

The Official Voice of Scenic City Volks Folks

# Volks Folks Newsletter

www.VolksFolks.org

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February 2001  
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**February Meeting:**  
**Monday, February 19**  
**7:00 P.M.**  
**Wally's Restaurant**  
**I-75 & Ringgold Rd.**

**Two Meetings a Month!!**  
We have scheduled two meetings per month through April to be sure we get everything done before the show. We will keep our regular 3rd Monday of the month meeting and add an extra in between (these are on Thursday). We have our room at Wally's reserved for the following:  
**February 1 & 19**  
**March 1 & 19**  
**April 5 & 16**

**This Month we need to:**  
? Get fliers out  
? Create Bug-a-Paluzza Banner

## Club News

- ? Get more sponsors
- ? Finalize show schedule of events
- ? Rules for Valve cover race?

**At our last meeting...**  
Items discussed at last meeting: Club members who are camping can set up pretty much any-time Friday afternoon or evening. Non-club members can set up after 5:00. Cut off for campers is 10:00pm Friday night. Saturday Registration starts at 7:30am for both cars and vendors. Gate opens for spectators at 9:00 and close at or around dark. Sunday registration starts at 7:30am and ends at 1:00pm. Awards will be at 4:00 Sunday. We voted to give entrants who are registered and ready to be judged on Saturday an Early Bird Point.

Anthony's band will be manning the kitchen and handling food vending for us. There will also possibly be a Slush Puppy

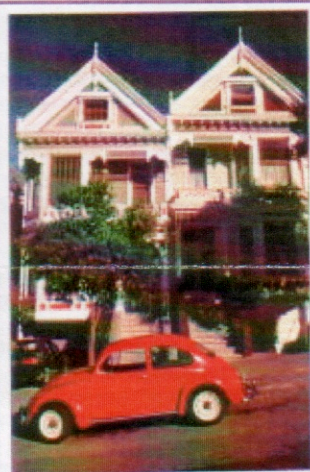
trailer near the stage. They are going to work up menus and let us know.

We also voted on a date for Bug-a-Paluzza 2002! Put this in your calendar: April 27 & 28 2002.

**Trophy Report**  
All trophy bases were sanded and stained at the "Staining Party"! Rods are sandblasted. Holes are marked (and probably drilled by now).

**Show Database Committee**  
The Show Database planning committee will get together at the February 19 meeting to nail down requirements for the show database. This database will make the process of determining trophy winners much easier!

Still lots of planning to be done!  
See y'all at the next meeting!



**We've Got Mail!**  
Perk sent this postcard from SF. Here's what it said: "Hey gang, lots & lots of dubs out here... Air & Water. Many restored busses on the road. Anyway, Bye!"

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## Volkswagen Events

**Edisto Freeze Yer Toe**  
February 9-11  
Edisto Beach State Park, SC  
www.geocities.com/Baja/Ravine/2474/Edisto.html

**Volksblast 2001**  
February 18  
South Miami, FL  
www.volksblast.com

**Hippie Days**  
March 3-4  
Cruising and camping through NC, SC, TN & GA. Members say this one is a lot of fun!  
www.avwa.com

**Orlando Show-N-Shine**  
March 11  
Downey Park, Orlando FL  
www.tekpage.com/cfww

**Paddy's Wagens**  
March 16-18  
Columbia, SC  
www.geocities.com/Baja/Ravine/2474/PaddysWagens.html

**Golf Coast VW Club's 6th Annual Show**  
March 24  
Gulfport Mississippi  
Vwed@aol.com

**North vs. South Shootout**  
March 25  
Darlington Dragway  
Hartsville, SC  
www.geocities.com/~ksracecars/north2k1.htm

**Bug-a-Paluzza 3**  
April 21-22  
Camp Jordon  
Chattanooga, TN  
www.volksfolks.org

### Club Officers:

President: Zen Hendricks  
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Secretary: Jami Lowery  
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## Shoot the Breeze

By Travis Barefoot

### Gone South

"Never get behind a VW bus". "Bearlymuven". "0-60 in 8 minutes". And the most ominous of all, "Not all who wander are lost". These warnings disguised as stickers glared at me from the rear window and bumper of the 1970 Westfalia driven by Luke Bradshaw, co-conspirator in "The Great Key West Escape" that was currently being played out as we drove. Next to him rode his wife Candace, (presumably not asleep in the back!) who was as geared up for the ride as Luke and I were for the drive. Riding shotgun next to me sat Linda, who was ready for adventure and was harboring the precious cargo, our daughter Talia, who even in utero was surely feeling the excitement of "fweem". It had been several hours since we left the Bradshaw residence in Cedartown, GA, bound for glory in a two-bus caravan. We had just come through Atlanta, on I-20 from the west, around on I-285 and skirted most of the traffic by using the HOV lane of I-75 the rest of the way through. Now that the tense driving was over, I could relax a little. I turned my attention to my surroundings. The sun was creeping up on my left, a little bit slower than the eighteen-wheelers that pushed, pushed, pushed us aside till the right white line was more like the centerline. The ganglionic sprawl of the metropolis was receding behind us and patches of green replaced the concrete grays and shiny silvers reflecting off my chrome side mirrors. It felt like it was going to be a good day, a good day for a drive.

The trip had started out the day before. Linda and I (well, mostly Linda) had packed up everything that we thought we needed for a weeklong excursion from Chattanooga, TN to Key West, FL. More things were needed instead of the normal weekend changes of clothes and road-trip munchies. Since we were camping in our 1979 Westfalia, we stuffed and stashed food, cooking equipment, side-tent, clothes, and since we had electric hook-ups, we took space heaters to chase off the cold nights, and fans to battle the daytime heat. On the back of the bus were our bicycles, our alternate means of transportation, securely strapped and locked into place. The only thing that kept us from looking like the Clampetts on their way to Beverly (Hills, that is) was the empty luggage rack. How-to manuals like Chilton's,

Haynes, and The Idiot Guide were stowed in the closet, hopefully not to be used. That went for the tools in the handy-dandy toolbox and the spare parts under the bench seat as well. (Speaking of parts, the previous weekend was spent scrounging for last minute parts and goodies at Circle Yer Wagens in Sevierville, TN. I had to make sure that we were totally ready! I bought everything needed for a full tune-up if needed.) Well anyway, arrangements were previously made to stay the night at Luke and Candace's, so we set off, confident that we were

ready. The trip to their house was uneventful, but we were still excited just because we were actually on our way. Our original plan was to depart from there early in the morning. As it turned out, we stayed up too late that night working out our excitement on the Playstation. We barely got four hours of sleep before the rude sound of alarms stirred us from our slumber, one hour late. Someone may have reset the alarm for later, but I think we slept in on purpose.

**"Riding shotgun next to me sat Linda, who was ready for adventure and was harboring the precious cargo, our daughter Talia, who even in utero was surely feeling the excitement of 'fweem'."**

You know how I told you before that friends are made and met everywhere you go, even at car shows. Luke and Candace Bradshaw are walking testimonials to that truth. We first met them at the Georgia Jamboree in Commerce, GA. It was the spring show of '98 where the temperature surely couldn't have been above 20 degrees. It was hard to escape the fierce, bitter wind that kept us inside the Westy most of the day. It was so cold you had to write down the items you were looking for in the swap meet, because your brain would freeze on the way over there to look and you would forget why you were even over there. And trying to clean and detail your car for the show was nearly impossible. Just forget it, it was way too cold. But we still faced the frigid air to meet new people and look for parts. Luke and Candace were huddled in their Westy and they invited us over to talk and compare VWs. They were both friendly and we were soon on our way to a lasting friendship. We spent the most of the day together until the trophies were handed out. I got 1st and Luke got 3rd place in our class. We departed ways as trophy winners and as friends.

Now back to the story. We had met Luke's parents several times before this trip and they were just as friendly. They are Church of God Christians with strong beliefs. Before we left out, Luke's mother anointed our Westies with oil and said a prayer for our safety. I thought it was pretty neat. After all, we did need all the help we could get. We were about to set out on a long journey, one that would take us from the familiar to the unfamiliar, from the known into the unknown. Luke's bus was leaking oil, and "Sweetpea" had recently gotten the idea of not wanting to start up when I wanted her too. I hoped that Luke could fix his leak. I hoped I wouldn't have to replace the starter on the side of the interstate. I hoped that neither problem would develop into a serious situation. We would find out later that sometimes hope is all you have.

So now here we were, just a few hours into a weeklong expedition from the foothills of the Smoky Mountains to the sandy beaches of The Florida Keys. The traffic was thinning; a sure sign that hopefully meant easy driving was ahead. The stickers were still taunting me from the back of Luke's bus, telling me to slow down, relax and take it easy, we'll get there, just a little slower, that's all. I didn't mind their teasing. I knew that it was going to be a long trip. And long trips in a Westy go by much faster if you sit back and enjoy the changing of the scenery, the noise of tires meeting with pavement, the constant sweet melody of the air-cooled engine, and the thought of what daily goals lie ahead. Our next goal was to make it to my grandmother's house just north of Tampa, FL by the end of the day. It was a perfect stopping point because it was about halfway to our destination. We needed a place to stay and rest our weary steeds, and the cheaper the better. How much cheaper can you get than free? We could pop the tops in her yard, hook up to electricity, and wake up the next day ready to continue on to points south. All we had to do was get there...

To be continued...

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

## Das Karmann Column

By Anthony Henderson

### UNSAFE AT ANY SPEED?

This will not put me at the top of anybody's party list, but face it folks; we're not exactly driving Sherman tanks, while Detroit seems bent on producing ever-larger and heavier Sport-Utes. Because of that, and also because of the wrecks I've seen at some parts yards lately, safety has been on my mind. As much as we might not like to discuss it, the Volkswagens we all love and cherish had some safety flaws that, as enthusiasts, we have an obligation to be aware of. This is also information that can save a life, as well as sheet metal, so read on with an open mind!

### THE "N" WORD

Nader. There, I said it, and I will be saying it again, so try not to be offended. Ralph Nader is known for things other than ruining the chances for a Gore Presidency. He has long been known as a consumer advocate, and is a frequent guest at congressional meetings and hearings in which he feels consumer rights are being violated. He has also written several books on the same subjects. Those that concern us chiefly are *Unsafe at Any Speed*, the book that brought the Chevrolet Corvair down in 1965, and *Small-on Safety*, written in 1971 and dealing chiefly with the Renault Dauphine, a little-remembered French import and our beloved Beetle and Transporter.

*Small-on Safety* is a 175-page work and, while I won't be going into data and stats, I can assure you it is thoroughly researched, documented, and factual, not just the ravings of a "safety Nazi". I will briefly discuss some of the more serious points and if you want more details, feel free to e-mail me or borrow my copy of the book.

### "Designed-in Dangers"

According to Nader, the design of the Beetle is its own worst enemy. Beetles are 10% more likely to roll over in collisions than cars of similar size and weight. It has a greater than 50% chance of rolling in a collision of 50 MPH or greater. By comparison, contemporary American sedans had a less than 50% chance of rollover in crashes at speeds up to 80 MPH. Compounding this danger is the likelihood of ejection from the vehicle due

to door latch failure, particularly in pre-'66 models [Incidentally, the post-'66 door latch failed the only Federal safety test in which it was involved.]. In a rear collision, the odds are better than one in four that the seat tracks will fail and the passengers may be thrown into the back seat or out the back window. In a frontal collision, it could potentially pitch the passenger into the windshield, or the driver into the steering column. The steering column can be thrust into the chest of the driver, due to the steering box being mounted in front of the front axle and not having a collapsible design.

Some dangers result from the size of the car.

The British Road Research Laboratory criticized it as having too little space between the front seat and windshield, and not having adequate crush distance. In crash tests, "The car was easily deformed for the first 18 inches, at which point the 'backbone' chassis member was reached." From there,

most of the crash forces are transferred to the passengers. As mentioned before, in a crash involving a heavier vehicle, a lighter car will almost surely fare worse. Many truckers in the '60s were concerned that they could in some cases literally blow a VW off the road in passing.

### "Before The Crash: The Beetle's Erratic Dance"

Nader expresses great concern over three design characteristics in the pre-'67 Type 1s. The first is the swing-axle rear suspension, (the same design as the Corvair) which had been shown to exhibit what is known as "wheel tuck" in hard cornering. In heavy braking, the rear suspension will lift and the bottoms of the wheels will hinge toward each other. In a turn, this can possibly cause a spin or rollover. Closely related to this is the design of the early wheel rims, which do not have a "safety bead", and can contribute to a blowout in the situation described above. The third is the design of the fuel filler nozzle in the front of the gas tank. In many accidents, the filler neck ruptured, causing fuel spillage and fire.

### "The Most Dangerous Of Them All"

The Microbus warrants its own chapter in Nader's book, including such statements as

"...the most dangerous vehicle of any type designed for highway use.", and "...more likely to take your life in a crash than any other four-wheel vehicle." Nader goes on to state that figures indicate that drivers are more than twice as likely to sustain serious or fatal injuries in a crash than drivers of the average car. The magazine *Consumer Reports* rated the Type 2's crashworthiness as "Not Acceptable" in August 1971, citing dangerously slow acceleration and seriously inadequate crush distance in a frontal collision. Other problems mentioned in this chapter include the busses' sensitivity to crosswinds and high center of gravity, as well as the suspension and wheel design problems shared with the Beetle.

The knowledgeable VW person will note that many of these flaws were corrected in the late '60s and with the introduction of the Super Beetle. However, many issues remained which could not be engineered away without fundamentally changing the design, and, facing increasingly tougher crash standards as well as other factors, the Beetle was phased out in the mid '70s.

If you're like me, this is indeed a bitter pill to swallow. Friends, I don't make the news, I just (book) report it. I do, however, believe if we are to truly appreciate our cars, we must be aware of their flaws, as well as the things that make the VW a great machine. I am not trying to scare anyone into abandoning their car in favor of a Ford Excretion, (Oops, I mean Excursion!), but since I read this book two years ago, I have realized that driving a VW is not like driving a modern car. We must all be aware of our VW's limits and keep in mind that the penalty for crossing those limits can be serious, especially to those of us in swing axle cars. We must follow the rules of defensive driving and avoid taking the chances that we might be tempted to take in other, more powerful cars and trucks. Once we accept these sobering facts, we can operate our Volkswagens more safely and truly realize the many layers of meaning behind this month's Words of Volkswisdom:

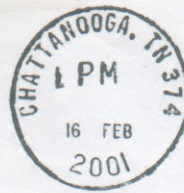
It's not a car, it's a Volkswagen.

Replies? Comments?  
E-mail:  
a\_henderson17@msn.com

**Welcome New Member, Bobby Bowling!**



where air meets water



Russ Jackson  
8700 Hurricane Manor Trail  
Chattanooga, TN 37421

## Collectors' Corner

Hey everyone I'm back into the collectors world. First off some bad news, our friends at Hot Wheels seem to have forgotten us (VW folks) last year and what I am seeing this year does not look very good either. So if you happen to see any VW bugs hanging around you just might want to pick them up.

Now some better news, our friends at Matchbox seem to have taken notice of

the quick selling VWs. They have made several cars to our liking! They have 2 busses, 1 bug, 1 new beetle, and a new beetle 'vert, all of these come in different colors that will probably be changed about half way through the year.

We all have or have seen the road and track 2 car set. The bus from this set is now singly packaged but they washed it so it is about 1/3 the size of the first, but

the same color. This bus has been found here in the Chattanooga area. (he,he) There is more news on the way but need to save something for next month.

Have fun looking for the VWs.  
Eldon Eskridge

## Rumor Mill

### If You Build it, They Will Come

Our web site ([www.volksfolks.org](http://www.volksfolks.org)) had over 300 hits for January. 110 for the week of January 15 through 21 alone! Thanks to Perk for building a great web site!

### Scientists Discover Another New Element!

"Scientists announced today the discovery of a new element. With no known practical applications, it is a weak and slow-moving compound. Far slower than Turbonium. It has forced a modification of the periodic table of elements. They're calling it Slobonium." One observer was heard to comment, "Does it actually move?" Check it out at: <http://www.nickstudio.com/nes/clients/slobonium/>

### New VW Camper Game

Hot on the heels of their successful "Beetle Buggin'" game, Infogrames is feverishly working on the sequel, "Camper Campin'". It will include such trials as "Setting up your side tent in the rain", "Percolating coffee in

under 30 minutes", "Not hitting your head on the overhead storage compartment" (a Bare-foot family favorite), "The pop-top-push speed and endurance trial", and my personal favorite, the "What do you call that shade of green?" essay contest. Winning essays will receive a "Plaids of Westfalia" screensaver.

### Those Nasty Stains

Rumor has it that Travis splashed stain all over Sandra at the trophy staining party. Rumor also has it there are pictures to confirm it.

### There Will be No Spring Thaw this Year

The show, that is. The Cleveland Cool Breeze VW club has decided to focus on their Hangin' Dawg campout this fall.

### Herbie Bungie Jumps from Golden Gate Bridge

Ok, it wasn't Herbie, but it sounds like something he would do. Actually, some Canadian engineering students thought it would be cool to suspend a Bug from the bridge, which they did. Read about it here:<http://>

[www.sfgate.com/cgi-bin/article.cgi?f=/chronicle/archive/2001/02/05/MN60371.DTL](http://www.sfgate.com/cgi-bin/article.cgi?f=/chronicle/archive/2001/02/05/MN60371.DTL)

### Are Volks Folks People People?

Well, we must be! We've scheduled extra meetings just so we can see each other more often! Check the meeting schedule on the front page.

Special thanks to rumor contributors (you know who you are).

### Name this Column

Have a better name for this column? Send it to [rumors@volksfolks.org](mailto:rumors@volksfolks.org).

### Heard any good rumors lately?

Please send them to:  
[rumors@VolksFolks.org](mailto:rumors@VolksFolks.org)