

The Official Voice of Scenic City Volks Folks

# Volks Folks Newsletter

www.VolksFolks.org

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where Air meets Water

December 2000  
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## Club News

**December Meeting:  
Monday, December 18  
7:00 P.M.  
Wally's Restaurant  
I-75 & Ringgold Rd.**

Our regular room at Wally's will not be available until about 7:30, but we are still meeting at 7:00. Wally's said they would reserve some room in their regular seating area for us until our room is available.

Everyone be sure to get Zen and Lamar's autograph! Channel 3 news interviewed them both Thursday Dec. 7. It aired Tuesday Dec. 12 on both the AM and PM news. Zen and Lamar told them how we collect food all year-round for the Food Bank and deliver it during the Share Your Christmas Food Drive. They got some good footage of Zen's Baja, Lamar & Cindy's bug (man, did that thing shine!), Perk's New Beetle, and Anthony & Misty's bus. Gee, I didn't see my NB ex-

cept maybe in the background, guess I should have washed it!

Thanks to those who showed up for the Share Your Christmas food drive. We had a great turnout. There were about 11 VWs. We cruised through Ross's Landing and dropped off the food and met back at Burger King and hung out for a little while.

See y'all at the meeting!



**Happy Holidays!**

### Club Officers:

President: Zen Hendricks  
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Vice Pres.: Travis Barefoot  
gobusgo@mindspring.com

Treasurer: Cindy Lewis  
cindywl@aol.com

Secretary: Jami Lowery  
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## Das Karmann Column

By Anthony Henderson

Welcome, gentle reader to the first of hopefully many columns about the *wunderbar* world of Volkswagens. Despite the title, I will not promise to stick exclusively to the Ghia, although I am getting a reputation for being the local Ghia aficionado (read- snob!). Our club has as many different interests as it does types of VWs, and I wish to write articles of interest to the many, not the few. That being said, here goes!

Five things I want under my Christmas tree:

1. My own personal body-and-paint man. I promise to feed him every day and give him PLENTY of toys to keep him busy!

2. A working dash clock for my K-G.
3. The first Doyle-Dane-Bernbach ad for the Karmann Ghia, circa 1961. The top line reads "THIS AD IS 6 YEARS LATE".
4. A sack of non-perishables for the Food Bank.
5. A new US president (either one, I don't care any more, just get it over with!).

**"I am getting a reputation for being the local Ghia aficionado (read- snob!)."**

I tried to sit down and pinpoint where this fascination

with all things Volkswagen first began. It's hard to say just where it started, as memories of childhood can sometimes be vague and hard to put in the correct order. My grandmother tells me I used to sit on her porch and identify every car that drove by when I was only three or four, so I'm sure the profile of the Beetle was imprinted at an early age. I still have a blue and red Strombecker beetle that I've had since I can remember. It's faded and scratched, and it's more valuable to me than any of my brand-new mint-in-box toys. A VW garage in Jacksonville comes to mind, as does the Herbie movies that were on "The Wonderful World of Disney" on Sunday nights, but I

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## Shoot the Breeze

By Travis Barefoot

### Restoring Time

It's this time of year with the colorful season of Fall upon us and the air getting colder that brings on the end of another show season (unless you are in sunny California!) and for many the start of long awaited and even longer overdue restoration projects. If you haven't plundered every swap meet and car show for the elusive final part for your restoration throughout the spring and summer, the last chances are approaching. You might already be starting your project, having found everything you need. Or if you are like me, with the project Beetle in hundreds of pieces, dismantled many months ago, you have long forgotten where everything goes, never mind trying to remember what you still need to get.

For many, restoring an old VW can seem to be overwhelming. When everything is taken apart, meticulously stored in separate well-marked containers, and then packed out of the way (out of sight, out of mind), it could be a chore to get it all back together again. After a while, even the labeled parts tend to look unfamiliar. When you do manage to find and identify every part, you may still not be totally ready to get started. Before you turn the wrench, grimace, and hold your mouth just right, there are several issues that should be considered. For instance, the absence of the proper tools can be a problem. Try taking the gland nut out of the flywheel/crank without the proper size (mm) socket or with a cheaply made socket wrench. When I was changing the clutch components on my Fastback, I decided to change the rear main seal (like everyone should!) and broke two Craftsman socket wrenches, one 36 mm socket, and one breaker bar trying to remove the gland nut. With the 220 lbs. of torque holding that gland nut in, my tools just couldn't take the pressure that was

required. Finally, a friend let me borrow his electric impact wrench, which took it off in seconds. Having the proper tool to start with would have saved me several trips to replace wrenches, not to mention hours of lost time.

You also should have the knowledge of any task you take on. Having a manual, along with the proper tools may not be enough to help you do a perfect job. You or whoever might be helping you should have some experience and knowledge about what you plan to do. Say, for instance, you have experience with rebuilding the engine, as in my case, but have never done any bodywork. Merely reading a how-to

**"For many, restoring an old VW can seem overwhelming."**

manual may not be enough to get by with. If you have a partner who does have experience with bodywork, maybe you could share the responsibility of each part of the project, sticking with what you know how to do, and learning the rest from your partner and his/her experience. This is one way of doing it yourself without the extra expense of sending it off to a professional, and is a great learning tool as well. Sending it off to the shop to be restored takes away from the personal, hands-on aspect of the project, but has advantages too. For one, the shop has the experience (hopefully!) and manpower to do the job right. After all, haven't they done restoration jobs on numerous vehicles? Also, most of them will guarantee their work for a specified time. That is good if you are not so sure about your ability to do the work yourself.

The ultimate point of any restoration project, in essence, is to make the car revert to its condition the day it rolled off the assembly line. It may be as simple as a

paint job for one vehicle, yet as complicated as a full body-off, total pan replacement restoration on another. What part you play in the process is up to you. If you have the skills required for taking on a project, and achieving the results that you desire, then you would take on the work and ultimate responsibility of the end result yourself. If you are like most folks (myself included) you can do a majority of the work yourself, but some work, like welding or bodywork in general, would be better off if left to the professional. Honestly, I wouldn't want a VW with a totally rebuilt engine, a beautiful paint job, accessories to boot, perfect in every way... except for the body filler chipping off sometime down the road because I didn't know how to prepare and apply it properly. Any way you do it, whether doing it yourself or a sending to a pro, you hope to have a nice-looking car that you can be happy with and be proud of. It could be considered a timepiece, rolling back the years and showing the world how things were in a better time.

Air-cooled Volkswagens, in general, have a tendency to do just that...take you back somewhere. When we recently turned back the clocks for the time change, someone asked me if I remembered to turn back the time. I told him that I turn back time every time I drive one of my air-cooled Volkswagens. I can almost feel the minutes slipping back with every turn of the ignition key and each "fwuum" of the engine. Who knows, if I drive them long enough, maybe someday I'll be twenty-one again!

Till later,  
Travis  
GoBusGo!

Feel free to send contributions or criticisms (600 words or less) for this column to: [gobusgo@mindspring.com](mailto:gobusgo@mindspring.com)

Or: Shoot the Breeze  
P.O. Box 1344  
Collegedale TN 37315

## Welcome, New Members!

Robin Seaman, Steve & Maia Disbrow, Jim Lockhart, Patricia Nash

## November Show Report

By Lamar Lewis

### Florida Bug Jam

Cindy and I were fortunate enough to attend a wonderful bug show.....The Florida Bug Jam, held in Dade City in November. This was by far the biggest VW car show we've attended so far. Admission was two cans of food and three dollars that was to be donated to local charities. The show was held in a big open field at the Dade City fair grounds just north of Tampa. We're not certain of the number of show cars there, however it was the most we have seen at a bug show yet. There were Herbie bugs (the #2 original Herbie with a

Porche engine was there-it took 30 Herbie cars to make the movies), New Beetles, old Beetles, all kinds of busses and several custom Bugs. There was a huge swap meet area and also an area for new part vendors. The show area was sectioned off into six areas, an area for the older Beetles, an area for the Busses and Herbie cars, an area for the New Beetles and other water cooled VW's, an area for rails and dune buggys, an area for the used parts vendors, and then an area for the for-sale-by-owner corral. As usual, the parking lot was a show area of its own. We even ran into some of our buddies from Chattanooga, Travis, Linda and Talia

Barefoot.

It's a very well attended show - people everywhere. A few of the show cars were even displaying Scenic City Volks-folks trophies. Cindy and I strongly recommend that if you ever get a chance to drop in on this show its well worth the ride.

We also attended the bus show that was held in Tampa on Saturday. The show was held at a local dealership where we saw several beautifully restored single and double cab pickups and lots of nice busses were on display too.

## Das Karmann Column (cont'd)



Anthony, Misty, and the Ghia at the 1999 Hwy 58 Christmas Parade.

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guess the road to Ghia snobbery began in 1987.

I was a fifteen-year-old sophomore at Gatlinburg-Pittman High School. My friend, Craig Parton (yes, he was a relative of Dolly's) told me about a car for sale. He took me to a garage in which rested a 64 Ghia coupe. It was covered in primer and

dust, and was the most gorgeous car I had ever seen. I tapped the fender. It had a substantial feel unlike any Detroit or Japanese car, and I had to have one! I almost had him talked into trading my drum set for it, but the deal fell through. I still have the drum set.

Strike two happened in 1990. My grandfather and I answered an ad for a '66 or '67 coupe in a garage somewhere outside Maryville. It was in about the same condition as the other, but I got to test drive this one in the back roads of Blount County. It drove unlike any other car I had been in before. Unfortunately, I was on the way to UTC in the fall, and would have no place to maintain a vintage VW. I took my grandfather's '84 Rabbit LS Diesel instead. It had about 47 nosebleed-inducing horsepower, and could (literally) smoke any car off the line, at least to the other end of the intersec-

tion! On the other hand, it was reliable and got great mileage, and was a good college car.

Fast-forward to 1997. My first and second VWs were a '66 Microbus and a '67 SO-42 Westfalia. I was between teaching jobs, and working at a local Ford dealership. It was a slow day, and I was looking at a newspaper in the showroom. This was unusual for many reasons. I was normally too busy to read, and there was rarely a newspaper to be found there. Do you believe in fate? I read an ad for a 69 Karmann Ghia cabrio, and decided to call. I had no money, but I thought we might at least share some stories. When I mentioned the busses, the other guy almost flipped. It turned out that he wanted a camper almost as badly as I wanted a Ghia.

The rest, you can figure out. In closing, I leave you with wishes for a wonderful holiday season, a request to collect and save Pepsi Notes for the Lookout Valley High School band (just bring them to the meeting), and the first monthly Words of Volkswisdom (taken from vintage D-D-B Volkswagen ads):

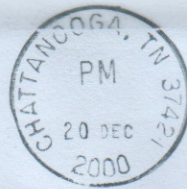
"Live below your means."



## Scenic City VolksFolks

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## Rumors 'n Stuff

### New Bus

Rumor has it that a "New Bus" (or New Samba) will be unveiled at the Detroit International Auto Show on January 13. There was an article about this in the November 6 issue of Auto Week Magazine

### New Super Beetle

There were also rumors that a New Super Beetle (Super New Beetle?) was going to be unveiled which was supposed to be a more street-savvy Beetle Cup car. The current rumor is that this has been axed in favor of a Limited Edition New Beetle with some cool stuff, but it's still no Beetle Cup racer! Colors expected: UniBlack, UniRed, UniCorn (yellow), and Silver.

### New Colors

I hear there's some new colors on the way for the New Beetles. These are UniOrange and Isotope Green. What, no pink?

### New Beetle Without Heat

I heard that Jami missed driving her old beetle so much that she had the heater broken in her New Beetle.

### New Water-Cooled Club in GA

Those Water Cooled folks are snobs! ... wait a minute, I have one too. Sounds like they are just getting things going. We need to invite them to our show. Here's their club site: <http://clubs.yahoo.com/clubs/southernvolks>

### Womens VW Club

Well, that's what they said. Anyway, there's nothing at their web site yet: [www.womensvwclub.com](http://www.womensvwclub.com). (I think they're in CA!)

### 2001 Wolfsburg Jetta

Limited to 20,000 in the U.S. Basically a Jetta GLS 1.8T plus the European 16" wheels, sport suspension, sport cloth seats, leather trimmed steering wheel,

leather shift knob and parking brake handle, and Wolfsburg Edition badging. All for only \$19,600.

### Herb Buys a Barbie New Beetle

It's true, a nice red one!

### 170hp V5 New Beetle

Unfortunately it's for the European market only! V5 = VR6 - 1 (cylinder). The optional 17" alloy wheels will, however, be available in the U.S.

### New Herbie Movie?

I heard a while back they were working on a new Herbie movie called "Herbie and Millie" where Millie, Herbie's girlfriend, is a New Beetle. I found some site that stated the writer as J. Max Burnett and producer as Charles Hirschorn. I haven't heard anything about it lately.

### Santa Loves VWs!

That's what he said at the food drive!