

dune buggies
and

hot VWs

Vintage Special

**What to Look
for When Buying
a Classic VW**



UNITED KINGDOM £2.25



TECH:
**Compu-Fire
Ignition System**
**B&J'S Trick
2-Speed Trans**

11th Annual

Vintage Special

It's that time of the year once again, time to celebrate those incredible classics — VWs that are 25 years and older. As we have in July for the past 11 years we're going to take a close look at some of these marvelous vehicles, the "stock as a rock" VWs that are as collectible as any Corvette, Mustang or Jag. Yes, since we began the annual "Vintage Special" issue the VW has become a respected investment in collectors circles. This is especially true of the pre-'50s cars, which are getting harder and harder to find every day.

While it's true that values have dropped somewhat in recent years (as with most collectible cars in this recessionary climate), there really is no better time to invest in a classic vintage VW than today. Availability is good (just check out our "Classified" section), and most sellers are willing to bargain. In a nutshell, it's a buyer's market out there ... and there may never be a better time to get your hand on the VW you've always wanted.

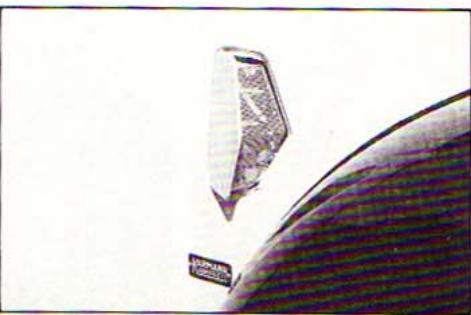
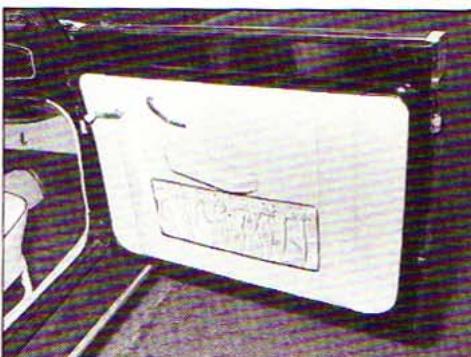
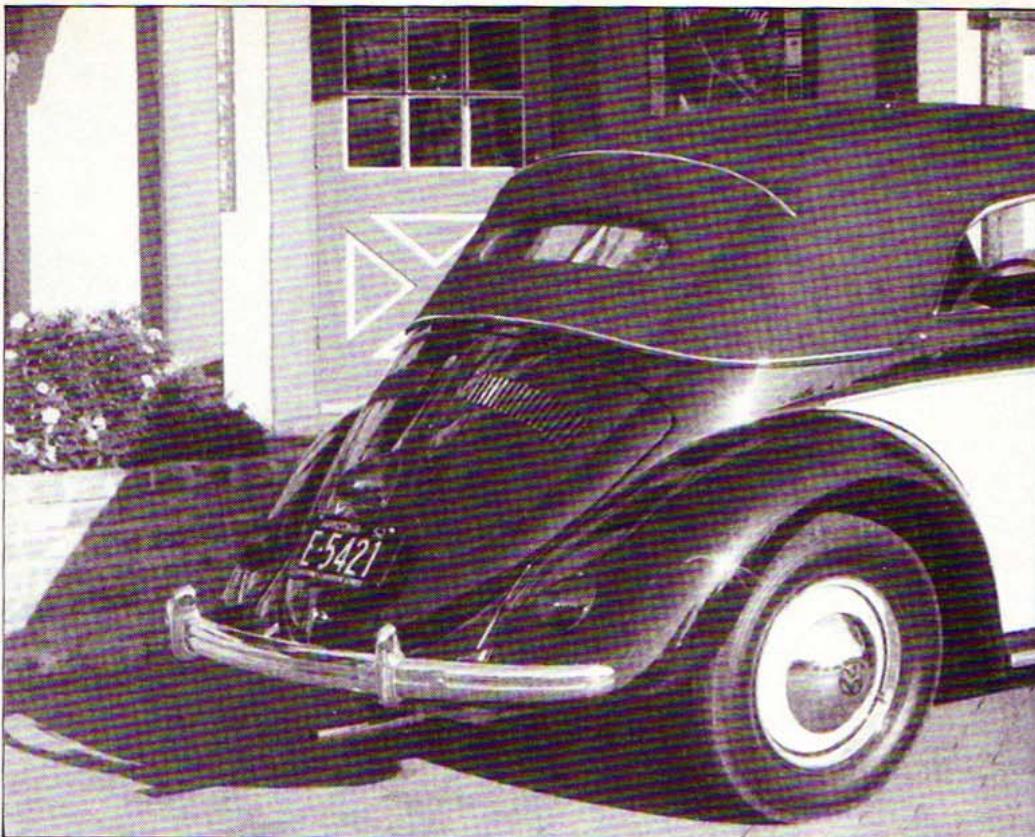
We hope you enjoy this year's 17-page special "Vintage" section. Remember, while the trends in custom cars may come and go with the seasons, a stock classic car is always in demand. Whether it be a museum collectible or a daily driver, the vintage VW is always a thing of beauty. — *Editor*



Another look at what's going on in the world of classic VWs



When Dick Christensen and his entourage showed up from Phoenix with this beautifully done 'vert at the vintage meet in Solvang, CA, this car was the talk of the town. If fact, the Bit O' Denmark Restaurant served as a fitting European background for the photo shoot. And Dick drove the 'vert all around Solvang.

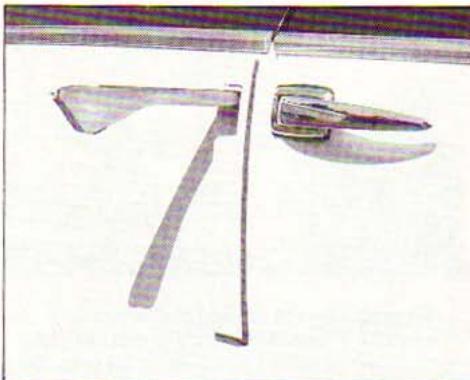
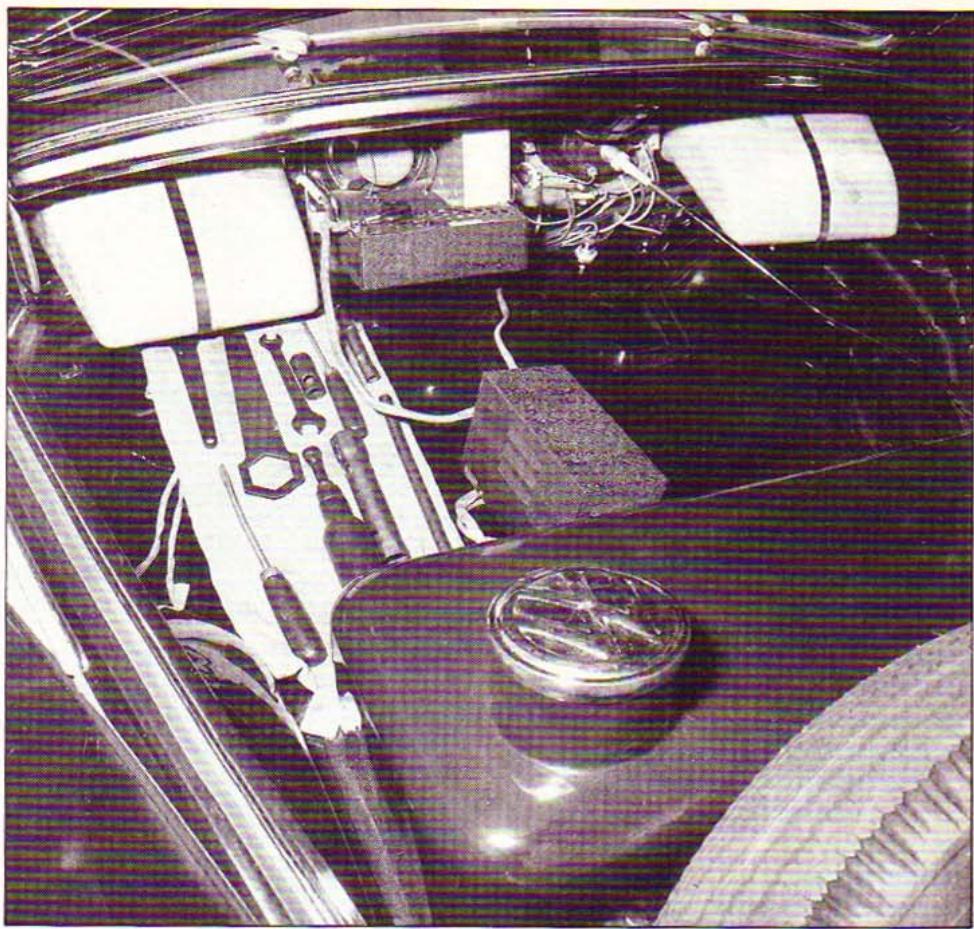


Talk about quality workmanship, this '52 definitely has it throughout. Flawless body work credits go to Dean Calderwood, Matt Howard, and Bob Brown, while the Imron black and cream paint combo was done by Craig Kleinman and Nick Jensen, all from Deano's Body Works. Interior is also pristine, thanks to attention to detail, and superb leather upholstery by Larry Dustman of The Trim Shop in Phoenix. Also, note locking glove box doors, and '52 Telefunken radio restored by Wilford Wilkes.



Dick Christensen Phoenix, AZ

An avid fan of vintage VWs since he bought a Ghia in 1986, Dick has owned quite a number of restored VW beauties, some of which include a '47 sedan, '63 convert, and '51 Deluxe sedan. His latest project though, is the restored '52 'vert featured here, the same car once owned by "Shakey Jake" Babbit, and purchased from Arizona collector, Bob Everts, in March of 1990. It took Dick, with help from many enthusiasts, 18 months to completely restore this rare convertible, but as you can see, it turned out better than it came from the factory. Body and Imron paint were done at Deano's in Phoenix, balanced 25-horse 1131cc engine was built by Dan Lawson at Competition Engineering in Tempe, and Larry Dustman, of Phoenix's Trim Shop, redid the top and leather upholstery.



Everywhere you look, whether inside, out, or underneath, this is one detailed restoration. And everything works, like the "crotch coolers," semaphores, and rare Telefunken radio system that was installed by Dan Lawson. Under the hood is an original tool kit, sheathing from radio to amplifier, and redone fuel tank.

Many rare pieces, some N.O.S., came from Albert Biehl, Bill Dierickx, Steve Herron (trim), Tony Moore (rubber), Mike Buccino, Bob Everts, Tom Quinn (16-inch wheels & 25-horse parts), Competition Engineering. Split-case tranny was rebuilt by AZ Transaxle Exchange in Phoenix.

