

Volks Folks NEWS
 a monthly publication of Scenic City Volks Folks
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Here are a couple of gems that may be of interest to collectors of V.W. toys.

MonopolyII Diecasts Now available and feature a VW Bus. COOL!!

There is a line of toys called Ultimate Soldier XD that have in their WWII collections, some very large vehicles including Kubelwagens and Schwimmwagens. They are nice but fairly expensive. Ultimate Soldier also has small-scale sets that are very close to 1/18 size. The only VW related item that I have found is the Kubelwagen. A German soldier pilots the Kubel and comes with extra guns and accessories. Very Cool.



Found at Wal-Mart in the clearance aisle was a new beetle in a rather large blister package with teenage girl action figures. The set is called Glamour Girls by Laward. The Beetle is nice with opening doors and decent detail.

Road Champs has released a couple of very nice VWs in the forms of a Baja Bug and a rail type buggy. Both are well detailed and come with extra wheels and body trim parts. If anyone finds the Baja Bug, better grab it!

The Power Wheels Volkswagen bug from Fisher-Price captures all of the fun and excitement of the New Beetle. Doors open for easy in and out. Vehicle reaches a maximum speed of 2-1/2 mph in both forward and reverse. Features brake for quick stops. Add-on stickers let kids (or adults) customize their vehicle. Runs off a rechargeable 6V battery; battery and charger included. For children up to 50 lbs. Recommended for ages 18 mos. to 4 yrs. 1-yr. limited manufacturer's warranty, \$14999 @ your local target store.

Last, but certainly not least, is the offering from Poc - Kits. If you are lucky enough to find it, you will be the owner of a pretty nice 1/64 scale, metal model, pull back and go car in the form of a new Beetle. Not too bad for the low price.

BIG RUMORS & little white Lies

Special thanks to our rumor contributors (you know who you are). **Heard any good rumors lately? Please send them to rumors@VolksFolks.org**

White Rabbit
 Spotted in Seattle on a White VW Rabbit 'Im Late! Don't get it? Think of Alice in Wonderland...

Breaking Show News
 For those that weren't able to attend our first Bug-A-Palüza committee meeting, I hear strippers may be a big part of our next show. For more information on this, please see Austin Guthrie.

Our new hang-out
 The best place to go for the latest rumors (lies) is our new Messageboard, run by club member Andy Bardas. If you haven't yet, come visit with us! This is the first place to find out about club events, caravans, cars for sale, tech questions and answers...just about anything club - and VW-related. Follow the links on the left-hand side of our homepage at www.VolksFolks.org.

New Nickname
 By executive order of Volks Folks VP Herb Keedy, Volks Folks member Tim Coddling shall hereinafter be referred to as "Puddin".

Name this newsletter
 Got a clever name for our beloved Volks Folks newsletter? Send your ideas to: newsletter@VolksFolks.org



The Official Voice of Scenic City Volks Folks

Volks Folks Newsletter

www.VolksFolks.org

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where air meets water

September 2001 • Volume 2, Issue 3

NEWS NOTES

This is the premier issue for new Editor, **Russ Jackson**. Our longtime Editor Jami Lowery has decided to step down from the Newsletter citing increasing responsibilities with education pursuits. Jami has done a wonderful job and the Scenic City VolksFolks thank her for her time & talents which were so freely shared.



August Meeting Wrap-up

Our monthly meeting was held Monday, August 20th at Wally's. The room was packed with Volks Folks! Several Visitors came as well as some of our newest members. The most important accomplishment at this meeting was the adoption of the bylaws, which were ratified as submitted. Special thanks to our Bylaws committee for pulling this together. Also we appointed members to head up our various committees, established to focus on one aspect of the club. It's great to see so many active members taking part in activities. Also we discussed several new sources for VW rods, the major component of our Bug-A-Palüza trophies, which we will need about 100 for this show. We decided this should be a year-round hunt, since we realize we will always need rods, not just near showtime. Our next club meeting will be September 17th, 7:00pm, at Wally's Restaurant. See you there!

All Your Favorites are Still Here...

The columns you've grown to love including Travis Barefoot's "Shoot the Breeze", Lamar Lewis' Show Reports, Eldon Eskridge's Collectors' Corner, Anthony Henderson's "Das Karmann Column" and the rest, will still be here and we have lots of new things in store for you too.

Zen Hendricks joins the ranks of regular contributors with his new series "My Excellent VW Adventure". There are many things on the burners and we welcome your feedback and contributions. If you want to tell us what you think about the VolksFolks Newsletter, drop an eMail to: newsletter@VolksFolks.org

Online Newsletter Returns

Due to the overwhelming demand, the online version of VolksFolks Newsletter will be returning immediately. We had never dreamed the impact that our newsletter and web site had for the VW Community around-the-world. eMails from as far away as England came pouring into the eMailbag letting us know that they are reading and watching.



Just Some Stuff You Should Know...



Volks Folks First BiAnnual Members Picnic

Our little get-together was held August 18th at Camp Fullerridge in East Brainerd. It was quite a success! The location was perfect, and a lot of good food and good fun was had. A big thanks to everyone who got involved organizing and bringing provisions (especially Melody Bardas). Several of us stayed over that night and camped down the hill. Be sure to read Kim Guthrie's article on the camping (page 3) if you weren't able to attend. This will definitely be a twice-a-year event for all active participating members.

Bug-A-Palüza.3 Wearables become Collectors Items!

Our Signature Line of Bug-A-Palüza 2001 Hats & Tees have reached collectors' item status. After checking our warehouse, we are pleased to announce that there is still time to get yours. Once this batch is gone... That's It! To get your today, drop an eMail to warez@VolksFolks.org. Tie-Dye Tees are only \$10 and our cool embroidered hats are only \$15 don't let this opportunity pass you by!!

Bug-A-Palüza.4 2002 Committee Meeting Begins Planning.

Zen Hendricks, BR4 Committee Chairman has announced that the first planning meeting is complete. Chairman Hendricks smiles widely when telling about the new events and activities planned for 2002. With a twinkle in his eye, Zen says "This is going to be the Best Bug-A-Palüza ever!" As last year, full registration & payment system in online ensuring a spot for you. BR3 was almost a sellout, so preregister early. Stay tuned to www.VolksFolks.org for up-to-date BR4 info.

September Volkswagen Events

September 8 - Raleigh/Durham, NC
<http://www.sevwc.com/rickcaronmeet.htm>
 September 8 - DAV Open Car Show
 Cleveland, TN
 This is the last monthly DAV show. I hear they have one big show in October though. They have a class just for VWs.
 September 9 - Southeastern BugFair Super Swapmeet & Car Show
 Toccoa, GA
<http://www.sebugfair.homestead.com/index.html>

September 14-16 - Hangin' Dawg VII VW Campout
 Hanging Dog National Forest Campground
 Murphy, NC - Famous VW Campout hosted by our neighbors, the Cool Breeze VW Club in Cleveland.
 See: Herb Keedy herb@VolksFolks.org
 September 16 - Central Alabama VW Club Show & Shine
 Birmingham, AL
loujo62@earthlink.net
 September 29 - The Low Country VW Club's all VW car show
 Stokes VW in Charleston, SC
<http://www.angelfire.com/sc2/vw>

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New Members

Welcome to our newest VolksFolks:
Gary Greene - Rocky Face, GA
John Desha - Tunnel Hill, GA
Leonard Thurman - Cleveland, TN

Our Meetings



We meet at 7:00pm on the Third Monday of each month at Wally's Restaurant on Ringgold Road. Wally's is located just west off I-75. 6521 Ringgold Rd, Chattanooga TN

- We support the Chattanooga Food Bank.
- We would like for everyone attending a Volks Folks meeting to bring in two cans of food to donate to the food bank.



So grab a couple cans off your shelf and come out to meet and talk with other VW enthusiasts from all over the Tennessee Valley area!

VolksFolks Officers

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"waddle" you do on the web?

www.webfoot.org | 423.472.0800

Shoot the Breeze by: Travis Barefoot A Junkie's Tale



I will be the first to admit that I am an addict. A day cannot end without me getting a fix from one of the things that keep me feeling good. I am constantly on the search for the finest samples of what fuels my addiction. If the best isn't around, I opt for lower quality, only to be disgusted with myself when the real deal shows up. And the money I spend supporting this habit (although not running me into the ground), could rightly be used for a more worthy purpose...like food and shelter. I'm hopelessly addicted. I'm sick, I need help. I don't think there are support groups or specialists that deal with my sort of addiction. I mean, really, who could help someone deep in the throes of a VW addiction? I can hear the VWOA (Volkswagen Owners Anonymous) greeting right now..."My name is Travis and I am hopelessly addicted to Volkswagens"

I believe it started when I was young. In fact I was very young. I wasn't even born yet. My parents were users at one time or another. When they got married and started a family, they relied heavily upon their Split Window bus to move the extra load of two children and one (me) on the way. I don't know how long they owned it, but I never got to see that bus. I was somewhere swimming in a sea of amniotic fluid, surely getting the VW vibes from my mother as she rode in the Splittie. They supposedly sold it when the engine seized on them. If only Dad would have saved it for me. It sure would have made one heck of a graduation/wedding/whatever gift, wouldn't it?

In my later years, I suppose peer pressure had more of an influence on my addiction than heredity did. I saw more and more of my friends, family (and strangers) using, and finally gave in to the urges. What started out as only one here and there turned into a five-car habit. There's the '93 Eurovan, a '79 Westy, the '78 Bus, a '77 Beetle, and a '71 Fastback, each with their own addicting qualities. They have a hold on me. I knew that there would be some sort of hold from the beginning. That's why I started in the first place...for the thrill. What I didn't know was the severity that the addiction would grow on me, seeming to rule out major thought processes. I'm pretty sure that parts purchases aren't supposed to come before new clothes purchases, but somehow they do (I'm not talking about not taking care of family needs, only personal ones).

My daily fix can be derived from several different mediums. One of those is to see a Bug or Bus on the road. Knowing that the VW is being used (and perhaps loved) brings on the euphoria. Another way is by spending time inhaling the "VW scent" while inside one of my own VWs. Did Volkswagen somehow know that the "smell" would be a familiar and universal scent to those addicted to their product? Even years after owning a VW, some people still tell me that the smell brings on memories (visions?) of VW ownership. Also, I can get online and fill my brain with words of wisdom and pictures of other people's VWs to fill the need. Newsgroups on the Usenet newsreader such as rec.autos.makers.vw.aircooled (RAMVA) and rec.autos.makers.vw.watercooled (RAMVW) and others are full of knowledgeable VW owners who fill bandwidth space with technical advice, questions and pictures of VW projects and daily drivers. This is a junkie's paradise! Hours and hours can be spent catching a "buzz" there. You can also be virtually surrounded by others just as addicted as you...others even more so.

If you find yourself buying a VW just to save it from the scrap yard, you may be an addict. If you give more thought into naming your VW than in naming your firstborn, you just may be an addict. If you build a 4-car garage for the sole intention of using up every square inch for VWs and parts for those VWs, you may be an addict. And if you park your newer VWs outside to take the brunt of the ever changing and intolerant weather and park the "vintage" (meaning "rusty") VWs in the safety of the garage, there is a good possibility that you are an addict. Just go ahead and face it. There is really not much you can do about it.

I think it is a common "problem" among VW owners to share this addiction. I am certainly not alone. With the help of those afflicted with this sickness, we can hold each other up in the face of addiction, keep our hands on the wheel, and keep it between the yellow lines. Well, I think that this rambling session is over. I think I hear a faint voice calling from the garage. In fact, I hear several voices. Should I resist the sirens' song? Should I give in to the monkey on my back? Oh, one touch of metal, or just a sniff of the interior won't hurt. C'mon, just one...

Till later,
Travis
GoBusGo!

Feel free to send contributions or criticisms for this column to: gobusgo@VolksFolks.org

Or:

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Blatant Plugs

by: Travis Barefoot <gobusgo@VolksFolks.org>

Vendor: Pelican Parts
Subject: Odometer repair

I know that one day any part in an old VW will tend to relinquish its ability to work properly. In other words, it breaks down. One item that can break and not affect the working ability of your VW is the odometer. Sure, you may not be able to gauge when your next oil change would be, or determine mileage on a trip, but your VW will still run without it. For those who couldn't care less (Hey, at least it's not accumulating miles!), this is not a problem. But for those who do, you should fix it as soon as you can.

When I purchased my 1971 Fastback, the odometer was not working and there were cracks in the faceplate. I drove it from Knoxville to Chattanooga, and then drove it for several months this way. Finally, my conscience started to gnaw, and I removed the speedometer housing and studied it. The speedometer was working, without a mileage increase. But was the "trip meter" was working. I pondered the thought of broken gears and surfed the web looking for help. I was directed to a place that repairs odometers, a Porsche and BMW parts supplier in El Segundo, CA by the name of Pelican Parts. The nice folks there informed me that the speedometer in my Fastback was nearly identical to a speedometer from a Porsche of the same time period.

It was easily fixable and I sent it off. I just want to say that the delivery upon repair of the odometer was rather expedient. It came back not only with a working odometer, but a "new-to-you" faceplate that wasn't cracked. And all for around \$90. If you want your speedometer refurbished at a rather reasonable price, give the folks at Pelican Parts a call, or email with questions. Toll-Free Voice 1-888-280-7799
310-640-1245 Intl
Mailing Address:
111 Eucalyptus Dr.
El Segundo, CA 90245
Web: www.pelicanparts.com or Email: pelicanparts@csi.com



by: Zen Hendricks, Past President of VolksFolks
zen@VolksFolks.org

Did you ever see Bill & Ted's Excellent Adventure? Remember when they were traveling through time and met themselves? About the only thing I remember about that movie is that scene. One of them from the next day reminds himself from the day before to wind his watch... after they part ways the one that had been reminded to wind his watch said something like "man that was a weird conversation" He forgets to wind his watch... it causes some kind of trouble... later in the movie they replay the same scene, only now they are a day ahead so he reminds himself to wind his watch because of the trouble they had. After they part ways this time he makes a comment like "that conversation made a lot more sense that time!"

I have real life experiences sort of like that! Someone tells me I should or shouldn't do something without telling me why... After I've screwed up I remember the conversation, and think, "well, now that conversation makes sense." A whole lot of these experiences involve VWs. I've been asked by the newsletter staff to submit a column each month to share some of my VW experiences and offer some tech tips and safety tips for keeping your old VW on the road and you alive to enjoy it. I'm not a professional writer, storyteller, or mechanic, but I'll give it a shot. What I will attempt to do is not only explain the "what" or "how," but also explain the "why" so you don't have to make the same mistakes I've made before the conversation makes sense.

Keep in mind that any "advice" I offer in this column is not necessarily the opinion of the Scenic City Volks Folks, Volkswagen AG, VWOA, Robert Bentley publishing, professional mechanics, or the general population of "normal" individuals. Take it for what it is... personal opinions based on personal experiences. With that in mind, here is part one of "My Excellent VW Adventure."

Engine Tin Bolts - Sooner or Later, The Little Things Count

Those little M6 bolts that hold the engine tin in place on your air-cooled engine seem insignificant when you're bolting the tin on. Bolts with the correct threads and correct length can be found with slotted heads, phillips heads, hex heads, allen heads, etc. and any of them will do the job. The most common bolt used in this application is one with a round head and a flat screw-driver slot.

If I take 20 of these bolts off when I'm tearing the engine apart, I'll only have 18 when I put it back together (20 is just a number I used for example. Off hand, I have no idea how many bolts there should be). Anyway, at least a couple of them end up being whatever I can find lying around. So,

I end up with most engines I work on having different types of bolts scattered about the engine in random order.

Do yourself a favor! Anytime you have a type 1 or type 2 upright engine out for any reason, go to the parts store or hardware store and get at least 3 of these bolts with hex heads. Use whatever you have every where else, but use Hex Head Bolts on each side of the blower housing, and if you have the doghouse style oil cooler, use the third bolt where the tin bolts to the lower part of the oil cooler in the front. (Front as in the end nearest the front of the car as per John Muir's How To Keep Your Volkswagen Alive.)

Why does it matter which head these bolts have? Well, none when it's out of the vehicle, but try to remove the blower housing without pulling the engine when these three bolts have round, slotted heads! An offset screwdriver, a few scrapped knuckles, a few choice words mumbled under your breath, etc. and you MIGHT get the ones on the sides, but the one in the back is going to be tough! It's almost up against the body. But, if it's a hex head bolt, you can reach back there, put a wrench on it and whip it out in short order.

I installed a new alternator on my convertible. Trust me. You want these three bolts to have hex heads if you're changing an alternator without pulling the engine!

Additional related tips:

Using the correct spring washers (the thin wavy washers) will keep your screws from loosening and wallowing out the holes in the tin.

If the bolt is going into the case or head, (like the ones on the head tin on each side of the intake) dab a little anti-seize lubricant on it. Without the anti-seize, it could seize up over time and break off or strip the threads the next time you try to remove it.

And for safety's sake, anytime you are working on the electrical system of your vehicle (remember this all started when I was changing the alternator) disconnect your battery's ground cable. Why not the hot cable? Either one will disable the electrical circuit, but if you use a wrench to loosen the hot cable first, and hit anything that's grounded, you have a short circuit that can cause the battery to explode.

Till next month, may all your VW adventures be excellent!

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The VolksFolks Camping Experience
by: Kim Guthrie <hermansgirl@VolksFolks.org>

If you think you've had a good time, you need to experience a camping trip with some of the VolksFolks members!

After everyone left the first biannual VolksFolks picnic on August 18th, seven of us headed for the campsite, which was just a field not far from the pool and the pavilion closest to it. It was around 10 pm by the time we finished setting up. Not long after, we had everything set up,



Eric and Kyle were leaving to get some drinks and to direct Travis Barefoot to the site, for he had just arrived. We had our own "Circle O' Wagens" around the "lantern light."

Not long after that, the fellowship commenced. We were up till the late hours of the evening, enjoying each other's company. We discussed a variety of things, some things VW and some things not. It was mostly a "getting to know you" type of deal. No one was left out! After a while, we all became too tired to go on any longer, and headed for bed.

Around eight am Sunday, Shasta headed out to work and Travis got ready to leave. Betty and I headed out to Golden Gallon for coffee, and waved bye to Travis on the way back through. We then had more fellowship, two people short. Shasta came back after a while and we decided to go eat at Cracker Barrel. Then, talking about the New Beetle RC cars (the ones that are 1/6 size), we decided to head out to Sams to check for the black ones. While there, we met up with Melody and Andy, who had just taken their faulty yellow one back. We bought the last two, and headed back out to see what was next.

Shasta needed to head back to work once again, and Eric wanted to come back to our house so Kyle could help him with his wiring, which was bad. Russ came with us, and therefore we commenced to more fellowship.



**An offset screwdriver,
a few scrapped knuckles
a few choice words
mumbled
under your breath, etc.**