

MARCH 05

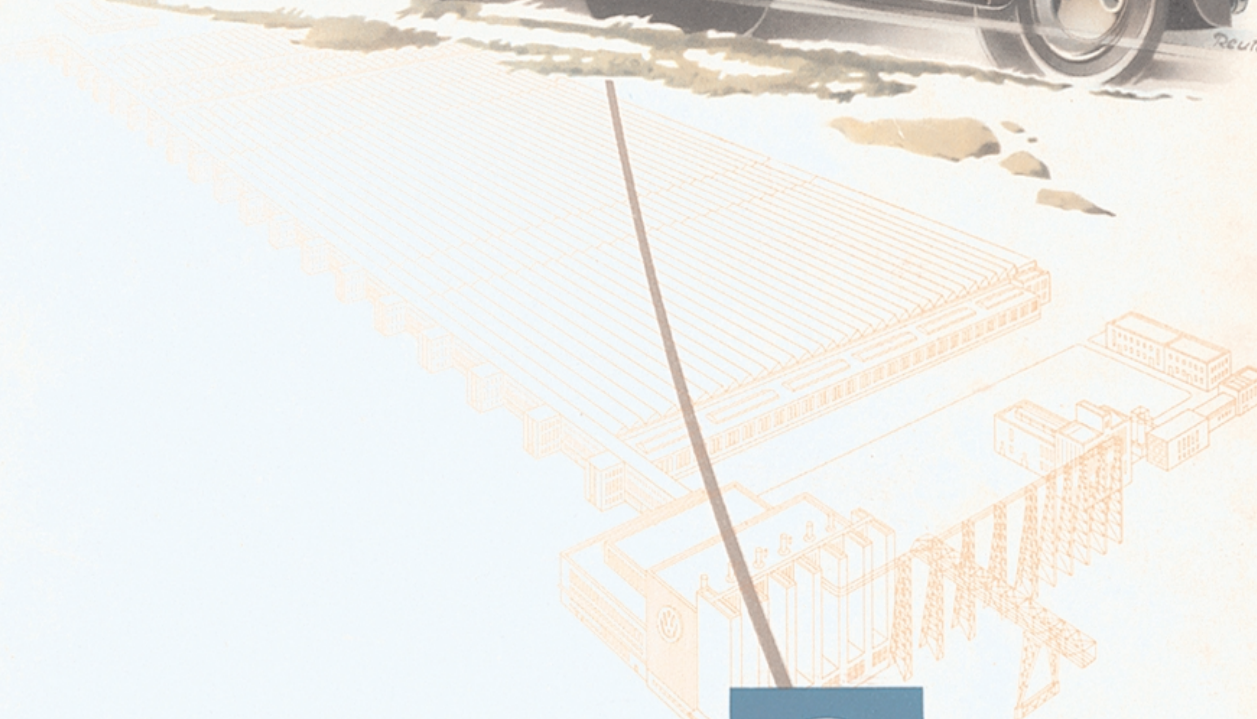
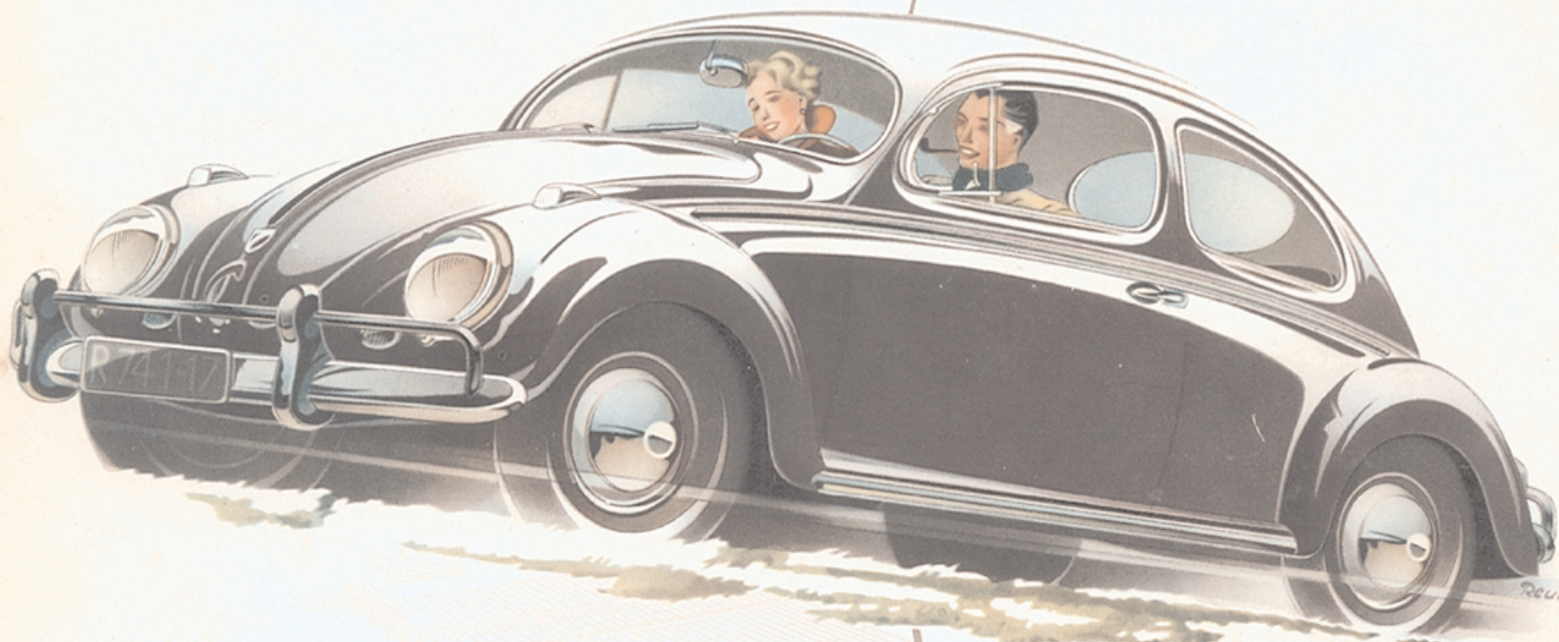
VolksFolks



A Publication of The Scenic City Volks Folks
Chattanooga, TN

www.volksfolks.org

NEWS





A Note from the Prez

Hello fellow V-Dubbers,

It has been a couple of months since I've had the opportunity to write you a quick note but I'm sure things will change in the immediate future. A lot has been going on since before Christmas but we don't have time to worry about that now. SHOW SEASON IS ON TOP OF US!!!! When you read this, Bug-A-Paluzza 7 will be right at a month away and there is still a LOT of work to be done.

This years show will be ran just a little bit different than in years past. Members of the Scenic City Volks Folks will not be competing against our guests for the class trophies. Our members will be displaying their VWs and all who display will receive a personalized award that we feel all will be very proud of. This decision was actually made before an editorial appeared in Hot VWs Magazine a couple of issues ago.

Bug-A-Paluzza 7 is shaping up to be the biggest and best yet but it seems we get bigger and better each year. We see things each year that can be done better than the previous year and we strive to make the changes. If there was just a magic wand we could wave to make the show grounds a little bit bigger, a little higher than the flood level and a guarantee we would have gorgeous weather and completely dry ground. We don't have that wand but the show will go on. I'll be looking for all of you at the biggest and best Bug-A-Paluzza yet.

Until next month, slow down just a little, take a side road and enjoy the view from inside a Volkswagen. I sincerely believe we see things differently.

Herb

A Word or Two From the Editor...

Apologies to the club and our readers for the lapse between issues. Unfortunately the gremlin in the machine got to my pc in late November and I have not been able to get anything published. My pc is still down and I am in the process of trying to get a real computer (MacIntosh!) in the very near future. This issue comes to you courtesy of several attempts to put it together at work at five or six in the morning, for which I thank my employer, Graphic Web, for allowing me the freedom to do. Much of what was originally planned for this issue will have to wait till a future issue, including Candace's column.

On the cover this month...

Several months ago at a Friday night drive-in at Sonic, the godfather (aka David Johnson) brought to the meeting an old VW publication that he had found packed away. Borrowing it I scanned the images and have been working to retouch them and post them on the web to share with all. The art work from this publication is nothing short of fabulous and I decided to use the cover artwork from that piece to illustrate this issue's cover. Keep an eye on the message boards for a link to the touched up illustrations.

Til next issue... Charlton

In 1964, the VW passenger car dominated other cars at the lower end of the compact price range: Chevy II, Comet, Corvair, Dart, Falcon, Rambler Classic and American, and the Valiant.

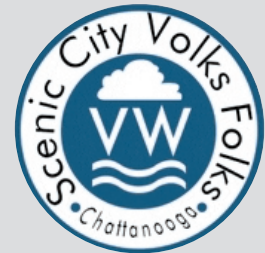
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The Scenic City Volks Folks meets the third Monday of every month at the Country Place Restaurant on Shallowford Rd. in Chattanooga, TN

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Technically Speaking...

Sagging Rear Ends & Other Stuff

No, I'm not writing a column on personal physical problems of any member of the VolksFolks organization. But instead, why some VW's lay don in the rear end and some don't. The rear torsion bars seem to get all the blame for this phenomenon and it does happen once in awhile. How many of you know that some VW's actually have an alignment set on the rear axle? Have you wondered why the spring plates/axle mounting holes are elongated? You can set the toe in. At my shop, here is what we found. For example: A lady came in with a '68 Squareback with a swing axle transmission complaining about the car laying down in the rear end and, on top of that, she complained that the power seemed down in the engine. We checked all the usual things with the engine and it seemed to be operating normally. We had the car on a lift and noticed that the rear tires were wearing on the insides. On closer inspection, we noticed that the axles seemed to have moved back on the spring plates although the bolts were tight. I guess after running up and down the mountains around here and using the brakes a lot, the axles had slipped back in the spring plates. We loos-

ened the axle mounting bolts, moved the axles all the way forward, then took the car on a test drive with the lady driving. The rear end leveled up and the engine power returned. She was previously dragging the rear tires down the road because of the excessive toe out of the rear axles. We started checking other VW's that came to the shop for these problems and you would be amazed how many we cured of this problem by moving the axles forward. This

correction is not possible on all VW's. You can't do this operation on Type 2 with reduction gears, and on some IRS rear suspensions, but you can on all Type 1 swing axles. Only the '67 Type 1 could give you some flack. The '67 Bug was the first year with the longer axles and evidently they used the older torsion bars. These '67 and some '68 seem to have started this "laying down" problem. A lot of these cars had an auxiliary overload torsion bar installed over the top of the axles. I know you have seen them.

They were not anti-sway bars as a lot of people think. They only came into play when you loaded about 4 big guys in the back seat.

Now, for something completely different.

How about knocking/popping CV joints and you are on a budget. This works "cause I done it." Take your half shafts off, make a note of where each axle was mounted and which joint was on the inside or the outside. Clean and inspect them and make sure you don't have any cracked or mangled "goodies" inside. (You do not have to take them apart unless you want to.) Repack the joints, but when reinstalling the axles, flip the axle over, end-to-end, so that the outside CV joint is now the inside CV joint. This reverses the rotation of the half shaft and now you are using a part of the ball race that hasn't had much abuse. The axle will more than likely "shut up" for a long time. Just keep in mind this is not a permanent fix and you will have to replace the joint eventually.

I got about 5,000 more miles on a joint on my '73 Thing before I found out that a Type 4 joint was the same as the expensive "Thing" joint. I had plenty of Type 4 joints for some reason that I cannot explain. Hmmm!

-David Johnson

2000 VW Passat GLS P1492- Black, V6, 5 spd., pwr sunroof, CD changer, leather, 37K miles.\$13,950

2001 VW Jetta GLS 1.8T P1482- Silver, 5 spd., air, sunroof, 4 cylinder, 57k miles. Certified.\$13,450

2001 VW Golf GLS P1499- Automatic, alloys, all power, air, sunroof, 1 owner, Certified\$13,950

2002 VW Beetle GLS 2.0 P1495- Automatic, air, 35K miles, 4 cylinder, blue. Certified\$13,950

2001 VW Jetta 1.8T P1488- Wolfsburg, 4 door, 5 spd., CD changer, m-roof, 38k miles, Certified\$14,950

2002 VW Passat GLS P1481- 1.8T, 4 door, automatic, 32K miles, power moonroof. Certified\$17,950

2002 VW Passat GLS V5187A- 50K miles, alloys, auto., air, sunroof, all power, Certified\$15,750

2005 VW Beetle Convertible V5192- Power package, cruise control, tilt\$20,990



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Shoot the Breeze Ready or Willing?

by Travis Barefoot

If what I am about to tell you happened a few years earlier than it did, I probably wouldn't have my Westfalia. If I didn't have my Westfalia, I wouldn't have been able to share stories about her that I have shared with you. And if that would have happened, I wouldn't be sharing this story with you. Are you ready?

Let's go back to September 12, 2001. It had been over 24 hours since Islamic terrorists had changed the way that Americans live their day-to-day life by flying two airliners into the World Trade Center buildings in New York City, into the Pentagon in Washington DC, and thwarted from their intended target by passengers in another airplane, instead crashing into the ground in Pennsylvania. Outrage at these bold attacks, the worst acts of terrorism ever on American soil fueled the patriotism in the hearts of Americans; from flag-waving loyalists to those who wear their patriotism on their sleeves, all were affected by this atrocity. From what I can remember, there was a surge in the enlist-

ment to the Armed Forces. Young men and women who were moved by this call to arms volunteered to hunt down those responsible and make sure they were punished. They were ready and willing to serve their country.

OK, now, back up to 1997. There was a guy that I worked with that came up to me one day and said that he had something that I was sure to be interested in. He had a 1979 VW Westfalia that he needed to sell in order to buy himself a new Harley Davidson motorcycle. Long story short, I saw, I drove, I bought. I also found out something about this guy (let's call him Steve). Steve was an active member in the U.S. Army Reserves. I guess I could have guessed this by the Army Reserve sticker on Sweetpea's rear window, but hey, I'm not that quick to figure these things out. So, I got my Westfalia, and with the money I had given him, Steve got his Harley. End of story.



Over the years, I would keep him updated on the things that his former camper was up to. All the campouts, the pictures in the VW magazines (albeit Sweetpea was way, way in the background), and even gave him copies of our SCVF newsletters that featured Sweetpea either in pictures or in the articles. I even took Sweetpea over to his house for him to see every now and

then. In essence, I just kept him up to date with his old vehicle. Even though it wasn't his anymore, I thought he would enjoy seeing what Sweetpea was up to.

OK, now let's go again to September 12, 2001. I was on my way to Oscar, who had been waiting in his parking spot all day for me to finish my 8-hour shift at the Collegedale Cookie Mine (aka: Little Debbie). Going up the last flight of stairs in the parking lot, I came upon Steve, who was now working on 2nd shift. What transpired next changed the relationship that we had, both as co-workers and as owner and previous owner of the same vehicle. I will try my best to write down the conversation we had there on the steps of the top level parking lot. I do remember the important parts.

Steve: "Are you ready to go kill some rag heads?" (His words, not mine)

Travis: "Um, no, I'm not ready."

S: "And why not?"

T: "I'm not enlisted."

S: "Well, go enlist."

T: "No. There are plenty of younger men who are already in the Armed Forces who are ready and have been trained to go, and even more who are going to enlist. There's no need for me to fly thousands of miles to kill someone I don't even know."

S: "Don't you want to defend your country?"

T: "Tell you what, I'll be part of Homeland Security. I'll defend my home and my land when they come for it. But if you go, I'll be behind you all the way." (I want no part of enlisting in any Armed Forces, but I'll sup-

Scenic City Volks Folks

Zen & Homer the Superbus My Excellent VW Adventure

Have A Little Faith

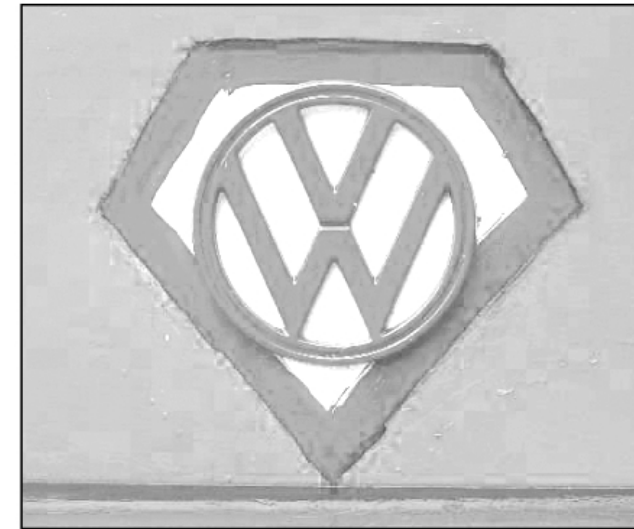
1500 Miles. In a good car, it'll eat up the better part of a couple of days. If you're waking, you better have a few months. If you've got 9 days and you're driving Homer the Superbus, you need faith. I've found that most people I know (my VW friends excluded) won't ride across the street in Homer. Some fear about breaking down or something. OK, Homer isn't pretty, but that doesn't mean it's not capable of driving across town does it? So what if it's got a couple of small holes in the front floor . . . they are under a rubber mat and they aren't big enough for a foot to go through. Well not yet anyway, but I need to break out the fiberglass before too long cause the holes are growing fast.

Why do most people judge a vehicle by its age and appearance? Seems kind'a strange to me. I judge a vehicle by its proven performance. Homer has proven himself many times. I admit I was a little apprehensive about my first trip to Florida Bug Jam in Homer. But, remember, I had only driven Homer once. That was the 35 miles from his previous owner's house to mine. Not only was that the first time I had driven Homer, it was the first time I had driven a Type 2 of any sort. And, I had just gotten the engine bolted up two days before the trip. It wasn't until 9:00 PM that Friday night that I got it to the point I could take it for a test drive. Well, since we had planned to leave at 5:00 PM we were already 4 hours behind schedule and there wasn't time for a short test drive. I opted for a long test drive. From LaFayette, GA to Tampa, FL. On the way back I realized that I had a joint in my steering drag link worn to the point it was about to fall apart, but a little engineering with a couple of hose clamps keep things together and until I could get back home and replace it. Other than that, Homer performed remarkably well. I was hooked.

Even though I've lost a couple of engines since then, Homer has proved himself a worthy vehicle time and time again. But even with three trips to Florida under his belt, folks I work with won't ride to lunch in it. They think they will have to walk a mile or two to get back to work. They don't understand why I don't buy a "dependable" car. OK, I'll give 'em that my 31 year old bus is warmer in the summer and cooler in the winter than their \$30,000 SUV. I'll give 'em the fact that my bus is a little more prone to a break down

MARCH 2005

too. I'll also accept the fact that not everyone has the time, tools, or willingness to get their hands dirty to keep a 30+ year old car on the road. I understand those things. What I don't understand is why they don't have enough faith in it to ride around the block, when I have enough to drive from North Georgia to Tampa to Orlando to Jacksonville and back to LaFayette with no backup plan. If it breaks down and I can't fix it, I'm walking home. And I've got to be back at work in 9 days. If we drive to McDonalds at lunch, we've got an hour to get back to



work. If you have a really good arm, you can throw a rock from McDonalds back to the plant. But to this day I have NEVER been able to get anyone to ride to lunch in Homer. They always make a comment like "NO WAY . . . I don't want to have to walk back to work." . . . so we take their \$30,000 SUV. They think I'm crazy for trusting Homer. But, get this . . . for over 3 years it's got me to work. They see it in the parking lot. They see it come in, and they see it leave. They know I've driven it to Florida three times. They know I've driven it to shows all over Tennessee, Georgia, and Alabama. They know I've always managed to get back home and make it work on Monday morning. But still, they don't think it will make it to McDonalds. What does an old bus have to do to prove its self to the masses? Well, I've come to the conclusion that it can never prove its self. It's a VW. You either get it or you don't. If you get it, there is no need for me to explain my faith in its ability to get me there and back. If you don't get it, there is still no need for me to try to explain it. Homer, just like all of his Type Two siblings and other air-cooled cousins, isn't for everyone. Some folks are insecure and think

they need to spend as much on their vehicles as they do on their house. The more money you can afford to sink into a vehicle, the more dependable it is. Right? Ok, I've added it up (minus gas and oil) and I've got about \$1500 tied up in Homer. Been driving him 3 years. That comes up to less than \$42 a month. Don't need full coverage insurance. Never had to pay \$50 or \$60 an hour for the dealership to hook it to a computer to tell me that a \$500 sensor is bad. I recently put a new set of rubber on it for under \$150. It's warranty ran out 30 years ago, but even so, it's only left me on the side of the road once . . . and since it was an old VW, it is backed by a dedicated group of VW enthusiasts. One of them (Herb) came and towed me home. My tow bill was a tank of gas. OK, now you do the math. Who has the "best" vehicle? Is it me, or is it the folks who won't ride to lunch with me?

I guess the sticker on the cargo hatch sums it up pretty well. "YOU HAVE TO BE REAL SECURE TO BE SEEN IS CAR LIKE THIS." Taking that a little further, if you had been "seen in a car like this" for as long and as many miles as I have, you would be secure to take another ride in it. I could go out and buy me one of those expensive SUVs that so many people put so much faith in and then my co-worker's would ride to lunch with me . . . but then I'd have to buy the gas. I guess I'll keep driving Homer as long as he want to stay on the road. Maybe even a little longer.

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

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Know Your Kübel's

Kübelwagen definition

Kübelwagen is an abbreviation from Kübelsitzwagen which literally means "bucket seat car". It was a generic name for open-topped military utility cars fitted with bucket seats. During WW-II several manufacturers built Kübelwagens, so the type 82 was one of several "Kübel's".

The type 82 and 181 may look like bathtubs on wheels, it was actually the shape of the seats which gave this type of vehicle their name.

Production figures are conflictive. Numbers range from 70,495 to almost the double at 140,768.

Germany - VW 181s were built at VW's Wolfsburg, Hannover and Emden plants. Main production was for military orders, only a very limited number for civilian orders. A limited number of VW 182s were built for the British market. Sixteen pre-production vehicles were built in 1968, regular production started in 1969 and ceased in 1978. Total German production: 70,526 vehicles.

Mexico - The VW plant at Puebla, Mexico, assembled VW 181s in 1970 and 1971 from KD (knock down) kits as there were no stamping facilities. In 1973 and 1974 a total of 28,930 THINGS were built for export to the USA. Other Mexico production included a civilian version for non-US markets (the Safari) and many different versions for governmental and military use. Production ceased in 1980 with only 695 cars being built. Total production at the Puebla plant for all versions was 64,254.

Indonesia - In addition (although exact yearly production figures were not available from VW) a VW assembly plant in Indonesia assembled 5,988 CKD (completely knocked down) kits between 1972 and 1980. (Note: there are also rumours of CKD kits being assembled in Ireland.) Thus production from all sources totals 140,768 vehicles. These numbers are considerably higher than those published in other sources, as many of the vehicles were ordered for military use and, for that countries security reasons, the numbers were not always included in VW production figure break-outs.

Source: www.geocities.com/vwtyp181



REPAIRS

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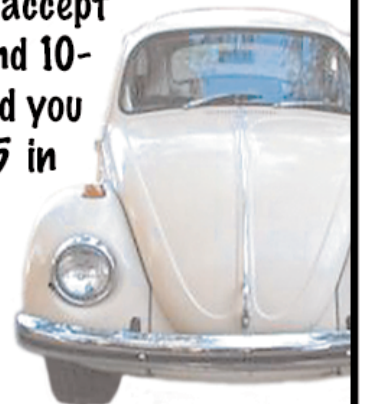
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VW Bug Convertible - 1979, Only 35,000 miles, very good condition, \$12,000. (423)240-0548.

1986 Vanagon in better than average condition. Body has dent on drivers side by headlight, motor needs a striker. Anybody interested for \$1000.00. Located in Demopolis AL. Needs a good home. Call Joe Davis at 334 341 0943.

1971 Squareback - No title. Parts car or restoration project. Quite rusty, but has the engine and other "wanted" Type 3 parts on it. \$200. Email: gobusgo@thinkaccess.net

1977 Standard Beetle - Project car. Not a lot of rust, but areas behind both rear passenger windows need some work. Also, surface rust on floorpans and small hole in battery tray. I bought this as a project car, with the engine. Email: gobusgo@thinkaccess.net

72 Super Beetle -2nd owner of the car says it is in good condition with new paint, new tires, battery. No rust, needs new door rubber. Garage kept. \$3,000. Can be seen at Brewers Wrecker Service on Benton Pike or contact Ira Cox. Pager - 550-2258

Shoot The Breeze

(Continued from page 4)

port those that do more power to 'em.)

S: "I can't believe I'm hearing this from you, and you a Volkswagen owner."

T: "What does me being a VW owner have to do with me not having a desire to KILL someone, much less someone I don't even know?" (I still can't get the connection!)

S: "I just can't believe I'm hearing this."

And he turned and walked down the stairs, electing not to hear me as I tried to get him to stop and hear me out. I wanted to find out what he meant by connecting not being ready to go kill people, terrorists or not, with being a VW owner. I really wanted to know. Does being a VW owner make you want to kill people? I've never had the urge, and I own several Volkswagens. I also wanted to finish what I had to tell him, that even though I was not ready to go to war, not ready to leave my wife and child, and not ready to hand my life over to the U.S. Government, I was willing to. He just wouldn't listen.

Not being ready to do these things didn't mean that I wasn't willing to. Nobody wants to leave the comfort and security of home, leave the country that they love, or leave those loved ones behind. But most

are willing to do so. And that's what I tried to tell him over the next year-and-a-half, up until the day I left my job at the bakery. Every time I tried to talk to him, he kept on walking, sometimes glaring at me; other times not even giving me a sideways glance. I never was able to tell him anything more. On my last day of work, I located his wife, who also worked there, and told her to tell Steve good-bye for me because he wouldn't talk to me anymore. I also told her to tell Steve one other thing..."I was willing." I don't know if she told him or not, but I felt better just trying to finalize the situation.

Oh well. I didn't and I am not going to lose any sleep over it. If he can live with his rudeness, so can I. That, my friends, is something I am ready and willing to do. Besides, I got what I always wanted, a sweet Volkswagen Westfalia that I am not going to let go of. God bless America!

I hope Steve got what he wanted. I really do.

Till later, GoBusGo!

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