



VintageVoice

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Welcome

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Welcome to the latest edition of Vintage Voice.

In this issue we are saying goodbye to another fixture of the Volkswagen scene. Stanley Ford passed away earlier this year at the very young age of 49. Stan's larger than life personality shined through every day, and at every event he attended!

As part of the Vintage Transporter Owners Bus Club, Stan and his family were mainstays of the California VW landscape, and they regularly travelled to out of state shows in their Buses. They even represented overseas, attending shows in Europe. If you were at a show with Stan, you probably met him! He talked to everyone, and was instant friends with all.

I met Stan over 20 years ago at Buses By the Bridge in Lake Havasu, and we had been good friends since. Like all of Stan's friends, I am going to miss our chats, our hugs, our jokes and our times by the campfire.

Until we meet again.



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VintageVoice

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"Can we order one with bat fins?"

CONTENTS

WELCOME

Read about what's new with Vintage Voice.

2

THE PODIUM

Club President Eric Goodman updates you with the latest club news.

5



1977

THE HISTORIAN'S CORNER

VOLKSWAGEN IN THE US. This was the last year of the Volkswagen Beetles being legally imported to the US. Volkswagen called these last cars the Classic Beetle. The Beetle convertibles continued to be exported...

6

FROM THE VVWCA ARCHIVES: DATE CODING VDO GAUGES

Let's look at date coding on later VDO gauges. VDO made gauges for VW for a number of years. They made speedometers and fuel gauges that were installed...

8

UPCOMING EVENTS

Plan to attend your next VW show, swap meet or camp out!

10

CLASSIFIEDS

Find that part you need, or your next VW!

11



ONCE UPON A PORSCHE

Once upon a Porsche, I received a cold call from a maintenance man in North Carolina whose client had an old Porsche in their yard...

12



PADILLA'S GHIA

16

Colorado's Bobby Padilla practically grew up around Volkswagens. Since the age of four, they've been a part of his life. Naturally, when he decided to restore a car, the choice...



BLACKSTAR CAMPOUT

20

We went camping once again this June at the annual Blackstar Campout, hosted by VTO, Vintage Transporter Owners. Located...



EL PRADO 2025

26

The El Prado Show and Shine 2025 began like many others. The so-called June gloom of Southern California was set in with...

THE EXACTLY "WHAT NOT TO DO" MANUAL FOR VOLKSWAGEN BUG RESTORATION

32

As I reminisce with some trepidation at the many restoration projects I have blundered over the years, I am reminded that...

The Podium with President Eric Goodman

For decades, the love of vintage Volkswagens has connected us through shared stories, long drives, wrenching weekends, and the simple joy of seeing a classic Beetle or Bus on the road. These cars are more than metal and mechanics—they represent a community, a culture, and a passion that spans generations.

Take a look around your garage...or better yet, your next VW meet-up. Notice anything? The unmistakable charm of air-cooled engines, the lovingly preserved patina, the swap-meet buzz—it's all still here. But there's one thing we're seeing less and less of: young faces

As members of the Vintage Volkswagen Club of America, we all share a love for these classic cars. But there's a growing concern in our community: If we don't actively bring younger generations into the fold, the future of our hobby is in jeopardy.

The Market May Be Strong, But the Future Is Fragile

Right now, vintage Volkswagens are still in demand. Restored Beetles and Buses are selling at high prices, and collectors continue to chase rare models and original parts. On the surface, everything looks fine.

But the long-term outlook tells a different story.

If the next generation doesn't step in:

- Interest will decline.
- Values will drop.
- Parts will be harder to find.
- Fewer shops will specialize in repairs.
- The culture and community we've built could disappear.

What's Keeping Young People Away?

There are several hurdles:

- Intimidation: Classic cars can seem overwhelming if you weren't raised around them.
- Affordability: Rising prices make it hard for young people to enter the hobby.
- Digital lifestyles: Fewer kids are turning wrenches—they're tapping screens.
- Lack of exposure: Many have simply never been introduced to the VW world.

But here's the good news: we have the power to change this.

How We Can Bring Them In

Here's what the VVWCA and local chapters can do:

1. Mentor a Newbie

If you know someone in your neighborhood or family who's curious—offer to teach them. Let them help you in the garage. It's how most of us started.

2. Make Shows More Youth-Friendly

At local VW events, create opportunities for young people: scavenger hunts, engine demos, model-building, even simple driving clinics.

3. Leverage Social Media

Encourage members to post videos, restoration stories, engine sounds—anything that captures the magic of the VW life. Let young people see what they're missing.

4. Encourage Affordable Projects

Not every VW needs to be concours-level. Let's celebrate the "daily drivers," the "barn finds," and the "future classics." These are entry points for younger enthusiasts.

5. Build a Bridge, Not a Barrier

Don't judge—encourage. If a young person wants to modify a Beetle or try something new, help them do it safely and smartly. Every generation puts their stamp on the cars. That's part of the legacy.

The Time to Act Is Now. Our cars won't disappear overnight, but our community could—if we don't invest in its future. The torch must be passed, and it's up to us to do it.

For the love of the hobby—and the soul of the Volkswagen spirit—let's welcome the next generation.

The continued success and legacy of the vintage VW hobby rests in our hands. If we don't take intentional steps now, we may be the last generation to enjoy it as we know it. But if we open the doors wide, share our knowledge, and welcome the next wave with genuine enthusiasm, we can ensure that Beetles, Buses, and all classic VW's keep cruising for decades to come.

Let's pass the keys—literally and figuratively. The future of the VVWCA, and the soul of this hobby, depends on it.

THE HISTORIAN'S CORNER

By Heinz Schneider

VOLKSWAGEN IN 1977

NO MORE BEETLE SEDANS FROM GERMANY



VOLKSWAGEN IN THE US: This was the last year of the Volkswagen Beetles being legally imported to the US. Volkswagen called these last cars the Classic Beetle. The Beetle convertibles continued to be exported from Germany to the US for two more years. 12,090 Beetles sold in the US at \$3,699, an increase in price of \$250 above the year before. 7,155 four-seater Beetle convertibles were sold at \$4,799, an increase by \$250. Only three colors were available for the sedan, all metallic: Diamond Silver, Bahamas Blue and Lime Green.

NUMBERS

In 1977 standard Beetles used chassis numbers starting with 1172 000 001 and went to 1172 101 292. All Convertibles were built on the Super Beetle chassis using chassis numbers 1572 2000 001 to 1573 2101 292. Engines numbers for US Beetles, regular or convertibles, started with AJ 0095 936. Worldwide Beetle production in 1977 was 258,634 of which 33,239 were built in Germany and 188,144 in Brazil and Mexico 2,927. VW Corporate, which included Audi, had total car sales in 1977 of 2.239 631 units. This was an increase of 97,544 over the year before.

While Volkswagen Beetle production in Germany ceased in 1977, most other countries also stopped assembling the Beetle from parts supplied either from Germany, Mexico or Brazil. To many readers it may be a surprise to know how many countries had assembled the Beetle. To give you an idea, I am listing here the countries that have recently stopped assembling

the Beetle. New Zealand in 1973, Singapore in 1974, Thailand in 1974, Belgium in 1975, Costa Rica in 1975, Australia in 1976, Yugoslavia in 1976, Indonesia in 1977, Ireland in 1977, Malaysia in 1977, Portugal in 1977. South Africa continued to build Beetles and 9,844 were built in 1977. Other countries which kept assembling the Beetle were 7 built in Malaysia in 1977, 1 built in Portugal, 15,658 in Nigeria, 1,623 in the Philippines, 5,670 in Peru, 529 in Uruguay and 3,984 in Venezuela. After Germany stopped supplying CKD kits years back, Brazil kept providing these kits. The day Brazil stopped producing Beetles in 1986, all the countries listed had to stop building Beetles too. Except for Mexico which continued building Beetles from almost 100% Mexican parts.

CONVERTIBLE PRODUCTION CONTINUES

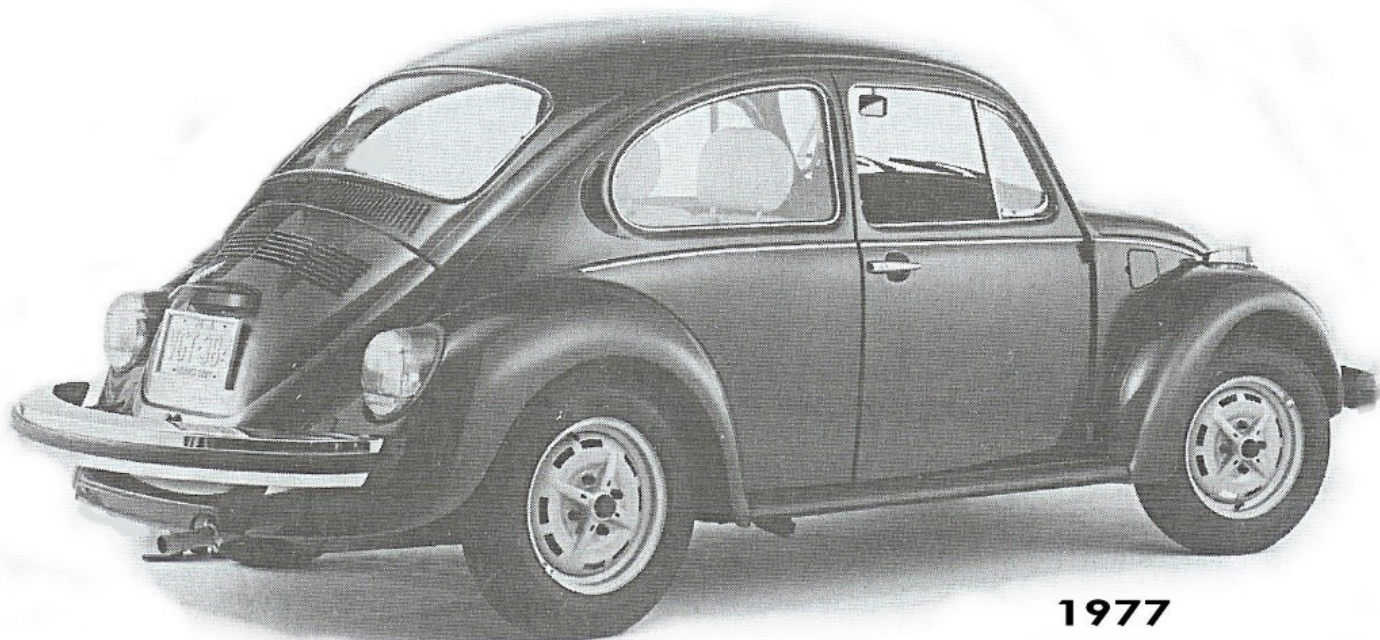
Demand for the Beetle convertible was still high, and the four-seater Volkswagen Beetle convertible continued to be produced by Karmann. All had 1600 cc engines.

CHANGES IN 1977

Volkswagen was now busy updating and solving the quality problems of their recently introduced water-cooled models for that and not much time was spent on keeping Beetles current, except for what was required by law. Headrests were now adjustable and removable. Front seats were standardized throughout the entire Volkswagen line (Einheitssitze). The fresh air/heater blower had now a two-speed setting. All sedans used sporty wheels as they were used on the Porsche 914, while the convertible continued with the regular style wheel introduced in 1968.

THE BRAZILIAN BEETLES

The Brazilian Beetles were available in four versions, a 1200, regular 1300 Beetle, an L version, the deluxe of the same and a regular 1600 version that also was available as a deluxe L Version, this model was also



1977

called the Super-Fusca. Brazilian Beetles were still using the old-style front axles with kingpins but for 1977 the steering column became collapsible to protect the driver from being speared in a case of a front-end collision. For safety reasons a two-circuit brake system was used.

MEXICAN BEETLES

All Beetles sold in Mexico were using the 1600cc engine, while those exported to Europe used 1200 ccs ones.

OTHER VOLKSWAGEN NEWS

In only 31 months Volkswagen produced the 1 millionth Golf/Rabbit. – A new supervisory board of Volkswagen is elected consisting of 20 members, 10 represented labor, as required by a new German law.

VintageVoice

Different Volks for different folks.



Date Coding VDO Gauges

by Steve Carr



et's look at date coding on later VDO gauges.

VDO made gauges for VW for a number of years. They made speedometers and fuel gauges that were installed as standard equipment on VWs from the late 1940's until the much later. This column will look at VDO gauges made in the 1970's, 1980's, and 1990's.

VDO gauges from this time frame were made in a number of different countries, but most seem to be from Germany (1970's and 1980's) and Brazil (1980's and 1990's). Both types are date coded. The German gauges come with metal casings while the Brazilian gauges come with plastic cases.

The date code on the German gauge is located on the side of the gauge casing. The casing side has a lot of information stamped on it. This information includes the VW part number, the VW, Audi, and VDO emblems, a notation that the part was "Made in Germany," the VDO number, the voltage of the gauge, and the date code. The date code consists of two numbers, separated by a period (see picture 1). The first number is the month of production (with 1 representing January, 2 February, etc.) and the second number is the last two digits in the year of production. The example pictured, an oil temperature gauge, is date coded "12.77," which indicates it was made in December 1977. I bought this gauge from an "aftermarket" dealer in California in the spring of 1978, so there was a 4-5 month lag between production and sale on this part.

At the time, gauges like this were available at some VW dealerships, as they were used in some of the VW-Audi vehicles.

Production of VDO gauges was switched to Brazil sometime in the 1980's (the last dated German gauge I have seen was dated in 1982). The Brazilian gauges have a plain plastic casing with the date code stamped on the back in blue ink (see picture 2). This stamp has two numbers in two side by side boxes. The number on the left is the factory identification number and the number on the right is the date code.

The date code on these gauges consists of two numbers, separated by a space. The first number



represents the month of production (1 is January, 2 February, etc.) and the second number is the last two digits of the year of production. The gauge pictured, another oil temperature gauge, is date coded "7 82," showing that it was produced in July 1982. This gauge was purchased from the same California aftermarket dealer in September 1982, so there was only a 2-3 month lag between production and sale.

Some Brazilian VDO gauges do not have an apparent date code. There are two possible reasons for this. One, they may not have been date coded at the factory or two, they may have been date coded with ink, but the ink wore off. I tend to favor the second reason, but have no firm data to support my thoughts.

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ISSUE 22 : SUMMER 2025

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UPCOMING EVENTS

Event info as of July 1st, 2025
Contact show organizers/websites
for the latest updates.

September 19-20, 2025

VWs In the Valley

Maggie Valley, NC

Two Day All VW Car Show and Swap Meet!
 All VW Models & Years Welcome!
 Show Friday 8am – 7pm
 Setup Beginning at Gate Opening on Friday
 Show Saturday 7am – 6pm
 Spectators Weekend Pass \$10.00
 Kids 15 and Under Free!
 Trophies and Cash Prizes!
 More Info: Robert Eastwood Cell: 276-620-1246
 Email: eastwoodr@yahoo.com
 Website: www.vwaircooledassociation.com

September 28, 2025

CVA'S Volks-Meet

Plantville, CT

Connecticut Volkswagen Association's 21st annual "Volks-Meet" at the Southington Drive-In. This year the Connecticut Volkswagen Association is celebrating its 40th year so as an appreciation for all your support Volks-Meet is FREE this year to all Show Cars, Swap Meet Vendors, and Spectators.
<http://www.ctvwa.org>

September 28, 2025

So Cal Vintage Treffen

Silverado, CA

Limited to 1961 and earlier "Small Taillight" Beetles and Buses, 1959 and earlier Karmann Ghias, early Military Vehicles and Coachbuilts, as well as Porsche 356 "A" and "pre-A" cars.
 Contact: Periscope Enterprises
 714-544-1759
 FACEBOOK: www.facebook.com/SoCalBUGIN
 INSTAGRAM: @bug_in
 WEBSITE: www.BUGIN.com

October 19, 2025

Volkstoberfest '25

Clovis, CA

The show will be at Volkswagen of Clovis and feature a VW show for both air and water cooled VWs and a swap meet for used parts. VW of Clovis will provide a free BBQ lunch and tons of raffle prizes.
 We are limited to the first 125 VWs and 25 swap meet vendors. First come, first registered.
 Questions, call club leaders Tony at (559) 994-1192 or Paul at (559) 286-7588 Wundabar!

October 26, 2025

2025 VW Harvest

Hutto, TX

The VW Harvest began in 2010 at Southwest Regional Williamson County Park. It is the largest VW car show in Texas, with over 300 classic Volkswagens in attendance. It is a free show to all participants, there is no registration fee nor spectator fee. Top Notch Restaurant donates hot dogs and buns which the local Kiwanis Club prepares and then gives away to folks in attendance. They only ask for donations. It is by far the Kiwanis of Silicon Hills largest fundraiser each year which they put back into our community. The Kiwanis use local high school students as part of their service to the community.

December 07, 2025

CVA'S Last Hurrah

Westbrook, CT

Weather permitting, we will be gathering again at the Westbrook Town Beach from noon to 3pm for the last CVA/VW event of 2025. Afterwards we are invited to participate in the annual Westbrook "Tree Lighting Parade". The parade starts at 4pm and circles around the town green. Decorating your VW is highly encouraged!
<http://www.ctvwa.org>



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

1960 VOLKSWAGEN BUS

This factory double door Bus was shipped to the US as a Dove Blue Kombi. Based on production date it would be a 1961 model, but it is titled to the birth date as a 1960.

The M211 option shows the 9 passenger seating option with the double flipper seat backs (not sliding door).

The Bus was restored and built as if it was a Euro delivery Standard Microbus, with the sunroof...one of the rarest models of passenger VW's of the era, and done in what is arguably one of the best color combinations of Mango Green and Seagull Grey.

Factory safari windows, NOS German fog lights and original style seam treatment around the fender wells. Being done as a Euro model, it has the smooth blade bumpers, and semaphore turn signals instead of the bullet style on the nose. Spotlight drivers side mirror combo is a rare accessory. Safari windows are originals and the hardware is chromed to a high lustre.

The sunroof assembly is original and has been seamlessly installed looking totally factory. The double door option is a very rare one on a passenger Bus! Center seat has folding backs on both sides. The stale air 1192 CI engine has been fully rebuilt, as has everything on this Bus.

All German NOS parts and Kamax hardware.

This is a museum quality piece with only 125 miles!

More photos can be viewed on our website at <https://buddysclassics.ca/car/1960-volkswagon-euro-bus/>

Contact: barry@buddysclassics.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



Johns Car Corner Contact us at Johns Car Corner for Parts, Service, Repairs, for over 55 years. US Rte 5 in Westminster, VT 05158 johnssccorner@Gmail.com 802-722-3180

Old VVWCA Newsletters & Items Free to a good home

I have (20) VVWCA newsletters from 1980 to 1984, (the Terry Shuler era) and (5) from 2001 to 2004 and some misc. VW items. I will not be needing them anymore, and want them to go to someone who will use them again. They are all Free if you can come and get them. I would rather not have to pack them up and ship them, but we can discuss that for a price.

Contact: lepre.technical.service@att.net

ONCE UPON A PORSCHE

by Fish Head Louie



Once upon a Porsche, I received a cold call from a maintenance man in North Carolina whose client had an old Porsche in their yard. He went on to say that the car belonged to her husband, whom recently died. He sent along three photos and I asked if I could set up an appointment to view the vehicle and make an offer. "She will contact you," the mystery man said. That was that.

From the few photos I had, I saw the car had faded green paint, but looked pretty solid. One can only tell so much from a few wide-angle photos and the car could need floors, spare/battery well, rear seat areas, below the 1/4 window, rear shelf, and/or the torsion tube support area. I never suggest buying a car or making an offer in a car without extensive photos at all angles and whenever possible, in-person.

What I could tell it was an SC model, which was the top-of-the-line non-Carrera model of 1964-1965.

Improvements included the Type 616/16 designated engine, with 9.5:1 compression and two Solex PII-4 carburetors. It got high-lift camshafts, larger intake and exhaust valves, re-worked exhaust ports, four integral counter-weights and sodium-filled valves. Compression was also increased thanks to Ferral-coated alloy. As for power, 107 bhp at 5200 rpm and torque was 91 ft lbs @ 4200 rpm. It had a 0 to 60 mph time of 11 seconds, which was 2.5 seconds faster than my base C Model. Top speed was 125 mph, 18 mph faster than the 1600 C. The SC is arguably the most refined driving experience of all the 356s ever sold.

At any rate, the only thing I could do was wait. I didn't have the owner's phone number, name or address. Would I ever hear from the owner? Time would tell. Approximately six months later, the phone rang and it was the, Glenda, wife of the late owner, Jerry. I told her that I had hoped she would call, but could understand how it is to let go of a loved one's prized possession. We exchanged information and made an appointment for the next day as she was only

four hours away. She also shared with me what she wanted for the car and would consider a counter offer from me in person.

When I arrived a friendly “guard” dog greeted me. I pet him and the Glenda said his name was “Bailey.” She informed me that her late husband had bought the car brand new in 1964 in Los Angeles, CA. Jerry’s brother lives in L.A. and both were fond of sports cars. Jerry and Glenda even went on their first date in the 356.

As far as rust, the car had the battery tray replaced at some point and a tiny hole where water had collected at the rear corner of the floor seam.

When I got the car home, I checked the tank which was empty. Whatever had been in there in the over the last ten years had evaporated. I changed all the hosing and fuel filter as well as installed a properly rebuilt fuel pump. Then, I added fuel to the tank after installing a new 6-volt battery. As the car was missing its gas pedal, it was a challenge to start as I would prime with a small amount of gas down the carburetors, turn the key, and run back to pump the linkage. The car eventually started and I have also installed a used sport muffler and a proper gas pedal. At the date of this writing, the brake calipers are removed and going to be rebuilt and I have a good used C/SC master cylinder which by the way is different as a drum master cylinder.

Along with the car came ten boxes of parts. Within one box were the set black California license plates that adorned the car until 1979 as well as the Vasek Pollak license plate frame that came with the car when new.

Glenda had been a travel agent who arranged transportation for many a studio production. She really couldn’t get over that I had been in the HBO series, White House Plumbers with my yellow C Coupe about three years earlier. “Maybe you can drive our car in the next one.”

“Well, Glenda (and the late Jerry), that’s the plan!”

VintageVoice





Photos taken during and after the Porsche's extraction show the car's condition, and the ground where it sat for so long. Another rescue for FishHeadLouie.



PADILLA'S GHIA



by Eric Arnold



before.

Colorado's Bobby Padilla practically grew up around Volkswagens. Since the age of four, they've been a part of his life. Naturally, when he decided to restore a car, the choice was an easy one. What he didn't know, is he would be restoring the same car he was treasuring years

At the age of four, Bobby's mother introduced him to VWs, she owned a white 1965 Bug named 'Lulu'. "I remember riding on the floorboards to stay warm during her commute to work during the winter months in Colorado." Later, in 1984, Bobby was gifted a Midnight Blue Karmann Ghia from his Brother-in-law, and years after, his mother would buy a convertible Bug. Bobby fell in love with the convertible.

"My mother suggested I sell the Ghia and take the convertible as a daily driver. My wife Nicole and I would go camping and exploring the Colorado outdoors in the Bug with our dog Jessie. During our wedding, we didn't use a limousine, we drove off in the convertible!"

VWs are in his blood.

Eventually, as Bobby's family grew larger, they parted ways with the Bug, however the VW urge never left his system. Once his children graduated from college, he began looking for a car to restore as a family project. He began looking at online ads for Ghias, came across one he liked, and made arrangements to view it. "I remember seeing a Karmann Ghia in the neighborhood near my High School that I used to admire. To my surprise, this was the very same car I saw back then! It was a project for the grandfather and grandson, which had stopped production due to the passing of the grandfather. The car started as a family project, and now it will continue as a family project."

The car was in need of serious attention. The floor pans had to be replaced, various rust repair, missing body parts, a full body restoration was at hand. There was no motor or transaxle included. "We actually had to purchase another Ghia to use as a parts car. I just kept seeing my bank account decline." Bobby says.



After bead blasting was completed by Denver's Blast Tech, body work began in earnest at by Jose at Landeros Auto LLC in Denver. This included rust removal, panel straightening and the installation of a sliding ragtop from Legacy Products in Scottsdale, Arizona. "I installed the sliding ragtop since most VWs don't have air conditioning. The wind feels better when it's blowing through your hair." The body work process was completed in about three months.

"When it came to choosing the color, I wanted it to be different from other VWs. Nicole and I were drinking red wine, and Nicole loved the color. I asked around, but no one knew what color it would be. I went to the low rider community, and they told me about the color Kandy Brandywine from House of Kolor, which is popular in their scene." Jose from Landeros Auto completed the painting. Pinstriping was added by Luke at Rod & Custom Pinstriping.

Under the Ghia we find a 4-inch narrowed front beam, installed by Painter's Grinding in Denver. The rear is lowered using 2.5-inch drop spindles from Air

Cooled Clinic, also in Denver. The stock braking system is covered by alloy Porsche Fuchs. The 15-inch wheels measure 5 inches wide in the front and sport 135 tires, the rear are 5.5 with 205s, also 15" diameter.

Denver's Painter's Grinding built the 1914cc powerplant with dual Weber carburetors which dependably keeps Bobby cruising. It is paired with a Freeway Flyer transmission also built by the Painter's team. The combo has faithfully served Bobby and Nicole since it was installed in 2019.

Moving into the cockpit, the upholstery was completed by Colorado Seat Treat. Bobby adds "We thought the color matched the paint really well, and the suede fabric has always attracted my attention." The sound system also received plenty of attention, beginning with an Alpine head unit and two Kicker amplifiers. For speakers, the back seat area is filled by a 12-inch Kicker subwoofer and two 6x9 and 5-inch Kicker mid-range speakers and tweeters. There is no shortage of sound in this Ghia!

"When we brought the car back home, we found out this project was much larger than we were expecting. My son, Bobby Jr., and I worked endless hours every night and day. It took the family a year and two months to finally complete the car."

With the restoration complete, Bobby and his family had a commitment to keep. "After purchasing the Ghia, I promised the seller I would bring it back to show her the completed project. The day it was done, we brought it to the previous owner to show her. She broke out in tears and said her father would have loved it."

The ultimate goal for Bobby and Nicole, once the car was completed, was to take it to California and drive Pacific Coast Highway and take it to some West Coast car shows; a trip they ultimately completed. "During the summer of 2022, we took the 17-hour drive from Denver to San Diego, and then drove to Irwindale, stopping at numerous beaches, car shows and open houses. The California community was very welcoming to us, treating us like family. It doesn't matter what state or town you live in you are always welcome with open arms in the VW community. They are always willing to lend a hand and give you the shirt

off their back if needed."

The Ghia won two awards while on that California trip, 1st Place Karmann Ghia at Bug-In 46 at Irwindale and 1st Place Karmann Ghia at El Prado Show & Shine. Bobby's trophy shelf has been getting crowded since the car's completion, however, that's not the top prize in his eye. "The best award I win is seeing the facial expressions of people when they are viewing the car. This brings joy to me because I know all the time I spent in the garage with my family paid off."

VintageVoice





BLACKSTAR CAMPOUT



by Eric Arnold

W

e went camping once again this June at the annual Blackstar Campout, hosted by VTO, Vintage Transporter Owners. Located at Rancho Jurupa Regional Park in Riverside, the park opens on Tuesday for those who would like to arrive early, but come any day you would like, all the way until Saturday!

The regional park has many amenities, including a general store, water park, a fishing lake, and yes... showers! There are multiple camping areas also, including developed RV-style campsites and a huge open space for traditional VW-style open camping; this lush area has been dubbed 'Shangri-La'.

Hundreds of VWs were camping again this year, as Blackstar is as popular as ever, and the park has made even more improvements to the grounds. There were all types of VWs nestled into camp spots as we toured the different areas. Of course, Buses are the mainstay of VW camping, however there are many Bugs, Type 3s, Buggies, and more. You name it, it's probably here.

Friday night featured the annual taco feed, provided by several of the VW clubs on site. Everyone was invited to eat, and we ate well!

Saturday evening began with the Blackstar raffle, which had many great prizes. Congrats to all the lucky winners.

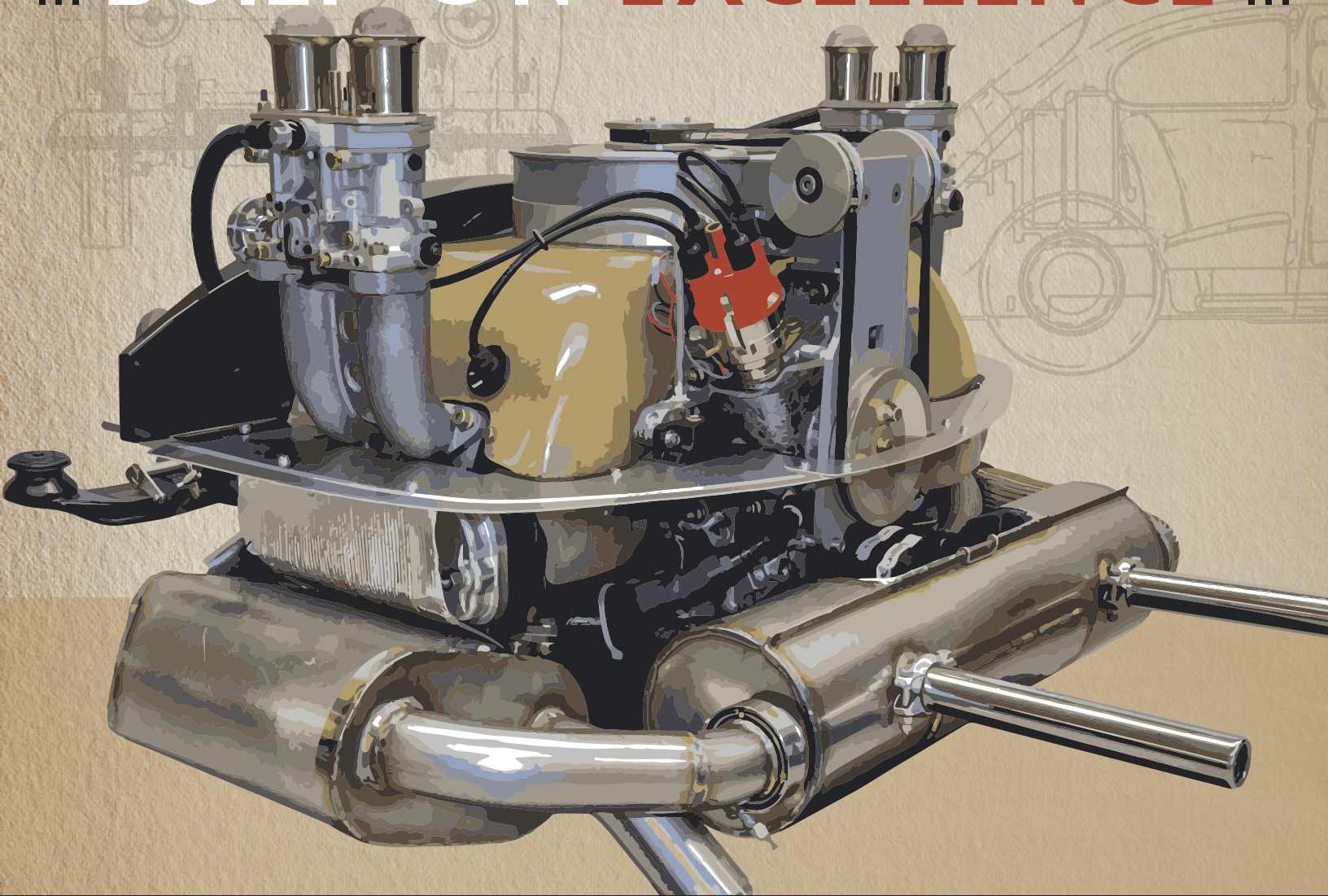
The evening continued with a Celebration of Life for Stanley Ford, who passed away just weeks prior to the Blackstar event. Stan was a fixture of the VW scene in California and beyond. A massive crowd came together to honor his memory, tell stories, and remember his legacy. Stan will be profoundly missed by a great many people.

The Blackstar Campout continues through Sunday; some take their rides to the El Prado event in the adjacent field on Sunday, some simply walk over to check out the show, while others take the time to pack up and head home. No matter the choice Blackstar Campout is always a 'must attend' event. [VintageVoice](#)





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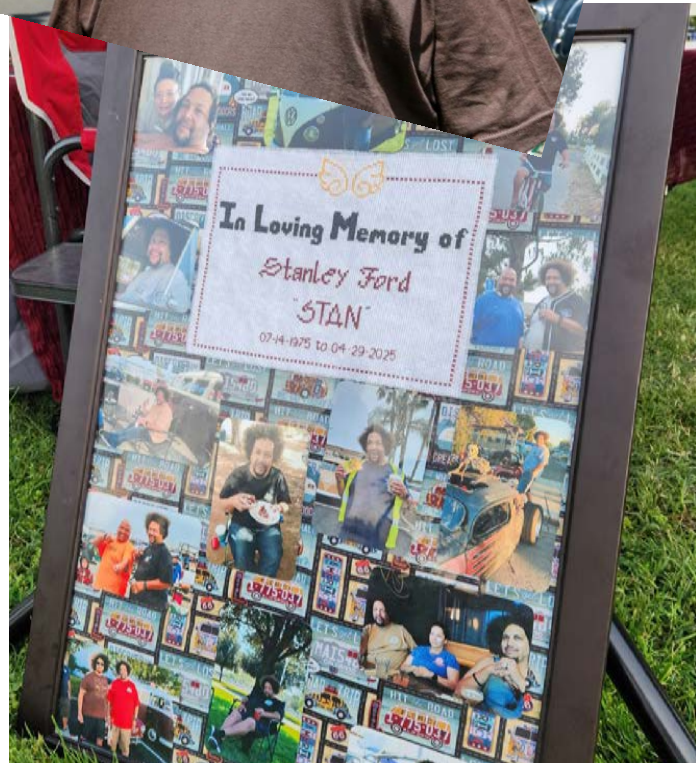
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EL PRADO 2025



by Eric Arnold

T

he El Prado Show and Shine 2025 began like many others. The so-called “June gloom” of Southern California was set in with overcast skies and cool temps as early risers from the adjacent Blackstar Campout made their way to the show grounds, which is an amazing grass field next to a lake at Rancho Jurupa Regional Park.

Soon, the front gate would open, and the non-campers would start rolling in as well. Hundreds of cars filled the grass as the clouds gave way to sunshine.

Many of the SoCal car clubs represented with large numbers of cars in attendance, and there were plenty of out of state folks on the scene as well.

The swap and vendor sections had a wealth of goodies to sort through and buy, and food trucks took care of your cravings...I had the ice cream!

When it came to raffle time, the grand prizes were a fully-dressed engine, and a 1972 turbo Beetle! The raffle was followed by car show awards, with Best of Show going to a very cool Manx Buggy.

Enjoy the show photos!

[VintageVoice](#)









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

by Bill Ungar (aka “Silly Billy”)

Installment #21: Keeping Up with Constant Upkeep A Love Story



Dear Loyal Readers,

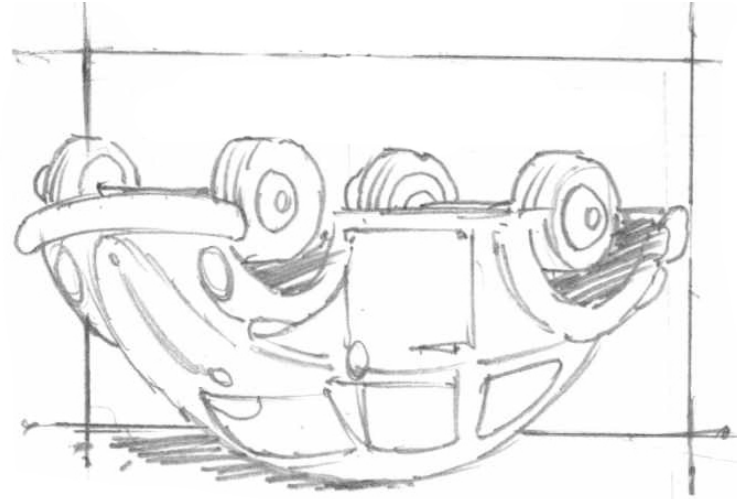
As I reminisce with some trepidation at the many restoration projects I have blundered over the years, I am reminded that significant amounts of time have elapsed between each of them. And even if I'd really done nothing – in the name of restoration, during these numerous “down” times, I realize that I've been really, really – really busy with the Volkswagen!

I must remind you again of my “restoration skills” or lack thereof. I don't do engine repair. But I can do a lazy repaint of said engine. I don't know the first thing about the inner workings of the Volkswagen Beetle transmission. But I am an expert at finding a repair shop that will do the job for me.

Don't get me wrong. I don't mind getting my hands and clothes dirty. I just happen to have an enormous fear of taking something apart that's really complicated, and having it sit in my driveway for untold years because I can't put it back together again.

And yet, in between the many projects that I screw up (or avoid) I have become aware of how intensely occupied I am with things that I can only describe as the constant upkeep of my bug. That I have any shafts of head hair at this point, I can only attribute to luck.

Here's a list of constant upkeep items I have to contend with.



RUST

This menace continues to wreak havoc on my Volkswagen. From the tiniest steel bolt, to the entire body and chassis – you'd think my bug was the sunken Titanic, three miles down in the Atlantic. My continuous task, to remove the hundreds of rusticles forming on a daily basis. At times this job seems unsurmountable. And yet, a strategy of only tackling the rust in areas that can be seen – has seemed to work. For now.

ALUMINUM CORROSION

This problem began the day I removed the anodization from the original body trim with a can of E-Z Off oven cleaner. Every time I remove the corrosion with a combination of elbow grease and strong language, it returns in a few minutes. I understand I could replace the trim with stainless steel, and maintain my sanity. Instead, I polish the aluminum trim to fine luster. And take pictures before the corrosion returns!

DIRT, POLLUTION, BIRD DROPPINGS, ETC

I don't keep my Bug in a garage for two reasons. One,

I don't have a garage. And two, everyone that I know that has a garage - even though I have begged them, won't let me use their garage. And so, I am left to leave my Bug in the outdoors (in the driveway) - every day of the year. As a result, every type of dirt, dust, pollution, chemicals, debris, trash, bird droppings, cob webs, tree sap, grease, unknown droplets, and more finds its way onto the body, windows, and bumpers of my Bug. I'll spare you the details of how I remove these nuisances, except to say that I believe that each of them is conspiring with one another to drop onto my car, the second any one of them are removed.

OIL LEAKS

Since the first day I parked my Bug onto it, my driveway has become a collage of oil spots and stains. I've replaced the oil drain gasket, tightened the many bolts holding it on, even placed an oil catch pan beneath it. Notwithstanding, motor oil continues to leak out of my Bug - and seems to always miss the catch pan! I have discovered a stop gap solution to my oil leak problem. Though it does require quite a bit of gasoline. If I drive my Bug on city streets 24 hours a day - the oil leaks on the streets, and not on my driveway!

WINDOW AND BODY FINGERPRINTS

Create a Volkswagen restoration, worthy of an audience of onlookers, and this can happen to you. More precisely if you restore the interior of your Volkswagen to a level that somewhat resembles its former self, a kind of hypnosis overtakes the patrons at the local Volkswagen show. Scientists have not yet determined why this happens, but people are inexplicably drawn to touch your car's body and windows with their greasy fingers. They will not just touch a few spots. People will be drawn to touch every square inch of your Volkswagen's body and windows! And although it takes hours to remove 10,000 greasy fingerprints, while I tear my hair out along the way - it occurred to me that there was something positive happening here. Was I only doing this for me?

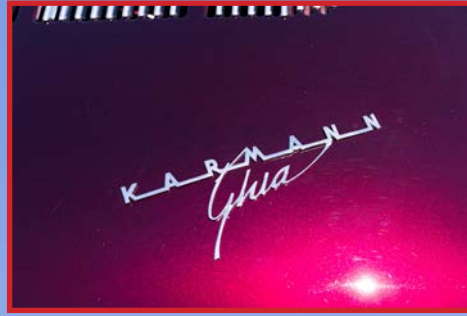
The constant upkeep that I do, in between my many mess-ups, might actually be useful to others.

Maybe it's not just for me that I tear my hair out in my "attempt" to restore my Volkswagen. When you really get down to it, you (and I) are helping the folks that look at your Volkswagen - have a really good time.

Yours Truly,
Silly Billy

VintageVoice







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