

NOVEMBER 2004

# VOLKS FOLKS



A Monthly Publication of The Scenic City Volks Folks  
Chattanooga, TN

[www.volksfolks.org](http://www.volksfolks.org)

# NEWS

Anthony  
Henderson's

# formula





# A Note from the Prez

By the time you read this, the show season will be behind us but not forgotten. Our web site Photo Gallery has a great number of pictures from the shows we have attended as a large group and shows just a few have been able to go to. A couple of shows attended were new for our traveling excitement such as the Bugfest sponsored by Mid-America Motorworks in Effingham, Illinois. Six of us drove up in June and I think we have all put this show on our calendar for a return trip.

Another new show attended by members of the Volks Folks was the drag race show in Rockingham, NC. Some were very disappointed in this show and some could not sing enough praises for it. I doubt very seriously if the disappointed ones will return. But none the less, it was a new adventure with it's own merits.

There is also a growing interest being shown in the world of water cooled Volkswagens and shows that cater primarily to the newer, water cooled VWs. I attended one of these during this past season and had a good time. I also learned a lot about the Folks who own and drive these newer cars. I can visualize this newer crowd as being very similar to what the Volkswagen crowd was 30 years ago. I personally would like to find a couple more primarily water cooled shows. Maybe we could convert some folks.

I've mentioned to a couple of members that I would like to look for some shows that are west of us and maybe some more to add to the list that will be north of us. It would not be a bad thing to broaden our horizons, meet some new people and see some new and different cars and busses. New shows would also give us ideas on how we can improve on our own show. I am a firm believer in the fact that you CAN teach an old dog new tricks.

Thanksgiving is almost here, Christmas is just around the corner, then the new year and before we know it, it's show time again. November to April is not that long a period of time. Until next month, slow down just a little, take a side road and enjoy the view from inside a Volkswagen.

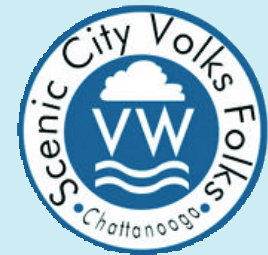
Herb

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A Monthly Publication of the Scenic City Volks Folks



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The Scenic City Volks Folks meets the third Monday of every month at the Country Place Restaurant on Shallowford Rd. in Chattanooga, TN

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## A Word or Two From the Editor...

Over the course of several issues of the **VolksFolks News™** you will undoubtedly notice that each successive issue will have changes of one sort or another. As I continue doing the newsletter I am trying different things to find out what works and what doesn't. One change that you might notice with this issue is the time of the month that you receive it in the mail. After some discussion with Herb we thought it would be best to try and have it in the mail the week before the club meeting each month. This way you will have a reminder the week before of the club meeting plus if there is anything of interest to you or the club that needs to be discussed we will have a week before the meeting to hash it out on the internet and also at the meeting.

I'd like to encourage all club members to make use of the classified section in the newsletter. For club members this section is free of charge. Of course you will want to post your classifieds on the internet forum classifieds as well since that is a much more immediate response venue, but please submit your classifieds to the newsletter as well.

Additionally I'd like to remind everyone that we are continually seeking advertisers for the Newsletter. If you know of a business or enterprise that would like to support our efforts please pass on the ad rates to them or get in touch with me or Herb or one of the club officers so that we can approach them about advertising. Rates for advertising in the newsletter are: Full Page - \$150 month (or prepay for the year and pay only \$1200 - that's a \$600 savings!) / Half Page - \$100 month (or prepay for the year and pay only \$800 - that's a \$400 savings) / Quarter Page - \$50 a month (or prepay for the year and pay only \$400 - that's a \$200 savings).

*Til next month... Charlton*

# Event Report

## Circle Yer Wagons - October 2-3, 2004

This *Circle 'Yer Wagens* was the 10th year and the 20th edition of this event put on by the *Appalachian Volkswagen Association (AVWA)*. It was a great show! It is held on the Sevier County Fairgrounds in Sevierville, TN on the first weekend of May and October. Like always, we (being my family) pulled onto the show site and got our all-too-familiar camping spot by the river early Friday afternoon. There was already a Green Westfalia parked near our normal spot, so Sweetpea had a new friend. We also met the owners of the Westy, who like others we met over the weekend turned out to be great people. Kevin Wilson showed up a later Friday afternoon and soon we were all set up.

By Saturday, the entire showground is covered with fine specimens of Volkswagens. And again, as always, my main goal was to search the parts vendors for coveted parts for my VW's. There were plenty of vendors to accomodate me. I didn't find a lot of parts, but I did find some mudflaps for my bus. We were joined for

the day by other Volks Folks that were able to come. Saturday night the firepit (a cut-up Beetle with wood burning inside of it) was a nice addition because the weather did get a little chilly. After enjoying it and some company with friends, we retired for the night.

Sunday consisted of much of the same. Parts, show cars, and friendly faces. And of course the customary engine blow. One thing that made me sick...I was doing one last look around the vendors when I found one (1) bumper guard for a late bay-window Bus. When I asked if the rest of the set was anywhere around, the vendor told me that was the last loose piece and that he sold several complete sets of the guards for (get this!) \$50 a set! This was a parts vendor that I don't search through his parts that much because he "never has anything for my bus". That taught me...I've got to look closer!

I was OK by the time we finally packed up and headed for home. The AVWA puts on a good show and a portion of their pro-

ceeds go toward charities in their home town. This is one show I don't miss and you shouldn't either. Look for their next installment of *Circle 'Yer Wagens* on April 30 - May 1, 2005.

- Travis Barefoot

### Oktoberfest October 10, 2004

On a morning dulled by overcast skies Club members assembled at the First Tennessee Pavillion to participate in the Oktoberfest Festivities which benefited Our Lady Of Perpetual Help school. The club put thier best face on in spite of the surprise switch in beneficiaries of this event. Three of the four trophies went to club members. Susan Bailey placed 2nd with her white convertible beetle, Richard Strout took third with his powder blue beetle and Zen and Homer came away with the ugliest trophy which Zen promptly mounted on Homer's top. Congratulations to all! First place went to a non club member and her red water-cooled "lady bug" beetle.

April 16-17,  
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140  
25  
10  
1.75  
3.50

Deutsches Reich 25  
Deutsches Reich 25  
Deutsches Reich 25

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November 2004

# Shoot the Breeze The Tortoise and the Hare

Once upon a time in the Land Of Odds, there lived a wizened old Bus who prided himself on reliability and steadfastness. Wherever he went, he took his time and made sure that he finished the course he had chosen. He had done this for many years. Because of his unmoving devotion to dependability, he was no longer the bus he used to be. His shiny looking paint somehow hid the scratches and dings that he had accumulated over the years of being on the road, although he was having a hard time trying to hide the rust that was starting to show around the edges. His engine was still puttering along with the same devotion, albeit with a little more noise and with a little less power. His tires were worn, rubbed down by the rolling of the ground beneath him. He was tired...tired but content.

One day, a Golf who thought that speed was everything and found older cars annoying, challenged the old Bus to a race. This Golf was used to speed. He wasn't concerned about the scenery along the road or even where the road would take him. He was only interested in how fast he could get there. And how he could go fast!

The day of the race arrived and the Bus had spent the better part of a week getting himself ready. He had his oil changed, got a tune-up, filled up the gas tank with 93 octane fuel, and made sure his tires were properly inflated. He ensured that he could shift through the gears smoothly and that his brakes were adjusted correctly. He did everything he could to make himself ready for the race.

The Golf, on the other hand, didn't need to prepare himself. His confidence in winning was enough. Oh, sure, he made sure that his gas tank was full and that his CD changer was filled with his favorite music, but not much was done in the way of preparation for the race.

3, 2, 1...and they're off! The Golf bolted off the starting line like a rocket and was soon out of sight. The old Bus made sure that his clutch was engaged, shifted into

first gear, and slowly but steadily increased speed, going through the gears until his cruising speed was attained. The Golf, now over the horizon and gone, felt like he had put enough distance between himself and the Bus. He passed a performance shop, thought about it, and turned around to check out some bling-bling. Ooh, neon lighting and fuzzy dice sure looked appealing. As he was admiring the look of the fuzzy dice on his rear view mirror, he saw the Bus cruise by the shop without a second glance. Now the Bus was ahead of him!

That would never do...he jumped into gear and sped off to pass the Bus, which he did with ease.

This time he went further ahead of the Bus, just knowing that there was no way that the old geezer could catch up with him now. As he was speeding along, out of the corner of his headlight, he saw a beautiful, sleek Passat parked in a lot between The Java House and The Salami Center. Surely there was enough time to check her out and show off a bit. What headlights! And those taillights were almost enough to make him blow a head gasket right then and there! He was so busy trying to impress, that he almost missed seeing the old Bus go past behind him, putt-putt-puttering along.

Well, this time he wasn't going to let that Bus have a chance to catch up. He pushed his speedometer to the limit and blew by the Bus like it was going backwards. This time he got even further ahead. When he thought that he had enough distance between him and the Bus, he started to worry less and less about his lead and slowed down a little...but only a little. Then he saw something that he couldn't resist; a drive through carwash. He had to look his best when he crossed the finish line and receive all the cheers from the onlookers. So he whipped into the lot and pulled into the carwash tunnel. Ahh, the soapy water felt so good on his paint and so cool on his overheated tires. He was so mesmerized by the rotating brushes that he totally missed hearing or seeing the old Bus pass by. When he pulled



out of the bay and started getting wiped down, he almost forgot about the whole race entirely. But just as suddenly as he had forgotten, he remembered and screamed out onto the pavement, leaving skid marks on the road behind him.

Oh, he hoped that the Bus had not passed him by while he was getting cleaned up. What would all his friends think if he was beaten by an old, slow as molasses, tired and beat-up Bus? He kicked into a higher gear and ran like the devil himself was chasing him. Up ahead was the finish line...and up ahead was the rear end of the old Bus. How could that have happened? He pushed harder and went faster. The Bus was getting closer and so was the finish line. Who was going to win?

Now, you are not going to believe what happened next. The Bus was moving at his normal speed. The Golf was moving at his normal speed. They crossed the finish line together! It was a tie! They were both showered with praises and fanfare for their amazing race. Neither could say they were better than the other, because the result of the race spoke for itself; they ended up being equal. They went away understanding a little bit more about each other and themselves.

*Moral: Slow and easy will get you there...but quickness will get you there as well.*

Till later,  
Travis  
GoBusGo!

## MEETING CHANGE!

The November meeting of the Scenic City Volks Folks will be on the 4th Monday, November 22. The meeting will also change location and meet at the Country Place Restaurant on Shallowford Rd.

# Zen & Homer the Superbus My Excellent VW Adventure

Nothing has fell off of Homer in the last 6 months and I've only ran out of gas once, so I'm getting low on material for this column. But I was thinking (watch out now folks!!) that we have had a lot of new folks come on board since I started writing and many of you may not know the story behind the title of my column. So, here it goes . . .

I was first asked to write down some of my "stories" for the club newsletter several years ago. It seems people get a kick out of hearing about my "adventures." Well, I get a kick out of telling about them, so it seemed like a match made in heaven. Now, any good columnist has to have a catchy title for his column and for days I racked my brain (both cells of it) for a title. Late one night I couldn't sleep and turned on the tube. A couple of hours later I was shocked at the depth of the movie I had just watch, and, I had the title for my column. Now, for several years I had seen bits and pieces of what I thought had to be THE lamest movie of all time. I think I had seen the entire movie, but I'd never been able to force myself to watch more than about 10 minutes of it at a time. Two kids who fancy themselves as rock stars have to pass their final History project in order to keep one of the kids out of military school and keep the "band" together. A man from the future shows up with a time traveling phone booth to help them out and they are off on their adventure. If you haven't figured it out by now, it's *Bill and Ted's Excellent Adventure*. I know, it's a pretty lame movie. . . but, there is one scene that makes the movie worth watching. Actually, the scene is in the movie twice. Bill and Ted enter the wrong date and show up in the same place twice. At the beginning of the movie you see the scene from Bill and Ted's prospective before the adventure begins. The second time you see it from their prospective near the end of their adventure. The Bill and Ted from tomorrow tell the Bill and Ted from today several things that make no sense, and remind themselves to wind their watch. The second time the scene plays what they say makes sense. And after the Bill and Ted from today take off, the Bill and Ted of tomorrow look at each other and one says "That conversation made a lot more sense that time."

It hit me at that moment that the exact same thing happens to us all the time.

November 2004

OK, not exactly. It's not ourselves from the future giving us advice that we don't understand and therefore ignore. . .but all the time people who have "been there, done that" try to tell us stuff and we don't listen. Not because we don't believe them, but more because what they are telling us doesn't make sense . . . yet. But one day it will, and we look back and think about what we were told and think to ourselves "that conversation makes more sense now." Everything seems to make more sense to us after we have been on an Excellent



Adventure.

Anyway, just in case you were wondering, that's the story behind the title of my column. I know, I know. You want to here about one of my adventures, not about some lame movie from the 80's. Well, there is a story worth mentioning in that one time I've ran out of gas in the last 6 months.

Most of you know, I'm famous for running out of gas. I can know I'm low, have cash in my pocket, pass 25 stations and then decide I'm going to have to stop at the next station. . . and end up walking to the next station. And I usually have to buy a gas can. I've got 100 of them at home, but they don't do much good when that's 20 miles away and you're walking. I once ran out of gas twice in the same day . . . and was in my driveway both times. This isn't something that just started either. This bad habit began as soon as I started driving. I wish I had a dollar for every time my dad showed up with a gas can and as he was pouring a couple of gallons into my old '64 Buick said "Son, no matter how much you try you're not going to wean this thing."

BUT, old habits can be broken.

Determined to break myself of this curse, I "kind'a" fixed Homer's gas gauge. It doesn't work right, but when it gets down to about 4 gallons left the needle drops out of sight. I made myself a promise that when I couldn't see the needle, I'd stop at the next station . . . regardless of the brand or price per gallon. It was working pretty good. I went from April to August without running out of gas! As far as I can remember, that's the longest streak of not sucking a tank dry I've ever had. August 19th was my 44th birthday. My boss had given me a Wal-Mart gift card the year before and as soon as I walked in the door that morning he stopped me. He said we had to go out to the parking lot. He had something for me. All the way out to the parking lot he was telling me that he had racked his brain for weeks trying to figure out what to get me. He wanted to get me something that I could really use, and he wanted to be more creative that the gift card he gave me last year. I couldn't wait to see what he had gotten me. . . it must be great 'cause he was grinning from ear to ear. He opened the hatch of his Jeep Cherokee and there it was . . . shinny red with a big blue bow on top. A brand new 2 and half gallon gas can!

FULL of gas too! OK, I tried to act excited, but deep down I'm thinking "I've got 100 of these at home and I haven't run out in months."

A co-worker needed some help with a database and I ended up working about 30 minutes late that afternoon. I was supposed to meet Joy, my mother, my mother-in-law and the kids at a restaurant for a birthday dinner. I still had time to get there, but no "extra" time. Almost to LaFayette I glanced down and realized my gas hand was nowhere in site. I thought to myself "how long has it been like that?" A second later I got my answer. For the first time in 4 months I ran out of gas. I called my boss on his cell phone and made his day when I told him that the only reason I made it to the restaurant on time was because I had a can of gas with me. But you know, I'm still wondering if he sensed that I thought I didn't "need" his present so he siphoned the gas out of my tank sometime during the day. . .

Until next time, may all of your VW Adventures be Excellent.

# Technically Speaking... Timing Is Everything

Timing is everything in Love, War and Volkswagens

I have been involved with Scenic City VolksFolks for about five months now, and it seems the most frequently asked question to me is about ignition timing on the air cooled VW engines. A lot of the time this can be confusing to some, as there is a great deal of information written on the subject that can be too technical to comprehend. So, maybe we need to go back to simple basics.

I'm not going to get involved with trying to explain the coefficient of the angle of the dangle and molecular composition of component parts and their intimate relationship with each other.

This is a long list of the tools that you need to do this difficult operation:

1. A good strobe type timing light, one with advance scale on the rear (Important!).
  2. A wrench or socket to loosen the distributor tie down bracket.
  3. A screwdriver to adjust ignition points unless you have an electronic ignition (ugh!) module installed.
- Now, let's begin. I'm going to assume that your points and condenser are in good condition. If not, replace them as

this is where we start.

Turn your engine by hand til the ignition points rub block is on the high lift portion of the distributor shaft. Adjust your contact points at .016 (sixteen thousandths) with a feeler gauge and tighten down. Put lube on the shaft so you don't wear the ignition point rub block out prematurely. You could use a Dwell Meter to adjust your points if you feel like taking your distributor cap off a hundred times.

Where is #1 cylinder in relation to your distributor? Rotate your engine til you are on #1 cylinder and the rotor is pointing to the notch on the distributor case (hard to see some-times). Set your distributor cap on loosely, and trace the plug wire over the notch to the spark plug.

It normally should end up on the right side forward (Sketch A). If it doesn't we have a problem. If you have a centrifugal distributor, you can turn the distributor until the notch lines up with the rotor. (Don't take the distributor out of the case.) Pull all the wires out of the cap, install cap

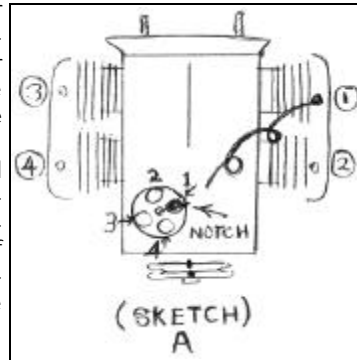
remembering which plug tower on the cap is over the notch. Put #1 wire in that tower. Go counter-clockwise, install #2, 3, 4 wires (Sketch B). Commonly called the "wire dance".

The reason for getting this right, is that some distributors have the #3 lobe in the distributor retarded to help cool the #3 cylinder (the hottest running cylinder due to the oil cooler being in the way).

If you have a vacuum advance distributor with this wiring sequence problem, you will have to move the distributor drive gear in the case. If you haven't done this operation before, I would recommend getting some experienced help. You really need to be careful with this operation. You can conceivably drop some very hard shims into the engine which sometimes you cannot retrieve, and they can play havoc with your camshaft gear if you try to start the engine.

Assuming all is well with the distributor and plug

wire, let's move to the crankshaft pulley.



Continued on page 7



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# Technically Speaking... *Continued from page 6*

What in the heck are all these notches and what are they trying to tell us?

I'm going to show one pulley with all the timing notches that are the most commonly seen (Sketch C). Your pulley will not have all these notches. All the "v" notches will be on the back flange of the pulley (engine side). Sometimes, on the later pulleys, there is a larger, sort of rounded out, notch on the outer flange. This is an absolute 0° mark. Our engines have, more than likely, been disassembled more than once, so we don't know what kind of pulley has been reinstalled.

Don't worry a whole lot about the 5° retard mark as this was used with the double vacuum line advance units on some distributors in trying to comply with emission requirements. If you have one of these vacuum units, and it still works, you can plug the retard vacuum hose off if you don't have a problem with trying to please the Feds. It's the hose on the back side of the vacuum unit.

It's time to break out the timing light and hook it up. Unless your timing light was manufactured in Bangladesh, it should

hook up as follows: red clip to the + side of your coil or some B+ connection, battery if you have a van; black clip to a good ground and wire conductor around #1 plug wire. If you wish, put a little white paint on the marks to see them easier.

Start your engine, let her warm up, off choke, and idling. Leave your distributor loose enough to turn by hand. Pick the pulley mark you have chosen. Example: Pulley mark 0° set your advance knob on your timing light on 32°. Pulley mark 10° set your advance knob on 22°. You always deduct the advance number on your pulley from your timing light advance scale.

32° total advance is what you are looking for. If you are using the 0° mark, for example, set the scale on 32°, rev your engine to about 1200-1500 RPM and, with your light blazing away, see where the 0° mark shows up. It should line up with the split in the crankcase on a Type 1. If it doesn't quite get there, or moves past the center line, move the distributor until you line it up. If the mark does not move at all, you may have a problem with "stuck goodies" in your distributor.

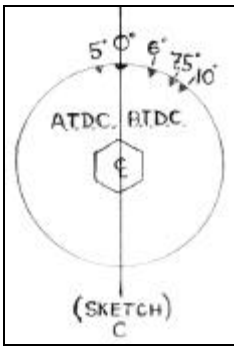
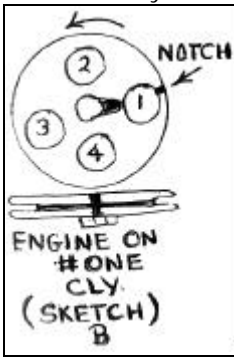
If you have a Type 4 van, you only have

a 0° marked pulley. If your little plastic timing scale is still on the block, set your timing light scale on 0° and rev the engine. Move the distributor until the pulley mark aligns with 32° on the plastic scale. This Type 4 method can be used with Type 1 engines with the degree marked pulley.

Since no distributor advance curve is the same, the degrees at idle may vary. I've seen as much as 10° difference between distributor's advance curves. As long as the idle degrees are not excessive, who cares where it idles? Nobody idles around town or on the freeway. All we're concerned with is total advance. When I had my shop, we ran tests with a cylinder head temperature gauge attached, and saw as much as 50°-60° higher temperatures when engines were running with excessive high timing. If you set your timing statically, or guessing, how in the heck would you know what your total advance is? Volkswagen never released, as far as I know, what the total advance is on an air cooled engines, but an internal combustion engine timing is pretty consistent no matter who manufactured it. This, excludes modifieds.

Recheck a few times, and tighten everything down. At least the ignition side of things should be OK now. My hands and my brains are worn out - enough for this month!

D.J.



|  |          |
|--|----------|
| <b>2000 VW Passat GLS</b> P1441 - Automatic, power moon roof, 41k mi., Certified. ....               | \$14,450 |
| <b>1998 VW Beetle GLS TDI</b> P1423- 5 speed, 78k mi., black exterior. Not Certified. ....           | \$9,950  |
| <b>2000 VW Golf GL</b> P1438- 5 sp., 2 door, 46k mi., Certified. ....                                | \$9,950  |
| <b>2000 VW GTI VR6</b> P1430- 5 speed, 36k mi., power moon roof, black / tan leather. Certified .... | \$14,950 |
| <b>2001 VW Beetle GLS</b> V5037A- 5 sp., leather, power moon roof, 68k mi., yellow. Certified. ....  | \$11,950 |

|   |          |
|---|----------|
| <b>2001 VW Jetta GLS</b> P1439- 4 door, automatic, power moon roof, 21k mi., Certified. ....                  | \$14,450 |
| <b>2001 VW Jetta GLS</b> P1432- 5 speed, leather, power moon roof, black/tan. Certified. ....                 | \$13,450 |
| <b>2001 VW Jetta GLX VR6</b> P1429- Automatic, red/tan leather, 53k mi., Certified. ....                      | \$15,950 |
| <b>2002 VW Jetta GLS</b> P1440 - 1.8T, 4 door, auto., 9k mi., power moon roof, leather, green. Certified .... | \$16,950 |
| <b>2004 VW Jetta GLS</b> P1443 - Auto., power moon roof, 4k mi., grey metric. Not Certified. ....             | \$16,995 |

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# Riding Asphalt In A VEE



Tires squeel, engines rev up, then whine as they find a straight-away, and finally they grind as they are downshifted going into approaching turns and the cycle repeats itself. The aroma of rubber, fuel and hot asphalt compliments the aural display. No it's not NASCAR, rather it's Formula Vee racing and for **Scenic City Volks Folks** club member Anthony Henderson, it is just one more way to feed his passion for Volkswagens.

That is not to say Anthony is new to the sport of auto racing. Anthony was already racing auto cross contests with the **Sports Car Club of America (SCCA)** before he found "Tex" his Westy Green and white Formula Vee. The name "Tex" was chosen because he picked up the Vee in Tyler, TX after finding it on the internet.

The early days of Formula Vee racing would see 40-50 car fields at Daytona. The vehicle engines have to follow strict guidelines but basically are stock. Early Vees attained 40 hp but over the years with technology giving a hand the vehicles can now get up to 60 hp. "Tex," says Anthony, "is about in the mid 50's in horsepower." That translates into 125-130 mph.

The racing season begins in April and stretches into October. "The furthest I've gone," says Anthony, "is the Gateway International Raceway in St. Louis." The course there is an oval road course.

So what's it like to race a Formula Vee?

"It's exciting to drive," shares Anthony, "you're right down there just a few inches from the pavement and going over 100 mph." Pausing a moment Anthony adds that he "likes to be aggressive" at the beginning of a race.

Responding to a query as to the origin of the blue paint on his front left wheel, Anthony tells us that it was the result of a "rub" with a faster class of car that knocked Tex off of the track. Anthony recovered and went on to finish the race. Fortunately Anthony has only had minor incidents while racing, mostly involving being forced off the track. His only real collision came when he hit a wall causing some body damage to Tex, but nothing structurally significant.

Though not as expensive as Formula One or Nascar, racing Vee's does require money to maintain the vehicle as well as race so Anthony is looking for sponsorship.

Anthony shares his passion for Volkswagens with his wife Misty who accompanies him to races (Misty also serves as the secretary for the **Scenic City Volks Folks**).

Other Volkswagens in the Henderson autohaus include thier '76 Westfalia (which they use to tow Tex to races), a red '98 Mexican beetle, a '71 Ghia and a '63 panel bus that is currently at Overton's in Tallapoosa, GA for restoration.





# Volkswagen Dreams The Concept T

*A dune buggy  
gets fast,  
comfortable and  
internet access.*

In a world of performance sport/utilities and car-based crossovers, Volkswagen has come up with the Concept T - a blend of high capability off-roader and sports car. The Concept T was designed with dune-buggy styling, wing doors, a removable roof, and short front and rear overhangs. It uses a 241 horsepower

V-6 engine, front-mounted transverse engine with 4Motion all-wheel drive and a Tiptronic transmission. Zero-to-60 mph times are under 6.8 seconds, and its top speed is electronically limited to 230 km/h (144 mph). VW introduced Personal Mobility Gateway on this concept - a mobile communication unit that controls temperature, steering wheel, mirror and seat adjustment and also serves as a hub for telephone and high-speed Internet use, e-mail access and control of the navigation system. The PMG can be removed from the vehicle to serve as a PDA.

The Volkswagen Concept T demonstrates the German automaker's wish for a future vehicle to slot below its full-size Touareg sport utility vehicle.

For now, the Concept T's platform is dressed in a somewhat fanciful offroad dune buggy shell. Sales will begin around mid-2005, but it will look nothing like the version on display at the 2004 North American International Auto Show in Detroit, where it made its world debut.

Eager to arouse the passions of its U.S. customer base, Volkswagen has created a vehicle that aspires to meld a sports car with a sport-utility vehicle. If this sounds familiar, it's because numerous other manufacturers have tried the same thing, at least in concept form. But, says VW, this one is different, because it's equal to the sum of its parts. It doesn't compromise as a sports car, and it offers true off-road ability.

With this automobile, Europe's most successful auto manufacturer is showing how the off-road



and sports car worlds can be combined in the future to produce an especially exciting and fascinating facet of the automotive experience - the off-road coupe.

# What I heard out of the corner of my ear... Home Is Where Your Westy Is

I have found my home – finally! I've been aching for another VW for 11 years – since I lost my last one.

Yep, lost it. I'll go into that another time.

This one's a '77 Westy and it's beautiful! (These feelings are akin to having one's own wrinkly, wiggly newborn.) I'm not just biased. It really IS beautiful.

I say I found my home, but I don't literally live in it, at least not yet. But it is home in other ways. It is what I want it to be. I do what I want to do to it. It carries me where I want to go, provides comfort, solace, and a wonderfully time-consuming hobby. It is my retreat.

I should probably introduce myself. I am Candace. I'm 31 years old, have a five-year-old, a four-year-old, an active goal of finishing college, and plenty of skeletons. I am going to share with you my experience in owning a VW as a female. Be forewarned. If you are disgusted by the ignorant, or a die-hard, boot-wearin' feminist, you may not like this column.

Oh, the humble beginning. Soon after I bought my van, I took it to a reputable, local mechanic. I told him I wanted a complete tune-up, oil change (do those go hand-in-hand?), and to know if I had

any major problems. He determined I needed new joints on the front. The joints by the tires underneath. I apologize for my lack of correct terminology, but I'm learning. I promise that will get better. I believed he was right about the joints because he lifted the van up 6' in the air and showed me how they were leaking fluid and all worn and rotted. Good 'nuff! I really felt uncomfortable being UNDER the van. It's just not natural, you know? Vans go on their cute, little wheels, boats float, birds fly, snakes crawl. Last I checked, vans don't just chill out up in the air. It just gave me the willies.

I got my peek, acutely aware of the positioning of my head. I asked him what could happen with joints like that. He said the axle could fall off while I was going down the road. Now remember, I have two children and he knew it. Could this be a money-hungry salesman twiddling with the emotions of a young mother? Nah! I told him to do it. All was well and I was quite proud of myself for being a responsible VW owner/lover and getting its first check-up and maintenance repairs.

Soon after, the mechanic and I were crouched down behind her hiney look-

ing at the engine. I forget why, but I was really making an effort to ask lots of questions and take mental notes (never works – BAD memory), of what he was tinkering with. So I noticed something unusual that afforded itself a good opportunity to show that I was concerned and observant. I pointed to an odd glob of ... something off to the left of the engine. I thought it was that foam stuff you put in holes to plug them up. You know that stuff that expands and hardens and makes all sorts of cool, abstract formations. The mechanic glanced over to where I pointed and with a confident swipe of a single greasy finger, he said, "Ah, just an ol' dirt dobber's nest." With that, I said, "Allrighty then. Looks good to me. Thanks a lot, and SEE YA!" I skiddled out of that lot as quickly as possible. At least he was man enough to not laugh in my hot, red, embarrassed face.

Lesson(s) of the month: There ARE some good salesmen in this world. (I know, depends on how much I paid him, right?) I know what a dirt dobber's nest looks like and I know they CAN reside inside the engine compartment of VWs.

- Candace Jaynes

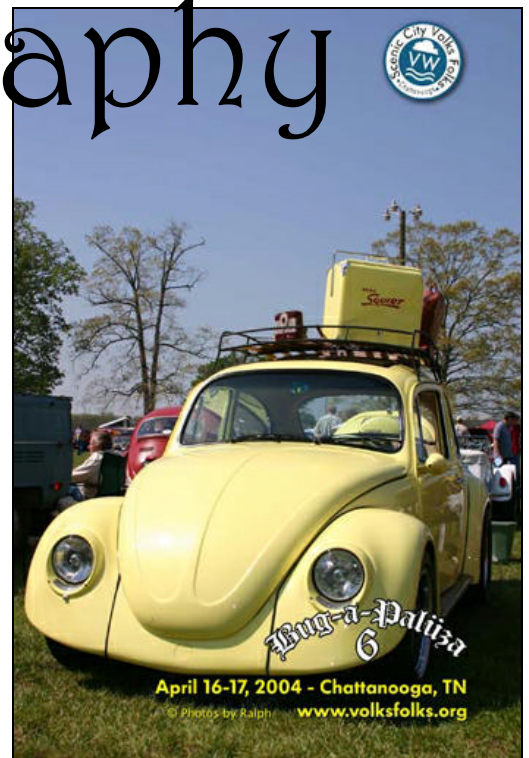


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# BugBites

## When I Grow Up I Wanna Be A Guru



Until I joined the Scenic City Volks Folks, my association with other VeeDubbers was limited to the occasional parking lot or gas station encounter when I would strike up a conversation with the other person about thier VW. In those few instances the conversation would usually be quite generic (year, make, etc) and it would be over when they finished pumping gas or putting thier groceries away. Somehow I always felt unfulfilled. Then I joined the SCVF and all that changed. After club meetings the VW talk in the parking lot would likely be endless were it not for the majority not being retired and having to get up in the morning to go to work.

Then to satisfy our VW passion between gatherings and meetings we turn to the internet and commune there through message forums and email. Ahh, the joy of being part of a group that is passionate about it's purpose for being! And yet the passion this group has about thier Volkswagens is only a part of the picture when you stop and consider the wealth of knowledge that resides among our members.

I've been around Volkswagens for almost all of my life and to some extent I have a fairly good knowledge of bugs, buses and ghias. Or I

thought I did til I joined the club and I met Zen.

And Herb. And Mr. Johnston (I mean David!) And Anthony. And... well you get the idea.

The depth of Volkswagen knowledge amongst the members of our club is truly amazing to me. You could probably take any one or two members of the club and sequester them for a month and they could produce a valuable VW maintenance guide. Heck, Mr. Fielding alone could probably write a best seller about nothing but "Herbie the Love Bug" trivia!

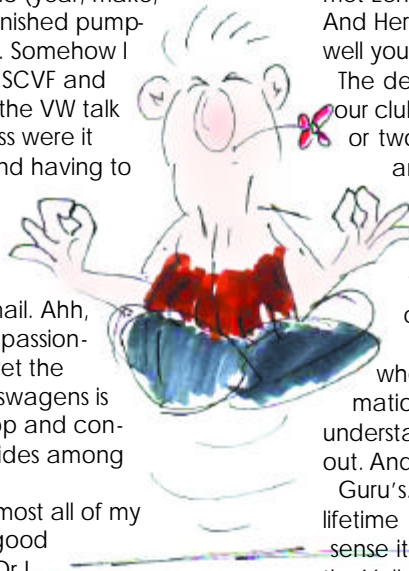
Imagine a game of Jeopardy that only has Volkswagen trivia in it. Just about any one of our members could bury Ken Jennings in points.

No, I don't know much about VW's at all. But I want to. So when our venerable members with noggins full of VW information speak, I listen. I'd be a fool not to. I might not always understand what they are saying, but if I hear it enough I'll figure it out. And I can always ask to have some technical point explained.

Guru's. That's what we call them. They have the experience of a lifetime of driving, tinkering with and studying about VW's. In a sense it just seems appropriate that we call them guru's. After all the Volkswagen was an iconic fixture of the 60's generation, as was the term "guru." Guru's were sought after for thier sage simplistic advice. They always seemed to have the answers, especially to difficult questions that seemed to perplex everyone else. And even when they didn't have the answers they had a way of making you think they did while they sent you on a quest to find out for yourself!

So it is absolutely fitting that we have our own guru's. And one day, if after years of listening to our guru's, then maybe, just maybe I too can be a guru. :)

Peace dudes,  
Charlton





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**The Scenic City Volks Folks will meet next on the 4th Monday of November at **Country Place Restaurant** on Shallowford Rd. at the Hamilton Place exit just off of I-75. Meeting time is 7:00 pm. Come join us.**

**This date change is for the month of November only. Check the web forum for December's meeting date and time**

# Off The Board...

Notes, news and points of interest from the club internet forum



**Russ**

**Member Benefit - Free Website and Email**

As a Volks Folks club member, you are entitled to free webspace at volksfolks.org as well as an email address.

Email webmaster@volksfolks.org if you are interested. You will need a username and a password, the username will be used in the form of username.volksfolks.org for your website and username@volksfolks.org for your email.

Your email address can either be a POP account, or an alias that forwards to your existing email address.



**Gobusgo**

*Go there now and you can see that the bidding has ended.*

*Reserve not met at*

*\$23,100.*

**Anthony**

*Pffft... it doesn't even have a radio!*

*The most I've EVER seen a bus actually sell for (in*

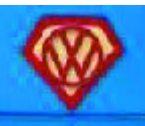
*a live auction-I think it was Jackson-Barrett) was \$38,000 for a similar 65. This restorer is about to learn the hard lesson of restoring. It's usually cheaper to go out and buy a clean bus than to restore one yourself, especially if you're going to go insane and start cad-plating every nut and bolt, powder-coating the jack, etc,etc,etc! Laughing Sure, save a bus, but don't do it expecting to make a profit. Do it because you love the bus!*



**VWHerb**

*The sadest part is that a bus like that will probably never be driven and enjoyed like it's supposed to be.*

*I need to get Lucille back on the road.*



**Zen**

**67 Bus for \$49,000???**

OK, I admit, it's a REALLY nice bus . . . but \$23,000 and the reserve isn't met . . . buy it now for \$49,000. How much did it cost when new? At this rate, it won't be long until Lucky will be worth a ground up resto!



**Ret.Bugtech**

*Yes you do. Since Lucil is a twin to the \$49,000 Parts Bin,She would at least be a \$15,000 box even with two broken rear legs. What do you think? Laughing*

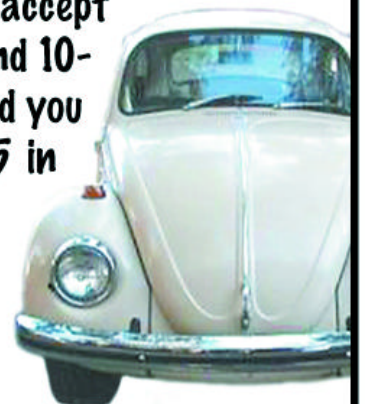
# TRI-STATE IMPORT

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When you deal wit Tri-State Import in Cleveland, yo deal with a one man show. I answer the phone, wait on the counter, fill the orders, and ship the parts. I have a large stock, good prices and best of all, 30 years of VW repair and restoration experience. When you buy parts from me, you get the best part for free: good, knowledgeable advice and a friendly attitude. I do both air cooled and water cooled, including vanagons. I am a distributor for both Bugpack and EMPI. If I don't have the part in stock, I get nightly FedEx orders from California. I accept VISA/MC/DISC/AMEX. I am open 10-5, Monday - Thursday and 10-2:30 on Friday. If you can not make it then, call in your order and you can pick it up after hours at my house, which is just off I-75 in Cleveland, Tennessee.

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# Member's Ride

## Celebrating Betsy's 41st Birthday!

Best as can be determined and double checked from her birth records, Betsy came into this world on Friday, November 22, 1963 - a joyful yet notorious day. Betsy was born yet also the day Presidents, John F. Kennedy, was assassinated.

Soon Betsy's family will celebrate her 41st birthday. Time passes so quickly. It seems not all that long ago I was tooling around Southern California with her. We'd cruise Van Nuys Boulevard, ditch friends as we played our game of "catch me if you can" (in cars of course, but hey, we were all young and stupid once!), staying out until dawn, hanging out at the beach with buddies solving all the world's problems, and generally having a blast being 16 years old.

Betsy is my 1964 Volkswagen Sedan - a "VW Bug". And yes, I'm very emotionally attached to her. I couldn't bear to part with her any more than I could my parents or brother.

She is and always has been clothed in "L456" Ruby Red. She still sports her original interior: "K437/K423" gray with gray cord pattern leatherette upholstery, "K374B" silver-beige perforated vinyl headliner, "T305" gray-black carpeting surrounding the rubber flooring, and all the other normal assembly of this color scheme of silver-beige, ivory and gray.

Amazingly, though rebuilt a few times, her motor is the original - a 1200cc, 40 horsepower (although some insist that her motor was actually 36 horsepower). Her transmission is also original and never been rebuilt nor repaired although she is now approaching 400,000 miles.

Her carefully selected and much deserved reward for enduring what life has thrown at her during her 40-plus year lifetime was decided on by the ones who has loved her most for all those years - her family. Her reward? She's getting an "Extreme Makeover".

Betsy is a special ordered European-American hybrid. During the 1960's through VW dealers one could order and arrange for a factory pick-up of their new VW as part of an "European Fly 'n' Drive" vacation package. Betsy was picked-up in early December 1963 and spent two months driving around Western Europe before being shipped back by boat to Los Angeles, California.

There she enjoyed being the #1 car of the family for over 5 years when another member of the family got added - a 1968 Type III Fastback we named Bucky - good name for him

since '68 was the 1st year Type III's had Bosch D-Jetronic Fuel Injection, and every time you started off in 1st gear (and sometimes even while shifting to higher gears) he'd kick back like a bucking bronco. Bucky sported Regatta Blue (L50F) paint Ivory upholstery (yes, the dash top was black). But, alas, Bucky's life was short. My brother "killed" Bucky in 1971 attempting a three-day weekend marathon excursion from L.A. to Oklahoma City and back to see a girlfriend. My brother fell asleep at the wheel near Farmington, New Mexico and ran off the highway and rolled Bucky side-over-side twice before doing three end-over-end rolls (yet he climbed out of the dark blue twisted wreckage unscathed). Since our family was a "VW's or nothing family", Bucky was replaced by our adopting a 1971 Type III Squareback wearing Shantung Yellow (L12D) and all black interior. She came to be named Valerie. (Yes, Valerie still lives with us too - but that's another story...)

Now Betsy, she's literally been a world traveler. She started off in Germany and toured most of Western Europe. She took the boat ride back to rejoin the family in Los Angeles. During family vacations she traveled the entire Western US. She was flown by the United States Air Force for a short stay with my brother in Okinawa, Japan (until he bought a Porsche 914). She was flown back by MAT to the good ol' USA and came under my care and feeding. When my parents moved to Hawaii they asked to take Betsy with them and leave me to take care of Valerie. Betsy lived nearly 20 leisurely years with my parents on the island of Molokai. Unfortunately my parents didn't have much access to quality professional upkeep or replacement parts for her on that very "native" island. A few years ago, with my dad being in his mid-80's and my mom in her mid-70's, my parents decided it was time to leave Hawaii and be nearer to family moving to Chattanooga. Betsy once again came under my care when my parents bought a new "New Beetle" soon after their move (I told ya we're a VW family!).

I gave good old Betsy a good "physical" and found her in basically pretty good shape considering nearly 20 years with essentially no major upkeep.



Thankful that my parents were meticulous in their weekly washing of her, I found no rust that I dreaded finding due to the salt air and frequent rain in Hawaii, except for one small area on the passenger door bottom edge where a weep hole got plugged up. Her engine was tired, her brakes poor, suspension worn, and other small problems here and there but overall she was in good shape considering.

Since people here in the South drive like the "revenueurs" are chasing them I knew her 40 hp motor just couldn't stand up to the strain of staying out of everyone's way much trying to keep up with them on the highways. So, into the shop she went. She got new wheel bearings, brakes and hubs. She got her suspension and steering replaced or rebuilt as needed. Plus I transplanted a fresh new zoom-zoom 1600cc dual-port stock motor in her along with a spiffy Empi exhaust and muffler (I saved her 1200cc motor since it is her original casing block). She got new heat exchangers and motor trim too. She now enjoys be-bopping along at 70-80mph without a worry in the world.

As she approaches her 41st birthday plans are well under way to spruce her up to how she looked when she was born. Betsy is getting new paint inside and out (down to bare metal since I found out she's had a second paint layer put on in Hawaii). Then new glass and window rubber plus body rubber all the way around. Next, a new headliner, new upholstery, new carpet, new floor rubber, sound deadener and heat shielding (those are more for my benefit than hers!) and various bit and pieces like inner door handles, window cranks, knobs, turning indicator switch, headlights (yellow European super-brights I hope) and headlight covers, tail light lenses and who knows what all. Betsy got me through learning to drive and I even took my driving test in her on my 16th birthday. I'm 50 years old now and Betsy and me have gone through good times and bad together.

Yep, she's been a great part of our family. She deserves the best!

*Ron McClure  
aka RC64Bug*

# VolksFolks Classifieds

Classified ads are a nominal fee of \$5 issue (\$10 with photo) for non-club members. Ads are free for members of the Scenic City Volks Folks. To submit an ad email it to volksfolk-snews@volksfolks.org. For non-club members payment is on the honor system. Mail your check or money order for payment to:

Scenic City Volks Folks  
P.O. Box 494  
Ooltewah, TN 37363

**1967 WESTFALLIA** (not a pop top) and a 1958 Single Cab truck. Both vehicles are project vehicles and the '67 isn't in that bad condition but it does have rust. It is restorable. The 58 Single Cab is questionable. Asking price is \$800 for both plus an assortment of extra parts. Price negotiable. Art - (423) 227-7450.

**1972 BEETLE**, standard. Asking price is \$3800 or best offer. If you are interested, please call Wayne Greene at 706.935.8749 (home) or 706.581.9253 (cell).

**1981 VANAGON**. Tan and brown color scheme. He is selling it. Parked in front of the Village Market in Collegedale in the daytime. Selling price of \$1900. If interested, call Ron Bogley at 931-863-8020 or email Bogl@TwLakes.net, or Dale Lacra at 396-9747.

**72 FORD SHORTBED** with a 72 Chevy engine in it. Would like to trade for VW van, bus or camper or will sell outright at \$1300. Solid body except that the hood hinges need to be welded back in after the hood flew up on the interstate (I think someone at work wanted to see the engine and they didn't ask and when they lowered the hood they didn't close it good). Hood itself has a few dings and is still there. I've had \$400 worth of brake work done but it still needs some more - fluid reservoir keeps going dry. Carburetor needs adjusting or replacement. I don't know much at all about watercooled vehicles but I'm sure someone with the knowledge and skill to fix these minor things could have themselves a great truck at low cost. Call me at 423-645-2690 (cell) or daytime at 706-657-3537 (work).

**67 DELUXE VAN** for sale and want the right person to get it. Interested? Call 404-787-1955

**NEED A '58 THU '64 ONLY BUG BODY** complete if possible and not a total rust bucket. I don't need the running gear or even the floor pan. I also need seat tracks for '58-'64, front low back seats. You can call me in the evenings at 894-3374 Or E-mail to jdcjdcj@hotmail.com.



**'56 OVAL RAGTOP** - \$2,500 obo. Located in Albany, GA. This is the ideal project for any true VW enthusiast!! I hate to give it up. I picked up this bug less than a year ago and have been accumulating parts ever since. I have started a new job and will be moving VERY SOON and have to find it a new home. Body is in great shape. Heater channels, fender wells, and door pillars are in unbelievable shape for a car this old. I have two sets of doors (one of which is the correct Ice-Pick Doors), 4-Tab Hood, W-Decklid, Early Pop-Out Windows, Ragtop Assembly, seats, and many other parts. This is selling as one lot. I need to get rid of it all and don't have time to sell it piece by piece. There is no engine. Also missing all four fenders, but rest of the body is there. This bug must be trailered (no towbars). Call Nathan at 229.854.3059.

# VolksFolks Word Find

Using the list of words below search, find and circle them in the puzzle below. Words may be spelled horizontally, vertically, diagonally, forward and backwards. Enjoy!

- |                  |                     |
|------------------|---------------------|
| AIR FILTER       | JUGS                |
| AIR FUEL RATIO   | MANIFOLD            |
| ALTERNATOR       | MASTER CYLINDER     |
| BEARING          | METRIC TOOLS        |
| BOSCH            | MUFFLER             |
| HEAD             | OIL PUMP            |
| CAMSHAFT         | PISTON              |
| CASTROL          | PULLEY              |
| CHOKE            | PUSH RODS           |
| CLUTCH           | RINGS               |
| COIL             | ROCKER ASSEMBLY     |
| CV BOOT FLANGE   | RUNNING BOARDS      |
| EMPI             | STINGER             |
| DIP STICK        | STROBE TIMING LIGHT |
| DISC BRAKES      | THROW OUT BEARING   |
| DOG HOUSE SHROUD | TOP DEAD CENTER     |
| DWELL METER      | TORQUE WRENCH       |
| ENGINE TIN       | TRANSAXLE           |
| FEELER GUAGE     | VACUUM ADVANCE      |
| FLYWHEEL SEAL    | VALVES              |
| FRAME            | WEBER CARBS         |
| FUEL FILTER      |                     |
| GAS CAP          |                     |
| GASKET           |                     |
| GLAND NUT        |                     |
| HEAT RISER       |                     |

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# On The Calendar...

## November

- 13: **Bulli Brigade II**  
Tampa, FL  
VW pre-67 Transporter show & swap
- 14: **Pasco Bug Jam**  
(Previously the Florida Bug Jam)  
Dade City, FL
- 19: **Scenic City Volks Folks Drive-In**  
Fat Moe's on Lee Hiway  
7:00 pm
- 22: **Scenic City Volks Folks Monthly Meeting**  
Country Place Restaurant  
Shallowford Rd. Exit off of I-75 at  
Hamilton Place Mall  
7:00 pm

## December

- 20: **Scenic City Volks Folks Monthly Meeting & Christmas Party**  
Country Place Restaurant  
Shallowford Rd. Exit off of I-75 at  
Hamilton Place Mall  
7:00 pm

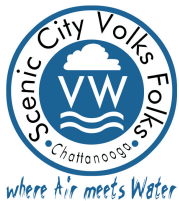
## 2005

### April

- 16-17: **Bug-A-Palüza 7**  
*The Year of the Survivor*  
Sponsored by the  
Scenic City Volks Folks  
Camp Jordan Fairgrounds  
East Ridge, TN
- 30 - May 1: **Circle Yer Wagons**  
Sevierville, TN

# MEETING CHANGE!

The November meeting of the Scenic City Volks Folks will be on the 4th Monday, November 22. The meeting will also change location and meet at the Country Place Restaurant on Shallowford Rd.



Scenic City Volks Folks  
P.O. Box 494  
Ooltewah, TN 37363  
[www.volksfolks.org](http://www.volksfolks.org)

Place  
Postage  
Here