



VintageVoice

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Welcome

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Welcome to the latest edition of Vintage Voice.

It has been a busy season, and we are bringing you coverage of several events in this issue. Representing the Midwest scene, Mike Epstein details a day at Bug Blitz, Bus Blast in Kansas. President of the Central Coast Chapter, Eric Lykens has a heartwarming story from the Meet In the Middle show in California. Also from the West Coast, I share photos from my annual trip to the Blackstar Campout and El Prado Show & Shine events.

Jake Raby is back, continuing his series on the differences between early and late clutch components. Heinz takes us into 1966 in his history column, and details all the changes and upgrades made that year.

Fish Head Louie has some helpful advice for anyone who does any type of buying online, from someone who has a LOT of first-hand experience! Also, 'Silly Billy' shares some ways to get some extra attention in your VW in his 'What NOT to do' column.

Finally, I wanted to share the photo book I have been working on for the last four years is finally ready. ***Dub Dogs, A Portrait Study Of A Volkswagen Owner's Best Friend*** is a hardcover coffee table book featuring photos of our dogs and the VWs they call their own. Creating this book has been an amazing experience for me, and I am very excited it is finally available. You can read more about it on page 34.

Enjoy!

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



VintageVoice

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Cover photo by Eric Arnold



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The Podium with President Eric Goodman

Dear VVWCA Members,

Here is an update about the club:

Our Facebook pages remain very popular, over 11,000 followers and our Facebook group has over 100,000 members (127K to be exact) Yes, 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 VW owners. It's an amazing and very active group. It's also a great resource for members to communicate and help each other. Our activity always blows my mind. Over 20,000 posts a month and over 800,000 views last month! This is our main form of communication outside of this newsletter. Please make sure you check out our pages.

Our members are mostly from the USA but we do have members from other countries including Mexico, Thailand, Vietnam, Brazil, Canada, Germany and the UK. Our top cities are Mexico City, Bangkok, Los Angeles, San Paulo and Phoenix.

Our VW Regalia shop on the website 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 This is one of the few ways the club makes money to continue operating.

Chapter clubs are also 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! With the cost of insurance and other items increasing, we will need to adjust dues at the end of this year. So, take advantage now. More to come on this topic...

Enjoy your fall season and drive your VW's!

PS: send Eric our Editor any club photos and stories for us to print.

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



THE HISTORIAN'S CORNER

By Heinz Schneider

CHANGES FOR MODEL YEAR 1966

VOLKSWAGEN IN 1966

MORE POWER FOR THE VOLKS



Volkswagen in the US: A total of 423,645 Volkswagens were sold in the US. Of these 296,624 were Beetle sedans and 5,794 Karmann built four-seater convertibles. The price in the east was \$1,574, on the west coast \$1,665. For the for the convertible, it was \$2,061. Karmann-Ghia coupes sold were: 17,112, convertibles 4,427 at a price of \$2,235 and \$2,428 respectively. After production of the Type 3 had begun five years ago in Germany, the Type 3 models were now officially introduced to the US after a great number had been imported by independent importers as well as by VW dealers without VWs official approval. The station wagon known here as the Squareback was especially popular.

By November, Volkswagen had produced a total of 12 million cars since the war, of which 9 million were Beetles, 1.2 million Squareback and Fastback and 1.8 million Type 2 Transporters. Five Million cars were exported.

1966 IDs: Production of the 1966 Beetles started on August 2nd of 1965 with chassis numbers 116 000 001 and ended in July 1966 with chassis number 116 1021 300. Even though, at the time Volkswagen officially used a 9-digit chassis numbering system, the final chassis of the 1966 models used 10 numbers because more than 1 million cars were produced making it necessary to add one digit. In 1966 1,080,165 Beetles were built worldwide of which 270,273 were sold in Germany.

Volkswagen in their advertisements claimed to have made 23 improvements to the Beetle in 1966. A larger 1300 cc engine was introduced August 2nd, 1965, for the 1966 model starting with engine number F 0 000 001 going to F 0 940 716. The prefix F identified the new engine. The actual increase in engine displacement was from 1192 cc to 1285. In Germany cars were taxed by engine size in 100 ccs increments making it a 1300 engine and this was the number put on the engine lid. Having more displacement and with other smaller tweaks, the new engine put out now 50 hp instead of the previous 40 hp SAE. The 1300 engine was used in the US only for one year but continued to be used in other countries for many years. The increase in displacement, as used in the US, was achieved simply by installing the crankshaft of the Type 3, increasing the stroke from 64 to 69 mm. In addition to the increase in displacement, for better breathing the carburetor was enlarged, changed from 28 PICT to 30 PICT-1, while the manifold diameter was increased at the same time. The intake valves diameter went from 31.5 to 33 mm and the compression rose from 7.0 to 7.3. All of these changes resulted in a noticeable increase of power at 4000 rpm that was immediately felt by experienced VW drivers. Another change to the engine was made in May 1966 by taking warm air straight from the heat exchanger to warm the incoming air to the carburetor. The oil drain plug was now used with a sealing ring starting January 3. Road & Track tested a 1966 and was able to reach a top speed of 75MPH and 60 mph in 25.4 seconds. Gas mileage was between 25 and 28 mpg.

Volkswagen also produced another 1300 cc engine at the same time called as the "F" one mentioned above with the prefix "E" with a lower compression ratio and putting out 37 hp. This "E" engine was primarily used in countries with lower fuel quality and never imported to the US.

Besides the change to the engine, a completely new front axle assembly was used for the first time, using maintenance free ball joints instead of king and link pins. For more comfort each one of the torsion leaf packets inside the front axle tubes now came with 10

previously used to hold the hub caps. Stiffening ribs were added to the brake drums, minimizing the all-too-common tendency of going out of round. Road & Track in its tests mentioned above, considered the previously used VW brakes as one of the weakest points of the Beetle, an opinion I did share.

The front seat backs now had a locking feature that kept them from tilting forward from the weight of luggage or a rear seat passenger thrown against the front seat in a collision.

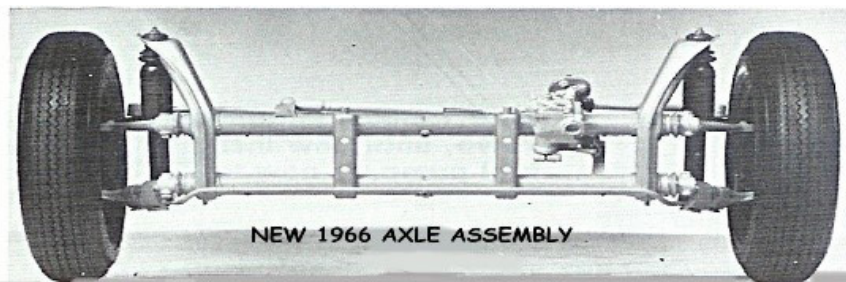
A warm air outlet was placed in the upper center of the dash for better defrosting and warming of the windshield. Four-way emergency flashing lights became standard equipment as they were commonly available in many cars of the competition. The headlight dimmer could now be activated by pulling back the turn indicator lever mounted to the left of the steering column instead of pushing a button at the floorboard with the left foot.

1966 MODEL COLORS

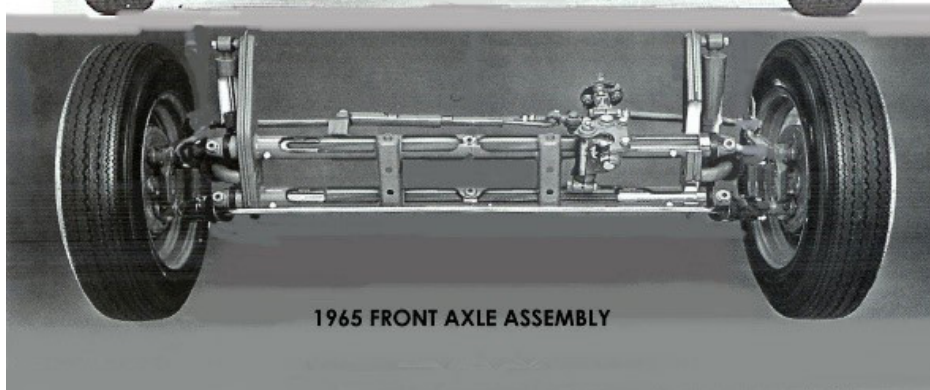
L 41 black, L 87 pearl white, L 360 sea blue, L 456 ruby red, L 518 java green, L 519 bahama blue, L 568 sand beige and L 595 fontana grey. All VW emblems in the hub caps were now left unpainted. All road wheel centers were painted L 41 black. Outer road wheel rims were painted L 87 pearl white on most cars. Steering wheels, steering column, seat frames, emergency brake lever and turn indicator lever all painted with L 41, a gray black.

OTHER VW NEWS IN 1966

After Daimler Benz and Volkswagen had formed a company which jointly owned the Auto Union Company, producing DKW cars in southern Germany. In June of the same year, MB and VW decided to form another company with its seat in Hannover, northern Germany. It was an attempt by Nordhoff to seek more cooperation with Mercedes. It was to do joint research on how best to comply with the pending



NEW 1966 AXLE ASSEMBLY



1965 FRONT AXLE ASSEMBLY

leaves instead of the previous 8. The number of leaves had progressively increased over the years from the original 4 used on top and bottom in 1947. At the same time, in 1966, larger shock absorbers were introduced, resulting in a more comfortable ride. The front axle beams were set further apart by 30mm, requiring a change to the frame head to which it was mounted.

Clutch play adjustment was made easier by using a wing nut to adjust the clutch cable instead of using the previous counter nuts.

Starting in May 66 and carried through to the entire 1967 model year, new outside door handles made from stainless sheet metal were introduced. A very poor design, causing a lot of problems and needing to be replaced in 1968 with a more substantial handle made from cast metal.

The Door lock striker plate was redesigned and reinforced at the same time to avoid the door inadvertently opening after being struck during an accident.



66/67 WHEEL

Road wheels were now slotted to get more air to the brake drums while at the same time using the flat hubcaps as used on the Type 3. One beneficial result was getting rid of the riveted springs

stricter upcoming US safety and pollution requirements. In October VW formed a leasing Company to start leasing its products in Europe.

Realizing that lot more research was needed to adopt the present-day Volkswagen models to ever increasing customer demands and government regulations, and to develop entirely new models, the building of a research and development center was started in 1966, to eventually employ 10,000 research engineers. Work began on another Beetle replacement proposal, with an anticipated introduction date of 1969.

VintageVoice





UPCOMING EVENTS

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

September 01-04, 2023

Buses Nowhere Near the Arch

Monroe City, MO

Come join us for the upcoming "Buses Nowhere Near the Arch" camping weekend. This family-oriented camping event will feature on average a gathering of around 100 VW Transporters of all types and eras from all over the USA. "Buses Nowhere Near The Arch #37" will be held rain or shine over the long Labor Day holiday weekend, Friday, Sept 1st thru Sep 4th, 2023. We will gather again at the "group use" campground at Indian Creek Recreation Area. This U.S. Army Corps of Engineers campground is located right alongside 18,000 acre Mark Twain Lake, about 30 miles southwest of historic Hannibal, Missouri. This is a beautiful, federally-run campground with paved roads and parking pads and nice facilities. Most conveniences are available in nearby Monroe City or Hannibal. <http://www.bnnta.com/>

September 09, 2023

German Invasion 13

Shelby, NC

A Benefit Volkswagen Car Show and Swap Meet
 Supporting this years local VW community Cancer Recipient along with the Shriners.

Gate Admission:

\$10 Each 15 yrs & under FREE w/ paying adult. Pets Are Welcome.
 General Information Call or Text Rick Bradshaw: 704-460-1895

September 10, 2023

19th Annual Volks-Meet

Westbrook, CT

Westbrook Elks Club, 142 Seaside Ave. Westbrook Ct. 06498 from 9am to 2pm.

This show is open to all Volkswagen and German cars. Dash plaques handed out to the first 100 cars and swap meet vendors. Event held is rain or shine. Admission is \$10 for Show Cars, \$20 for Swap Space, and Spectators are FREE. Beach is just a short walk from the show field.

Check our website for hotel and off site camping information. For more contact Bill Arute 860-935-9964 or bill@ctvwa.org or Chris Fox chris@ctvwa.org

Connecticut Volkswagen Association

<http://www.ctvwa.org>

September 16, 2023

Utah VW Classic

Riverton, UT

Come join us the the biggest VW and early Porsche event in Utah. Show will be held on the grass at Riverton City Park 9am-2pm. This free event includes 2.0L turnkey engine raffle, swap, food trucks, vendors, and over 50 awards. Park is family and dog friendly.

Other weekend events include Friday night open house at VW SouthTowne, 6-8pm, 11000 S 290 W, South Jordan, UT 84095.

For more information email Utah-VWClassic@gmail.com, visit our website:

<http://www.UtahVWClassic.com> or call Tony 385-321-1078.

September 23, 2023

Dubs & Brew VW Show

Woodinville, WA

Celebrate the first day of fall 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.

Sumerian Brewery
 15510 Redmond- Woodinville Rd
 NE Woodinville WA 98072

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

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



2013 Volkswagen Beetle Convertible. Bright yellow! This is an excellent example of a 2nd Generation Bug. Everything runs like new. I've had no problems in 4 years and 5,000 miles.

It now has a total of 51,000 miles. Bought it for my wife, but she can no longer drive due to illness. It's amazingly clean and rust free. It's really too nice to beat around, and is in collectible condition. Located in Milford, Ma. and has a clear title. \$17,500. Contact jonvab@comcast.net

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



October 06-07, 2023

Let's Talk Dubs One Crazy Weekend

Las Vegas, NV

Friday night starts off the festivities with a cruise down the World Famous Las Vegas Strip

Saturday morning, we kick off the car show in the back lot at the Orleans hotel & casino from 8am till 1pm. We will have awards for the top 10 cars.

Later that evening we will be doing a Poker run starting approximately at 5:30 pm going until 8 pm. We will be giving away over \$1500.00 in cash prizes.

More information here: <https://www.letstalkdubs.com/>

October 07, 2023

Wharf Invasion

Santa Cruz, CA

For the first time ever, an air-cooled Volkswagen car show that

takes place on the Santa Cruz Wharf!

215 spots available.

All Vws parked on the wharf must register for the show. Pre-reservation opens up on Saturday, April 1st at 9am. We recommend that you pre-register early, as spots are limited, and we expect to fill it up. A link to register for the show will be on our website, on the "Wharf Invasion" page <http://www.VDUBlicious.com>

ONCE UPON A GERMAN JALOPY

by Fish Head Louie



A great deal appeared in one of your favorite car facebook groups. It was a great looking car, which had potential, but the “seller,” didn’t have a title so he is parting it out. It is not that important to you to have a title since titles can be applied for, so you send a “private” message to the seller. He says that several people have also reached out to buy the whole car for a sum of which is 25% market value. Excitement ensues. You offer to send a deposit, right away, to show how serious you are about buying. The seller says, they accept venmo, cashapp, zelle or paypal, but only friends and family. You send whatever the agreed amount is and then, the seller and his facebook account vanish into thin cyberspace and you are the only one left in the chat. You take a step back and realize you have just become a victim of a cyber scam aka Internet financial crime.

First let me tell you that no one parts out a 356, 912, or 911, today. They are worth more and much easier to sell when complete. If I get a shell, I try to outfit it with as many parts as I can so Number 1, the buyer doesn’t have to hunt everything down, and Number 2, I use the vehicle as a VEHICLE to sell those parts. Have you ever tried to sell a torsion rod by itself? How about an interior panel? Sure, you may see a 914-4, 928, 924, or 944 in the chop shop, but with a few exceptions, these haven’t reached values north of \$75,000, either.

Secondly, never send money to a stranger when using a payment method where you have no recourse when an item is not received. Zelle does not do refunds. Paypal friends and family aka “someone you trust” offers no one to go to bat for you. Venmo, which is owned

by paypal, has a really tedious and annoying process to get reimbursed. A bank wire is also final. As I have ALWAYS suggested, whenever possible, cash and carry. You don’t even have to be able to cash and carry. Just suggest it. Tell them you have a relative coincidentally nearby. If the “seller” is unable to meet “until Tuesday,” or is “in the military and currently overseas,” those are known as red flags. When someone throws up a red flag, do yourself a favor and STOP and check yourself. Note: If you used paypal friends and family in conjunction with a credit card (not debit and not a bank account), per that card’s policy, THEY may be able step in and help go after your stolen funds. The chargeback process takes precedence over the paypal “resolution center.”

You may recall that I said to suggest picking up the car (or part in person), even if that is not physically possible. However, if the scammer calls your bluff, chances are they will try to rob you of your cash. It has happened more than once at a car show and can happen to you. You might suggest meeting at a bank or police station to do the transaction. If they will not agree or “ghost” you, chances are, a major headache was avoided.

Third, there is no free lunch. We live in an age where even your Grandma has a facebook account. Ebay is no longer only for people with expensive “new” digital cameras like in the year 2000. Finally, with a few taps or swipes, everyone can figure out that a complete rusty 356 is worth a minimum of \$20,000 US dollars. There are deals out there, but shows like American Pickers and Pawn Stars have “educated” the cable subscribing masses. What do they say about being too good to be true?

Another dead giveaway tactic that scammers seem to use is the “turn off commenting” option on their post. The reason for this is because they do not want ME warning YOU that they are attempting to rip you off. If you cannot comment, then you cannot warn others, right? Not quite. Take a “screenshot” of the post and repost warning others and by default comments will remain ON for others to share their experiences/opinions.

Why is this so important to me you might ask. Well, as a person that rescues these cars for a living, and sells an occasional project and parts thereof, these scam artists give me and everyone else a “bad name.” Heck, maybe I’ll change the above prose to rhyming poetry to the tune of a classic Bon Jovi anthem and post my performance on YouTube? That might be enough to lead a horse or horses (25, 36, 40, 60, 75, 90 etc.) to water, but will they “drink”? Will they heed this advice? Only time will tell.

DON'T GET SCAMMED AND REPORT CRIMES TO LOCAL AND FEDERAL AGENCIES.



The owner states it came off a old Porsche coupe about 5 years ago . The car is still there rusted to the knee caps . Located far off any roads in the middle of nowhere... The last two VIN # are 15 the tac is dated 5 /51 has a metal gloves box and small vents... any thoughts on what car it cold be? Still working on getting some pictures of the car . Please pm me if interested in any part



These early parts were advertised on facebook for \$300, but are in reality worth many 1000s of dollars. Pay close attention for spelling and grammatical errors.

Thanks for accepting admin
I will be parting out my Porsche 914 let me know is you need any part
Bumper's
Tire's
Wheel's
Rims
Steering column
Interior's
Body trims and lot's moreanyone needs anything ?
send me a PM or make enquires via comment



When posting photos of cars or parts for sale, I like to include a sign/ business card so it makes it much harder for scammers to use MY photos for their dishonest dealings. It also limits the “brokers” from trying to sell my cars or parts without my permission.



Notice in this screenshot that this car looks much too nice to “part out.” Again, take note of spelling and grammatical errors.

BUG BLITZ, BUS BLAST

by Mike Epstein



May is a beautiful time of year in the Kansas City area, it can't be beat. This year's Mo-Kan Volkswagen Club's show was Saturday, May 20. Sunny, high of 75 and low humidity. The town, Smithville, Missouri, just north of the Kansas City Metro area. As it was last year, the car show took over the town square and made it their own.

We had 85 entries and this year we tried something new, People's Choice with judging on the "Best Of" categories, of which there were 13 plus 30 People's Choice awards. As always there were a few cars that really stood out. Comments heard around the show sounds like a huge success. We have to mention the 2 themed buses owned by Jose. One was painted in The Royals Baseball Team theme and the other of course was The Chiefs! Pat Mahomes front and center. Greg Sloma's LT-40 Mountain Rescue truck from Nebraska and a new one to our show this year, an immaculate Type 1 60's Split Window Bus in a Mint colored 2-tone Green, a Memorial Bus, owned by Kyle Comeau.

My apologies for missing some key events like the Valve Cover Races, a very big deal at our show, very popular. I was showing my car couldn't get away early enough. It sure sounded like everyone had a blast

though. Thanks to Marty Hoffman for bringing out the track every year, setting it up and running it.

Many items were donated, mostly by local businesses and members, and the raffle did quite well. One thing our chapter does each year is give something back to the community. This year it was the Boy Scouts, Troop #412. The donation was \$800 proceeds from the raffle and \$200 from an anonymous donation doubling last year's \$500 to \$1,000. Thanks to the Boy Scouts for their help with the barricades and helping with the parking again.

This year's People's Choice went to 30 different entries and the "Best Of's" went to:

- Best of Show - Kyle Comeau's Memorial Bus
- Best Engine - Charles Peterson's 1954 Oval Window Beetle
- Best Interior - Charles Peterson's 1954 Oval window Beetle
- Best Paint - Kyle Comeau's Memorial Bus
- Best Camper - Dan Nedved's 1965 Camper Bus
- Best Display - Darin Springs Bus
- Best Rail - David Cooley's Red Rail
- Best Buggy - Berryman's Buggy
- Best Vintage Water Cooled - John Lautenschlager's

1980 Rabbit Truck

Best Modern Water Cooled - John Storm's 2008 R32

Judge's Choice - Jose with KC Royals & KC Chiefs Themed Buses

Judge's Choice - Bob Meyers Notchback

The club would like to thank our sponsors: the town of Smithville, Missouri, the Vintage Volkswagen Club of America, Specialty Buggy Supply, and Brown's Automotive. Special thanks go out to Rachel Payne and all of the volunteers from the Mo-Kan VW Club from the President, Jason George and on, of course without all of you this wouldn't be possible. Thank you to all that came to show and have fun.

As always, if you find yourself going to or going through Kansas City in May, stop by and see the show. Until next year!

Please check out our short video on TikTok and see you next year.

VintageVoice



Technically Speaking

by Jake Raby



In part one of this series, we set the stage for the basic understanding of the two generations of VW Type 1 clutch operation shafts, pressure plates, and release bearings. In part two I will illustrate the different components, discuss interchangeability, and other critical aspects that can plague owners when swapping/replacing components. *Note: In this article I will be referring to US spec VW Type 1s only. VW Mexico and Europe/other markets utilized different components and therefore this article will not cover those vehicles.*

Interchangeability is very important with the aircooled VW, since it is possible to install a pre-war KDF VW engine into a VW from the 1970s, or vice versa, you just need the proper components in place to do so. While this is an extreme scenario it proves that VW engines can be vastly applied to different vehicles with different transmissions. This is primarily because so few things changed drastically with the aircooled VW when it comes to the Type 1 platform over decades of vehicle manufacture. As an example, someone could use a T1 engine fitted to a dune buggy, sand rail, sedan, etc, and the vehicle could be built with an early transmission, with a late engine fitted. In this case the compatibility between the transmission, clutch operation shaft, release bearing, and pressure plate can cause interchangeability issues. This all gets confusing, so I hope this article keeps people from making mistakes like I've made over the years.

Now, while some will argue that there's a lot more variations of pressure plates that were used over the years than I cover in this article, I want to shed light on the big differences between the early and the late components. This difference is what causes owners grief when they install an engine or transaxle, and the clutch system fails, or in some cases the components won't even allow the engine to be fitted to the gearbox. That said, this article would need to be 4-5 parts if we took the time to go over every single variation of pressure plate used. Fact is that today many of these have been superseded and basically the purchaser

is only offered OE style pressure plate in "early" or "late" specifications. To add an additional element, the aftermarket offers some pressure plates that will work equally well for early or late applications but adding or removing a single part (that comes with the kit) before installation. These kits can be categorized as "universal" in their fitment.

What is Early? What is Late?

The hard date for the biggest of the changes in these components was 1971. Some sub models of the Type 1 (like the US spec 181) would only be sold with the late style components fitted to the transmission. We are focusing on everything pre 1971 being categorized as "early" and everything post 1971 being categorized as "late" for simplicity within the article.

What are the big differences between early and late?

In the early arrangements the release bearing and the matching operation shaft are not mechanically supported as they travel in a linear motion to engage the pressure plate. The later versions are mechanically supported as they travel the distance and actuate the pressure plate. Later transaxles came fitted with a factory support sleeve that provided mechanical support to the release bearing to ensure the release bearing stayed straight during its contact with the pressure plate. Without this support sleeve the release bearing articulates as the clutch operation shaft forces the release bearing through its range of travel. This articulation does not occur with the later style arrangement, making for stronger components with less mechanical wear occurring.

The addition of the support sleeve is the single biggest difference between the early and late designs, and it is what determines which style release bearing and operation shaft is required for proper operation.



These two photos illustrate examples of an early and a late pressure plate. The critical difference between these two is the collar/ring fitted at the inner most area of the pressure plate. This is the determining factor for compatibility. As a general rule early pressure plates were fitted with this collar, while late units were not. Of course there were various different designs of pressure plate used over the years, but this is a determining factor with new parts today, as many of the older designs have been superseded and are NLA.

The Support Sleeve

The transaxles that are fitted with the support sleeve featured a factory altered bellhousing with three 6x1.0mm studs protruding at the entry point of the input shaft. These studs would retain the support sleeve to the gearbox and would be found on late transaxles for the US market. The aftermarket has designed and manufactured an alternate means of applying a later clutch operation shaft/release bearing/pressure plate with an early transaxle with the use of an “adapter sleeve” that is captioned in this article.

What is critical takeaway from this article is the reader understands that for proper compatibility to occur and proper clutch operation to result, the components must be either “all early” or “all late”. A late pressure plate that is designed for the sleeve supported release bearing will not work with an early release bearing or clutch operation shaft! Vice versa also applies. You must have all late parts, or all early parts. You can use the aforementioned adapter sleeve to fit all late parts to an otherwise early transmission. I highly advise this, as every part of the late system is stronger, better supported and more reliable than the early arrangement. The later parts also handle loads from heavier performance pressure plates better than the early components do.

In closing I hope this article stimulates thought



Here are examples of an aftermarket pressure plate (offered by both EMPI and KEP) that can be universally fitted easy or late depending on the release bearing and operation shaft being used. With these units the innermost collar can be fitted, or removed. Early applications would use the collar, and late applications would not. A spiral lock is utilized to retain the collar when being utilized for early applications. (Photo credit to Clyde Maddox)

and will provoke readers into understanding the differences between components before undertaking projects. Forums are a great tool to understand this more in depth, and there's also a few YouTube videos that describe it too. Unfortunately, most of those in my era couldn't Google this, so we had to assemble things that would instantly break when we were teenagers to figure all of this out. I cannot tell you how many times I pulled the engine out of my old rail buggy before I learned that the pressure plate, I was using wasn't compatible. Of course, those old lessons are never forgotten, and I am happy to help each of you, so you don't have to undergo that type of VW education. Review my captions for further understanding.

Jake Raby
Chief Technical Director
Vintage VW Club of America
www.aircooledtechnology.com



Two slightly different clutch operation shafts, with their matching late style release bearing. This release bearing is known as the "165B" as this is the suffix of the part number. Note the support sleeve that would normally be fitted to the late versions of the T1 transaxle to act as a release bearing guide. (Photo credit to Clyde Maddox)



Here's an important photo. This shows the early release bearing with matching operation shaft compared to the later arrangement. Note the lack of the support sleeve with the early unit, and the difference in the shaft. (photo credit Clyde Maddox)



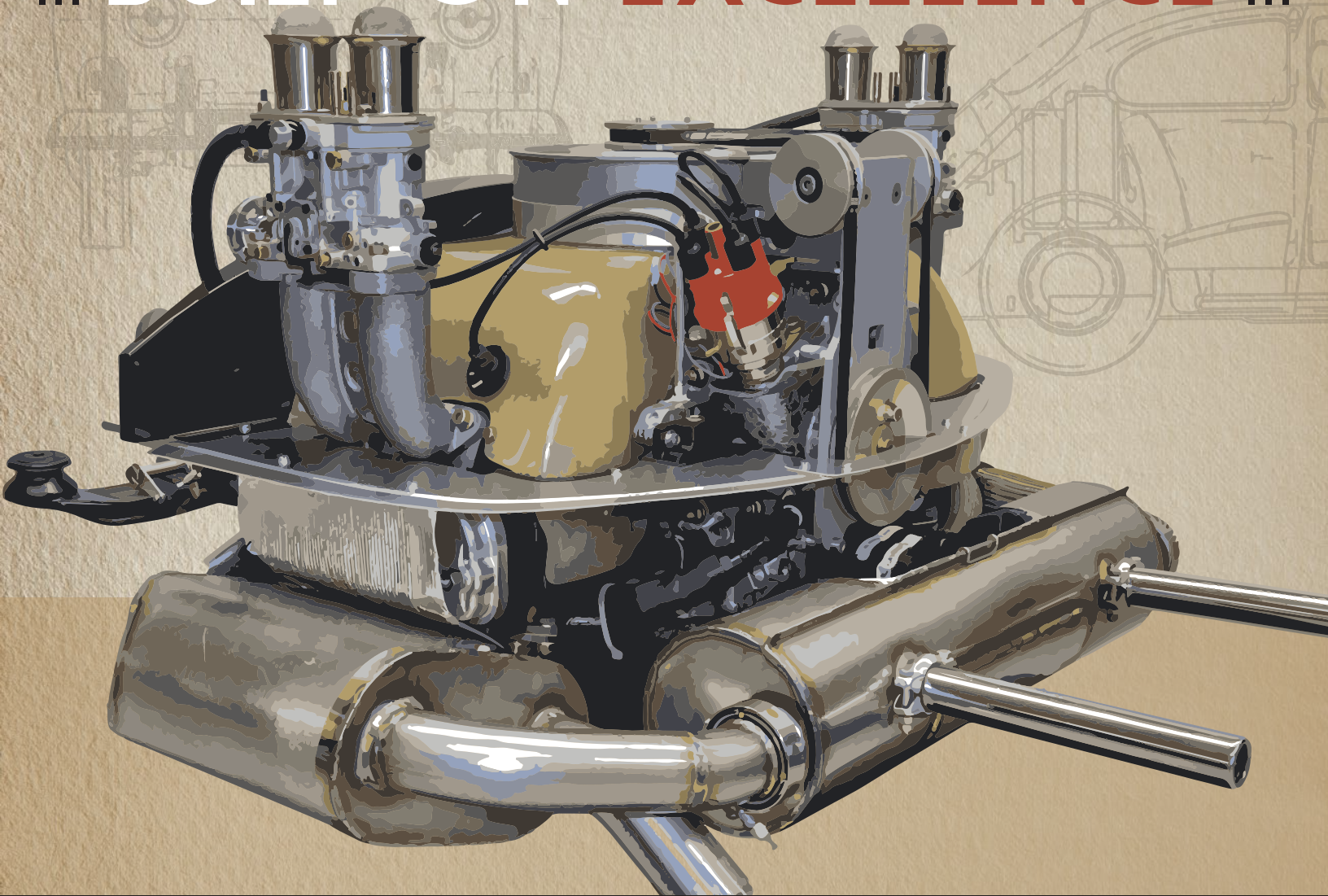
Here's the guide sleeve removed from the late transaxle for a better view. The release bearing we used as a reference. (Photo credit Clyde Maddox)



This adapter sleeve allows an early transaxle to be fitted with a late release bearings, and clutch operation shaft, as well as a late pressure plate. This piece is available from various retailers and works very well to bring an early transaxle up to par with later parts. The original input shaft seal is removed, and this sleeve (which incorporates its own input shaft seal) is pressed into place. These are a great way to have later, stronger parts in an early transaxle. (Photo credit Aircooled.net)



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Meet in The Middle 2023 More Than a Car Show

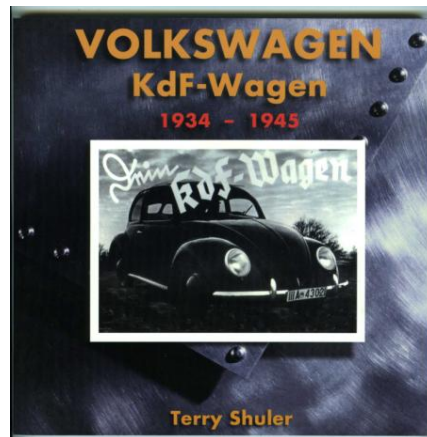
by Eric Lykens



Our club, the Central Coast chapter of the VVWCA, hosts MITM the last weekend of March, in a park most haven't heard of unless you have been to our show. Nojoqui Falls Park is just south of a little Danish town called Solvang. It fills up with vintage VWs from all over California the last weekend of March every year.

From the early days of our club, former president Brian O'Kelly would raffle off a VW at our car show. So, when I got the opportunity to take over our Central Coast VVWCA chapter, we wanted to continue the tradition and raffle a car off for one dollar. Little did we know, this year would be something special when we found a 1960 Bug from a local body shop that needed to be put back together. With our dedicated crew of club members, we were able to get the car up and running with a few days to spare.

The final weekend before the show we were able to post some of the Bug photos online. A short time later I received a phone call from a club member Jesse Davis. He learned how to work on VWs by helping the old owner get this exact car back on the road. Being



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very emotional about what this car meant to him and the past owner, he reached out to the previous owner, Justin Shields, to let him know his brother's car would be raffled off at our next MITM car show.

A few weeks went by, and now it's the day of the show, and like always the club is getting everything organized and staging everything for our raffle. The day goes by too fast, and when you are in the middle of it all you really don't get the opportunity to really enjoy it. This year all the work we did really paid off, we just didn't know until that final ticket was pulled. We pull the first raffle ticket and allow the last raffle winner to pull the next ticket this way all excitement and the "boo's" go to the last raffle winner. It makes for really engaging crowd. The grand prize ticket of course is always the most important. We pick young child out of the crowd and with one last grab the ticket is pulled. It's at this moment the VW community in front of me as I read the last numbers one by one see the winner approach. I didn't know who was walking towards me, but from behind where I was standing, I heard a voice... it was him; the guy won his brother's old car back. As I verified the ticket, his hands were badly shaking, I knew how important this was to him. Over the bull horn I asked everyone to stop as they were walking away disappointed by not winning the car. I asked Justin to say a few words about his brother and how tragedy took him one day on a very cold Utah day. At this moment the crowd knew that this 1960 Bug Justin and his brother Jeff owned needed to come back home.

The day came to an end, and we planned for Justin to pick up the car the next day. As we waited for him to arrive, we were making a few minor adjustments to the car when Justin pulled up. We were still in shock and happy for him winning his brother's car back. As he opens the driver's car door he bent down and reached into the door panel and pulled out a patch his brother used to wear from work and other documents still in the car from all those years ago. We knew this was his brother telling him it's time to take the car back home.

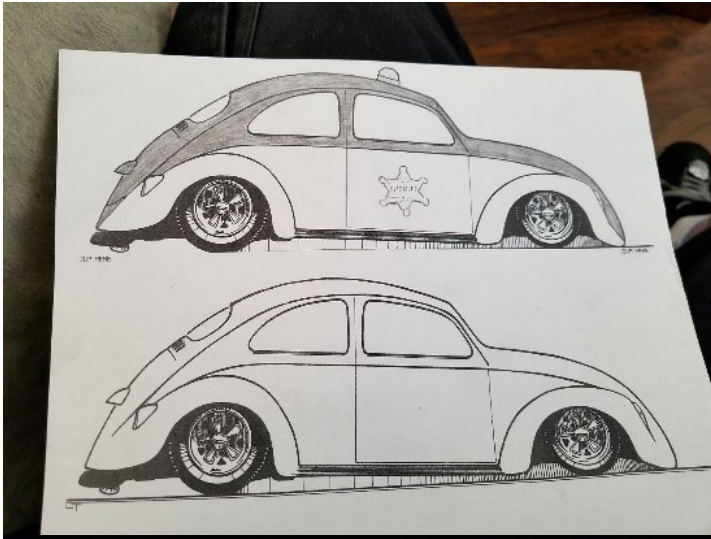
I asked Justin to say a few words about the time he spent with his brother, and I share with you a few photos Justin wanted us to share. The connections we have, and the stories people share about the VWs connect us all in this community. This year was a special one.

From Justin -

On January 30th (my birthday) in 2006 My family moved from Lompoc to Utah to be near family and try to buy a home. I had a 1965 Bug at the time and my younger brother Jeff was excited to get into VW once I got there. He and I found this Bug on classified ads for \$175. No engine barely an interior mismatched everything. We dragged it home and started spray-painting and cleaning and building a single port 1600. He and I were bonding and having a great time. We would meet for breakfast and be our 2 persons show wherever we went.

I decided however Utah was not the place for us and decided we should head back to California on Oct 1st, 2006 (Jeffs Birthday). Sixteen days after I returned to California, Jeff's truck slid off the road in an ice storm and he was struck by another car on the side of the road while surveying how to remove the vehicle. He and another gentleman were there together. My brother did not survive. We went to Utah for his funeral. At that time, we decided the car should come home with me. I covered it in my garage for 2 years not having the stomach to look at it because of the memories that came with it.





One day I decided I would do something with it. We had a concept drawing of what it could look like, and I took it from there. I'm not a master tech or a paint and body guy but did what I could to do it justice. It was a great healing time working on Jeff's car. Years passed and I noticed the Bug seemed to bring up those old memories every time I saw it in my driveway, it seemed to be a constant reminder of Mine and Jeff's time together but not as much of the healing as I had got from working on it. So decided I decided to sell it. In 2020 I sold the Bug to a local guy and felt ok with letting it go. I had heard from him a few times asking me for help straightening out paperwork and such. I assumed he was beginning work on the car after all this time. I received a text from my friend Levi with a photo of my Bug up for raffle. I spoke with my friend Jesse who knew the promoters and he said yes it indeed sounded like my car. I decided I should try to buy some tickets and let fate fall where it may. I am a big supporter of the idea that things happen for a reason and if the Bug was meant to come home it would. I brought my youngest son and a photo of my brother to buy the tickets and was ok with winning or passing on the information to the next owner if they were interested. The winning ticket was in our hands, my family is so excited to see my brother Jeff's car come

back home. We have a backpack and a photo we kept of his in the back seat everywhere we went, and they are still waiting to be reunited as well.

I want to thank David and CB Performance for always supporting our show and the VW Community that bring raffle prizes each year to our show. I would also like to thank Central Coast Chapter Members for always stepping up to make this show possible.

VintageVoice





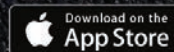
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Blackstar Campout & El Prado Show and Shine

by Eric Arnold



The 2023 edition of VTO's Blackstar Campout and El Prado Show & Shine were not to be missed. VW faithful from all corners of the map enjoyed a weekend of fun in temperate weather at Rancho Jurupa Regional Park.

Part of what has become almost a full month of events in Southern California, the four-day camping event welcomes so many VWs, it practically becomes its own little city.

The campout features a community taco dinner on Friday evening, along with a raffle which featured (among many great prizes) a rebuilt 1600 engine. A fun new addition this year was a water gun fight in the grass, for young and old alike!

The weekend is capped by the El Prado Show & Shine event on Sunday, which is held adjacent to the campground. While the day began with a small rain shower, it did not deter the showgoers from filling the field with amazing rides.

A Manx-style dune buggy was given away in Sunday's raffle, along with a multitude of other raffle goodies. Finally, the car show trophies were presented to the lucky winners. VVWCA President Eric Goodman's 1973 Thing took Runner Up in the Thing category. My own 1977 Westfalia was awarded 1st Place in the Late Bus '68 & Up category, and it also won Best of Show! I'm very grateful to all who voted for my Westy!

Please enjoy these photos from the weekend's events.

[VintageVoice](#)











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

by Bill Ungar (aka “Silly Billy”)

Installment #10: Suggested Driving Practices Guaranteed to Get Attention



Dear Loyal Readers,

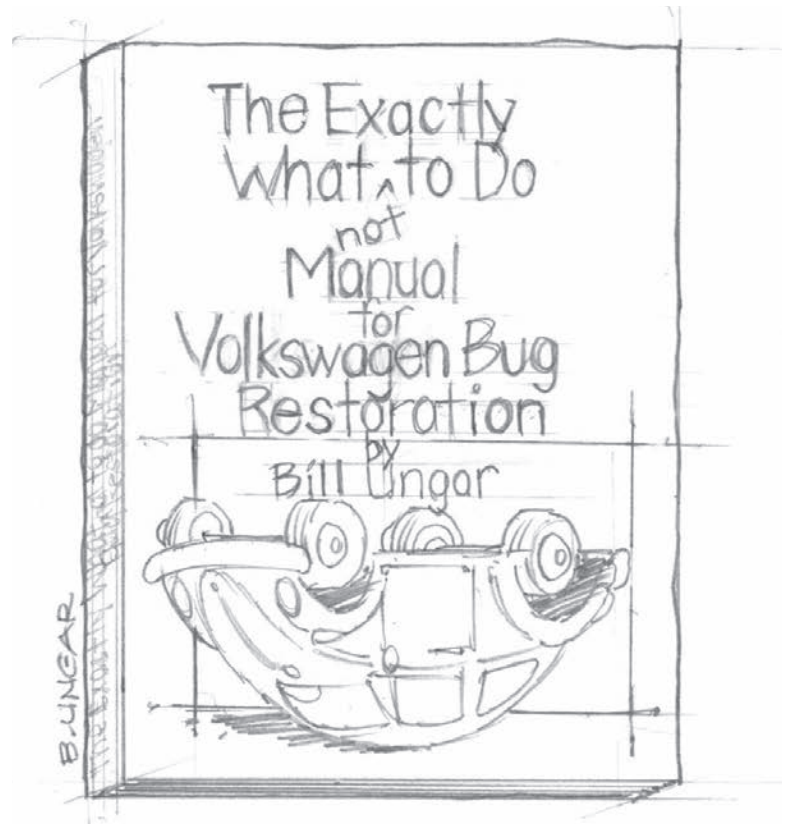
There is a tendency in the world of classic car ownership and collecting, to seek attention from complete strangers. Classic Volkswagen owners are no exception. There is circumstantial evidence that many of these strangers are former Volkswagen owners themselves, while many never owned (or drove) a Bug (or a Split Window Transporter). Quite simply, people love to look at, admire, and reminisce about classic Volkswagens.

And yet, in the months leading up to this month’s issue, during countless cruises and car show to and froms, not a single stranger (or even close acquaintance or family member) seemed to notice my little red Bug.

What was I to do about this? Was there a detail I had missed? What could I add or change to help this come about? My ego needed inflating. I went in search of a pump.

My budget was somewhere between tight and zero. And so, instead of changing my Bug, I decided to change what I did with my Bug. With these new found practices, I achieved a substantial increase in attention. As a truly giving person, I thought I’d pass these ideas on to you, the classic Volkswagen community.

But as you know by now, everything I suggest in this column should be taken with a mountain of salt. This mountain of salt is so tall, that it quite possibly rivals the earth’s tallest peaks. Those with high blood pressure should proceed with caution. High mountains



of salt should be avoided at all costs. A grain of salt could easily be taken with little consequence. But a pile this high? I’ll let you be the judge.

1. At your next Volkswagen show or event, recruit a team of skinny folks. By skinny I mean having a waistline of roughly 29 inches or less. You’ll need twenty or more of these volunteers. And you will need a classic VW Bug. The number of skinnies is not important, as you will be experimenting in your new found quest to gain attention. First tell each of your helpers (by themselves) that they will be given a chance to check out the interior of your Bug. Open both doors fully, roll both windows down, and push back the seats and seat backs. Now invite the skinnies inside - one by one. The goal here is to get as much attention as possible – by packing your Volkswagen as tightly as possible. Believe me you will. Mind you, there is no need to go for a world record here. Heads will definitely turn.

2. Another option for the same venue, will cost very little, and provide maximum results. Before you set out for the show, remove every stitch of clothing and wear only one item. That item: a skin-colored Speedo swim suit. Be sure to stay in your Volkswagen during this experiment. A caution: walking around the show in your (almost) birthday suit, will get you the wrong kind of attention.

3. This next attempt at attention requires you have considerable driving skill. While in the driver's seat, you'll need to twist your body clockwise completely at the middle, and look out the rear window – as though it were the front. Push down on the gear shift, as you depress the clutch and rotate the shifter to the left and back. Then slowly release the clutch with your left foot. Spend at least fifteen minutes driving around the show lot in reverse, while you attempt to portray someone trying to back into a parking space. When you finally reach your starting point (original parking space), stop the car, get out – and get back in. Now repeat the experiment, while pushing your Bug (gearshift in neutral). People will be talking about you (and your VW) for a long, long time.

4. Unfortunately, with this next experiment, there is a chance that you will completely ruin a set of four smoothie hub caps. That's why I suggest you purchase a cheap set of reproduction hub caps. Set your originals to the side and get ready to dazzle the show crowd and fellow to and from drivers. With the hub caps removed, drill a small hole in the center of each, and bolt each of them onto each of the smoothie wheels – open side outwards. I didn't realize how urgently other drivers and passersby would react. A common quote: "You know, those hubcaps are on backwards". My reaction was always the same. "The hub caps aren't on backwards, the car came this way, and I think it looks cool!" Officer Ramirez, disagreed. I have a meeting with him in August.

5. I can't take the credit for this next attention getter. It's the brainchild of Gabriel Iglesias (the comedian Fluffy). Gabriel of course has a collection of classic VW transporter Buses. He turned one of them into a split window aquarium – complete with tropical fish. Now I figure this amount of water (a filled Volkswagen) might inhibit the car's chances of moving at all. So, my suggestion is to create a series of clear water bags,

mounted inside every window (each bag only a couple of inches thick). The effect would of course be that your Bug (et al), is indeed a rolling aquarium. Important advice. Keep the number of fish in the front window water bag to a minimum, to avoid dorsal distractions. And officer Ramirez.

6. And finally, if you still have not received the attention you so rightly deserve, save the following gem for last. You'll need a really, really short person for this plan of action. I don't advise children be used – though their size might be appropriate. A really, really short "adult" person that knows how to drive stick – and is also able to scrunch down is key here. Make sure that your partner in crime can operate a VW Bug (or Transporter) without seeing through the windshield directly. A small periscope mounted on the dash comes in quite handy in this case. As your tiny helper drives into (and out of) the VW show (seemingly invisible), like me you will finally attain the attention you seek. Be sure to remind your volunteer to not drive the Volkswagen on city streets, highways, or interstates – this way. Officer Ramirez and his coworkers are likely to intervene, and the actual owner (it was me), will have to answer to this. I understand that although driving while short is not an actual offence, exceptions will be made.

Enjoy your time under, around, and inside your classic Volkswagen – and as always, may you receive the "positive" attention and recognition from others that you are due.

VintageVoice





DUB DOGS

A PORTRAIT STUDY OF A VOLKSWAGEN OWNER'S BEST FRIEND

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- Frisbee is life! – BG, Arizona
- Pepper is a rescue dog, found shivering under a shack, lost or abandoned in the snowy mountains of Utah. – Pepper, Utah
- Diesel is a seeing eye dog. – Diesel, Arizona

The book also includes a selection of photos submitted from fans around the globe, showing off their dogs with their VWs.

You can see a list of all the dogs included in the book by visiting the online index at ericarnoldphotography.com/dub-dogs-book-index

Among many reasons, you will enjoy this book if:

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If you're still unsure how to talk about it, here are some fun example messages you can send to your friends or post on your social media:

- Check out this amazing book combining dogs and VWs!
- This book is going to make a perfect Christmas gift!
- My dog is in this book! I just pre-ordered 5 copies.
- Whoa...check this out...
- I'm so excited for this book to come out, it's going to be outstanding!

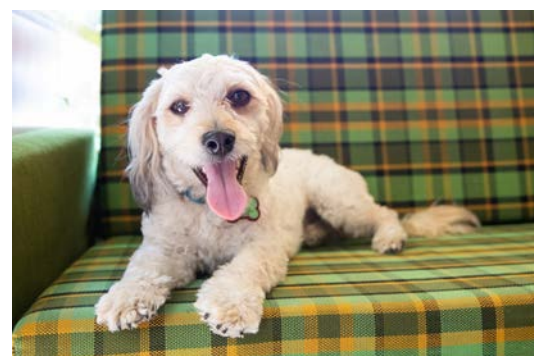
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