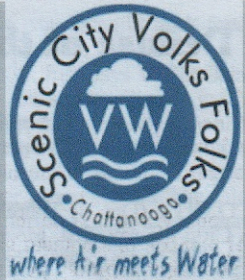


VolksFolksNEWS

The official voice of the Scenic City Volks Folks



www.volksfolks.org

A monthly publication of the Scenic City Volks Folks

Nov. 2002

Big Rumors and little white lies

New Fuel Saving Bus Conversion

This new conversion for the bus saves a lot of fuel. The only reported downsides are even more trouble taking the hills and it tends to scratch the paint while in motion.

Morons of the Road

And the winner is...Mr. Merv Grazinski of Oklahoma City.

In November 2000 Mr. Grazinski purchased a brand new 32-foot Winnebago motor home. On his first trip home, having joined the freeway, he set the cruise control at 70mph and calmly left the driver's seat to go into the back and make himself a cup of coffee. Not surprisingly, the Winnie left the freeway, crashed and overturned. Mr. Grazinski sued Winnebago for not advising him in the handbook that he couldn't actually do this.

He was awarded \$1,750,000 plus a new Winnie. Winnebago actually changed their handbooks after this court case, just in case there are any other complete morons buying their vehicles.

Beware! Somewhere, on some road, this man is still driving a Winnebago.



Show Stuff

Trip to Toccoa

Submitted by Herb Keedy

A small group of the Scenic City Volks Folks met at the Bi-Lo parking lot in Ooltewah on the morning of Sunday the 8th of September, 2002, with a purpose and a goal. We were going to the Southeastern Bug Fair #5 in Toccoa, GA. The group consisted of Herb Keedy and Ritchey Edmondson in "Lucille" and Lamar and Cindy Lewis in "Tweety Bug".

But wait...here comes Kyle and Austin Guthrie in FRANKENSTEIN! Kyle had stayed up all night Saturday night putting the engine in "Frankenstein" just so he could drive it to meet with us. "Frankenstein" wasn't exactly up to par so Kyle and Austin rode to Toccoa with Ritchey and me. The Schneck family joined the caravan on Hwy. 64 just outside of Cleveland, TN. The journey there was rather uneventful but the scenery was beautiful with the group arriving at the show grounds around 11am. We found Jai Johnston already there setting up "Herbie" who was entered in the Custom New Beetle Class. Jai arrived earlier that morning. Here is a heart stopper...Zen Hendricks and family arrived Saturday afternoon and were the FIRST Scenic City Volks Folks members to arrive. They were followed by the Barefoots (or should that be Barefeet?) who camped Saturday night at the show grounds.

After arrival and parking, we all set out in search of that elusive part we have been looking for. Some were found and some weren't but that is half the fun of a Volkswagen show. The show itself was, in my opinion, better than their previous shows. There were a lot more show cars and there were TONS of vendors. Some of whom I've never seen at any other shows. The show grounds were literally packed to capacity. It was a VERY good



show.

The Schneck and the Hendricks families had to leave early and that left Herb, Ritchey, Kyle and Austin to pile up in "Lucille", Lamar and Cindy in "Tweety Bug", and Travis, Linda, and Talia in "Sweetpea" to head back to Chattanooga. For those of you who had to leave early and those of you who missed the trip, you missed a BEAUTIFUL sunset. This in itself made the whole trip worth it.

We arrived back at the Bi-Lo parking lot around 9pm to find "Frankenstein" eagerly awaiting his master and his engine fired immediately upon turning the key. Kyle was grinning from ear to ear. To say he is a proud Poppa would be an understatement! And on a side note, just as important, Jai Johnston got 1st place in his class, New Beetle Custom!



Our Meetings

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

Our next meeting will be December 16, 2002. Come on out and see what we have planned for the months to come...or just simply hang out with us.



April 26-27, 2003
Chattanooga, TN

BE THERE!

Volks Folks News is a monthly publication of the Scenic City Volks Folks.

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The Demise of the Beetle Taxi

By Traci Carl

"Another nail in the aircooled coffin. I dread the day that VW stops making the Bugs 'cause it will be soon after that that they stop producing engines." - Dan E.

MEXICO CITY (Oct. 4) There's one sure way to know you're in Mexico City: the rounded, green and white Volkswagen Beetle taxis sputtering and darting along the clogged streets. But the city's government is planning their slow extermination.

Mexico is the only country where the old-style Volkswagen Beetle - as opposed to the new Beetle - is still produced, and the car is hugely popular with Mexico City's traffic-savvy taxi drivers. It is as much as symbol as the yellow taxi is in New York. Step to a curb and the green bugs dart from the city's steady flow of traffic to the feet of a waiting passenger, flashing their lights in a friendly hello. Typically, there is no front passenger seat - it's been ripped out to make it easier to climb in and out; families of five or six have been known to crowd together into back seats. Taxi drivers like the cars because they are cheap. You can buy a new one for the equivalent of \$7,420, and parts are easy to find and inexpensive. Their size makes them easy to maneuver in Mexico City's infamous traffic jams. But the bugs aren't perfect. Their air-cooled, rear engines are big polluters in a city where the surrounding mountains are often shrouded in clouds of smog. The United States stopped production of the bugs in 1977 and bans their importation because they don't meet emission standards.

Called "vochos" (short for Volkswagen in local parlance), the taxis are also the choice of robbers and kidnappers who pick up unwary passengers who can't escape because there are no rear doors. Sometimes victims are held for days, taken on daily trips to automatic teller machines until their bank accounts are empty. Many tourist guides tell foreigners what locals already know; Flag down a vocho at your own peril. Gabriel Guerrero did that once, and was robbed of his money. He won't miss them. "You have no option of doing anything if you are robbed," he said. "There is only one way in and one way out."

That's one of the main reasons Mexico City is phasing out the Beetle, with a new requirement that all future taxis have four doors. While the Beetle is not specifically banned, the new rule effectively means it will slowly disappear from the street, replaced by Nissan, Chevrolet, and Volkswagen sedans, among others. City officials claim the new cars will be better for the environment and safer. They also will reduce a big black market for stolen bug parts by diversifying the brand and make of taxis, they predict.

"Thanks to this, we will have better service that is more secure, more comfortable and efficient, and with less pollution," President Vicente Fox said in helping city officials announce the program. "It will benefit the taxi passengers as well as the owners and drivers of taxis."

Mexico City's government has promised \$12.5 million to help taxi drivers buy new cars. The money will help swap 3,000 of the 20,000 cars that will need to be replaced this year - the majority being cars older than 1992. Volkswagen welcomed the change, saying four-door cabs will be more comfortable. The company said it didn't expect any impact on production, with just under 19,000 bugs produced in the first eight months of this year. There are still plenty of private buyers, officials said. Taxi drivers are torn. Many work for individuals who own several cars, and welcome the idea of a newer, roomier cab. Others say the new requirements are a financial burden. Steering his 1991 Beetle around double-parked cars on narrow streets, Ernesto Rojas said the credit package offered by the government isn't enough for him to replace his cab with a larger sedan, which will likely cost more than \$10,000. "They've got four doors in their head, and I don't understand it," he said. Although the growing number of four-door taxis charge passengers a peso or two (10 to 20 cents) more than two-door bugs, drivers have to pay more in "rent" to the cars' owners. Jose Luis Condez pays the owner of his Beetle \$20 a day, then takes home an equivalent amount to his family. He believes a four-door taxi will cut into his already slim profits. "Changing the taxis to four doors doesn't change anything," he said. "It's a stupid idea."

Even as he drives around in his own 2000 Volkswagen Beetle, Jorge Garcia said he liked the idea of a bigger, more comfortable sedan even if it meant spending more on maintenance and parts. "This is the country's biggest city, but in the countryside they have nicer cars than here," he said. "Maybe it's time to improve the city's image." Copyright 2002. The Associated Press

DOES IT RUN?

By Misty Henderson

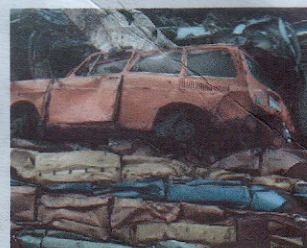
Whenever we have visitors at our monthly meetings, they get put on the spot to tell us a little about themselves. Usually our president, Herb Keedy, will ask them a few questions regarding family, interests, etc. Well, usually the main topic of the introductions of new members/visitors is of course about their VWs. And usually Herb will ask in a smart-alecky tone, "And does it run?" Well, for those of you who have been wondering why he always looks at me and snickers after asking the question, I'll tell you why. Once I made the mistake of pointing out the ratio of running VWs to not running VWs at the local McDonald VW dealership owned and operated by Mr. Herb Keedy. To say the least, he was not amused. Now that you have some background, I will continue with the main thought of my article.

Most VW owners have or have had at least one VW that has been "out of order". As a matter of fact, we actually have one that is undergoing an engine transplant right now. But that doesn't mean that we love them any less. Volkswagen owners are different from other car owners. I was at school the other day talking to some peers, and we were all sharing our interests. I told them about the club and our family of VWs and they looked at me like I was crazy and stated, "It's just a car." Don't get me wrong. They thought the idea of having a club and going to shows and everything like that was "groovy," but they didn't understand why I had the kind of connection to my car that I explained to them.

I don't understand why it is not odd for other brand owners to pamper their "babies" and gush over them like they were 24k gold, but when we want to parade around in our little cars, some think of us as crazy...because they are of course only silly little cars. There are so many memories attached to all of our VWs. Can you imagine how crazy they would think we were if they heard us refer to "Oscar" or "Drew" or "Sweet Pea" or "Tweety" and realize that we were not referring to a person or a pet, but to our vehicle!!! How crazy is that? It is not crazy. It is merely the respect and love that we all have for our Volkswagens. VWs are not just a mean of transportation to most of us. We drive them because of the feeling they give us.

Imagine the air cooled VW driver that may remember a simpler time, and enjoys being able to work on his/her car and not having to worry about messing up one of the 10 computers throughout the car. Then there is the water cooled driver that feels like one of those actors in the new VW commercials, free to explore the world in one of the world's most cherished automobile brands. How many other brands of cars have their very own "Drive Your ___ to Work Day?" Most of the ideas associated with the VW are that of a free spirit and world harmony. My opinion is that whether you are a VW enthusiast or not, you can't help but smile and feel that feeling of happiness when you see an old VW cruising down the road. Toddlers even recognize VWs. If you were to point out a beetle to a small child and ask them what kind of car it is, 9 out of 10 times they will respond "punch buggy".

Whether it runs or not, you still think of it as a show car. Even if it is completely rusted through and has no glass, and has smoke damage covering half the body (that was for you Zen) you are still proud to call it yours. So the next time you hear, "Does it run?" remember that it doesn't really matter if it runs...because he/she is a VW and will bring joy no matter what.



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My Excellent VW Adventure

By Zen Hendricks

The Seed That Grew Into an Obsession



A few weeks ago at Circle Yer Wagens I was digging through a box of bumper stickers. There were some good ones. The classic bus stickers like "Never get behind a VW Bus", "0-60 in Ten Minutes", "I Beat Up 4 Hippies and All I Got Was This Dumb VW Bus". I really like the official looking warning sticker telling you not to lower the windows at speeds over 120 MPH... I've got one of those in Homer (but since rods seem to come apart at just a little above 80, I don't think I really need it). There were some take-off on VWs "Fahrvergnügen" theme. Things like Farfrommovin', and... well, this is a family publication, so I better leave that alone before I get myself in hot water. Anyway, I'm digging through these stickers and there it is in plain black writing on white paper. It's a simple but profound statement. "I LIVE, EAT, DRINK, SLEEP, DREAM, TALK, AND DRIVE VWs." I'm thinking one thing at this point... that's me!

A few days later I'm out in the back yard trying to make it a little less cluttered. When you stuff over 10 VW projects and enough parts to build 10 more (not to mention the 5 or 6 non-VWs back there and the 3 or 4 cars we actually drive) in a back yard as small as mine, making it less cluttered isn't an easy job. My brain functions best when my body gets tired... and after a few hours of cleaning up, I'm getting tired. The reason my brain works best when I'm tired is because I'm lazy. Really! My best thoughts and ideas are directly related to being lazy. My body gets tired, so my brain kicks in and starts analyzing things trying to figure out how I got in this situation, and how I can keep from getting in it again! So I start having this conversation with myself. I say, "Self, how did this happen? How did you get so obsessed with Volkswagens?" Yeah, I talk to myself like that sometimes. Don't know why. Crazy I guess. Or maybe waiting too long to fix that exhaust leak. Anyway, it helps me think. So, I'm talking to myself... and getting really confused because I can't answer that question. The best I can come up with is "heck if I know... it just did." No, wait. I do know. It seemed to have happened to me overnight back in 1995... but it REALLY started in 1963.

You see, I haven't always lived, ate, drank, slept, dreamed, talked, or driven VWs. My dad joined the Navy during World War II, just like his two older brothers. My mother's older brother served in the Army on the European front during that same war. So, even though I have some German ancestors, I was brought up to believe that Americans should drive American-Made cars. Period. If it was made in Germany or made in Japan and you bought it, you were helping the very people that had killed many, many young Americans of my parent's generation.

Well, along about 1963 (the year I turned 3) my father's closest sister bought a brand new Volkswagen Beetle. I was a kid. It looked kind'a cartoonish, so I thought it was cool. My dad thought his sister had lost her mind... or maybe joined the Nazi party. I don't really remember when she first got it, seemed to me she had it ever since I could remember... but my brother says he remembers VERY well. He says that Dad all but disowned her for a while. I do remember that every time the subject came up for the next few years, dad had pretty harsh words about Aunt Sarah's bug.

Although I know I rode in it many, many times, I only vividly remember riding in it once. There were lots of kids in the neighborhood, so the big rattlesnake crossing the road just down from her house "needed killing." So she ran over it. Nope, that didn't kill it. Backed up and ran over it again. The snake was getting a little peeved. Bump. Back up. Bump. Go forward. Bump. OK, now the snake was fighting mad and was striking at the tires. Finally a neighbor saw what was going on and got her to stop on top of it and he killed it with a hoe. It's funny how stuff like that sticks in a little kid's mind. I still remember that like it was yesterday.

Sometime in 1966 Aunt Sarah hit a dog with her beloved Beetle. The dog won. From that day forward my Aunt drove big Buicks. And never again would my dad even think of letting one of his kids anywhere near a foreign car... especially a Volkswagen. But, once a seed is planted, it will eventually find water and sunlight.

Once that happens, the seed will grow. Even though I listened to my dad and grew up truly believing that "VWs are death traps" and that they were "Hitler's revenge," something about

seeing one of those cartoonish looking little cars brought back fond memories of my Aunt. The seed had been planted.

Aunt Sarah died of cancer in 1983. Just days before she passed away, the very last time I talked to her, she mentioned that she had "found her bug." A lady had retrieved it from a junkyard and her husband was restoring it for her, but according to the state records, Aunt Sarah still held the title. My aunt told her to bring the paperwork over and she would gladly sign it over to her. When she told the lady where she lived, the lady said she knew exactly where that was... her friend Becky used to live in that house, but she had lost touch with her after they graduated high school. My Aunt said she paused for a second and then asks the lady to look at the last name on the title. Yep, Becky was Aunt Sarah's daughter. Her long lost Beetle had been saved and brought into a loving home and her daughter had been reunited with a long lost friend. What a story! My Aunt was in the very final stages of cancer and her face was beaming with happiness as she was telling me about it! The seed got watered, and I have to get a little sentimental here and admit that it was watered with tears. Now all it needed was some warm sunlight... but I'll wait until next month to tell you about that.

Til then, may all your VW Adventures be excellent!

SHOOT THE BREEZE

By Travis Barefoot



Gremlins Galore

I chased off a Gremlin today. No, not the beautiful AMC vehicle of the same name. I mean the gremlin that wreaks havoc with mechanical objects. You know, like the one that gave Bugs Bunny such a hard time in the cartoons. I don't think I actually saw this gremlin. Most of the time, you don't catch gremlins in the act of sabotage...you just experience the aftermath. You never know when one is going to strike. When things are going smoothly and everything is working right, that's just about when the troubles start.

You see, Linda's Squareback was working perfectly a few weeks ago. But on her way up to the Circle Yer 'Wagens XVI VW show in October, the generator and brake warning lights came on. She and Cindy Lewis, who was driving her WaterBeetle "TweetyBug", were able to make it to the show grounds. Linda pulled into a spot in our camping area and that was that. "Elsie" (short for LC, or Little Car...as in "Mommy's Little Car") decided to take a rest. It looked like a normal breakdown, but I was skeptical. Nothing gave a hint that trouble was looming. It just started without warning. That's what made me think to check wire connections, fuses, relays, points, the position of the planets, seek a vision, etc...and also look for signs of sabotage. I discovered that the battery was dead. Linda had...ably made it all the way from Maryville to Sevierville on just the battery's power. This made me look at the generator. No sign of any gremlins.

"Check the generator brushes." I hear this over my shoulder as I am peering into the engine compartment. Lane Miner, from Franklin, NC was standing behind me. Lane has a '73 Squareback as well. I take the generator brushes out...they were in need of replacing. Seeing as the swap meet wasn't going to be until the next day, I put the brushes back in and jump start the engine. It starts up, but still is sluggish and in essence, draining the battery down. Lane then shows me how to take a fingernail file and clean the armature that the brushes "brush" up against. The engine starts running like normal! That's when I smelled gas. Any gremlins yet?

I can tell that the smell isn't coming from the engine compartment, so I run to the front of the car and look underneath. In the Type III, the fuel filter's connected to the fuel pump, and the fuel pump's connected to the pressure regulator (and the head bone's connected to the neck bone). Gas is not just dripping out; it is *really* dripping out around the connection of the fuel filter. A few twists of the wrist with a screwdriver and the hose clamp is tightened a little more, and the drip stops. Shortly after purchasing Elsie, I had replaced every fuel hose and hose clamp in the front, so I know who tightened them...I did. But who had loosened this

cont. on pg. 4

SHOOT THE KREEZE

cont. from pg. 3

clamp, making the gasoline pour out? A gremlin?

The next day, I purchased a new set of generator brushes from Lee Dixon, a parts vendor and permanent fixture of the Circle Yer 'Wagens show series. With the new brushes in the generator, everything was as it should be...normal. After the show was over on Sunday, we headed home and experienced no problems at all. Monday

morning was a different story, though. I had taken the day off and Linda was leaving to go to work. She comes running back in saying that the warning lights were on again and the engine was running badly. What gives? She rushes off to work in Oscar

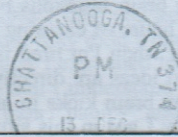
and I soon have the generator out of Elsie and am on the phone with AABCO, the gurus of starter, generator, and alternator rebuilds. I take it to them, and in a few days, I have a rebuilt generator. But before I could even install it, the gremlin attacks. It must have, because when I did install the generator, the same problems existed. Voltage regulator? I changed it, with still no change. Gremlins, indeed!

I take the generator back to AABCO, where Brother Mike shows me that the generator is working properly. So I take it back home, where I let it sit for a day before finding time to install it again. In that waiting period, the gremlin must have left, because when I finally installed the generator, the engine fired up, the warning lights went out, and everything was back to normal. Things had been going wrong one by one, so I deduced that there must have been only one gremlin messing with my head. When did the gremlin give up on tormenting me with little setbacks and puzzling problems? I don't know. I'm just glad that he left. My only fear is that he jumped over to Sweetpea, because now I notice some of the same things happening all over again. Only on Sweetpea, the brake warning light is coming on when the brake is depressed and the headlights are on, but when the headlights are off, the parking lights, the brake warning light, and dash lights come on. This really confuses me, but I think that I am prepared for the next battle with this gremlin. I have watched his pattern of destruction and I hope to anticipate his next move. Does anyone know if Raid work on gremlins?

Till later,
GoBusGo!



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Tri-State Tip of the Month

Front wheel bearings on the 1966 and later Beetles are a common failure area. Many people who own Bugs just never take time to go in and re-pack their bearings, and before you know it, you get that familiar roar in the front when you turn one way or the other. In replacing the front wheel bearings, the first mistake many people make is to go to a local parts store and buy replacement bearings that are made in China. The same person who puts these cheap Chinese bearings on the Bug is often the same person who would not dare buy China made tools from the flea market. Unfortunately, the steel they use to make those cheap tools in China that breaks so easily is the same material they make their wheel bearings from. Another common mistake is leaving the old race in the hub and just putting the new bearing in. Bearings and races are machined to be an exact fit with one another, and should never be mismatched. When you buy your bearings and seals from **Tri-State Import**, you not only get top quality bearings your VW deserves, but get our assistance with how to do the job, proper torque specs, etc. That's the **Tri-State** difference!

When you deal with **TRI-STATE IMPORT**, in Cleveland, you 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/MASTERCARD/DISC/AMEX**. I am open 10-5, M-F. If you cannot make it then, call in your order and you can pick it up after hours at my house which is just off of I-75 in Cleveland, TN. Fax inquiries welcomed: 423-339-3543 Email: tristeim@aol.com

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