



VintageVoice

March/April 2023

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THE PATINA ISSUE



Welcome

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Welcome to the latest edition of Vintage Voice.

The Vintage Volkswagen Club of America welcomes all VWs. Old ones, new ones, shiny ones, and those which are not so shiny. You know the cars I'm referring to, the cars which have spent a little extra time out in the sun. The Bug that maybe didn't get that extra coat of wax way back when, and that Bus that sat outside for a few years just waiting for attention.

The dictionary defines 'Patina' as: a film or incrustation, usually green, produced by oxidation on the surface of old bronze and often esteemed as being of ornamental value. In the car world it can mean paint that is naturally worn down, or even intentionally faded. To some, it's less than desirable, but to us, it can be beautiful, and we're here to celebrate it! Let's face it, not every car is going to be restored, nor should it be. Some VWs are perfect just the way they are, aged like a fine wine.

In this issue, along with some of your favorite regular columns, we have featured several patina VWs in our first ever themed issue. Each one is unique and special in its own way. Pete's Single Cab which was lifted out of a junkyard using a crane, Chris' Thing that is 1 of 400 Acapulco editions built, and Dave's Bug that he let go of and it came back to him like, well, a boomerang. Please take the time to read each story, even if patina isn't 'your thing', I have a feeling you're going to enjoy them all.

Enjoy!

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



VintageVoice

Vintage Volkswagen Club of America

President: Eric Goodman - Newport Beach, CA
president@vwwca.com

East Vice President: Kathy Jacobs - Hahira, GA
vpeast@vwwca.com

West Vice President: Eric Lykens - Santa Maria, CA
westvp@vwwca.com

Editor: Eric Arnold - Las Vegas, NV
editor@vwwca.com

Historian: Heinz Schneider
heinz1933@gmail.com

Membership Coordinator: Jay Brand - Highland, CA
membership@vwwca.com

Chief Technical Director - Jake Raby
tech@vwwca.com

Public Relations Director: Phillip Kane - Akron, OH
pr@vwwca.com

Contributors:

Eric Goodman, Eric Arnold,
Heinz Schneider, Fish Head Louie, Bill Ungar

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The Podium with President Eric Goodman

Dear VVWCA Members,

It's spring and we are headed into summer... As everyone gets ready for their annual shows, please submit your request for liability insurance. We are now using Hagerty for our insurance and they need a few weeks to process the requests and issues the certificates.

Also, please send Eric Arnold, Editor of the Vintage Voice your event flyers and any information you want to share with the membership about your shows. He needs them at least two months before the show to get them in an issue.

Our website has all the Chapter clubs listed and links to their club pages. You can check for a club and/or show in your area. Also, make plan to visit another VVWCA chapter while you are on vacation. June is VW week (month) in Southern California and it is the place to be in the USA if you want to see Vintage VWs! We will have more information in the coming issues before then.

If you have a Free VVWCA membership and want to upgrade to a Pro-Member to get a hard copy of this amazing magazine, you can register on our website. Also, if you are a member of a VW club and they are not a Chapter club of the VVWCA, they can join. We are always accepting new clubs. More information on the website www.vvwca.com

Thank you all for your continued support of our organization and keeping the vintage VW hobby alive! Please support our sponsors and advertisers also. They are listed in this issue.

Looking forward to summer and a great VW show season!

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



THE HISTORIAN'S CORNER

By Heinz Schneider

VOLKSWAGEN IN 1964

NEW PRESIDENT OF VWOA, AND NEW CHASSIS NUMBERS



Volkswagen in the USA: 14 distributors and about 900 dealers sold 345,263 cars in the US including 251,806 Beetles and 7,606 four-seater Karmann convertibles, as well as 13,084 Karmann-Ghia coupes and 3,691 KG convertibles, as per official count. In addition, there were still gray market cars imported by independents. Beetle production went down for the first time since it began, by only 4.3%, but was compensated by producing more of other models. Total worldwide Volkswagen production, including Transporters and other models reached 1,410,000 units; of these 948,370 were Beetles with 339,257 sold in Germany.

Carl Hahn, after four years as the head of VWOA returned to Germany at the end of 1963 to take over worldwide sales. After a few months of no VWOA President, the British born Stuart Perkins was appointed as the new President. Stuart Perkins had been the third VW employee hired by VWOA Feb 14th.1955. He came from Volkswagen of Canada LTD. Under Hahn he eventually became Vice-President in charge of sales. He would be with VWOA for a total of 26 years, in one position or another, 13 years as its President during VWs most successful time in the US. It has always bothered me that VW and so-called historians never have given him credit for all his work. Since Perkins, VW had never put a successful President in charge of the US. Even currently in 2023 there seems to be a new one every few months, according to Automotive News. I did draft an article about Perkins for the VV some time ago and maybe we will have an updated profile of him in the future.



1964, NEW LID, NEW LICENSE LIGHT, OLD HANDLE

In 1964 VWOA and its dealers spent about \$14 million to advertise in the US. VWs sophisticated advertising received a lot attention and honors. Nevertheless, according to Nelson in his book "Small Wonder", some dealers did not understand why the commercials did not end with "Come on in, get one now". A statement commonly used in advertising by local manufacturers for, but this sounded just too desperate to the DDB ad agency and to VW officials.

CHANGES TO THE 1964 MODEL

Changes for 1964 model: There were not many and those started on August 5th, 1963. The steering wheel lost its horn ring and had now just a straight bar across to activate the horn. The previous horn ring was later reintroduced for the 1966 model year. The engine lid was reshaped to accommodate a larger and widened license light housing. Some sculpture lines on the engine lid were simplified but it retained its "T" handle. The sunroof was now made from stamped steel panel instead of the previous larger size vinyl one. The hub cap VW emblem now left unpainted. On the last day of October 1963 starting with chas-

sis 3 588 185 front turn signal light indicators were enlarged. ID/chassis numbers changed. In the past it was difficult to determine exactly when a Volkswagen model year started and when it ended. Some changes were previously introduced at irregular intervals. Now, on August 1st, 1964, Volkswagen went from a seven-digit numbering system to a nine digit one. The third number indicated the official model year. The first 1965 model Beetle started with 115,000,001. But early "1964 models" still used the old system and went from 6 016 121 to 6 502 399. The new numbering system made identifying a model year easier, Volkswagen also bundled now most of its yearly changes to begin with the official model year.

Colors used for 1964 models: L 41 Black, L 87 Pearl White, L 360 Sea Blue, L 456 Ruby Red, L 518 Java Green, L 519 Bahamas Blue. The VW emblems in the hub caps were left without any color. All wheel centers were painted L 41 Black and the easier outer rims in L 87 Pearl White.

CREATION OF AUDI

Other VW news worth mentioning: In 1964, Nordhoff signed an agreement with Daimler-Benz (Mercedes) to buy 50.4 % of MB's interest in the Auto Union Company, located in Ingolstadt, Southern West-Germany. Auto Union was at the time the producer of the DKW three-cylinder two stroke engine cars. It was a move by Mercedes to get rid of the money losing Auto Union. In an attempt for MB to not lose face the complete takeover by VW went in two steps but it put VW in charge from day one and used the newly acquired facility to assemble 450 Beetles a day besides a few DKWs. With the introduction of the Audi car, which had been secretly started by MB engineers unbeknownst to VW, the DKW name was retired, and all the new cars and the company became Audi. The original Auto-Union Company had been the result of a merger of four money losing car companies, DKW, Horch, Audi and Wanderer and were forced to join by banks during the depression of the twenties. The four interlocking rings used by Audi today originally stood for these four companies.

MORE FOR 1964

The German Post office took delivery of the 25,000th car since the end of WW2 in 1945 and became the largest individual buyer of VWs. The eight millionth VW comes off the assembly lines on the last day of 1964. Volkswagen de Mexico incorporated in Mexico on Jan 17th to produce Beetles with mostly local content as was required by a new Government edict. Complete cars were no longer allowed to be imported. VWM would eventually become the most successful car company in Mexico for many years and the third largest producer of Beetles after Germany and Brazil and it was the plant that built the last original air-cooled Beetle ever in 2003. The one millionth rebuilt engine leaves Kassel, Germany. Because of the large demand for Volkswagen cars from the US, and to relieve pressure on Wolfsburg a large new factory was built at the northern German port city of Emden and finished December 1st, 1964. Emden would eventually become the largest shipping port for cars in the world. To ship all their cars VW chartered 80 ships, with that VW had the world's largest chartered shipping fleet. June 16th, a modified Beetle was used to swim across the Strait of Messina from mainland Italy to Sicily. Pictures of this event were later used in VW advertising. In 1964 Volkswagen started to build a large research and development complex in Wolfsburg for about 10,000 automotive engineers to work on improvements of present models and for the testing of new ones under development. The picture here shows the first Beetle assembled in Emden for the US.

VintageVoice



Once Upon A Porsche

by Fish Head Louie



Once upon a Porsche, I got a call from a man whom had a 911E that he wanted to get rid of. I say “get rid of” because it was abandoned on his property by the former “tenants.” I say “tenants” because they hadn’t paid rent in over a year and rode the “we can’t pay and you can’t evict us, because of Covid-19,” train. This is isn’t the typical Porsche owner’s philosophy and the condition of the car reflected that. He had given the former “renters” notice that anything that was left became his on a certain date. He spoke to a “judge friend of [his],” whom advised that he could sell the car as his own.

As seen in the photos, the car was more or less complete, but very rusty. It had a terrible “update” done to it in the 1980s to make it look “modern,” having had impact bumpers installed. The fuel shelf was rotted where the front suspension attaches to the car as well. As it was a Targa, the entire interior was a constant combination of wet and dry and MOLD. In addition,

the engine was locked due to time. However, it was an E which are rarer than the T. To make this deal even worse, the seller had no title because it wasn’t officially his.

There was a large dumpster in the driveway because the apartment had to be “refurbished” as the non-paying residents had not taken care of the place. Said dumpster did not allow access to the car, so I could not “cash and carry.”

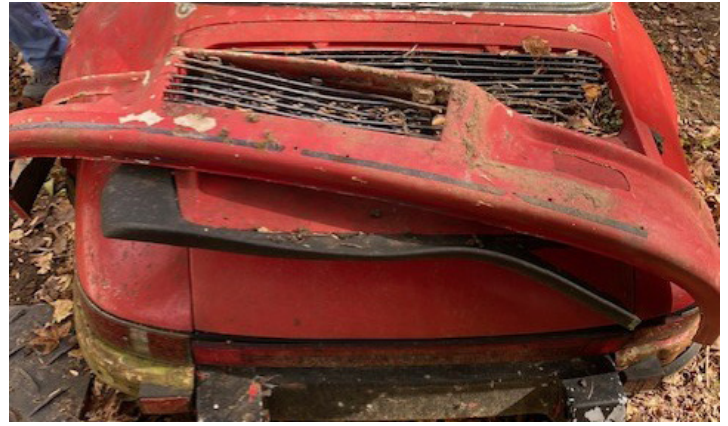
I arrived without a trailer, having made the trip to “buy” the car and get a bill of sale. We came up with a price for the car and extra doors and fenders that the man had in the storage shed. I told him that I would be back on Tuesday to extract and collect the car. Having told and illustrated many stories like this before, I wanted to take photos and video of the car “in motion” and on my trailer.

I got a text that Sunday before I was supposed to pick up the car from the seller that said, “Did you get the

car, okay?" I replied that I wasn't supposed to pick up the car until that Tuesday. In-turn, he replied, "it's gone." His theory was that the former "tenants" were lying in wait until the dumpster was removed to collect their car and did so late on a Saturday night, under cover of darkness.

Now I had a situation where the seller had my cash and there was no longer a car to collect. Luckily, the seller and I had an oral agreement that if anything happened to the car before I picked it up, naturally, he would refund my money. Thinking back, I should have written a clause in the bill of sale as well. The property owner and seller of the car sent me a refund check and said he would keep the doors and fenders to try and recoup some of his lost rent and remodeling costs. My bank ended up holding his check for two weeks for a reason they would not disclose. At least all parties involved were honest, but this could have become very messy otherwise. Since the car was a lot worse than I expected and without title, I chalked it up to a learning experience and cut my losses on the time and travel expenses. Helpful Tip: If you can't cash and carry, drop an apple tag in the car so at least you'll know if "YOUR" car is on the move.

[VintageVoice](#)



UPCOMING EVENTS

Event info as of Jan 1st, 2023
Contact show organizers/websites
for the latest updates.

March 11, 2023

Women 'N' Wheels 2023 **El Segundo, CA**

Join us on Saturday, March 11th, 10 am-4 pm at the Zimmerman Automobile Driving Museum for the coolest Women's Car Show of the Year!

This Car Show is open to all women who own, collect and drive vintage, classics, lowriders, hotrods, muscle, and custom cars.
<https://www.automobiledriving-museum.org/event/women-n-wheels-2023/>

March 25, 2023

Meet In The Middle **Solvang, CA**

Meet us in the Middle for a gathering of VW enthusiasts from Southern and Central California. The location is beautiful Nojoqui Falls Park in Santa Barbara County. It is near the Danish style city of Solvang. Take the short hike up the trail to the falls that are usually flowing nicely this time of year.

April 16, 2023

Kelley Park Spring Meet **San Jose, CA**

The Golden Gate Chapter of the Vintage Volkswagen Club of Ameri-

ca will be hosting their 38th Annual Spring Meet at History San Jose at Kelley Park in San Jose on Sunday, April 16 from 8 am to 3 pm. All air-cooled VW's are welcome.

For general information regarding the Kelley Park Spring Meet, please visit the Golden Gate Chapter website at www.ggcvvwca.org.

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 Annual 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 06, 2023

Buses at Das Bevo **St Louis, MO**

Join us for Buses at Das Bevo! Food, drinks and live music on-site. Come early for brunch! All makes/models of VW are welcome. Please, VW bodied or powered ONLY! Registration 10 am to Noon. Show Noon to 4 pm. Awards at 3:30 pm. For more info - aircooledantiques.com

May 20-21, 2023

Dubs In The Shrubs **Hamilton, NJ**

Tall Cedars Picnic Grove. Dubs in the Shrubs is a 2 day air-cooled vehicle event for Air-cooled vehicles and Vanagons only. Public Entry Donations and Beverage donations go to St. Jude Children's Research Hospital. Show Cars: Day of \$20 per car. Cars staged in their appropriate class. Swap Meet: Day of \$20 per space. Vendors: Day of \$20 per space (Please, no other Empi distributors) Spectators: \$1 donation to the St. Jude Childrens Research Hospital.

Contact Information: Email at Oldschooleurosc@yaho.com and Facebook: Old School Euro's Car Club and 2023 Dubs in the Shrubs Campout & Car Show.

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

- 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

Thing Hardtop for sale. Very good condition. Top quality with metal roof supports. Beige color, Clear window. \$950. Located in Carlsbad, CA.
Contact: Barry @ 760-310-9206

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.southeasteuromotorsports.com/may-21st-fast-times-at-farmington/>

June 03, 2023

O.C.T.O. Meet 2023

Long Beach, CA

Orange County Transporter Organization presents "O.C.T.O. Meet 2023". This is our Summer bus event. It is a swap and display meet, for 1967 and earlier Volk-

swagen buses, held at Long Beach Veteran's Memorial Stadium, Long Beach, CA. All parking will be on a "First come - First served basis".

There will be raffle prizes at the main booth. Food and refreshments will be provided by the LBVMS Concessions. Drive your transporter and find those parts you've been looking for!

<http://www.octo.org>

June 17, 2023

Summer Volksfest

St Augustine, FL

We welcome all VW air & water-cooled, plus Audi & Porsche. Also a Swap Meet area to sell your goods. 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.

Location: Car Museum of St. Augustine: 4730 Dixie Hwy, St. Augustine, FL 32086

Free admission to car show/swap meet. Show car entry \$10

Swap meet \$20 (must arrive be-

tween 7:30-8:30 only)

Raffles and door prizes.

All the event info can be found at our website:

<https://www.southeasteuromotorsports.com/summervolksfest/>

August 26, 2023

Tannehill VolksJam

McCalla, AL

Mark your calendar for the premier Volkswagen event in Alabama! Held at beautiful and historic Tannehill State Park, located in McCalla, Alabama.

Awards given for Best-ofs, Top 20 cars and some special awards.

First 50 entries receive a goody bag.

Camping available on site through the park itself.

A dinner cruise will be arranged the Friday evening before the show.

For further information visit www.volksjam.com or find the event on Facebook

PATINA BOOMERANG

by Eric Arnold



T

wenty two years...that's how long David Ross' 1956 Oval had been sitting in a Pahrump, Nevada field. Originally slated for a full restoration, a quick rain shower provided a moment of inspiration that would alter those plans significantly.

When David was in the market to buy another Volkswagen, he contacted David Gilchrist, the owner of Vintage German Motors in Orem, Utah. He mentioned an old cool bug he knew about, but he wouldn't give away too much descriptive information.

"It was in a sad state of affairs" David said as he recalls finding the Oval. While the car was mostly complete, missing only the left rear fender, it had been baking in the harsh sun for over two decades.

The car was drug out of the field in 2008, and the restoration began straight away.

The original Strato Silver paint had been repainted Dove Blue at some point in its life, but Mother Nature

gave it the look you see today. That's right, this patina is real. "The car was originally going to be a full restoration. During the process, it was pushed out of the shop for a short period, and it went through a rain shower. It looked so pretty all wet, we began talking about if there was a way to preserve the look, and thought of clear coat began" David explained. Eric Read at Lincoln Collision sprayed the clear coat on the car, but at first, it was only a trial. "We didn't know anything about clear coating a car. It was an experiment, and Eric made a disclaimer not to tell anyone he did it" David said laughingly, "after its completion, he was proud to claim it as his own!"

THE FAVORITE PIECE

David's favorite part of the car is the front driver's side fender. At some point it had the most damage, and now has the most character. The car's pin striping was mostly done by local artist Andy Kawahara. The turquoise, black, and white certainly compliment the car nicely.



With the radical exterior look to the Oval, David opted for a simple interior style, completed by Dale Hancock. At the time, just about everyone who was building a patina style car was installing red themed interiors, but David did not want to follow the trend. "A good friend Peter Wangsgard helped me pick the coffee brown color, and to me it has been a perfect match to the car from the beginning."

The car sports a narrowed adjustable front beam, and was lowered a "couple clicks" in the rear. Original 15 inch wheels all around, with the rears a bit widened by Brian Thompson. At first, a built 1914 with dual Dell'orto carburetors was the power plant, but David later opted for a dual port 1600, citing its smooth reliability and easy maintenance. Paired with a Freeway Flyer transmission, it's a combo that can go for ages.

By spring of 2009, the Oval was hitting the pavement. Along with a couple friends, the Oval was driven from Salt Lake City to the Classic in Irvine. It was barely completed, and wasn't even registered yet, but that didn't stop them from driving the whole distance! "It got its first valve check in a Vegas hotel parking lot!" David recalled. "We spun a drum on the way to the Gene Berg bowling night, but with the help of the Berg's it was fixed that night and was at the show the next morning."

A CURVE BALL

Of course, life can sometimes throw you a curve ball. "I had it on the road for a couple years, but unfortunately had a lapse in my employment for a couple months, so I had to sell it. Family first." Certainly a gut-wrenching decision for any car lover.



"My wife Allison was so sad when we had to sell it. The car had been included in our wedding photos."

The new owner was out of state, so away the car went. Almost miraculously, a year and a half later, that owner contacted David and asked if he wanted to buy the car back! Naturally, David jumped at the opportunity, and made arrangements to pick it up the very next weekend. "I didn't even have all the money at the time, so I had to scramble and sell a few things before we picked it up!" Once the car was back with the Ross' it was given the name 'Boomerang', since it found its way home.

'Boomerang' has brought home so many show awards, it would be hard to list them all, but there is one that was especially memorable. At its debut car show, it was selected as the Sponsor's Choice. Each car that won a trophy drove through a concourse to a polite round of applause. When the Oval was announced as "The multi-colored rusty little bug", the place erupted with a roar of cheers and a standing ovation! The car always

draws a crowd wherever it goes. “People can’t decide if it has thousands of hours of airbrushing, or if it’s just clear coat” David adds.

When asked what advice he has for anyone restoring a car, David says “Do as much of the work as you can. It is more rewarding and you learn so much along the way. Try to do it yourself, and if you screw up, let the Pros fix it!”

I think it’s safe to say David and Allison are glad the Oval is home. “This car has been the one I worked on most. It has taught me many things and continues to teach me. All of the VW’s I have owned (and there have been quite a few) seem to come and go, but this one holds a special place in my heart.”

David would like to add a very special thanks to his wife Allison. “I appreciate her so much, and how she allows me to be an adult who still plays with cars. Love you babe!”





Junkyard Rescue

by Eric Arnold



P

art of a group effort, this logo'd patina work truck is back on the road, thanks to several friends...and a crane!

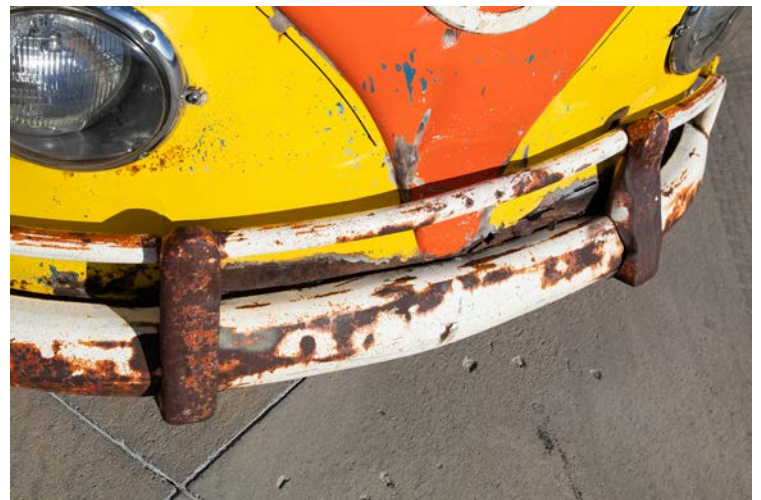
Pete Wangsgard of Utah first came across several buses in a junkyard in 2002. He could see four Split buses among the many Bays and Vanagons; a Double Cab, a Turkis and two Mangos. He wasn't in a position to do anything with them, so he took note of them, and moved on. Then, in 2014, Pete was riding the local train from his home into Salt Lake City and saw two buses tucked away in a junkyard. The next day he discovered it was the very same yard he has been to a decade before, and these buses at All Small Auto Wrecking were now well known, and highly sought after.

For a year, every couple months Pete would stop in to ask the owner about buying the Split Window buses. The owner was not keen on selling, even with an offer to buy them all. Pete had all but given up.



A phone call from friend and fellow Utah Transporter Association member, Cecil Read, with a photo of a bus piqued Pete's attention straight away. It was one of the buses at the junkyard. A quick phone call revealed Cecil was at the yard, and was in negotiations with the owner for all six of the Spilt buses! Pete wanted one of the Mango buses to build into a camper. Cecil agreed he would have dibs, as long as he helped with the crane rental to extract them from the yard. Another club member, Scott Wyatt, came to help just under a week later when they picked up all six buses. They had trucks and trailers ready to go, and the crane operator just had to drop each bus onto a trailer to be driven away.

On recovery day, they did a quick walk around to make their extraction plan. When they went back to where the original two buses had been spotted, Pete locked eyes on a Single Cab. It was bright yellow and orange with faded logos. He looked at Cecil and said "I've changed my mind, the Single Cab is mine." he had fallen in love with the logos and the huge Bosch spark plug on the doors.



It was lifted with the crane, onto a waiting trailer, and away it went. Just a couple months later, work would begin to get the ALBARCO Single Cab back on the road.

The Single Cab is logo are for a business in Midvale, Utah, about 10 miles south of Salt Lake City. The business was called ALBARCO Distributing, who billed themselves as Utah's Foreign Auto Parts Warehouse. Through research, Pete has learned this SC was used from the early 1970s though the late 1980s, when parts drivers started to refuse to drive it. During this time, the shop changed its name to ImParts Auto Parts. It is still in business today, however the ALBARCO name is still on the building.

Pete's vision for the truck was to lower it a bit to give it the ride height he likes, so he went with a Dub-Fab 2" narrowed beam with 3.5" drop spindles and all new tierods, drag link and shocks. He retained the stock drum brakes in the front, while changing to Type 3 brakes in the rear, and upgrading to a dual circuit master cylinder. Unpainted stock 15-inch



wheels help complete the overall look of the truck.

The only body work that has been done has been completed in Pete's garage, after all, this is a Junkyard bus. This includes beating out the nose to fit the emblem, and on the treasure chest door to straighten for aesthetics as it had large dent.

The interior has been left completely stock, and the original Dove Blue. The seat frames were missing, so he purchased those aftermarket and recovered them with stock horsehair padding and grey upholstery from Wolfsburg West.

Keeping with the no-frills theme, Pete didn't go crazy under the engine lid. A 'mystery motor' that gets him where he needs to go. It's a 1600 dual port, paired with a transmission built by Hanson Tansaxle in Henderson, NV.

Pete has used the ALBARCO Single Cab as a moving truck, to haul sofas, bricks, and as a bench when working on engines. He is truly putting it back to work!

Since it has been back on the road, he has met four different people who drove the bus as drivers for ALBARCO/ImParts in the 70s and 80s. "They all had stories to tell and have loved seeing 'that old crappy bus back on the road'". One loved seeing it again so much, he gave it an award at the Rat Fink Reunion show. It has also taken home a Top 20 award at the Utah VW Classic, and a Best Patina award at the Wastach Classic.

The owner of the junkyard where the SC came from says he can't believe they took shells of buses with no engines, transaxles, seats, tons of rust, and put them back together. All six from that day are back on the road.

Pete loves seeing the reactions of people as he drives ALBARCO, and he loves telling people the story behind the rescue and the bus.

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VWs and Corvairs Invade the Dam

Boulder City, NV

November 12, 2022

by Eric Arnold



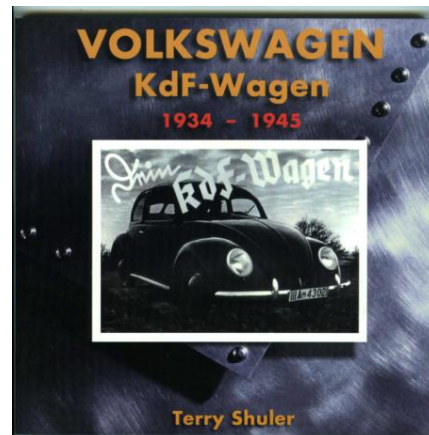
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he small town of Boulder City, Nevada comes alive with the roar of air cooled engines as the annual VWs Invade the Dam event rolls into Bicentennial Park for a day of great music, great cars, and great friends. As a bonus, the event expanded to include Corvairs too!

Located just south of the Las Vegas valley, Boulder City is known as the gateway to Hoover Dam. Originally built as housing for the workers building the dam in the 1930s, the city managed to outlive its intended purpose and continue to thrive on its own accord. Even with its population on the small side, they love the classic car scene, and they unquestionably are infatuated with our Volkswagens!

With the close proximity to Las Vegas, naturally many of the Vegas valley VW faithful made it to the show. Several of the local clubs represented well, including Vegas Velocity Vdubs, Los Vochos Las Vegas, Against The Rest, and of course the Las Vegas VW Club came out in force.

A number of drivers from out of state made the trek to Boulder City as well. A group from Kingman, Arizona



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made the early morning drive North for the event, and several of them took home trophies for their effort!

The host, Boulder City Cruisin' Association, kept the show rolling with a variety of tunes pumped through the loud speakers, and with VW parts and automotive related raffles throughout the day.

As the mild fall day came to a close, Top 20 Awards were handed out to lucky winners, and everyone began to say their goodbyes, but not before making plans to do it all again next spring, as this show happens twice a year, in April and November.

Another fantastic event in modest Boulder City, Nevada. While it may shy away from the glitz and glamour of neighboring Las Vegas, at least for this one day it comes alive! Teeming with the familiar rumble of 'The People's Car' in its historic streets, bringing countless smiles to the faces of locals and tourists alike. Make sure VWs (and Corvairs) Invade the Dam is on your must attend list for next year!

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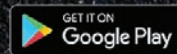
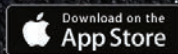
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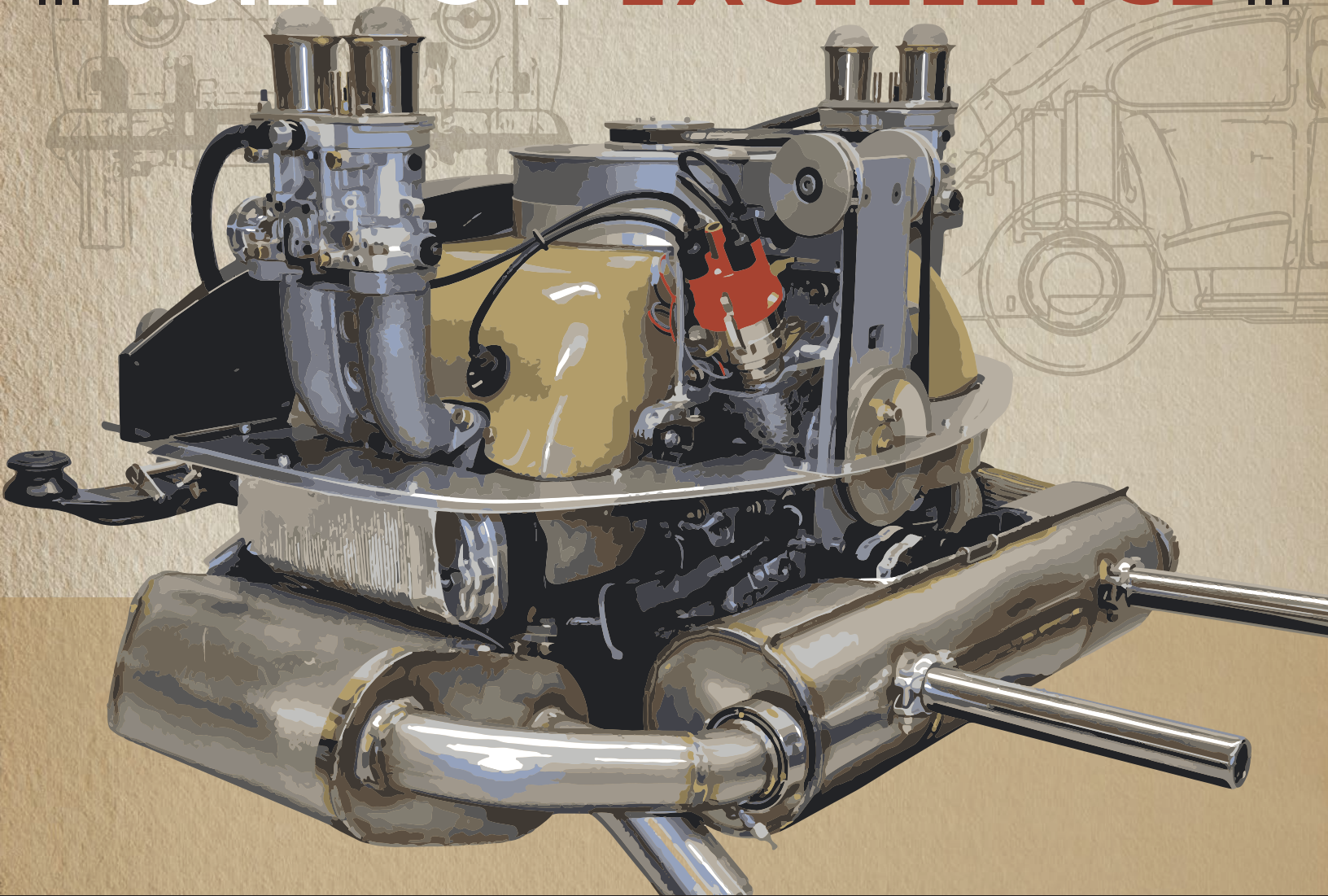
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IT'S AN ACAPULCO THING...

by Eric Arnold



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originally designed for the Las Bristas Hotel complex in Acapulco, Mexico, VW only made about 400 of these special edition Things in a two to three month run, but despite being so few made, a large number of them seem to have survived, or at least been recreated in tribute. Over 150 of the original 400 are known to be still in existence. Some have been completely restored to the highest degree, and others, such as Chris Hardy's example here, has seen the opposite side of the coin. A killer patina machine with all the character and charm you could ever look for!

Chris is the owner of Arizona Autocare, based in Tempe, AZ, and has been wrenching on Volkswagens for over 30 years. He has quite the collection, consisting of a 1966 21-Window Bus and a 1951 crotch-cooler Split Beetle.

This Acapulco Thing was for sale in nearby Tucson, AZ in January 2019, still with its second owner. The previous owner had it for about seven years, but had not touched it, and sold it to Chris with no engine or trans-

mission, basically needing everything. The Thing had spent the majority of its life in Texas, where its body had baked 'to perfection' in the hot Texan sun. The white coachwork on the upper surfaces is burnt down to metal, thankfully there was enough of the white and blue remaining to identify the body as an Acapulco Edition.

Chris found the body and pan in surprisingly good condition, even though the car had been sitting unprotected for years. Even the pan was in good shape, it did not need any welding work at all.

With no bodywork necessary, Chris went directly to lowering the Thing. Staying with a stock-width front beam and stock spindles, he added a set of adjusters. With the EMPI Wide 5 disc brake conversion, the stock width beam give the front the perfect track. The rear is fitted with EMPI adjustable spring plates. KYB shocks are on all four corners, and to finish off the look, chrome and black detailed EMPI Sprint Stars, 4.5" in the front, and 5.5" in the back; a touch of shine to contrast the rest of the car's patina.



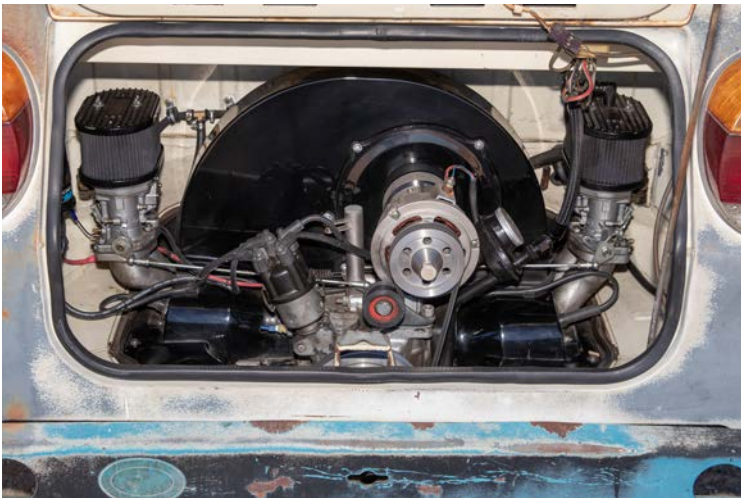
Under the decklid, Chris trusted Dan Lawson and the team at Competition Engineering in Phoenix, AZ to build the 2110cc power plant which would have this Thing ready to cruise the beaches once again.

The long block features a pair of CB Performance 044 cylinder heads. A set of EMPI twin 40 carburetors fits the car's EMPI theme well. Other features include a 009 distributor with a Pertronix electronic ignition kit and an A-1 exhaust system. In all, it's believed the engine is pushing about 110 horsepower.



Being a 1974 model, this 181 model was the first year to receive IRS, so Chris turned to Doug's Bugs-N-Bunnys in Mesa, AZ to build him an IRS transaxle. Together, the combination works very well, and allows this Thing to really move!

Finally, on the interior, Chris knew he had to go original and commission an OEM style Acapulco blue and white striped upholstery from Larry Dustman at The Thing Shop. Chris also has a matching blue and white striped canvas roof for the car, but prefers the look of the bare frame, and who can blame him? More EMPI pieces on the interior include the GTV wood steering wheel and aftermarket seatbelts. A Gene Berg shifter was also installed, along with an original style radio.



Chris says the build went quite smoothly. "It's so much fun to drive! It's like ripping around in a full-sized go kart!"

Chris would like to thank everyone involved in the build, his friends and family, particularly his wife Amy and his three children Breana, Alyssa and Caleb.

VintageVoice







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

by Bill Ungar (aka “Silly Billy”)

Installment #7: Still Six Volts After All These Years (Apologies to Paul Simon)



I may not know much about fixing a Volkswagen, but I do know one thing. The electrics in my '63 Bug are old.

How old? The electrics in my Bug have survived miniskirts, bee hive hair do's, peace signs, and polka-dot fabrics (the 60's), bell bottoms, and disco balls (the 70's), shoulder pads, jazzercise, and parachute pants (the 80's), Pokemon, CD players, and Friends (the 90's), cargo pants, camera phones, and Rubik's Cubes (the 2000's), and iPads, and Fidget Spinners (the 2010's).

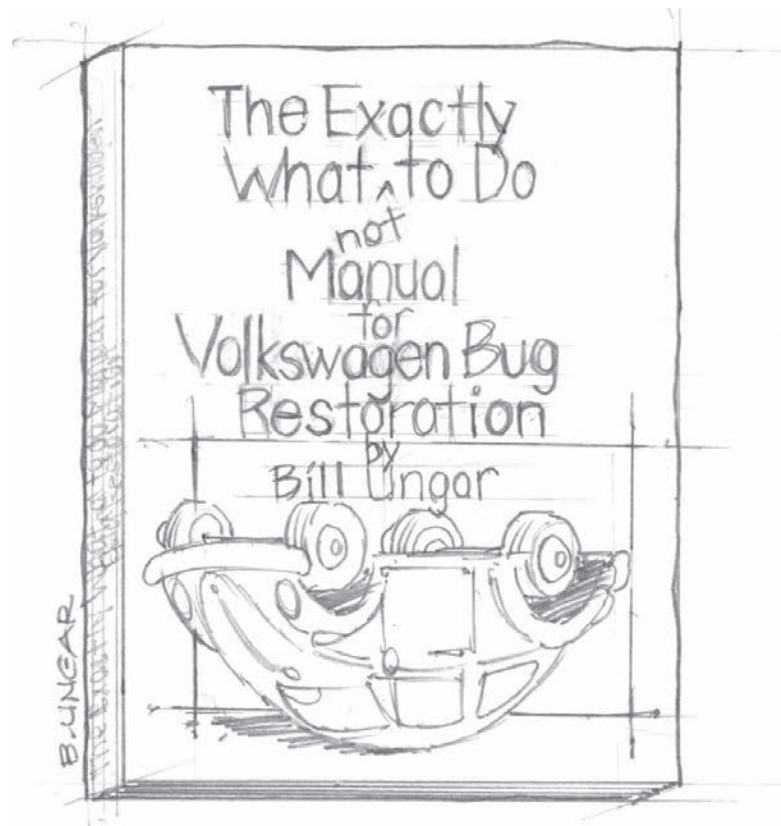
And while these fashions came and went, the electrics in my Bug did not.

Which brings me to the point of this article. What happened today.

1. I walked to my Bug.
2. I unlocked the driver's door.
3. I opened the driver's door.
4. I sat down in the driver's seat.
5. I closed the driver's door.
6. I turned the start key.
7. Nothing.

And so, I did what every know nothing does. I called the AAA. After about ten minutes of really bad music, a recording of a male voice informed me that AAA was very sorry to hear that my car was having problems. That made two of us.

The recording said a technician would be arriving in about 45 minutes, and asked if my car was located on a street or highway. No, I said. Unfortunately, my car hadn't made it to the highway. Yet. It was still in the



driveway staring at me.

The AAA technician arrived in a white truck and carried a black electronic charging thingy, hooked it up to the Bug, I turned the key, the Bug fired up, and the technician asked for my AAA card (presumably to do a background check). He wrote something down, and drove away. I assume to visit another know nothing whose car wouldn't start.

My Bug ran great for the next hour or so, but I began to wonder what would happen if I turned the car off. Would it start again? When I turn the start key again would I hear anything? Would there be...nothing?

Maybe I shouldn't turn the car off. Maybe if I kept it running all the time, I wouldn't have to worry about getting it to start again. I calculated the cost of gas for continuous long-term idling versus the cost of gold AAA membership status. But I didn't have to worry about

turning the Bug off. About a block from my house the Bug turned off on its own.

The good thing about owning a Volkswagen, is that there is always someone that is willing to push your car. People will jump out of their cars in traffic. They'll come out of their homes. Joggers and walkers will stop what they are doing and offer to lend a hand.

On this day, a kind man walking by offered to push my Bug home. He was quickly joined by my neighbor's gardener. Soon they were joined by my wife as well. I had three people pushing my Volkswagen but they were having an extremely difficult time pushing it. When we finally reached my driveway, I steered the Bug in and noticed something interesting. The parking brake was still on. I didn't tell them. I didn't want them to think I was a know nothing. My wife already knows this.

I decided I needed to do something about my non-starting problem. And since I am a know nothing, I did the AAA routine again. Mike (we're on a first name basis) started my Bug, and I paid a visit to my local Volkswagen mechanic.

Mike (not AAA Mike), told me that my Volkswagen Bug has a 6-volt system. (I did know it had a 6-volt battery – I'm not a total know nothing). He told me that "old" 6-volt systems are problematic. That the connections need to be perfect, that there should be no corrosion at these points. Also, that the battery being so very small, doesn't have a lot of power.

He then told me that I could convert my 6-volt Volkswagen to a 12-volt Volkswagen. I would need to replace the generator with one from a Porsche. I would also need a new voltage regulator, new light bulbs, a new wiper motor, a new flasher, numerous other changes and of course a new 12-volt battery. This would make my car more reliable and safer he said. It would also make me poorer.

I needed to do all this because my car wouldn't start? Seemed like a lot of changes to make – to a car that I do believe actually did (mostly) start every time one turned the start key (fifty plus years ago). But that was before the electrics got (really) old.

I've been reading up on what other's have done with

their Bug's that don't start. On the Samba.com (not the Latin dance), I've read advice from folks about checking the connections. About something called parasitic draw on the battery. How to pull fuses to locate where a problem may be.

But, I have no plans to follow any of this advice. It all seems like some type of black magic. There are so many possible causes to my problem I wonder if I should consult a mystic. With (really) old electrics it seems like anything in there could be causing the nothing.

So, in the meantime, in order to start my car, I've hooked up something to keep my battery charged all the time. I have a really long extension cord running from the house to a charger in the car, which in turn is in the driveway. I just need to find an even longer extension cord, one that stretches as far as I plan to drive. Who says I'm a know nothing?

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