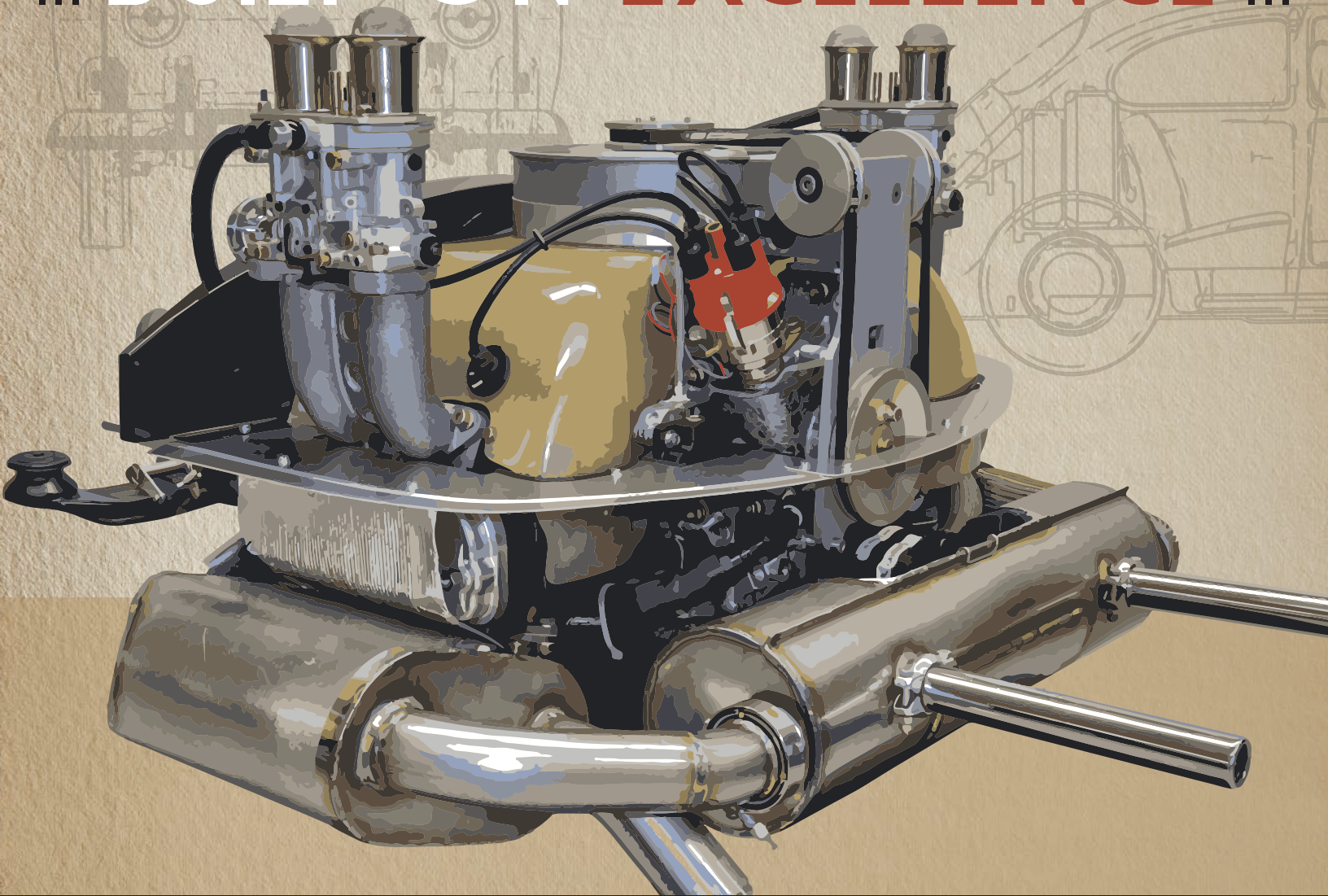
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Iona The Bug

by Eric Arnold



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any owners have family ties through their VWs, however not all are as deeply felt as Syracuse, Utah's Steve Burton. While the Bug may not be the exact car his Grandma Iona owned, her touches are felt throughout the entire vehicle.

"When I was a child, I was diagnosed with acute Leukemia. Back in the 80s, people did not understand the cancer, and were afraid their child might get it from me, so I did not have many friends to play with. So, I spent a lot of time with my Grandma Iona." Iona owned 1966 Beetle with 66K original miles, in which Steve would play. "I thought it looked like Herbie. While at her house, I would go in the garage and spend hours in it playing games. Every once in a while she would take me around the block to the store. I would ride in the tray in the back window and wave at everyone."

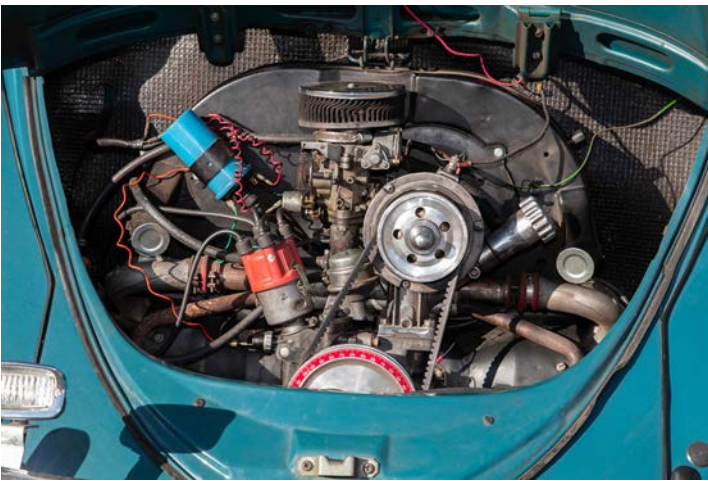
When Iona passed away, she left the Bug to Steve, but he unfortunately had to let it go. "At the time I had just gotten married and needed money, I sold it, and have regretted it ever since. It went to someone in Colorado that bought it and drove it home. I had only

driven it around town a few times."

The Bug we see today is a Sea Blue 1965, which Steve found in Fresno, CA four years ago. "I decided I wanted a look that would represent both me and my Grandma. Blue is my favorite color, and I love the blue and white look. Her Bug was cream and red." We'll see touches of this in different aspects of this build.

While the Sea Blue exterior had been resprayed prior to Steve's purchase, the interior paint is still original. Custom pin striping on the deck lid includes a cancer ribbon, and a fun touch on the front is the chrome horn grille is a design of Steve's face! The Bug has even taken on the name 'Iona' with its personalized license plate.

This car is obviously laid out, a far cry from the stock height it was at the time of purchase. "With help from fellow Voodoo Cruisers club member Brian Thompson, I built a 5 inch narrowed beam. It is powder coated red to remind me of my Grandma's red interior, but it's hidden under the car so I don't have to look at it, since I don't really like red. There are 3 inch drop plates in the rear. I am currently in the process of getting ready to install a Ron Lummans one-inch transmis-



sion raise with a bus nose cone.”

A Pandragers Products skid plate helps protect the front beam, and disk brakes were added in front for more stopping power and safety.

The Bug looks great on stock 15 inch smoothies with 165/60 tires on the front and 195/60 on the rear. A vintage Firestone swamp cooler, painted and stained roof rack, and quarter window pop-outs with Randar extensions complete the exterior look to a tee. “I also added a Rat Fink on my radio antenna mount because

my daughter would love to be a Rat Fink artist one day. We attended the Rat Fink Reunion show last year and my kids loved it!”

Moving inside, the horn is the first thing to grab your attention. “I had my horn button done in cream and red to represent Grandma’s Bug, and I had her signature copied from her old journal and pin striped onto it.” Steve continues “Plus the steering wheel itself, I love all the cracks on it showing its age. It reminds me on my Grandma’s old weathered hands.”

The flower vase is filled with pieces of Iona’s broken China, as well as hens and chicks, which she loved to grow. Steve keeps one of Iona’s rings on his key ring, and the sea shells hanging from the rear view mirror are the same shells he played with at her home – he would pretend they were space ships.

“I love driving with no radio, just the sound of the motor and the wind in my beard”

The small suitcase he would once use for his sleepovers is now used for carrying tools, and it’s accompanied by Super Ted, from the cartoon show they would watch together.

“I love the look it has now, and that the age is showing through. If either of my kids really get into it, and the desire to fully restore it comes around as a project we could do together, I may do that. Right now, I just like to cruise it as much as possible. I would like to update all the wiring, just to make it all look better and so I know where everything goes in the future.”

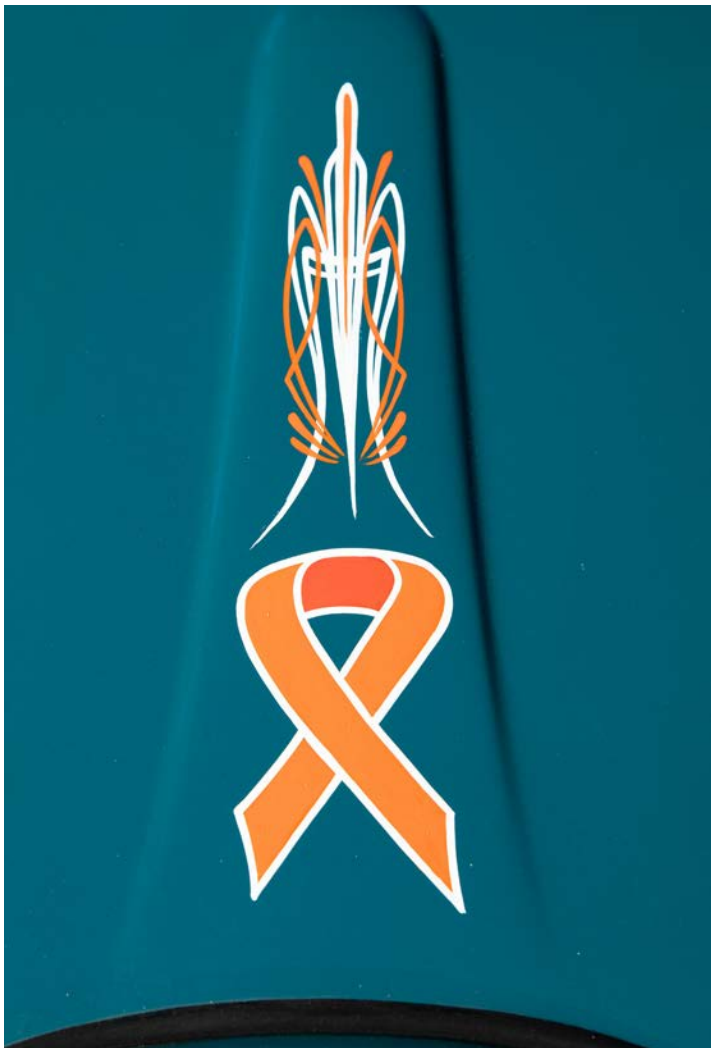
Steve also enjoys taking the Bug to local cruise nights and shows with his club the Voodoo Cruisers. “I have won a few different awards, from Sponsor’s Choice, to a Mechanic’s Award for solving issues on the side of the road to get it to the show on time.” Speaking of getting to a show, he was reminded of a bit of a scary experience one day. “I was running late for a car show and was having some brake issues. I took the wheel off over and over again, and finally got it working. I left my house and got down the street, and bug started hopping! Turns out I forgot to tighten the lugs and the wheels came off and gut stuck under the fender. I was

close enough to home that I was able to get my floor jack and get the wheel back on. I learned the hard way to always double and triple check your work.”

While he may regret selling Iona’s original Bug, Steve’s tribute hits all the notes. From all angles, there are reminders of his beloved Grandma, and he’s building new memories with his children and this Bug, creating a full circle; “I love driving with no radio, just the sound of the motor and the wind in my beard. I love going for longer drives with my kids one-on-one, they really just start talking about life since there are no other distractions. It’s a great way to hear what’s going on with them, and know how they are solving their problems.”

Creating new memories while celebrating the past. Why do only one when you can do them together? Whenever Steve gets behind the wheel of Iona the Bug, he’s accomplishing both in style!

VintageVoice





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

by Bill Ungar (aka “Silly Billy”)

Installment #6: To Hollywood and Back in a '63 Bug – A Silly Side Street Saga

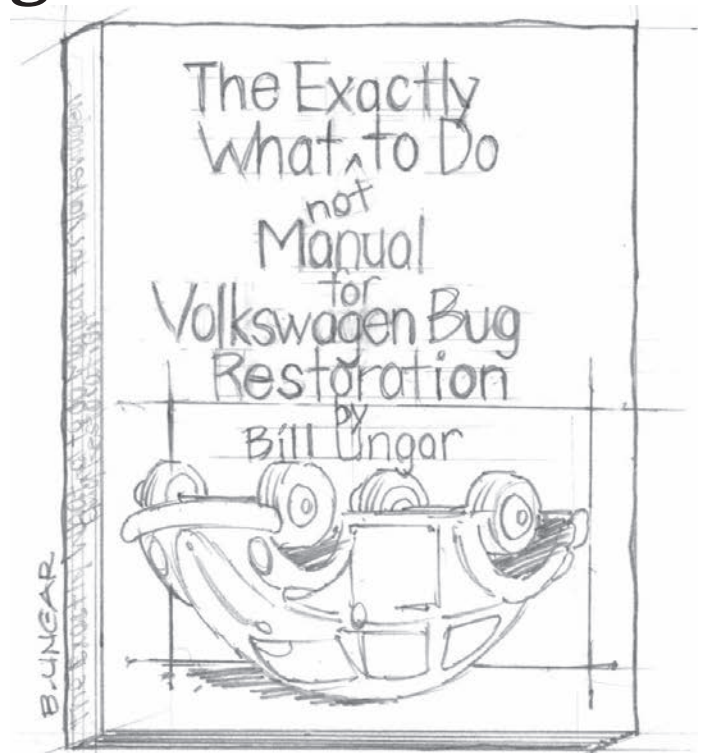
The following lessons I learned were not learned on a freeway, not learned on a highway, not learned on any type of thoroughfare that ends with the word “way”. Instead, these lessons were learned on streets, avenues, and boulevards. These words end with “eets”, “nues”, and “wards”. No-where near as fast to drive on as something that ends with “way,” but a whole lot safer (and weirder sounding).

Because I am afraid to drive my stock '63 Bug on a Los Angeles freeway (or highway) for fear that a vehicle (moving at 80+ miles per hour) will decorate my rear bumper (moving at 50 miles per hour) – I am regulated to driving on the afore mentioned “side streets”. So, I invite you to come along with me, and learn the same lessons that I learned - on my “silly side street saga.”

THE LESSONS

Lesson 1: Do not drive 65 miles from your home to Hollywood and another 65 miles from Hollywood to your home – on Los Angeles “side streets” in order to save a few hundred dollars in pursuit of a low Volkswagen repair bid. The stress from a day’s worth of side street stop-and-go traffic in Los Angeles, will result in numerous psychiatrist visits costing more than a few hundred dollars.

Lesson 2: When driving a '63 Bug for 2 ½ hours in each direction through stop and go Los Angeles side street traffic, on one of the hottest days of the year, realize that your engine tins will get hot enough to fry an omelet. I am seriously considering Teflon coating the



tins, and saving on the cost of breakfast.

Lesson 3: As you drive on Hawthorne Boulevard in Torrance, and gaze to the right, passing where Russ Thor Inc. Volkswagen once stood, (my father bought his '62 Bug that he gave to me there – my first car) do not pull into the service stall expecting your Volkswagen to be serviced. The technicians at Scott Robinson Honda “express service” will not know how to repair your Volkswagen, and although they can sell you a Honda license plate frame for only \$20, they cannot sell you a Russ Thor Volkswagen license plate frame at any price.

Lesson 4: It’s hard to get nostalgic for the early days of Los Angeles while moving at 5 miles an hour in bumper-to-bumper traffic on La Cienega Boulevard (before the San Diego 405 Freeway was built in the 1960’s this was the “freeway” in Los Angeles). Although there are quite a few Los Angeles landmarks to see up close (basically visit) at this blazing speed.



Lesson 5: When you finally reach the middle section of La Cienega Boulevard that opens up from the slowdown in the South, and you can actually shift your '63 Bug into fourth gear, realize that the green overpass street and exit signs in this section look exactly like freeway signs. For this reason, the drivers of thousands of cars that were formerly behind you in the slowdown, and now see these signs and "think" they are on a free-

way, will now desperately want to be in front of you!

Lesson 6: La Cienega Boulevard has slowed again, and the Peterson Automotive Museum on your right takes about five minutes to pass at 5 miles per hour. At this speed you begin to wonder if your car will become part of the museum's permanent collection, as you imagine one of the museum buyers chasing you

down the boulevard in pursuit of your Volkswagen!

Lesson 7: The original See's Candies factory is on the left, but you can't let your '63 Volkswagen get out of control as you whiff the cooking candy, and imagine the taste of scotch mallows in your mouth. I learned that Lucille Ball and Vivian Vance used the See's factory to practice the famous chocolate factory scene before shooting. Lesson learned; you can only put so many chocolates in your mouth before you need to hose down your Volkswagen interior.

Lesson 8: When driving your '63 Bug uphill at a 45-degree angle through Laurel Canyon (on Laurel Canyon Boulevard) a 100-year-old single lane historically winding road, remember that you only have another three miles to get to the top. By then, the fifteen modern cars that are hugging your rear bumper will have passed you, and the impatience of fifteen drivers will have somewhat dissipated to mere resentment.

Lesson 9: And finally, if your Hella horn fails (after not working for a full three months) and you concede to have a mechanic repair it, and then drive 65 miles to get there, through stop and go Los Angeles traffic, realize your horn can (and will) work fine again, two blocks before you get to the shop. You still have two more blocks, to come up with another reason to visit the mechanic (there are so many issues – just pick one!)

After much thought I came up with another reason, dropped off my Volkswagen, and walked down Lankershim Boulevard to begin my 65-mile return trip home south. The city buses were free that day, and a Metro train ticket only cost me \$1.75, the journey home taking only one and half hours.

One month, three days, and forty-five minutes later, my wife drove me north 65 miles in our Prius - to the repair shop - as my Volkswagen was ready for pick up. But I was looking forward to something even more exciting than seeing my Volkswagen again. I was looking forward to "driving" 65 miles south in my '63 Bug in the bumper-to-bumper Los Angeles traffic again, not on the freeway, not on the highway, but on the streets, avenues, and boulevards!

Lesson 10: But on this trip, while I drove my Bug back home on the mean streets of Los Angeles, and down Laurel Canyon's winding single lane, my wife drove close behind me in the Prius and had my back. And when the evening turned dark and my '63 Bug's dim tail lights could barely be seen from behind, the bright tail lights of my wife's 2015 Prius helped get me home safe. Lesson learned? Always take your wife along with you when you drive your classic Volkswagen. (Even if she is not actually "in" your classic Volkswagen).





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