



VintageVoice

November/December 2019

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The Vintage Volkswagen Club of America Newsletter • Established 1976



Welcome

Oh boy, a lot has been happening with the VVWCA since we last chatted! We had some new folks come on board to help us as we continue to break new ground as a club, and reclaim some ground we let go of in the past. I'll let club President, Eric Goodman give you all those details in his column.

We have a nice Member Spotlight this issue, highlighting Charlie Crabb's meticulously restored 1962 Double Cab, told first-hand by Charlie himself. Technical Director, Jake Raby continues his very detailed feature on fire prevention, something every Volkswagen owner needs to always be thinking about.

You will also meet the new Western Vice President, Eric Lykens from California. I know what you're thinking...**Another Eric!** Ha! A lot of West Coast members may already know Eric L. from being the President of the Central Coast Chapter of the VVWCA. He will continue in that role as well taking on the new Western VP duties. Check out his intro to get to know him a bit better.

Of course, we have a fantastic scale model build from Mike Epstein, and part one of a look at Volkswagen in 1945 from Historian Heinz Scheinder. A lot more to discover as well in these pages. Let's get to reading!

Are you ready? I'm ready.

Eric Arnold, Editor
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Important news from the Vintage Volkswagen Club of America! A big step in the future of the club and of Vintage Voice. Make sure to check out the official press release!



The Podium with President Eric Goodman

We have two big announcements for you in this issue!

First, we are welcoming our new National Principal Sponsor, EMPI Inc. This is very exciting both for Vintage Voice, and for the VVWCA altogether. Please see our official press release later in this issue. I want to personally thank EMPI Inc. CEO Phillip Kane for his support.

Second, based on your feedback to our recent reader and member survey, the VVWCA is now pleased to offer an enhanced level of club membership. This new level, known as 'Pro Membership', has many added benefits beyond the standard free membership you already enjoy.

Pro Membership benefits include:

- Printed copy of Vintage Voice newsletter mailed to your home
- Hagerty Insurance Discounts
- Hot VWs Magazine Discounts
- CarTech Books Discounts
- 10% Discount in the VVWCA Regalia Shop

Club members who have signed up for the new Pro

Membership have already received a password for the new section of our website. We will also be sending out another email soon with more information about how to access your discount codes from our supporting partners.

You get all of this for just \$25 a year. That's much less than a full tank of gas!

Of course, if you decide Pro Membership isn't for you, the free standard membership option will always be here for you. The electronic copy of Vintage Voice will continue to be delivered to your email inbox every two months on schedule, with the same content as the printed version.

If you have not signed up for Pro Membership yet, and would like to get more information, please visit our website here: <https://vvwca.com/index.php/become-a-pro-member/>

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



The Historian's Corner

by Heinz Schneider

VOLKSWAGEN IN 1945, PART ONE

Under three different managements

I have covered the progression of Volkswagen year by year starting with 1931, the year Porsche opened his design office in Stuttgart, up to the last Beetle produced in 2003 in Puebla Mexico. Since my 72 articles of this series which appeared in the *Vintage Voice*, I have continued researching many of the details of the Volkswagen saga and in my recent updated versions I have been able to cover every year in a single article but the year 1945 is different. For the first time I feel the need to write two articles to cover the most important events of 1945. It was definitely a turning point in the history of Volkswagen like there were so many over the years. It was the year three different masters were in charge of Volkswagen. First it was the Third Reich, after that the Americans and then the British.

Ferdinand Porsche and his son Ferry with the top management of the Porsche office had left Stuttgart in September of 1944, to relocate in Austria and watch the collapse of Hitler's Third Reich from a safe distance. Porsche's son-in-law, Anton Piëch, who had been the man actually in charge of running the VW factory in Porsche's absence, stayed until April 10, practically to the last minute but left as soon as he heard American tanks rumble close to the area of Wolfsburg, still called KDF Stadt at that time. He made sure to take enough materials, cars and 10.5

million in cash and joined the Porsche/Piëch families in Austria.

During the first three months and 10 days of 1945, as the Third Reich was still in charge, 4,339 Kübelwagen were built until that last day. The last one had chassis number 2-51 995. That same day the citizens of Wolfsburg decided that the city and factory should not be defended. They could hear the noise of American tanks approaching but the tanks did not actually reach the factory or the city until April 15. They came to Wolfsburg after it was pointed out to them that children born in the US and American citizens, brought by their parents to Germany and lived now in Wolfsburg. Their fathers were hired by Porsche in the US to set up the Volkswagen factory for mass production. The American in charge of the area, Captain Lee of the 9th US Army, with his men took charge and established order since the forced laborers and the mistreated prisoners of war were getting restless and trying to take revenge on their erstwhile oppressors. Food and medicines were running short. Many of these poor forced laborers, having survived all the mistreatments died of diseases or simply just starved to death just short of being liberated or shortly thereafter. Others went on a rampage to vent their rage and destroyed office equipment at the factory by ripping phones off the walls,

The Historian's Corner (continued)

smashing typewriters and throwing ink bottles against walls. Many private people and houses did not escape their wrath either. Almost finished cars were stolen off the assembly lines. Nobody knows how many were stolen or where they ended up. Besides restoring order, Captain Lee started to organize the return of the forced laborers to their homelands with the help of the Red Cross. Some did not want to leave because their home countries were occupied by the communists and as a result they were classified as "Displaced Persons". Some of these ended up in the US and Canada.

Captain Lee, according to documents found in 1996 by VW researchers in the US National Archives in Washington DC, requested permission of his superiors to continue assembly he partially finished cars still sitting on the assembly lines. He also suggested to use the undamaged areas of the factory to repair broken down American military vehicles. Permission was granted and 145 or 138 Kübelwagen, depending whom you want to believe, were assembled for the US motor pool as well as 1,000 Jeep engines overhauled. He even requested permission from his superiors to increase production to 500 cars a month and even arranged financing from German banks to build these cars. The money the Americans arranged for the plant was badly needed to pay the workers, since Porsche's son in law had cleaned out the Volkswagen

cash register. This all happened before the British arrived who later would get the credit for starting after-war Volkswagen production. However, little clean up or general repairs were allowed by the Americans because they thought this would be just a waste of effort since the factory was scheduled to be dismantled and eventually given away as war booty, anyway.

As an aside: The researchers at VW who had found the documents at the National Archives in Washington about the activities of the GIs at the factory were trying to find Captain Lee the captain who was in charge of VW and Wolfsburg and also talk to some of his men to get some more info about that crucial time but were supposedly unable to locate anyone. Later, in 1995, as a good will gesture some American Veterans were invited by VW to visit the factory. In all of my research I was not able to find out what happened to the cars built under the American occupation after they were used in the US motor pool.

Just as the Americans were establishing themselves and after they had built all of 138 cars, the British started to move in. As per the previous signed Potsdam Agreements by the Allies, the area of Germany where the Volkswagen factory was located was assigned for the British to occupy. In advance, the British sent Colonel McEvoy to look the place over and make recom-

The Historian's Corner (continued)

mendations. German speaking Colonel McEvoy of the British Rhine Army Headquarters was familiar with Volkswagen. He had a chance to drive a Beetle even before the war, at the 1939 Berlin Auto Show. Now after the war he was curious to find out what happened to the factory and the car. He arrived at the factory on May 8th, about three months before Colonel Ivan Hirst. His instructions were to see whether any part of the factory was usable in any way to repair British military vehicles badly in need of repair, just as the Americans were doing with their cars. At the same time he was asked to keep an eye on the Soviets, whose occupation zone was just a short distance from Wolfsburg. The Soviets were prowling the vicinity. They supposedly had marked already some of the Wolfsburg machinery for confiscation. At the same time they built an illuminated monument in the center of the town of Wolfsburg to honor Stalin, the Soviet dictator.

On his arrival at Wolfsburg to his great surprise McEvoy noticed that new cars were being assembled by the Americans from parts in stock and he asked the man the Americans had put in charge, what the chances were to increase production. McEvoy was informed that this would only be possible if some of the tools, moved for safekeeping to protect them from the bombing during the war, would be returned to the factory. McEvoy oblig-

ingly sent 30 lorries, as the British do call their trucks, to fetch the machinery. McEvoy also suggested to start some clean up at the factory something the Americans had not allowed.



Colonel McEvoy

McEvoy's contribution to the recovery of Volkswagen at the end of the war has never been fully recognized and is unfortunately not widely known. Just as the fact that the first cars after the war were assembled under the Americans is hardly known. Most historians concentrate more on Ivan Hirst's story, probably because he

The Historian's Corner (continued)

made himself available in countless interviews in what was probably the most important period of his life. Perhaps McEvoy's greatest contribution to Volkswagen was to recommend putting Ivan Hirst in charge. Hirst had during the war been in charge of a facility established for the repair of British military vehicles in Belgium and was considered eminently suitable to take over part of the VW factory to repair British military cars. Before leaving McEvoy presented a refurbished Beetle to the British Control Commission of Germany, the CCG, and suggested to start producing Beetles to alleviate the great need for transportation in the British zone of occupation. After that the production of 21,700 vehicles was authorized and financing secured an event widely credited to Ivan Hirst. The order given August 22, 1945 by the Hanover region of the Military Government was for

- 500 Cars for the German post office and Red Cross.
- 200 trailers, painted in British military colors.
- 500 trailers, for the German post office painted in red.
- 20,000 Beetles with trailer hitches for the Allies.

McEvoy even suggested to Ivan Hirst the idea of building a sports car based on the Beetle platform. This idea of his would eventually result in a two-carburetor

two seat convertible the famous so-called Radclyffe roadster for Ivan Hirst's boss. A car which later inspired the Hebmüller.

Another man who should get credit for the survival of Volkswagen or at least to saving its power plant that supplied heat and electricity for the factory and adjacent city, was Friedrich Kuntze. Hitler had given orders to blow up all important installations in Germany to deny the Allies of their use and to punish the German people for, in his opinion, not having made enough of an effort to win the war for him. Kuntze talked an SS officer out of blowing up the power plant which he was in charge of and the bridge leading from the town to the factory. Later, after the guards patrolling the factory and the forced laborers had left many of the forced laborers were ready to do as much damage as possible to the offices and the power plant. However Kuntze with help of some remaining French forced laborers, whom he had treated well over the years was able to convince them to leave the plant alone. Kuntze had one more opportunity to save the power plant when he refused an American officer's order to shut down the plant which would have resulted in serious damage to the coal burning generators. As they say no good deed goes unpunished. Kuntze was arrested and declared a prisoner of war and sent to a PW camp in France.

Next Issue: the British were coming, establishing the Wolfsburg Motor Works.

Director's Chair with Mike Epstein

Hello again, kind of a quiet last 2 months for me, the club is going gangbusters though if you haven't heard. I'm sure someone else will be talking about that so I'll leave it to him. Let's just say I'm astounded by the work of our new executive committee, hard to believe what they've accomplished in such a short period. Can't wait to see what's around the corner.

As you all know, the VVWCA is a 501c Non-Profit organization. One of the many ways we make sure we don't make any money is to just cover the costs on things like the insurance policy. Here I address the chapters. Our policy renews in Oct of this year, you actually do not pay us back for this year's policy until next April 30 deadline. That is why it's so important to meet that deadline, otherwise it affects the way our club can function. Based on current prices of the insurance policy, it looks like as long as we can expect all of you who are chapters now to renew your chapter membership next April, were good to keep the price at \$125. Late charges will still access an extra \$25 after April 30, 2020.



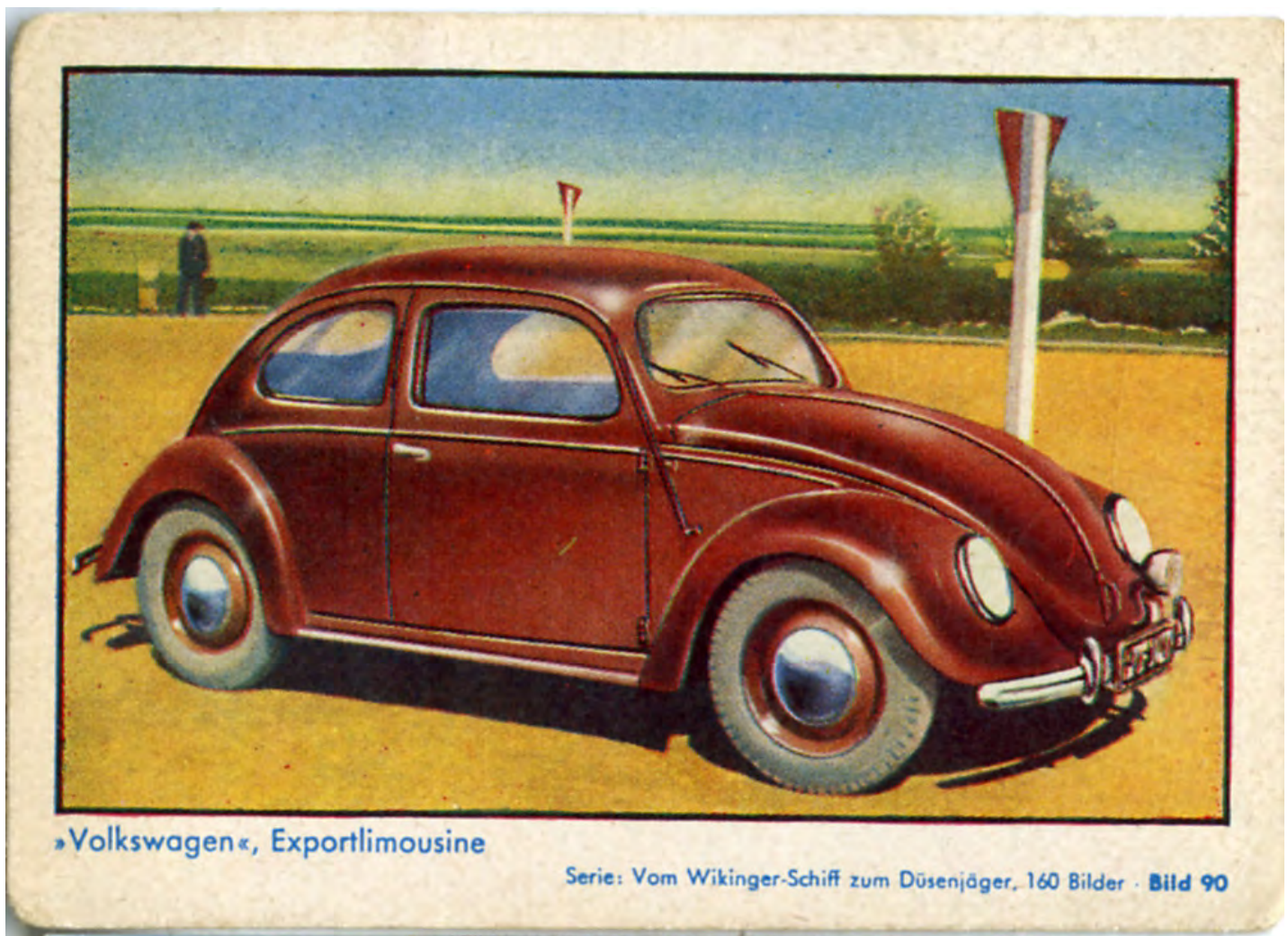
Every so often I go on the rampage about what it means to be a chapter of the VVWCA. It's always meant first and foremost I think, all about communication and help, networking. When it all started we didn't have internet either, the newsletter was the heart and soul of the club, stories meant everything, tech tips, etc. Do you know we used to have 4 pages or more of for sale items in the newsletter, about an 8 size font too. Miss those days. That gets me to the point. When the chapters were first formed, we decided that they would benefit without the mother club making a profit by using the insurance policy for their shows for a yearly fee and we still do that today. We also made it clear that the chapters need to give something back to the National Club, that's fair, right? If not, it's a bit unbalanced. We used to say that you HAD to submit at least one story a year from your major show in order to renew the next year. Things got relaxed and here we are. About half the chapters really keep in touch and about half of them send us items for the newsletter each year, and it's always the same ones. Thank you by the way. It's time, now, now that the club has seen a huge surge in membership, around 2000 free members and paid membership goes up daily with the first day seeing over 100 new memberships! The club has spoken, it wants a printed newsletter, and a printed newsletter needs stories with pictures. At the very least a Chapter should always make sure that everyone knows how to join and is encouraged to join the na-

Director's Chair with Mike Epstein (continued)

tional club. Once again, it used to be you had to join the national club before you could be a chapter member anywhere in the US. Write us some stories, get involved in your newsletter, send us your for sale stuff, send us your wanted items list, send us your coming events, let us help and by us helping you, you are helping us!

Membership. I wasn't sure who was going to address this, but I will because I seem to be Treasurer as well. If you want to order regalia, send me your want list by e-mail to director@vwwca.com, I will invoice you through PayPal you total with discount if you are a Pro Member or without discount for free members. You may pay it by check, just print out the invoice and send it to me and I'll get your items out asap. Same with Pro Membership, just send me a check for \$25.00, made out to the VVWCA to: VVWCA, 2907 W 72 Terrace, Prairie Village, Kansas 66208, and I will make sure it gets to the bank and your membership information gets to the membership coordinator.

That's it, and didn't think I had a thing to say this month. Mike.



“Naughty” Water-Cooled VWs Need Love, Too with Fish Head Louie

Once upon a time in the 1980s, wasn't that the name of a Samantha Fox song? Just kidding, I have been pondering over whether or not water-cooled VW's are welcomed in the VVWCA. Well... why can't they be? When the “Vintage” VW Club was formed, the last of the split beetles were only 23 years old (1976 & 1953, respectively)...and after all, some water-cooled VWs are over 40 years old, now. The Rabbit & later Vanagon are perfect examples!

The Rabbit was offered in 2 or 4 door sedan, gas & diesel finally, truck or cabriolet. I know they are not worth as much as a beetle or bus, but they are part of our history, plus they are super cute!

The Vanagons on the other hand were offered in passenger van, Westfalia, single & double cab doka style, air-cooled & water-cooled, gas & diesel. Have you seen the asking prices for some of these later Vanagon Westy Camper conversions? \$20,000-\$35,000 for an extra-specially clean example on www.thesamba.com.



I preface my next story with the above as I added a water-cooled cabriolet or cabby, for short, to my collection of late. It popped up for sale on the local “craigslist” and when I saw the mileage, I had to call. The 1992 triple white car only had 58,000 miles on it and was owned by a little old lady who drove a school bus. When I got to the appointment, I noticed the top was a bit brittle and shrunk (nothing a little white duct tape can't solve). The car had some dings in the hood and a door ding as well as a “safelite” repair on the windshield. The previous owner's son-in-law had advised me that “a dash light won't go off, and the mechanic doesn't know what's wrong.” Well, it seems the temperature gauge didn't work and blinks to alert the driver that the reading is not accurate. The gas gauge also did not work, and neither did oil pressure gauge or air conditioning-big surprise! The battery was new. The relay that controlled the cooling fans was new and the exhaust resonator was new. The car even came with the owner's manual and boot to boot. FYI, the vinyl cover that protects the downed top is called the boot. After some negotiation, the triple white “rabbit” cabriolet followed me down the rabbit hole to my place. My wife just loves it, so does Kutie, our 7 year-old pitbull-boxer and so do I. I also happy to report the temperature gauge started working intermittently once again. Maybe I'll get the license plate, “I'm L8,” a reference to Alice in Wonderland. Enjoy the pix! - FHL



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@vvwca.com

CARS FOR SALE

1974 Super Beetle, \$1500 OBO, Las Vegas, NV

Good project for someone who is willing to give it some attention. Running 1600 engine, Rebuilt transmission, good tires, sunroof (non-working), solid body, clean title. Needs work, but can be a good driver. Contact: ezgruv@cox.net



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Pre-WW2 KDF Wagen, 8 page full color brochure of the KDF [Kraft Durch Freude, or in English; Strength Thru Joy] Wagen, wonderful artwork showing off the new KDF Wagen. Back page has a piece of paper glued over the NAZI symbol [as was required by German law, for me to bring it thru German customs!]. This brochure was kept flat in a suitcase for 60+ years, and except for very minor corrosion on the upper staple [lower staple missing] it's near mint. Additional photos available to serious buyer. Price is \$625.00 including shipping in the USA. PayPal accepted. BillMcCoskey@aol.com



1946 SOLID stamped aluminum round emblem located at the top of the hood [base of windshield area]. Steel backing with the 3 "bend over" clips in place. This emblem was only used for the 1946 VW cars produced by the British Government, quickly replaced by the 4-pin "open" version in use for decades. This is so hard to find I suspect it's probably the only remaining example not on a car. Price is \$145.00 including shipping in the USA. PayPal accepted.
BillMcCoskey@aol.com

Member Spotlight - Charlie Crabb

Like a lot of people, my first car was a Volkswagen. A red 1967 bug was the perfect first car for me. Over the years I have owned other Volkswagens including a couple of super beetles, a bay window bus and Rabbit. I drifted away from Volkswagens when British and Japanese sports cars caught my eye. As I started facing down retirement the idea of getting back into a Volkswagen came to mind. It was about that time I was visiting my brother and saw a 1962 VW double cab truck in his shop. He was doing the metal work necessary to make the truck rust free. In a passing comment, I told my brother that something like this double cab would be the perfect project for me as I entered retirement. A few months later my brother called to let me know the owner of that double cab was interested in selling the truck. It was not long after that I was writing a check to make that double cab mine. From there it was a three-phase process to restore the truck.

Phase 1

Phase 1 was to get the rust out of the truck. The truck was probably an Arizona truck most of its 50 plus years. Although there were some areas with significant rust, compared to a lot of VW trucks and buses I have seen, this one was relatively rust free...a good starting point for the restoration. It turns out my brother likes a good challenge and the double cab gave him that. The goal was to keep as much of the original metal as possible while eliminating the rust. In the end, with the exception of the floor pan under



the fuel tank, some areas along the rocker panels, the battery tray, decklid hinge carrier and rear drop gate... this double cab has all of the original metal that it came with from the factory. There were some other areas that received my brother's attention including repairing and straightening the truck bed, replacing some jack points, restoring the rear apron, straightening the rear seat pedestal, and installing the anchor points for three-point seat belts. My brother's motto is "if I do my work well, no one knows I have been there." Well, his work on the double cab met this standard.

Phase 2

With the rust banished...it was off for the final body work and paint. My original plan was to bring the truck home after my brother finished his work, clean up some of the significant dents and get the truck painted to make it a daily driver. However, that plan changed once the overall quality of this truck and my brother's work became evident. It was at this point I decided to restore the truck as close to stock as pos-



Member Spotlight - Charlie Crabb

sible. After some research we ended up taking the truck to Brickhaus Restorations in Tempe, Arizona. The team at Brickhaus Restorations worked out any irregularities in the body and proceeded to paint the double



cab from the frame up. The work of Brickhaus Restorations was exceptional. There was no part of this truck that was not touched in the process, resulting in a dove blue truck that is probably better than these trucks came from the factory. While the truck was at Brickhaus Restorations we had the front end and transaxle sent out to be rebuilt.

Phase 3

Putting the truck back together was my responsibility. The double cab was delivered to my home as a roller...a freshly painted bare body on wheels. All new electrical wiring was installed to support the 12-volt conversion and to provide emergency flasher capability. Changing out the bulbs was easy, rebuilding the wiper motor to handle the extra current was a bit more work. I also decided to upgrade the brake system using a dual circuit master cylinder with all new brake lines and brake hardware. New bushings were installed on the pedals and shift rod. The interior was restored with new door panels, headliner, upholstery, switches and gauges. New cables for the heater control, throttle and clutch were installed. New door hardware was sourced and installed. The fresh air box was rebuilt with new seals and hardware. With new seals the glass was installed. With the exception of the windshields, the glass looks like it was original...or at least vintage. The wood slats in the bed were installed using thread inserts that allowed me to attach the slats with machine screws from under the bed. The bus wheels and bumpers were sent

out for powder coating. After some research I was able to find a powder coat company that produces a dove grey powder that gets close to original dove grey color used on the hub caps for the dove blue trucks and buses. The last task was to get an engine back into the double cab. When I purchased the truck, the original engine had already been replaced

with a 1500cc engine. After a doing a leak down test I decided the engine was going to require significant work. At that point I decided to have a new 1600cc engine built. The engine has dual port heads, twin Kadron carburetors, a mild cam and electronic ignition.

Weekend Driver

That original plan of making this truck a daily driver has been adjusted to making it a weekend driver. In the first year I put a little less than 1,000 miles on the truck...mostly from going to local car shows. As I gained more confidence that nothing was going to fall off, I have ventured out further from home. It turns out the truck is a pleasure to drive. Of course, since the truck still has the reduction gears, it is a one car traffic jam on the freeway but then who is really in that much of a hurry not to appreciate the opportunity to drive a "new" 55-year-old Volkswagen Double Cab truck.



Member Spotlight - Charlie Crabb



Art
 Ashtrays
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 Flags
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 Steering Wheels
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 Thermometers
 Tool Kits
 Toys
 Trophies
 Watches

AutoMobilia

The Collector's Resource

PRESS RELEASE
APRIL 2019

Great News for Automobilia Collectors and Enthusiasts!



Automobilia enthusiasts, collectors, and industry professionals finally have their own magazine and website dedicated to automotive memorabilia! **AutoMobilia Resource Magazine** and AutoMobiliaResource.com

The first issue debuted August 2018, in Monterey, California, during "car week". This new publication, printing 6x annually, is not only filling a void in the automobilia arena, but is in and of itself graphically beautiful and collectible! Only a few copies of issue #1 remain available.

Content is an interesting array of collectibles, from automotive books to posters, mascots to petroliana, art work and photography to model cars, and the list goes on... Regular columns from well-known industry professionals discuss trends, values, prices and the sheer joy of collecting. Find their credentials and contact information at: AutoMobiliaResource.com/writers

Print subscriptions are \$36 for 6 issues or \$57 for 12 issues, and includes (for domestic 12x subscribers) one free 196-page coffee table bookazine; choice of: Mercedes-Benz, Aston Martin, or Porsche. Online subscriptions are \$20 per year or \$10 per month with a 50% discount to print subscribers. **Most importantly, if you mention your Club membership you get an extra issue FREE!**

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We would be happy to support your car club with complimentary magazines for club events, subscriptions for raffle prizes and more. Please don't hesitate to contact us with any questions, or for additional information or photography.

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Technically Speaking with Jake Raby

Protecting your investment: Part 2, Fuel System Concerns.

Like fire, fuel is also a four letter word. Fuel can be the lifeblood of combustion, or can be the fiery end to the car that you love. At the end of the day, keeping the fuel where it belongs is the key to avoiding a fuel-fed “thermal event” that ruins your day. Fires fed by fuel spread very fast, and most fire extinguishers are inadequate in their volume to contain them. This is mostly due to the latency that’s experienced by the driver to respond to the fire.

Usually by the time someone notices a fire, it’s already spreading into the fuel delivery system, and the fire is working its way toward the fuel tank. By the time someone pulls over, and grabs a fire extinguisher, the fire is usually being fuel-fed, and the extinguisher that most vehicles carry is simply inadequate. Due to this, the best way to protect your beloved VW is to avoid the fire in the first place.

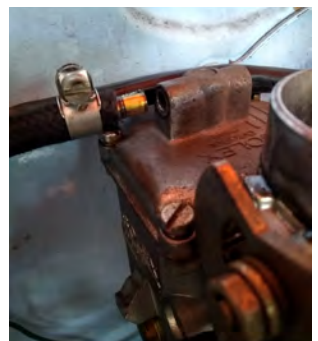
Now, there’s a lot of opinions on the topics I’ll be sharing with you in my article in this volume of Vintage Voice. It seems that everyone has an opinion on what kind of fuel system to plumb, what kind of fuel filter to use, or where to place it on the vehicle. I am going to share with you my direct experience on these topics that has been derived from 30 years of driving Aircooled VWs and Porsche cars, and providing hun-



dreds of engines to my engine purchasers that are located all over the planet. Somehow after all of those years, and experiences, we have avoided fires for the past 27 years. When I write the instructions for the owners of my engines regarding fuel system installation, I am very direct about what must be done, and how things must be plumbed to avoid fires.

Below I will go over a list of causes, effects, and remedies for common issues leading to fuel-fed fires related to Air-cooled VW vehicles:

The barbed fittings found on original, and even replacement VW stock carburetors, and some fuel pumps are known to cause a lot of fires. These brass barbed fittings are installed with a very loose interference fit, and can simply be ejected from the carburetor, or fuel pump with normal fuel pressure. If this occurs, fuel



Technically Speaking with Jake Raby (continued)

will quickly flood the hot engine, and ignition system, and a major fuel-fed fire will occur as a result. While some people will



safety wire the hoses in place, as shown in the below images, others will choose to replace the fitting

with a threaded 1/4" hose X 1/16th NPT barbed fitting. This can be fitted easily with slight drilling, and tapping of the carburetor inlet.



Fuel filter types and location of fitment are among some of the most controversial topics when it comes to fire, and filtration with the vintage VW. To me, avoiding fire trumps fuel filtration, because I'd much rather avoid a fire as finding myself having to clean a carburetor. Ultimately, avoiding fire, and properly filtering the fuel should both be paramount when selecting a fuel filter, and a mounting location for it. All too often articles on this topic are written by people that lack the direct experience to back up their claims, and they share what they have perceived after reading another article, or hearing someone talk about this subject. What can I say to this, except welcome to the 21st Century! It's just what happens today, as direct experience is lacking, and opinions are high.

Things to consider when you select a

fuel filter are important. Personally, I do not want a fuel filter that can break, and I don't want a fuel filter that's made of a material that can degrade with exposure to fuel.

For these reasons I never choose a glass fuel filter, and I never choose a plastic fuel filter. I only use fuel filters that are made of steel, or aluminum. I do this, because these are both resistant to vibration, impact, and are more fuel resistant



than plastic. Some may argue that a transparent fuel filter is a positive aspect, and I will agree that has some merit, but to me the loss of strength is not worth the trade-off. With basically your choices for fuel filter housings being glass, plastic, or metal - I will always select the metal to avoid a fire. Now, steel, and aluminum are both conductive to electrical current, so proper placement of these filters is a must.



Personally, I choose a cartridge type metal fuel filter that can be mounted to the bulkhead in most cases. Often, these include a media that can be removed, and cleaned/ inspected. This style solves all

Technically Speaking with Jake Raby (continued)

the problems related to securing the filter, avoiding contact with impacts, and proper fuel filtration.

Fuel filter location: WOW, what a hot topic on the VVWCA facebook page this one has been! Again, I will share with you what I have done to avoid fires in regard to fuel filter location. These things have been employed from the stock 25HP engine in my 1944 Kubelwagen, to a 440HP turbo-charged Type 4 engine, fitted with EFI, and everything in between. To me, I don't want the fuel filter in the engine bay, as I feel that it's a small "molotov cocktail" waiting to ignite, if given the chance. I will mount the fuel filter pretty much anywhere else in the vehicle, except the engine bay.

This means that I break the rules when it comes to what conventional wisdom may be when it comes to filter location, if a stock fuel pump (mounted to the engine) is employed, as my filter will reside in the suction side of the fuel system, and not on the pressure side. Most articles on this topic will state that mounting a filter on the suction side can lead to drivability and tuning issues, or issues with "vapor lock". In my years of experience, I have never experienced any of these things.

I mount the fuel filter either under the tank, or under the vehicle, away from heater boxes, and other ignition sources. I prefer mounting the filter under the tank,



Technically Speaking

and ensuring that all hoses and the filter are clear of the steering components as they pass through their geometry changes while driving. In the cases where I employ an electric fuel pump, I mount the pump to the forward bulkhead, and protect it with a filter between the pump, and the fuel tank.

Sometimes I will run a second fuel filter somewhere under the rear of the car, mounted high, and away from all ignition sources. I also try to run fuel filters that are larger in size, as they take longer to fill with debris that could cause fuel starvation.

Fuel hoses: Another hot topic with a ton of opinions! On this topic I will state that what someone may have been doing for four decades of experience no longer matters. Why? Well, everything has changed. The fuel has changed, and the fuel hose material has changed; therefore, you must also change, just like I did.

For years I would only use the German braided fuel hoses, but a few years ago I noticed that after only a few months, or a year the hose material was drying out, and cracking. This was most notable where the fuel hose would expand to slide over barbed fittings. This issue lead to fuel leaks, and has started fires for others. There are many companies that make this hose, and while not all of it is the same, and some is “multi-fuel rated” you must check the hose that you plan to use for this rating, else



The image shows the cover of 'Volks Mania' magazine, Volume 1, Issue 2. The cover features a close-up of a green Volkswagen Beetle with a chrome bumper and a yellow wheel. Text on the cover includes 'Volks Mania VOL 1. ISS. 2.', 'IT'S VOLKSWAGEN PLAYTIME!', and a circular badge that says 'FREE GRATIS Order Your Copy volksmania.com'. At the bottom, a red banner reads 'AMERICA'S #1 FREE VOLKSWAGEN MAGAZINE' and 'Pick Up or Order Online (Just Pay for Shipping)'.

modern fuel with their additive packages may not be compatible with this hose.

I have been using “Barricade” hose made by Gates for most all applications, and have had excellent luck with this, even when using Ethanol based fuels with hoses that have been in service for more than 5 years, with a couple of my personal cars. Other brands of domestically sourced “multi-fuel” hose should render similar results.

Fuel hose sizing: Always use the proper sized fuel hoses, and refrain from stepping sizes up, or down in the system with

Continued on Page 32

Scale Model Building with Mike Epstein

VW MODELS FOR GERMANY'S WAR MACHINE, WORLD WAR II

Sondertyp 129 Rocket Boosted Amphibious Demolition Drone

1/35th Scale Resin Kit from Lead Warrior

By Mike Epstein

HISTORY

In late 1941, the famous VW Schwimmwagen Type 166 came into mass production, to become the most numerous amphibious car in the history.

But before that, the small series of 30 Schwimmwagen's Type 128 were built. Unlike the Type 166, which had only 200 cm. wheelbase, the Type 128 was based on the standard All-Wheel-Drive Kubelwagen Type 86 chassis with the wheelbase of 240 cm. That led to the insufficient rigidity, so the Type 128 was not put into mass production.

On 8 April 1942, two VW Schwimmwagens were delivered from the Porsche company in Stuttgart-Zuffenhausen to the Panzer-Versuchs-und-Ersatz-Abteilung 300. These two Schwimmwagens were deeply modified 128 Types, designated "Sondertyp 129" - Special Type 129.

The Panzer-Abteilung 300 was quite a special division, where different types of experimental vehicles were tested. Among them - Sd.Kfz.300 Borgward BI/BII demolition drones, and Borgward "Ente" amphibious radio-controlled self-propelled mines.

The VW Schwimmwagen Sondertyp 129 also was to be a radio-controlled amphibious demolition drone, but the steering



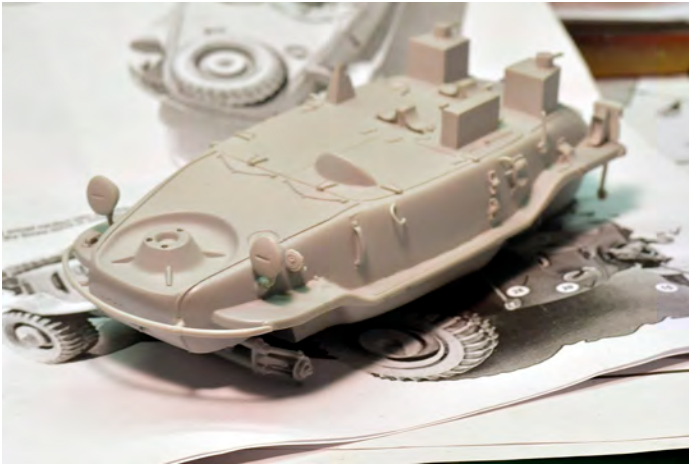
wheel was also left intact.

The crew compartment was sealed with metal hatches, and the explosive charge was accommodated inside, probably overweighting the vehicle greatly. The exhaust mufflers were rearranged into vertical position and shielded with metal boxing - maybe to avoid steam generation. The fuel tank was moved to the back.

Sondertyp 129 was to be used to destroy heavily-armored objects on the shores. The problem was that the remote-control operator had no feeling when the vehicle touches the ground. To help the vehicle to get out of the water, up to four rocket-boosters had to be used.

Looks like these boosters were Rheinmetall-Borsig RI-502 type (109-502 by RLM designation) - (or similar) - solid fuel, electrically-ignited rockets, used by Luftwaffe as Rocket Assisted Take Off (RATO) boosters for heavy gliders like Gotha Go-242, or even jets like Me-262. One booster delivered thrust of 600 kg. during 6 seconds, so four boosters could lift the Sondertyp 129 off the ground even vertically!

Scale Model Building with Mike Epstein (continued)



As it was standard to mount two boosters on most aircrafts, these rockets were shipped in pairs, in a special crate. This model kit includes such a crate with a pair of RI-502 boosters.

In spring of 1942, one Schwimmwagen Sondertyp 129 was tested on the River Spree, in the course of which one vehicle was expended.

The second vehicle issued to Panzer-Abteilung 300, most likely, was reconverted into conventional Schwimmwagen, as is seen on the period photos, but knowing that Panzer-Abteilung 300 soon was relocated to the Crimea peninsula, Russia, where the Siege of Sevastopol took place, it's possible that it was used as it was initially intended. However it's just an assumption.

BUILDING

Great kit with extreme detail! This is a stand-alone kit, meaning it didn't need anything from another kit. Generally you may find a kit that converts one thing to another like a Beetle to a wood burning Type 239, but this is a complete kit. Some of the parts are ridiculously small to cut out of the resin



and shape, but there was only two pieces I couldn't use and lead foil did the trick for making thin straps that held the rockets in place.

With resin, you have to use Super Glue of some type, regular plastic model glue won't do here. I found a new favorite for me, it's an instant setting gel, works great and quickly adjustable. The model was 70 pieces, so not bad at all, but my kit came without the wind screens unfortunately and it came from overseas so it wasn't worth trying to do anything about. Luckily, I am doing another model at the same time, a 62/63 Panel from Revell with decals for a Jaegermeister delivery van in Green and Orange. Fortunately, it came with windows for a deluxe and the corners windows had the right curve to them but needed to be whittled down a lot, so I sat and filed for a long time to shape them like the originals, other than that, it went together great. I muddled it up like it had been doing some trials in the water and getting up and down the banks, I just can't seem to build a regular clean model any more. This is the fun part, trying to make it look convincingly like it's really back in time doing its job. Anyway,

Scale Model Building with Mike Epstein (continued)

I do this to have fun, a friend of mine comes over once a week, some of you may know him, Steve Carr, used to write the Date Coding articles, look for some comebacks soon, and we build our VW or WWII models and have blast talking and watching the History Channel.

So have fun making your models and be safe, always have a well ventilated area when painting and or using strong glues. - ME





"A fine time to be coming home. I put you in the driver's seat, and I can take you out of the driver's seat!"

VWoA - Al Ross

From the VP with Western VP Eric Lykens

Hello from the West Coast!

I would like to introduce myself for those who don't know me. My name is Eric Lykens. Ever since I have been able to drive, I've been working on customizing vehicles. It started with minitrucks, then to tuners, but my first car I wanted was an early Volkswagen bug. It wasn't until my early 30s when an opportunity came up that put me in front of my first VW bus. It was a 1967 13 window called Brutus. Brutus had many other buses welded on to him and was just a shell when I brought him home. Brutus was the Frankenstein of buses, but that didn't matter to me I just wanted to get him running. It took me a few months but once it was running, I was hooked. The smell of the motor, the sound, and just how close I was to the windshield it truly was an amazing feeling.

Since that first bus I have owned over forty VWs in the past twenty years, and have been active in the air-cooled scene for about as long. Our Central Coast Chapter of VVWCA was established in the late 90s and covers King City to Ventura on the coast, out to Bakersfield to the East. I have been President of our local chapter for over four years now and have been asked to support the West Coast operations as your West Coast Vice President. I want to thank Eric Goodman for giving me this opportunity to support Vintage Volkswagen Club of America here on the Central Coast and hope to see you all this spring at our next Meet in the Middle car show.

Eric Lykens
Western Vice President
Vintage Volkswagen Club of America



"Brutus"

YOU MADE A BARN FIND!
WOW! Now you can start the repair on everything that went to pot while the car sat there for 40 plus years!

SEND ME YOUR
• SPEEDOMETER
• WIPER MOTOR
• SUNROOF MOTOR
• SWITCHES

I will RECONDITION all of them to work like new!

Jack
541-499-0246
jacksonashcraft@gmail.com

From the VP with Western VP Eric Lykens

My current 1965 21 Window Blue and 1958 Ambulance, Mr Kranken



Live Long and Prosper

story and photos by Lois Grace



Mileage on a car is like gray hairs on a human. At least, to me it is. Not that I enjoy gray hairs, but I figure if I do have any I have earned each and every one. Gray hair means you've lived long enough (usually) to experience enough of life to know yourself. Gray hair means longevity. Gray hair means wisdom and knowledge; of yourself and others. If you have no gray hair you either must not have been around very long, or want to cover up the fact that you have been, something that I find vaguely distressing. Why not share your smarts and your experiences and your stories? Why on earth would anyone be ashamed to be wise, smart, and vintage?? True, you don't have to look like you are, but why not admit it?? Babies are fun, yes, but they aren't that interesting (unless your thing is drool and babble). It's not a character flaw. It's because babies are new, and haven't been here long enough to be interesting yet. New cars are like babies. Fun to look at and play with, but let's not get one. There is lots of potential in a new car, as in a baby, but experiences and wisdom are

still years down the road for both.

And, speaking of roads, here is how my theory applies to cars: I have never been a huge fan of vintage, low-mile-wonders. They are, to me, a sad example of what can happen if one has too much money, too much storage space, and not enough time to drive. What is a car for, anyway?? I like to think of my Volkswagens as mobile art. I like to drive, and I like to drive vintage VW's. I'm not much for collecting things just for the sake of having them. I like to enjoy the things I collect, and take them out and play with them once in a while. Low mileage vintage cars have never been played with. They are 50-year-old babies, babies who get played with for a few minutes, then put away and forgotten for a long time. Or, if not forgotten, bragged about and doted on but never truly enjoyed. This is not to say that I am among those hardy and brave few who REALLY enjoy their vintage Volkswagens, by driving them in long-distance treks through snow, sleet, rain and every other

Live Long and Prosper (continued)

sort of phenomenon Mother Nature can throw at them. No, I'm not such a hardy and brave soul. I'm also not 25 years old anymore and that could be part of the reason why my bravado is, frankly, worn out. I value my life and limbs the way I value my Volkswagens: healthy and in one piece. But I sure admire those who put foot to the floor (in their vintage VW) in December and drive up a mountain to camp for 3 days. The Volkswagens these folks drive are the ones with the gray hairs. These are the coveted Bugs and Buses (and, probably, other models as well) who have experienced life to the fullest and probably have more than 200,000 miles on the clock (even if it's not the original engine). These are the VW's that are truly loved and cherished. And, there is the other

side of this coin as well.

Way back in the early 80's Rob and I began going to every VW show we could find. Mostly because I wanted to (and he really liked the swap meets) but also because I was hoping to find some stuff for Vernon. I still cherished the hope that Vern would be restored someday and I wanted to see what kind of parts were still out there for an old beat up Single Cab. Then, as now, these shows drew all kinds of people. One group we consistently ran into at the shows out here on the West coast were what were rumored to be "foreign investors". These folks all seemed to be (from what I could tell) from Japan, and they were as easy to spot



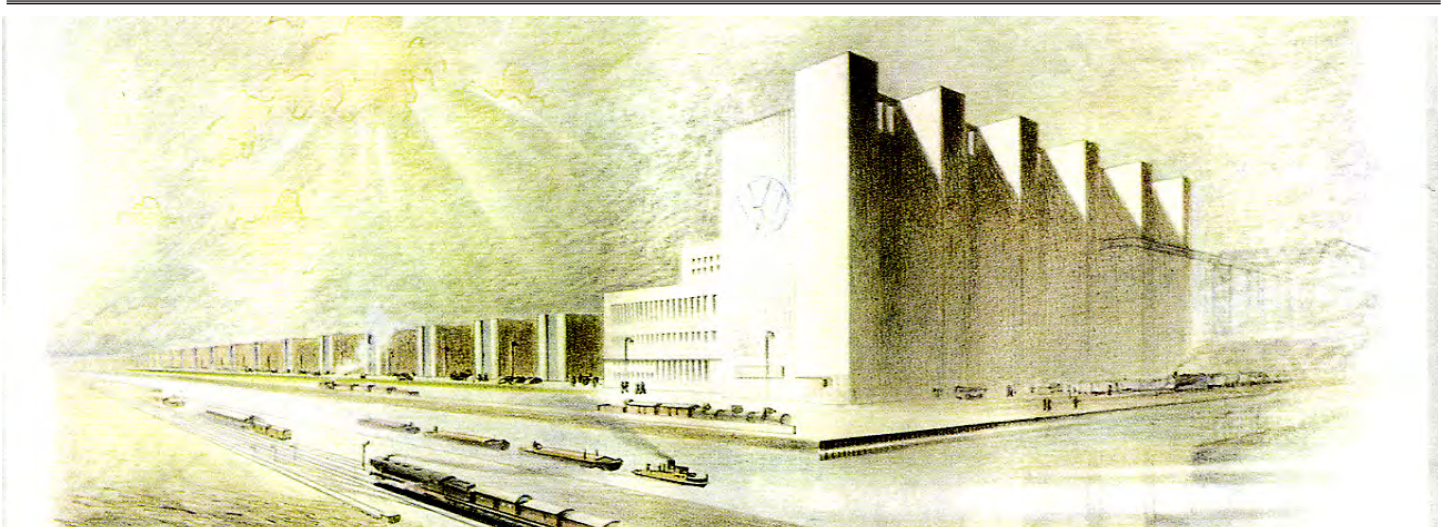
Live Long and Prosper (continued)

at a VW show as a tattoo on Martha Stewart. They were always in a large group, with the men walking in front and the women following behind them, looking bored. All of them were dressed impeccably, and by that I mean in 3-piece suits! It didn't matter what time of day it was, or when the show was held: these guys wore Armani to a car show, be it the middle of July or on a rainy Sunday in January. The women were usually decked out in their own designer clothes, with only the very best of everything. They seemed to speak little English, and had an interpreter with them, who would ask the questions. They would casually stroll the show car field, seeing what was there and if it were for sale. If an offer on a particular car was made and accepted (which seemed to happen frequently and out of the blue, oddly enough), they paid in vast wads of cash. These "investors" and their entourage would tour the entire show, stopping now and then to have their interpreter ask a vehicle owner something. Sometimes, they stayed for quite a while asking questions. And, more rarely, sometimes the car they inquired about stayed behind at the show once the event was over - the supposed sale being finalized. As the tale went, it was said these investors had been buying Volkswagens for export to Japan. Apparently, vintage

VW's were so rare in Japan that entire groups of people would come here to buy up as many nice ones as they could, to take back. Once there, I heard they were sometimes set up in their own little rooms and displayed like fine art, never to be driven again. I have no idea if this story is true or not. There is likely some truth in all of this, somewhere. Probably more often, these cars were resold at a tidy profit to some Japanese buyer to enjoy. I do know that a friend of mine sold his award-winning '57 Oval to a Japanese firm that shipped it back to Japan. I don't know what became of the car once it got there, or how it was used or not used. Maybe it was set up in its own little life-size "display case", to be admired anonymously forever. Or, perhaps it got a new home with an owner who adored it, and drove it whenever he or she could. I'd prefer to think that was the case, rather than to think that these poor cars who had enjoyed such a busy and active life here in the States would simply be allowed to sit idle for many years, with its' odometer going nowhere.

It doesn't matter to me where it's driven, as long as it gets out now and then for some fresh air. Does a VW deserve any less?? I don't think so.

- LG



Upcoming Events

November 15, 2019

Bulli Brigade 26

Daytona Beach, FL
New venue, dates, and activities planned for longest running pre-67 bus show in the country. Bulli Brigade will be joining the Old City Oil Drippers 22nd running of the VW Turkey Run Show in St. Augustine to make it a full weekend of Volkswagen fun and a whole lot more.
<http://www.bullibrigade.com>

December 1, 2019

The CVA's Last Hurrah

Westbrook, CT
Weather permitting we will be gathering at the Westbrook town beach from noon to 3pm. "Tree Lighting Parade", decorating is encouraged! For more info please contact Bill Arute (860) 395-9964

December 7, 2019

Der SpeedShack Backlot Swapmeet

Fullerton, CA
Charity swap meet benefiting Collette's Children's Home. We have 22-23 spots available, they \$15 each. Call the store at 714-869-3176 or email henry@derspeedshack.com to reserve your spot.

January 18, 2020

Water & Air VW Show

Houston, TX
A new VW show is coming to Houston that celebrates ALL Volkswagens, new and old. \$35 registration to enter your vehicle. Online registration form will be available soon at <http://www.waterandairshow.com>

January 19, 2020

13th Annual Quaker Steak and Lube Bugfest

Clearwater, FL
10.00 to Enter Car in Show
Best of Show Trophies
New & Used Vendors - \$ 20.00
Contact Joe C. at (813) 516-7061 - qslbugfest2020@gmail.com

March 6-8, 2020

Volkswagen's on the River

Yuma, AZ
Come join us for another Volkswagen's on the River Camp-out, Show and Swap! Show is on Saturday March 7th Gateway Park. Camping starts Friday March 6th Yuma County Fairgrounds. Contact 602-763-9026 for all questions on vendor sales and show shirt sponsorship.

March 21, 2020

Ventura Vintage Volkswagens 1st Show N' Shine

Ojai, CA
Gates Open @ 7:30 AM
\$5.00 Camp Comfort Day Use Fee
There's 107 parking places inside the park. There's about 50 free spaces in a lot across the street. If you have any extra: newspaper, blankets, towels, new dry dog and cat food PLEASE bring them to benefit the Humane Society of Ojai.
<https://www.facebook.com/events/780822232336985/?ti=icl>

To list your upcoming event,
email editor@vwwca.com

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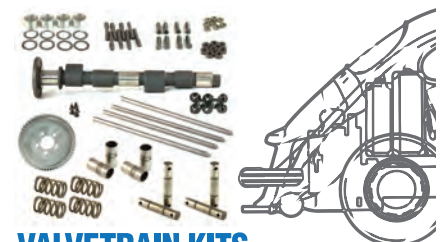


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Technically Speaking with Jake Raby (cont. from page 21)

the use of unions. Loose fitting fuel hoses are hard to retain, even when using the proper clamps.

Fuel hose clamps: The proper clamps are those that create a constant tension around the entire circumference of the fuel hose. You should avoid the typical “worm gear clamps” as these only provide tension to around 1/3 of the fuel hose, and will point load this area to a point where fuel hose failure can occur. A constant tension band clamp that is properly sized for your fuel hose should be the choice for proper clamping. Some people do not believe that the German braided fuel hose needs clamps, and

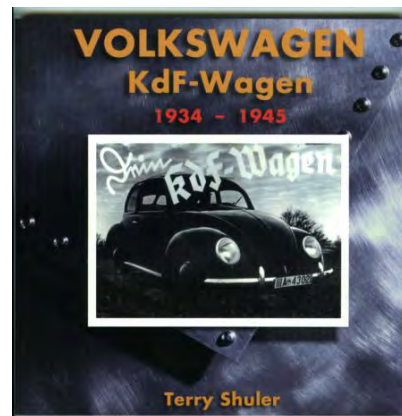


I have also been guilty of this in my younger days. Don't be a part of that camp- always use the proper clamp at every fuel hose junction.

Protecting fuel hoses: Protecting fuel hoses from chaffing during operation, and being cut by passing through bulkheads is another key point. The use of grommets where fuel hoses, and lines pass through tinware, or body panels is a must to reduce the chances of a fuel hose failure that can lead to a fire.

When to use a metal hard line: The newest Aircooled VW beetle is now 40 years old, and original fuel lines passing through the tunnel can corrode, and fail, leaking fuel into the cabin of the vehicle. These can be very difficult to replace, so some people will opt to use a flexible fuel hose to replace these through the entire length of the vehicle. I prefer to use a hard line made of stainless steel, or corrosion resistant steel to do this. I typically run this from the front of the floor pan, to the rear torsion area and connect it with the proper hoses, and clamps at each end.

Air Filters: This mostly pertains to engines fitted with dual carburetors, but can also be applicable to any engine with an air



**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

Technically Speaking with Jake Raby (continued)

filter element that is made of paper, or synthetic media. There are cases where poor tuning, long duration cams, tight intake valves and other contributors can lead to fuel reversion up the intake tract. In these cases the fuel filter element can become fuel soaked, and can then easily become ignited by even the slightest backfire, or other ignition source. This is why the Porsche 356 used a metal housing air filter as a spark arrestor. In this scenario, making sure the air filters are not becoming soaked with fuel during operation boils down to proper situational awareness by the driver/maintainer of the car. A fuel soaked air filter that ignites will quickly spread to the carburetor float bowl, where it can ignite more fuel, and create a fuel-fed fire very quickly.

Carburetor condition: Ensure that the float height, and condition is proper. Worn throttle shafts can leak fuel, and floats that are set too high can cause fuel to spill over the float bowl. After a drive it's always good to perform a "turnaround" inspection of the engine by popping open the decklid, and looking and smelling for fuel. This a lot like what I do as I crew vintage Vietnam era Huey Helicopters, and perform pre and post-flight inspections of the mechanicals, and systems. Like everything, situational awareness simply has no substitute.

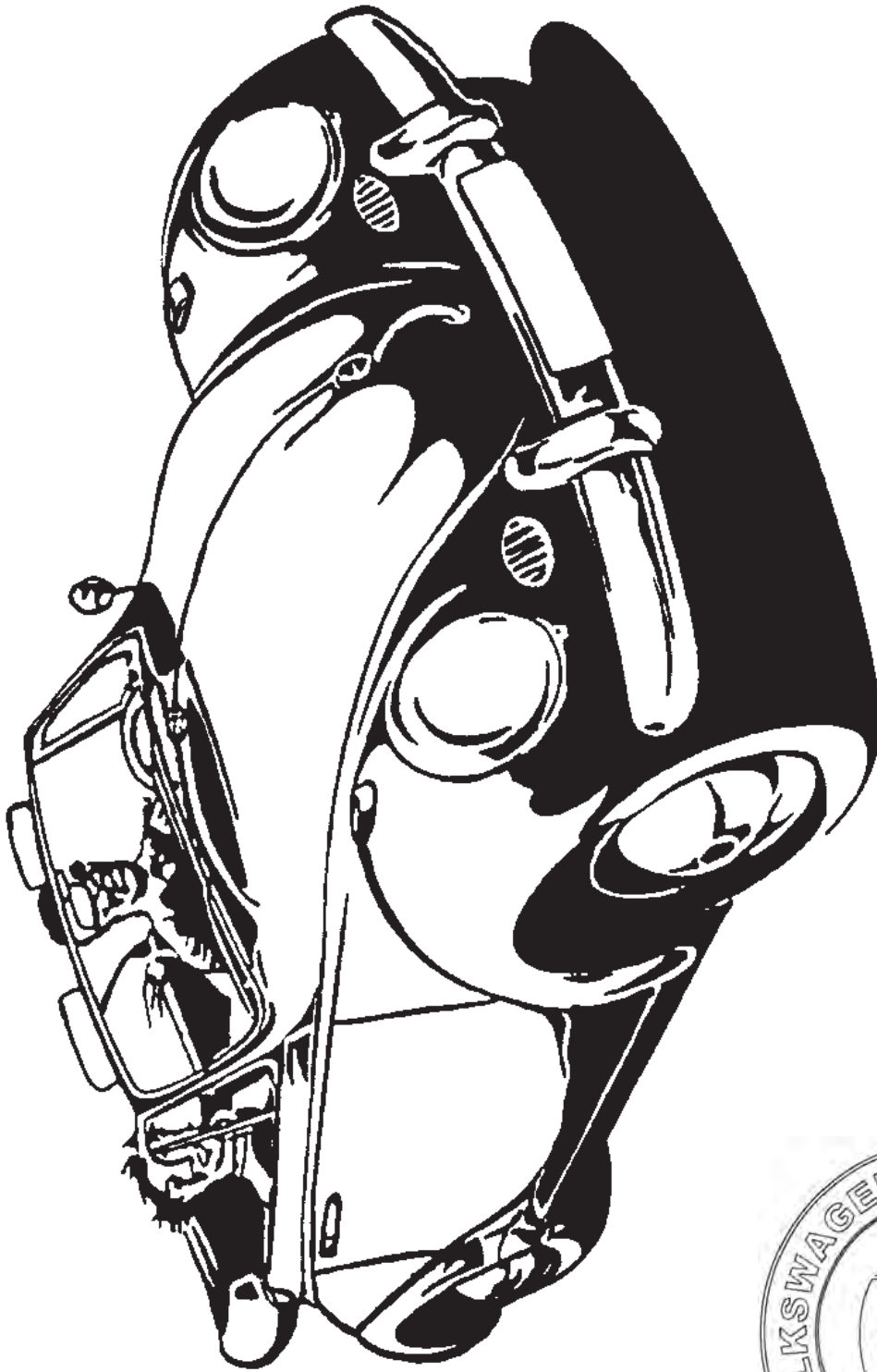
Fuel cap seals, fuel tank senders, and vapor hoses: Cracked fuel cap seals, and issues with seals, and hoses on the fuel tank can also lead to fires in the front of the car. If you smell fuel, you must investigate where it is coming from, and take action. Smelling fuel with an old VW is sometimes considered "normal", but to me it isn't.

Some reading this article will say "I have been owning VWs for decades, and have never done any of these things". Please don't have this mindset when it comes to avoiding fire with a VW. There are times when your luck can run out, and in those cases, being prepared is the only thing that will save your car, and possibly your life, or someone else's.

Again, I will say: The best fire extinguisher is, and always will be the one that you never have to use.

In the next issue of Vintage Voice I'll share the things with you that you need to know about avoiding a fire with a vintage VW, due to electrical issues, then we'll go over some new innovations to help extinguish the fires that can't be avoided, before they have a chance to spread.

Jake Raby
Chief Technical Director VVWCA
Owner/Founder:
Raby's Aircooled Technology
www.aircooledtechnology.com



Das Cabriolet



PRESS RELEASE



Eric Goodman, President of the VVWCA, Vintage Volkswagen Club of America and Phillip Kane, CEO of EMPI Inc. announce that EMPI will be the Principal National Sponsor of the VVWCA.

The VVWCA is the largest VW organization in the country. It started 43 years ago as a local club in Southern California. It has grown to over 20 chapters and thousands of members all over the world.

EMPI Inc was founded in 1954 in Riverside, California, by Joe Vittone in connection with Economic Motors. ImStill today it is the most recognized name in the vintage Volkswagen industry. Anyone who has heard of a VW Beetle has heard of EMPI.

Both the VVWCA and EMPI have new leadership in Goodman and Kane. After meeting, and talking only briefly, the two decided a partnership with both organizations was a win-win, for their respective members and customers. Goodman is working to preserve the vintage VW hobby by supporting his chapters and other VW clubs. Kane is investing in the hobby by supporting organizations like the VVWCA and offering its members high quality products through its suppliers.

EMPI would like VVWCA members input and knowledge regarding their product offering, and plans to offer special programs for VVWCA members. Look for more information and updates in upcoming Vintage Voice issue, Social Media and tech articles.

“We are excited to be working together with EMPI and know our members will see this as a great partnership,” said Goodman.

“We view our sponsorship of VVWCA not only as an opportunity to give back to an industry that gives an awful lot to us, but also an opportunity to learn from the industry what we need to do to get better every day,” added Kane.

They saw a rust bucket.
You saw the Milky Way.



All it took was a little know-how, a little spirit – and a few new parts.



— Old Souls —
YOUNG AT HEART