



VintageVoice

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Welcome

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

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Welcome to the latest edition of Vintage Voice.

In this issue, we have a great variety of features, thanks to our team of contributors.

I'd like to welcome back our Chief Technical Director, Jake Raby, as he brings back our 'Technically Speaking' column with the first part of a series on the Type 1 clutch system - and all the variations therein.

We have show coverage from California and Nevada. Fish Head Louie finds a rare Porsche 914-6. "Silly Billy" Ungar sits down and answers some of his "Fan Mail" in his regular 'What not to do...' column.

Also, Historian Heinz Schneider is back with a look at Volkswagen in the year 1965. Included in the article are all the stats, figures and changes made during the model year.

Club President, Eric Goodman, has some important news for Chapter Clubs in his Podium article. If you're the head of a Chapter, or active within a Chapter Club of the VVWCA, please be sure to check this out.

Our cover feature this issue is Ray's Notchback, Black Beauty, from Southern California. Featuring a Type 1 engine, electric sunroof, and custom touches just about everywhere. You're not likely to see another like it. Read all about it starting on page 21.

Enjoy!

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



VintageVoice

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VOLKS-FAIR

23

VINTAGE VW CAR SHOW

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 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
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- BAJA, RAILS AND TRIKES
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- DAILY DRIVER
- VANAGON
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- Best of Show
- Best Interior
- Worst of Show

NEED MORE INFORMATION?
 Visit our website at www.the-bug-club.com or
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 email president.thebugclub@gmail.com

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

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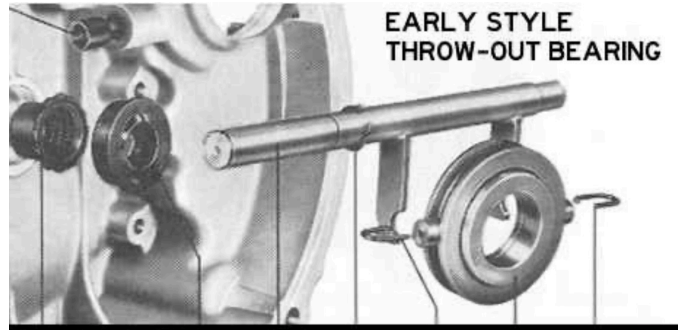
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 This year's annual VVV Ventura Pier Beach Day 2023 was relocated to Ventura Beach Park as a result of sand and mud at the pier parking lot.

If you ever wondered whether we receive letters from readers here at Silly Billy central, to tell you truth – we don't. But that hard...

The Podium with President Eric Goodman

Dear VVWCA Members,

As you may have heard, the insurance market is getting out of club insurance coverage. Our long-time insurance company stopped issuing us certificates last year, and would no longer cover events. We had paid for our policy, but the company decided to exit the club market. We received a refund, and switched to Hagerty.

Now Hagerty has decided to exit the club market, with many other national carriers. After months of trying to find a new insurance company that would cover clubs, we signed an agreement with a new one.

Our previous year's cost was double the year before, and this year our quotes were over \$15K! The market is crazy, and almost all the insurance companies do not offer club insurance now. The Chapter dues we are charging do not cover the cost of the insurance. You will pay over \$500 for a one-day policy as we did if you try to get your own coverage. We will have to make some changes to the dues for next year based on the cost of the insurance now. I still think we can charge each chapter less than you would pay on your own, however the Chapter dues will have to increase. Plus, our policy covers your club all year and for liability outside of only events.

I am sorry for the delay, but this has been a monumental feat to get coverage. And the cost has been outrageous! Please feel free to call me if you have questions at 909-855-7625. Thank you all for your support and we will make this work for everyone.

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



THE HISTORIAN'S CORNER

By Heinz Schneider

VOLKSWAGEN IN 1965

MORE GLASS, LESS METAL



Volkswagen in the USA: 288,583 Beetles sedans, 7,848 four-seater convertibles plus 7,606 Karmann Ghia convertibles and Karmann Ghia Coupes were sold, in addition to 37,796 Transporters and 9,278 Type 3, for a total of 343,263 cars. Because of safety and pollution requirements, Volkswagen realized that in the future, VWs for the US had to be different from the ones built for other parts of the world. For that reason and to at the same time relieve supply problems of Beetles for the US, a dedicated factory was built at Emden, in Northern Germany and finished by December of 1964 to supply Beetles exclusively for the US. In 1965, almost every day a ship arrived in the US unloading an average of 1,000 Volkswagens each.

The fastback version of Type 3, called the TL model, was introduced. Its body was especially modified and designed for the US. For some reason the head of VWoA, the Dr. Carl Hahn, thought Americans would more likely accept the Type 3 as a fastback it was one of the reasons VWoA had delayed introducing the Type 3 in the US for two years. The notchback was never officially imported to the US. Hahn was just happy selling Beetles and would have preferred it if Type 3 had never made it to these shores. The US VW Distributors and private importers forced their hand by importing them anyway without VWs official authorization.

ID numbers for 1965 model Beetles had started August 3rd, 1964, with chassis 115 000 001 and ended with 115 979 202 in July of 1965. For 1965 models Volkswagen had started to use a 9-digit chassis number and the model year of each Volkswagen could be recognized by

the third digit eliminating any doubts regarding model years.

Worldwide Beetle production reached 1,090,863 of which 316,302 were sold in Germany, a decline of 329,257 from the year before. Total production of all Volkswagen cars reached 1,594,861. Volkswagen workforce in Germany stood at 94,343. In other countries 18,625 were employed.

CHANGES FOR 1965

Most of the changes for the new 1965 model started with chassis number 115 000 001. As I had pointed out before, starting this year a more reliable way of telling what model year Volkswagen was introduced. By looking at the third VIN number it was possible to identify the year. After a few years of relatively few changes, starting with the 1965 model and for the next few years, Volkswagen went about to adapt the Beetle in a more aggressive way to customer demands and to legal and safety requirements. Besides the lack of power, the lack of visibility had been the most criticized shortcoming mentioned by most Beetle owners. With the introduction of the 1965 model on August 3rd, 1964, every single window was enlarged. Now, not only visibility was greatly improved, but it also made the car look more attractive, especially with its slanted





65, SLANTED VENT GLASS

vent window. Even the windshield glass was hardly noticeably slightly curved. Unfortunately, since glass is heavier than sheet metal, the weight of the car went up once again from 760 kg to 810 kg, 1,675 lbs. to 1,785 lbs. The newly used, since model 1965, thinner sheet metal for the body could not compensate for the added weight of the increased weight.

The number three cylinder had been a source of trouble since day one. It constantly overheated, burning valves and pistons. It was too far away from the fan, and too far away from the carburetor, receiving a leaner fuel mixture, worse yet the air to cool it came through the oil cooler and warmed up by the time it reached number three. Now the engineers at Volkswagen and Porsche came up with a novel idea making the distributor cam asymmetrical, thereby retarding the timing for the number three cylinder by 2 degrees in an attempt to keep it running cooler.

The functions of the heater levers, located at the side of the tunnel near the handbrake lever, were now identified by color. The vent window received an easier to operate handle. Door window lifts were now activated by cable instead of using a lever bar. Interior changes were swiveling padded sun visors, hinged on

the side instead of in the center. A tied down strap for the rear seat was a big improvement to hold the seat back down, thereby making it possible to greatly increase the luggage area. Adjusting of the clutch cable now accomplished by a wing nut and groove instead of having to use counter nuts. The engine lid opened by using a push button handle, instead of by twisting the old "T" handle. In September 1964 the clutch diameter was increased to 200 mm from 180mm.

ADDITIONAL 1965 NEWS

In February a meeting of the board of management at VW took place to decide whether to introduce in the fall at the Frankfurt Auto show, the Beetle replacement that was tested and ready for production. After a short debate it was decided to stick with the present-day Beetle, especially after Nordhoff pointed out how good business was. The year before Volkswagen had produced almost 50% of all cars built in Germany. If one added the cars built by Auto Union, of which Volkswagen was a 51% owner, total sales were over 50%. Instead of replacing the Beetle it was decided to present at the Auto Show the 10 millionth Volkswagen built since the end of the war on TV coming off the end of the production line.

After acquiring 51% of the Auto Union Company in 1964, Volkswagen took over the rest of Auto Union at the beginning of 1965. It was now a fully owned subsidiary. Auto Union most popular model was the two strokes DKW F102. The DKW was not selling well and there was plenty of production capacity at Auto-Union. To many observers it was not clear why Volkswagen bought Auto Union (later renamed Audi) in the first place. Speculation was that Volkswagen was looking for additional production facilities for the Beetle since demand for it was still high. Indeed, soon production of Beetles at DKW/Audi in Ingolstadt commenced and eventually reached 450 a day. By the time Beetle production ended at Audi two years later, 348 000 Beetles had been built at that facility. Another reason for buying DKW may have been, as some speculated, Volkswagen was looking for another leg to stand on and getting away from the air cooled-only policy. Volkswagen may have been intrigued by the newly developed Mercedes 1.7-liter four-stroke engine that came with the DKW package. Later Volkswagen

installed it into the DKW and renamed it the Audi. Later the whole company adopted that name. Another reason for Mercedes to sell its interest in Auto Union was because it needed money to invest in its commercial truck business to make it the largest truck producer in Europe. Also, Mercedes realized that many of their customers saw the lowly two-stroke DKW as a drag on their image.

On September 15 the 10th million VW was built since end of the war. This event was televised at the Frankfurt Auto show, where hundreds of journalists and invited guests had expected the introduction of a new model, a Beetle replacement. Nevertheless, the show impressed all the people gathered and earned a lot of praise and applause.

At the same Frankfurt Auto Show a special model developed with the cooperation of the German post office was introduced to the Public. This model became known as the Fridolin; Volkswagen called it the Type 147.

Tourist deliveries were in full swing especially to Americans and Volkswagen opened a special pick-up center for these cars in Wolfsburg from where tourists used them to tour Europe and returned with them to their home US. Another pick up point was located at Frankfurt airport. These tourist cars could be picked up at VW dealers in other European countries.

In December VW opened a giant thermos climate test Chamber to test VW vehicles under all weather conditions. It was the largest such test facility in Europe.

COLORS FOR 1965

Model 1965 colors: L41 Black, L87 pearl white, L 360 sea blue, L 456 ruby red, L 518 java green, L 518 Bahamas blue, L 595 Fontana grey. All wheel centers were painted L41 black, outer rims L 87 pearl white except, ruby red, Bahamas blue and sea blue body color cars had L 289 blue/white for wheel rims. The VW emblem in the center of the hub caps were left unpainted.





See Black Beauty on Page 21

UPCOMING EVENTS

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

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/>

July 15, 2023

Northwest Vintage VW

Show & Swap

Shoreline, WA

Shoreline Community College, 16101 Greenwood Ave N, Shoreline, WA 98133

Car Show Admission is \$25 YOU MUST PRE-REGISTER. The cost includes one (1) Vehicle & one (1) person. (pre-registration is open until 9PM the Friday night before the show) Cars that don't Pre-register cost is \$30 and will only be admitted if space available.

<http://www.cascadekombis.org/vintage-meet/show-and-swap-info>

July 16, 2023

Dubs & Brew #10

Woodinville, WA

This is un-judged show with no set areas for car classes and such. First come first serve on spots. No large swap vendors please as this is just a show but if you have something to sell that won't take up a ton of space that's ok.

Sumerian Brewery

15510 Redmond- Woodinville Rd
 NE Woodinville WA 98072
<https://sumerianbrewingco.com/our-events/>

July 16, 2023

US131 16th Annual Summer Bug Run

Martin, MI

16th Annual Summer Bug Run at US 131 Motorsports Park.

Open to all German make cars. Car Show, Swap Meet, and Drag Racing. For more details see us131msp.com or our Facebook page, <https://www.facebook.com/us131bugrun/>

July 16, 2023

V-Dubs at the Brewery 2

Dover, DE

This will be an air and water cooled show.

Swap meet spaces \$20.00

Show cars \$20.00

Pedal car competition

Raffles

And much more

More info on are on Facebook page: Strictly Vws car club

Check out our show event page.

For more info or contact Eric negron Ericknfloors@gmail.com

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

CLASSIFIEDS

COST: Members receive 2 free classified ads. Limit of two per issue. Non-members: \$10.00. Each ad will appear in two issues of the *VintageVoice*.

PHOTOGRAPHS: 1 photo per advertisement please. Photos cannot be returned, digital preferred.

LIMITATIONS: Ads are published on a space available basis. Copy submissions must be emailed. ONLY VW parts, cars, toys or literature will be accepted. No cars for sale newer than 1991 can be accepted. VVWCA accepts no liability relating to the purchase of an item.

ADVERTISING DEADLINE: All advertisements must be received prior to the 1st of Feb, Apr, Jun, Aug, Oct, Dec for the following newsletter.

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

July 29, 2023

Nor Cal Dubaffair

San Juan Bautista, CA

Come Join us for great a great time and location in beautiful Mission San Juan Baultista!

* Custom and Vintage VW Show with great awards for all classes.

* Great Food and Live Music.

* New Parts Vendors.

* Huge Swap Meet.

* Great Raffle.

* Beer and Wine.

* Winners Parade.

* Kids coloring contest and activities.

* Much Much More

Contact Ray Diaz for more info @ ray@dubaffair.com
www.dubaffair.com

July 29, 2023

Volks-Fair 23

Deerfield, NH

This is a Vintage VW show. Food, music, & more on a grass show field.

17 Vintage VW classes, including 2 Vintage Water-Cooled classes

(1998 & older). Participant judging, trophies awarded to third place plus Best of Show, Interior, Engine, Paint, & Worst of Show.

Website the-bug-club.com

Facebook [thebugclub1](https://www.facebook.com/thebugclub1)

<https://the-bug-club.webs.com/>

volks-fair

Email nhbugclub@hotmail.com

July 29, 2023

Volkswagens in the Valley

Fargo, ND

The largest VW event in the region! Modern and vintage Volkswagens of all ages, styles, and conditions will be on display. There will be food and fun for the whole family. It's free for spectators to come check out the cars! Top 10 trophies will be awarded by participant votes. We are featuring Canadian autos this year, but all are welcome to attend and enter a car (or more)!

August 19, 2023

Air-Cooled at the Orchard Middlefield, CT

This show is open to all air-cooled Volkswagens and Corvairs. \$10 for show car and driver, People's choice awards. Dash plaques, and Raffles. Spectators are free and please no vending.

For more information please contact Bill Arute 860-395-9964 or bill@ctvwa.org or Chris Fox chris@ctvw.org

Corvair questions Jim Forgey 203-668-3971

Connecticut Volkswagen Association

<http://ctvwa.org>



Once Upon a Porsche

by Fish Head Louie



A woman named Barbara from Newark, Delaware, called me as she had two Porsches that her late husband had collected thirty years earlier. I usually don't buy rotted-out 914-4s because they made so many, and even parts are plentiful. Sure, the original clean examples bring the money, but that is because most of the 914-4s have rusted or are still rusting away. Personally, I know a guy that has ten of them rotting in his forest in Virginia.

Anyway, she said that one of them was a 914-6 over the phone. Could this be true? 914-6 finds are rare these days as their production numbers are about 3000 versus the close to 115,000 914-4s that were produced. It was a five-hour ride and sometimes you shouldn't annoy someone for photos when they seem to know what they are talking about. It was worth the risk.

I loaded up my essentials including my 12,000 lb winch, manual come-along, chains, two low profile jacks, a battery powered air-pump, among other things. It is better to bring EVERYTHING, then be without...take it from me!

I arrived to find a sweet widow and a fence blocking access to the rear backyard (Sound familiar? See past article on my 1957 speedster yard find). She explained that the fence had gone up AFTER her husband had put the cars back there. She said that she thought the car would fit through the gate. I proceeded to verify her claim with a tape measure. Luckily, she was correct and we had a few inches to spare on each side.

Now it was time to remove the tarps off the cars. I could compare the "unveiling" to the opening of King Tut's tomb in 1922, but I won't.

There it was, an original paint, Irish Green 914-6 which clearly had seen better days. It seems that her late husband had rescued these cars from two



different junkyards in the 1990s. She had not gone on the adventures so she did not know any other details about the cars.

They were positioned in such a way that the 914-6 would have been easier to get out first, though I have learned that if you buy more than one car, and cannot "cash and carry" both, load the most valuable one on the 1st trip. I say this because if other family members get involved or the seller is not true to their word, at least you'll retain the better car. If possible, contact a friend that is close by and stash the extra car there for the time being.

None of this was the case with this "find," as no money was changing hands as Barbara knew that it would take a number of hours to extract each vehicle. She didn't need any money and wanted to just cleanup her yard, and furthermore would rather not junk the cars as her husband had taken the time and effort of his own to save them.

I began by jacking the tires out of the dirt as the weight of the car caused them to sink over three decades. I was delighted to find a single 5.5x15 Fuchs wheel on the front, which I later sold. The other three wheels were steelies. All the tires even took air!

Because I had to get the SIX out at an angle, I used an old thick tree and chained my winch around it.

While I am on the subject, never bring a baby winch to a man winch's job. If I had anything less than a 12,000lb winch, the whole effort would've been futile. While I messed around with the winch and chains, we heard a "ka-boom." Now, only 3 tires were inflated!

Gradually, the 914-6 crept toward the gate at an angle. Once it was close enough, I jacked the front up and knocked it off the jack a few times to straighten it out. Then, I backed my Tacoma up to the gate and towed the little Irish lassie out while Barbara controlled the steering as the key was in the ignition. Once the car was clear of the house, I unhooked the chain, coupled to the trailer, which now had my winch on the multi point hitch extension, laid the ramps and controlled the winch. As the 914-6 was loaded, Barbara generously fed me cinnamon pop-tarts and Gatorades. One of the neighbors saw the commotion and came over and said, "I am into race cars, and if I had known you had this, I would have bought it". THAT is exactly why you need to cash and carry because if someone else gets involved in the deal, no matter how honest people claim to be, they could be persuaded to go back on a previously agreed upon deal. Of course, I was friendly and didn't dare mention that my new friend Barbara gifted me the cars.

When I got this baby home, I noticed the windshield had flown away to the great beyond. Apparently, the glue that held it was no longer doing its job. One other thing, while cleaning out the engine compartment to decipher the engine block number, I extracted a mummified opossum whom had made the Porsche their home during the last thirty years, but had gotten stuck. Either urine or rain had eaten away 2 of the engine numbers. Luckily, 914-6 engines are marked in a different location than other engines and have the same prefix numbers. I gave a proper funeral pyre to the marsupial since I did not need any animal spirits haunted this six during its journey overseas.

I am happy to report, that 914-6 VIN is a matching numbers car and undergoing full restoration in Belgium. I love rescuing these cars for a living. Special thanks go to Barbara, Jack, and Barbara's late husband as well as Donna Paterak for the Porsche documentation. Good luck to Koen-it will be a heck of a job, but well worth it in the end.

VintageVoice



BEACH DAY!

by Dave Allen

This year's annual VVV Ventura Pier Beach Day 2023 was relocated to Ventura Beach Park as a result of sand and mud at the pier parking lot. This didn't faze the hard-core enthusiasts as they were lined up, waiting for the gate to open at 7:00 AM that morning.

Even with the cooler weather and early morning cloud cover, VWs came cruising in from all over Ventura County to enjoy each other's company and swap stories ranging from the recent weather/storms (obviously) to what's new with their VWs.

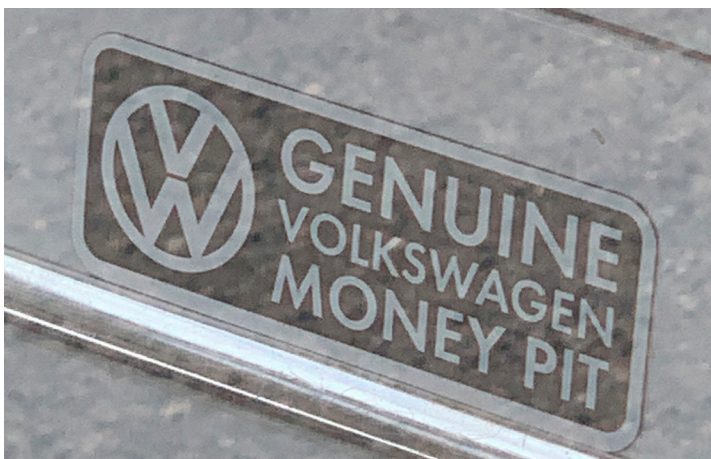
There were discussions about going to the Meet In The Middle event at Nojoki Falls on March 25th and the upcoming Airhead Parts/KGPR Treffen. Old and new friends enjoyed the time drinking coffee and snacks. There were several new cars on display along with the regulars. There were one or two breakdowns that occurred but that's the life of owning a vintage VW. As usual, folks helped out and stepped in to assist. Clouds slowly cleared and a warming sun came along. Then the dreaded dark cloud cruised by doing its best to leave us with a fine mist all over the cars. It disappeared just in time for hamburgers and hot dogs off the grill.

The day moved along until everyone was satisfied and then the engines fired up and headed home. Ventura Pier Beach Day is always a good, chill time, and this year did not disappoint.

Special Thanks should go out to all the VW Enthusiasts who come out and make it success!



VintageVoice





Technically Speaking

by Jake Raby

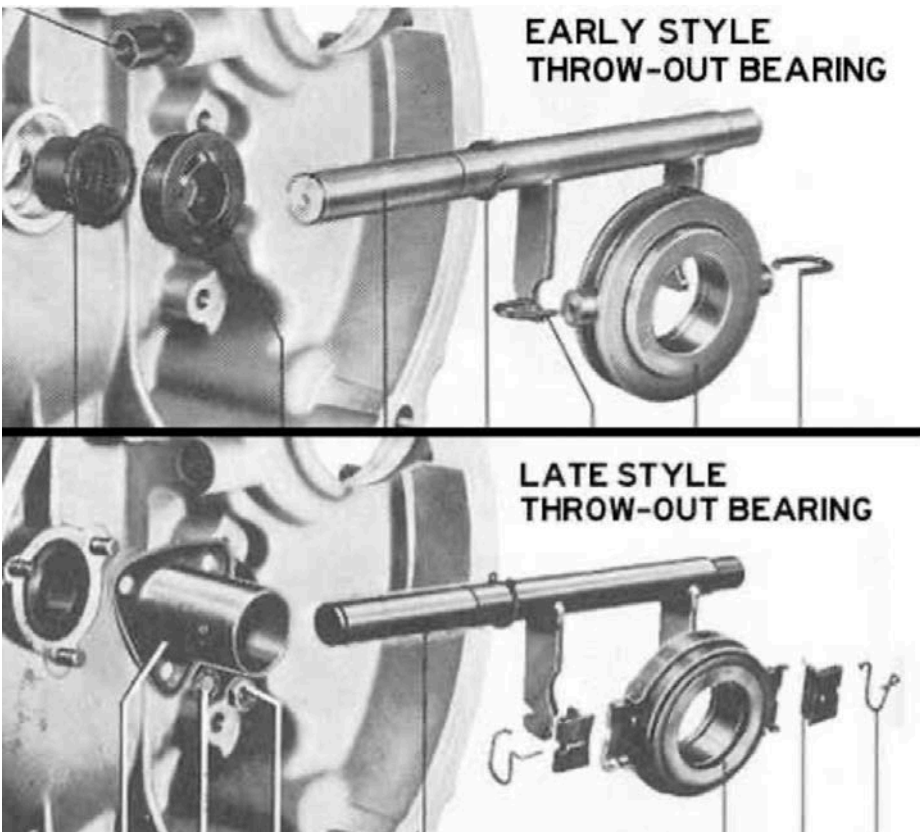
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hrough the years of VW Type 1 evolution, many things stayed the same, while others saw multiple changes. In this two-part series, I'll help you understand the compatibility and interchange amongst the various pieces of the VW Type 1 clutch system, spanning the entirety of production.

I will lead into this with a warning: I will only be focusing on US specification vehicles, made for the American market. With VWs made all-across the world, for all sorts of markets, these can have a mix of older and later parts that do not match the model years that I'm referencing. As an example, a Mexican Beetle may be fitted with a completely different transaxle (swing axle Vs IRS as an example) than the same model year vehicle that was made for the American market. With these changes came deviations in the clutch/pressure plate compatibility as well. To keep it simple, we are only going to discuss US Spec Type 1's.

This topic was brought up to me by VVWCA President, Eric Goodman when he was recently installed a new engine into a 1973 Type 181 and he messaged me saying "the engine won't slide in all the way. We had to remove this part for it to fit". I quickly messaged back, saying that he needed to stop in his tracks, because the part he had removed was essential to operation, and his real issue was an incorrect (incompatible) pressure plate. The part he had removed with the release bearing support sleeve that is found fitted to post 1971 US spec Type 1 vehicles.

One of the critical components of the Type 1's transmission system is the release bearing and pressure plate. The release bearing is responsible for



example of the two primary differences in clutch operation shaft and release bearings

disengaging the clutch while the pressure plate applies the necessary force to keep the clutch engaged. It's essential to ensure that these two components are compatible to ensure smooth operation and prevent damage to the transmission system. When the driver's foot is placed on the clutch pedal, it becomes part of a mechanical link that extends all the way to the pressure plate, and clutch disc. The actuation of the pedal is one engineered operation from the length of the clutch pedal, all the way through the travel of the springs that create the diaphragm within the pressure plate.

Compatibility of the Release Bearing and Pressure Plate

The release bearing and pressure plate work in unison to engage and disengage the clutch. The release bearing pushes against the pressure plate's diaphragm, which causes the clutch plate to disengage from the

flywheel. It's crucial to ensure that the release bearing and pressure plate are compatible with each other to prevent any damage to the clutch system. If the compatibility of the release bearing, and the pressure plate aren't correct, failure can be so sudden that it occurs the first time the clutch pedal is depressed. Another part of the release bearing compatibility equation is the operation shaft, which creates the mechanical link to the clutch cable, and ultimately the driver's left foot.

When replacing the release bearing and pressure plate, it's essential to use parts that are designed for the specific year and model of your Type 1. The release bearing should match the pressure plate's diameter and profile to ensure proper operation. The clutch operation shaft must also match the release bearing, and the pressure plate. These 3 components have similar appearances through the years, so in many cases the compatibility is assumed to be correct, until issues occur. Additionally, it's crucial to use high-quality parts from reputable manufacturers to ensure longevity and reliability, since there are many sub-standard components that may fail early on, even if the compatibility between them is correct. OEM Sachs' components are the industry standard for vehicles that utilize stock, or lower horsepower performance engines. The folks at Kennedy Engineering have been a mainstay in the VW industry when it comes to high-quality, high performance clutch system components, like pressure plates. Release bearing quality has been the biggest question mark in my experience, so staying with a Sachs release bearing will generally be the wisest choice for compatibility, and long-term reliability.

What's Compatible?

The Type 1 was produced with various release bearings and pressure plates over the years, so it's important to ensure that you're using the correct components for your specific model year and engine type. The biggest change in these components came in the 1971 model year, when the release bearing gained a centering feature that supports the bearing through the entirety of its travel range. The predecessor to this supported style of release bearing depended on a centering ring affixed to the pressure plate that would contact the release bearing, keeping the two surfaces



Common post 1971 clutch kit with proper component compatibility.

in direct contact through the operating range.

Perhaps no vehicle in history has maintained such a long run of engine, clutch and transmission compatibility throughout production. If you have the right parts, and just a little time in modifying things you can swap engines, clutches, transmissions and Type 1 vehicles from pre-WW2 all the way through 2003! The key is knowing what works with what, and what does not. The best part is, you can accomplish this with all VW factory parts, and it isn't very difficult to understand.

Signs of Release Bearing and Pressure Plate Failure

The release bearing and pressure plate are subjected to a lot of wear and tear over time, and they will eventually require replacement. Some common signs of release bearing and pressure plate failure include:

Difficulty shifting gears: If you're having trouble shifting gears or if the gears are grinding, it could be a sign that the release bearing and pressure plate are worn out.

Clutch slipping: If the clutch slips when accelerating or if the engine revs but the car doesn't move, it could be a sign that the pressure plate is worn out.

Clutch chatter: If the clutch has engagement that isn't smooth, it may be time for a replacement. Always check the clutch Bowden tube first, as it is often a source for clutch chatter (especially when it is most prominent in reverse)

Noises: If you hear a squealing or grinding noise when you depress the clutch pedal, it could be a sign that the release bearing is worn out. It could also be a sign that the components are incompatible.

If you notice any of these symptoms, it's important to have your Type 1 inspected by a qualified mechanic to determine if the release bearing and pressure plate are compatible

Conclusion

The release bearing and pressure plate are essential components of the Type 1's transmission system. It's crucial to ensure that these two components, and the associated "clutch operation shaft" are compatible with each other to prevent any damage to the clutch system. When replacing these components, be sure to use high-quality parts that are designed for your specific year and model of the Type 1, and the engine/transaxle.

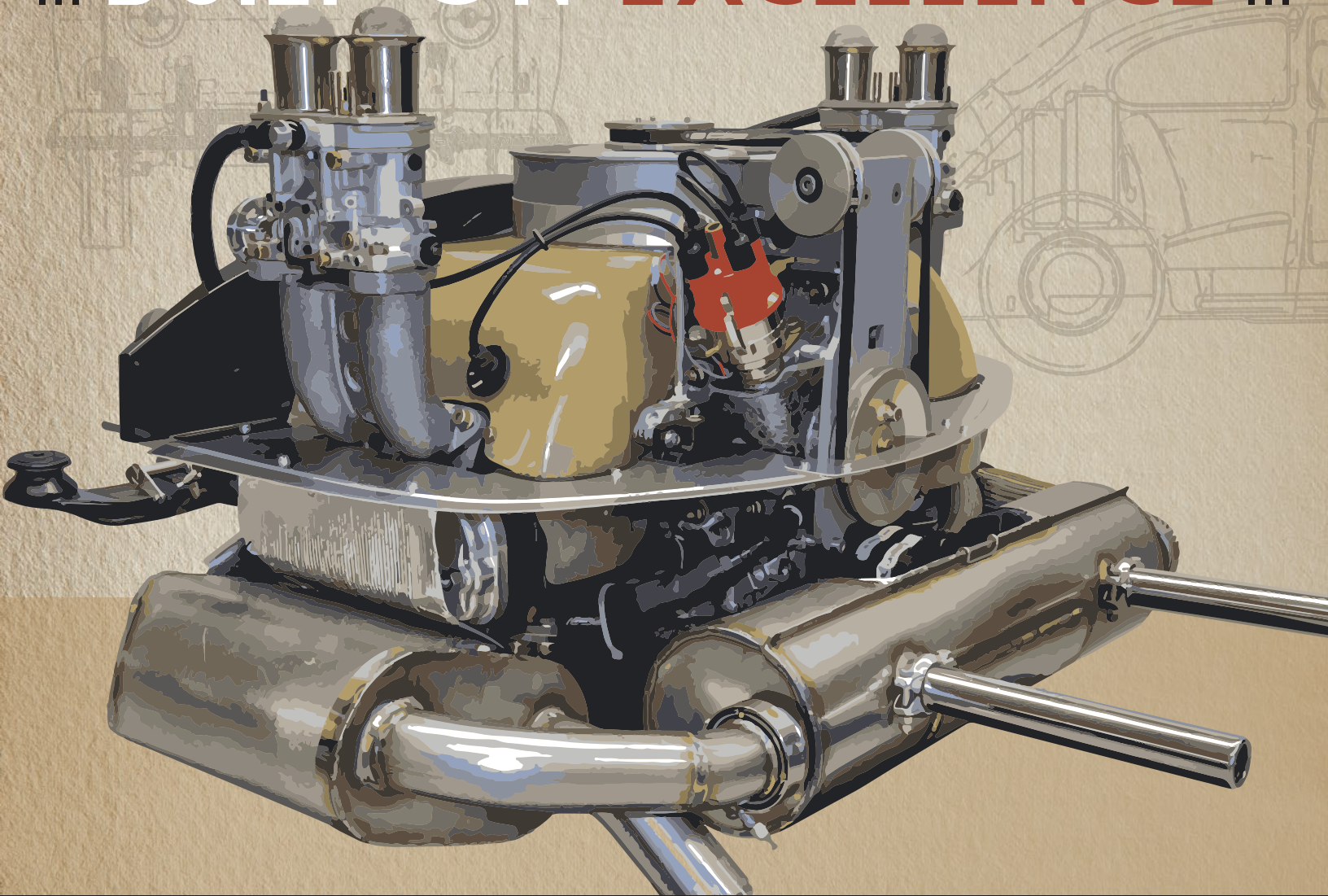
In part 2 of this series, we'll go over the components that make up the pre and post 1971 model year systems, and shed light on their compatibility. I'll also bring in a couple of items developed in the aftermarket that will assist in simplifying the interchange if you are trying to bring a pre 1971 transaxle-based system up to the stronger, and better designed post 1971 system.

Jake Raby
Chief Technical Director
Vintage VW Club of America
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Black Beauty

by Eric Arnold

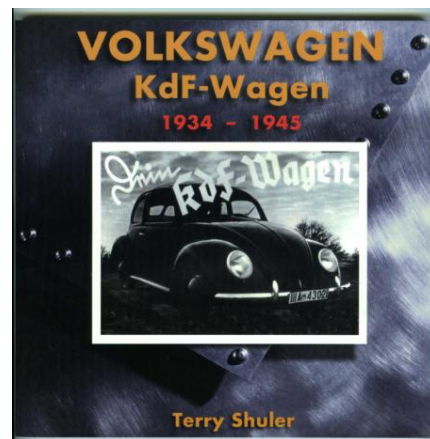
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ountain Valley, California's Ray Beutler was a 'Certified Bug Guy' in the 1980s, but got out of the VW scene to start a family and begin his career. At age 40, he decided to rejoin the community, this time with a Type 3, which is, as he puts it, "A totally different monster".

"I was 15 years old when I inherited my first VW, a stock 1966 Bug. I've owned several Bugs over the years, plus a Ghia. Growing up in Southern California, loving, building, and driving VWs during the late 80s and early 90s when the scene as at its highest. We were going to some of the biggest shows like the Jamboree, Small Car Specialty Show, and VW Parts Unlimited Show, drooling over some of the best VWs ever built."

As Ray got older and started his career and family, he opted to sell off his Volkswagens, however the love for them remained steadfast. It wouldn't be long before another air-cooled would be gracing his driveway.

"Picking a Type 1 was too easy. Living in California they are everywhere, so I decided to build a Type 3 Notchback. At the time of purchase, I had no idea what



Volkswagen Kdf-Wagen 1934 – 1945
By Terry Shuler

The story of design and development of the world's most recognizable automobile, including the prototypes and early production models is told with large

historic photos and text by Terry Shuler.

Included are photos of prototype production and rigorous testing program before the war and the many wartime models and modifications to Hitler's Strength Through Joy car. Exclusive Porsche family insider photos never previously published are also contained. The book concludes with the British Army's restarting of the makeshift VW assembly line in the bombed out Wolfsburg factory in occupied Germany. A must for any VW enthusiast or automotive history buff. Almost sold out!

Softbound, 150 pages, 138 photographs. \$25.00 Shipping included worldwide. Send your check to: Terry Shuler 1120 Lloyd St., Nanty Glo, PA 15943

I was getting into, especially for a custom build.” Ray was able to find a decent starting point, with a body that was already cut in the engine bay with a Type 1 motor. His goal from the start was to have a big Type 1 power plant, along with adding a ragtop to the car – a must for cruising Pacific Coast Highway.

The build began by taking the body down to bare metal, which exposed areas of body filler up to ½ inch thick, and some holes which needed attention. Body work was completed by Kimmel Body Works in Corona, CA, who also opened up the body beneath the rear cowls to allow for more air flow. They also added sheet metal around the engine compartment for both aesthetics and proper cooling of the upright Type 1 engine.

Paint was also completed by Kimmel Body Works, who sprayed the car two-stage jet black with a clear coat. Ray opted for this color, because in his words “There’s nothing better than a black car with a lot of chrome!”

Ray selected a Webasto Hollandia 400 as the ragtop to install. Webasto has been manufacturing ragtops for many years, and this particular model slides electronically; a very nice feature. The ragtop is white, which is in stark contrast to the car’s body color, and really sets it off from most other rags on the scene.

Moving to the suspension, the front is a built Type 3 beam with Old Speed dropped spindles and Monroe air shocks. The rear has air-ride with Old Speed shortened IRS trailing arms and shortened axles. Each corner sports disc brakes, stock in the front, while the rear is a kit from EMPI.

Detailed 17-inch 3-piece Fuch wheels with a cut-face style add a very unique and eye-catching touch to this Notch. They are wrapped in 195/45 Yokohama tires up front, and Sumitomo 205/55s in the rear.

Inside the cockpit, Ray was inspired by cars he had seen at events and recent cars in hotVWs. He stayed with stock seats, covered with a combination of leather and suede upholstery. The door panels mirror the pattern as well. Rudy’s Custom Upholstery in Murrieta, CA was trusted with completing the work. The carpet kit was sourced from Sewfine Products Inc., in black, naturally.

The dash received special attention, with removal of the



stock dash pad and the stock gauges. A sleek all-steel dash with Autometer gauges including tachometer, speedometer, and a multi-function gauge for fuel and amperage. Ray also added Dakota Digital gauges for cylinder head temp, oil temp, and oil pressure.

Under the decklid is the completely new Type 1 engine Ray had envisioned from the start. Built by Brothers VW Machine Shop in Ontario, CA, this 2180cc has plenty of power to move this Notch down California's highways. Featuring port and polished heads, CB Performance Big Beef manifolds, thick-wall 92mm AA cylinders, CB counterweighted crank, and equipped with dual Weber 44 IDF carburetors, this build was designed for power. Set up on the dyno, the engine produced 159.5 HP at 5,500 RPM with torque reading of 152.31. The engine is paired with a Type 3 IRS transmission from Rancho Transaxles in Fullerton, CA.

"Every part of this car had to be gone through, with hundreds of hours of scanning through TheSamba.com; it was a major factor with getting the car on the road" Ray adds. "Building a custom Type 3 is no easy task. A



Type 1 is a bit easier with tons of aftermarket parts, and just about everything has been done on a Bug. A Custom Type 3 is trial and error, with not aftermarket part, or really stock parts to mention." From the example Ray has completed here, it's safe to say his task was a success!

"I couldn't have done it without support from my family, and someone to pump those darn brakes again, again, and again!"

Ray was honored in 2022 with an invitation to display his Notchback at the Gathering of hotVWs at the Grand National Roadster Show, just one of the many accolades the car has received, however that's not the best part of owning such a spectacular ride...for Ray and his wife, there's nothing better than driving down PCH on a sunny day with the ragtop open. "It's fun when people pull up next to us and try to figure out what type of car it is."

When it comes to being in the VW arena, Ray is very glad to be back, especially with this Notch; "With the Type 3 folks, it's family."





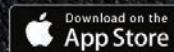
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VWs Invade the Dam 2023

by Eric Arnold



The Boulder City Cruisin' Association returns with the Spring edition of VWs Invade the Dam in beautiful Boulder City, Nevada.

It was a wonderful day on the grass, with nearly 200 VWs of all styles to view. Enthusiasts from Utah and Arizona joined the Nevada faithful for the show, and all commented they would make the trip again.

I'm going to keep this short, and let the photos do the talking. Just be sure to but VWs Invade the Dam on your list. The event happens twice a year, in April and November!

[VintageVoice](#)











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

by Bill Ungar (aka “Silly Billy”)

Installment #9: We Get Letters on How to Buy a Bug (Well Not Really)



Dear Loyal Readers,

If you ever wondered whether we receive letters from readers here at Silly Billy central, to tell you truth – we don’t. But that hard truth would never stop me from printing letters that I never actually received – it just means I have to make them up! Here are letters on how to buy a VW Bug, that never came anywhere near my mail box.

And as always, be sure to do exactly the opposite of everything I say...

Dear Silly Billy,

I just picked up a used 1964 VW Beetle for \$150 that I plan to restore (photos enclosed) please let me know what you think.

Signed, New Bug Owner

Dear New Bug Owner,

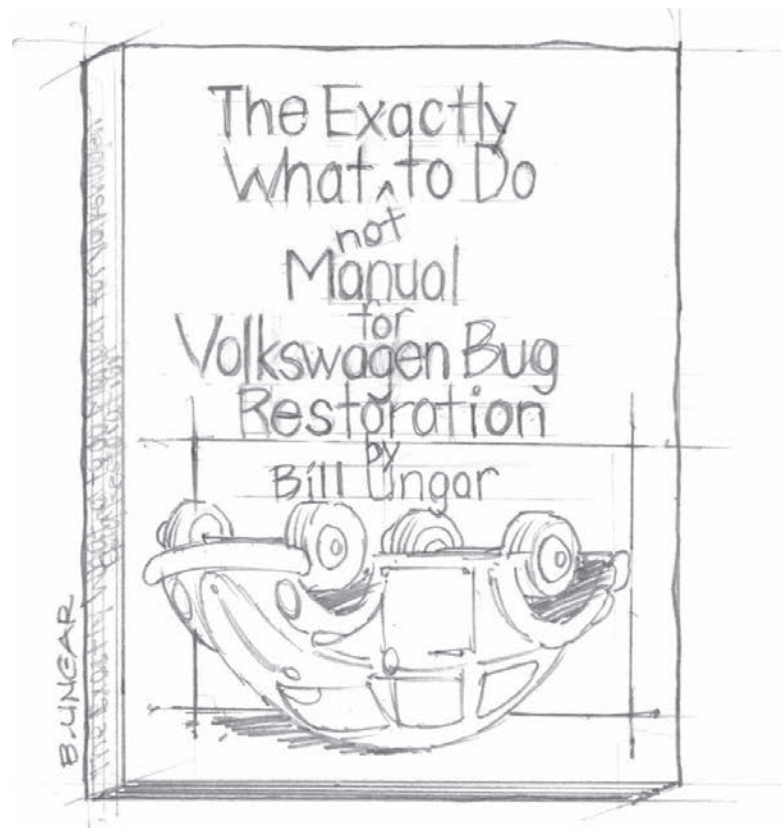
Your photos show that for \$150 you picked up about 800 pounds of rusty body and engine, 200 pounds of rotting rubber, and 10 pounds of chipping paint. You’ll need to remove the rust, replace the rubber, and repaint the car. And mortgage your house.

Good luck, Silly Billy

Dear Silly Billy,

I just purchased an oval window ’52 Beetle rag top sedan, and plan on turning it into a Baja Bug. What advice do you have?

Signed, Baja Baby



Dear Baja Baby,

I once purchased a space ship and turned it into a submarine. And while the submarine was able to move through the water really fast, it leaked like the dickens. Plus, my wife would not stop saying that I was crazy. My advice? Go for it.

Sincerely, Silly Billy

Dear Silly Billy,

I’m looking at the online photos of a beautiful 1953 beryl green Oval Ragtop Beetle for sale, and want to press the buy button! The paint is gorgeous, the engine is detailed, and the chrome is chrome. Should I buy the car?

Signed, Mr. Impulse

Dear Mr. Impulse,

Two words. Buy it. Cars in person always look like their photos, you have nothing to worry about. I married

my wife based on photos, and didn't bother to meet her first. The result is I have a beautiful wife, and we're working on the rest.

Cheers, Silly Billy

Dear Silly Billy,

The classic Volkswagen I want to buy is located in another state, and I can't inspect the car in person. The seller says its free of rust and body filler. Should I hire an inspector? Should I find a local member of the VVWCA to check the car out for me?

Sincerely, Chuck Itout

Dear Chuck,

You're probably already spending a lot of cash on the car, so I would save the extra time and money, and trust the seller's word. If the seller says there is no rust or Bondo – this must be true. Why would anyone want to hide these things?

Good luck, Silly Billy

Dear Silly Billy,

A little old lady is selling her '62 Bug. She lives across town from me, but I don't want to disturb her because (according to her ad) she sleeps during the day, and does not take phone calls. The car looks fantastic in the pictures, but something tells me I should meet with her? What is your advice?

Best regards, Nye Eve

Dear Mr. or Mrs. Eve,

Never ever wake a person that sleeps during the day. People like this will get grouchy, and price negotiation will not go well. Since she does not take phone calls, I suggest you write her a letter instead. She will probably appreciate the letter, since folks don't send them much these days. And don't forget to include your payment for the Volkswagen in the envelope. That way she'll be sure to get it! And so will you.

Enjoy your new VW, Silly Billy

Dear Silly Billy,

I want to buy a split window bug online, and am ready to pull the lever. The ad says it has a rebuilt engine, and it runs. I know when one buys a modern car, it's advisable to give the car a test drive. I can't get to the car myself,

as it's in another state. What do you recommend?

Sincerely, Tommy Testdrive

Dear Tommy,

Since the car is not a modern car, it is not advisable to test drive it. It probably has a stick shift, which is difficult to operate, as is the clutch. Besides, sellers always want to hold on to your driver's license when you test drive a car. Do you want to risk them taking it? No. You'll have plenty of time to test drive the car once you've bought it, so why rush things?

Have fun with your splittie, Silly Billy

Dear Silly Billy,

I'm ready to buy a '67 Bug by auction, and need your advice. The seller says in the ad, that the title is in the name of the previous owner. I've heard somewhere that the title should be "clear". Is this a red flag?

Best regards, Paul P. Aperwork

Dear Paul,

Not a red flag at all. It's impossible for a title to be "clear". Most of them are printed on colored paper (for instance pink), and cannot be seen through. When you receive the title, simply cross out the previous owner's name and write in your name. Other options, are erasing the name or whiting it out. If the title were "clear", would you be able to do this? I say not.

Hope this helps, Silly Billy

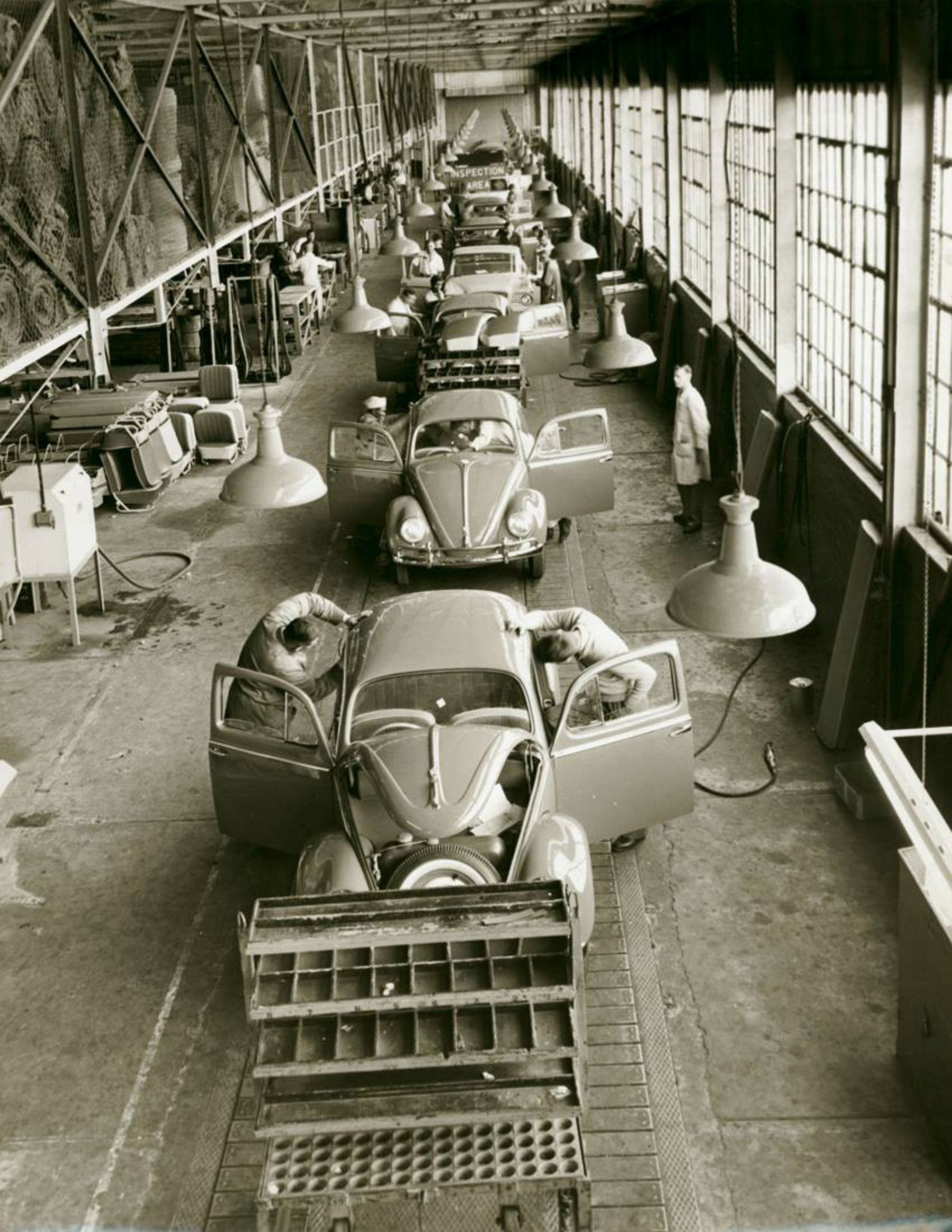
Well, that's all the room we have for letters. Be sure to drop by next issue for another installment of "Exactly What Not to Do". In the mean time I'll be working on my '63 Bug (which I purchased using the very tips I provided in these letters). And I'll be tearing my hair out.

Yours Truly, Silly Billy

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