



VintageVoice

May/June 2021

Volume 46 • Number 3

The Vintage Volkswagen Club of America Newsletter • Established 1976



Welcome

Welcome to the latest edition of Vintage Voice.

The weather is heating up quickly, and the VW scene is as well, we are certainly glad to see it! Make sure to stay safe while you're getting your Dubs back out and into the wild, hitting those car shows and camp outs again! I can't wait to see you all!

Until then, the latest Vintage Voice is here! Fish Head Louie returns with a cautionary tale of selling, instead of his normal buying. Jake Raby's *Project 1385* takes a slight detour after the previous installment raised so many questions, they just had to be answered! Also, reader favorite Lois Grace brings us memories of learning to drive.

Of course, we at Vintage Voice would like to pay tribute to the great Bruce Meyers as best we can. I had the pleasure of photographing a fantastic Manxster 2+2 in Utah, and we are happy to feature it here. We've also dug through our archives and found some classic Meyers advertising and recent photos and sprinkled them inside as well.

Hope you enjoy the issue!

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



Vol 46 No 3
May/June 2021
Copyright 2021
VWCA Inc.
website: www.vwwca.com

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

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

The Vintage Voice is published bi-monthly: Jan/Feb, Mar/Apr, May/Jun, July/Aug, Sept/Oct, Nov/Dec.

Member's Only Area E-Edition
The electronic version can be found at www.vwwca.com in the Members Only section.
If you haven't already, please go to vwwca.com and register for your free membership!

Display and classified ads: For display advertising rates, placement information, and for classified ads submission contact:
Michael Epstein
director@vwwca.com
2907 W 72 Terrace
Prairie Village KS 66208-8559
913-831-6225

Editorial Guidelines: To help you start writing, please use the following word counts to determine the type of article you will submit. Letter to the editor: 500-699 words. Monthly column: 750+ words. Pictures (2-3) may be included in a 700-800 word column. Feature story: 1000-1500 words, plus up to 10 digital photos. Send to: editor@vwwca.com

Important! Articles and advertisements do not necessarily reflect the views of The Vintage Volkswagen Club of America. All material in the Vintage Voice is the property of the VWCA. Unauthorized use of said content may not be reproduced in any form without written consent.

The Vintage Volkswagen Club of America does not assume responsibility for statements or claims made by advertisers, editorials or community contributions. Information gathered by The Vintage Volkswagen Club of America and its resources are considered reliable but accuracy of information cannot be guaranteed. If you wish to reprint the material, please contact the editor at editor@vwwca.com. It is assumed that all content submitted for printing is the original work of the author who shall bear all responsibility for copyright violations.

VintageVoice

Vintage Volkswagen Club of America

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

East Vice President: Kathy Jacobs - Hahira, GA
vpeast@vwca.com

West Vice President: Eric Lykens - Santa Maria, CA
westvp@vwca.com

Editor: Eric Arnold - Las Vegas, NV
editor@vwca.com

Historian: Heinz Schneider
s.heinzo@verizon.net

Membership Coordinator: Jay Brand - Highland, CA
membership@vwca.com

Chief Technical Director - Jake Raby
tech@vwca.com

Contributors:

Eric Goodman, Eric Arnold, Heinz Schneider, Jake Raby,
Fish Head Louie, Lois Grace, Bernie Champon

Cover photo by Eric Arnold

THE **Weedub** 1600

Greetings Phil,
Wow, these VW engines are really cool!
Keep it up.

Dave Kindig
Kindig-It Design & Bitchin' Rides, Utah, USA

VW BEETLE ENGINE 1/4 SCALE MODEL KIT

Classic



1/4 Scale

....see more at
www.theweedub.com

also... **THE Custom KIT** *bitchin'!*

AMERICA'S #1 SUPER-DELUXE MEGA-MAGAZINE

volks★
america

ISSN 2207-0621 17 >
9 772207 062006
ISSUE 17 • US\$19.99

2021 Annual



VINTAGE, CLASSIC & MODIFIED VWS & PORSCHEs

Order Online at www.VolksAmerica.com

10% Discount - Checkout Code VVWCA10

Vintage Munk's Vintage Volkswagen service & restoration since 1969

We have been working on Volkswagens in Oakland County, Michigan since 1969 and our mission remains the same. We treat our clients like friends and family. We show you what we find, encourage you to get involved, and work with you ...both quality and budget wise.

We are now the oldest "strictly vintage" shop in Michigan. We offer a lifetime workmanship warranty, we are proud of our commitment to quality, and we are die-hard Volkswagen lovers.

We take the bugs out of your Beetle.



3088 Huron St. (M-59)
Waterford, Michigan
service@munks.com
248-335-5424
www.munks.com

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

THE HISTORIAN'S CORNER

Volkswagen in the US. In 1953 a grand total of 1,214 1Volswagens were sold in the US, which included 1,139 Beetles, ...

6

UPCOMING EVENTS

Plan to attend your next VW show or camp out!

11

CLASSIFIEDS

Find that part you need, or your next VW!

13

PARTS PAGES

Classic excerpts from Volkswagen parts books

14

PLEASE PAY BEFORE LOADING

As our readers know, I buy a lot of old Volkswagens and Porsches. There is an occasion where I do sell one here and there...

15

TECHNICALLY SPEAKING

I really enjoy receiving feedback from our readers about my technical content. In this issue of Vintage Voice I am going to dedicate all my technical content focus to the topic of performance engine coatings for VW air-cooled engines.

18



MEYERS MANXSTER 2+2

29

Jim Russell is a long-time fan of Manx style buggies, having owned an original style Manx, which he regrettably sold in the mid-90's...



LEARNING TO DRIVE

32

Do you remember when you learned to drive? I sure do. Of course, when you learn to drive in a truly unique vehicle, as I did...

BOSCH ACCESSORIES

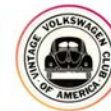
34

In 1958, the modern sports car series offered a 128 page book titled "Accessories for..."

FOLLOW US ON INSTAGRAM

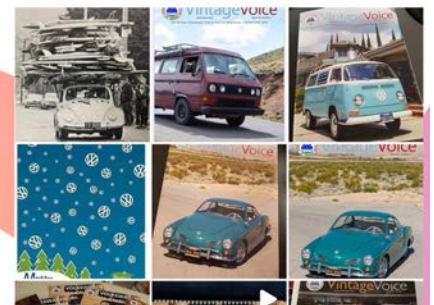
@vintagevwclubofamerica

vintagevwclubofa... ▾ ● ⊕ ≡



90 Posts 1,994 Followers 116 Following

VVWCA
Motor Vehicle Company
The official account of the Vintage Volkswagen Club of America, founded 1976.
Please tag us #VVWCA.
www.vvwca.com/



The Podium with President Eric Goodman

Dear VVWCA Members,

The Vintage Volkswagen Club of America (VVWCA) was founded in 1976 to serve as a network for vintage Volkswagen enthusiasts owning air-cooled cars. In the beginning, the first vintage Volkswagens were the early split rear window cars; hence our logo features a split rear window sedan. As this hobby grows older, more Volkswagen models qualify as vintage through the production of the last air-cooled Volkswagen convertible in 1979. The VVWCA endeavors to assist all enthusiasts of VWs in the historical, technical, and social aspects of this hobby.

The VVWCA is a non-profit organization, run voluntarily by enthusiasts, for enthusiasts. We operate with funds from our Pro-Members dues, Chapter club dues, and our sponsors. You will see our Board Members' names listed in this newsletter, and Ads for our sponsors. Chapter clubs are listed on our website.

We invite all persons interested Volkswagens to join our club (National), and to seek-out your local chapter or VVWCA affiliate club. There are countless events that occur throughout the year which allow you to meet enthusiasts with similar VW interests and to provide the resources to help you enjoy your Volkswagen to the fullest.

WHAT WE DO: The VVWCA is the source for information pertaining to out-of-production Volkswagens or any of those that have reached vintage status. We serve as an international resource for those seeking information on air-cooled VWs. Volkswagen and other industry related companies often refer to our club when they need information as well. We are the only source you'll need if you're planning to buy an old Volkswagen. Our members have been restoring Volkswagens for many years, and can provide you many resources for the preservation or restoration of your car.

WHO CAN JOIN: Although the VVWCA is primarily a vintage Volkswagen-orientated club we do not limit membership to just those people who own vintage Volkswagens. Your Volkswagen doesn't have to be a bone-stock original model, nor does it have to be a show-winning Volkswagen. The majority of our members are simply in the VVWCA because they love VWs old and new.

Please visit our website, and join the VVWCA national club, find a local chapter club or find out about events in your area. You will be happy you did. Membership in the Vintage Volkswagen Club of America is FREE for the basic members or you can upgrade to the Pro-Membership and get discounts from our sponsors and members only prices in our Regalia shop. You will also receive 6 issues of this bi-monthly magazine (The Vintage Voice). Most importantly, you'll also receive a wealth of information on Vintage Volkswagens, help support our hobby and our organization so it will be around for generations to come... Thank you.

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



The Historian's Corner by Heinz Schneider

VOLKSWAGEN IN 1953

NO MORE SPLIT WINDOW

Volkswagen in the US: In 1953 a grand total of 1,214 Volkswagens were sold in the US, which included 1,139 Beetles, 33 Karmann four seater convertibles Model 15 and 75 Transporters Type 2. Walter Henry Nelson wrote in his book "Small Wonder" about the official Volkswagen importer for the US Hoffman Motors in New York, "a disorganized, superficial, and slipshod organization had evolved who sold VWs" By the end of 1953 for the entire 4 years a total of only 2,173 Volkswagens were sold in the US through the Hoffman organization, an unofficial independent dealer in Los Angeles, Johnny von Neumann, in 1952 unofficially sold more cars in LA alone than Hoffman did in the east. The cars Neumann sold, he and his wife picked up from Hoffman and drove them west. Anyway, that is how the story is told. Johnny von Neumann did approach Volkswagen and Porsche directly and reached a tentative agreement to have Volkswagens send cars directly to him starting in April. Later that same year Volkswagen sent a man to San Francisco to open a first official office there to serve the west coast better.

At the end of 1953 Hoffman Motors finally lost its agreement to sell Volkswagens. In defense of Hoffman it must be said that the cars Hoffman had to sell were the

early versions of Beetles, which did not look very attractive and had many quality problems. The introduction in late 1952 of the Deluxe/Export models with a partially synchronized transmission and many more mechanical and appearance upgrades made them easier to sell.

THE NUMBERS

Volkswagens built in 1953 had chassis numbers from 1-0 428 157 to 1-0579 682. Engine numbers were from 519 137 to 700 697. Total production reached 179,740. That number includes 151,323 Type 1, of which 118,387 were model 113 export versions, 28,707 model 111 standard versions, 4,170 Karmann model 151 four seater convertibles; the last one of the Hebmüller, model 14A; 9 police cars and 69 others. 28,417 Type 2 Transporters were produced the same year. The lowest price Beetle sold in 1953 in Germany for DM 4,400. DM 200 less than the year before. In dollars, this is \$1,050. Exchange rate \$1.00 =DM 4.20. Volkswagen employment reached 20,569. 68,754 vehicles were exported. Average daily production reached 673 or 8, 7 vehicles per employee. Over 2,500 Dealers were selling and servicing Volkswagen worldwide.

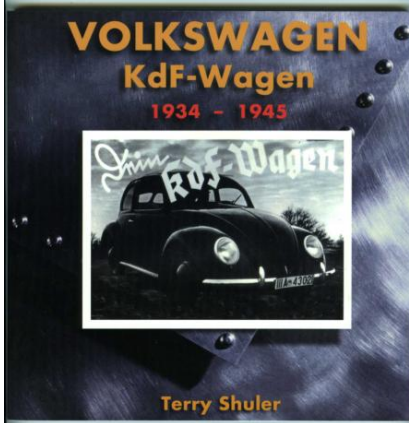
A look at the major changes, most actually introduced in October the year before: The biggest external change in 1953

The Historian's Corner (continued)



1953, Oval Window

came with the introduction of the oval rear window on March 10th 1953 starting with chassis # 1-0454 708. Some documents claim it started with chassis # 1-0454 951. As far as Vintage Volkswagen enthusiasts are concerned, it was the most important change thus far to the Volkswagen Type 1, later known as the Beetle. Instead of two flat glass separated by a metal bar, the new window was a single piece of the same area but curved slightly the curvature of the roof. At the same time, safety glass was now used all around for the first time. Volkswagen claims that with the change of the rear window visibility to the back was increased by 23%. It is hard to imagine how the little metal bar had reduced visibility by a whole 23% and I ask, how do you measure visibility? Today vintage cars with split windows demand a higher price and are considered by many as more desirable than the oval ones. Some Vintage Volkswagen clubs accept only members with split window cars. The



**Volkswagen
Kdf-Wagen
1934 - 1945**
By Terry Shuler

The story of design and development of the world's most recognizable automobile, including the prototypes and early production models is told with large historic photos and text by Terry Shuler.

Included are photos of prototype production and rigorous testing program before the war and the many wartime models and modifications to Hitler's Strength Through Joy car. Exclusive Porsche family insider photos never previously published are also contained. The book concludes with the British Army's restarting of the makeshift VW assembly line in the bombed out Wolfsburg factory in occupied Germany. A must for any VW enthusiast or automotive history buff. *Almost sold out!*

Softbound, 150 pages, 138 photographs. \$25.00 Shipping included worldwide. Send your check to: Terry Shuler 1120 Lloyd St., Nanty Glo, PA 15943

best known one of these is the Brezelfensterclub of Germany of which I used to be a member. The Germans like to refer to this these early cars window as the pretzel window car ones.

A study done in Germany in the late fifties found the oval window cars retained their values much better as the ones with the split window. It had been assumed that that there would not be such a big gap in their value. It was thought of at the time as to be just a minor change. The introduction of the synchronized transmission in October of the previous year did not create such buyers reaction. The critic's conclusion: Even Volkswagen buyers value

The Historian's Corner (continued)

an appearance change higher as a considerable but invisible mechanical improvement. Today in 2021 however the situation is reversed splits sell for much more as ovals.

A NEW ENGINE

Even though the change from the split window to the oval was for many a big emotional event, many other changes took place at the same time. An important change was the introduction of the new larger and more powerful engine on the 21st of December. That was right before the factory shut down for the Christmas holidays. The real beneficiary of this new engine was next year's model and all future ones until 1960. We will look at the engine closer in "Volkswagen in 1954". In 1953, 5,415 of these new engines were built.



1953, 80 millimeter gas cap

Other 1953 changes

January: The air cleaner had now a metal clasp as a hold down, starting with chassis 1-0 428 221. Floor mats now attached to floor to keep them from sliding from # 1-0 430 467. Air correction jet now slightly larger 200, starting with 1-0433 397. To reduce the rattling valve noise, play was reduced from 0.006 to 0.004, starting with chassis # 1-0435 509.

February: Adjustable door buffers from chassis 1-0 441 708 to avoid door rattle. Capacity of transmission oil increased to 3 liters from 2.5, starting with # 1-0 450 810.

March: The big change from split to oval took place as mentioned above with chassis # 1-0434 951. They just could not leave fuel tank filler neck alone and changed it again starting with 1-0 544 951 this time to 40 mm. Interior light now 10W instead of 5W for more light. A tiny handle on dashboard ashtray introduced # 1-0434 951.

April: Steering wheel bushing material changed from pressed steel to casting with chassis # 1-468 206.

May: Windshield wiper shaft hole lowered by 8 mm and sealing compound used around shaft hole to keep water from entering the luggage compartment, starting with # 1-0468 206

July: Transparent sun visor used starting with # 1-0509668. Vent window lock with safety stop # 1-0 575 415.

August: Front axle torsion bar pack in-

The Historian's Corner (continued)

creased to eight leaves top and bottom starting with # 1-0517 304. Grease cap at front hubs no longer filled with grease from 1-0517 880.

December: New engine introduced starting with engine # 695 282 and chassis # 1-0575 415 with larger displacement and number of other changes. Since cars did not have this engine installed until after the 1953/54 Christmas holiday season, we will cover it in more detail in "Volkswagen in 1954" Also in December interior instrument light turned on in conjunction with turning on exterior park or headlights. Instrument lights became now adjustable by turning the headlight knob from 1-0575 417. Windshield wiper arms now painted instead of being polished metal.

Colors used in 1953: L19 Atlantikgrün, L41 Schwarz, L73 Kastanienbraun and L 90 Sandfarben. Colors for standard models: L21 Perlgrau and L37 Mittelblau. While the pearl gray color was exclusively used on the standard model, according to some sources, the L37 medium blue could also be ordered for the export model on request.

Important 1953 Dates

March 10th: Oval rear window introduced.

March 23rd: First official Volkswagen production facility formed in Brazil using mostly locally produced parts. Since 1951

Brazilian Volkswagens had been built from CKD sets imported by a private Chrysler importer. Brazil would eventually become Volkswagens largest, wholly owned production facility outside of Germany and the largest producer of cars in Latin America for many years

July 3rd: The 500,000th Volkswagen produced.

October: Regent Motors, in Melbourne, Australia starts importing Beetles.

December 8th: 250,000 visitors had come to the VW factory in Wolfsburg, some to pick up their cars, others just to look the place over.

December 21st: Before the Christmas holidays, production of the new engine started. Other smaller changes to the car were introduced at same time.

Other 1953 Events

A widely repeated story is that Karmann finished twelve more Hebmüller two-seater convertibles in February from parts left over after Hebmüller declaring bankruptcy in May of the previous year. A request sent by me a few years ago to Karmann for confirmation came back with the response that their archives show no record of this claim. It is widely believed that Hebmüller had to declare bankruptcy because production facilities were too badly damaged, however most Hebmüller cars were actually built after the fire. The problem was that they had financial difficulties because

The Historian's Corner (continued)

of the fire.

Karmann who was friend of the chief designer at the Ghia Company in Italy suggested to him to come up with ideas for a two seater roadster Volkswagen built on the Beetle chassis. First drawings by Karmann looked a lot like British roadsters of that time, but other drawings hinted already of the final Karmann-Ghia look, which was also used by Ghia for Chrysler. Eventually on November 16th a Karmann Ghia prototype was presented to Heinrich Nordhoff and its production accepted, pending favorable cost calculations.

At the same time the VW factory developed a smaller car under development #EA 48 to be introduced in 1955. It had a two cylinder 700cc air cooled boxer engine, half a Beetle engine at the front. The intended selling price was calculated to be 3,000 Mark, about US \$ 715, at an exchange rate of \$1.00 = DM 4.20. It was to supplement the Beetle. It was in response to the great success in Germany to the many smaller cars coming from France and Italy. The project was abandoned the



next year because of lacking production capacity at VW.

Nordhoff was under considerable pressure since day one, many had suggested to him to replace the Beetle causing him to have many prototypes developed, including by Porsche. After a presentation of two Porsche developed prototypes November 25 of the previous year at the Porsche works in Stuttgart he ordered them destroyed. He did not even ask the cars to be sent to Wolfsburg for further evaluation. Besides the demand for Volkswagen cars was such that it did not really make any sense to replace the Beetle with the different model. - HS

Upcoming Events

Event info as of April 1st, 2021
Contact show organizers/websites
for the latest updates.

May 2, 2021

Spring Dust-off Pomfret, CT

This is an informal, non-judged VW gathering held rain or shine. Dash Plaques to the first 100 cars. For more info: Bill Arute (860) 395-9964 or email bill@ctvwa.org

May 22-23, 2021

6th Annual Dubs in the Shrubs Campout, Car Show & Swap Meet Yardville, NJ

Dubs in the Shrubs show is a 2 day air-cooled vehicle event (and Vanagons). Contact Information: Old School Euro's Car Club and Dubs in the Shrubs 2021 on Facebook. Email Oldschooleurosc@yaho.com

June 13, 2021

Michigan Vintage VW Festival

Ypsilanti, MI

Non-judged car show celebrating all VWs. Registration \$15 at the gate. Swap spaces \$20. 9am-3pm, Rain or Shine.

More info: www.mvvc.net/festival

June 20, 2021

28th Annual Bug-A-Fair 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! For more info go to www.ctvwa.org or contact: Bill Arute (860) 395-9964 or email bill@ctvwa.org

July 10, 2021 (rain date July 11)

16th Annual Euro-Ameri- can Auto Show Yardville, NJ

Open to all other foreign and American autos and cycles. It is held on grass with shade trees and picnic tables available. Proceeds benefit the club's high school student scholarship fund.

Contact information: Trenton Donauschwaben, 609-585-1932

September 18-19, 2021

Dubs at the Gap 2021 Flintstone, MD

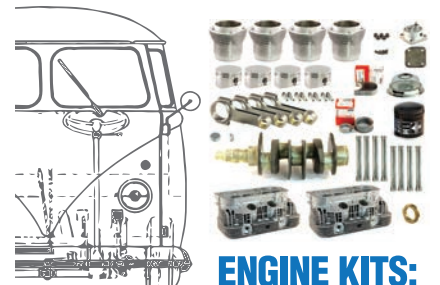
Western Maryland's Finest Volkswagen, Audi, and Porsche car show. <https://www.facebook.com/dub-satthegap>

To list your upcoming event
email editor@vwwca.com

Type 4 Conversion. Reliable big bore power.

The Type IV Store™

No one knows
Type 4 conversion
parts better than us.



ENGINE KITS:

Camper Special,
2056cc, 2270cc, 2563cc



T1&T4 COOLING SYSTEMS



VALVETRAIN KITS

including Raby Cams

type4store.com | (815)-472-2939
info@type4store.com

[facebook.com/type4store](https://www.facebook.com/type4store)

Hemmings AUCTIONS

**The easiest way to sell your car online
Skip the tire kickers and time wasters**

**Why
Choose
Hemmings?**

- Sell your classic in weeks, not months - over 75% sell through rate
- Get market value or more when bidders compete
- Over 100x more views than typical classifieds through our promotion
- Your own personal listing specialist guides you through the submission, auction, and sale process
- Listing fee is a no-risk \$99.95; unsold vehicles will be converted to classified listings

To get started, visit us at

hmn.com/sold

or give us a call at **1-800-227-4373**
EXT. 79500



We're looking for auction-ready cars—and trucks, and motorcycles too—for real-world enthusiasts and collectors who enjoy their machines out on the road. So, if you have a no-excuses, ready-to-roll specialty vehicle, the kind that can start conversations and attract bidders, Hemmings Auctions is the place for you.

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

YOUR AD COULD BE HERE!

PARTS, ETC. FOR SALE

VW vehicles, parts and accessories for sale. contact Johns Car Corner located on US Rte 5 in Westminster, VT 05158 - working on Volkswagens since 1966. Large selection of rare parts, free information and advice, E-mail <jandi@svcable.net> or (802) 722 - 3180

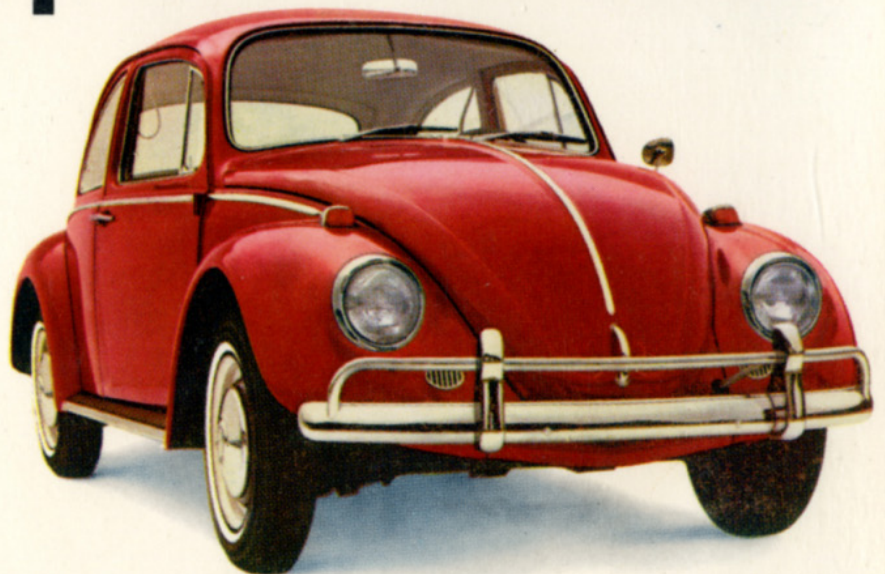
Contact us for all VW needs plus info/advice (802)722-3180
Email: jandi@svcable.net JCC Rte 5 Westminster, VT 05158



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

It won't drive you to the poorhouse.



For Your Information - Parts Pages

114-9

'Formula Vee' Sports Gearshift Lever

Distributed by: Volkswagen of America, Inc.

| Part No. | Suitable | Reference |
|--------------|-------------------------------|-----------|
| 000 064 231A | Type 1 & 3, exc. Automatic | from 8/67 |

Gives your VW a sporty look and a sporty driving feel. Has a drilled chrome steel shaft, walnut knob, PVC boot, with Wolfsburg City Crest.



Easily installed without sawing or drilling: slip over existing lever and tighten clamp (supplied) at base.



72

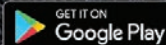
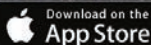
www.hotvws.com

International subscriptions please call 1-818-487-4564



Only \$41.97
for 12 Months

Print + Digital
Subscription Together



SUBSCRIBE!

Now, Digital Subscription Available via iOS and Android Device!
(Print only or Digital only Subscription: \$34.97 for 12 months)



May/June 2021

Please Pay Before Loading

by Fish Head Louie

As our readers know, I buy a lot of old Volkswagens and Porsches. There is an occasion where I do sell one here and there; I cannot possibly keep all of these treasures and rightfully so like to share them with the rest of the car community.

A man from Maryland called me and wanted me to get a 1966 Volkswagen project out of his garage that had been in the way for about a decade. He also had a bug full and additional pickup bed load of items with the deal. The price was low and I had a use for some of the new parts. After sifting through the inventory and making a "roller," out of the bug, I placed it for sale.

An elderly gentleman showed up and we struck a deal that pleased both of us. I asked politely if he wouldn't mind paying me before loading. He seemed a little offended, and then moved forward with loading. He didn't seem to have that much experience with a trailer and dropped the flip up ramps on the ground from very high. His son-in-law jokingly said he should get his dad-in-law's credit card number (in case of a damaged trailer). I used this as a segway to again request payment. I'm sure he wasn't pleased to have to stop the process, but he handed me the pre-discussed cash and in-turn, I handed over my title.

After the '66 Bug was pulled up on the trailer, the same gentleman threw back the first ramp right into the bug! There it was, a huge "dent" at the rear of HIS VW. Imagine if he hadn't paid me and then decided he no longer wanted the car; then, I would be left with a dented '66 bug that would have to move back to where it was before they arrived. He asked if I would give him \$50 back because HE had damaged his car. I took it as a rhetorical question and gave just an acknowledgement half smile. They went on their way and all was okay.

I had another recent incident with a prospective buyer on a 1965 VW Bus project, that did not go so well. Of course, I did not know this man or his companion. After looking at the bus, he video-conferenced another stranger and showed him my entire collection and property, which made me quite uncomfortable. Then, he came back to the '65 bus and asked his phone buddy what he thought. The whole

time, the companion and I were making small talk. Finally, the buyer and I negotiated a deal and I wrote a

bill of sale; when I returned, he was on the phone with his "advisor," again. Then, he backed his trailer up to the bus, but his "advisor," called him yet again to make sure there was a VIN tag and an M-code plate. It was then that I asked to be paid, before loading.

He said he "wanted to see if the wheels rolled, first." I told him that this was unlikely as I had trailered it to its current spot and it had been off the road for 40+ years. I thought I'd tread lightly for a hot minute and revisit the request as it worked before right? Famous last words.

The whole time I was giving the companion an earful asking when his friend would pay me. The buyer hooked a chain to the bus frame, and pulled it about 10 feet; he kept going back and forth to the bus, finally asking his companion if he would sit in the bus and hold the steering wheel.

Just then, the companion said, "I'm not doing anything until you pay the man." Sensing all hell was going to break loose, I said, "there's no problem, here."

Though I have the whole incident in video surveillance camera, I will spare my readers all of the barrage of curse words, but the "buyer" basically told the companion that it was none of his business, to find another ride home, and that he couldn't be bothered buying my bus any longer. I thought I was going to have to call the companion an uber. All the man said after he unhooked from my bus was, "sorry man." I even had to remind him to return my tow chain.

I am torn about how I feel about this last incident. Sure, I did want to sell the bus, but the whole incident seemed full of red flags. In addition, and at the very least, if he had paid before he began loading, he would have had to follow through with the transaction and furthermore if he caused any damage, it would not be MY problem.

On the other hand, he seem indecisive for whatever reason and the buddy I ended up selling the bus to IS extremely happy with it.

Just remember before anyone loads your car for sale that they agree to buy, make sure they pay in full so if anything happens, it is on them. - FHL



MEET THE MEYERS 'WHEELS FOR FUN' BUNCH

MEYERS MANX B KITS

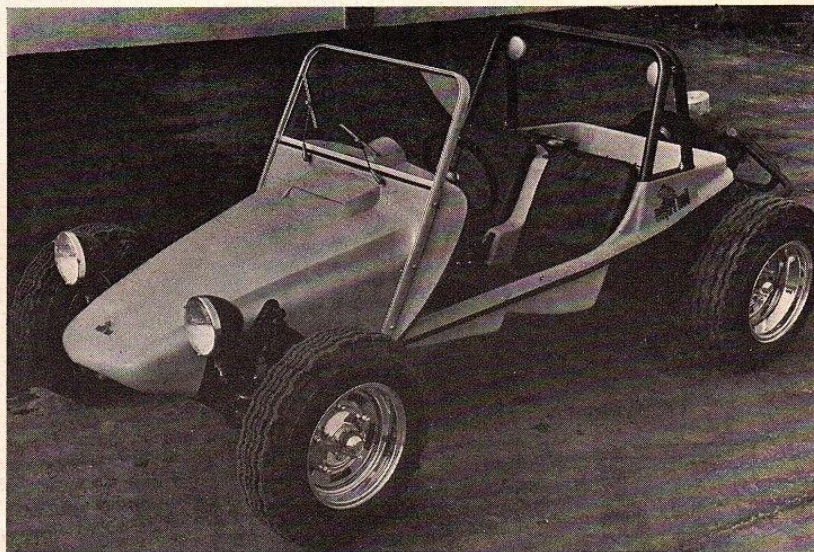
New low price . . . now only \$499.95

High volume production in new, ultra-modern facilities and continuing sales leadership allow this significant price reduction. The same high quality and classic workmanship continue, and the B Kits still contain all the items necessary to turn an ugly Volkswagen into a nifty fiberglass duckling!



MEYERS LYNX models from \$149.95

Too tough to be mere mini-bikes, the Lynxes have husky four-cycle engines and heavy duty frames, suspensions and brakes to stand the gaff of all-around use. Big bike durability comes at little bike price!



MEYERS TOW'D . . . kits from \$349.95

The ultimate off-roadster in a bolt-together package. Features its own tubular steel frame, one-piece thermo-molded body, built-in tow bar and dual roll bars, welded and tested gas tank, and all assembly hardware.

MEYERS

MANX TOW'D LYNX

Available at all authorized MEYERS MANX dealers. Send \$1 for illustrated Meyers Manx, Tow'd and Lynx catalog.

B. F. MEYERS & CO., Box 8266-R4,
Fountain Valley, Calif. 92708

©1969



THERE'S NOT AN APP FOR THIS

Members of the Vintage Volkswagen Club of America receive up to a 5% discount.*

HAGERTY[®]
FOR PEOPLE WHO LOVE CARS

INSURANCE. DRIVERS CLUB. CAR VALUES. ENTERTAINMENT. THE SHOP. DRIVESHARE.

Drive with us. 800-922-4050 | Local Agent | Hagerty.com

*For U.S. policies only, not available for CA, MA, or TN. Vehicle make and model names and logos are property of their respective owners and their inclusion does not imply sponsorship of or affiliation with Hagerty or any of its products or services. Hagerty Insurance Agency, LLC, (HIA) determines final risk acceptance. Purchase of insurance through HIA is not required to receive optional products or services through Hagerty Drivers Club, The Shop and DriveShare. Hagerty, the Steering Wheel Logo, HAGERTY FOR PEOPLE WHO LOVE CARS, THE SHOP ASSEMBLED BY HAGERTY, and DRIVESHARE BY HAGERTY are registered or common law trademarks of The Hagerty Group, LLC ©2019.

Performance Coatings & The Vintage VW Engine

I really enjoy receiving feedback from our readers about my technical content. In this issue of Vintage Voice I am going to dedicate all my technical content focus to the topic of performance engine coatings for VW aircooled engines. Why? Well, of all the articles I have written thus far, I have received the most feedback (and questions) from readers regarding the performance engine coatings that I have been mentioning as part of “Project 1385”.

It seems that the use of these coatings is often misunderstood, and people don't have a grasp on what coatings are, how they are applied, who applies them, or what the benefits of them may be. This is a hot topic, so I am taking a break from the normal content that I had planned for “Project 1385” to address these points, and to better familiarize the readers with my direct experiences over the past two decades of applying performance coatings to my VW & Porsche aircooled engines. Since “Project 1385” uses a full complement of coatings applied by Calico Coatings in Denver, NC, the content will still be in line with what I had planned, but maybe I won't receive quite so many coating questions as I work to finish the series.

Note: You do not have to own a “race car”



Engine components for “Project 1385” after receiving a full complement of thermal barrier, thermal dispersant, and friction reduction coatings.

or have a performance engine to take advantage of performance coatings. Keep in mind that these things are being applied to “Project 1385” which is only a mild, daily driver performance engine that is based from a VW 1200cc platform.

THE BACK STORY

Starting in 1999 our industry went through a period of time where camshaft and lifter failure issues with freshly built engines were a bit of a “mechanical pandemic”. I had problems, and most every builder did as well; it didn't seem to matter whose parts you used, having failures before engines saw their first 100 miles were wide spread. Later, we would all find out that engine oils had changed, and this was really the heart of the lifter and camshaft failures; but that didn't stop me from using new coating technologies to try and curb the problems. It was this scenario that first drew my attention to performance coat-

Technically Speaking with Jake Raby

ings, and I have been using them with my engines ever since. The coating company that I sought out over 20 years ago to assist me with this effort was Calico Coatings.

Since we are stuck with the same materials that VW engines have used since their inception, to move forward into the future, coatings are required to reduce friction, and to reduce heat within our beloved engines while increasing fuel economy, and longevity. Today's coating technology is light years ahead of where it was 20 years ago, and the evolution I have experienced in just the past 5 years has been astounding. I have seen huge benefits from the right coatings, used in the right places, in the right applications, and along the way I have also made some mistakes with coatings, too. The benefits have greatly outnumbered the cons, and I'll share all of the good, and the bad with you in this article.

Professional vs DIY coatings

I like to do things in-house when possible, and since I build all the aircooled engines at Aircooled Technology personally, I love to do it all. That meant that a few years ago I tried to employ DIY (do it yourself) coatings from various providers, but I did not get the same results as what I have experienced with professional coatings, like those from Calico Coatings. The main issue was the learning curve associated

with the application process, and that is primarily due to surface preparation. The surface preparation is the key to coating adhesion, longevity, and performance. The learning curve associated with this aspect of coating application is the single biggest reason why my efforts of coating things in-house was an epic failure.

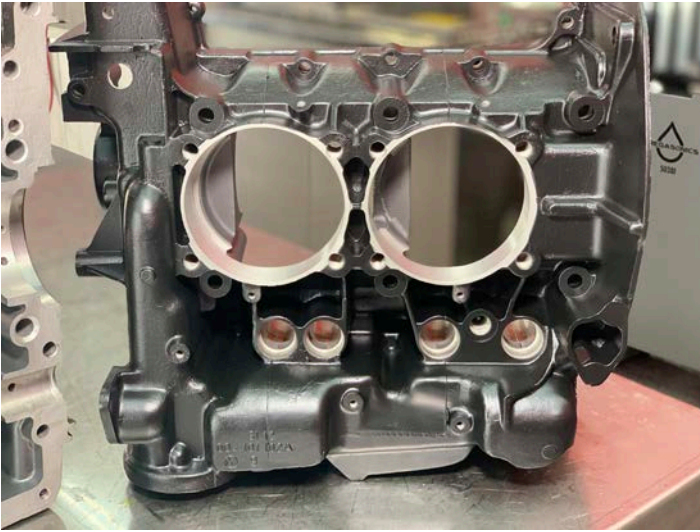
The second biggest reason was choosing the proper coatings for the job, and I got some bad recommendations from the providers of the coatings as well. I lost more money experimenting with these things myself, than I could have paid a professional to coat all my engines for an entire year. Due to this I strongly discourage DIY efforts when it comes to application of performance coatings when it comes to internal engine components. Does this mean that you can't perform your own research, and spend time developing your own successful coating regimen? No. If you have more time on your hands, and want to take on the challenge, a quick Google search will net you many sources for DIY coating products.

Understanding the main coatings used in the VW aircooled engine application:

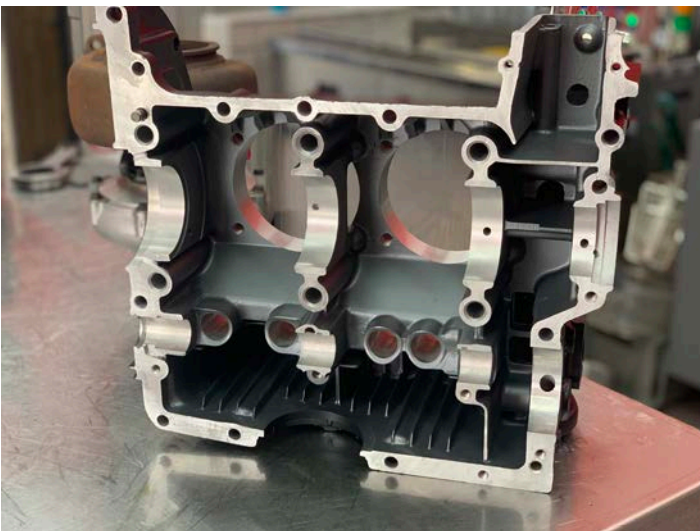
Thermal Dispersant Coatings

Non-stick PTFE (Teflon) coatings with a polyamide-imide binder used on metallic surfaces to reduce sticking tendency and also provide a tough, durable film for dry lubrication and good abrasion resistance,

Technically Speaking with Jake Raby



VW Type 4/ Porsche 914 crankcase coated with thermal dispersant coating on the exterior, and oil shedding coating on the interior.



along with enhancement of thermal conductivity.

These are designed to help shed heat into the cooling air stream, thereby enhancing the thermal conductivity of the components. These coatings have shown me the biggest single gains of any coatings I have applied to aircooled engines, hands down. I have personally experienced cylinder head and oil temperature reductions with these coatings that are phenomenal. It is

not uncommon for a reduction in cylinder head temperatures by a solid 30 degrees Fahrenheit, (when coupled to thermal barrier coatings) and crankcase surface temperature reductions of 15 degrees Fahrenheit when using these coatings on my street engines in the 180HP range.

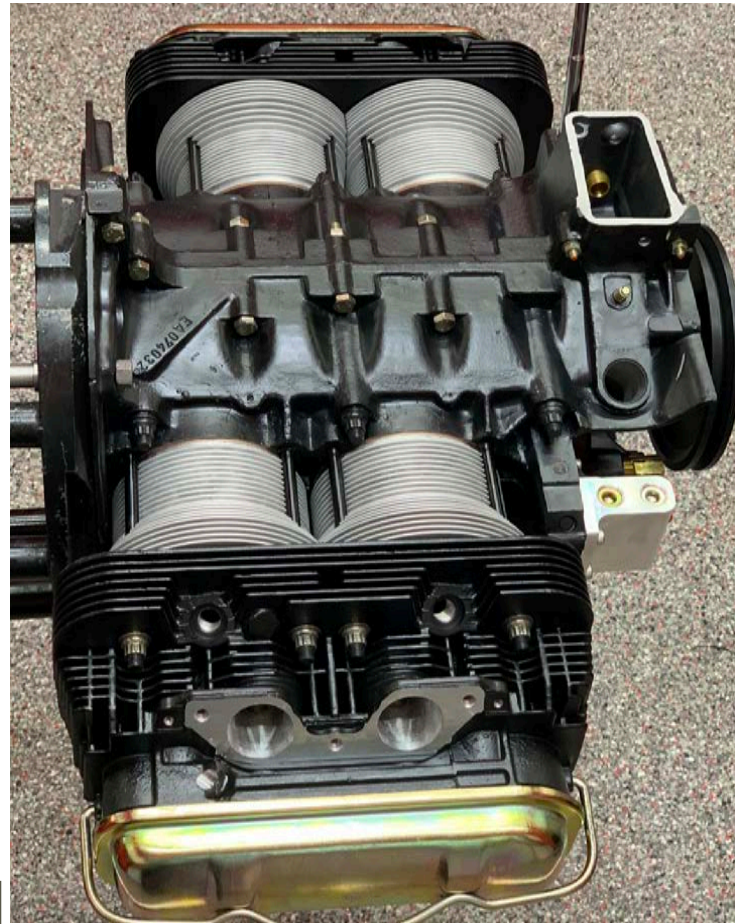
What is more impressive is how the engine resists thermal overloading, and how quick the engine cools down once shut down. In normal scenarios I see engines initially get hotter when they first shut down, and the cooling fan stops providing cooling air. I do not see this at all with thermal dispersant coatings; the temperatures drop immediately. Thermal spikes with coated engines simply do not exist, and I see the engines provide more stable valve adjustments, and head torques when we apply these coatings to cylinder heads, and cylinders. This is due to better thermal control, and reduced expansion/contraction from thermal overloading, thermal spikes, and etc. Put simply, these coatings are designed to help remove heat from the components they are applied to.

Thermal Barrier Coatings

These coatings are used on ferrous and non-ferrous engine components to optimize thermal management of parts subject to heat. Designed for use in combustion chambers and on piston crowns.

Technically Speaking with Jake Raby

This is a very tough coating that withstands combustion, fuels, oils, solvents and even acids. This coating also helps to resist carbon build up within combustion chambers, on the backs and faces of valves, and even on piston crowns. It is the goal of this coating to reflect the heat back into the combustion chamber and keep the components cooler by reducing the possibility of heat soak. When applying this coating to pistons, I always also apply it to combustion chambers, and vice versa. I have seen negative results with my engines when only applying this type of coating to only a piston crown, or only a combustion chamber as the heat is often reflected to the non-coated component,



VW Type 4/ Porsche 914 2.6L long block assembly, treated to a full complement of performance coatings

An advertisement for 'The Weedub' 1/4 scale model kit. The top left features the 'THE Weedub 1600' logo. To the right, a yellow box contains the text: 'Greetings Phil, Wow, these VW engines are really cool! Keep it up. Dave Kindig (Bitchin' Rides & Kindig-It Design, Utah, USA)'. Below this is a blue banner that reads 'VW BEETLE ENGINE 1/4 SCALE MODEL KIT Customized'. The main image shows a blue and silver customized VW Beetle engine with a woman smiling in the background. At the bottom, it says '1/4 Scale' in large orange letters, '....see more at www.theweedub.com' in yellow, and 'also... THE Classic KIT bitchin!' in a red banner.

thus reducing the benefits of the coating greatly.

When using these types of coatings. I have noted that engines resist detonation, and they always seem to prefer less ignition timing, and leaner enrichment for optimized tuning. Don't expect the engine to make more power, but you can expect it to tune better, and run cooler; especially when coupled with the aforementioned thermal dispersant coatings. Put simply, these coatings are designed to keep the heat from soaking into the components they are applied to.

Technically Speaking with Jake Raby



Dry film coated piston skirt after 69 hours of dyno test time, still looks new.

Dry Film Coatings

Dry Film Lubricant coatings help reduce friction and abrasive wear. It provides intermittent dry lubrication. These properties make this coating exceptional for main bearings, rod bearings, cam bearings, piston skirts, and other internal engine components. This coating greatly increases lubricity of the components, which basically makes every drop of engine oil do its job a little bit better.

These coatings really shine when it comes to engines that need additional bearing surface protection. VW aircooled engines have always been prone to high oil temperatures, which reduce the oil viscosity and lead to thermal breakdown of the engine oil viscosity. This means that scenarios where a lack of proper oil film strength to protect the engine bearings from metal-on-metal contact will likely happen to every aircooled VW engine if it is operated long enough. These coatings are applied



These main and rod bearings treated with dry film coating show excellent bearing protection after 13 years of service in a 180HP VW engine. Note that the rod bearings have yet to wear through the sacrificial coating, and the mains only show some wear that indicates debris had contaminated the engine oil at some point during the 13 years of service.



Technically Speaking with Jake Raby



Dry film coated oil pump gears, and distributor drive pinion. Oil pump body also treated to a dissimilar coating on the interior and exterior.

to provide a lubricated surface that acts as a bit of an insurance policy against this scenario creating bearing wear.

I have seen huge benefits with these coatings when used on bearing surfaces. One of the more extreme cases was one of my VW Type 4/ Porsche 914 SCCA road race engines that raced for 6 solid seasons with the same set of main, connecting rod, and camshaft bearings employed. These engine was disassembled, and "freshened up" each season, but the bearing coatings still weren't compromised, so they were simply put right back into service. This engine continually saw 8,000 RPM + for 20 minute races, and at times saw oil temperatures over 280 degrees while it made 180+HP from an 1832cc engine.

I recently disassembled one of my VW Type 4 roller camshaft/ lifter test engines from 2008 that had all the internal bearings treated with dry film lubricants from

Calico Coatings. After 13 years of service in a 180HP engine (fitted to my wife's '79 beetle cabriolet) the bearings still looked like new (as seen in the photo captions). In fact, all these bearings will enter back into service for another generation of testing without anything more than a quick cleaning before reassembly. These dry film coatings are the single biggest benefit that can be done to an aircooled engine, as they are cheap insurance against bearing wear.

The benefits of dry film bearing coatings also help make up for some of the lower quality bearings that are found in the VW industry today. In these cases, some bearings have softer compositions, and do not resist wear as well as older bearing sets. Using a dry film coating with these helps to make up for a bit of their inadequacy.

I also use the dry film coatings on piston skirts to reduce friction and reduce wear in scenarios where an engine could see overheated cylinders/ pistons. Applying piston skirt coatings have allowed me to run tighter cylinder/ piston clearances, resulting in quieter running engines that consume less oil, and have longer piston ring life.

Oil Shedding Coatings

Oil shedding coating is a non-stick coating for aluminum & steel surfaces to assist in returning lubricating oil back to the sump. Doing so reduces parasitic drag or windage

Technically Speaking with Jake Raby

on rotating assemblies.

These coatings are used on the interior of crankcases, on the faces of connecting rods, and inside rocker boxes of cylinder heads, and valve covers. Keeping the oil where it belongs is a must for high RPM engines, so this coating is typically applied to race engines more than street engines.

Other Coatings

There are other coatings that I have used over the years that you may want to research outside of this article. These include “DLC” or “Diamond Like Carbon” nano coatings & ceramic coatings (often used on exhaust systems). DLC coatings have been used in my quests to reduce camshaft/lifter wear, as well as within gearboxes, and differentials. Ceramic coatings used on exhaust systems are excellent for reducing the surface temperature of mufflers, headers, and etc. These also resist rust, and provide years of durability for exhaust system components, especially those fitted to turbocharged applications.

List of Calico Coatings used for “Project 1385”:

Combustion Chambers and heads of valves: CT-2

Exterior of the Cylinders: CT-41

Exterior of cylinder heads: CT-41

Piston Skirt CT-3

Piston Top CT-2

Main, Connecting Rod & Camshaft Bearings: CT-1

VW split crankcase: Exterior CT-41/ Interior CT-5

Oil Pump interior and gears CT-10 and exterior CT-5

Connecting Rods: CT-5

Over the years these coatings have come a long way. The good news is that the prices of these coatings have also dropped over the years, and these are a very affordable enhancement for VW engines that have proven to be beneficial in my direct experience. Calico Coatings has extensive experience with VW and other aircooled engines, and they’d be happy to assist you with the selection of the proper coatings for your VW engine application.

Source:

Calico Coatings

5883 Balsom Ridge Road

Denver, NC 28037

Tech Line: 704.483.2202

www.calicocoatings.com

Jake Raby

Chief Technical Director VVWCA

Owner/Founder:

Raby’s Aircooled Technology

www.aircooledtechnology.com

Technically Speaking with Jake Raby



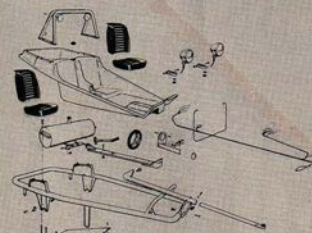
Internal components for "project 1385" prepped for assembly after machine, and balance work was completed. Upon completion of these processes, coatings were applied.

Vintage Munk's Taking the bugs out of your Beetle since 1969



vintage munk's

3088 Huron St. (M-59)
Waterford, Michigan
service@munks.com
248-335-5424
www.munks.com



FIRST COMPLETE BODY
& FRAME KIT!

meyers tow'd

It's the newest, toughest, lightest,
simplest, and lowest-cost off-road
buggy yet created. Easy to build,
a ball to drive!

COMPLETE KITS FROM **\$349⁹⁵**

TOW'D 22 KITS INCLUDE:

- Tubular chassis (takes VW front and rear suspension components).
- Dual roll bars for extra safety.
- Formed, welded and pressure-tested 11½-gallon gasoline tank.
- One-piece molded body.
- All assembly hardware.
- Complete assembly instructions.

Available at all Authorized MEYERS MANX dealers.
Send \$1 for illustrated Meyers Manx and Tow'd catalog.
B.F. Meyers & Co., Box 8266-D2, Fountain Valley, Calif. 92708



Technically Speaking with Jake Raby



VW Type 4 cylinder heads treated to thermal barrier and thermal dispersant coatings.



Project 1385 longblock assembled with all exterior surfaces treated to thermal dispersant coatings. Stay tuned as we work to complete our project engine!



Photo: Eric Arnold



155-203-06048



315-IDF-00311



INOX-356-100



155-721-50750



155-795-51400



INOX-356-3000



315-401-021



VINTAGE SPEED

shop@vintagespeed.com.tw

store.vintagespeed.com.tw



Meyers Manxster 2+2 photos & story by Eric Arnold



**Owner: Jim Russell
Spanish Fork, Utah**

Jim Russell is a long-time fan of Manx style buggies, having owned an original style Manx, which he regrettably sold in the mid-90's. The 'Buggy Fever' never left him, and in 2014 he pulled the trigger on building a 50th Anniversary Manxster 2+2.

The Manxster 2+2 is one of five body kits the company offered at that time. It is a four-seat model, perfect for a family, and it does not require any shortening of a standard Bug floor pan; the body bolts straight on.

Jim began his build in October of 2014 and completed by April of 2015, doing everything himself aside from the longblock, seat covers, and powder coating the roll bars and intrusion bars.

The Bug which gave up its chassis for the build, a 1970, was in rough shape. "You could put your feet on the ground" Jim said. "I completely restored it with new everything, even floor panels."

Polished American Racing Torq Thrust wheels wrapped in Cooper tires, 225/4517s in the front and 275/40/18s in the rear for a nice stance. Behind the wheels we find EMPI disc brakes on all four corners,

and up front the car has been lowered using Avis adjusters on a stock beam.

The fiberglass detachable roof is a standard option for the Manxster, providing shade and some weather protection for Jim and the family. Jim has added front hinges and gas struts to his setup so it opens at the rear, providing a bit more clearance.

Inside, the seat covers are an outdoor vinyl upholstery, and were crafted by Penny Seat Covers of Orem, Utah. Jim put the carpet kit together himself from outdoor carpeting available from Home Depot.

Powering this Buggy is a 1776cc with a single Weber 40IDF carburetor, paired with a stock Beetle transmission and an A1 stainless steel sidewinder exhaust.

Jim says "Driving this car brings back a feeling of fun. It's hard to explain if you haven't driven a buggy. Everyone smiles and waves at you to ask about it. Bruce Meyers has a saying 'More smiles per mile', and it's true in a Manx. If I'm having a bad day, a drive in my buggy can change my whole outlook."





Learning to Drive by Lois Grace

Do you remember when you learned to drive? I sure do. Of course, when you learn to drive in a truly unique vehicle, as I did, that life experience is hard to forget. Dad taught me in Vern (my Single Cab), and what an experience it was.

Learning to drive didn't happen all that long ago, did it? I mean, it must have been just a couple of years ago or so. Seems like only a few short years ago I first sat behind Vern's enormous goofy steering wheel, sweaty palms clutching it tightly, quivering left leg shaking so badly I could hardly push in the clutch. I'd coax Vern from gear to gnashing gear, as Dad sat fidgeting beside me, his feet stamping the floorboard every time I braked, and one hand grabbing wildly at the dash. AHHH, those were the days. I got the hang of things pretty quickly, I thought, even though Dad looked a bit worse for the wear as we bounced into the driveway after each lesson. But Dad stuck it out, and before he knew it, he'd made my sister, two brothers, and me into great drivers. I wish he were still here to guide my oldest niece.

Tonight, on my way home from work, I spotted a car that looked vaguely familiar. As I got closer, it looked a bit like my sister's pale blue Nissan Maxima, except that it couldn't be hers because there was some stranger behind the wheel. As I pulled alongside, I noticed the stranger was actually..... NO! It can't be! The stranger was my 15 1/2 year old niece, Sarah! But wait! She's not OLD enough to drive yet, is she? My sister was pregnant with Sarah when Rob and I got married last summer!! HOLD EVERYTHING. That wasn't last summer, that was 16 years ago. I flew on by



her, left hand waving dumbly in the air at her as I tried to shift from 4th to 5th gear, in my 4-speed Bug. I mean, this sight really took my breath away. Sarah got her learner's permit a few weeks ago, and is fast on her way to the driver's license. Seeing her sitting there confidently, both hands on the wheel, eyes on the traffic light, brought back lots of memories of my own first experiences on the road.

Seems like the moment my friends turned 16, they either got a car or had the use of one. Not so with me. Mom and Dad let me drive, oh sure, but it was for necessary trips or errands for my Mom, ONLY. No driving to school. No driving to go with friends. And, most of all, no driving for FUN. This could explain my penchant for driving just for the sake of driving today. I ENJOY this activity and drive whenever I get the chance. Anyway, back to my friends. If I wasn't allowed to drive to school, neither did I ever lack for a ride, since most of my friends had cars. What kind of cars? Well, Jeannie usually had her Mom's Ford LTD station wagon, which was deemed VERY uncool at the time. Still, it was wheels and it carried a lot of us. Debbie used her Dad's old 1959 Chevy Impala wagon. It was

Learning to Drive by Lois Grace

black, it was beat, and it was most definitely cool. We got that thing into some pretty unbelievable places. Jill and I rode in style (or so I thought) in her Dad's 69 Datsun pickup. It was a Datsun because Nissan hadn't been invented yet, and this truck was the closest thing to truck cool there was at the time. What could be better than a pickup? But, of all my friends, Carol was the luckiest. She drove her Dad's pale yellow 1970 Mustang. It had a black vinyl top, was nearly new, and was WAY cool, for obvious reasons.

Once I started dating, the guys I went out with seemed to have nice cars. I just sort of gravitated towards the boys with wheels. Early on, I dated a senior at our high school who had a 67 Firebird 400. He wasn't bad-looking himself, but the car sucked me in. It was bright orange with a black top and was the neatest thing around. John and I lasted only briefly, because even though the car was a 10, the guy was a jerk. After that there was Gary, who, along with his twin brother, drove their father's 68 Opel Kadett. It was metallic green, and we called it Percival Pickle. It looked a bit like the Oscar Mayer Weinermobile, in a small pickle suit. Sadly, Percy met a tragic end in a head-on collision. And no, none of his human occupants was seriously injured. Next came Kirk, an odd, free-spirit, surfer-type who drove a 65 LeMans. The car was an automatic and had some sort of dreadful transmission problem whereby the differential would hit the frame of the car while going over bumps. Because of this, I had to ride on the extreme right of the passenger's seat, or the tranny would thump against the frame. Kirk was forever trying to get Dad to help him fix this, and Dad (as you might expect) could not have been more uninterested in either the car OR Kirk. After Kirk, there was Dennis, an older man who, when I met him drove an elderly Austin America. I liked Dennis, but thought the car was worse even than a Pinto. Fortunately, Dennis came to his sense and shortly after I met him bought an original 1938 Chevy sedan, from the original owner. This car still had the original mohair

upholstery, and was FUN. Right before I met Rob, there was Jerry, who had a white 1970 Ford F-150 pickup. Need I say more? I am a truck addict, and here was the Real Thing! Besides the obvious attraction of a full-size pickup, Jerry was tall and had a mustache. After that fizzled out, Vernon and I traveled back and forth to college every day, where I met Rob. It was love at first sight for me: HE DROVE A VW BUG! How could I not love this guy? He was perfect: dark, ruggedly good-looking, and best of all, he had Humphrey. Hump was Rob's pale blue (under all the bondo) 1969 Beetle. And, as they say, the rest is history.

But, in the middle of all this, I had the use of Vernon, who wasn't yet truly mine and wasn't due to become cool until I was almost out of college. Till then, he was merely old and slow, albeit unwrecked at that point. I wouldn't wreck him till 1974. But even if he weren't cool, Vern was my soul-mate. Even then, he and I had that special relationship we have now, and part of fostering that relationship was learning to drive him. Seeing Sarah behind the wheel of the Nissan brought it all back.

Rob can't wait till Sarah gets her license, so she can begin driving US around. You see, Sarah and her younger sister, Natalie (who is 12) are like our own kids and they frequently go with us on trips and weekenders. One of the best trips we took was to the VW Classic in Irvine. There, they got their first taste of a large-scale VW show, and we had the fun of traveling with two pre-teenage girls. Anyway, Rob is really looking forward to the day when Sarah can do the 6-hour trip to Los Angeles while he and I while away the hours in the back seat, playing games and eating Reese's peanut butter cups. But for now, Sarah is still learning and our eagerness to be passengers will have to wait a while. My befuddled mind is having trouble grasping all this, it really is, but I'm sure I'll adjust. I just hope I can keep my feet from stamping the floor and my hands at my sides, not grabbing the dash, when I ride with her. After all, it won't be Vernon involved in all this!! -LG

Bosch Accessories by Bernie Champon

In 1958, the modern sports car series offered a 128 page book titled "Accessories for Your Sports Car" by Larry Reid. It was a descriptive guide and offered everything from wire wheels to car covers for sports cars and Volkswagens. In fact, not only was VW mentioned in every chapter but, there was a whole chapter dedicated to the People's Car because it was with us in such great numbers, and an amazing variety of accessories were on the market.

Robert Bosch, of Stuttgart, the foremost producer of high quality electrical components, now and then, produced a comprehensive line of VW accessories.

They made VW driving lights in a number of styles. Round lamps, 105 or 130 mm in diameter, normal or flat body, with clear or yellow fog or distance beam lenses, were available with a variety of mounting brackets, including low and high positions on bumper brackets and above bumper guards. The round lamps were priced from \$15 to \$18 and mounting brackets were another dollar. Bosch also made rectangular lamps - fog or driving - with clear or yellow lenses. (Figure 1).

Going to the other end of the car, Bosch also manufactured backup lights for all VW's, including transporter models, which were switched on automatically by a special contact unit when the reverse gear was engaged. (Figure 2), (Figure 3).

Other Bosch accessories for the Volkswagen were: a main battery switch which permitted cutting off the entire electrical system at the driver's seat; and auxiliary generator to supply extra current for radios and other accessories and an engine oil filter of the partial flow type. (Figure 4).

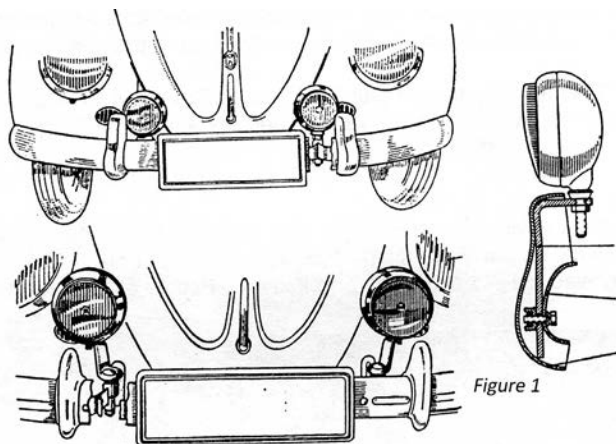
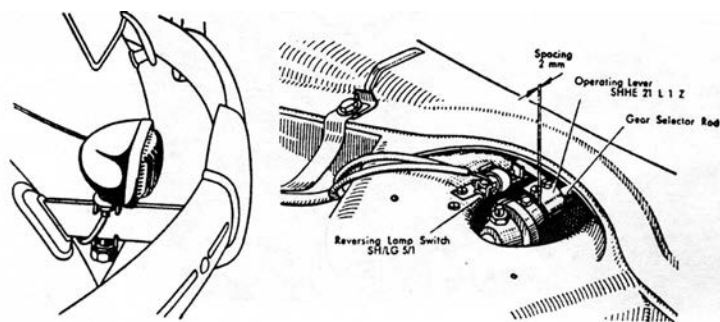


Figure 1



Bosch reversing lamp for VW mounts on rear bumper support of older VW's. Automatic switch fits in transmission.

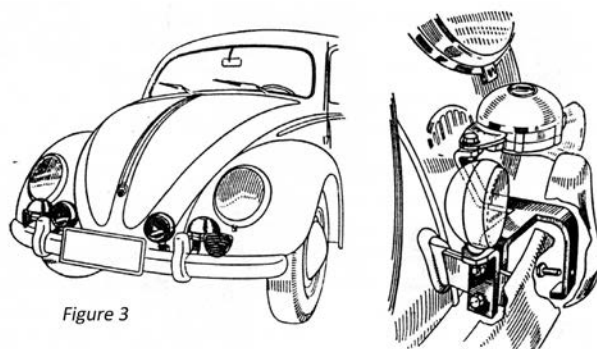
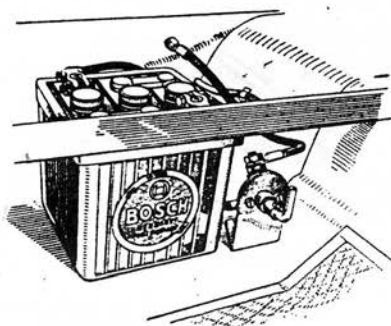


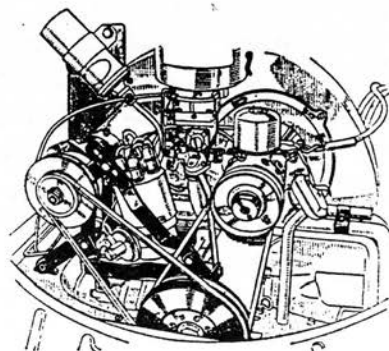
Figure 3

Bosch Fanfare horns mount on front bumper brackets, alone or paired with road lights.

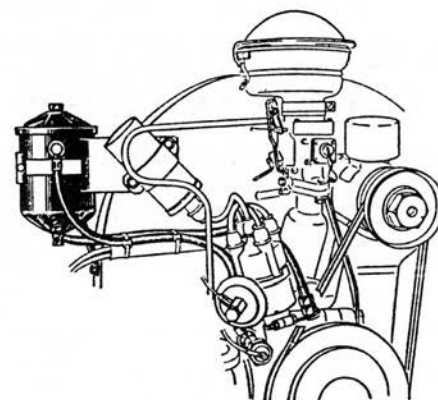


No car should be without an emergency battery current cutoff switch. The Bosch unit for the VW operates from the driver's seat.

Figure 4



Seldom seen but often needed on many cars is a second generator for operating electrical accessories. Bosch makes one specially for the VW.



Bosch partial flow engine oil filter for the VW.

