

Volkswagen Folks

FEBRUARY 06

TM



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Chattanooga, TN

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NEWS



Goin' Westy



From the Prez...

It's a disease. I've said something to that effect hundreds of times as a joke trying to explain how in my mid-thirties I became addicted to Volkswagens. Now, I've been saying that as a joke. I didn't really believe I had some sort of "real" sickness. WRONG! It is a disease! I'm sick! How did I come to this conclusion you ask? OK, I know you probably didn't really ask that, but just play along . . . humor me . . . After all, I'm sick you know.

So, Joy and I are kicked back one evening in front of this big noisy contraption sitting in the living room . . . one of those things that bounces electrons off of a phosphorus screen and fools your brain into thinking it's seeing stuff happening. Yeah, the television. I knew that. Just been watching too much of it and couldn't think clearly. Where was I? Oh . . . Well, we are flipping through the channels and since there is nothing really worth watching on any of the 75 stations we have piped in to it, we stopped on one of those "health" channels. We started watching some kind of show about this guy that lost 500 pounds and now needs to have 75 pounds of loose skin cut off his body . . . not the kind of show that I really like, but if you don't have the willpower to loose weight shows like this will help you convince yourself that it's better to just stay overweight. When that show went off, I was too far from the remote to pick it up and change the channel . . . and I was afraid that if I got up and walked to the TV I'd loose a pound or two and have to have a bunch of loose skin cut off . . . so we just watched the next show. That's where I found out I'm sick. Not really "physically" sick . . . they said I was "mentally" sick.

Obsessive Compulsive. That's what they said I suffer from. OK, they didn't exactly come out and say, "Zen, you suffer from Obsessive Compulsive Disorder," but by the time the show was over, they had me convinced. The show was about people who hoard things. They had people on there that hoarded anything and everything. We're not talking about an organized reasonable collection of something they were interested in, we are talking about literally anything . . . and everything . . . and with absolutely no organization. They went to these people's homes and tried to help them clean up and organize . . . but these hoarders couldn't turn loose of anything. One young lady had a potato chip bag in her car . . . she wouldn't even throw that away. The chips were stale. Somewhere she had

the receipt. If she ever found it, she was going to take the bag back to the store and demand a refund. Most of these people also had one particular thing they were obsessed with. If they were obsessed with unicorns, they would HAVE to buy anything unicorn related they ran across, even if it was one of those little glass figurine unicorns they already had 25 of. When they would "try" to clean up and get organized, they would just end up stuffing everything into plastic totes and starting over. The show went on to explain how these people were suffering from a form of Obsessive Compulsive Disorder. It all made sense. These folks were OBVIOUSLY sick.

Then I looked at across to the other side of the living room at the stack of old half torn apart computers . . . I haven't thrown them away 'cause you never know when you might need a screw or a jumper or something that "might" still be lurking in the case. Then I look over my shoulder at the six 1/6 scale remote control VW Buses on the other side of the room. They are sitting on some plastic totes. I don't really remember what is in the totes. Probably some VW toys. I've got lots of them packed away in totes. No, I think I moved all the totes with VW toys in them upstairs. Except for the ones I stuck in one of the Bugs sitting in the back yard. Where is that Bug at anyway? Oh yeah, that's the one I stuck in my mom's back yard the last time I cleaned up my back yard. Speaking of cleaning up the back yard . . . what did I do with all those totes of old VW parts I packed up? I know I didn't throw them away cause there was a couple of old rusty brake shoes that might make good cores someday. I definitely remember packing all those old parts like that up. OK, I remember, I took those over to Kyle's house and stored them under his storage trailer. Come to think of it, I've got a split window bus stored over at his place too. I couldn't bring it home 'cause I got this other split window bus sitting in the driveway. It won't roll so I can't move it. I can't haul it off to the local metal recycler . . . that's who I bought it from! I know it's rusty and beyond hope, but they aren't making them any more. You never know when this one might come in handy. I might need some parts off of it to fix my other bus. I do have another one don't I? Not the remote control ones. I know where they are. I'm not really sure how I ended up with 6 of them. They were kind of expensive weren't they? What am I doing? Better yet, WHY? I know why. I

just saw it on TV . . . I'm sick! It REALLY is a disease! Oh well, if I gott'a have a disease, at least it's one I enjoy!

On a more serious note, it's been a long winter but spring is just around the corner. Bug-A-Palüza will be here before you know it and the show season will be going wide opened. I can't wait! More shows . . . more swap meets . . . more VW parts and VW toys . . . Honey, run to Wal-Mart and buy some more totes . . . and see if they have any new VW toys out while you're there.

Till next time, keep on 'V-dubb'n!

Zen Hendricks



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Shoot the Breeze Broken Bus Blues

Man, I miss my bus. Oscar has been a part of my daily life for many years now, and since his meltdown in November of 2005, I have been without him. I miss being able to look down into other cars and see what they are doing. I miss the almost horizontal-big-bus steering wheel. I miss the sound Oscar makes when shifting through the gears and the nearly instantaneous surge of power that surprises me every time I do. I miss my friend. But most of all, I miss the spacious interior.

Oscar is not gone. He is in my garage, waiting for me to get off my lazy butt and finish getting him back together. It's not really a matter of not having the money to finish...well, on the other hand, it's somewhat is.

I have some cylinders and pistons lined up (thank you for being patient, Richard!) but getting the money built up has been quite frustrating. At one point, I had enough to buy them, but I ended up using the money to pay a bill or to get groceries or something of that nature. I have almost built that money back up again...hopefully I will be able to keep it this time. The other parts I need I can get online. I have an extensive list at the Bus Depot website which can be paid with a credit card. I sent that same list to Tri-State Imports to see if Joe could match or beat the prices from the Bus Depot. I am waiting for prices and availability from Joe as I write this. Either way, if I use a credit card, I don't understand what's holding me back. Why can't I just go ahead and order them? Maybe it's because I keep coming up with other things that weren't on the list and I want to make sure that I know

exactly what I am going to get and get them all at the same time. Who knows? I'm going to have to order them soon if I am going to have Oscar back on the road and the steering wheel back in my hands.

I'm not totally without my air-cooled fix. I've got the '72 Super Beetle and I am racking up the miles on it. I take Talia to school and pick her up in it. I go to the grocery store and out to eat in it. I've got a perfectly good Golf sitting in the

driveway. Why don't I drive it? Surely it has more power and the heater warms up quicker than the Beetle would, especially in this cold winter weather. Maybe it's like I said... I need my air-cooled fix and this is the best way I can think of to do it right now. But one of the things that I miss about not driving Oscar is the space. I'm a big 'ole boy. When I'm driving the Beetle, my left shoulder is hitting up against the door and my right shoulder is just about touching the passenger seat. Heaven forbid that I need to get something out of the back seat when I'm going down the road. It's not going to happen. And the Beetle sure is a hit with the kids at my son's pre-school. There's this one kid that every time he sees me, he'll ask if I'm driving the green Herbie car. Another parent told me that her kids think it is so cool that my son gets to come to school in a Beetle. How cool is that!

One thing I can't complain about though, is the heat in this Beetle. I've always heard that Beetles don't have good heat. This one sure does. It might take a little bit for it to get to full heating power, but when it does, it is HOT! Getting the temperature just right takes a little bit of give and take. Crank the heat up...it gets too hot. Let it down a little...the drafts take over and it gets too cold. I've found that if I put the lever halfway up to full power and crack the window, combined with the air coming in through the glove box, around the stereo, and through the vents (barely hooked up!), the temperature sort of flats out to a comfortable level.



Anyway, back to the bus. I think that as soon as I am done here, I am going to go out to the garage and let Oscar know that I am going to get on the ball. I'll let him know that he is not forgotten. It's just that life goes on while we are waiting for things to happen. The Beetle sits outside while he is inside, but I think he knows that I am driving another air-cooled car. I'm sure he'll understand my needs as I try to do my best to look after his needs. I'm sure he'll understand that I want to do all that I can while his engine is out, even if it has nothing to do with the engine. I've always heard to do all that you can while the engine is out and that's what I'm going to do. After I comfort him, I'll come back in and finally order the parts to get him back on the road. I promise. I just hope he doesn't notice that I am taking Sweetpea camping this weekend. If he does notice, I'm sure that, just like with the Beetle, Oscar will understand.

'Til later,
Gobusgo!

All 1968 Type 1s and Type 3s had front seat headrests. VW was ahead of the game - headrests were required by U.S. Federal law on all new cars sold after December 31st, 1968.

When Did The Beetle Get Its Name?

The Volkswagen Beetle was originally known as the Volkswagen or the VW. When the Convertible and Commercial models were added to the range in the early 1950s, the Beetle became known as the Volkswagen Sedan. In workshop manuals and factory documentation, it was described as Type One. The first use of the name Beetle may have been in England in 1950. There is a story that the nickname was given to John Colborne-Baber's VW (one of the first to be seen in England) by his son's school friends.

The name Beetle was certainly not in general use for the VW at the time. In fact, the soccer team of *Morris Minors* was named "The Beetles" on the circuit of Ireland in the early 1950's. In 1958, however, *Autosport* magazine referred to the "victorious beetles" on the Mobilgas Round Australia Rally". From around that time, the name was used occasionally in print, but with a

small 'b' and usually in inverted commas. Bill Boddy, the editor of *MotorSport*, who did a great deal to publicize the Volkswagen during that period, sometimes referred to the car as a beetle.

It was probably the introduction of the Type Three in 1961, which led to more general usage of the name Beetle for the Type One. Official nomenclature identified Type Three as VW1500 and Type One as VW1200, but as the model range increased to the 1300 and 1500 engines in Type One, a name became necessary to avoid confusion.

The VW was well-known as the Beetle when John Lennon and friends formed their famous pop group, after which it was sometimes mis-spelt as In 1967, official Volkswagenwerk publications began to recognise the term "Beetle" but it was still shown in inverted commas and the nomenclature remained VW1200, VW1300,

etc. By 1969, the name Beetle had become the official generic term and appeared prominently in brochures and other publications.

In Americans the car was called 'the Bug'. Eventually both Beetle and Bug gained widespread use in the USA. In Germany, the VW became "Der Käfer," in France: "la Coccinelle" (Ladybird), in Italy: "Maggiolino" (Maybug), and in Norway: "Bobla."

In 1966, VWoA was importing vehicles via ship at the rate of a little more than one per day into 16 US ports. Each ship could hold up to 1800 vehicles.

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Volkswagen In The News

Volkswagen Unveils Compact All-Wheel Drive Concept Vehicle

Volkswagen has revealed its latest design study, the Concept A, a crossover between a sports car and a compact SUV (Sports Utility Vehicle).

At 4,348 mm long and 1,854 mm wide, Concept A is 144 mm longer and 95 mm wider than the Golf Mk V. The height of Concept A is 1,551 mm, compared with 1,485 for the Golf; while its 2,602 mm wheelbase is 24 mm longer than the Golf's.

The concept combines a sleek coupe-style silhouette with the raised stance of an SUV. At the front, the shield-like front grill which is common to the Passat and Jetta has been developed to emphasise Concept A's off-road styling by forming part of the underbody protection. High-efficiency LED headlights add a further modern touch. At the rear, Concept A has a practical hatchback tailgate; but this is coupled to a pick-up style fold-



down rear section beneath the rear LED light clusters. This hatch can be opened independently and remain open while driving so long loads can be carried.

Concept A does away with the traditional B-pillar. It features opposing opening wing doors which allow easy access for front and rear passengers as well as giving a feeling of space and light. This airy feel is enhanced by Concept A's concertina-style soft-top which slides all the way back to the C-pillar.

Inside are four sculpted, patent leather seats and ultra-modern facia with stylish and ergonomic

controls.

Under the hood is a 150 PS TSI engine: this uses Volkswagen's latest turbo and supercharger technology for maximum performance but minimum fuel consumption. Designers say alternative engines, including TDI diesel units, could also be used in the concept. Whatever its source, power is distributed via six-speed DSG automatic transmission to all four 20-inch wheels using the 4MOTION system currently employed in the range-topping Passat and Golf R32.

Concept A made its world debut in Berlin and will be revealed to the public at the Geneva Auto Salon which starts at the end of February. Production plans for the vehicle have not been confirmed. However, the concept further expands Volkswagen's model range, at a time when customers' needs continue to diversify.

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Gone, Gone, Gone :(



I'm beginning to have a greater appreciation for the folks in our club who started Scenic City Volks Folks. I say that because I am in the middle of starting a VW club here in Burlington, NC.

When I left Chattanooga late last summer I immediately felt the burden of a loss. I had lost the fellowship with other VW enthusiasts. Oh, I still maintain a relationship via our web forums and through email and putting together this newsletter, but somehow it just isn't the same as getting together once a month with like-minded individuals and talking, joking and planning events over a meal then hanging out in the parking lot afterwards.

Upon my arrival in the Tar-heel state I discovered that the closest VW club was 45 minutes away in Greensboro - the *Good Ole Volks* club. I joined and went one time. The people I met were great people but the club meetings is nothing more than a cruise-in which is fine, but for the drive I wanted more bang per gallon.

After a couple of months I met a few local VW enthusiasts and the idea was born to start our own club here in Burlington. In January we had our first meeting -five of us (counting a 9-year-old and a baby). We agreed to get together monthly as well as have a monthly cruise-in at the local Sonic.

We also decided on a name for the club - the Carolina VolksFolks.

Our meeting this month more than doubled the participation because we've had a couple of responses off of flyers we left on VW's around town. We ended up with seven adults. We also got our meeting listed in the papers community calendar.

All the ingredients seem to be there for the formation of a formidable VW club - local interest (North Carolina has a whole lot more air-cooled daily driver VW's than the Chattanooga area does), a local VW dealership with at least two employees who are vintage VW buffs and plenty of community opportunities for a VW club to become involved in. We're even

discussing caravanning to Bug-A-Palūza and hosting our own show next year.

The whole idea of putting together a VW club seems pretty daunting at times, especially because I can't help but to look to

the Scenic City Volks Folks as a model to build and aspire to.



A waste of a perfectly good beetle, or so it would seem. This Type 1 was found on the web. It is located in the Mid Valley Mega mall in Malaysia. Talk a about a true convertible!

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MANAGER, JEFF HOLLIS

A 'punch bug' is good for a slug, but who knows why?

By ANDREI GURUIANU

Some people know it as punch bug, punch buggy or slug bug. Whatever the name of the game, the result is the same - someone gets whacked on the arm.

The game is simple and anyone can play, which is probably why it's so popular. If you are the first person in a group to see a Volkswagen Beetle parked or driving down the road, you get to punch the person next to you on the arm.

"You have to say punch buggy, no punch-back," explained 10-year-old Allison Yatonsky of Binghamton. That's where it gets a bit tricky. No one is really quite sure how the game got started, and every family or group of friends has its own rules to play by. Allison plays the game with her 8-year-old sister, Colleen, and her mother, Cheryl Yatonsky, 47. The girls first learned the game from their mother, who's been playing it since she was a child.

"I'll hit my husband when I see one, but the kids don't hit each other, otherwise they start arguing about it," Yatonsky said. "You're driving along on a four-lane highway and they're back there arguing about who saw the most."

For Yatonsky the game is a mild distraction that keeps the kids busy and allows her to get back at her husband if he'd annoyed her for some reason earlier that day, she said.

"We're kind of glad that they brought them back because it gives us something to do," she said of the new VW Beetles. "There's a lot of punch bugs out there now, and you can rack up a lot in one day."

Greg Hazlett, 55, of Montrose, Pa., recently traded in his Jaguar for a 2006 silver VW Beetle from Empire Motors in Binghamton. It's his fifth Beetle, having previously owned two of the original ones. Most people don't understand why he would rather drive a Beetle than a Jaguar, but he said he likes the cars simply because they're fun. He remembers the game back as far as the 1960s, but no longer plays it with his wife.

"We don't do it, but we see other people doing it as we drive by. You drive by a school bus and you could see kids playing it inside," Hazlett said.

Andy Stevens, 41, of Binghamton bought a green VW Beetle a few years ago. He remembers playing the game when he was younger.

"You said 'slug bug' and punched the other person in the arm," Stevens said. "I've seriously been doing it since I was

5."

Stevens said he didn't hear the game being called punch bug until he got to college and thinks that the different names and rules might depend on what part of the country it's played in.

There are some punch-bug pundits who insist you have to state whether it's a new or an old Beetle, but very few people here play the game that way. One rule that does come up often in debate states that you have to say the color of the Beetle you've seen either before or after you say "punch bug" or "punch buggy." For example: "Punch buggy yellow" or "Yellow punch bug."

That leads to a controversial topic, of which there is endless debate: At some point the person you just hit will also see the car; does he or she get to hit you back?

The answer: it depends. Some rules

state that unless you add the words "no punch-backs" at the end of your initial statement, then the person on the receiving end of the punch is able to hit right back. Other rules simply say that if you are the first person who sees the "bug" and initiates the hit, it automatically gives you immunity from getting punched back.

The Yatonskys' version of the game they play with their daughters (without the punching) is mild compared with how some teens play the game.

Jason Armstrong, 17, of Johnson City plays the game with his friends, and mercy is not a word he would use when describing how they hit each other in the arm. The aim there is to inflict pain, but the hits are toned down a bit if a girl is involved.

"Unless it's my sister," said Damian Sterling, 14, of Johnson City.

It's A Date...

Answers to last months quiz

1937 The Beetle received it's 'split' rear window.

1939 Porsche were forced to abandon development of the Beetle in favour of military vehicles.

1946 Initial target of 1,000 Beetles built in a month was reached resulting in the 10,000 Beetle being assembled.

1959 The first Beetle to have a horn ring added to the steering wheel and the simplified version of the Wolfsburg crest on the bonnet.

1978 Last 'silver edition' Beetle imported into the UK.

1949 Beetle and split screen transporter officially launched for sale to the public.

1968 Introduction of the 1300 semi-automatic Beetle and bay-window camper.

1970 Introduction of the 1302 Beetle and the 1500 Beetle discontinued.

1953 The first of the oval rear window Beetles.

1935 Adolf Hitler appointed Porsche to build his vision of 'the peoples car'.

1936 Final three prototypes were sent for road testing over a distance of 30,000 miles.

1955 The first Beetle with a twin tailpipe exhaust.

1960 The first European Beetles to have their semaphores replaced by flashing indicators. Also the introduction of the 34bhp engine.

1973 Launch of the special edition 'Jeans Beetle'.

1940 Porsche produced the 'bucket car' built on a Volkswagen chassis.

1957 The first of the large rectangular rear window Beetles.

1974 Production of the Beetle at Wolfsburg Germany ceased.

1950 Production of the 100,000 Beetle.

1962 The first Beetle to have the Wolfsburg crest removed from the bonnet.

1964 The first beetles with all windows enlarged.

1980 Last Cabriolet built for US market.

1975 Production of the Beetle at Hanover Germany ceased.

1938 Construction work began on Volkswagen factory Hanover.

1965 The introduction of the 1300 Beetle.

1952 First right-hand drive Beetles were exported to the UK market.

1966 The introduction of the 1500 Beetle with front disc brakes and four stud wheels.

1945 British army resumed production of the beetle and the factory was named Wolfsburg Motor Works.

1967 The first beetles with 12v electric's, upright headlights and small engine lids.

1942 Porsche produced an amphibious jeep called 'Schwimmwagen' and built on a volkswagen chassis.

1971 Introduction of the 1303 Beetle, and Mexico celebrated the production of their 21 millionth Beetle.




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 In 1961, for example, we were able to get more horsepower from our air-cooled engine without making it any bigger or less economical.
 (One thing did get bigger this year: the tail lights.)
 Everything on the VW happens for a reason; nothing is for show.
 We don't even have a chrome piece that spells out our name.
 We do have a life-sized emblem with our initials on it, though.
 After all, we can't let 600,000 Americans go riding around in unidentified cars.

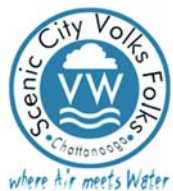
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