

We are the NH chapter of the Vintage Volkswagen Club of America. Open to any vintage VW owner or enthusiast. Visit us at www.the-bug-club.com.



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What year did the VW Transporter's history begin?

A. 1947 C. 1948

B. 1949 D. 1950



Saturday, July 29th

This year promises to be bigger and better than ever!

Remember, it takes a lot of

hands to pull off an event of this size that is continually growing each year.

Planning for the next year literally starts right after the show. We are still needing volunteers for the 'day of this year.

Can you help out? Volunteer for just a few hours?

Let us know...email Jason at -

president.thebugclub.com



- 1 GEOFF
- 2 JAMES
- 3 BRIAN
- 4 ALBERT
- 5 HEATHER
- 6 DEBBIE
- 7 MICHAEL
- 8 MICHAEL
- 9 PATRICIA
- 10 Dana
- 11 MICHELE
- 12 RACHEL
- 13 ANTHONY
- 14 SAM 15 PAULA
- 16 JESS AND SALLY
- 17 AL
- 18 JAMES









































During 1963, Volkswagenwerk exported 274,509 Bugs and Type 3s to North and South America.

Source: The Samba

AUTOPAC GALLERY

RACE. STREET & ANTIQUE CARS. MEMORABILIA. AND MORE

Saturday, June 3rd the Club met up and traveled to the Autopac Gallery in Laconia. What a day! The weather was cold and rainy but that did not dampen our spirits...still a great day for a ride. Ray

Boissoneau was a fantastic host.

The man behind the gallery

With his passion for cars sparking as a youngster in NH, Ray grew up hosting soapbox derbies and bicycle races. His passion eventually leading him into the world of racing. Starting out bit-by-bit, he began his collection



of racing memorabilia and gradually expanded it into the vast collection of vintage race, street and antique cars seen inside the Autopac Gallery today. This gallery is a true testament to Ray's passion for preserving racing history and carrying on the legacy and rich history that many of these cars hold.

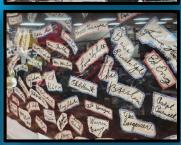


































GUENTER KARL MATHONI 1930 - 2023



Guenter Karl Mathoni, age 92, formerly of Nashua, NH passed away Friday, April 28, 2023.

He was the son of the late Gustav Mathoni and Anna Mingers and was born on May 8, 1930 in Magdeburg, Germany. During World War II the young Guenter fled to Bavaria when his childhood home in Hamburg was destroyed by fires following an Allied bombing raid. He attended high school in Hindelang, Germany with continued studies in Hamburg after the war. He became a master technician and received degrees in automotive engineering and business.

Upon gaining employment with Volkswagenwerk GmbH, he became Assistant General Manager of the Volkswagen distributorship with 2,000 employees. Thereafter, he was chosen to become one of the original 21 German engineers to organize Volkswagen of America Inc.

In 1962 he opened Gateway Motor Company on Amherst Street in Nashua. He continued to build the dealership by adding

the Mazda franchise.

Guenter was chairman of the New England Volkswagen Dealer Council, served on the Mazda Dealer Council, was a Volkswagen quality control dealer, served on the Nashua High School Advisory Committee, was chairman of the Mazda Advertising Association, served on the NH Vocational Technical College and Technical Institute advisory committee, served six years on the NH State Board of education, served on the Governor's Committee on NH Air Quality, was President of Nashua New Car Dealers Association, President of NH Dealers Association. Vice Chairman of the Board of Directors of the National Institute for Automotive Excellence-USA, Chairman of the NH Automotive Dealers Association Insurance Trust, Trustee of Daniel Webster College, Member of Rotary, Member of Society of Automotive Engineers and member of the 100 Club of New Hampshire.

As a testament to his dedication to the automobile industry, he was the recipient of the Time Magazine Quality Automobile Dealer Award. Time Magazine also selected him as the best Automobile Dealer in the Northeast and he received recognition by Time Magazine as one of the top 10 automobile dealers in the US.

After 32 years in business, he retired at age 65 to spend time with his wife Margot who predeceased him. Married in 1952, he and Margot traveled and enjoyed 67 years of marriage. Guenter is survived by his two daughters, son-in-law and four grandchildren.

To view an online obituary or leave a condolence, please visit -

www.michaudfuneralhome.com

The Bua Club offers the most sincerest condolences to Marianne Mathoni Hall and her family.



INTAGE VW CAR SHOW Saturday, July 29, 2023 Deerfield Fair Grounds

> 34 Stage Road, Deerfield, NH 9am to 2pm Rain or Shine



- BEETLES 58 67
- BEETLES 68 & UP
- SPLIT WINDOW BUS
- · BAY WINDOW BUS
- CONVERTIBLES
- · KARMANN GHIA
- TYPE III & IV
- · CUSTOM VW
- SPECIAL INTEREST
- · DUNE BUGGY
- · BAJA, RAILS AND TRIKES
- · THING
- DAILY DRIVER
- · VANAGON
- VINTAGE WATER-COOLED (stock, '98 and older)
- · VINTAGE WATER-COOLED (custom, '98 and older)



Show Car Registration

(includes driver and passenger) \$15

Vendor Swap Space \$15

Spectators \$5

(under 16 FREE)

- Participant judged awards to 3rd place
- ◆ Dash plagues to the 1st 100 vehicles
- ◆ PLUS...special trophies for ~
 - *Best Paint
- *Best Interior
- * Best Engine
- *Best of Show
- Worst of Show



NEED MORE INFORMATION?

Visit our website at www.the-bug-club.com or contact: Jason Rennick 603-475-1543 email president.thebugclub@gmail.com

PLEASE...No drugs, alcohol or pets per Deerfield Fair Grounds rules and regulations.



A BUG'S LIFE

by Doug

It is preaching to the converted to say that there is something about a VW Bug that brings out feelings of love, whimsy and wonder among those who remember, or still hold onto, one of these silly but totally practical cars.

When Suzanne and I married in 1976, we moved into the parsonage of the First Unitarian Church on Cottage Street in Stoneham, MA. The house was large. We decorated with plants and whatever "attic furniture" the small congregation could locate for us.

I was a college English major, a generalist, with no clearly identifiable set of skills. However, inspired by the good example of those in whose classroom I sat as a student, I taught high school English and Latin for several years while pastoring a couple of churches in Stoneham.

Our bedroom looked out and across the street, on my neighbor's lawn, was Chassis # 1 454 643. Engine # 751 521 was partially in the car and partially scattered around the car. It had not moved for several years.

My neighbor Allan Bagge was an 'old-school" mechanic at a Pontiac dealership in Melrose who banged metal around in his front yard on his off-hours. The neighborhood grudgingly tolerated his accumulation of cars. Al was always there to help when their cars wouldn't start or needed brakes.

I became covetous of what he believed was a 1956 Bug. We became fast friends. The body was all there. Rust in the usual spots. The windshield was cracked. The rest of the glass was fine. A maple sapling grew sunward thru the non-existent floor toward the window of the passenger door.

Al's Dad gave him the Bug. The guy who stole it from Dad's employer blew the engine. Al got frustrated trying to fix it. I asked where he threw the parts. We searched. Most of the missing 36hp parts eventually showed up.

I forgot why it didn't start with a tune-up kit installed. Al wanted it out of his yard. I gave him the \$100 he asked for. We pushed it across the street and into the garage. There it sat next to the 1948 Crosley SW. My two pets, side by side. I still have both.

Al's Dad wallpapered for Dick Sweeney, the proprietor of the Benjamin Moore store on Main Street. Dick's friend worked at MIT. The tech-guy bought a Bug from the VW dealership on Charles St. in Boston. Dick liked the concept of the car and bought his upon the MIT guy's recommendation.

Somewhere, I have a snapshot Dick gave me of his daughter standing proudly next to their salmon-colored new Bug. The family loved it and drove it everywhere. It had 104,587 miles on the odometer when stolen.

One of my students whom classmates deemed dim-witted and teased mercilessly, got the Bug going again one afternoon. His level of common sense for things mechanical somehow escaped me. The Bug sputtered, clanked and chugged. I was a happy soul and vicariously felt accomplished.

I wrote VW Customer Relations who told me the Bug was produced 2/26/1957 and on 3/1/1957 began it's journey to the US. I got it a title, registered it as an antique and puttered around town. Early on I learned the value of an AAA towing membership.

The engine still wasn't right. Through word of mouth, I met several "grey beards" who were veterans of the 36hp. They were long on stories and short on making their time otherwise available to help me get on the road.

Eventually I found a "brown beard" in Wilmington, MA who rebuilt the engine. He was not as enthusiastic about the body. He tried to get me to give him the Bug as compensation for the time he put into the engine. I declined. 44 years of receipts later...I think he might have been right?

My wife had a girlfriend from high school living in Hillsboro whose husband was a collector of things old. He had a friend who ran "Atlantic Road Service" out of a former Hudson showroom in Henniker, NH. He was an ardent enthusiast who license plate read: "NAM 71".

Through the friend, I met Ed, a free-lancer whose "Rounder Restoration" had space there. On September 4, 1982, I wrote Ed as follows:

Dear Ed.

Got your letter of 8/28. Thanks for sending me the listing of what there is to do and what it might cost.

What you put down looks good.

Driver's Side: the repairs you list on heater duct, repair panel certainly needed. That door closed well before it was worked on. Come of the interior material on that door was removed and the window handles etc. taken off. I'd really like them all put back right so (if for no other reason) I could get out of the car!

1957 Bug purchased for \$100 in 1979

Passenger Side: finishing welding repair panel and fixing front quarter. Good. I forgot what condition the channel (heater) is on that side. It may be near door post. If so, please correct (there might be a can there; if so, it can be left if it does the trick).

Floors: remove old sheet metal and fit new metal and weld. Good idea. (I probably am going to get the appropriate floor carpeting and around sides etc. so there might be added some tar paper and roofer's fiber/tar if it is felt appropriate to seal it). \$50.00

Cosmetics: Rear - mount taillights and wire; fix left fender; needs new bumper brackets. Fine. (It might be worth taking all the fenders off the car, patching them up and smoothing out the rough spots, preparing for primer, prime it, paint the whole outside of the car beige - I will buy the paint - put the welting in that I have provided, stick the fenders back on the car, then wire in the lighting assemblies).

\$45.00

Passenger Side Rear Quarter - finish to primer (can anything be done about the cuts from the bumper tearing the metal)? \$25.00

Front - mount turn signals and wire; replace headlight bucket; mount bumper; replace rubber on doors (I would also like all the chrome replaced on the car is painted -- it's all there). \$7.50

I recognize some extra stuff that your estimates may not include. We can certainly arrive at estimated prices on these points as we have on the others.

I want to be able to drive a good looking car but am not expecting this to be a "restoration" so much as a "rejuvenation." We can certainly, if this be your wish, consider the '62 VW. as partial payment. As you can see the engine has been rebuilt (by the same guy who rebuilt the '57) and that alone would be a welcome addition to anybody's car.

When the 36hp was rebuilt, Peter Dulong, the rebuilder did not put on a correct carb as I didn't have one at the time that worked. His 40hp one on it is not right for the engine. However, you will note that I have now gotten several that are in the parts I left with you. Perhaps you might find one that fits and put it on?

Also, the distributor cap got all gunked up when I drove it. It started skipping like mad and then died. In my initial frustration I took the coil off the '62 and put it on the '57. I may have the wires crossed there. I just got fed up and went to work on my Crosley, leaving the '57

to sit out all winter in an unresolved state of mechanical repair. I'd appreciate your getting the thing going so that I can keep it going from there myself.

Getting back to the driver's door and its opening, a problem the car seems to have is even with the engine rebuilt and a new exhaust system in place, it seems to have some way for the exhaust getting into the interior

which makes driving quite dangerous. The little driving I have done in it has been with the windows wide open. I'd like to have this situation corrected.

The windshield wipers - included somewhere in the parts - need to be installed to functional state. There are - again, somewhere! - motors if they are not working on the car as is.

There is a rubber lining for the hood which I would like installed. I have a Wolfsburg Crest to be the final thing put on it.

Don't worry about the headliner. I will probably get a new one and have someone who knows about such things install it. I believe that the windows have to be popped out for it to be put in place.

I don't know if you are handy with upholstery repair, but the seats need minor stitching to get them together. I am particularly anxious to maintain the leatherette fabric as original and the salmon pink interior.

I would appreciate your giving the brakes a good checking out, including the emergency brake. On the right front there is a broken off lug. It might need to be heated to be extracted, but I want it out so there can be a safe 5- lug

wheel.

You will notice that the front bumper has a couple of broken off bolts in the body which would also have to be removed. I also am thinking about having the rims painted beige. We can talk about how to clean these up. The tires as I recall are quite dry-rotted and I would get new ones for looks and safety.

Well this about winds it up for what I can think of now. I appreciate your getting to work on it as soon as you can. I am not in a hurry for this meet on September 18/19 as far as going over the parts is concerned. I don't image you'd have made too much headway on the car by then. We can do the finances however seems fair. Let me know. Maybe when you're halfway thru it would be a good time for me to come up, review your work, go through the parts with you and plan toward the completion together.

Take care, Doug

Ed did a fine job. He took his time. It had taken 26 years for the Bug to get into the shape it was in. It only seemed appropriate that it would take a couple of years more to get it back into drivable condition. Besides, look at those 1980s NH labor prices Ed charged!

By the fall of 1983, we had moved. The old garage was no longer available when the parsonage was sold. Parking the Bug and the Crosley became a major issue. It led to the neglect of both. The Bug stayed outside at Al's along with the Crosley.

I had a tenured position at Malden Catholic High School. I gave up my position as Associate Minister of the First Congregational Church in Stoneham to attend Suffolk Law School at night. I was sworn in the MA Bar on my last day of being 39 in June, 1987.

My commute to Malden was frequently in the Bug. Some saw the Bug as confirmation of a teacher's poverty. They queried aloud how someone with two

degrees from Harvard would end up teaching them. In front of the Bug, such was said in an affectionate tone.

When I got my first law job in Boston, we started a family. I had little time for cars. We bought out first house in Tewksbury, MA. After Rebecca came Douglas two years later. We had a six-car garage which we over-remodeled and converted to house only $2\,\mathrm{cars}$.

Douglas came to love the Bug. It was a manageable size for a novice driver. We practiced in industrial parking lots abandoned on weekends. He drove the '57 to Tewksbury High School. His adult cars continue the Bug-learned preference for a manual stick shift.

In the blizzard winter of 2014/15, there was a Bug shaped mound next to a Crosley shaped one. A helpful friend with a bobcat managed to dent three fenders on the Bug. At the spring melt the Bug's health was not as bad as when I bought it -barely. Hegarty came through and produced money for repair. The Cuban-born adjuster said empathetically: "In my country we just take fenders off and bang them into shape." Fortunately, my friend Rick, old-school body guy, did just that and more. No aftermarket.

His son, Jeff, a third-generation tradesman, stripped, welded, primed, and painted the Bug back to the salmon red that matches the still-original interior. After a 6 month wait, I found an outfit that installed a new headliner, pads, and rugs. It is covered and inside.

I rejuvenated the Bug to my level of acceptability. I don't drive it much, but keep it in the rodent-free environment with its larger 1957 buddy, a Rolls Silver Cloud I. I start them occasionally to keep their juices flowing and seals lubricated.

With the Bug I have enjoyed a long run of developing friendships that will continue at The Bug Club. Years ago, in the South End of Boston, I watched from across the street as an elderly Vietnamese woman walked past and turned back to pat the Bug's taillight.

"Reminds me of home," she said. I agreed: "That is one magical little Bug!"

Doug and Suzanne Sears live in Tewksbury Massachusetts. If anyone is interested in visiting the Bug, they can call Doug at or email



Answer: "A" 1947

The VW Transporter's history began in 1947 when Ben Pon drafted up the first VW bus's design.

Source: www.raybuck.com

Father's Day weekend found some Bug Club members at the car show in York, Maine





Everyone wants to ride in the bus!!!

OFFICIAL CONVERSION CHART HOW TO INTERPRET

ANTIQUE CAR ADS

IF IT SAYS:	IT REALLY MEANS:
Rare model	Nobody liked them when new either
	Can't tell it's been restored
	It's been frozen for 30 years
Uses no oil	Just throws it out
	Body and fenders missing
	It's too bad to lie about
	Never been able to call

Top good....... Only leaks when it rains
Good investment....... Can't depreciate any more

Ready to show..... Just washed it



PLAISTOW OLD HOME DAY PARADE 2023



Dual Thread Size Wheel Balancing Adapter

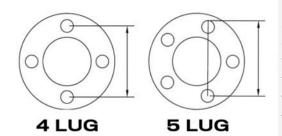


Wide-5" wheel balancer adapte

A wheel's bolt pattern is measured across the diameter of the circle the bolts create. With an even number of holes, measuring is easy as you can measure straight across from the center of one hole to the center of the opposite hole. When you have an uneven number of holes you must measure from the outer edge of one hole to the center of an opposing hole. This will get you an accurate diameter of the full bolt pattern.

For those who own a Beetle built before 1967, Ghia to 66, Type 3 to 65, Bus to 70 or a Thing, your car came from the factory with what is referred to as a "wide 5" wheel bolt pattern. The wide 5 bolt pattern measures 205mm, much larger than any other standard passenger vehicle made then or now.

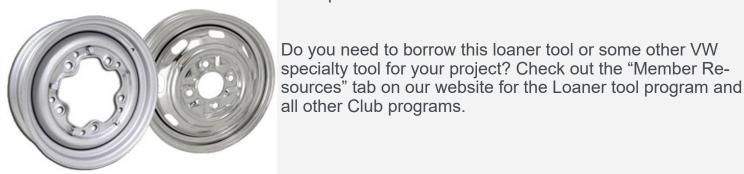
Why is this large center hole an issue? When a tire is mounted on a rim it should then be balanced to ensure it will travel smoothly down the road, giving you a safer ride with less tire wear. There have been many types of wheel balancing tools/machines made over the years. They all have one thing in common, they rely on the wheel's hole to find its center to properly balance it.



Back when these cars were an everyday sight at repair shops across the globe, most shops had a large cone or bolton adapter specifically for these wheels. As time went on, these types of adapters were used less and less to the point that the vast majority of shops today will tell you they cannot balance your stock wide 5 wheels because it will not fit on their machine.

The club has invested in a bolt-on adapter that simply mounts on your wheel using your car's lug bolts and reduces the center hole size so it will fit on any modern tire balancing machine. The adapter is essentially a balanced steel plate that has a hole in the center and dual 5 on 205mm bolt patterns allowing for 12mm smaller type 1 bolts or the larger 14mm bus bolts. A simple tool

> that solves a problem all wide 5 owners are plagued with at some point.



Wide 5 center hole VS a typical sized center hole





We have a lot of great club events planned for this year right through the end of October!

The Halloween Parade in Portsmouth (not listed here 'cause I ran out of room) is a huge event and was so much fun that we're going to do it again so don't put that VDub away for the winter too soon:)

Tue., July 4th Raymond 4th of July parade - We'll be meeting at Walgreens in Raymond at 8am sharp!

Sun., July 9th Cars at Colonial VW Car Show - 9am-2pm Medford, MA. Eric is organizing a Bug Club ride

to this show and will meet at the Park and Ride (145 Dascomb Road, Andover, MA) at 8am. For

more information, email Eric at vicepresident.thebugclub@gmail.com

Sun., July 9th Pre-show meeting and cookout at Cafiso's in

Plaistow. 12:30pm - 5:30pm. RSVP required,

more information will be emailed.

Sat., July 29th VOLKS-FAIR 23 (details page 5)

Mon., Aug. 7th Monthly club meeting at Sal's in Derry 6:30pm

Late August Club Scavenger Hunt - plans are in the works!

Sat., Sep 9th "Bug-B-Que' fall cookout and Sept. monthly club

meeting Mike and Val's house in Belmont, NH.

Details will be emailed.

Sat., Sep 30th Foreign Auto Rendezvous at the Owls Head

- Sun., Oct 1st Transportation Museum... yes, this is a

2-day event (see below). Details to follow

Sat., Oct 14th Oktoberfest in Sandown. Details to follow



This is a new event for the Town of Sandown. They have set aside a section of the field for displaying vintage German cars from The NH Bug Club! The plan is to meet up before the event and ride in 'parade' style. More details to follow.



TRANSPORTATION MUSEUM, MAINE

Join us and other like-minded enthusiasts as we celebrate irresistible, rare, and glamorous foreign imports from across the globe.

This event is OHTM's salute to the diverse world of foreign automobiles!

Featured Marque: German Manufactured Automobiles

WHAT TO EXPECT AT THE SHOW

- Exhibitor Car Show
- Interactive Displays
- Vintage Car Rides
- Museum Gift Shop
- Family STEM Zone
- Ground Vehicle Demos
- Open Air Cafe
- Outdoor Picnic Space

The Bug Club Roster

Current Member Count 162

7/1/2023

This club roster is CONFIDENTIAL. It is not to be disclosed to non-club members, and must not be used to send unsolicited bulk email.

First Name Last Name Town State Phone Email



...to all our members new and old for your centinued support of our club.