

**WIN**

**SO. CAL IMPORTS "PROJECT OVAL"**

# W W Trends



\$2.75  
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*Tech:*

**BERG LOCKING SHIFTER  
KING TO BALLJOINT SWAP**

**BORN  
AGAIN  
IDF**

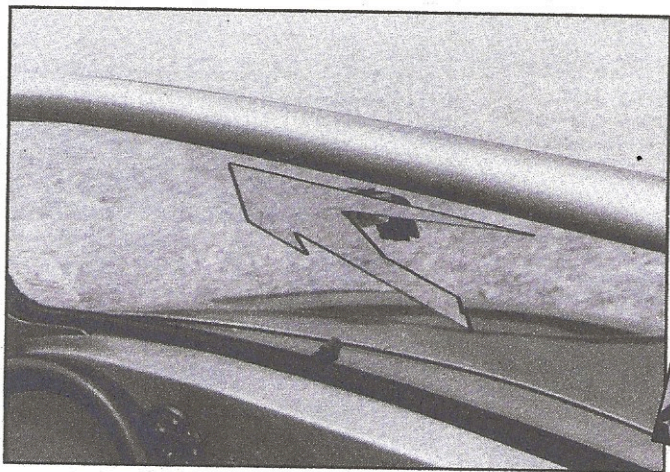


**1992  
BACK ISSUE  
GUIDE**

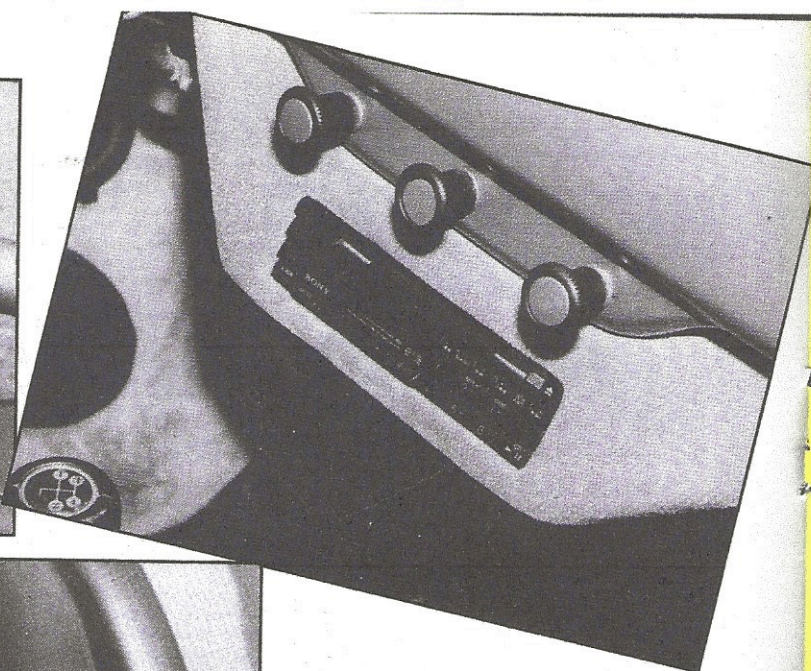
**CAR CUSTOM SHOP TOUR**



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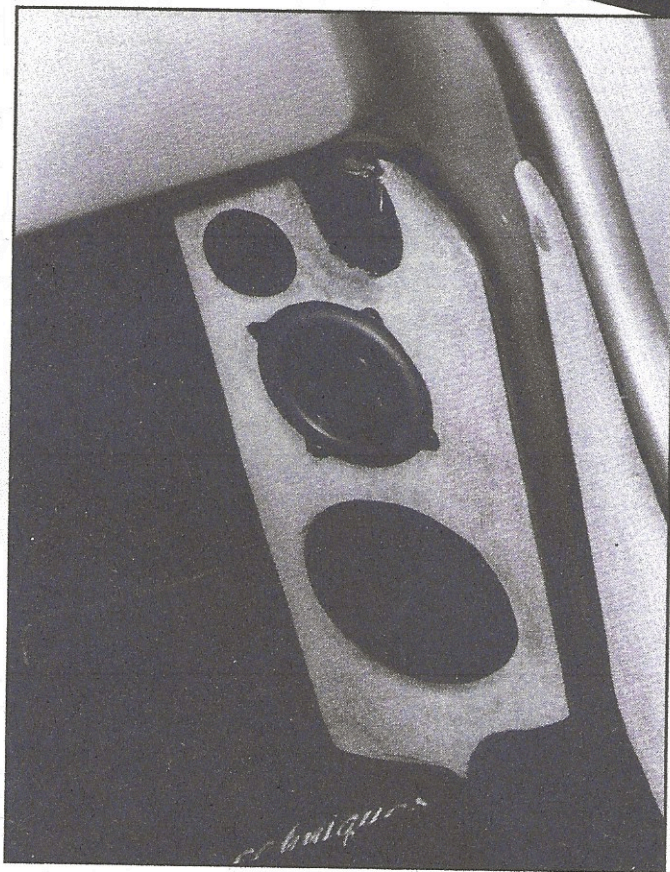


**ABOVE** - You haven't seen a rear view mirror until you've seen one quite like this! This outrageous mirror, which was made to match the exterior graphic scheme is a definite attraction. Notice the smooth and rounded top edge of the windshield.



**by Robert Hallstrom**  
Photos by Henry Z. De Kuyper

**ABOVE RIGHT** - Since the stock radio housing was shaved clean from the dash, a custom stereo console was made to hold a Sony CD player.



**RIGHT** - Upholstered speaker boxes are located under the dash on each side, as well as in the rear. Both front enclosures house Kicker drivers and Kenwood tweeters.

**O**ver the years, we at *Trends* have seen many awesome-looking Volkswagens all throughout the country which obviously goes without saying. But, out of all the immaculate vintage stockers and outrageous Cal Lookers, we had yet to see anything really quite like this '71 Beetle. Its subsequent look is truly out of this world. But, if a description was absolutely imperative, it could easily be summed up in only two short words - "Future Shock."

The Bug's truly one-of-a-kind look derived from the mind and imagination of Dennis Daft of Dallas, Texas. Dennis, who incidentally had never previously owned a Bug, bought the car a few years back for the sole use of daily transportation, having no intentions to customize or modify it in any way, shape or form. But, after driving it approximately two years, Dennis felt the Bug needed a new attitude and ended up making a few subtle changes and upgrades. Although these minor changes were few, it wasn't long before Dennis opted to completely refashion the Bug, creating an altogether new look.

Part of this newly refined look is attributed to the well appreciated help of Jim Harden of Oklahoma Vee-Dub in Lawton, Oklahoma. Jim, is mainly responsible for all of the trick and highly modified body mods, which are without a doubt, radical! Specific modifications include a 14-inch shortened wheel base (the result of eliminating a 14-inch section from the center of the pan and body), removing the entire roof, chopping the windshield by 4-inches, completely welding up both doors and cut-

# Future SHOCK

**A GREAT EXAMPLE  
OF A NINTIE'S VW ROADSTER**



Chances are, you'll never see another Bug quite like this radically modified '71 Beetle, owned by Dennis Daft of Dallas, Texas.

**LEFT** - Who needs doors when the interior confines are only a jump away. Iroc Z-28 bucket seats are upholstered in gray velour and sport pink and yellow stripes to match the exterior colors.

**VW Trends**

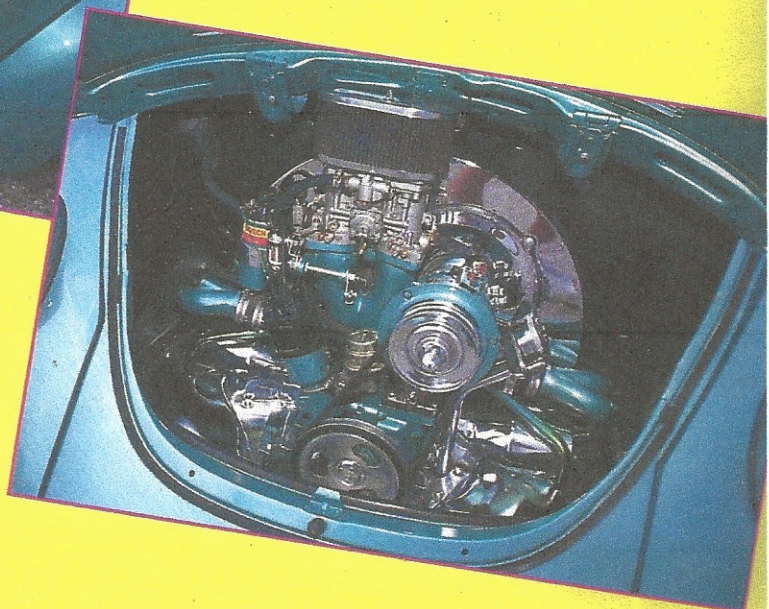


ting them nearly half way down from across the top. One-inch tubing was then split in half and used as a smooth and rounded top edge along all previously cut surfaces.

The roll bar is also fabricated from 1-inch steel tubing and smoothed out on both sides with 1/4-inch steel plates. Since the stock wheels and tires weren't going to be re-used, wide customized early model fenders (the fronts equipped with Rossi headlights) were installed to

**RIGHT** - For additional flavor, the case, manifold and alternator were painted with the exterior aqua metallic green.

The 1641, equipped with a single 44mm Weber also features an abundance of chrome and polished parts and accessories.

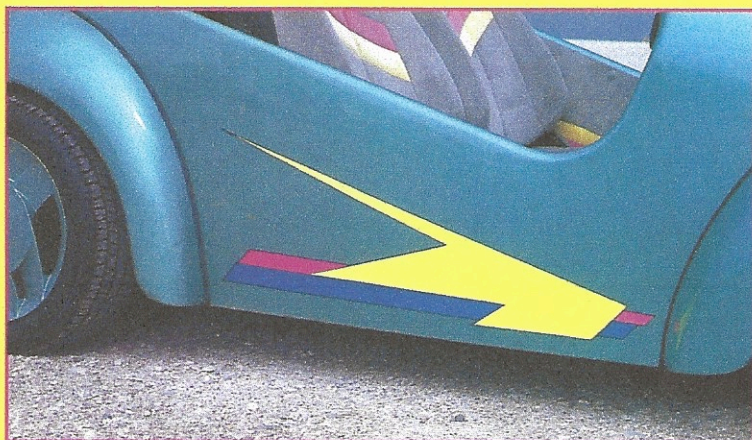




comply with the wider Enkei 15-inch wheels coupled with Firestone P195/50 R15 tires. Trying to stay clear of the norm, the Bug was painted using aqua metallic green and received a tasteful amount of pink, yellow and blue graphics along both sides. This was carried out with the help of Clayton Snodgrass and Jim Harden - both of which painted the car and graphics — while Dennis and good friend, Jeff Long assisted

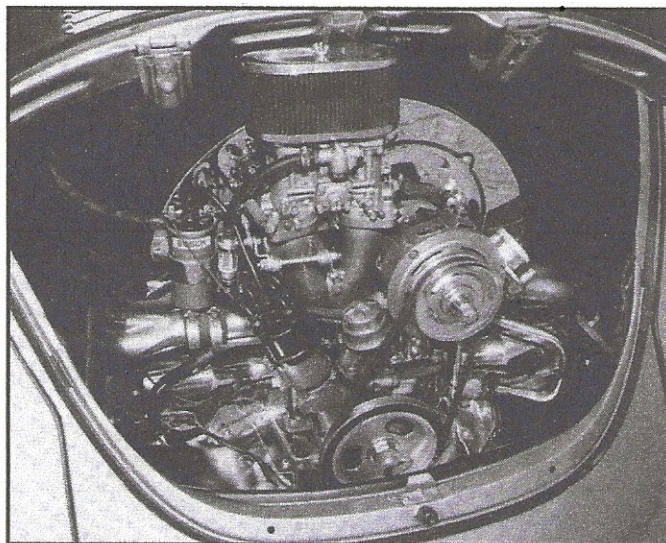
**VW Trends**

*Bright interior graphics are visible virtually everywhere you look. An awesome sound system sits directly behind the seats, attractively concealed in upholstered enclosures.*



*In addition to the aqua metallic green custom paint, the Bug received bright pink and yellow graphics for a striking effect.*





**ENGINE: TYPE I, 1600**

<b>DISPLACEMENT</b> .....	1641cc
<b>CRANK</b> .....	69mm
<b>PISTONS</b> .....	Cima 87mm
<b>RINGS</b> .....	Total Seal
<b>RODS</b> .....	stock
<b>CAM</b> .....	Engle 110, w/ .429-inch lift and 286-degree duration
<b>HEADS</b> .....	stock dual-port
<b>VALVES</b> .....	35.5x33.0mm, stainless steel intake/exhaust
<b>COMPRESSION</b> .....	8.0:1
<b>IGNITION</b> .....	Bosch 009
<b>INDUCTION</b> .....	single Weber 44mm w/K&N filter
<b>MANIFOLDS</b> .....	CB Performance, ported and polished
<b>EXHAUST</b> .....	1 1/2-inch header w/single quiet pack
<b>FLYWHEEL</b> .....	200mm, lightened 10 1/2lb.
<b>CLUTCH</b> .....	1700lb. Kennedy
<b>TRANSAXLE</b> .....	Type I, IRS, w/Super diff

*ABOVE - The 1641cc powerplant features a 69x87mm stroke and bore, Engle 110 cam and a single 44 Weber, not to mention an abundance of painted, chromed and polished parts and accessories.*

*ABOVE RIGHT - A set of color matched 15-inch Enkei wheels capped with Firestone tires accent the striking looks of the Bug. Early model fenders (equipped with Ross's) were extended two inches to handles the wider wheel and tire application.*



*Not one area of the interior was left untouched! Even the dash was smoothed-out displaying only a VDO speedo, two emergency lights and a Formula France steering wheel.*

in drawing it all up. The Bug's lowered stance is credited to an adjustable front beam and short KYB gas shocks positioned in the front and rear.

To fully achieve the desired interior appearance, a pair of Iroc Z-28 front seats were installed, upholstered in the coordinating exterior graphic colors. Warren Field, also of Lawton, managed this task as well as installing dark gray carpet and matching rear deck and side panels — all of which exhibit the identical colors and stripes. Other interior specialties include a custom smoothed-out dash, a Formula France steering wheel, a VDO speedo and a radical Sony sound system, featuring a Sony CD

player. A pair of Kenwood KAC-300 amplifiers pump life into a combination of 10 Kicker drivers, Kenwood tweeters and Linear crossovers. The entire system, installed by Buck Ray of Arlington, Texas, is attractively displayed inside upholstered boxes located in the front on each side and in the rear directly behind the seats.

In order for this killer street machine to maintain a sense of dignity, the stock powerplant was rebuilt slightly larger, now displacing 1641cc's. Internal components include a 69mm crank, Cima 87mm pistons and barrels, stock rods and an Engle 110 cam. A pair of dual-port heads are equipped with 35.5x33.0mm stainless steel intake and exhaust valves along with stock springs and rockers. Spark for the engine is pro-

vided by a Bosch 009 distributor, while carburetion is obtained through the use of a single 44mm Weber, atop a CB Performance manifold.

All spent gases are quickly routed via a 1 1/2-inch header with a single quiet pack. In addition to chrome and polished aluminum alternator pulleys, the engine is decked out with a chrome fan shroud and sheet metal. Quick and responsive shifting is attributed to a 200mm lightened 10 1/2 pound flywheel and a 1700 pound Kennedy clutch assembly.

Finally complete and ready for the road, Dennis admits his new creation is a true performer and handles just like a dream. In order to beat this one, as far as any future VW projects go, it's going to have to be a doozy! We'll just have to wait and see.

