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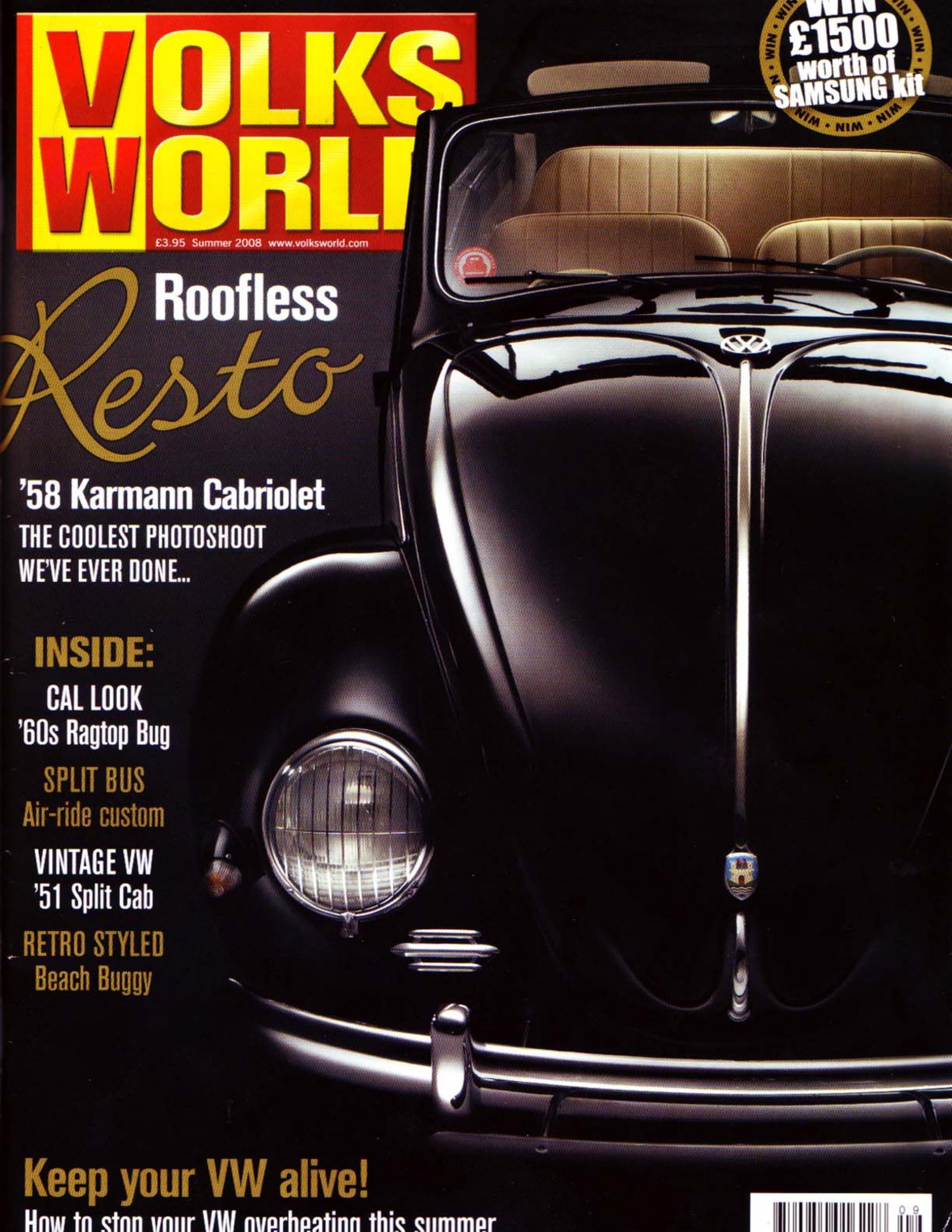
INSIDE:

CAL LOOK
'60s Ragtop Bug

SPLIT BUS
Air-ride custom

VINTAGE VW
'51 Split Cab

RETRO STYLED
Beach Buggy

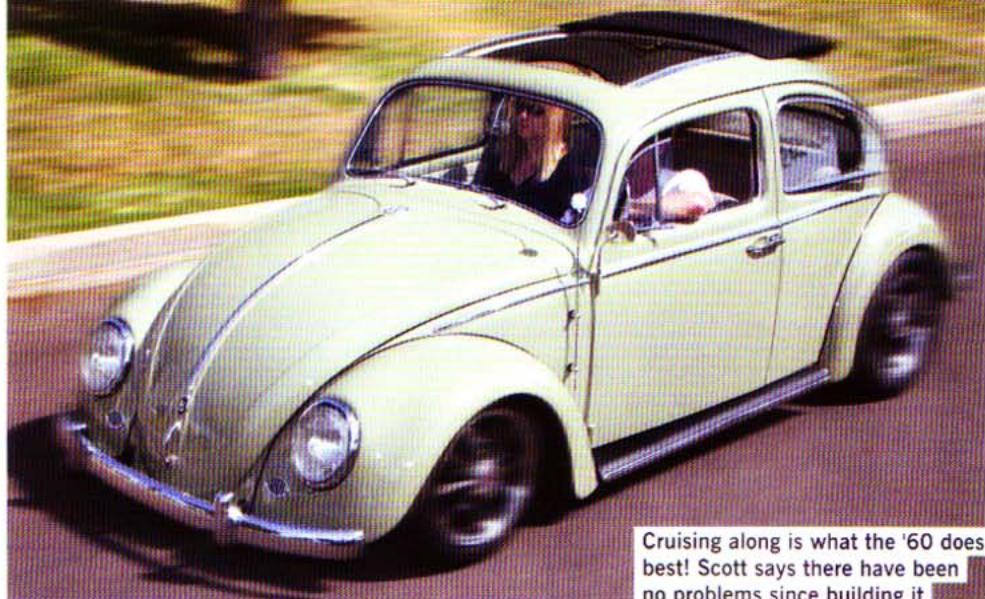


Keep your VW alive!

How to stop your VW overheating this summer



If it hadn't meant so
much it would've
been scrapped



Cruising along is what the '60 does best! Scott says there have been no problems since building it



Oooh, doesn't this car sit well! For anyone wondering, those centre caps are custom jobbies that Katie hand-painted the Speedwell logo onto – clever girl!

'60 Rag top

Labour of love

Despite being a bit of a pig, an 11-year relationship (and a lot of graft) saved this 1960 Beetle from the big scrap heap in the sky and turned it into a machine of magnificence

Words: Jon Gilbert. Photos: Kiki de Bois



hen a photo CD of a 1960 Old School looking Beetle, complete with ragtop, dropped on my lap this month I sat bolt upright! 'Cool,' I thought, 'this car is certainly right up my street'. I couldn't get the CD tray open quick enough to get at the goods that lay somewhere on that plastic disc!

As my Macintosh whirred into life and mounted the CD, the first few images began to show up in my browser.

My excitement had been justified. The first image filled my monitor and I began to nod with approval. This was a very nice car, very nice indeed! It had all the right stuff: perfect stance, tucked-in wheels, a much sought after 'vert engine lid, pop-outs, great paint... the more I looked the more I found, and the more I wanted to know about it – as I'm sure you do too. So, without further ado, let me begin.

The Beetle belongs to Scott and Katie Bialik from Glendale, Arizona and has been in Scott's possession for a very long time. In fact, it was his first VW – cool, huh?

His story begins back when he was at high school in the early Nineties. At the time there were at least six early VWs in the car park at any one time, and Scott loved everything about them and set himself a mission to find out as much as he could. He got to know the owners of these cars and made some cool friends in the process.

In the middle of his junior year, 1993, one of the owners of a 1960 Bug was looking into buying a truck – as luck would have it, Scott had just the ticket.

"The next thing I know," said Scott, "we were

ditching first period to go and find a notary [a public official] to oversee the exchange of papers."

Over the next few years Scott drove the stock Beetle every day, albeit with an updated 40hp engine. He even started a group with some friends consisting of six pre '67 Beetles. They were all young and constantly learning how to do things to their cars. But there was one lad among them who always figured out the best way to go about carrying out the likes of lowering and engine tune-ups. His name was Brady Goetz.

Naturally, like most high school relationships, the group of lads pretty much went their separate ways after graduation. Still, Scott loved his Beetle and kept hold of it despite the body having seen better days.

Tuning time

Time passed, life continued, Scott got married, and you know – the usual story.

In 2003 he bought a house and tucked the Bug as far to the side of the garage as possible to try to avoid it. His life seemed to have taken a different path that didn't include the Volkswagen as he had intended it to be all those years ago.

But one day, while out shopping with the wife, Katie, who do they see? Brady Goetz!

After a brief catch-up they discovered Brady had moved in with his lady just a block away. It also turned out that Brady still worked on cars full-time and had just started up his own company,

'Independent Restoration'. The conversation quickly turned to the fact Scott still had his Beetle and Brady showed an interest in seeing it. "It was a real basket case," said Brady, "and needed the usual repairs [read quarters and channels] but also had to have a partial front clip replacement where it had been damaged and repaired badly – but before we knew it, we were already talking about what colour it should be."

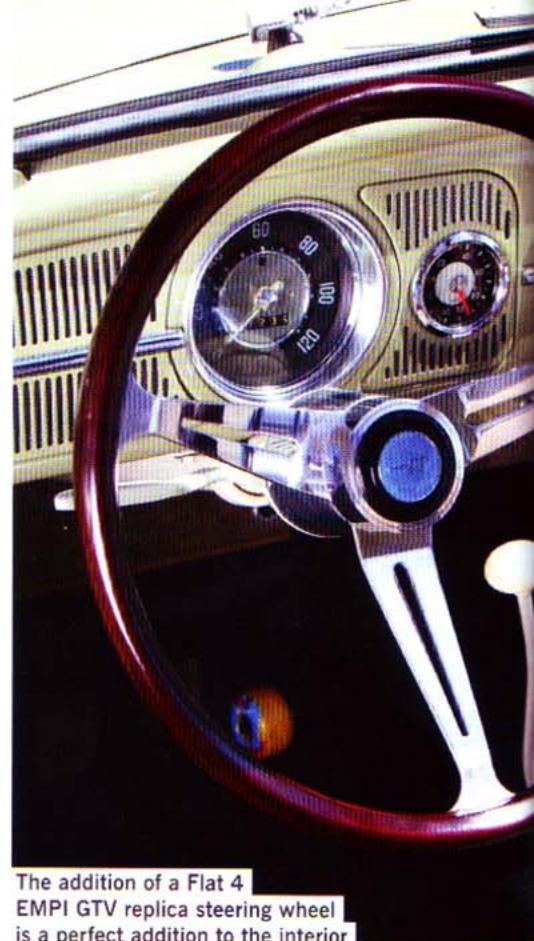
"Once blasted, the only straight panel was the passenger front quarter," added Scott. "This car was lucky! Not being the best candidate, and this being Arizona, we could've easily passed this Bug on, as better examples are available. If I hadn't owned it for so long and been through so much in it, I would have ditched it within a week of blasting it!"

"Luckily, the 'pan wasn't as bad and only needed one or two small holes welding up around the battery area before we painted it up."

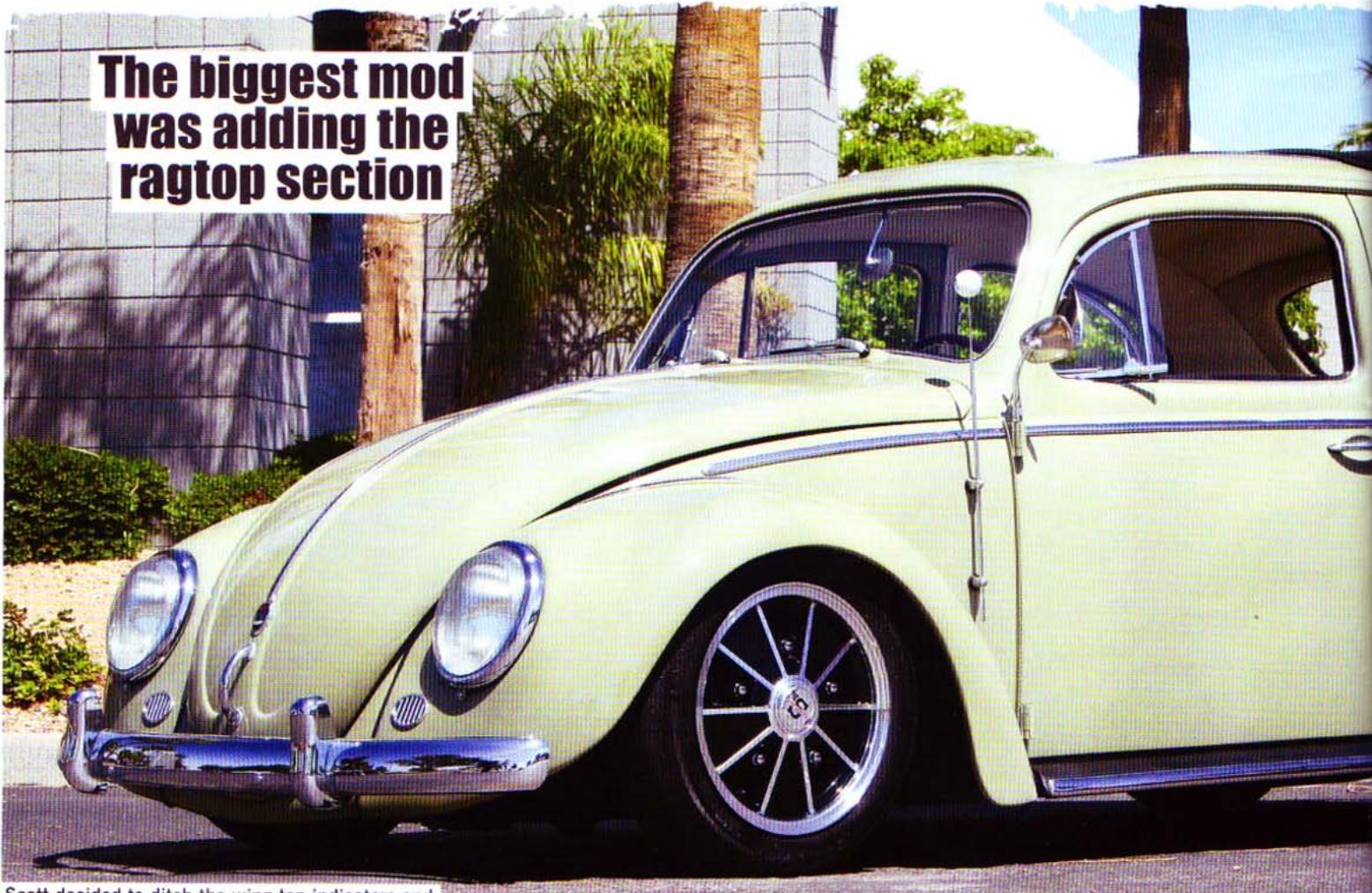
"We set to work around late January '04, and pretty much two years later to the day was when we finished it."

"As well as the repairs we also did a few modifications to the body. I guess the biggest one was putting in a ragtop section! [Yeah that's quite a big one – JG] I sourced a donor car from thesamba.com and Brady cut it off before grafting into my car. He did a good job! Other little alterations include welding up the wing top indicator holes and getting rid of those pea-shooter 'zaust holes."

"Paint-wise, we went for L264 Rock Grey but after Brady had finished laying it on it turned out to be more of a green shade. To be honest though, I'm glad it did – I love it!"



The addition of a Flat 4 EMPI GTV replica steering wheel is a perfect addition to the interior



Scott decided to ditch the wing-top indicators and put them into the headlamps. The lamps themselves are the original Bosch H4s with Porsche 911 lenses!

It was a basket case and needed the usual repairs



The custom-made tan and tweed seat covers look very inviting

It was his first VW! Cool, huh?

When we asked Scott what seat belts he had he replied very simply, "I have disc brakes". You make a good point, Scott

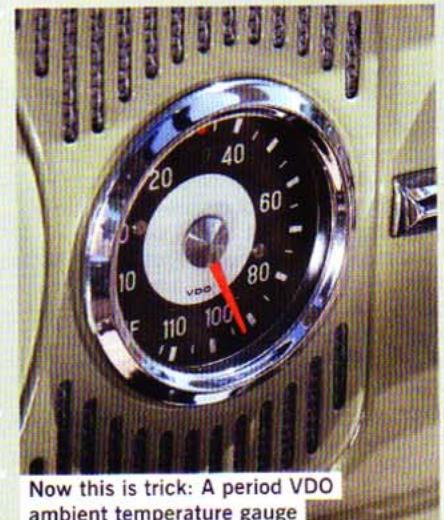


Full Monty

As far as stance goes, the duo got it pretty much spot on with a 2.5-inch drop at the back and 4.5-inches up front. This is where you will find a 2 3/4-inch narrowed adjustable beam bolted to the frame head, attached to which are a pair of CB Performance drop spindles, EMPI shocks (on all four corners) and CB's wide five disc kit. And to finish the rolling stock off, a pair of Midland Wheels BRM replicas, measuring 4.5-inches and wearing 135 rubber, sit proudly up front under the shadow of the beefier 5-inch Flat 4 counterparts on the rear wearing 185/65.

Of course, none of the rolling stock would be much cop unless it was actually rolling, so to do this job Scott opted to bolt in a mildly tuned 1776cc (69x90.5mm) engine bolted to the stock but rebuilt gearbox. Looking at it, you will see the addition of twin 36mm Dell'Orto carbs, an A1 ceramic-coated Sidewinder exhaust system and the obligatory 009 dizzy. But what you won't see are the 044 heads bolted to either end of the cylinders, the Engle 110 cam, the lightened flywheel and the CB electric fuel pump. Competition Engineering, where Brady used to work before he decided to go it alone, put all this together. Scott is happy with his motor but admits to suffering from "bigger engine envy! When this motor says so – or my wife is not looking – a 2110cc will be its replacement," he said.

Naturally, with so much hard work in the body and 'pan it would be a shame for the interior to let it down. So Scott had his Mrs designed and made the seat covers. She stitched them out of tan vinyl and square-weave tweed, finishing them off with some white piping. These were then wrapped over the stock re-powder-coated seat frames and new padding. The German Square Weave carpet goes perfectly with the tweed in the seats, as does the door cards with the tan vinyl.



Now this is trick: A period VDO ambient temperature gauge

Accesso-ise

Scott is into his cool accessories and has added one or two to his ride. The one that got us thinking, though, was the temperature gauge in the dash. We didn't know what it was at first. Apparently Scott has got it wired to a sender unit that sits behind the front bumper, so now he can know exactly how hot or cold a day it is.

Air deflectors are pretty useful in hot climates as they create enough airflow to stop midges flying in an open window



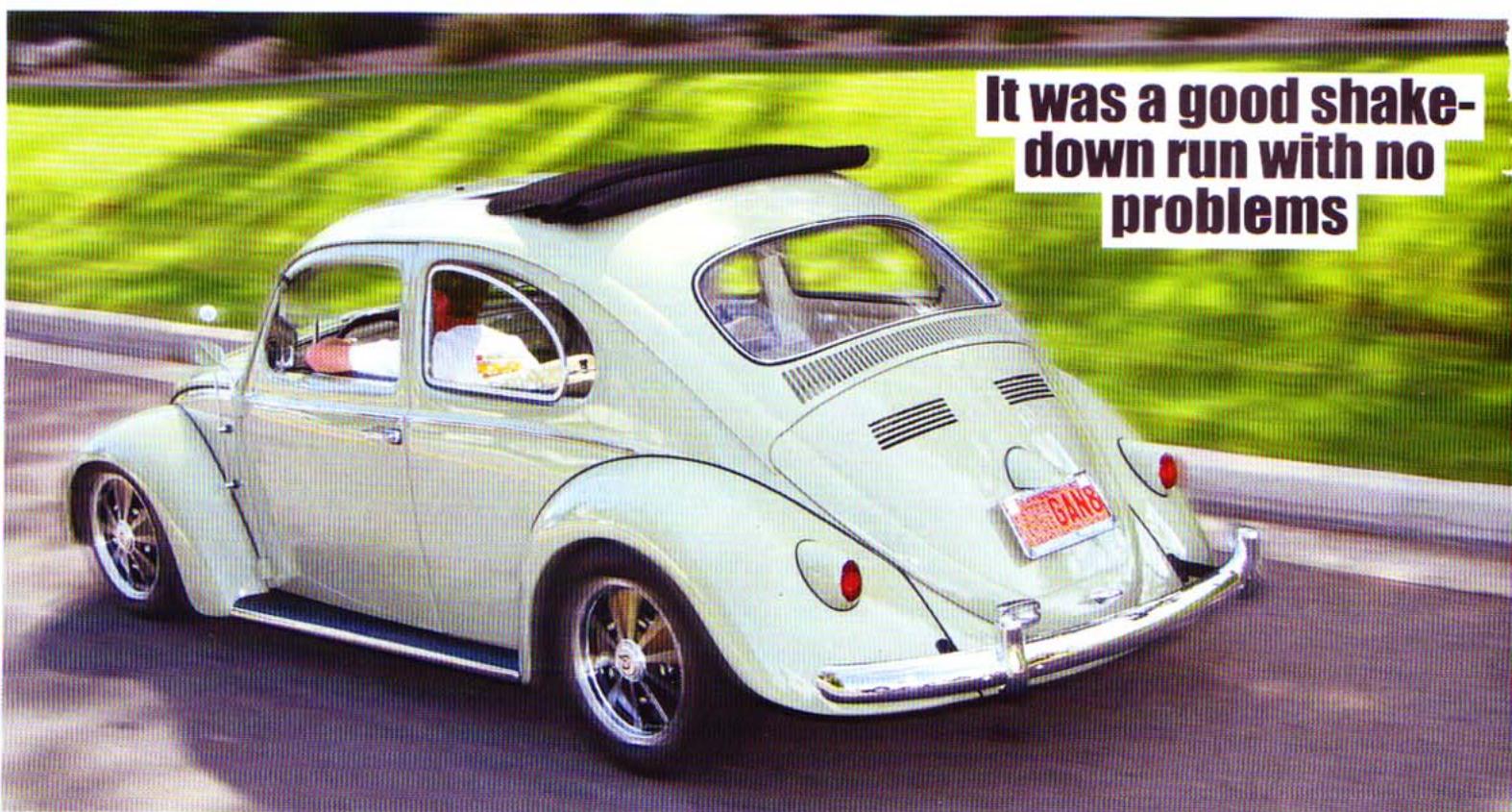
How clean is it under the hood? Note Brady's left his mark on the fuel tank

Trophy Trap

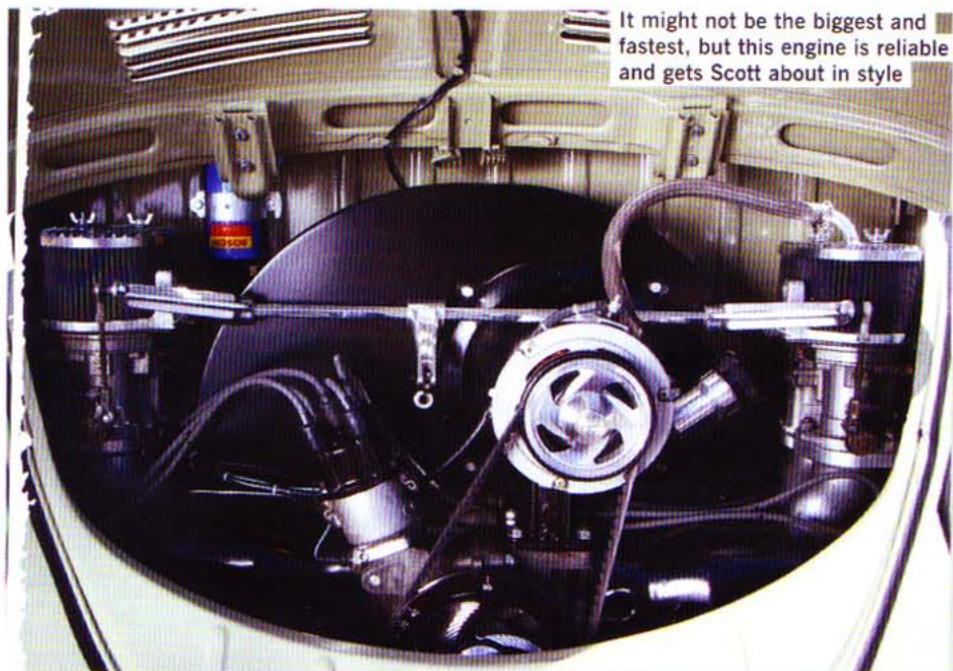
Sadly, during the first year of this project, Scott's father passed away on Thanksgiving Day '04, leaving him in a state of disarray. "This project became the one thing I could lose myself in to try and move through that difficult time. The car would not be half this nice without him being there to help keep me focused. He was a hard to please person with hard to meet standards. It was that mentality I utilised while restoring this car – if something was not right, we fixed it or replaced it. Not one thing was compromised in order to 'just get it done'. He would have been proud."

He certainly would have been! Especially seeing as the car has won over seven trophies! "Its first official show was the 2006 Speedworld VW Nationals in Arizona, where it came first in its class. The second was Bugtoberfest Tucson. We drove it there, 120 miles each way, with me and my wife in the front and Brady in the back. It was a good shake-down run with not one problem." From then on in it's been fun, fun, fun with the shiny pots accumulating along the way. Not bad for a car not intended for showing but built to use – which Scott does! You can't argue with that!

Thanks to: "I wish to thank my wife/best friend Katie for the time and understanding throughout this entire journey, my good friend Brady Goetz for helping me make this car what it is today and making my dream reality, Dan Lawson and the crew at Competition Engineering for the support, Karls Custom, Frenchy, Jeremy, Trayle and Jason and folks, DHP, Deluxe Customs, the Samba, Lowlifevw, VW Magazines, all the builders/friends who inspire me. Most of all my father James, who taught me to push for results."



It might not be the biggest and fastest, but this engine is reliable and gets Scott about in style



The wiring is spot on – in fact this is about as much as you get to see of it

Engine time

Currently, Scott has a 1776cc engine underneath that 'vert engine lid. It's running twin 36mm Dell'Orto carbs which are fed by a CB electric fuel pump. Inside, they have put an Engle 110 cam, balanced crank and rods, lightened flywheel and also CB's 044 heads. These are yet to be ported but still work great. Helping expel the gases quicker is an A1 Sidewinder header and muffler, which is a mighty fine exhaust. Competition Engineering put this little package together (they also supplied the pulley wheels that you see). Scott loves it very much but does suffer engine envy and really wants a 2110cc.

It was a good shake-down run with no problems