



VintageVoice

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Welcome

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

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Welcome to the latest edition of Vintage Voice.

This issue is absolutely packed with content, and we are excited to bring it to you.

We have event coverage from Illinois and Utah, a member-submitted Thing feature from Pennsylvania, a fun, true story from 1969, and a very special tribute to a canine copilot named Kutie.

These articles accompany our regular pieces including Historian Heinz taking us into what many consider the most important year for VW, 1967. Chief Technical Director Jake Raby begins a multi-part series on fuel and the air-cooled engine. In the newest installment of his 'What Not To Do' column, Bill Ungar gives us a list of what he doesn't do... should we do the opposite?

A lot of fun on these pages, all made possible by our contributors. Do you have a story to share? Are you attending an event soon and would like to share photos and a story about the day, or do you have a vehicle you would like to have featured here on the pages of *Vintage Voice*? If so, email me (editor@vwca.com) and let's talk about it! I am always looking for submissions from our members.

Vintage Voice works best when we create it together!

Thanks!

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



VintageVoice

Vintage Volkswagen Club of America

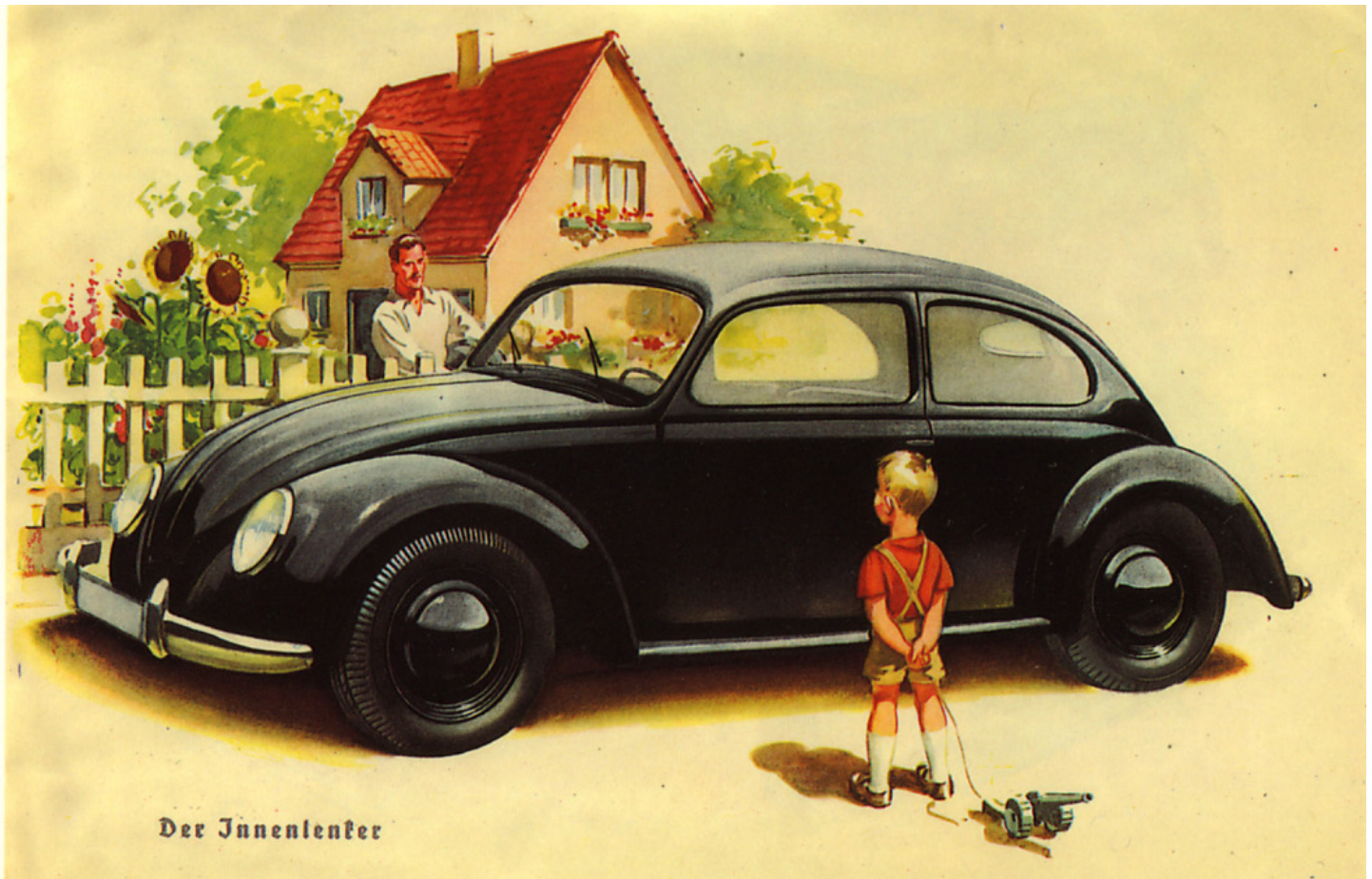
President: Eric Goodman - Newport Beach, CA
 president@vwca.com

East Vice President: Kathy Jacobs - Hahira, GA
 West Vice President: Eric Lykens - Santa Maria, CA

Editor: Eric Arnold - Las Vegas, NV
 editor@vwca.com
 Historian: Heinz Schneider
 heinzo1933@gmail.com
 Membership Coordinator: Jay Brand - Highland, CA
 membership@vwca.com
 Chief Technical Director - Jake Raby
 tech@vwca.com

Contributors:
 Eric Goodman, Eric Arnold,
 Heinz Schneider, Barry Zanca,
 Fish Head Louie, Bill Ungar, Jake Raby,
 William L. Snyder II, Mid America Motorworks

Cover photo by Eric Arnold



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The Podium with President Eric Goodman

Dear VVWCA Members,

I was researching on-line and reading what was said about our club and why people become a member and stay a member. I want to share some of it with you, as I could not agree more, and know all of this is true for myself and everyone I know who is a member.

Joining the Vintage Volkswagen Club of America (VVWCA) is more than just an automotive enthusiast's dream for their beloved VW; it's an opportunity to be part of a passionate community that celebrates a timeless automotive legacy. Here are some of the reasons why people have become VVWCA members:

- **Shared Passion and Camaraderie:** The VVWCA is a haven for those who have a deep love for vintage Volkswagens. Whether you own a beautifully restored Beetle, a classic Microbus, or a vintage Karmann Ghia, you'll find kindred spirits who share your enthusiasm. Joining the club instantly connects you with a network of like-minded individuals who understand the unique charm and allure of these iconic vehicles.
- **Expertise and Knowledge Sharing:** Vintage Volkswagen ownership often involves intricate maintenance, repairs, and restoration projects. Within the VVWCA, you'll have access to a vast pool of knowledge and expertise. Seasoned members are always ready to provide guidance, offer tips, and help troubleshoot issues, making it easier for newcomers to navigate the world of classic VWs.
- **Resource Hub:** Finding rare parts for vintage Volkswagens can be challenging, but VVWCA members frequently engage in part swaps and sales. Being part of the club allows you to tap into this network, making it easier and more affordable to maintain and restore your beloved VW. Plus, you can discover resources you may not have known existed through our club Facebook group which has over 130K members!
- **Exclusive Events and Activities:** The VVWCA chapter clubs organizes a wide range of exclusive events and activities, including car shows, rallies, road trips, and camping adventures. These gatherings provide a unique opportunity to showcase your vintage Volkswagen, learn from fellow enthusiasts, and forge lasting friendships. It's a chance to experience the open road and create cherished memories with your classic VW.
- **Preservation of Automotive History:** By joining the VVWCA, you become part of a community that actively works to preserve automotive history. Vintage Volkswagens are more than just cars; they are symbols of an era and a testament to enduring design. Through the club's efforts, you can contribute to the preservation and appreciation of these automotive icons. The VVWCA has been an icon and part of the VW culture in the USA for over 45 years.
- **Access to Exclusive Resources:** As a member, you'll receive access to club publications, newsletters, and online club store where you can stay updated on the latest in the vintage Volkswagen world and buy VVWCA items. You'll also have the opportunity to contribute articles, stories, and insights, fostering a sense of involvement and community.
- **Family-Friendly Environment:** The VVWCA is often a family affair. Many members involve their loved ones in their passion for classic VWs, creating a welcoming environment for all generations. It's an excellent opportunity to share your interest with family members and introduce them to the joys of vintage Volkswagen ownership.

Being a member of the Vintage Volkswagen Club of America (VVWCA) offers more than just a membership, it provides access to a supportive, knowledgeable, and passionate community. It's a chance to immerse yourself in the world of vintage Volkswagens, share experiences, and make lasting memories. So, if you have a soft spot for these iconic cars, consider becoming a VVWCA member, and become a part of an enduring legacy that continues to drive forward our hobby. Please share with your Chapter Club members and friends.

Thanks,

Eric L. Goodman

President, Vintage Volkswagen Club of America - President@vwca.com

THE HISTORIAN'S CORNER

By Heinz Schneider

VOLKSWAGEN IN 1967

CONSIDERED BY MANY THE BEST BEETLE EVER MORE ENGINE AND 12- VOLT ELECTRIC POWER, LESS CHROME

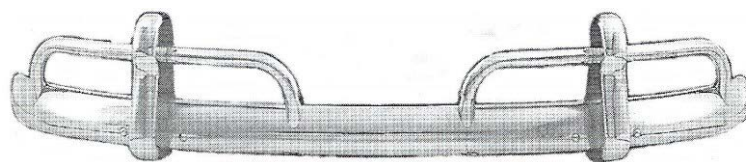


olkswagen in the US in 1967. 314,343 Beetle sedans were sold at \$1,639 and 6,349 four-seater convertibles at \$2,075 plus 16,107 K-G coupes at \$2,250 and the 3,174 K-G convertibles at \$2,445 POE.

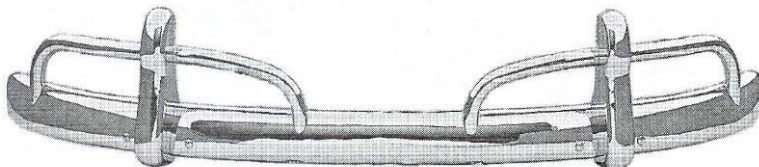
Most surprisingly 57,850 more Beetles were sold in the US as in Germany.

Beetle sales in Germany and in Europe had taken a dramatic downturn which shook up the VW management. For that reason, Volkswagen was widely criticized by politicians in Germany for not being prepared. Of the 925,787 Beetles that were built worldwide in 1967, only 256,493 were sold in Germany. It showed the fact that the German as well as the European market started to play a less important role for Volkswagen. After years of greatly contributing to the German economy, VW was criticized by the Minister of Finance, for just building up its capacity while neglecting to update their cars. To prove VW has not been sleeping at the wheel, Volkswagen invited the media to show them about 50 prototypes developed over the last 19 years. After publishing pictures of these proposed replacements, the criticism did not stop since none of the cars shown could be considered worthy to replace the beloved Beetle. As one reporter put it, they were all just Beetles with different hats on.

The 1967 Beetle chassis numbers began on August 1ST 1966 with #117 000 001 and ended with #117 999



1966



1967

000 July 1967. A new 1,500 cc engine was introduced for model year 1967. Engine numbers for the 1967 model started with H 0 204 001 and ended with H 0 874 199. The letter H identified the larger 1500 cc engine. Worldwide 1,339,823 cars were produced by the Volkswagen Corporation. 925,787 of these were Beetles and the numbers include 39,918 Audi cars by the recently acquired Auto Union.

CHANGES FOR 1967

Changes for 1967: As Road & Track put it: "After all the years of clever advertising about ridicules planned obsolescence and all that, those Volkswagen people are getting hooked into the annual model change themselves" Indeed, many body and mechanical parts were exclusive for just 1967 alone. The front fenders were new and sported new vertical headlights for the US. The headlights themselves were not actually new they came straight from the Type 3 models. Those who did not like the new lights and the fender shape were told they had to be changed to comply with new American laws. With the new headlights the park lights were integrated into the turn indicator lights on top of the fenders.

The same reasoning, the one about new laws, was used for reshaping the engine lid; it was unique for 1967 also. Supposedly another new American law did not allow license plates to be angled more than 18 degrees. I have my doubts about all these cited laws because I have seen these same arguments being used too often before. The rear bumper over riders had a



different shape for 67 only. Many are not aware of that difference, but to be correct the bows are tapered down toward the center of the bumper. I'll try to include a picture to visually show these differences. Correct 1967 rear bumpers are hard to find as I found out restoring my last 1967. On many occasions I have seen restored 1967s with incorrect bumpers. Regarding the shortened rear lid and bumper shape, Nordhoff would explain that these parts were reshaped because of complaints by American VW owners. Many US drivers used to park their car by ear, resulting in having the fragile Beetle bumpers smashed in and making it impossible to open the engine lid to check the engine oil. The reshaped lid and bumper now allowed for the engine lid to be opened even with a damaged bumper.

Back up lights attached to the rear bumpers became standard equipment for the US in 67. To increase the car's safety, a double circuit brake system was introduced, and the steering column was redesigned to make it collapse during a front-end collision.

For the first time Volkswagen in 1967 changed to a 12 Volt electrical system, appreciated by many who had to drive at night. At the same time the generator output

increased from 180 to 360 watts.

However, for most, the biggest change for 1967 was the bigger engine. After having increased the displacement of the engine from 1200 to 1300 ccs the year before, the lack of power was still criticized by many, especially in Europe where all cars of the competition all had more powerful engines. Many fast-driving Germans called the Beetle a "traffic obstruction" on the Autobahn. So, in 67 the displacement was increased to 1500 cc by using the engine from the Type 2 commercial vehicles. The increase in displacement was used primarily to increase the torque to 78lbs at 2600 rpm compared to the 70lbs at 2000 rpm of the previous year's 1300 engine. The compression ratio was also slightly increased from 7.0 to 1 to 7.3 to 1. In

combination with lower gear ratios the 1967 model would accelerate faster, a fact appreciated by many and one of the reasons the 1967 model is considered by some the best Beetle year ever. Fuel consumption virtually stayed the same as in the previous year with 28 mpg. The new engine can be identified by looking at it from the back by its air cleaner and the two hoses to guide warmed air from the engine to the carburetor.



Another one of many attempts made to minimize icing in countries with cold climates.

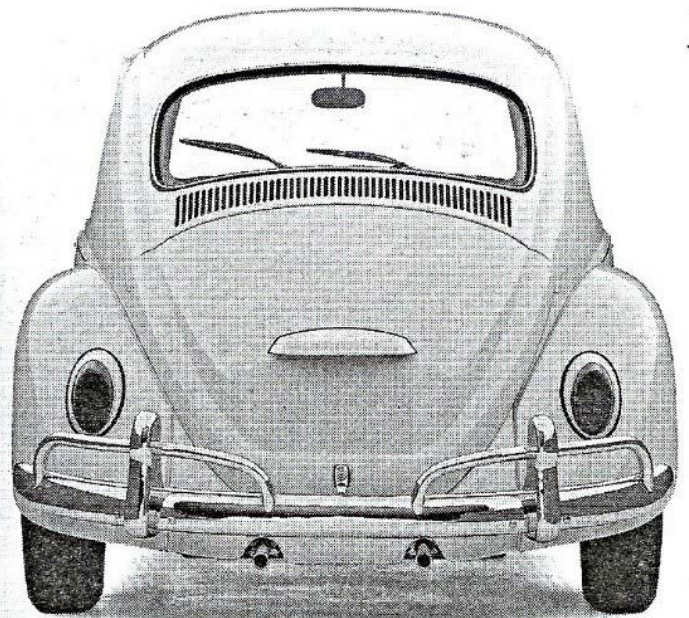
Attempts to remedy the swing axle's tendency to tuck under when cornering hard and causing the Beetle to roll-over under extreme conditions. The same layout of the rear axle had contributed to the Beetles sensitivity to strong side winds, another often criticized weakness of the Beetle. For 1967 a number of changes were made to eliminate or at least to lessen these shortcomings. The track was widened by 2.3 inches and a compensating rod added to the rear suspension. It did eliminate or at least minimize some of the inherent problems of the swing axle design.

By demand of the unions, the 40-hour work week instead of 45 hours for all employees at VW became official as of January 1st. Not much later, in January, Volkswagen had to switch to an even shorter work week schedule. This was forced by market conditions, to reduce the excess inventory of unsold cars. In October the standard Beetle with 1200cc engine was reintroduced again in Germany and its price lowered to 4,485 marks, to about US \$1,180 after the standard model had been discontinued the year before, it was to stimulate demand.

Other miscellaneous Volkswagen news in 1967. Nordhoff had stated in 1949 Japan was too poor to buy any imported cars; now in 1967 Volkswagen started to export its first cars to Japan and was for many years the bestselling import.

A milestone was reached in Brazil with over 500,000 Beetles produced. Volkswagen was a perfect fit for Brazil, because of its poor road conditions and the low income of its citizens. For many years Volkswagen dominated the Brazilian market. Eventually, Brazil was even allowed to develop and build its own unique Volkswagen models.

1967 colors: L 41 Black, L 282 Lotus white, L 360 Sea blue, L 456 Ruby red, L 518 Java green, L 595 Fontana grey, L 320 Savannah beige, L 633 VW blue and L 639 Zenith blue. All VW emblems in hub caps were left unpainted. All wheel centers were painted a soft black, L 43 grey/black, outer part of wheel on cars painted Fontana grey, VW blue and Zenith blue used L 680 Cumulus white, all others used L 282 lotus white. The steering wheel, steering column, seat frames, brake handle and seat frames turn indicator lever were painted in L 43 gray black.



67 distinct lid and bumper bows



SOFT SERVE

A True Story by Barry Zanca

In the summer of 1969, we drove from New Orleans to Bay St. Louis, MS, to stay over the weekend at my Grandma's house. The house was a block from the beach and I kept my little boat chained to a piling some 15 yards out from the sandy shore.

"We" consisted of my brother, Malcolm, my best friend in college, Rick Madrid, and myself. We turned off from Highway 90 onto Lakeshore Road (parts of which were still gravel) in my blue 1967 VW Bug. I had not yet modified the Bug, so it was pretty much 'stock' – even had the 'pea-shooter' muffler. I did put a genuine HURST shifter in it, though.

We turned left onto Central Avenue, which ran along the railroad track from Clermont Harbor through Waveland and into Bay St. Louis. The speed limit was 25 MPH. It had been dark for at least an hour on this Friday night.

Of course, I was not doing 25 MPH; I was doing 50! So, we are clipping along listening to WTIX radio (a mix of 50's and 60's Rock'N Roll) when all of a sudden, I see red flashing lights in the rear-view mirror.

Immediately I slowed down by taking my foot off the accelerator and downshifting into 3rd gear, being very careful not to hit the brakes. Thank the Lord I did not have a loud glass-pack muffler on the Bug! This cop is closing in on us very quickly. By the time he was on my butt, I was down to 25 MPH.

Naturally, I got pulled over – and there was no shoulder to speak of. He came up to my window (which was down because it was a hot, sultry night) and in his Mississippi drawl asked, "Why you have yella headlights? You ain't got no white lights on the front of this thang. That's against the law in MS." He appeared to be not much older than me – maybe 25-26.

"Officer, I can explain," I hastily said. "We're going to my Grandma's in the Bay, and we came through some heavy fog from Chef Pass and on across the Rigolets, so I stopped by Venetian Isles and put the yellow headlight covers on. They just clip on over the regular headlights."

I then told the officer that I could easily remove them. He let me get out of the car and watched me pop the covers off. He said, "Hey, that's pretty cool. Where

did you get them things?"

I responded, "The J. C. Whitney Catalog." He then said that he liked them and was going to order a pair.

Really surprising me, he said, "You all can go now, but be careful." Not a word about speeding! Then I asked him about his 'police cruiser' because it was sitting there behind us, idling with a profound 'thump-thump' from a racing cam.

"What do you have in that thing?" I asked. "You came up on us like we were stopped." (Almost gave myself away)

He proudly exclaimed, "It's got a 454 Chevy punched out .30 over with a full-race Duntov cam, pop-up pistons, and two four-barrel Holley carbs. And that ain't all – it has a 4:12 posi-traction rear end with a Muncie box. Wanna see it?" So naturally we all piled out of the Bug and he opened the hood on an **Ice Cream Truck**. We stood there in awe.

Next came a question from Rick, "What in heck do you use that truck for?"

From the cop came this answer: "It's an undercover vehicle and we pass it 'round from one town to another. We don't use it too often. I was jus' settin' back in th' woods lookin' for a particular knucklehead who lives 'round these parts. I got a warrant for him.

Well, y'all go on over to your Maw-Maw's house an' I'm goin' back up the road an' get in the woods again. No more yella lights, y'all!"

I said, "Yes, Sir." We got back in the Bug and

nobody said anything. So, we took off – slowly. When we got to Grandma's, we jumped out and high-fived each other and then unpacked the car.



VintageVoice

UPCOMING EVENTS

Event info as of Sept 1st, 2023

Contact show organizers/websites for the latest updates.

November 11, 2023

VWs and Corvairs Invade the Dam

Boulder City, NV

Join us on Saturday, November 11, from 8 a.m. to 3 p.m. Registration is open at BoulderCityCruisin.com The Fall VW's Invade and Corvair's Invade the Dam Car Show and Swap Meet will be held second Saturday in November annually at Wilbur Square in beautiful Boulder City, Nevada on the grass and in the November sunshine! We are in the Las Vegas Valley, 20 minutes from the strip. Boulder City is home to Hoover Dam!
info@bouldercitycruisin.com

November 17-18, 2023

Germanaire Drag Day and Social

Neese, SC

Join us for the 11th Germanaire Drag Day and Social on Friday and Saturday November 17 and 18 at the South Carolina Motorplex! Top 20 awards and 2 specialty awards. \$20 to enter for adults and kids over 12. We will serve a big meal and drinks at the conclusion of the racing and awards!
Info: Scott Sain at 843-270-7208

December 03, 2023

CVA's Last Hurrah Westbrook, CT

Weather permitting we will be gathering at the Westbrook Town Beach from noon to 3:pm for the last event of 2023.

Afterwards we are all invited to participate in the Annual Westbrook "Tree Lighting Parade" The parade starts at 4:pm sharp and circles around the town green. Volkswagen decorating is highly encouraged.

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

December 09, 2023

SDR's Christmas Jam Toy Drive

Pasadena, CA

All clubs & solo drivers welcome Family friendly event Raffle, 50-50, Food Trucks, Photo Booth and SANTA!

Awards courtesy of Stovepipe & The Rusty VW for best decorated, various categories

Finish the evening off with a cruise down Colorado Blvd.

HAPPY HOLIDAYS

January 14, 2024

Quaker Steak and Lube Bugfest 2024

Clearwater, FL

10:00am - 3:00pm

\$20.00 to Enter Car in Show

Best of Show Trophies

New & Used Vendors - \$ 20.00

Joe C. at (813) 516-7061

qslbugfest2024@gmail.com

March 15-17, 2024

Lakeland VW Classic Lakeland, FL

The Only Show in the USA that gives away a Totally FREE Car, Each Year, no Tickets sold its a drawing, Totally Free!

Five free entries per person.

Please understand We want to

make the Event a fun Place to be,

This is a Family Event no Beer sold.

Every Show Car gets a Show Shirt

whether you pre register or not.

For more info call Eddy at 863-660-7731



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

1953 Oval Dash Split. Transitional year Oct 1952-Mar 1953. Has been stored for 15 years and work in progress. Offers starting at 50k. Located in Kona, Hawaii
More info at konavw@gmail.com

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

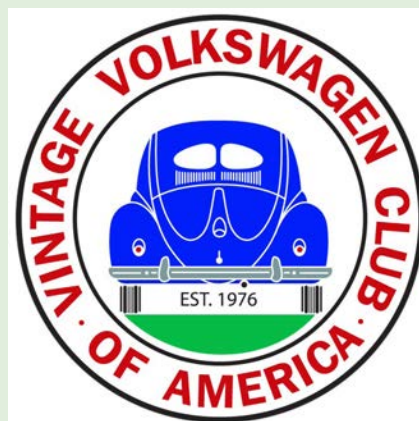
PARTS, ETC. FOR SALE

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

Johns Car Corner Volkswagens, parts & accessories for sale, for over 55 years. US Rte 5 in Westminster, VT 05158
johnsccorner@gmail.com 802-722-3180



Once Upon a Kutie

by Fish Head Louie



I

n October of 2012, I happened to be browsing Craigslist and saw an adorable “Pitbull” puppy with a fawn spot on her white face for sale for \$200. Apparently, the apartment complex landlord told the tenant that “Pitbulls were not allowed.” I didn’t

plan on getting a dog, but I could not resist that cute face! I drove her home from the previous owner in my yellow 1967 Bug. It was almost Halloween, and my then girlfriend, and I dressed up for the downtown festivities and carried our new bundle of joy, wrapped in a blanket to keep her warm because the weather was beginning to change.

The name that she came with was Cali, but everywhere we took her, female humans would paw over her and say, “what a Cutie,” so Kutie was the name we chose.

She would go everywhere with me in the Bug, and even tried to escape several times! One time I was in a local store and one of the owners said, “your puppy is half way out the window!” At that point, I brought her in to meet their dogs.

Our longtime members may remember one of my first stories that I wrote which was about that yellow 1967 Bug that I purchased from the original owner. On the cover of that Vintage Voice issue was our puppy, Kutie, by then several years old. She also appeared in other articles, her being my favorite co-pilot.

We would later figure out that she was part boxer breed as well and with that came her high energy level and a love to give affection to everyone she met, not hesitating to jump up and kiss on the mouth on the first meeting.

To this day, the yellow Bug has plenty of scratches from her paws hanging outside of the door, as well as my former green Karmann Ghia, and my former yellow Thing.

Sadly, our beloved boxer Pitbull mix lost her battle with liver and lung cancer in the early morning hours of June 26, 2023, but not before plenty of Porsche rides, hugs, kisses, and treats. Enjoy the photos of her & I. To her, I dedicate this article.

VintageVoice

For more photos of Kutie, please follow her Instagram account: @kutiepoxer



OTTINGER MOAB CARAVAN

Moab, Utah

April 28, 2023

Photos by Eric Arnold





Technically Speaking

by Jake Raby

Evaluating the Affects of Summer and Winter Blend Fuels on Air-Cooled VW Engines



Air-cooled Volkswagen (VW) engines have long captivated automotive enthusiasts with their unique design and reliable performance. However, the choice of fuel can significantly impact the behavior/operation and longevity of these engines, particularly during summer and winter. In this issue's article, we will examine the affects of summer and winter blend passenger car fuels on air-cooled VW engines, exploring aspects such as fuel composition, performance, cooling, and potential maintenance considerations. In the second part of this series, we'll examine the differences between "recreational gas" (non- ethanol) and modern passenger car fuel. In the 3rd part of the series, we'll go over the "rich is safe" mindset and how this is a myth when today's modern fuels are employed. Understanding the impact of fuel on the engine is vital for maximizing the performance and durability of these vintage air-cooled engines.

Have you noticed that the character of your engine changes as spring and summer approach? Most people do not realize that the fuel at your local station changes from winter to summer, and these changes are notable to the drivers of air-cooled VWs. We often blame it on "it's getting hot outside" but there's more to it than that. I have seen fuel change over the past 25 years as I spend hundreds of hours per year testing my engines on my engine and chassis dyno. I drive Aircooled VW and Porsche cars every single day, and I have noted exactly how they respond to changes in fuels. I can even smell the differences between winter and summer blends!

Impacts of Summer Blend Fuels

Summer blend fuels are formulated to meet the demands of warmer temperatures. The affects of summer blend fuels on air-cooled VW engines can be summarized as follows:

1. **Fuel Volatility:** Summer blends typically have lower volatility, reducing the risk of excessive evaporation. This is particularly beneficial for air-cooled engines that are more prone to vapor lock in hotter conditions. The behavior of summer blend fuels will make VW engines harder to hot re-start, especially on the hottest of summer days.
2. **Ethanol Content:** Summer fuels often contain oxygenates like ethanol, enhancing combustion efficiency and reducing emissions. However, air-cooled VW engines may be more susceptible to the corrosive effects of ethanol. Adequate maintenance and the use of compatible fuel additives are essential to mitigate potential issues. A good practice is to drive the car more often, reducing the time that fuel sits static in the tank, and fuel system.
3. **Vapor Pressure:** Summer fuels exhibit lower Reid Vapor Pressure (RVP) to minimize vapor bubble formation in the fuel system. This helps prevent vapor lock and ensures smooth fuel flow, maintaining optimal engine performance even in high temperatures. This works well with more modern cars (post 1996) with fuel systems and vapor recovery systems designed for these fuels. Quite the opposite can be said in the instance of the air-cooled VW engine, which never had these systems employed and suffers from the alternative fuel blend.

Impacts of Winter Blend Fuels

Winter blend fuels are tailored for colder climates. The impacts of winter blend fuels on air-cooled VW engines are as follows:

1. **Fuel Volatility:** Winter blends have higher volatility, facilitating easier vaporization and combustion in colder temperatures. This enables consistent fuel delivery and reliable engine starts, even in chilly conditions.
2. **Cold Start Assistance:** Winter fuels often contain additives to prevent fuel freezing or thickening in low temperatures. These additives ensure fuel fluidity, promoting easier ignition and smoother cold starts.
3. **Energy Content:** Winter fuels may have slightly lower energy content to match the colder operating conditions. This adjustment helps maintain the optimal fuel-to-air ratio required for efficient combustion in modern engines during winter months, but this doesn't work well for the very basic, carbureted VW engine.

What are the differences in fuels?

The differences between fuels among states within the USA can vary based on several factors.

1. State-Specific Regulations:

Each state may have its own environmental regulations or fuel standards that require specific formulations. Some states may adopt stricter standards for fuel emissions, requiring cleaner or low-sulfur fuels.

2. **Seasonal Variations:** As mentioned earlier, summer and winter blend fuels differ due to varying weather conditions. The specifics of these blends can vary from state to state depending on the climate and environmental factors unique to each region.

3. Altitude and Oxygenation:

States with high-altitude regions, such as mountainous areas, may require special fuel blends to account for thinner air and lower oxygen levels. These blends typically have higher oxygen content to facilitate proper combustion at higher elevations.

4. Unique Additives: Some states might require



specific additives to address localized issues. For example, areas with high humidity might require fuel additives to prevent moisture-related problems, while regions prone to air pollution might require additional emissions-reducing additives.

At higher operating elevations the air is thinner, resulting in less dense air. This reduces the required octane for operation, so at high elevation it is not uncommon to find premium fuel at 88-90 octane Vs the typical 91-93 Premium octane fuel at lower elevations. Quite simply, thin air at high elevations won't adequately burn higher octane fuels thoroughly.

5. **Certain states have implemented renewable fuel standards that mandate the inclusion of a certain percentage of biofuels, such as ethanol, in gasoline or biodiesel in diesel fuel. The specific biofuel content may vary among states.**

6. **Availability of Resources:** Fuel availability can also vary by state depending on their proximity to oil refineries or production facilities. This may lead to variations in the types of fuels available and can affect pricing as well.

It is important to note that while variations exist, there are also federal regulations that govern fuel quality standards to ensure consistency and prevent significant deviations between states. These regulations establish a baseline for fuel quality nationwide.

Maintenance & Tuning Considerations

To optimize the performance and longevity of air-cooled

VW engines, several maintenance considerations should be kept in mind:

1. **Fuel Source:** It is crucial to use high-quality fuel from reputable sources. Avoiding old or contaminated fuel helps prevent potential issues and ensures consistent engine performance. Top Tier fuels are always more consistent in their delivery between stations. The fuel that you have “always used” changes twice per year, and often changes even more year to year. The fuel you filled your tank with last year isn’t the same as what you’ve filled the tank with this year.

2. **Carburetor Adjustment:** Proper carburetor tuning may be essential when transitioning between summer and winter blend fuels. This adjustment allows for optimal air-to-fuel mixture ratios, ensuring efficient combustion and preventing engine problems such as running lean or rich. You may need to change your jetting between winter to summer if you intend to optimize the engine for seasonal operation.

3. **Ignition timing optimization:** In my direct experience the settings “I’ve always used” for timing have changed. As fuel changes the optimal ignition timing has also changed. As an example, engines that used to make the best power, run the coolest and behave the best at 28 degrees full advance now want 30-32 degrees and at times as much as 34 degrees. When the timing is optimized for the fuel, the engine runs cooler as well.

4. **Octane with Aircooled engines** can be a point of concern. One of my personal air-cooled cars runs much better on 87 octane in winter than premium fuel. Experimentation with various octanes can help you understand how the engine responds to various fuels. In winter air-cooled engines have a tendency to run richer mixtures with higher octane fuels, since the fuel isn’t being burned completely in some cases. This is a bit confusing unless you experience it, since common understanding would be that in winter the air is “heavier” (more dense) and therefore should be met with more fuel to maintain the desired air/fuel ratio. The engine compression ratio and chamber filling make a huge impact on this behavior.

5. **Fuel Additives:** The use of fuel stabilizers, particularly during prolonged storage periods, can prevent fuel degradation, varnish buildup, and related issues. It

is important to choose additives compatible with air-cooled engines and follow the manufacturer’s recommendations. Lots of what works for newer cars isn’t designed for older carbureted engines. I assisted in the development of “Carb Defender” by Driven Racing oil, and appreciate the approach the product takes, where it coats components with a microscopic film of protection, rather than changing the composition of the fuel. In my experience these changes make the fuel unstable and tuning specifications sometimes need to be altered. Note: Use the recommended amount of Carb Defender per gallon of fuel, taking care not to use more than directed.

6. **Regular Maintenance:** Scheduled maintenance tasks such as spark plug replacement, air filter cleaning, and valve adjustments are crucial for optimal engine performance and longevity. These tasks ensure proper ignition, airflow, and valve clearance, promoting efficient combustion. Keep a check on ignition timing and air/fuel ratio at each scheduled service.

Conclusion

In conclusion, summer and winter blend fuels have distinct impacts on air-cooled VW engines. Understanding these affects can assist owners in maximizing engine performance, preventing issues related to fuel volatility, and adapting to seasonal variations in temperature. By following proper maintenance practices and using high-quality fuel, air-cooled VW engine enthusiasts can continue to enjoy the charm and reliability of these iconic engines for years to come. We’ll follow up in the next couple of issues with discussions on the differences between recreational “non-ethanol” fuels as well as the “rich is safe” theory concerning more fuel generally being healthier and “cooler” for air-cooled engines. Fuel has changed tremendously over the past few years, and will continue to change with each season and year. It is important to understand these changes and how they change “what we’ve always done” in the world of air-cooled engines.

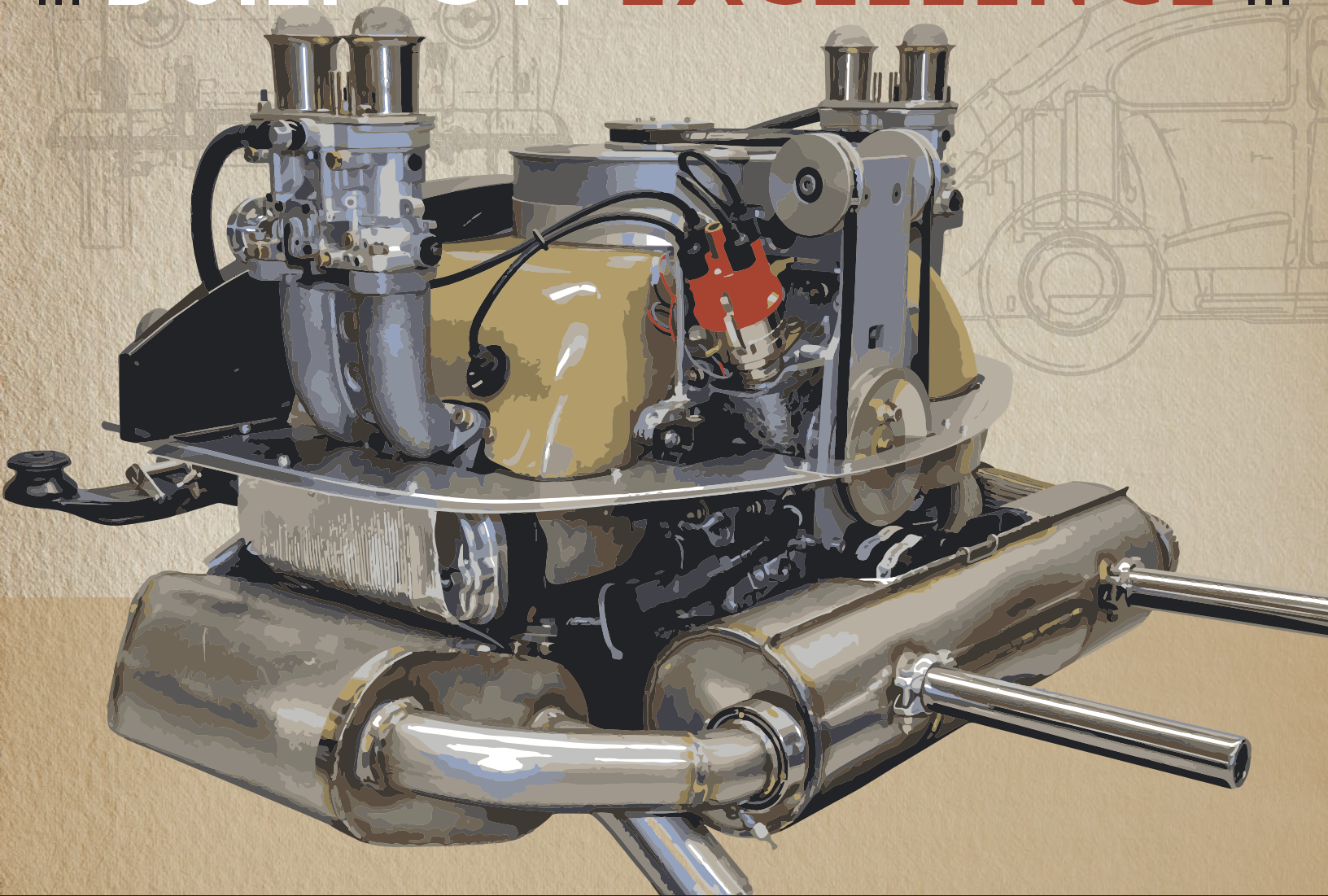
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DESTINY AND THE “KUBEL-THING”

by William L. Snyder II



H

aving grown up in a family that has loved and owned many Volkswagens long before my 1963 arrival, it seemed almost a rite of passage to learn and hone one's driving skills in one of those beloved classics. Many family stories involve our dad sitting in the passenger seat with one hand on the grab bar above the glove box, and the other on the hand brake. Achieving the age of 60 this year, I can claim having owned a Bus, three Beetles, and two Ghias and a Thing. It's as though the passion for Volkswagens has grown into genetic traits of the family.

When I was a wee lad, World War II movies and television shows were a common fixture for our evening viewing. My dad being one of the “Greatest generation”, we rarely missed anything related to the war. Even though I was very young, I especially liked watching “The Rat Patrol” which was an “action and adventure television series that aired on ABC be-



tween 1966 and 1968. The show followed the exploits of three Americans and one British - who were part of a long-range desert patrol group in the North African campaign during World War II. Their mission: “to attack, harass and wreak havoc on Field Marshal Rommel’s vaunted Afrika Korps” . Again, even though I was very young, I took notice of and was enamored by the Kubelwagens in the series. Another television series of that late 1960’s early 70’s era, “Hogan’s Heroes” regularly featured those super cool Kubelwagens as well! In 1973, when I had reached the age of 10, a revolutionary new, unlike anything yet produced for regular folks, Volkswagen introduced the Type 181 “Thing” to the United States. When I first saw the “Thing”, it was love at first sight! Even though my legal driving age seemed a long way off, I knew that one day, I would have to own one!

The first Volkswagen that I owned at the tender age of 18 was a 1967 “Magic Bus” Type 2 transporter/camper and magical it was! All these years later, I still fondly remember the Magic Bus every time I hear “Autobahn” by Kraftwerk, one of many songs that used to blast through my speakers, but the one song that seemed to be perfectly tuned to for cruising in the ‘feel like you’re sitting on the road’ Bus. My next VW was a maroon 1972 Beetle that never had a working reverse gear, which led to my learning some very creative parking maneuvers. After the Beetle, I bought my first Ghia in 1984, a 1973 yellow hardtop. I absolutely loved that car, but needed to sell it once I had gotten married and the family grew (which is a whole other story that may be submitted in the future, because years later, I did acquire another Ghia). A few years and a few Volkswagens later, I found the “Thing” that I always dreamt of! Seeing it posted on Ebay, it was located five hours away in the Columbus Ohio area. Since the auction listed the seller’s contact info, I called him and asked if the Thing was road worthy enough to drive five hours to my home? His response was ‘certainly, and I instantly knew that this was the “Thing” for me! I did not drive it home but took my son’s truck and trailer to tow it home, since I wanted to go over it before driving it any great distance. Mechanically, it was in great shape! I adjusted the valves, changed the oil, and lubricated everything that needed lubricating, and my newly acquired “Thing” was ready to drive. Wanting to give it that classic Rat Patrol Kubelwagen look, I decided to jump right into it. It was a great help to have a beloved cousin



with paint experience, so I invited my cousin, Brian Young, over to have a look. That look over, a lot of hard work, five dedicated weeks and many cold beers later, my dream came true! It really did not need much in the way of body work, since a previous owner had replaced the floor pans. It had no collision damage, but it had

some rust just in front of the rear wheels. I fashioned some small replacement panels and brazed them in place. An owner prior to the one that I bought the “Thing” from had lived in Georgia and had a convertible top on the car with windows that did not open. Because of this, that particular owner decided that it would be a good idea to cut holes into the center of the doors and use some sort of plastic dryer vents to bring air into the passenger compartment. My metal working and brazing skills repaired this obvious act of stupidity so that the only evidence of those holes can be seen from the inside of the doors.



Looking for and using a matte finish olive drab paint we painted the “Thing” to give it that classic military Kubel look. I toyed with the idea of mounting the spare tire on the hood and reworking the fenders and headlights to look more “Kubelwagen” like but figured that it was futile to try to make it look like something that it wasn’t. Before painting, we began to remove the black and white astroturf carpet like garbage that someone had lined the entire interior with (think 1970’s front porch carpet). Whatever glue that they had used to install this abhorrent anomaly, was meant to last longer than dinosaur bones. We used scrapers, a heat gun, and even discussed the possibility of somehow using a nuclear weapon to get the carpet out, but finally settled on something called aircraft stripper (don’t get excited, it has nothing to do with a girl taking off her clothes in an airplane) and it worked! A note of caution; if you ever use this stuff, you need to do it with every piece of protective gear imaginable. This stuff will melt your eyeballs out of your head, so be careful! After ridding ourselves of the black and white speckled astroturf, we took the entire floor down to bare metal and coated it with bedliner and not only is it durable, but it also looks spectacular. Shortly thereafter, I made a set of duck boards to complete the look. True to the roots of my owning the car, I often display some “Hogan’s Heroes” action figures, as well as some other memorabilia with my “Kubel-Thing”.

Just before the pandemic hit, I tore into the mechanics of my “Kubel-Thing” simply because after



45 years of service, it needed some love and attention. I replaced the axle boots, the engine tin rubber seal, the brakes, the wheel cylinders, the wheel bearings, installed an electronic ignition, a new shifter and shift coupling, as well as a Blazecut fire suppression system, in the event that an accidental fire breaks out in the engine compartment. Far too much time and effort has been put into the “Kubel-thing” to allow the possibility of a ruptured fuel line to destroy it. This is a highly recommended addition that I have installed on all of my VW’s. Better safe than sorry!

Being not only a historian, but also a history teacher, my “Kubel-Thing” has been in many local parades, with me and my fellow history teacher pals riding along in a variety of historical costumes. Its primary purpose is now an extremely important one! It serves faithfully as a way to take my troops (some call them grandchildren) for ice cream runs. Having been a desire and a passion for so many years, I suppose that the “Kubel-Thing” will be a keeper. Whenever my days are over and I’m done with it, I hope that kids keep it running to serve them and possibly their children happy with ice cream smiles for years to come!





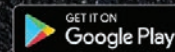
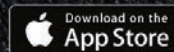
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Funfest for Air-Cooled VW 2023



Effingham, Illinois
by Mid America Motorworks



The city of Effingham became a hub of Volkswagen enthusiasts as Mid America Motorworks hosted the highly anticipated Funfest for Air-Cooled VW 2023 on June 16-17.

Volkswagen lovers from around the globe gathered to celebrate the iconic air-cooled VW culture. This year's event brought together a diverse range of enthusiasts, offering a delightful mix of nostalgia, camaraderie, and automotive marvels.

The festival grounds on Mid America Motorworks' corporate campus welcomed visitors with meticulously restored and lovingly maintained air-cooled VW vehicles of all shapes and sizes. From the classic Beetle to the beloved Bus and everything in between, there was an air of excitement as attendees reveled in the opportunity to admire these automotive icons up close.

Passionate owners, who poured countless hours into their cherished rides, were more than eager to share stories, swap tips, and display their prized possessions. The air was electric with the sound of engines and the

friendly banter of like-minded enthusiasts, creating an atmosphere of camaraderie that underscored the event.

Beyond the awe-inspiring display of vintage VWs, Funfest for Air-Cooled VW 2023 offered a smorgasbord of activities to keep attendees entertained throughout the weekend. Enthusiasts could participate in various activities including Volkswagen history trivia, a stein hoist competition, caricatures by skilled artist Dan Wild, the exhaust sound off competition, the chance to receive a Celebrity Choice Award, and more!

For those seeking a more relaxed experience, the swap meet area provided a treasure trove of VW and other automotive memorabilia, spare parts, and collectibles. Attendees had the opportunity to uncover rare finds, strike up conversations with vendors, and enhance their VW collections. The family fun was full swing with activities for the kiddos including a towering inflatable slide, bounce house, and obstacle course, as well as T-shirt tie dyeing and crafts, a sack race, and more!

The entertainment lineup featured a live DJ, VW themed movies displayed on a projector to beat the heat, informative seminars and Q&A sessions with Volkswagen industry experts including Darby Milnor (The VW Doctor) from Midwest Autosavers, Erik Elmauer of the Herbie the Love Bug - Collectables Museum, Bill Hickmott of B&D Custom Performance, and more!

Funfest for Air-Cooled VW 2023 catered not only to automotive enthusiasts but also to food lovers. The event boasted a diverse array of food trucks and vendors, ensuring that everyone's taste buds were tantalized. From mouthwatering barbecue to incredible hot dogs, unique freeze dried treats, delectable donuts, refreshing shaved ice, and more, there was something to satisfy every craving. Attendees mingled, shared stories, and indulged in delicious fare, forging new friendships and strengthening the sense of community that defines the air-cooled VW culture.

On Friday evening of the event, hundreds of VW owners eagerly lined up to take part in the road tour that would wind through the beautiful countryside and around the scenic Lake Sara before triumphantly cruising into downtown Effingham. Upon their arrival, the Volkswagens rolled in and were greeted by Mike Yager, Founder and Chief Cheerleader of Mid America Motorworks, along with crowds of local spectators eager to share in the VW lifestyle. The city of Effingham hosted the Downtown Welcome Fest where more live music, local food and drink vendors, and more, lovingly welcomed Volkswagen enthusiasts.

All weekend long, VW owners were able to kick back, relax, and enjoy each other's company in the warm June sun. But to beat the heat, the "Volksmart" shopping area was buzzing with attendees lining up at the registration counters to receive their event goodie bags and tickets to win some incredible prizes donated by EMPI and Dan's Dune Buggies, while others mingled to shop exclusive event deals on Volkswagen merchandise and parts and accessories. Event T-shirts were available to have made on-site in attendee's own choice of color. A special display was prominent inside the Volksmart as key pieces of the VW collection of Mid America Motorworks' MY Garage Museum were available all weekend long including one of the original Herbie movie cars seen in the 2005 film "Herbie: Fully



Loaded”.

This event isn't just limited to the air-cooled crowd as Mid America Motorworks also celebrated the 25th anniversary of the iconic New Beetle! Two and a half decades ago, Volkswagen introduced the world to a modern-day water-cooled classic that captured hearts with its charming retro design and irresistible personality. This celebration also included a special “Best New Beetle” award to mark the anniversary of this monumental Volkswagen.

Funfest for Air-Cooled VW 2023 proved to be a resounding success, capturing the hearts of vintage Volkswagen enthusiasts and leaving them yearning for more. This celebration of VW heritage brought together a diverse community of passionate individuals who reveled in the charm and beauty of these air-cooled marvels.

From the vibrant display of meticulously restored and custom vehicles to the road activities and competitions, live entertainment and seminars, mouthwatering cuisine and treats, and a memorable road tour and parade, the event left an indelible mark on attendees, creating memories that will be cherished for years to come. Funfest for Air-Cooled VW 2023 reaffirmed the enduring allure of these timeless classics and served as a testament to the unwavering passion of their owners. As the engines roared and the festival grounds buzzed with excitement, it became clear that the air-cooled VW culture is alive and thriving, and its community is stronger than ever.

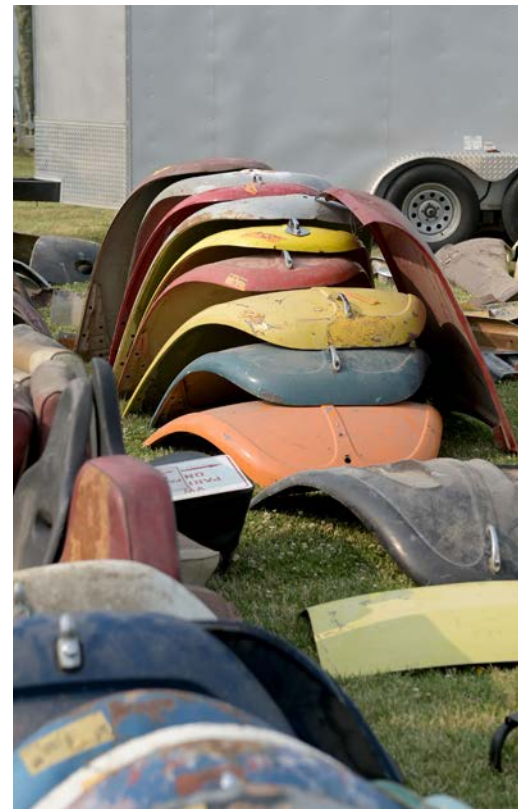
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Chiefs Choice Award Winner Don Maldondo



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

by Bill Ungar (aka “Silly Billy”)

Installment #11: Exactly What I Do Not Do



Dear Loyal Readers,

I’m sure that it is no surprise to you, that I spend the majority of my spare time grappling with the following decision - which of the more than twenty VW related projects that I have at any given moment, will I actually attempt to tackle?

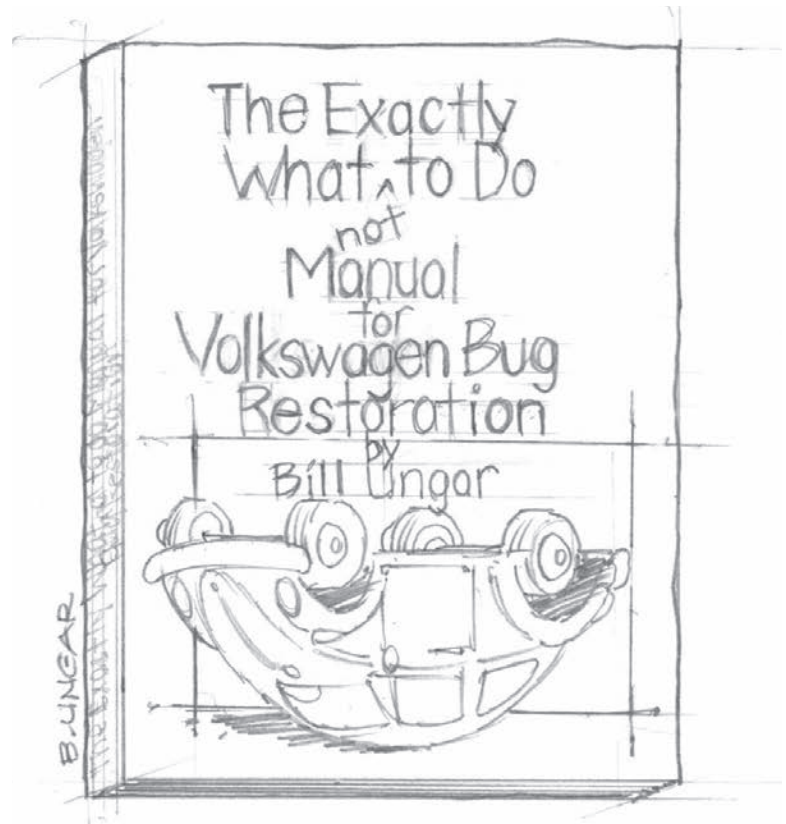
And just like the lazy good for nothing that I am, I put off this decision, for as long as possible.

For projects that involve purely cosmetic improvement (like replacing my headliner, or the rusty quarter window, or doing body work on the front fender) there are limited consequences in doing nothing. I consider these projects “nice to haves”. And because cosmetic improvements have associated costs, they usually stay undone.

For projects that require somewhat timely attention (removing rust from the quarter panel) the car could get a little rustier, but this can wait.

For projects that require immediate attention (my brake pedal almost touching the floor) I have to think. What are the negative outcomes of having no brakes? I could drive really slowly, and constantly gear down before “sort” of stopping – but is this realistic? What if a pedestrian pops out of nowhere or another car stops suddenly in front of me? Could I “sort” of stop in time?

The front tranny mount (or so the mechanic says) was damaged by the previous owner (did they drive over a giant rock?) Which was fine for a while, but now it was difficult to shift the car into re-



verse – without it clunking – or into reverse at all.

The brakes and the tranny mount did amount to a quandary. Could I leave these problems undone? Which of the many projects should be my focus?

Now, please remember that I know nothing about Volkswagens. I do know that a Volkswagen has four wheels, one engine, one steering wheel, a clutch pedal, a brake pedal, a gas pedal, and a stick shift. How all these all work together to make the car go is a mystery to me – but I love mysteries.

And also remember that whatever I say to do, be sure to do the complete opposite. If I say bolt something on, be sure to unbolt it. If I say that you should remove rust before you prime and paint a body panel, be sure to leave that rust there under that paint.

So here is a list of things to not do while you grapple with the decision of what to do to your Volkswagen: go without removing it, and divide that by your desire to remove it (on a scale of 1 to 10). Write the resulting number on a piece of paper and place it in a drawer.

1. When considering the replacement of your Volkswagen headliner, remember that a drooping headliner builds character. Why go for that taught, even, well upholstered look? People expect a 60-year-old car to have a few problems. Besides, you can prop up the headliner with your head – while driving. Why else would they call it a head-liner?

2. When considering the replacement of your rusty quarter window with the unrusty quarter window you bought on eBay, remember that you will have to remove the window crank, the door lock lever, associated metal pins, and the inner door panel, before you can even begin to remove the old window. Seems like a lot of things to do that have nothing to do with the window!

3. When considering fixing the dents in your front fender, remember that the previous owner “fixed” those same dents with a whole lot of Bondo. You’ve removed that Bondo, sanded down to bare metal, and primed and painted the area. That should hold you for a few – years.

4. When considering the removal of rust from your quarter panel, remember that you need to do a bit of math first. Measure the area of the rust, and multiply that number by the number of days you’ve let it

5. When considering that your brake pedal almost reaches the floor (2 inches away), consider that you actually have two inches of braking! There may be no brake fluid in the reservoir, and the brakes may need adjusting, but remember that Fred Flintstone could stop his car with his feet! He was a caveman – and you’re smarter than he was.

6. And when considering whether to replace your Volkswagen’s front transmission mount that is falling apart – remember that there are two “good” transmission mounts at the rear of the car. The transmission isn’t going anywhere. And neither are you.

Now, I am not saying that you should ignore “every” restoration project or mechanical problem with your Volkswagen. But you need to have some priorities. If you can put it off, with little or no consequences, then my advice is to put it off. You need to put gas in the car to make it go. That is the priority.

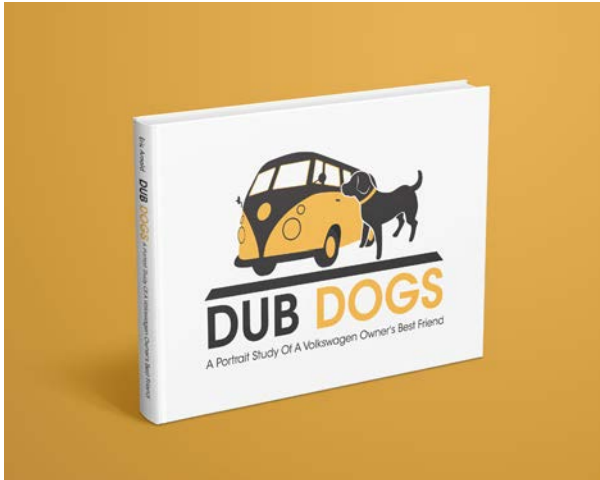
That’s all for now – I’ll be back next issue with more tips for you to ignore. Until then I’ll be “putting off” working on my Volkswagen, while pulling my hair out.

Yours Truly, Silly Billy

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