



VintageVoice

May/June 2023

VVWCA.com

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Welcome

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Welcome to the latest edition of Vintage Voice.

As this issue is hitting your mail box, show season is steadily ramping up! The weather is starting to get warmer, the days are longer, and those VWs are hitting the streets in a big way.

I know you're going to be taking photos at those events, so why not send them to us, along with your thoughts about the show, and we'll publish them right here in Vintage Voice! If you're not sure what kind of photos to take, here's a quick guide on the subject: Eleven Photos to Take at Every Car Show: <https://www.ericarnoldphotography.com/blog/2019/11/20/eleven-photos-to-take-at-every-car-show>

We are always looking for fresh content from across the country. Show reports, car features, technical write-ups, if you have an idea, I'd love to hear it. Please send an email my direction with your big idea for a future issue, let's make it happen together.

In this edition we bring you a wrap-up from Buses By Bridge in Lake Havasu, AZ, along with two Bug features out of Utah; Brett Carlsen's sleek two-tone '66, and Jeanne Wheeler's Herbie with attitude. Fish Head Louie bags an early Ghia and some nice goodies, but not on the first try. Plus the star of an early VW ad tells us where his famous Bug is now. A book review rounds out the issue, as a family travels Route 66 in search of true America, and themselves.

Enjoy!

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



VintageVoice

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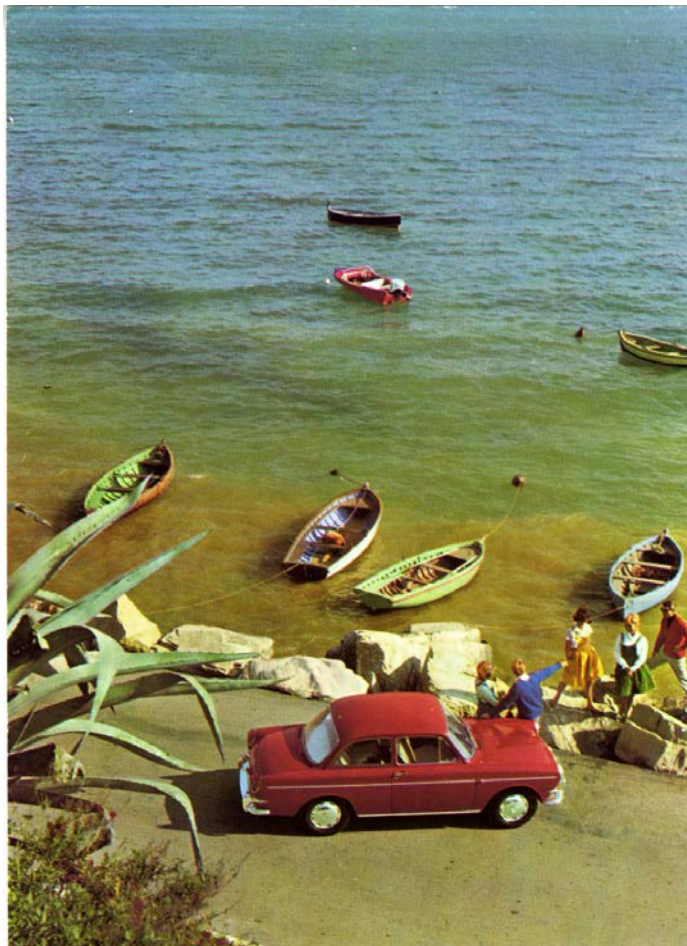
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2021 Annual

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VOLKS-FAIR

23

VINTAGE VW CAR SHOW

Saturday, July 29, 2023
 Deerfield Fair Grounds
 34 Stage Road, Deerfield, NH
 9am to 2pm Rain or Shine

- BEETLES TO '57
- BEETLES 58 - 67
- BEETLES 68 & UP
- SPLIT WINDOW BUS
- BAY WINDOW BUS
- CONVERTIBLES
- KARMANN GHIA
- TYPE III & IV
- CUSTOM VW
- SPECIAL INTEREST
- DUNE BUGGY
- BAJA, RAILS AND TRIKES
- THING
- DAILY DRIVER
- VANAGON
- VINTAGE WATER-COOLED (stock, '98 and older)
- VINTAGE WATER-COOLED (custom, '98 and older)

THE BUG CLUB
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Show Car Registration (includes driver and passenger) \$15
 Vendor Swap Space \$15
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◆ Participant judged awards to 3rd place
 ◆ Dash plaques to the 1st 100 vehicles
 ◆ PLUS...special trophies for -

- Best Paint
- Best Engine
- Best of Show
- Best Interior
- Worst of Show

NEED MORE INFORMATION?
 Visit our website at www.the-bug-club.com or
 contact: Jason Rennick 603-475-1543
 email president.thebugclub@gmail.com

PLEASE...No drugs, alcohol or pets per Deerfield Fair Grounds rules and regulations.

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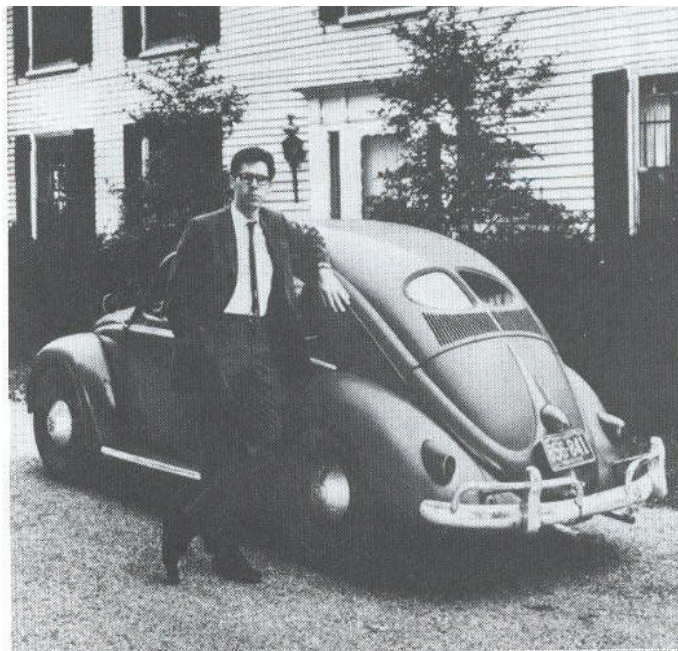
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The Podium with President Eric Goodman

Dear VVWCA Members,

We are mid-year! What a great show season. Thank you all for hosting events. The year is going by so fast... I want to give you a few updates that have happened so far this year.

Our Facebook page hit 10,000 followers and our Facebook group hit 100,000 members! Yes, 100K. It's a closed group so we have to approve every member. We get hundreds of requests a day but try to keep the members to VW owners. It's an amazing and very active group. A great resource for members to communicate and help each other. Our stats boast over 10,000 posts a month and over 470,000 views a month! This is our main form of communication outside of this magazine.

Please invite your VW friends to join and help support the VVWCA and Vintage VW community.
It takes a village.

As you may know, all the national VVWCA Board Members are volunteers. We all have regular day jobs. I work in healthcare, and the past few years during the pandemic has been very busy for me. Now that things are starting to get back to normal, I plan to post more often on our pages.

We have continued to publish our Vintage Voice Magazine which is AMAZING! If you are a member, you know why I say that. If you read my monthly articles, you know I have been keeping all the members updated there about the organization and chapters. We also have our Shop on the website that sells lots of great VVWCA products. We ship out many orders a day. Thank you all for your support!
Make sure and check it out: www.vvwca.com

You can also find a list of our Chapter clubs on the website. Find one in your area and join! Please also join the national chapter, membership information is on the site. We need you to help us keep the Vintage VW hobby alive!

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



BOOK REVIEW

By Eric Arnold

MILES TO GO AN AFRICAN FAMILY IN SEARCH OF AMERICA ALONG ROUTE 66

By Brennen Matthews

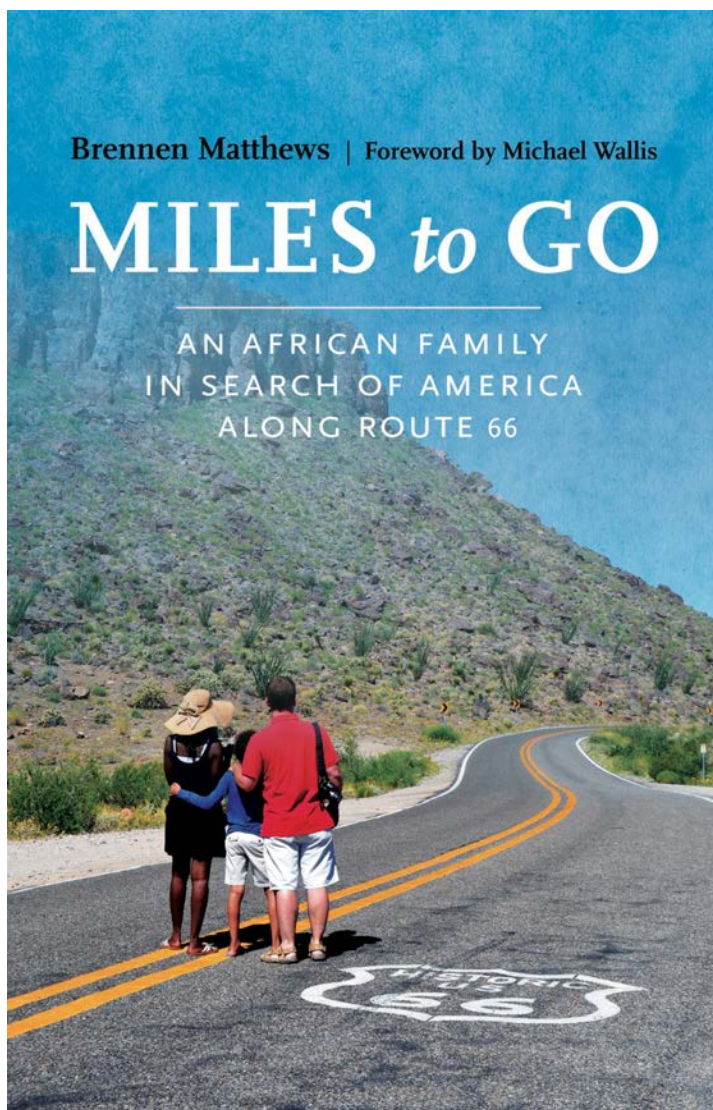


The stretch of road between Chicago, Illinois and Santa Monica, California has been given many nicknames: The Will Rogers Highway, The Mother Road, even America's Main Street. No matter what you call it, Route 66 has a certain mystique about it most Americans are at least somewhat familiar with. The legend of the route grows even more to those from outside the country, representing the US on a grander scale of ideals and freedom. For Brennen Matthews and his family, Route 66 was not just a glimpse into American culture, but an inward journey into themselves as well.

Miles to Go: An African Family in Search of America along Route 66 begins with the Matthews family at a crossroads. The family, originally from Africa, currently residing in Canada were uncertain where life would lead next. The decision was made to head out on what was to be a very lengthy and delightfully detailed trip, hoping the trip would "clear our minds and hearts". Their Volkswagen SUV loaded, they hit the road.

The family of three, husband, wife, and son, are in no hurry as they explore Route 66. They genuinely explore almost every small town they encounter, and there are many, even if they are unpopulated. At times, it is the ghost towns which produce some of the most eerily compelling descriptive narrative.

Of course, the people the family meet along way are all characters, and we are introduced to many of them. Some came to the road to help preserve a



piece of the past, others were born and raised with a few miles. They all have stories to tell, and the author paints each picture perfectly.

The Matthews family visit most of the major Route attractions and stay in some of the remaining and/or refurbished motels, providing the readers with their experiences throughout. They also visit some lesser-known places, including the Devil's Rope Museum in McLean, Kansas, which is dedicated to all things barbed wire, if you couldn't figure that out on your own.

Finally making their way to the end of the Route in California, the Matthews family has certainly seen a lot of America in the last several weeks; perhaps more than many Americans have. But did the road trip give

them any clarity on their future? The epilogue of *Miles to Go* gives further insight on this.

As a self-proclaimed 'Roadie', a colloquial term for a Route 66 fanatic, I have travelled much of the Mother Road. I've walked through the Blue Whale in Catoosa, Oklahoma, wandered among the buried relics at Cadillac Ranch in Amarillo, Texas, and toured the Grand Canyon Caverns in Peach Springs, Arizona, just to name a few of the roadside wonders I've visited and photographed. I can only wish to have such an expansive trip with as many points of quality contact as the Matthews' enjoyed.

I highly recommend this book if you enjoy road trips, Route 66, or even overall introspection. The book has a great flow and was entertaining throughout. You'll be daydreaming of the open road before you know it.

You can buy *Miles to Go: An African Family in Search of America along Route 66* by Brennen Matthews on Amazon, Barnes & Noble, or request it at your favorite bookstore.

[VintageVoice](#)

Supplemental Route 66 photos by Eric Arnold





Sometimes, you can't buy anything on the first visit

by Fish Head Louie

W

hat often happens is I get a text from a longtime friend alerting me of a possible deal. Apparently, a seller posted some photos of some Bugs, Buses, and parts that came with a property on a social media site in my home state. I sent a message to the gentleman saying that I would be good at the price that he had specified provided the cars were in the condition they looked to be in the photographs. I even asked to come that evening. It was over a two-hour trip and I brought my trailer, and even had plan to remove two of the cars that night, stashing one at a friend's house, and coming right back for the next. As we all have learned that cash and carry is the best policy so no other buyer can swoop in and "snake" you out of your cars.

There is always a risk to go to an unknown place where there is no cell phone service. When bringing cash with me in my home state, I am allowed to bring a concealed sidearm. This is not only to protect me from a possible robbery or scam, but also any aggressive wild

animals in the woods where many cars are waiting to be resurrected.

Any fear was put aside when the owner showed up with a \$100,000 pickup truck. He led me up a windy drive and opened the gate. I introduced myself and he proceeded to take me on the tour.

The first stop was a rusty 1956 double cab which was missing the engine, the treasure chest lid, engine cover, and the VIN plate. That was strike one and certainly a disappointment. The second vehicle was a 13-window deluxe Bus. Unfortunately, this Bus also had severe rust on the roof above the cargo doors, not indicated in the photos and was missing the third and rear seats. I let the buyer know that I was disappointed in the condition, but that I would like to see the parts and other vehicles in the woods. In the woods were a half dozen, pre-68 Beetles and a Karmann Ghia. The Ghia was very rusty, but was a low light Ghia, which still had its steering wheel and gauges. I looked a little more closely and noticed that

the brake drums were aluminum. This was reason why they were not rusty, being as they were Porsche pre-A brakes.

As we talked on the way to my vehicle, I asked if the man would sell anything separately, and he kept saying, “we’re done, here.” Apparently, he had gotten offended that I was no longer interested in the whole package deal as it just wasn’t as I expected. As I was leaving, he remarked that he liked my bumper sticker so I gave him one and thanked him for his time. I also wished him the best.

I kept in touch with him, while he had another would-be buyer who visited and offered 30% of his asking price and then badmouthed him, online. I do not understand why people burn bridges as the hobby is a small sandbox where everyone knows somebody YOU know.

Anyway, I sent an offer for the Ghia and made an appointment for a return visit. This time, the seller was in a much better mood and we struck a deal on the 1950’s Ghia. He and his crew even extracted it from the woods with a skid loader, placing it gently on my trailer. Since I had extra time, I asked if I could buy some other parts separately. He answered, “absolutely.” This would be a rewarding hunt after it was all said and done. I purchased a set of deluxe bus bumpers, a set of Porsche 356 T2 seats, my low light Ghia seats, some old PCA panorama magazines (look for my upcoming article!), Porsche C calipers, 356/912 headers, a 356 book library, some toys, and the find of the day, a Telefunken pre-A or split Beetle tube radio residing in its pod!

The lesson here is, stay in touch, be nice, and never “burn a bridge,” as if I had, then the man would not have invited me back for these great buys!

VintageVoice



UPCOMING EVENTS

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

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 Bever-
 age donations go to St. Jude Chil-
 dren'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 distribu-
 tors) Spectators: \$1 donation to
 the St. Jude Childrens Research
 Hospital.
 Contact Information: Email at
Oldschooleurosc@yahoo.com and
 Facebook: Old School Euro's Car

Club and 2023 Dubs in the Shrubs
 Campout & Car Show.

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 mod-
 els 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 (sepa-
 rate from gate fee)
 See our website for info
[https://www.southeasteuomotor-
 sports.com/may-21st-fast-times-at-
 farmington/](https://www.southeasteuomotor-sports.com/may-21st-fast-times-at-farmington/)

June 03, 2023

O.C.T.O. Meet 2023

Long Beach, CA

Orange County Transporter Orga-
 nization 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 refresh-

ments 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. Au-
 gustine: 4730 Dixie Hwy, St. Augus-
 tine, 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.southeasteuomotor-
 sports.com/summervolksfest/](https://www.southeasteuomotor-sports.com/summervolksfest/)

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

June 18, 2023

BUG-IN #47

Irwindale, CA

The Southern California Kuhltek Sponsored BUG-IN #47 is set for Sunday June 18, 2023 at the Irwindale Raceway. No matter what your VW interest is, the BUG-IN has it all. You will find 1/8 mile drag racing, Car Show open to all VW models, and not to mention a massive Swap Meet and Vendor Display. Visit www.BUGIN.com for more info.

June 18, 2023

30th Annual Bug-A-Fair

Terryville, CT

40 Show Car classes with 1st-3rd Place awards for both aircooled and watercooled VWs plus Special Choice awards and Best of Show trophies totaling over 140 awards! The show also has a huge swap meet with over 75 vendors selling used and new VW items. Food all day Sunday provided by the Terryville Lions Club. Camping Satur-

day night for those who want to get a jump on the festivities. All proceeds go to the Terryville Lions Club.

Info go to www.ctvwa.org

July 08, 2023

Deutsch Classic

Oley, PA

The Deutsche Classic is an all-German automotive & motorcycle event, welcoming vintage, classic and late model German vehicles – cars, motorcycles and more! Plan on joining us for our 17th anniversary on Saturday, July 8th, 2023 at the beautiful Oley Fairgrounds, Pennsylvania.

The day's events include a swap meet, car & motorcycle show with unique hand crafted show awards, music, food, and activities for the whole family. We look forward to seeing everyone!

Rain or Shine

Gates open 8am to 4pm (6:30am for vendors)

email Jeff with any questions at: bug.world@yahoo.com

July 16, 2023

Dubs & Brew #10

Woodinville, WA

Finish off the Seattle VW Weekend with the third event at Dubs & Brew with a laid back all models and years air-cooled, water-cooled and electric Volkswagen's show. This is a FREE, non-judged, no trophy, just hang out and have fun event. Mingle with Volkswagen Enthusiasts and view a wide range of old and new air & water-cooled VWs from rusty patina, beautiful, restored show cars, and everything in-between.

<https://sumerianbrewingco.com/our-events/>



Catching Up with Mr. Kennedy

by Michael Kennedy



T

his journey began in 1955 when I was sixteen. I had gone to a youth conference in a city away from my home in Knoxville. Transportation from the residence where I stayed to the conference was courtesy of the home's owner in his new Morris Minor. Riding "shotgun" I was intrigued by its small size, crisp maneuverability, and four (count them, four!) forward gears selected by a lever that came up from the floor.

Back home, I inveigled my parents to go to the only foreign car dealership in town to look at a MM. It is not possible for me to describe my thoughts and feelings when I first viewed a 1955 VW Bug on the showroom floor. Over the past seven decades the world has become used to the Beetle's shape, but back then it was mind blowing. My family traded in our 1950 Chevrolet convertible, with its gear shifter on the steering column, and bought the 1955 VW.

One of the things I discovered from reading about the Bug was that the body was easily separable from the chassis (including all the running gear and seats). With this knowledge, three years later, I ac-

quired a totaled 55 sedan. I junked the body except for the portion required to hold up the steering column and drove it as what was called a "skeeter". Dune buggies hadn't been invented yet.

Technical note #1: The swing angle rear suspension – already a problem for the handling characters of stock sedans – was ridiculous for the skeeter. To adjust the camber of a wheel one has to remove and rotate its torsion bar. There were 44 splines on one end and 40 on the other. This combination allows for a change of about one degree in the trailing arm for each "click". My claim to fame: first person in Tennessee to de-camber a VW.

Drag Ya

With a Judson Supercharger boosting the 36 horsepower to 57, and the fractional weight of what was left of the "car", when a signal light changed from red to green my zero to 30 time couldn't be matched. To stay inside the law, I would piously lift my foot at the speed limit, and enjoy the spectacle of the seriously-

annoyed American lead-sled roaring by from behind in the other lane.

Then Some Serious Transportation

A friend called my attention to a Bug he saw just sitting abandoned in a farmer's field. It was a 47 split-window, brought into the US by his GI son-in-law after WWII. How much did the farmer want for the car? \$100. Done!

Technical Note #2. Why were there two little windows for rear vision rather than one bigger one? Because the company didn't know how to economically make curved glass yet.

What Had I Gotten Myself Into?

The running gear of the 1947 car was pretty unappetizing: crash box transmission, mechanical brakes, and 24-HP engine with a blown rod bearing. But the body was sound and went onto my skeeter chassis with only a couple of the 70 bolt holes not matching up.

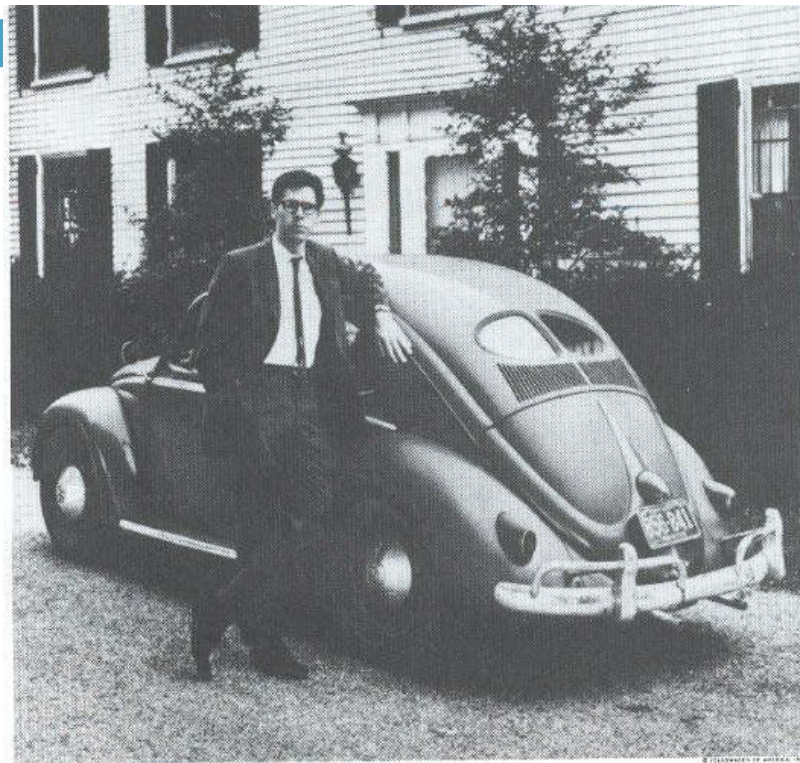
The 1947 body had a number of drawbacks. The bumpers were inadequate and soft -- made of pewter plated paper, maybe? The semaphore turn signals were totally ignored by other drivers. The taillights were laughably small. The doors had no vent wings. Over the years I replaced many parts. Over and over, things matched up and went together

Technical Note #3: In 1961 my wife Lynda and I acquired a new VW bus and set out on our honeymoon on the west coast. Top speed on the bus was usually 68 MPH. But coming out of St. Louis all I could get out of it was 63. No appreciable wind was detected at rest stops. Turns out it was the uphill climb; Denver is 5000 feet higher than St. Louis. While the land in between is flat it ain't level!

Employment with VW in Wolfsburg

In 1962 Lynda and I were due to graduate soon from the University of Tennessee -- she with a Masters in French and German literature and language and I with a B.S. in Engineering Physics.

We thought it would be great to move to Germany and work for VW. So, we carefully prepared a letter -- in German -- proposing that we come there for employment. Her with knowledge and fluency with the



Mr. Kennedy and his 1947, 1955, 1956, 1958, 1961, 1962, 1963, 1965 Volkswagen.

As long as Michael Kennedy can remember, there's always been a bug around the house.

In all, his family has owned about 15 VWs (give or take a few punts and uncles).

So when Mr. Kennedy decided to buy one for himself, he knew enough about it to have a little fun.

He bought the body of a '47 VW and the chassis of a '55 VW. And put them together.

Then he added a '55 engine, '55 doors, '56 seats, '58 bumpers, '61 tail lights, a '62 fender, a '63 front end and a '65 transmission. (Plus a few more odds and ends.)

The 18 years' difference between the oldest part and the newest part didn't

make any difference. Many VW parts are interchangeable from one year to the next. So there'll never be any part we can't replace in a hurry.

If you'd rather not buy a VW the do-it-yourself way, don't worry.

At no extra charge, we'll do it ourselves.

language and me with my computer expertise, engineering degree, and VW experience, we thought they would happily add us to their company. We sent the letter off by what was called "Air Mail" in those days so it would get there fast.

We waited. And waited. And waited some more. Finally, after many weeks, a one-sentence reply in German arrived (by sea mail): "We regret to inform you that we have no need of your services."

Well, okay. We had other options. Boeing had made me a super offer. Had I taken it I might be a VP there now. More likely I'd be out on the streets of Seattle with a tin cup. Finally, Lynda and I took jobs in 1963 at Western Carolina College in Cullowhee, NC, where she taught French and German and I taught programming and ran the new computing facility.

But 1963 was also the year that some VW sedans were produced without a fuse on the rear license plate lamp wire. So, every month or so a beetle would show up at the VW repair place with, at best, a brown, burned streak down the rear deck lid or, in worst cases, a major engine fire.

After seeing several of these disasters I com-

bined a copy of our original letter to VW -Wolfsburg, their rude reply, a couple of photos of burned up VWs that had come through the Knoxville VW shop, and a new letter which said only: "It appears that you did have need of our services. You just didn't know it." We didn't hear back from that one.

Technical Note #4: VWs of that era didn't have gauges for oil pressure and generator output. Rather a red light came on in the speedometer area if the generator stopped putting out (usually caused by a broken fan belt, which meant cooling had failed as well) and a green light if the oil pressure dropped too low. Three of us engineering students owned VWs and carefully instructed our wives to stop the car immediately if either of these lights came on. My car had no trouble with running out of oil. Wife #2 was in a bad neighborhood when the green light came on so kept driving. Wife #3 was only a few blocks from home and was sure half a mile without oil pressure wouldn't hurt. From these experiences I was able to calculate that driving a Bug with the green light off costs about 0.6 cents a mile for engine wear, whereas driving with it on cost \$400 per mile, up to about 1.5 miles when the engine locked up.

The VWoA Advertisement

The car had become the epitome of Volkswagen parts interchangeability. I was also getting a lot of "thumbs-up" reactions to it. I bragged about it to VW of America in a letter with pictures. A representative from VW's ad agency called up, very interested. End result: Doyle Dane Bernbach sent a photographer and an art director to Lexington. We spent a weekend with several cameras. The advertisement DDB put together ran in Life, Look, The Saturday Evening Post, and other magazines of the day. They paid me \$150. The ad was also featured in Frank Rowesome's marvelous little book Think Small – The Story of Those Volkswagen Ads.

Technical Note #5: I acquired a 1959 Porsche Convertible D. Something happened to the steering arm that rotates around the king pin. Replacement was required. (The Knoxville VW dealer also handled Porsche.) The new part cost was \$115 – a sizable infringement on a month's wages. Then the parts manager brought out an identical part except stamped VW. \$15. Lesson: Porsche parts are ridiculously expensive!



Another Chassis

The 47-55 was my car for years. I wore it out. In 1967 a flat-land driver, not used to the Kentucky mountains and rear wheel camber, rolled a very new beetle into a ravine. I bought it, ditched the mangled 67 body, and moved the chassis under my 47 split-window body. Attachment points again virtually the same. Bless VW for not changing stuff every year. New car!

The Last Fifty Years

I won't pretend it's been an all air-cooled Beetle time. The 47-67 became a weekly driver in good weather. My daughter Heather, who had painted the eyebrows, nose, and mouth (see photo) took the car to Antioch College in Ohio for a couple of years. For basic transportation I've had three Accords and three Outbacks. I also had a 68 Westfalia camper. I even flirted with the idea of getting a new Bug. But VWoA wouldn't trade me one-for-one. Besides, my car was air cooled, rear wheel drive, with the engine mounted longitudinally in the back. The new Bug is liquid cooled, front wheel drive, with the engine mounted laterally in the front. Is it possible to change a design any more than that? I passed.

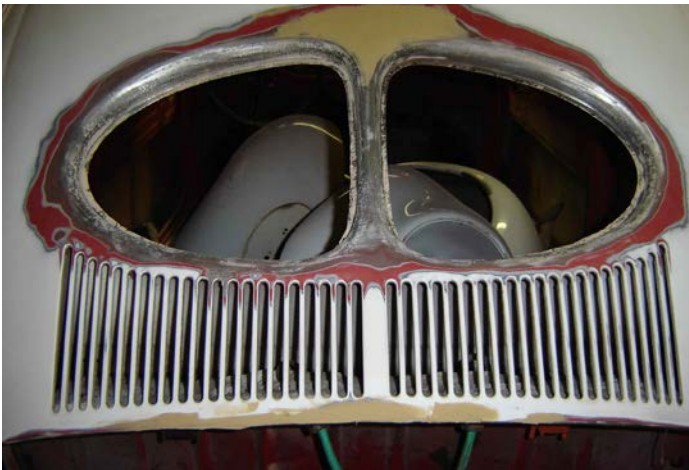
Maintenance Needed

The body developed a number of problems that I decided to cure all at once. See photos of it apart during a renovation about ten years ago. I then installed what amounted to an early 4-cylinder Porsche engine – more displacement and a mean cam. But now I had an overheating problem.

Technical Note #6: Running hot? Forget louvers. Forget a stand-off hood. Take the tin off the front of the engine and let the air from under the car rush in. The oil temperature now stays well under 210 degrees F. Purists can fit in wire screen to keep the pebbles out. What's Next?

For a mere \$25,000 I can convert the car to electric power, using a Tesla battery pack. I may be too old to undertake that. Besides, would it still be a Vintage VW?

VintageVoice



Carlсен's Cruiser

by Eric Arnold



I

bought this car in hopes to get it to the 2015 Utah VW Classic and was almost done, but two days before we broke the windshield putting it in. I said 'That's it, tear it down!'" A two year restoration began that very day.

assembled, but it had no rust, making it a good restoration candidate. He brought it home on July 11, 2015, and went to work on it with hopes of making it to the September Utah VW Classic. When that didn't go exactly as planned his course of action shifted, and a full restoration was set in motion.

Brett Carlsen of Riverton, Utah bought his first car when he was fifteen years old, a 74 standard Bug, but the VW seed was planted well before then. "When I was about 10 or 11, my Aunt's friend had an orange 74 Baja on the side of their house. It didn't run, and needed work. My Dad bought the car and got it going. I remember the key had the name 'Rudy' engraved on it. We went everywhere in that car; fishing, off-roading, cruising, you name it we did it. It was so fun, and it went everywhere, we even caught it on fire a couple times and just kept it going." While that car wouldn't survive much longer, a victim of a rear end collision, Brett's love of Volkswagens endured!

When Brett found this 1966 Beetle in Tooele, Utah, it was a project car; in rough shape, partially dis-

Once he got into the dismantling process, Brett had a special, poignant moment during the removal of the interior. "I was tearing out the back seat, and scraping the 50 years of crud out from under it when I found a quarter. The date on it was 1965. It reminded me of the name on the 'Rudy' key from when I was a kid. That coin was in the car its whole life. Someone got in the back seat of their brand new 1966 Bug and lost a quarter, and it never left the car. It's now my good luck charm in the ash tray!"

Ultimately the body was separated from the pan, and the big work commenced. The 66 spent most of its life in California, so the pans and heater channels were in great shape. A fuel leak inside the tunnel was repaired, and the pan was stripped and sealed, then

epoxy painted black.

When it came time to address the body, they found it had four layers of paint...yes, four. The best option was to soda blast it down to metal. After those layers were removed, body work started. Brett did about half of the work himself, ultimately enlisting his wife's cousin, Robert Blackner to handle the rest. When the metal work was finished, the car was sprayed with epoxy primer while the difficult decision of color was made.

"Originally it was going to be mint green on top and white on the bottom, but I just couldn't see myself driving a car like that. Plus, with it being a Cal Look Bug, I thought those colors didn't go so well. Then I saw the red and grey color scheme on a 1965 Ford Mustang and said that's it!"

The Ruby Red and Grey colors are both custom mixes, but are as close to Ford F-150 colors as they could produce. Robert sprayed the colors at Jerry Seiner Chevrolet's body shop. Brett recalls "It was a lot of late nights for us to get it out of there before the Utah snow came. I brought it home on December 21, 2016, set the body on the pan that night and started assembly." The assembly process would take the next seven months!

For the interior, Brett took a logical approach. "Being that this is mostly a summer car, I did not want to do leather. It's just too hot in a car without air conditioning." He opted for grey tweed and red velour seat covers from TMI. They certainly match the exterior color scheme very well. Brett did the install himself, adding new burlap and seat foam at the same time. "TMI makes a great product for the money, and not bad at all to install." A grey tweed headliner was used to match the seats, and a full black carpet kit helps the colors inside POP!

An EMPI steering wheel and a Scat drag shifter help round out the interior with style. All the original gauges from the car were reinstalled, with the original mileage kept intact.

The 66 was lowered for the classic Cal Look with a stock width adjustable beam with lowered EMPI oil shocks up front. The rear is stock spring plates, set two





'clicks' down. The sleek look is capped with 15 inch chrome EMPI Raider wheels (175/55/15 up front and 195/65/15 in the rear).

Of course, none of this would matter without a proper engine to power this looker down the road. While Brett still has the original 1300cc motor in storage, he opted for a single port 1600cc rebuild. The folks at Blackline Racing honed the cylinders and installed new rings, valve guides, and cleaned everything thoroughly. It was then up to Brett to reassemble the motor himself. A few of the details include a rebuilt Solex 31 pict carburetor (dyno tuned by Blackline), Bosch blue coil, EMPI spark plug wires, air filter, oil filter with breather filter, and a power pulley. Brett also made custom aluminum fuel lines himself. This engine runs as good as it looks!

The two year build was finally complete. "It was mostly done by myself and my 10 year old son, Connor. My daughter Haylee helped with the tear down as well. My wife Amber never turned any wrenches, but she was involved from the beginning and never complained once about the late nights in the garage. We met when she was 15 years old, so we both grew up in my Baja in High School, so she had fond memories as well. My son knows the whole car inside and out. He was there for every step. I'm pretty sure if he was strong enough he could pull the motor himself! There are things on that car that he did, that I never touched; pretty good for a kid!"

Brett, Connor and the Bug finally pulled in to the Utah VW Classic in 2017. "I felt like I made it" Brett remembers fondly. Since then, the Bug has been spotted all over the Northern Utah region at shows and cruising the scenic backroads. "We won our first award at our first ever show, the Wasatch Classic. We took People's Choice, which was awesome!" Most recently, they scored a Top 20 at the 2018 Utah VW Classic, with over 250 cars in attendance!

While some build a car, enjoy it for an instant, and move on to the next project, this one will be sticking around for a while. "Too many memories, blood, sweat and tears building this car with my son. He would kill me if I sold it, he wants to drive it to High School! We shall see." Brett said smilingly.

We are sure down the road Connor will get that chance, plus a lot more opportunities to enjoy the car he and his Dad built together. This Bug wasn't just built by the family, it's part of the family!

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I Get Around

by Eric Arnold

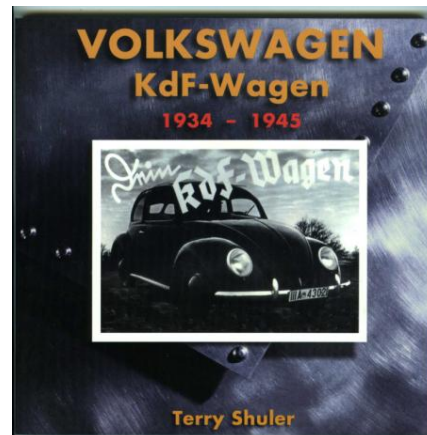


I

wasn't looking to buy a Volkswagen until I saw Herbie, and I knew he just had to be mine." By the end of that same day, Jeanne Wheeler was the owner of this unique patina ride, a Herbie with attitude.

"It reminds me of my Grandma, who lived in Pasadena, California, and all the good times spent with her. The Beach Boys version of the song 'Little Old Lady from Pasadena' would come on the radio, and she would say 'There's my boys, they wrote that song about me'. Since she lived in Pasadena, and really did have a lead foot, so we believed it!" Jeanne explains. That would spark a fascination with the Beach Boys that would become synonymous with this Bug later. "I also grew up a big Disney fan, especially The Love Bug, and to top it off, my step-Dad's name is Herb!" Sounds like buying this car was meant to be!

When she purchased Herbie in 2006, the 1965 Bug was already in very good condition. The familiar '53' and the blue and red stripes had been added previously in its life. The patina was essentially in the same state as it is today. Jeanne did have the folks at David &



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Bob's Body Shop clear coat the car in 2015 to preserve the look. "I got tired of people asking me when I was going to fix the rust. This way, it lets people know it is finished."

Herbie's interior was also in great shape. The classic grey vinyl seats and door panels are brightly contrasted by a red roll cage. "Chip Birks, the previous owner, used to race this car at the local drag strip, so the roll cage install was his addition." Jeanne did add a beefy sound system, for listening to The Beach Boys, of course. California Audio in West Valley, Utah completed the installation. An Alpine CD head unit feeds an amplifier and the speakers in a custom made enclosure behind the back seat.

The stance is thanks to a two inch narrowed adjustable beam (which still looks low, even at its highest setting), spindles and shocks. The beam was installed by Justin and Shayla at Blackline Racing of Murray, Utah. The tires also help with the look, sporting 165/80/15 on the rear and 155/60/15 on the front; providing an extra bit of rake.

Herbie's power plant is a stout 1776cc dual port engine, with dual 40 IDF Weber carburetors. "I've had it partially rebuilt twice. What can I say? I drive it a lot. Like The Beach Boys say 'I Get Around!'"

This car certainly does get around! He's a VIP wherever he goes...especially at Beach Boys concerts, where the car frequently gets featured in a prime location to help set the mood for the show. Jeanne has actually had many of the band members autograph Herbie's glove box door. Another autograph, this time on the dashboard, is from actor Joaquin Garay III, who played Paco in the film Herbie Goes Bananas.

Jeanne and Herbie were invited to the September 2015 memorial for actor Dean Jones, who famously played the role of Jim Douglas, Herbie's driver in the Love Bug series of films. "My Herbie was the only one who came from outside of California. We joined six other cars prominently displayed for the service. I was quite honored to be in attendance, and it is truly among my most memorable moments with the car."

In July of 2018, Jeanne drove Herbie from her home in Salt Lake City to Indiana to a fundraiser event,



and actually got to drive him on the track of the legendary Indianapolis Motor Speedway. “We both got to kiss the ‘Yard of Bricks!’” During the trip, she wrote on the back window “Herbie Goes to Indy!” On the return voyage, the message was changed to “Herbie’s Love & World Peace Tour”.

The duo has had encounters with plenty of other folks, including country music singer Pam Tillis, who spotted Herbie in the parking lot of her concert and stopped to take a look, and even had her photo taken in the driver’s seat. On another trip, this time back in California, the pair had a blockbuster interaction. “I turned a corner in an outdoor mall, and was immediately surrounded by a ton of people! I learned that they were tourists returning from a meet and greet with some players from the Los Angeles Lakers. It just so happened the Lakers were playing my Utah Jazz in the playoffs at the time. I was stuck and could not move with all the people around taking photos. Out of nowhere, up walks Kobe Bryant and two other players! They checked out Herbie and took some pics, but sadly I did not have my camera so I didn’t get any!”



“I always plan extra time when I drive Herbie because people want to stop and talk to me. It’s great! I love to see the passion in their eyes and listen to the VW and Herbie experiences. Always spreading the love!”

In March of 2019 Jeanne and Herbie will be on the road once again, continuing the ‘Love and World Peace Tour’ as they trek to the Herbie The Love Bug 50th Year Reunion event in Orlando, Florida. The organizers are attempting to set a record for the most 53s in attendance at one single event for the Guinness Book of World Records, so naturally Jeanne wants to be a part of it! She also plans on attending a similarly themed event in southern California the same month, making a true coast to coast trek.

“My Herbie was never intended to be an exact replica of the original Love Bug, and I like the patina because it’s so different from the others. I love that Herbie continues to introduce kids to the world of Volkswagens. I’ve heard countless kids look at the car, then say ‘I want a Bug!’ Now that’s keeping the VW passion alive, passing on the tradition, and spreading the LOVE!”

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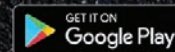
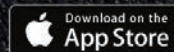
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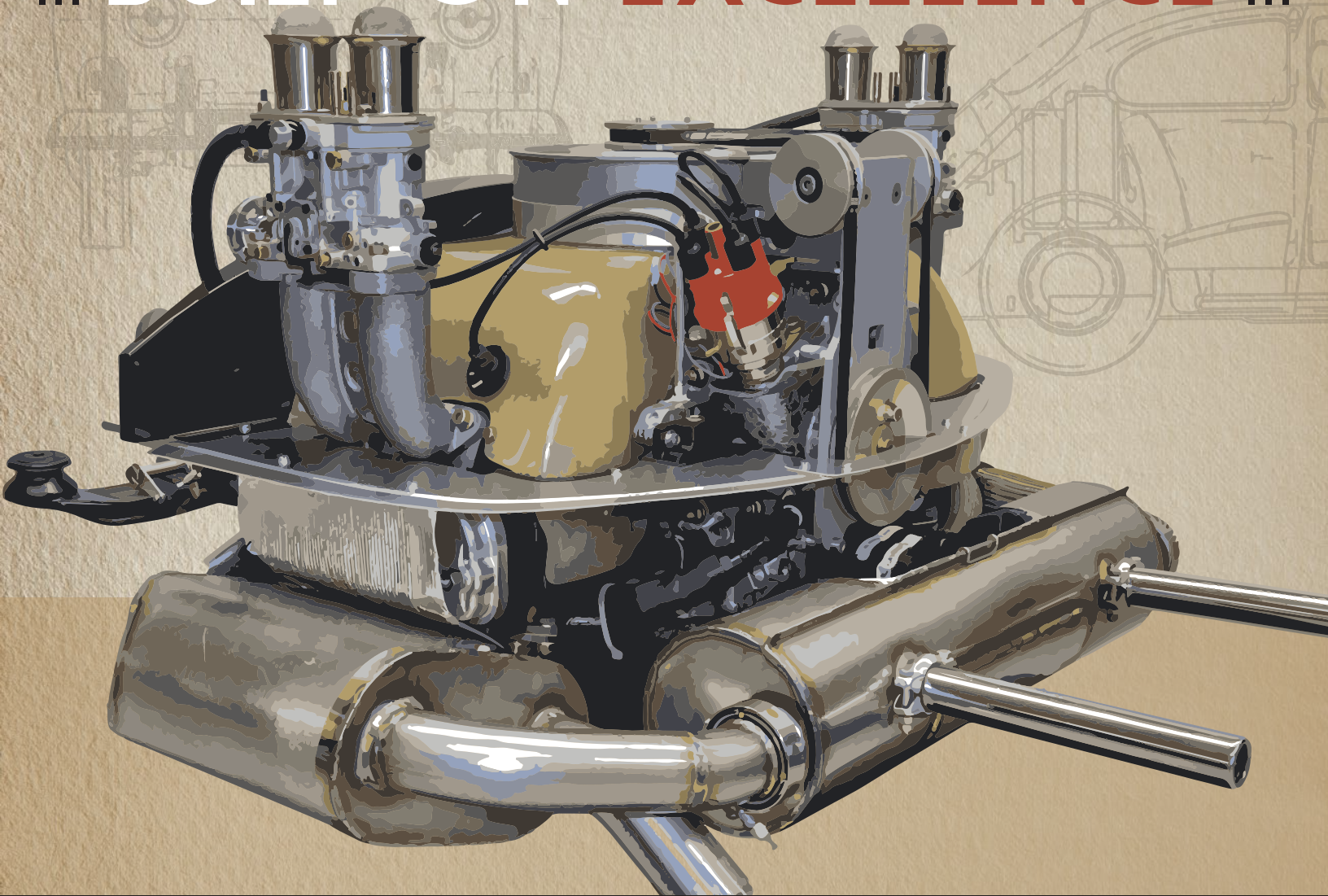
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Buses By the Bridge XXVI

by Eric Arnold



In their 26th year, the London Bridge Bullis welcomed over 500 VWs to the annual Buses By the Bridge gathering in Lake Havasu City, Arizona.

Four days full of activities welcomed those who made the trek to the campout. Multiple raffles, which included two complete Type 1 engines, a kids-only raffle, kids coloring contest, cornhole tournament, an organized bicycle ride, a BMX stunt show, lantern walk, even a polar plunge into the lake. BBB has it all...not to mention a few Buses to check out!

Buses and Vans of all styles are in abundance at Windsor Beach State Park. Split Windows, Bays, Vanagons and Eurovans in just about every variation you can imagine are all here.

Campers came from across the country to enjoy the long weekend. We saw Buses from Florida, Georgia, and many other states along the way. BBB is a "Must Attend" event for many.

We also talked to several first time attendees this year. It's always great to see people experiencing these shows and events for the first time!

When the final event attendance was announced, the vehicle count was 536! That's a lot of Volkswagens. While not an event record (one year topped over 600), site was packed. The London Bridge Bullis have done it once again. The diligence of their small team of volunteers shows in every way. An event of this size requires enormous effort, and the Bullis take on the task every year without fail. Thank you LBB, see you again in 2024!

[VintageVoice](#)









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

by Bill Ungar (aka “Silly Billy”)

Installment #8: How to Re-attach Your Armrest and Wrestle with Your Volkswagen at the Same Time



Having torn out my hair repeatedly in the course of wrestling with my Volkswagen, and most recently having torn out a significant clump, I have reached a new plateau. Can I go on, knowing that someday soon I may have no hair at all? And if so, should I invest in hair replacement therapy?

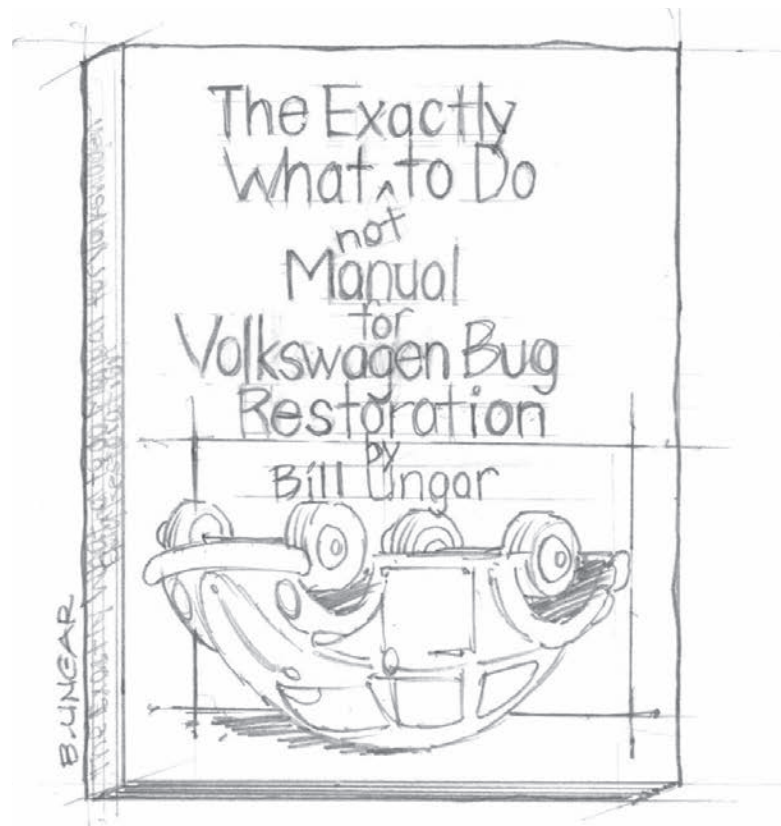
Possible solutions to consider include:

- Wear a cap (or something else) to cover my head.
- Grease my hair, to prevent my hands from tearing it out.
- Grease my hands to prevent them from tearing my hair out.
- Grease my Volkswagen to prevent me from working on it.

And yet, I cannot find it in me to wear a cap, or to grease my hair, my hands, or my Volkswagen. I decide to saunter on, and suffer any consequences that may befall me.

The following are details from my most recent Volkswagen wrestling experience. And as always along with the details, I will provide a list of things that you must certainly not do.

The wrestling began on an overcast Saturday about three or four weeks ago. The passenger door armrest in my '63 Bug appeared; how should I say? Loose? The door was so loose that when I attempted to pull the handle from the inside, the door panel buckled inward nearly a foot and a half, nearly detaching from the door. I proceeded to detach a clump of hair from my head.

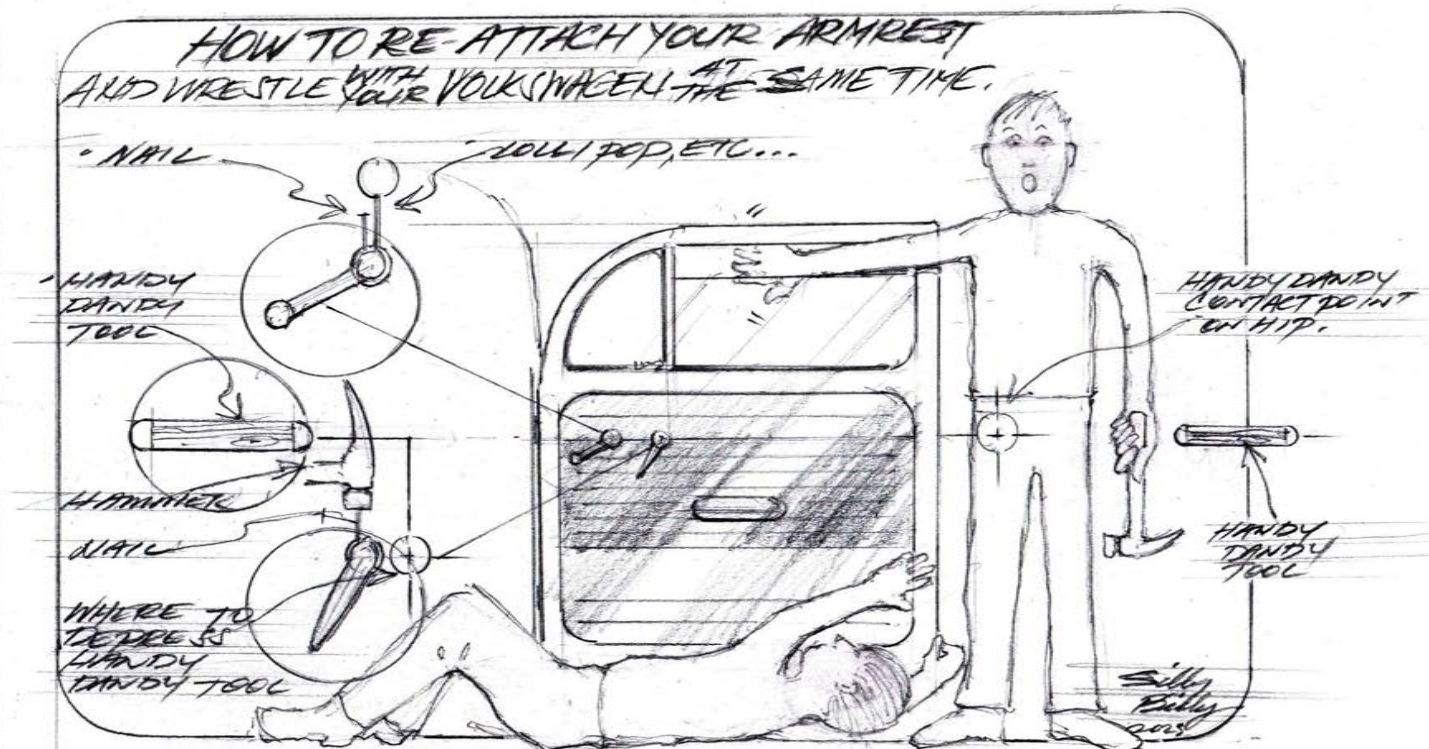


According to Volkswagen experts (I am not one), the armrest attaches to a bracket on the inside of the door. To reattach the armrest to the bracket, the door panel must be removed. To remove the door panel, the window crank and door lock lever must be removed. To remove hair from my head, the previous things must be done.

Are you familiar with this quote? “Volkswagens are easy to work on...” ? I have, and here is what it really means:

Volkswagens are easy to work on top of. That is, it is easy to sit on top of a Volkswagen, and do some type of work unrelated to the maintenance of the Volkswagen. By the same token, Volkswagens are also easy to eat on. Top of.

To “easily” remove the door panel, I would first need to “easily” remove the window crank, then “eas-



ily" remove the door lock, then "easily" remove the door panel, then "easily" remove my hair.

the white plastic disk. This will move the door panel in - just enough to expose the pin - and prevent a visit to Dr. Schwarzenegger.

Words to the wise from the unwise (me):

1. When attempting to remove the window crank or door lock lever on a vintage Volkswagen, do not assume that you can push the door panel inward with one hand (compressing a steel spring designed for Arnold Schwarzenegger) – while you knock out an "infinitesimally tiny" metal pin in the crank or door lock lever with the other hand. These "easy" tasks require three to four hands. The last time I checked – I only have two.

2. When preparing to knock out the metal pin (a task that alone requires two hands: hammer in one hand, nail or punch in the other) lacking a third hand, do not push in the door panel (adjacent to the crank or door lock lever) with your knee – or other free body part. You will lose balance and the hammer will miss the nail or punch, and emergency medical services will be required.

3. When pushing the door panel inward (with all of the force of the universe) insert something interesting (screwdriver, Allen key, chop stick, pencil, lollipop etc.) between the window crank or door lock lever and

4. Now that the window crank and door lock lever (and hopefully not your fingers) have been removed, it is time to remove the door panel. The clips should unsnap "easily" from the holes in the door, except that they are clipped to a 50-year-old piece of crumbling Masonite. Nearly every hole in the panel is torn, ripped, or missing. As a result, nearly every hair on my head is torn, ripped, or missing.

5. Therefore, when you pull on the panel edges, many of the panel clips will come off of the panel and stay in the door. You can then remove the door panel, and observe with wonder, the mayhem at each of the panel holes. Count the clips in the door and in the panel, but do not drive to the nearest Volkswagen part store to buy any missing clips. You will find the remaining clips hiding in a "secret" compartment.

6. Just what is this "secret" compartment? It is the bottom well of the door of course. Three of these clips have been lying in wait there since 1963. And lying there with them, three leaves from the 60's, a cigarette butt courtesy of Hans at the Wolfsburg assembly line, and miscellaneous unidentifiable debris. The bottom

well of your Volkswagen door is actually a time capsule. Do not remove these extra items. The time capsule must be preserved.

7. Now that you have retrieved the missing clips, and accounted for all of them, pick up the door panel. Observe the torn, ripped and missing holes on the edge. Do not drive to the Volkswagen parts store to purchase a new door panel. Instead, use something that every Volkswagen owner knows and loves: duct tape! Tape up each of the holes, and attach the panel clips. No one but you will ever see this handywork. It's your little secret.

8. Holding the door panel in your two ungreased hands, slip the bracket on the inside of the panel (opposite the armrest), over the "tongue" of the black bracket in the door. This is like trying to pin the tail on a donkey (as it is impossible to see what you are doing). The test: If you pull on the armrest and it doesn't move – it's on. If it moves, try again (and again, and again) as I did. And pull out more hair as I did.

9. Now its time to snap the panel clips that are in the panel - into the holes in the door. Some will go right in. Others will not. You must soldier on. Some of the clips will be at the bottom of the panel, and will require you lie on your back, soiling your shirt and pants. "Why didn't you wear your work clothes"? Asked my wife. Answering this and other questions are a trap. Do not answer this question. Pretend you didn't hear it. Move the clips so that they now aim into the door holes – and snap those babies in! Your door panel is nearly installed. Take a bow, do not bump your head. I did.

10. It is now time to reattach the window crank and door lock lever. But how to depress the door panel – with Schwarzenegger-esk springs behind it (a task requiring at least one or two hands) while you tap in the metal pin (a task also requiring two hands)? You can't jam something in there. You can't push with your knee. But you can push in the door panel in with your hip – using a handy dandy homemade tool: Start with a piece of wood about six inches long. Cushion the wood at both ends with rags, foam, etc. Tape the cushions in place with duct tape. Look at your homemade tool with wonder.

11. With the window crank loosely on its mount, crank the window all the way to the top. Do not rest

your right arm on the glass while cranking. I did. The crank dropped and tumbled under the car, and it took an hour for my wife to extract my arm. With the window up, reposition the crank so that it is sideways, with the knob pointing forward. Put one end of the handy dandy homemade tool on your left hip and the other on the panel next to the crank. Push in with your hip and strike an artistic pose.

12. While maintaining the pose, tap one of the "infinitesimally tiny" metal pins into the hole in the crank with the hammer and nail or punch. Relax your hip. Test the window crank. If the crank falls off, tear out another clump of hair and repeat step 11.

13. Finally, position the door lock lever so that it is horizontal and facing forward. Push in with the handy dandy homemade tool. Tap the other metal pin into the hole in the door lock lever. If the lever falls off, tear out another clump of hair, and repeat step 11, remembering to also push in the lever as well. Realize this task may require the use of four hands, two of which should not be your cat's.

Well, there you have it. A complete set of instructions on how not to secure the armrest to the door of your Volkswagen Bug. In a few weeks I'll "attempt" to install a replacement original vent window in the driver's side door, and as always, I'll share my instructions on what not to do. Until then, the best of luck on your Volkswagen restoration project(s). As for me, as always, I'll be working on mine and tearing my hair out. Or what's left of it.

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