



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.

Here we are with another issue packed with goodies for you. Historian Heinz brings us into the 1970s, when VW hit their highest ever market share in the United States. 'Silly Billy' Ungar continues his 'What Not To Do' column, this time opining about learning about regular maintenance knowledge...or the lack thereof.

We have full event coverage from Buses By the Bridge XXVII in Lake Havasu City, Arizona. Additionally, we feature a lesser-known vehicle from the product line, the VW Gol. That's right Gol, not Golf. The front-engined, air-cooled car from South America. It's an interesting car you certainly don't see every day, unless you're Brien Hamrick, who shares his ride with us on these pages.

Summer will be here before you know it, and if you want to stay cool as you're driving around in your VW, installing an air conditioning system may be the answer for you. I spent a day with the folks at Gilmore Enterprises as they did a complete AC System install on a Beetle, and documented the entire process. You'll see the whole thing here, and maybe you'll get the confidence to install the setup yourself! Check out the step-by-step article beginning on page 12.

Finally, once again I'm asking for your help. Vintage Voice only succeeds with the input of our readers. If you're attending a local event and want to share it with us, please complete a short write up, take some photos and send it my way. We want to see shows from all over the country on these pages.

Are you ready? I'm ready.

Eric Arnold, Editor
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VintageVoice

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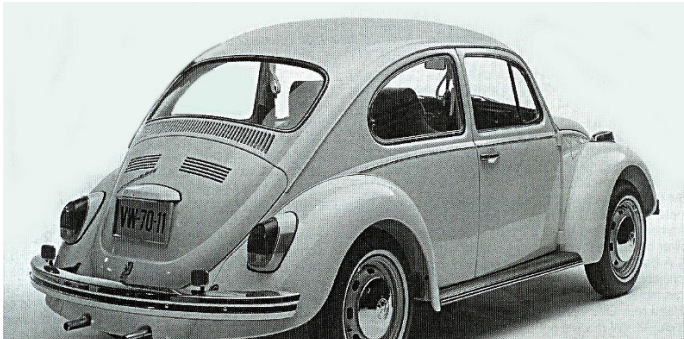
Cover photo by Eric Arnold



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The Podium with President Eric Goodman

Dear VVWCA Members,

Welcome VVWCA members to another great edition of our newsletter, Vintage Voice. In this edition, we're shining a spotlight on the Vintage Volkswagen Club of America (VVWCA), a community that celebrates the timeless appeal and rich heritage of Volkswagen vehicles.

Founded with a passion for preserving and enjoying vintage Volkswagens, the VVWCA serves as a hub for enthusiasts to connect, share knowledge, and participate in a variety of events dedicated to these iconic cars. From classic Beetle and Bus models to the beloved Karmann Ghia and beyond, the VVWCA brings together owners and admirers alike who share a love for these icons.

Preserving History, Embracing Community:

At the heart of the Vintage Volkswagen Club of America is a commitment to preserving the history and legacy of Volkswagen vehicles. Through regular meetups, rallies, and shows, members have the opportunity to showcase their prized Volkswagens while exchanging stories, tips, and tricks with fellow enthusiasts. You can find a Chapter club and information about events on our website: VVWCA.com

One of the hallmarks of the VVWCA is its dedication to fostering a sense of community among Volkswagen owners. Whether attending a local car show or participating in a group road trip, members often find camaraderie and lifelong friendships within the VVWCA network and Chapter clubs. The club's atmosphere welcomes enthusiasts of all ages and backgrounds, creating a vibrant community united by a shared passion for vintage Volkswagens.

Looking Ahead: Rising Costs of Liability Insurance:

As we continue to celebrate the joys of vintage Volkswagen ownership, it's important to address a matter of growing concern for businesses and organizations alike: the rising cost of liability insurance. In recent years, many businesses have experienced significant increases in their insurance premiums, with liability coverage becoming particularly expensive.

Several factors contribute to the rising cost of liability insurance, including changes in legal regulations, and shifts in the insurance market. Additionally, external factors such as economic fluctuations and societal trends can impact insurance rates. We are faced with another significant increase in our liability insurance again this year. At this point the yearly Chapter dues do not cover the cost of the policy. I will be sending an update to each Chapter with some options for renewal.

As we navigate these changes together, let us remain vigilant in our commitment to responsible stewardship and management of the organization. By staying informed, engaged, and united, we can continue to enjoy the many joys of vintage Volkswagen ownership while safeguarding the future of our beloved community.

The Vintage Volkswagen Club of America remains dedicated to celebrating the timeless appeal and rich heritage of Volkswagen vehicles. Through our shared passion for vintage Volkswagens and our commitment to community, we look forward to many more years of camaraderie, memories, and adventures together.

Thank you for your continued support and participation in the VVWCA community. Together we can enjoy the journey ahead, as we honor the legacy of Volkswagen and pave the way for future generations of enthusiasts.

Thanks,

Eric L. Goodman

President, Vintage Volkswagen Club of America President@vwwca.com

THE HISTORIAN'S CORNER

By Heinz Schneider

VOLKSWAGEN IN 1970

VOLKSWAGEN'S HIGHEST MARKET PENETRATION EVER IN THE US



Volkswagen in the USA: According to an "Automotive News" report, published in early 1971 and repeated again on September 2007, with all its driver models, the Volkswagen Company reached its highest US import penetration ever in 1970, holding an astonishing 43% of the US import market with a total of 569,182 cars sold, of which 504,114 were cars and 65,069 Transporters. The total includes vehicles picked up in Europe through Volkswagen's tourist delivery program. Beetle sales reached 366,790 in the US, only 577 less than the year before plus 11,432 Beetle convertibles and 38,825 Karmann Ghias. In 1970 an amazing 43,277 more Beetles were sold in the US as in Germany. Type 3 model US sales reached 99,012, their highest ever in the US. The rest of the sales were Type 4 models. After Ford, Chevrolet, Plymouth and Pontiac, Volkswagen was the 5th best-selling name plate in 1970 here. Port of entry prices for the Beetle were \$1,839 and \$2,249 for the convertible.

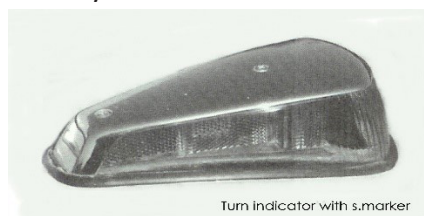
Compare these 1970 sales to the 2023 VW sales of 329,029 cars in the US which was actually an increase of about 9% over that of the year before, according to Automotive News. Volkswagen has not taken advantage of the goodwill that it had established during its early years. It had not much luck with all the many VWOA presidents appointed by Volkswagen of Germany.

Beetle chassis numbers had gone to a ten-digit system, and for 1970 Beetle numbers went from 1102 000 001 to 1102 096 945. The third number, a zero,

identifies the car as a 1970. Engine numbers were B 6 000 001 to B 6 600 000. Total VW corporate worldwide production was 2,214,937 cars. World-wide Beetle production of the 1970 model reached 1,196,099. Of these 323,513 were sold in Germany and 366,790 in the US. Of the Type 2, the Transporter, 288,011 were built, and 272,031 of the commonly known as the Square/Fast and Notchbacks, the Type 3. The Type 4 (now with a redesigned front end and called the 412 instead of the 411) production reached a very disappointing 42,587. Audi sales contributed 165,872 cars and the newly acquired NSU Company added 150,643.

CHANGES FOR 1970

Changes introduced for the to the 1970 Beetle model: After the engine was had been enlarged in 1966 from 1200cc to 1300cc and in 1967 to 1500cc, Volkswagen decided for 1970 to go even larger. This time to 1600cc. This increased the power to 57hp SAE. With all this additional power it got a little bit too hot under the engine lid, especially if it was used in combination with A/C and the automatic stick shift, as was often the case in the US. To reduce this heat built up, the convertible engine lid with its two sets of 5 louvers was now used for the sedan also. This was the most obvious outside visible change. - As per US law side marker lights were now required and the lights on top of the front fender were enlarged to allow for an additional bulb. The rear taillight housing had a reflector on its outside in addition two reflectors bolted to the rear bumper. Also, to conform with US law, a buzzer would sound if the ignition key was left in the car and the driver door opened. Another law required the chassis number to be placed behind the windshield where it could be read from the outside by law enforcement. The odometer received a tenth of a mile reading, a feature already introduced earlier in



Turn indicator with s.marker



with sidemarker



1969. The large tombstone style front seat backs with the integrated head restraints introduced in 1968 were now made smaller to allow for better rearward visibility. A glove compartment door lock became standard. The warm air going to the air intake for the carburetor came now from the right-side cylinder bank and was thermostatically controlled. Cars for California received a carbon activated filter to recover fuel fumes. A warning light would go on if one or of the dual brake circuits would not function.

OTHER NEWS

Other VW news that may be of interest: The large 412 sedan became the 411 in 1970 sporting new better looking sheet metal from the windshield forward and was now sold with electronic fuel injection. Two companies bought by VW previously, Auto Union and NSU were now known as the "Audi NSU Auto Union Company" with 99% VW ownership. Production of the VW K70, a brand-new water cooled, and front wheel drive car developed by NSU, started to be produced at a specially built new factory in the city of Salzgitter.

The VW K70 had a short production run. The newly built factory would later be used to build most of the VW/Audi water cooled engines. In Brazil, the one millionth Brazilian VW is produced. Brazil is producing 900 Volkswagens a day. The 10th millionth VW to be exported from Wolfsburg went to France.

Another interesting but not VW fact: Toyota doubles its sales in the USA in 1970 from about 100,000 cars of the year before to 200,000.

COLORS FOR 1970

Colors for 1970: Much the same as the year before, except L 90 C Toga White replaces L 90 Pastel White. The very Popular L 20 D Clementine was introduced, and the Beetle convertible was available in an exclusive color: L 66 B Deep Sea Green. All wheels were painted in one color as the year before with L 91 Silver. All interior metal parts like seat frames, steering columns, and gear shift lever, etc. were painted L 43 Gray/Black.

VintageVoice

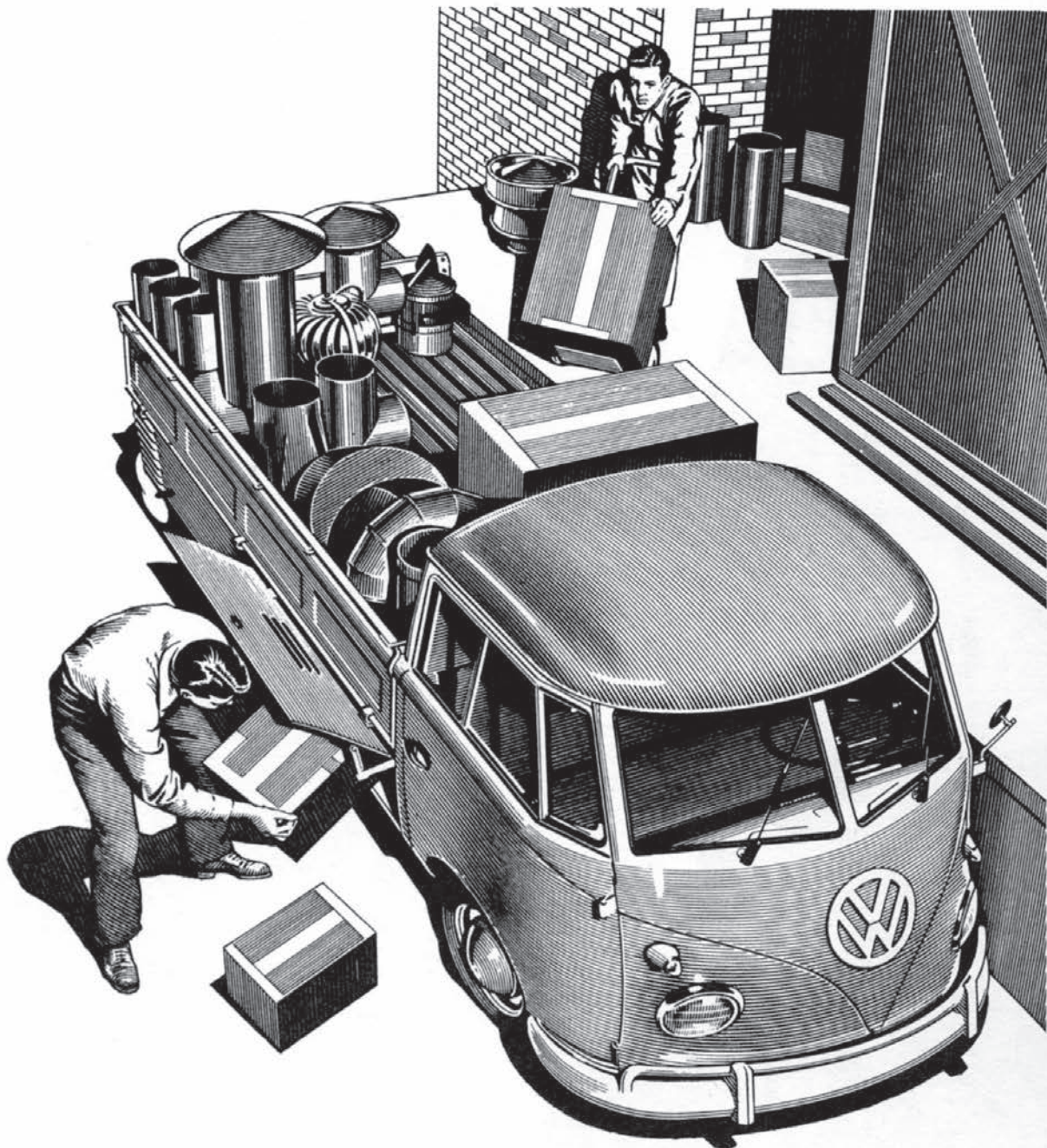
ROAD TRIP PLAYLIST



Here are some tunes to keep your next VW road trip rolling along!

Steppenwolf - Born To Be Wild
Willie Nelson - On The Road Again
Stevie Wonder - Master Blaster (Jammin')
Cyndi Lauper - I Drove All Night
Sammy Hagar - I Can't Drive 55
Mustang Sally - Wilson Pickett
B-52's - Roam
Gnarls Barkley - Crazy
Franz Ferdinand - Take Me Out
Chaka Khan - Ain't Nobody
Toto - Africa
Spandau Ballet - Gold
Phil Collins - In The Air Tonight
Journey - Don't Stop Believin'

What's on your ultimate road trip playlist?



Volkswagen, the truck that picks up more for less

The VW Pick-up makes friends because it makes sense. Although it's almost three feet shorter than standard half-ton pick-ups, it carries over 75% more (1,764 lbs.) and costs about half as much to operate.

You get 45 square feet of load space, plus 23 cubic feet more in a closed, lockable compartment—a fine place to store tools and other valuables.

Hinged sides and clear platform let you convert to a flat-bed truck. By adding stakes and a

fitted tarpaulin (optional at extra cost), you convert it to an all-weather van. The VW Pick-up is really three trucks in one.

Count on about twice the gas mileage of standard half-ton pick-ups, with no oil between changes and no anti-freeze at all. (Its engine is air-cooled.) With half the usual unladen weight, there's half the usual tire wear. You also save on service, depreciation. We have actual cost reports furnished by VW owners. Come in and see them—and take a ride.

UPCOMING EVENTS

Event info as of Mar 1st, 2024

Contact show organizers/websites for the latest updates.

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

May 18, 2024

Autobahn In the Valley Simsbury, CT

This is a free event for all VW's old and new hosted by Mitchel Volkswagen and the Connecticut Volkswagen Association. For more info go to MitchellVW.com or contact Bill Arute 860-395-9964, bill@ctvwa.org or Jeff McBride jeff@ctvwa.org

May 18-19, 2024

9th Annual Dubs in the Shrubs Campout/Car Show/Swap Meet

Hamilton, NJ

Camping starting at 3 p.m. on May 18. There will be a DJ and fire pit near the camping area. We will have a movie night.

May 19: Car Show & Swap Meet / Flea Market & Vendors

Car Show: Air-cooled vehicles, Vanagons and Corvairs only
Email: Oldschooleurosc@yahoo.com

Facebook: 2024 Dubs in the Shrubs Campout & Car Show

June 2, 2024

June Bug Classic at Maple Grove Raceway

Mohnton, PA

Car show, Swap/flea market, Drag racing.

All VW, Audi cars. Porsche are invited as well.

June 8, 2024

Niagra GermanAire Car Show

Niagara Falls, Canada

Niagara GermanAire Car Show will feature a VW Cruise through wine country on Saturday afternoon.

Sunday is the main event at Firemen's Park with a huge swap meet,

vendor's midway, food trucks, engine blow, bouncy castle, DJ, and of course the car show featuring air and water cooled VWs and air-cooled Porsches looking to win a Top 30 award or Best of Show.
<https://www.germanaire.ca/>

June 16, 2024

31st Annual Bug Affair Terryville, CT

40 Show Car classes with 1st-3rd Place awards for both aircooled and watercooled VWs plus Special Choice awards and Best of Show trophies totaling over 140 awards! The show also has a huge swap meet with over 75 vendors selling used and new VW items.

For more info go to www.ctvwa.org or contact: Bill Arute (860) 395-9964 bill@ctvwa.org or Jeff McBride jeff@ctvwa.org

June 21-23, 2024

Wetwesties Camano Is- land Campout

Camano Island, WA

Come and camp with us at one of Washington State's most beautiful campgrounds! We've had about 30 vans the past couple of years and hope for more in 2024!

<https://wetwesties.org/>

<https://www.facebook.com/groups/wetwesties>

To list your upcoming event,
email editor@vwvca.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

1990 Cabriolet 129,259 Miles, Automatic, Electric Windows, Very Clean, Sound System, Has extras too. Located in Santa Paula, CA. \$6,000. john.walker@fruitgrowers.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

Want to buy Volkswagen 16 Valve models - anywhere in the country

1990 - 1992 GTI 16V

1986-1988 Scirocco 16V

1990-1992 Jetta GLI 16V

Please call Christian Saraceno 860-819-0037



PARTS, ETC. FOR SALE

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





Installing Beetle Air Conditioning

Gilmore Enterprises Installs Modern A/C Into a Type 1

by Eric Arnold



Volkswagen dealers offered air conditioning as an option for Beetles beginning in the 1960s, however they were somewhat rare. When they were installed, they were considered to be too power-hungry, even if they did do the prescribed job of cooling the cabin air. Thankfully, technology has evolved a lot over the last six decades, and today's A/C systems are far more efficient, compact, and they take much less power away from the engine than before.

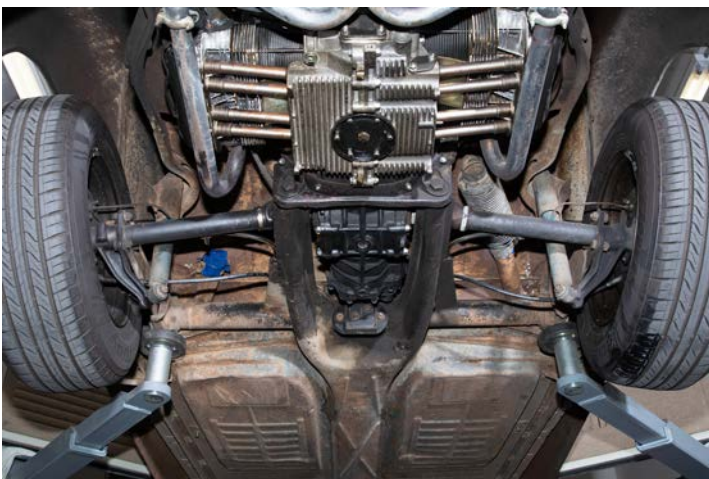
Las Vegas' Gilmore Enterprises has been pioneering aftermarket air conditioning systems for over 27 years. They produce A/C kits for almost every type of air-cooled VW there is. Today, we are going to follow along as the team installs a vintage style system on a 1962 Beetle. Our subject car belongs to Clark Johnson from Temecula, California. He has owned this Bug for many years, and it's time to give his ride some more 'creature comforts'.

For those who want to do it themselves, a Beetle self-install kit comes with everything you need for your own install, aside from freon, which will need to be added by a professional. The A/C compressor, bracket, dual-fan condenser, evaporator unit, dryer, specialized hardware, every hose, grommet, and o-ring you will need is included. All wiring is present as well. You will need a fair number of standard tools in your arsenal, plus a 1 ¼ hole saw to run the high-pressure lines through the body. The process can be done with the car on jack stands, of course access to a lift will expedite the process.

You can order a kit for your VW direct from Gilmore by visiting their website www.gilmore-enterprises.net, or if you're in Las Vegas, you can visit their showroom in person. The Gilmore Enterprises team will be happy to get you cooled down, just in time for summer!

[VintageVoice](#)

The Gilmore Enterprises team will be installing a Vintage Style A/C system on this 1962 Beetle with a 1600cc engine.





The coil must be removed and put aside during install; it will be relocated later. The fresh air intake must be removed to fit the compressor. The duct can be added elsewhere if desired.



If the intake manifold castings have the bump for the vacuum line tube, it will need to be removed or it will interfere with the compressor bracket.



Removing rear engine tin





Frank drills a 1 ¼ inch hole in the front engine cover plate tin for the rear compressor brace; a special nut is provided.



The compressor stand is installed, using specialized, color-coded hardware.



The A/C compressor is mounted to the bracket.



This system uses a single belt, adjusting tension is done by adding or removing alternator/generator shims.



Two 1 ¼ inch holes are needed on the left side of the engine compartment for hose access. These are protected with grommets.



A dual-fan condenser mounts directly to the spring plate covers. The lower bolts are removed completely, while the others are only loosened slightly for the cover to open enough to receive the condenser.



In the passenger cab, two 1 ¼ inch holes are drilled. The first through the raised bump for the right-hand drive steering column, the second to the right and down, avoiding the fuel tank.



The mounting bracket for the evaporator unit are pre-drilled, and the unit itself are installed. Sean uses a partially inflated exercise ball to hold the unit in place during install.



High-pressure hoses are fed from the engine compartment through the tin and attached to the compressor.



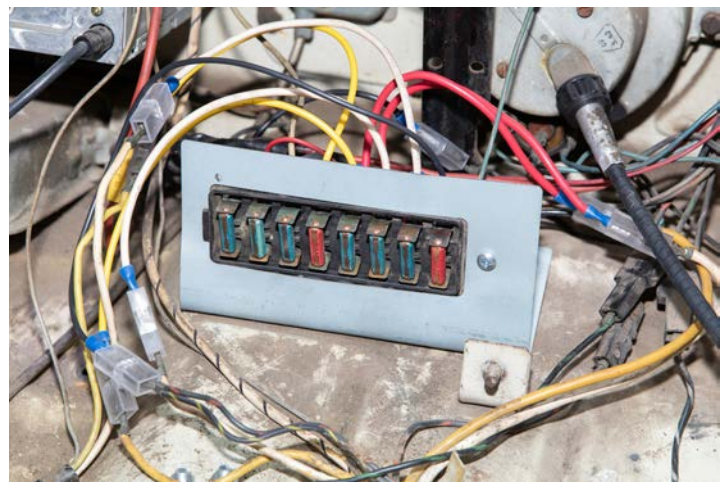
Hoses are attached to the condenser under the car.



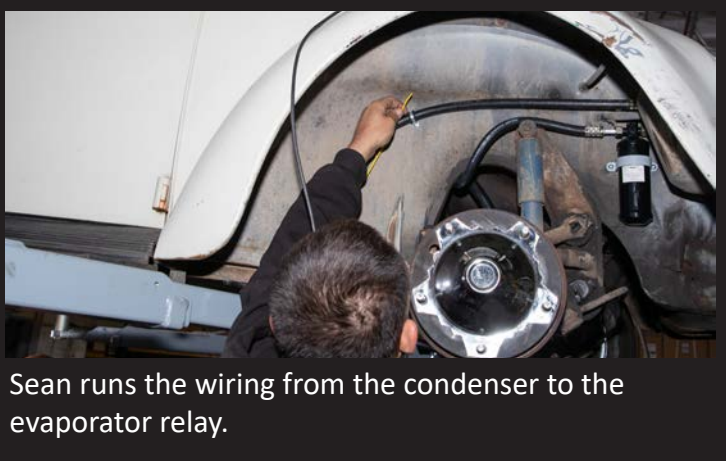
Frank removes the front passenger wheel and installs the dryer unit and installs the high-pressure hoses.



Before affixing the pressure hoses to the body, the original body seal nails must be removed one-by-one using a grinder. The hoses can then be attached using clamps along the channels.



The original fuse block is affixed to a new panel, and turned 180 degrees so it is facing into the trunk area.



Sean runs the wiring from the condenser to the evaporator relay.



The remaining condenser wiring is completed.



Final wiring for the evaporator is completed, and cork tape is wrapped on the metal fittings of the unit.



Once everything is installed, a vacuum pump is attached to remove any air from the system. Next, the Gilmore team charges the system with freon. This must only be done by a professional, with approximately 21-24 oz. of R134A freon. The high side should not exceed 175psi at idle when the system is properly charged.



A reading of 38 degrees just after startup, with the doors open on non-recirculated air while idling. This is going to be a very cool Bug!



Gilmore Enterprises is Frank Buoniconito and Sean Wright





Buses By the Bridge XXVII

by Eric Arnold

H

osting what could be the largest Bus only event in the States, the London Bridge Bullis welcome more than 500 Buses to Lake Havasu City, Arizona for the 27th annual Buses By the Bridge event. Four days filled with camping, music, events, and thousands of like-minded enthusiasts bound together by the vehicles they love.

The forecast of harsh winter weather could not keep intrepid travelers away, as some began their journey to Arizona a week prior to the opening of the gates at Windsor Beach State Park. Braving the wind, rain, and snow, they were not to be deterred from their goal. Tammi Borland Hayes from Arizona said “The anticipation for Buses by the Bridge is almost as exciting as the event itself. It’s a home away from home with a growing family every year.”

When Thursday arrived and the event officially began there were over 250 Buses in line, patiently waiting their turn to roll through and select their



campsite for the weekend. The first two in line made their way to the end of the channel along the water next to the lighthouse, this is prime real estate for the best views. Others filled in spots in the sand, grass, or along the main drive. Several clubs who have been attending the event for many years have designated areas mapped out for them, such as Vintage Transporter Owners (VTO) from California, West Coast Bays, and the Arizona Bus Club.

Thursday's windy and cold conditions hampered activity around the grounds a bit, but it did not dampen anyone's enthusiasm. Campers were very happy to see each other again, some they had not seen since this same event last year. Most of the day was spent greeting old and new friends and setting up camp for the weekend.

John Argyle from Utah said this about his camping experience "The show is all about meeting other people that are like-minded. It was nice to be able to camp with people that I did not know very well but had the opportunity to get to know through the weekend. I really feel like that's what it's all about learning to befriend people that are like-minded and interested in preserving such a wonderful vehicle."

After the first great sunset of the weekend a band took the stage to entertain the crowd as Buses would continue arriving throughout the night. By late evening, the vehicle count was climbing over the 400 mark!

The sun rose Friday morning and the park was greeted with a much more temperate day. The grounds



were soon full of the scents of brewing coffee and sizzling bacon as all round breakfast was being cooked on vintage Coleman stoves, the preferred method of food preparation at Buses By the Bridge. Without much on the official schedule today, most spent the day walking the event and checking out all the different Buses in attendance.

The West Coast Bays group hosted their Coleman lantern workshop, helping those who needed assistance in repairing their vintage lanterns. Just after dusk, they hosted the annual lantern walk around the campground. Several hundred campers joined the walk this year, making a line that stretched throughout more than half the campground. The walk circled the grounds and as is tradition, ended at the beach, where the lanterns are placed to honor someone in the community who had passed in the prior year. The lanterns spelled out 'HDF' for Hot Dog Fred, a staple of the VW community for decades.



Saturday is prime time at BBB! The day is packed with activities for all ages, beginning with a bike ride to the local park, hosted by Aircooled Entertainment. After the riders return to the campground, the Aircooled Entertainment team puts on a BMX Stunt Show which incorporates a series of Dub-Ramps affixed to a Bay Window Bus and a VW Squareback. The riders run through a series to jumps and tricks for the large crowd who always loves the show. Mat Olson’s team has been increasing their set of stunts at the event every year, it’s not to be missed!

For the kids, there is a special raffle, where every child wins a prize! There is also a kids bicycle raffle, 14 bicycles were given away to lucky winners. A coloring contest was available to for the youngsters as well, with prizes for the winners.

The city of Lake Havasu Parks Department brought multiple inflatable bounce houses for the kids to play in too. A lot for the kids to do at BBB!

Camper John Beverly said “When we first moved to California 10 years ago, I told my wife that we had to attend. After consulting with our doctor about safely camping with a newborn, we ended up taking our 5-week-old daughter to her first Buses By the Bridge and have gone every year we have been able to since. It’s definitely the best VW camping event around.”

In the afternoon, the annual cornhole tournament took place, with sixteen teams vying against each other in bracket-style elimination bean bag toss. The games went on for nearly 90 minutes until a winning team was crowned.

The first half of the Buses By the Bridge raffle happens on Saturday afternoon. The raffle is so large, it must be split over two days. The grand prize in this session is one of two complete turn-key engines. Saturday’s raffle engine was built by The Lab in California, and was won by Peter Reed from Diamond Springs, California.

Twenty ‘Crowd Favorite’ awards were presented as well. Awards are voted on by a random number of spectators who pick their favorites with no parameters. Among the winners were Pete Wangsgard’s 1961 SO23 Westfalia from Utah, Rene



Werner’s 1971 yellow Kombi from Las Vegas, Winston Weiss with his Subaru powered Snail-top Bay, also my own 1977 Westfalia Deluxe took home a prize.

As Saturday came to a close, campfires were warm and plentiful as the last night of the event was upon us. It was the final night to spend quality time with friends and VW family before packing up and heading home the following day.

The local Lake Havasu Boy Scout Troop arrives to the campground early on Sunday morning to prepare a pancake breakfast. Not only is this a great food option, but it is also a time saver for those leaving early, or busy packing their campsite.

On the opposite side of camp, the Arizona Bus Club held the annual, unofficial, Polar Plunge. Daring campers jumped together off the fishing dock into the cold waters of Lake Havasu. This is a tradition dating back many years and is generally known for its comedic factor. This year, AJ Salazar entered the water doing a cartwheel-style dive, entering the lake head-first.

The second half of the raffle concludes Sunday's activities, with the grand prize being a complete engine built by CB Performance. After the winning ticket was announced, the number was read three times, with no one responding! A second ticket was pulled from the barrel. This time, Dustin O'Mara jumped up from the crowd with his hands raised. He was the big winner, and will be taking the 2085cc engine, valued at over \$10,000 home.

Another Buses By the Bridge is in the books! The final Bus count topped 550, and the London Bridge Bullis raised thousands of dollars which will benefit local charities throughout the year. Once again, Buses By the Bridge shows why it should be the number one event on your 'must attend' event list, no matter how far you must travel! Kim Chamberlain Topalian from Utah sums up the weekend well saying "We arrived as strangers or acquaintances and left with amazing new friends that we will see every year. The kindness, fun, laughter, and love shown to us was phenomenal. Bus people are the best."

A special note of condolence goes to Bus owner and enthusiast Randy Croley from Wichita, Kansas. Randy, who had been suffering from cancer for several years made it his final wish to attend Buses By the Bridge. Accompanied by family and friends, they brought Randy and his Palm Green/Sand Green Westfalia to the event. Randy peacefully and quietly succumbed to his condition doing what he loved, attending one of his favorite VW events.







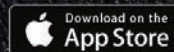
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Scoring a 'Gol'

by Eric Arnold



W

hen you love cars that are different, and importing VWs is your business, you come across opportunities to own vehicles others may not have. Such is the case for Colorado's Brien Hamrick, who brought this front-engined air-cooled Gol to the U.S., a car that is so unique in the American scene, it makes everyone do a double take!

The Volkswagen Gol was introduced by VW Brazil in 1980 as the successor to both the Beetle and the Brasilia in the Brazilian market. The car was based on its own unique platform, derived from the existing VW/Audi B1 and B2 platforms. It features a front-mounted air-cooled engine with front-wheel drive. While sales did not immediately take off, the car grew to be very popular with the consumer. Throughout its many years of production, the Gol has gone by many names as its derivative models were exported, including the Pointer, Senda, Voyage, Saveiro, and more familiar Fox and Quantum models in the late 1980s.

Brien is the owner and operator of USA Kombi

Connection. His service pairs buyers in the U.S. with sellers in Brazil and across South America. He explains "Once someone has interest in a vehicle from the area, they should contact me. Then we would start the process of finding out what they want, their budget, completion goals and such. At that point myself and my project manager Gedi would start finding suitable candidates and send pictures along with detailed descriptions of what need to be done. Our focus is a high-level refurbishing, and welding in new panels and rockers and floors as needed." His service takes clients through the buying process, all the way through restoration, and then importing.

Naturally, when you have access to out of market vehicles and the resources to bring them to the





country, the opportunity to make these unique rides your own is on the table. He has imported rare vehicles for others throughout the years, including a Karmann Ghia TC, Brasílias, and Variants, but now it was his turn. "I just loved the idea of the front-wheel drive air-cooled engine of the Gol. I like to be different, and I want to become familiar enough with the platform to do a future project with another one." Brien says.

The interior of this Gol is essentially as it came from the factory. The seats were upgraded prior to Brien's purchase, and lean more toward GTI or Recaro style. "Had I gotten the car before those were done, I would have chosen true GTI, with plaid in green or red." Inside the rear hatchback is a custom speaker shelf, and a subwoofer box sporting an array of various sized speakers; plenty of sound in this ride.

Under the hood, which of course is in the front, we find the air-cooled 1.3 liter (1300cc) engine producing a reported 42 horsepower. Fitted with a single carburetor, just as it came off the assembly line. Later versions of the Gol would receive an air-cooled 1.6 liter (1600cc) version, and moving even further into future production would become water-cooled. The transmission uses stock Beetle gearing, and is original to the car.

Another interesting feature under the hood is the spare tire mount. Making the most of the available space, the engineers found room for the full-sized spare in the recesses of the engine compartment.

The car has been lowered from stock by two inches by using shorter shocks only; the rest of the suspension has not been altered. Also remaining true to

the factory specification is the braking system, utilizing discs on the front and drums in the rear. The wheels, however, have been updated. Borbet Type A style 15 inch alloys with Porsche center caps give the Gol a bit of added attitude and fashion. A set of low profile tires enhance the car's visual stance without permanent change to the vehicle.

White is the car's original color; the black rally style stripe was an addition. "We did respray the hood and doors the original white to correct a few imperfections the car had sustained earlier in its life. The inside of the engine bay looked beat up and the paint was chipped all over. For the stripe, we copied a common look some of the local Brazil club guys use."

With the Gol now in the States, Brien plans on showing it off as much as possible. "I would like to take it to a bunch of regional shows and maybe even out in California and see how we can fare in the awards category especially since it is such a unique and compelling car." Those 'Special Interest' categories better watch out for this one! Before it was imported, it

was already winning awards “We got a People’s Choice award at a show in Brusque Santa Catarina, Brazil. The city is like a time capsule from WWI. It looks like a German village!”

Brien has owned many VWs over the years, including four others currently, but there’s always room for more. Next up on Brien’s wish list is a SP2, or perhaps another Gol. Whichever he decides to bring to the country, USA Kombi Connection can make it happen. “I will keep importing VWs as long as people are looking for them.” In the meantime, be on the lookout for Brien and his Gol to be front-wheel driving into a show near you.

VintageVoice





LOOK WHO'S BACK!

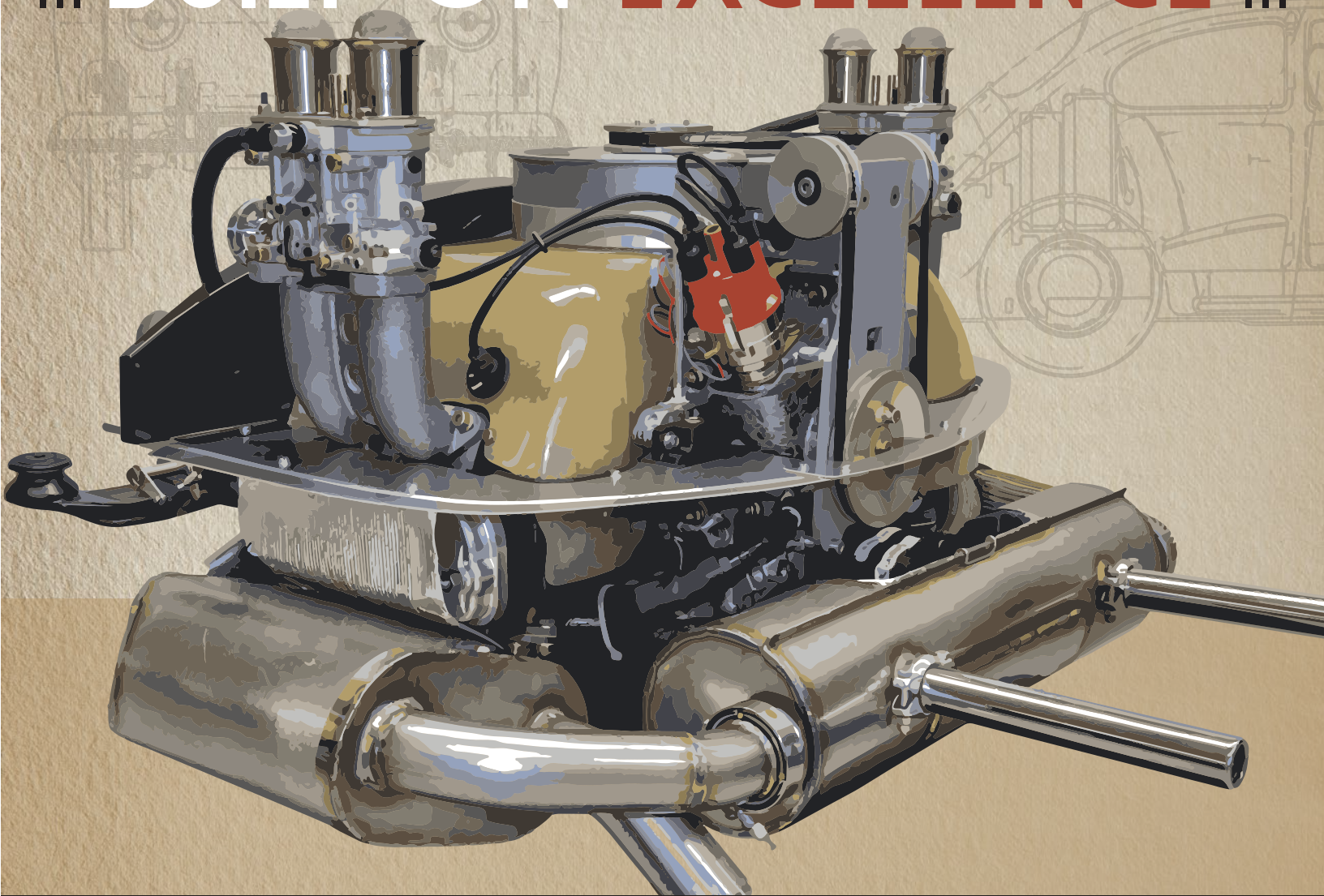
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The Exactly “What Not to Do” Manual for Volkswagen Bug Restoration

by Bill Ungar (aka “Silly Billy”)

Installment #14: Like Father, Like Son, A Chip Off the Old Blockhead



Dear Loyal Readers,

As the founding member of the “Know Nothing About Volkswagens” Department here at Silly Billy Central, I always believed that my father knew “something” about Volkswagens. Since I could remember, he’d kept his Bug running like a top. The ‘62 Bug he gave me was well oiled, lubed, and tuned. And from that fateful day forward, I never oiled it, lubed it, or tuned it.

Frankly, I didn’t really realize that a car needed to be maintained. I never saw my father “maintain” the Bug, so my impression was, I just needed to put gas in it. That’s all I ever saw him do for the car. We’d drive up to the Standard Station, roll over the black hose. “Ding-ding”! A man in a white jumpsuit and hat would run out with a rag in his hand, and my father would shout “fill it up with regular”.

It was as if this thing called gasoline was keeping the Volkswagen going – entirely. This thing called maintenance was out of sight, and out of mind. Frankly I think “I” was out of my mind. The gas went in, and the car ran – that was good enough for me. It was hard enough to learn this crazy stick shift and clutch stuff. Better to keep things simple. I sure was.

So, imagine my surprise when my Bug’s engine seized one day. I’d been relying on the green oil pressure light to “alert” me when the car needed oil. But to “know nothing” me, the green light meant that

everything was A-OK. Green means “go”, I figured, and go I did. Nowhere.

It was high time I cracked open the Volkswagen Instruction Manual. I’d never bothered to even look inside it. I figured it explained how to put gas in the car – so why did I need a manual for that?

On page 57, a pair of male hands, wearing a tweed suit, and white dress shirt were adjusting the valves! On page 59, they were checking the compression and adjusting the contact points. On page 60, those same two hands were setting the ignition timing! All through the manual, those hands were doing things I never saw my father do. But if they needed to be done, who’d been doing them?

I asked my dad point blank, and he said: “Oh I just take the car to the guy at Russ Thor Volkswagen”. “You mean you never...?” “No” he said. “Or...” “Never” he said. This explained why I’d never so much as seen a bottle of oil in the garage, let alone a tool – related to the Volkswagen. The only thing my father ever did in the garage was cut our hair! He’d line my brothers and I up on the workbench, take out his electric razor, and give us all crew cuts while we screamed. This was when long hair for boys was becoming “cool”. Showing up at school looking like a junior-John Glenn was not.

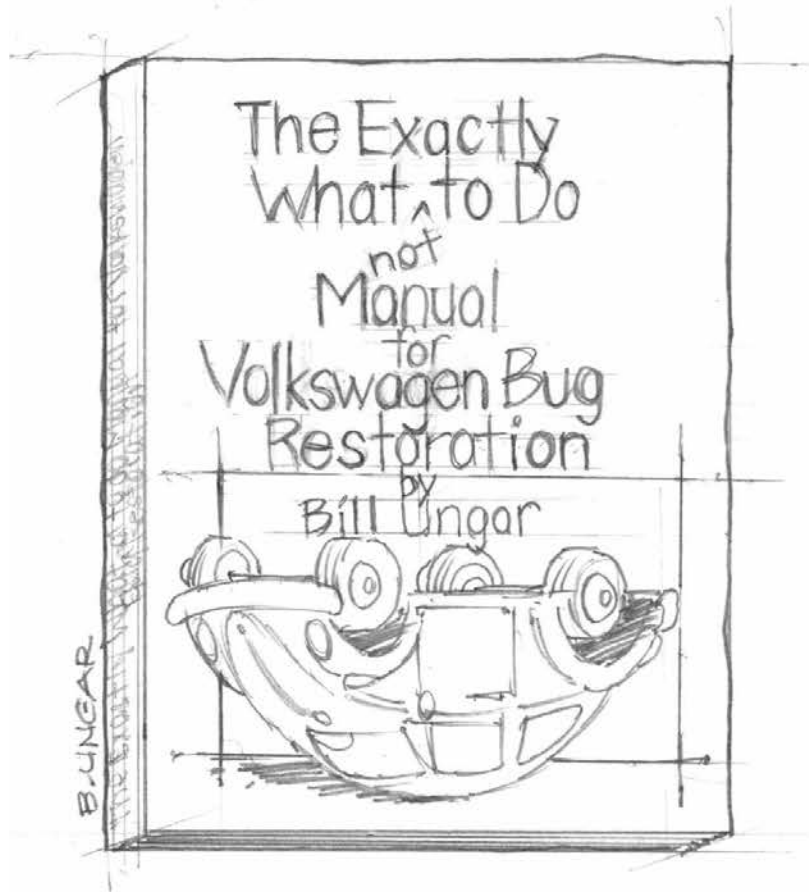
So now I knew. The mystery was solved. The veil had been uncovered, and revealed the cold hard facts. My father knew just as little as I did (and do) about Volkswagens. And so just as my father did, whenever I need anything that requires mechanical know-how or ability (beyond pumping gasoline into the tank) for my Volkswagen, I just take the car to the guy at the Volkswagen shop.

There's a photo that Volkswagen forgot to include in the manual for the Bug. One just for my dad, and for me. It still would have featured a hand wearing a tweed suit and white dress shirt. But the "new" hand would be doing something the other hands would never be caught doing. It would be gripping cash in its "know nothing" fingers, and placing that cash into the palm of an outstretched "know something" hand.

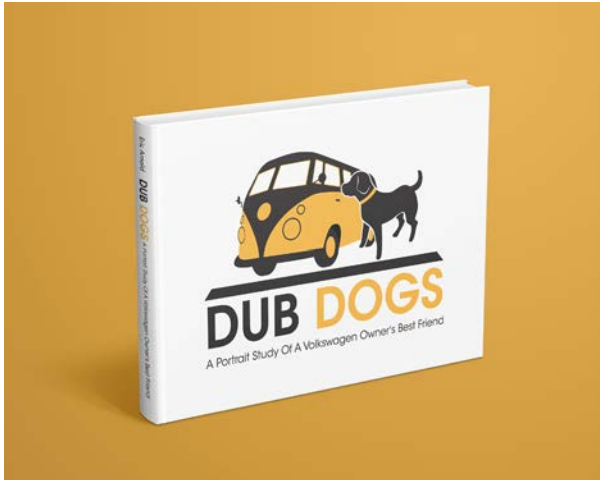
There's another photo Volkswagen might have included - but only for me. That photo would have covered every instruction in the manual requiring knowledge for maintenance, and everything I've tried to fix on my Volkswagen. Imagine two hands, in a tweed suit and white dress shirt, tearing one's hair out.

Yours Truly, Silly Billy

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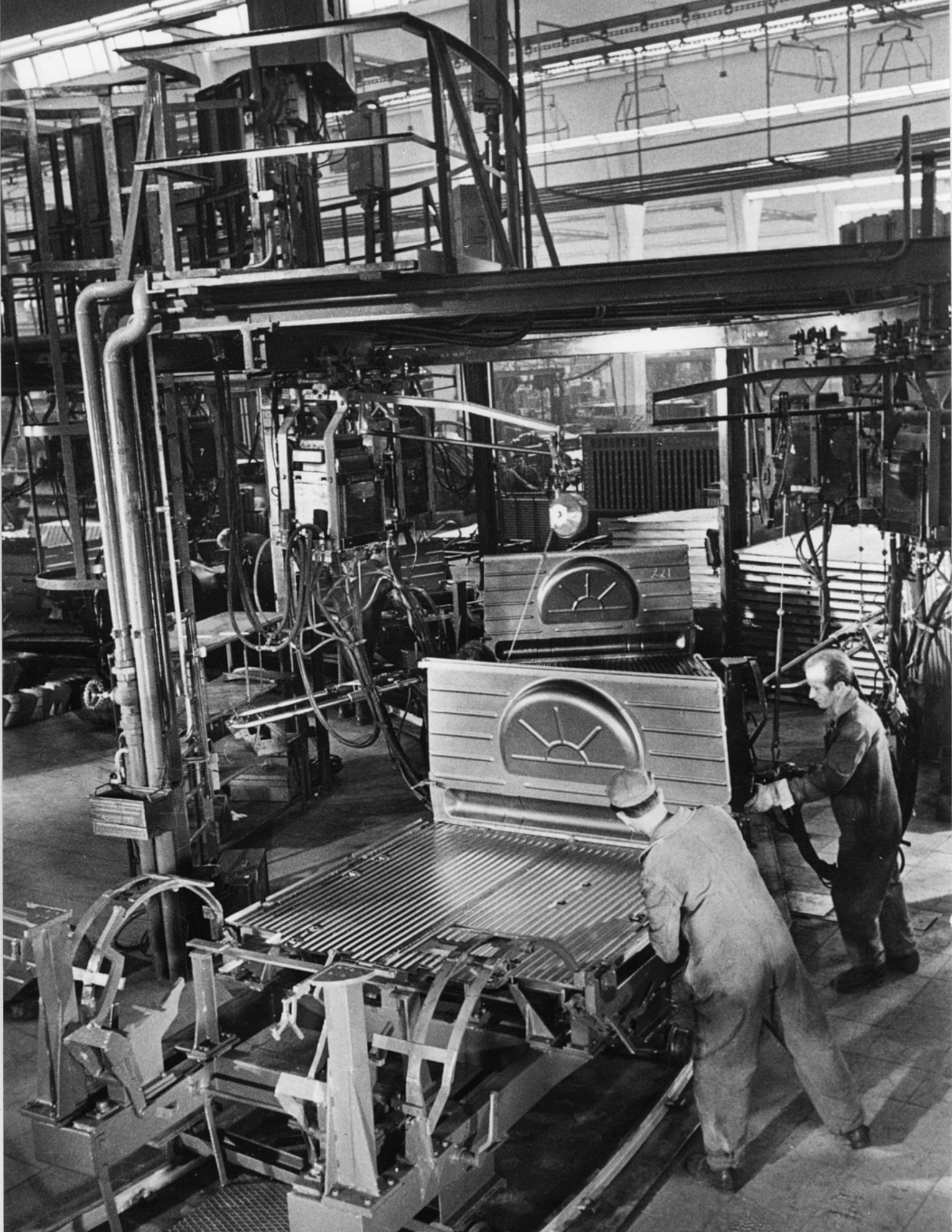
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