



# VintageVoice

January/February 2024

VVWCA.com

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The Vintage Volkswagen Club of America Magazine • Established 1976





# Welcome

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website: [www.vvwca.com](http://www.vvwca.com)

The VVWCA is a registered non-profit organization. All positions are volunteer.

Membership information is available on our website. Please visit [www.vvwca.com](http://www.vvwca.com) for details.

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#### Member's Only Area E-Edition

The electronic version can be found at [www.vvwca.com](http://www.vvwca.com) in the Members Only section.

Advertising: For advertising rates, placement information, and submission contact: Eric Goodman at [president@vwca.com](mailto:president@vwca.com)

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

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Welcome to the latest edition of Vintage Voice.

It's a new year, and we are ready for a fresh slate of activity here at *Vintage Voice*.

The year kicks off with Fish Head Louie finding another Porchse, this one in a bit nicer state than some of his more recent acquisitions. Plus, Mike Epstien returns with another detailed diorama build, featuring two Kubelwagens and more.

Silly Billy Ungar continues his series on *what not to do* to your Volkswagen, this time making several changes to his Beetle, which may or may not have been necessary...you be the judge.

Historian Heinz Schnieder is taking us into 1968, showcasing many of the changes VW made across the line that year. There certainly were a lot of them.

Our cover feature is Ramsey's custom 1963 turbo Beetle from Arizona. This is a radical build, with a lot of history. It's a story we hope you'll enjoy, even if the car isn't quite your style.

We also have some event photos from VolksJam at the Parker Dam in Arizona, and One Crazy Weekend in Las Vegas, Nevada for you. Another packed *Vintage Voice*...let's go!

Thanks!

Are you ready? I'm ready.  
Eric Arnold, Editor  
[editor@vwca.com](mailto:editor@vwca.com)





# VintageVoice

Vintage Volkswagen Club of America

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Cover photo by Eric Arnold

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# The Podium with President Eric Goodman

Dear VVWCA Members,

As the President of the Vintage Volkswagen Club of America (VVWCA), I am thrilled to share with you the incredible journey we have embarked on with our club's newsletter. In this article, I will take you through the exciting evolution of our newsletter and its significance in preserving the spirit of vintage VWs.

**Preserving Volkswagen History:**

The VVWCA is a passionate community of Volkswagen enthusiasts who are dedicated to the preservation and celebration of vintage Volkswagen vehicles. Our club is not just about owning and driving these iconic cars; it's about cherishing their history and the unique culture they represent.

**The Role of the Newsletter:**

Our club newsletter has always been a vital communication tool, but its importance goes far beyond sharing event details and updates. It serves as a medium to celebrate our collective love for vintage VWs, sharing stories, experiences, and knowledge that help keep these classics alive and well.

**Evolution of the Newsletter:**

Over the years, the VVWCA newsletter has undergone a significant transformation. Initially, it was a simple black-and-white pamphlet, but as our club grew, so did our newsletter. Today, it's a full-color magazine, showcasing the beauty of these classic cars and the passion of our members.

**Feature Articles:**

The heart of our newsletter lies in its feature articles. We have dedicated sections for member-contributed stories about their VW restorations, road trips, and memorable encounters with other enthusiasts. These articles not only inform but also inspire and unite our community.

**Technical Tips and How-To Guides:**

Preserving vintage VWs requires skill and knowledge.

In our newsletter, we provide technical tips, maintenance guides, and DIY tutorials to help our members keep their VWs running smoothly. It's our way of ensuring that these classic cars continue to grace the roads.

**Event Coverage:**

The VVWCA organizes various events and gatherings throughout the year. The newsletter plays a crucial role in recapping these events, sharing photographs, and bringing those who couldn't attend closer to the action. It's a great way for our members to relive the moments and for potential members to get a taste of our vibrant community.

**Preserving History:**

Beyond the immediate benefits of the newsletter, it plays a crucial role in preserving the history of Volkswagen in the United States. It documents the growth of the VVWCA, the changing landscape of vintage VW ownership, and the enduring appeal of these classic vehicles.

**Connecting the Community:**

In today's digital age, our newsletter remains a tangible connection point for our members. It's something they can hold in their hands, share with friends and family, and keep as a cherished memento of their involvement with the club.

**Conclusion:**

I take immense pride in the role our newsletter plays in our community. It's more than just a communication tool; it's a symbol of our shared passion, a repository of knowledge, and a bridge that connects us all.

Together, we continue to preserve the legacy of Volkswagen, one newsletter at a time...

I want to thank Eric Arnold as Editor; he makes the newsletter what it is today. As the cost of printing and postage rises, we need more pro-members to support the newsletter and get a printed copy. If you get the free digital version, please consider upgrading to keep the printed copy alive. Join or upgrade at: [VVWCA.com](http://VVWCA.com)

Thanks,

Eric L. Goodman

President, Vintage Volkswagen Club of America  
[President@vwwca.com](mailto:President@vwwca.com)



# THE HISTORIAN'S CORNER

By Heinz Schneider

## VOLKSWAGEN IN 1968

### MORE CHANGES TO THE BEETLE THAN EVER. A HISTORICAL YEAR.



Volkswagen in the USA: A full one third of Volkswagen's 1968 production was sold in the US selling 567,975 cars, of these 390,079 were Beetle sedans. In addition, 9,595 four-seater Karmann Beetle convertibles, 50,756 Transporters, 14,600 Karmann Ghia coupes and 3,075 K-G convertibles were sold. With that, Volkswagen reached 5.5% of the US car market, its highest penetration ever, never to be reached again. The month of October had the highest Beetle sales ever in the US with sales of 41,833. Price POE east was \$1,699 and \$1,717 for the west coast. It is interesting to note that in Germany, Volkswagen this year sold 130,803 Beetles less than in the US. Of all Volkswagen cars produced in Germany an overwhelming 68.1% of Beetle production went to the US.

Worldwide Beetle production in 1968 reached 1,136,134, of which 259,276 were sold in Germany. What looked like a great success story in the US, was actually an over-dependence on the Beetle. Type 3s held 15.6% in the US and the Type 2 Transporters 14.7%.

As mentioned before, sales of Beetles in Germany and the rest of Europe were rapidly declining. In 1960 the Volkswagen Beetle had held 32.2% of the German market by 1968 it had dropped to 25.3%. In

the rest of Europe, it was much the same and it went from a high of 12.6% down to 8.8% during the same time period. Volkswagen had once held the number one position in Europe, by 1968 it had fallen to 4th place, behind FIAT, General Motors (Opel) and European Ford. It became clear that Volkswagen dependent too much on the Beetle. The European economy is going great, but Volkswagen was not able to reach enough buyers. Europeans wanted bigger, more comfortable, and faster cars and Volkswagens did not provide them.

Nordhoff, who had run Volkswagen for 20 years died April 17, 1968. Before his death he told his managers that he was happy dying because the new Volkswagen models coming out at the end of 1968 would assure Volkswagens future. One of the cars he mentioned was the large Type 4 planned to come out in October to replace the Type 3. It would later be sold in the US as the 411/412, the other car developed, the EA was planned as Beetle replacement. It looked like a smaller version of the Type 4 a picture of it is included in this article. By Nordhoff's death in 1968, Volkswagen had built over 10 million Beetles, and by the time Beetle production ended in 2003 in Mexico, another over 13 million more had been manufactured worldwide.

For Europe and the US, as Kurt Lotz the successor to Nordhoff explained in a memo written in 1968 and later published in his book: "We cannot continue with air



EA 158 for 68/69



cooled engines! The disadvantages of the rear engine concept can no longer be compensated for. A better weight distribution is needed, as well the influence of side winds has to be reduced, a better location of the fuel tank is needed and a better heating system. In the future all these shortcomings can only be overcome with a changeover to water cooled front engine cars." In addition, his memo mentioned further that this change had to take place as quickly as possible. He believed this new line of completely redesigned Volkswagens could be ready for introduction by 1972.

While things did not look good at the home front, Beetle sales in the US however still continued to play a major role in Volkswagens fortune. Third world countries like Brazil with 123,069 and Mexico with 23,709 Beetle sales increased in 1968. For many more years the Beetle would continue to keep on playing a major role in these two countries.

## ID NUMBERS

In August of 1967, the 1968 model year started with chassis # 118 000 001 and ended with 118 1016 100 in July of 1968. For the US, last year's 1500cc engine was adopted to meet the new pollution control regulations. That particular US engine was listed in part catalogs as an M157 engine. All US engines used the prefix letter "H" and as used in 1968, engine numbers went from H 5 000 001 in August of 1967 to H 5 414 585 in July of 1968.

Now let's look at the changes to the car itself: In many ways the 1968 Volkswagen Beetle was a different car, even though its overall shape was similar. Many of the changes made for 1968 were to comply with US pollution and safety regulations. For that purpose, a sticker was now placed on the driver side door lock post showing the production date and its compliance with US regulations.

The 1968 Beetle could not be mistaken for a previous year model. Volkswagen had started in 1965 to systematically and aggressively upgrade the Beetle to adapt to safety and legal demands. A slogan used in VWs advertising for many: "That almost any part of the latest Volkswagen could be put on previous ones" did not apply anymore. The entire front and rear body

panels were new for 1968. Actually, I cannot think of one single part of the body, except for the roof, the running boards and side moldings would fit to a previous model without major modifications. The new door handles introduced in the middle of the previous model year on February 5th, 1967, were finally of a solid reliable type.

Not only the body was mostly new, but many mechanical changes were made, and new technologies introduced. It was the first time Volkswagen used what it called an "automatic stick shift". A very useful device, that was hated by most mechanics and not very popular by self-appointed "automotive experts". Only about 10% of Beetle sales had the automatic stick shift, most were sold to women who hated to shift. Volkswagen avoided calling it an automatic transmission, even though it had many of its attributes. It did eliminate the need to depress the clutch and actually could be driven without shifting, if one put it in top gear and just let the torque converter do its work. A slow progress, but nevertheless, it was heaven sent for driving in the heavy traffic on Los Angeles freeways. Tired of shifting, I bought the first one available in the LA area and put 55,000 miles on it in two years, not having had any problems whatsoever. Even better, with the automatic stick shift came a new rear axle. Instead of having the old swing axle, the one Ralph Nader hated so much; it now had, what the Germans call "homokinetic" joints, better known here as constant velocity joints. It kept the rear camber constant and gave the Beetle a true sports car like handling.

## INTERIOR CHANGES

Many other changes were made to improve the safety of the cars. The interior received "tombstone" seats, the headrests were part of the front seats and were very large the first year, which I hated, because it interfered with the visibility to the rear. I installed in my 68 seats from a 1967 beetle which solved the problem these had no headrests. Volkswagen corrected it the next year when the headrests were made smaller. To reduce injuries parts of the metal dashboard were covered with soft black plastic foam material. The steering wheel had a flat surface to reduce spearing the driver in his/her chest in case of a front-end collision. Attaching points for three-point safety belts became standard. Taillights were larger with integrated back





up lights. The front hood had a safety catch now and spring-loaded hinges. The fuel tank could now be filled from the outside without opening the hood. For the first time the Beetle had fresh air ventilation with air coming through some small slots on top of the dashboard. Not very efficient, but a start, nevertheless. Fortunately, the very effective vent windows were not discontinued.

Other interesting 1968 facts: Besides the Beetle, the other Volkswagen models also underwent many changes. Type 3 (Squareback, Fastback) was now available with a three speed fully automatic transmission. For the US market Type 3 came with electronic fuel injection, a first. Volkswagen together with Bosch did real pioneering work with that. I can't think of any car produced today without electronic fuel injection. The Type 2, the Transporter, received a one-piece windshield and about 80% of the body panels were new. Velocity joints in the back improved its stability in crosswinds and cornering. The last new air-cooled Volkswagen model was introduced in Germany, the Type 4. Some would later claim it was called Type 4 because they expected to sell only four. I should mention here again that the appearance of this car was a larger version of the Beetle replacement contemplated to be introduced in the fall of 1968 as a 1969 model but was stopped on April 12th, 1968, by Nordhoff successor Dr. Kurt Lotz, after 300 pre-production cars had been built.

By 1968 over 15 million Volkswagens had been built

since the end of the war. Of these over 10 million were Beetles. During the same time 12 million engines were rebuilt for an exchange program. VW Employees were one of the largest customers of VW, over 250,000 were bought by them by 1968. VW employees received a 20% discount.

1968 model year colors: No black cars in 1968, Volkswagen for a while stopped making black cars. L 20A Royal red or sometimes called Kings red, L 50B Diamond blue, L 282 Lotus white, L 610 Delta green, L 620 Savannah beige, L 633 VW blue and L 639 Zenith blue. All wheels were painted L 91 chrome silver. Interior parts like steering wheel, column and seat frames etc. painted in L 43 Black gray.

VintageVoice







## Amerika sagt „Ja“ zum Volkswagen

Im klassischen Land der Automobile hat sich der Volkswagen überaus rasch durchgesetzt.

Amerikanische Testfahrer berichten begeistert über seine vernünftige Konstruktion, seine gediegene Lackierung, über die hohe Qualität und Präzision seiner ganzen Verarbeitung, seinen robusten, luftgekühlten Motor und seine Torsions-Stab-Federung, die man in Amerika nur bei einigen wenigen teuren Wagen findet.

Amerikaner mit Automobilverstand schwärmen geradezu für den Volkswagen, nicht nur weil er so ungewöhnlich wirtschaftlich ist und man ihn so leicht und angenehm parken kann, sondern weil er eben so völlig „anders“ ist, weil sein Wert durch den Gebrauch sich kaum verringert und er eine gute Kapitalanlage

darstellt. Der Volkswagen — das ist jener „berühmte kleine Wagen aus Europa“, dem man restloses Vertrauen schenkt.

### 100 000 Volkswagen wurden von den Vereinigten Staaten importiert!

Ein Blick auf die Zulassungs-Statistik der USA zeigt, daß der Volkswagen weit an der Spitze aller importierten Automobile steht. Im ersten Halbjahr 1956 betrug der VW-Anteil am Gesamt-Import 56,4 %. Wenn man bedenkt, daß in dieser Statistik rund 55 Automobilmarken vertreten sind, dann erkennt man deutlich den Trend zum Volkswagen, zum vernünftigen Automobil.



VOLKSWAGENWERK GMBH WOLFSBURG



# UPCOMING EVENTS

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

**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

**March 30, 2024**

## **Meet In The Middle**

**Solvang, CA**

Brought to you by the Vintage Volkswagen Club of America, Central Coast Chapter, CA.

Nojoqui Falls is 1 1/2 miles east of Highway 101 near Gaviota Pass.

From Highway 101, take the Old Coast Road to Alisal Road; from Solvang, follow Alisal Road south to the park.

**April 21, 2024**

## **Kelley Park Spring Meet**

**San Jose, CA**

The Golden Gate Chapter of the Vintage Volkswagen Club of America will be hosting their 39th Annual Spring Meet at History San Jose at Kelley Park in San Jose on Sunday, April 21 from 8 am to 3 pm. All air-cooled VWs are welcome.

Please note there is NO alcohol, NO pets, and NO BBQ's allowed inside the park. These are park rules and must be obeyed. For general information regarding the Kelley Park Spring Meet, please visit the Golden Gate Chapter website at [www.ggcvvwca.org](http://www.ggcvvwca.org)

**April 26, 2024**

## **Madera VW Spring Fling**

**Madera, CA**

The New Old Stock VW Club invites you to come camp, show or swap your VW or VW parts at the 29th annual Madera Spring Fling on the grass and near trees.

Friday camp and Saturday camp and Sunday show and swap at one of the largest and best VW club events in the California.

Last year, 400 plus VW's made the scene with over 120 swappers. We have 22 total classes for air and water cooled VWs.

**May 4-5, 2024**

## **Circle Yer Wagens 58**

**Sevierville, TN**

Two day all VW SHOW with HUGE SWAP MEET & riverbank camping in the show area.

Top 75+ show, dash plaques to the first 150 entrants, cash for best ofs. Event held rain or shine.

Free car wash area with supplies. Free secure truck & trailer parking inside show area.

Contests & Cash Prize Drawings. MORE INFO & PRE- REGISTRATION: <http://www.circleyerwagens.com> CELEBRATING TWENTY NINE YEARS AND FIFTY EIGHT SHOWS

To list your upcoming event,  
 email [editor@vwwca.com](mailto: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](mailto:editor@vwwca.com)

## CARS FOR SALE

**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](mailto: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](mailto:johnsccorner@gmail.com) 802-722-3180







# Once Upon a Porsche

by Fish Head Louie

W

e've all been in the situation where it's not quite the right time to buy another car. Does that mean that we cannot buy that car? Maybe, or maybe not. I get calls daily for old Porsches/VWs and have to pick and choose which ones I want to pursue or pass on to others.

A few weeks ago, a lead came in on my website, [germanjalopies.com](http://germanjalopies.com). It seems a man had a 1973.5 911T Targa which he bought from his brother. The car had been in the same family for over 30 years. Naturally, I was interested and asked where the gentleman lived. Luckily, it was less than 30 minutes from my house! This was a welcomed scenario because I have driven all the way up to Maine, across to Iowa/Illinois border and down to Florida to get cars. I asked him if I could see the car that evening.

I had to wait until my children went to sleep because they are younger and asked the man if 8PM too late. He said that would be fine and we made the appointment. When I arrived, it was dark, and I tried to call him to tell him that I was there, but I had no cellular service. I pulled in what I thought was the driveway and

noticed the car under a carport, which is where it was parked since 1994. It was metallic blue, also known as Gemini blue, and the black/tan interior was fairly nice. The car did not suffer from any rot, though it had ugly aftermarket mirrors and a fiberglass decklid/spoiler. The area in front of the gas tank had been replaced correctly many years ago and the man had just never put the new gas tank in. They needed money to pay some bills and I guess this is something that was on the table. He had been offered it over the Internet to a competitor in California, for a certain amount, and had countered; we struck a deal in between those two figures.

Now, remember I said, sometimes it's not the best time to buy a car. I did not have the amount of money that we had agreed on, but I did bring a sizable deposit. He invited me into the dining room and we wrote up a contract, saying that I would give him the rest of the money in two weeks. I had another deal that was supposed to go down toward the end of the week, but you never know if these things are going to happen or they fall apart for whatever reason as you cannot predict the future (If I had been able to predict the future, I would have bought every 356, 911, 912 back in the late 1990s and early 2000s!). I didn't exactly



have all the money to my name, but he was gracious enough to allow me to have a few weeks to gather up the funds. I try to under promise and over deliver with this type of situation and said that I could go to the bank tomorrow and get him some of the money that was owed in addition to the deposit that I gave him right then and there. He agreed. The next day, as scheduled, I handed him the money and got him to initial on the contract that he had been paid and said that it would take me probably less than a week to get the rest of the money, but appreciated the extra week that he afforded me. The other deal went down as it was expected on Friday and I brought the man the cash on Saturday and collected the car.

If I had just said, “no, I don’t have the money,” I would not have had the opportunity to buy such a rust free 911 Porsche in my favorite color. I didn’t exactly have all the money at the time when I went to see the car, but arrangements were made, and the seller was very easy to deal with. I always say that “cash and carry” is best when you can but in this case I could not. The banks were closed, and I could not get the whole amount of money that we had agreed on even if I had all the money in my bank account, which I didn’t. I also happened to be buying a new house at the time, and it was not in my best interest to be spending that kind of money unless there would be a quick return on the investment. I hated to put the car for sale, but you can’t keep every car you get in. I needed money for deposit on the new property that we were buying and this was a rather large chunk of capital.

I ended up putting the car on an auction site a couple weeks later, and did pretty well on the car, but I would not have had any profit if I hadn’t taken a risk. The moral of the tale is don’t count yourself out just because you don’t have all of the money. I try to work with buyers because buying an old Porsche, or some old Volkswagens is a very large investment for the working man. I am a working man and appreciate when people have helped me out by giving me some time and so I do it for other people.

I would be cautious about taking a \$500 deposit on \$20,000 car. However, if someone is willing to give say a 25% of the money and then can come up with the rest in a matter of a month or two, then that’s fine. I’ve also worked with people with expensive wheels. As

long as everybody’s honest on both sides, it works out fine. I feel like the good karma that I dole out is returned to me tenfold with regard to working with people when dealing with these old cars.

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# ONE CRAZY VW WEEKEND

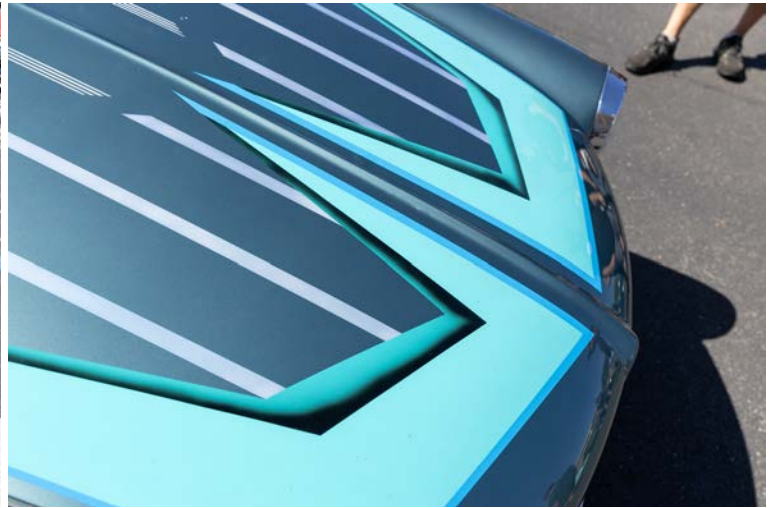
Las Vegas, NV

October 6-7, 2023

Photos by Eric Arnold









# VOLKSJAM at the PARKER DAM

by Eric Arnold



VolksJam at the Parker Dam is a multi-day event which includes a car show, camping, best dog contest, valve cover races, pinewood derby, live entertainment and more. They even raffled off a running and driving convertible Beetle!

All of this on the banks of the Colorado River in Parker, Arizona; a fantastic place to be during the month of October.

Please enjoy this selection of photos from the event.

[VintageVoice](#)



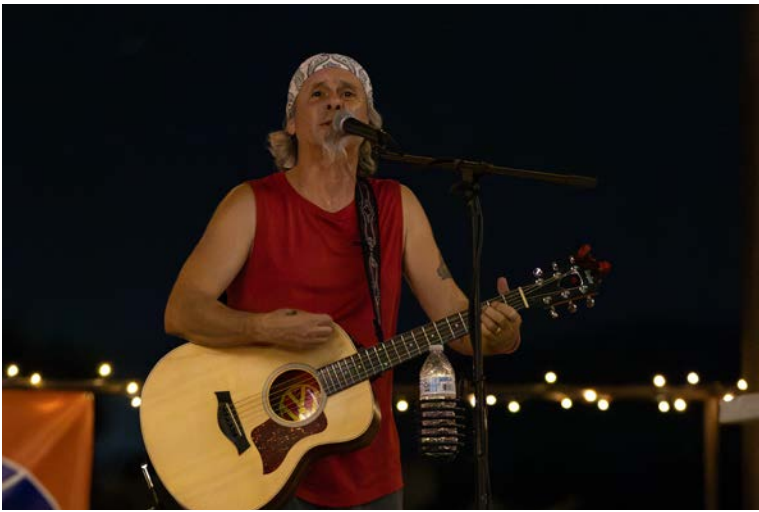


















# Third Time's A Charm

by Eric Arnold



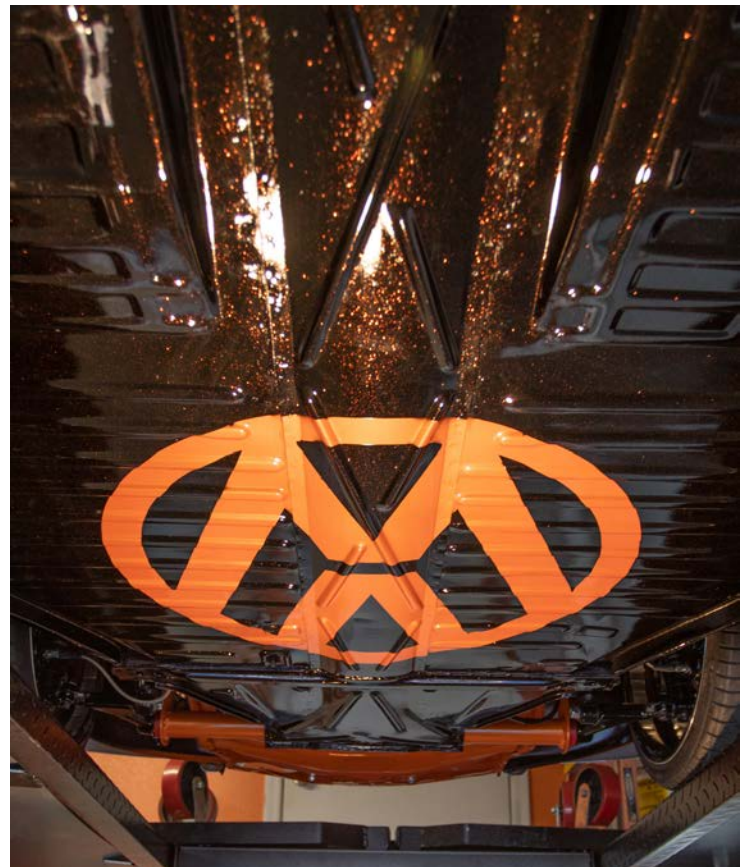
M

any people go through periods of change. Personal taste changes, new trends come along, fresh ideas present themselves. Still, once their car has been built, it stays mostly the same...but not for Remsey Lopez! For this Bug, the third time really is a charm!

Like most Volkswagen lovers, Remsey garnered his passion for the Beetle when he was young. "I built up interest in VWs when my Uncle would take me cruising around Hollywood. I bought the car from Uncle Joe in 1997 for just \$600."

Over the next twenty two years, the same car would undergo several transformations, being semi-restored, twice. Even though the Bug was in very nice condition at this point, Remsey knew there was still more to do.

"Well, I was never happy with the undercarriage of my car. One evening I was talking to my good friend,





Chris Hardwood, and he said 'Just pull it apart and let's get it done!'. That was it, I started pulling parts off the car. I felt the time was right to change it up again." The pan off restoration officially had begun!

Because of the car's previous restorations, the body was in pretty good (but not perfect) shape, the pan was another story. "The battery tray had rusted away, and there were a lot of little holes in places." Tim McIntyre at T&S Kustomz did all the work on the pan to get it ready for paint and reassembly.

The next step was to have everything sandblasted. Ramsey trusted Alex at Express Metal Cleaning to take on that task. Final body work was done by Chris Hardwood at Hardwoods Touch. "The pan was done in two weeks; the rest of the body took six months!"

"Orange is one of my favorite colors." Ramsey explained. In fact, the car has been at least partially orange in its previous restorations. "It stands out, and we added black to put a twist on it. My good friend and painter Chris Hardwood added the flake to give it flavor." Those flakes are brightly highlighted in the intense Arizona sun!

Even the undercarriage received special treatment. The same orange and black flaked scheme covers the underside of the car, with a bright VW emblem in the center! This ride will be adopting some of the old-school display style at car shows with high stands and mirrors to show off this detail.

While you're there, make sure to check out the front beam built by Levi Weir of Pandraggers Products. Levi also assisted elsewhere in the build. "He installed all the door hardware to make the door and windows work correctly. He installed Super Latches, and notched the rear body for the air ride. And answered a ton of questions! Huge Thanks Levi!"

Extra wide 17x7 chrome Porsche Fuch style wheels with low profile 195/40s up front and 205/45s in the rear are unique update to a classic look. With a BUGZYLA air bag system in the rear and air shocks in the front, all installed by Germantoyz Garage, the '63 lays almost flat on the pavement. All the mechanicals for the system are under the hood, and they are as detailed as the rest of the car. Better put on your sunglasses before you take a peek!



Take your time when you get to the rear of the car, there's plenty to see here! The first thing most notice is the Holley DeMon 625 carburetor, in gloss black chrome, with chrome air cleaner. Following the system down to the 'Big Buff' turbo kit, by Chris Buffington of German Toyz; the kit has a T4 P-trim turbo charger, ceramic coated custom-built header and powder coated intake.

More engine details include a chrome 95 amp alternator, MST serpentine belt system, CB electronic ignition, CB Performance 044 heads, Engle FK-10 camshaft, and a high torque chrome starter. The long block was built by Jeremy Benson. Orange fan shroud and tin complete the look, paired with the black, flaked firewall.

Mated with the engine is a Type 1 Pro Street swing axle transmission with Super Diff aluminum side cover, welded 3-4 hubs and hardened keys, built by Trans West Performance Transaxles of Torrance, Cali-



fornia. Naturally, the transmission is painted orange as well.

Inside the cabin are black vinyl seats and door panels, with orange stitching, by Nick's Upholstery of Mesa, AZ. "I gave Nick Samora some ideas and he put this together. He did the seats and door panels, plus the installation."

The unique black suede headliner was custom made by Louie at Country Auto Upholstery. He also made the custom rag top, which is black canvas with orange stitching.

A black carpet kit from Meno VDub Upholstery fit the look perfectly. A Billet Specialties Classic steering wheel and a polished Vintage Speed Mamba Sport shifter look right at home.

When it came down to the finish line, Ramsey enlisted the help of his friend and Germantoyz VDub Club President, Chris Buffington, to help wrap up the finishing touches. "I met Buff back in 2007, and he has been a good friend ever since...or I should say he's my Brother from another Mother!" The pair spent plenty of hours on the fine details, making sure everything was just right.

"I am completely happy with this car. I go into the garage and still can't believe this is my ride. My family love it too. I'm still debating if I should put a banging sound system in my Dub, because I love hearing the sound of my turbo motor while I'm cruising in it." Now that will be a tough decision to make!

While this ride may be completed, Ramsey has more on his horizon. "We bought a 1961 Bug for my Son, and we will do a full restoration. I want us to work on it together; He is ten years old now, so we have time."

"I started this build in 2014, expecting it to take one or two years. Boy was I wrong! Free time was the biggest factor, but I put my family first, so I have no regrets at all." Ramsey says proudly. This family man has curated a one of a kind Volkswagen the entire household is crazy about!

[VintageVoice](#)











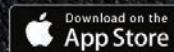
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# Volkswagens in Miniature

by Mike Epstein

## Desert Diorama Kubelwagen Workshop w/DAK Troops, 1/35th Scale by Cyber Hobby



I decided a long time ago when I bought this that it had to be a diorama. I wasn't sure, but was thinking how it came out long before finding the right base to work with or custom building one. Thanks to Dio Dump, I found this right base in much better detail than I could have given a hand built base.

The base can be used for 1/43, 1/35 and 1/24th, I was using 1/35th and it had to fit both cars on there to work, plus room for 4 soldiers, a dog, a lizard and other accouterments. The base is called the "Desert Diorama Base" no. DD057, measures 24cm x 19cm or 9 ½" x 7 ½" or there about. The hard part here was breaking to the one piece column they include and I wanted to look like their photo for the most part with the column broken off 1/3rd of the way down.

I started with a black base coat airbrushed on and paid very close attention to get the paint in each crack and crevice to help with shadows later. I then laid down a base coat of desert tan and then variations of combing that with white and black for certain shading.

During this time I was putting together the soldiers and cleaning the flash and filling cracks. I always use a very fine base coat of Tamiya Fine Grey primer; it really helps once I'm hand painting all the other colors of the uniforms and faces. My favorite part was painting the dog and the lizard. The lizard is quite small, but if you could look really closely, you can see his tiny little black eyes and the dog's fur was fun to play with. I'd never painted animals before and the results were great.



Since the kit only came with one Kubelwagen and I wanted two in the diorama like the cover art. I had to supply yet another Kubelwagen model, the Tamiya Africa Corps Type 82 Kubel, I wanted my cars to have the balloon tyres though the kit came with knobbies only. So the Africa Corps model came with the balloon tyres but that left me 4 short. That's where the parts box comes in handy as I found just what I needed so each model matched. One more thing was to use the same top and frame and luckily, I had a spare of the one with more detail, so they look identical.

The Cyber Hobby kit came complete with a large amount of PE to make all the cabinets and drawers. Lots of hard to get to areas to bend. Once together, looks really nice. As with most things, you have to play with the way things fit, it isn't perfect!

Finally comes putting everything together. Putting the trees in was a small challenge. They came



from overseas in England from themodeltreeshop.co.uk. They have some of the best detailed palm trees out there and reasonable too, with fast shipping. In order for them to sit flat, the bottom of the tree needed a little work and I had to cut out two flat areas the shape and size of each base into the plaster base, that was really scary, one wrong move and it's a lot of work to fix. Once that was done they were mounted. I didn't leave the trees alone either. I played with the shape of the frond and painted some shadow color under the leaves and highlights on the tops, same with the trunks.

Once everything was in place and I was happy, everyone got some glue on their feet, including the lizard and dog. I have to say, this has been my best attempt I feel and either way, I had a blast.

Remember to always work in a well ventilated area and make sure you have everything you need before starting, nothing like having to stop to run to the hardware or hobby store in the middle of something and most of all, have fun!









**LOOK WHO'S BACK!**

# **VW** Trends

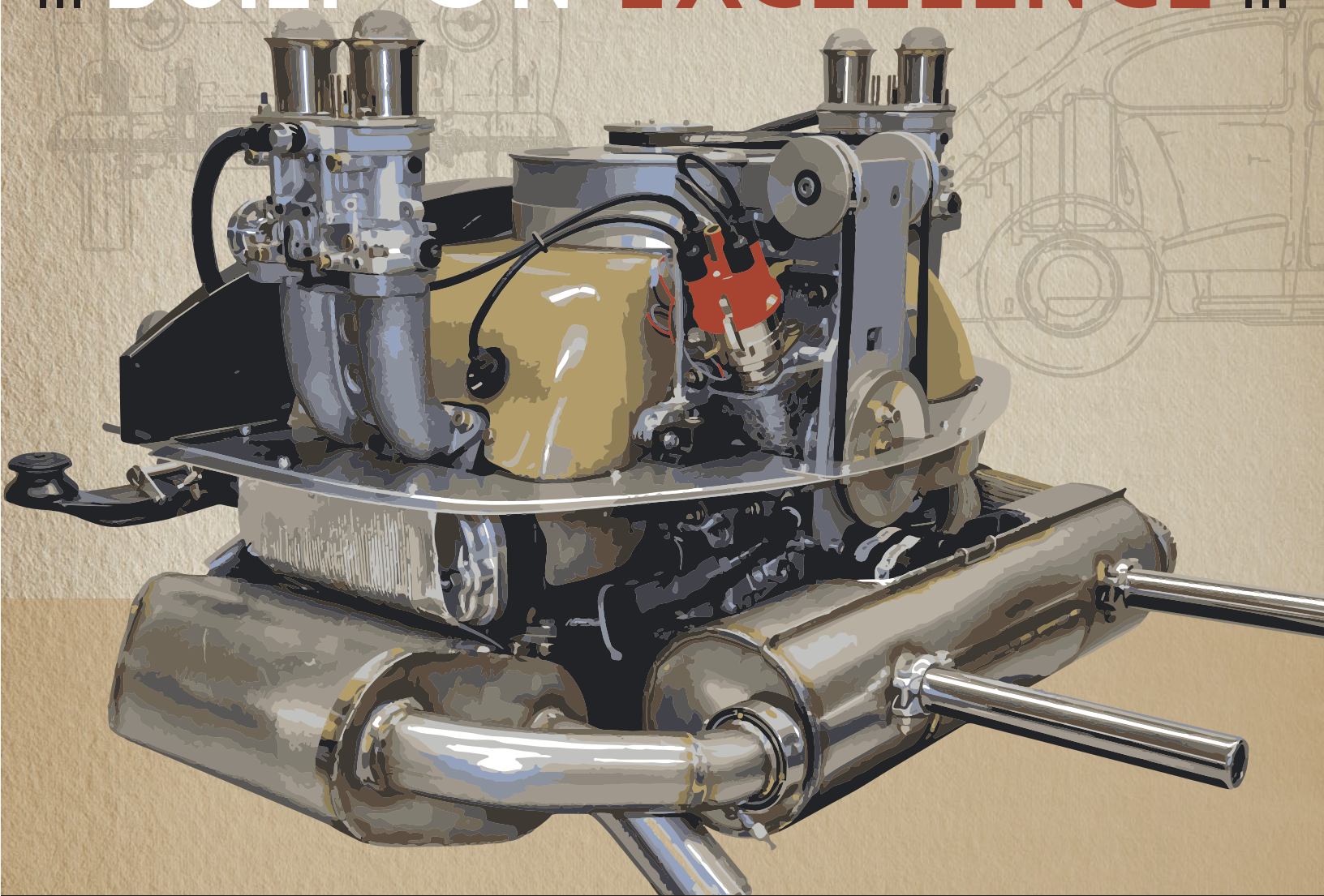


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# The Exactly “What Not to Do” Manual for Volkswagen Bug Restoration

by Bill Ungar (aka “Silly Billy”)

## Installment #12: There’s Always One More Thing to Change on My Volkswagen



Dear Loyal Readers,

Just this last week, after completing another of my “poorly thought out” projects on my Volkswagen, which had to do with a part of the car that my wife said “was just fine the way it is”, I began to look inward. “Something is driving me to change one thing after another on my Volkswagen. I feel like a celebrity after 25 procedures, on the verge of a botched face lift!”

Not to mention, these changes were putting one heck of a dent in my bank account. I thought of addicted gamblers or shoppers, unable to stop themselves from throwing their lives away. “It’s different in my case” I thought -somewhat justified. “I always end up with a better Volkswagen”. (Compared to a really bad gambling debt or a room full of shoes).

I searched for a Volkswagen psychologist that might help me with my problem, but sadly could not find one. I found stuff on Volkswagens. And I found stuff on psychologists. But I found nothing on Volkswagen psychologists. This left me no option. I needed to figure this one out on my own.

Now even an idiot (that’s me) realizes that these are really old cars. And things on really old cars wear out. Therefore, it seemed logical to me that some of this “changing” was just me replacing worn out stuff. But why was I replacing stuff - painstakingly one thing at a time? Why didn’t I just do it all at once?

And even a complete know nothing (that’s me again), realizes that everybody likes things their way. I like my hamburgers my own way. I like my music my own way. Why wouldn’t I like my Volkswagen my own way? Seemed logical to me. Even though I’m not at all logical.

And not only do I like things my way, I keep changing my mind about what I like. One minute I like my hamburger with guacamole and onions, and the next minute I like it with spaghetti sauce (really?). Not a problem when its just garnish on a burger, but this can get a bit expensive changing my mind on engine stuff, or the car’s suspension, or the color of car (the list goes on).

And speaking of the list that goes on, here are a few examples in detail to help you understand how desperate my problem has become. Think of these tid-bits as the confessions of a madman, as the admission of my addiction, and as proof that I really need professional Volkswagen psychological help. Even though such help probably doesn’t exist.

## CHANGES

Change #1:

The replacement headliner in my Volkswagen looked



like it had been installed in 4 ½ minutes. I thought “Do I want a 4 ½ minute headliner? I was sure that the original took a bit longer to install that this – and the result was probably a whole lot better. I had a shop install a new one, and now that I have a headliner that looks like it was installed in a couple of days – I’m thinking - I might upgrade sometime in the future, to a headliner that will look like it took a year to install. Not having my Volkswagen for a year will be a hardship, but the result will be amazing. For now.

#### Change #2:

The muffler was a little rusty when I purchased my Bug. So rusty in fact, that I could see all the way through it to the engine block. It was a shell of its former self, and as such, was no longer capable of actually “muffling”. At best, the muffler was a kind of rusty decoration at the back of my new “old” car. So, I purchased a new muffler that matched the original, and installed it myself (a job that took most of the summer of 2022). In only a matter of months the paint burned off, and the muffler was rusty again. Soon, I could see all the way through it, and it was no longer capable of muffling. So, I replaced the muffler with a new one. But now, months later I am considering replacing it again. I am also considering a straight-jacket.

#### Change #3:

I wanted to lower the front end of the Volkswagen that I had in high school, (but I never had the chance). So, it was only a matter of time before I lowered the front end of my new “old” Bug. Having completed this, it dawned on me. The front was now so low, that the back looked too high! Now I would have to lower the back to compensate for the lower front. I had the job done just yesterday, drove the car home from the shop, and took a good look at the car. I’m thinking that if I keep this back and forth going, it won’t be long before my Bug is sitting entirely on the ground. But this won’t be a problem at all. Because at that point I’ll simply raise the back of the car a little, and maybe raise the front as well. Help.

#### Change #4:

The assist straps in the Volkswagen were the originals from ’63. They were so damaged from over 60 years of hanging in the sun, that they looked like a pair of dried out bananas, of which only the peels remained. I read that if I slathered the straps in hydrogen perox-

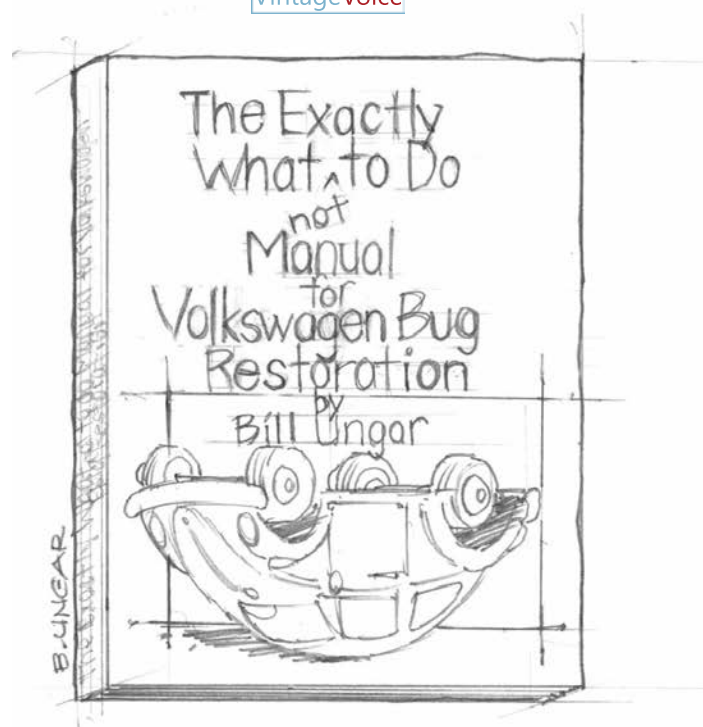
ide cream, put them in a clear baggie, and set them in the sun for a while, they might return to their former selves. But who would have thought that someone in my neighborhood would steal them as they sat on my front porch? They were too heavy to blow away in the wind. Someone had to have taken them. But hydrogen peroxide slathered Volkswagen assist straps? So, I bought two new replacements, but I won’t rest until I find out who stole my slathered straps. Video surveillance of the entire neighborhood is my only option.

#### Change #5:

I really like the look of door art – especially on old trucks, and thought this would be a great addition to my otherwise ordinary old red Bug. Remember my column on the need to be seen? This need was fueling half of my changes! So, I drew up a design, and found a professional door art expert in my neck of the woods. Bruce the Brush is his name, and he did one heck of a job. But now that I have Silly Billy’s Vintage Volkswagens plastered across my doors, it occurred to me. If I want to repaint my car (and boy, does it need it), I’ll have paint over the Silly Billy lettering! Then it will be back to Bruce the Brush, and here we go again.

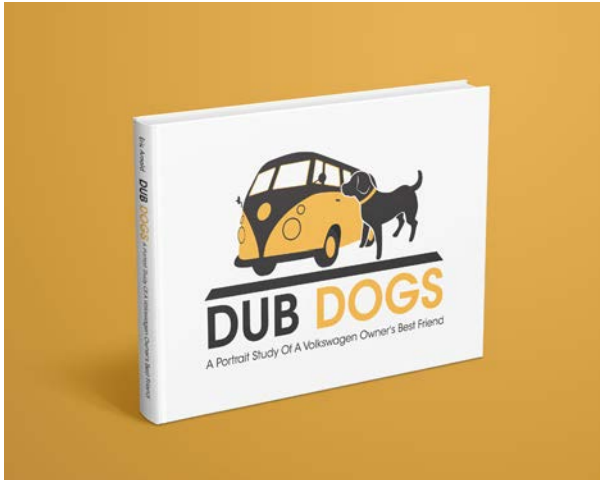
Maybe I’ll paint the Bug green, for the chameleon that the car really is. But in the meantime, I’ll continue to make changes to my Volkswagen, while simultaneously tearing what’s left of my hair out.

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