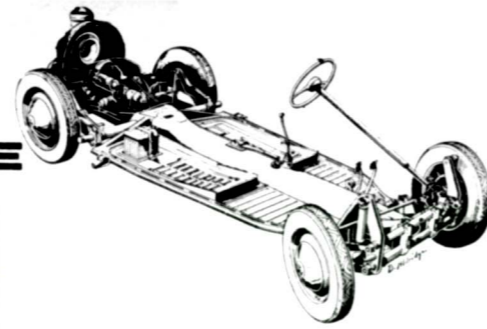


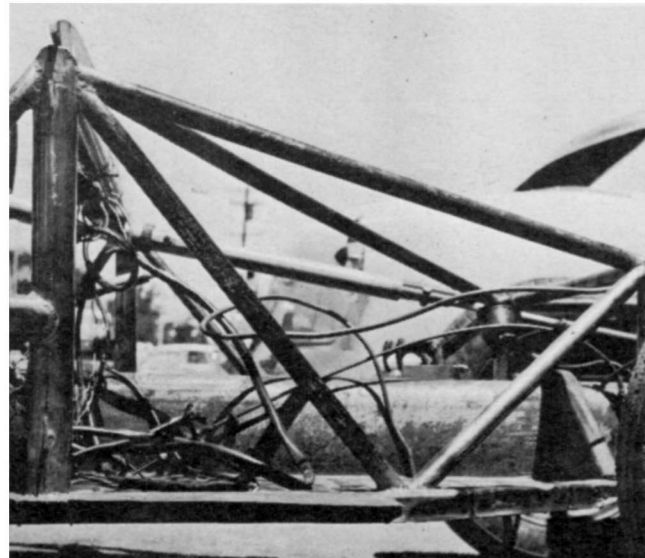
# BODY FOR A BEETLE

## VW - Devin PART III

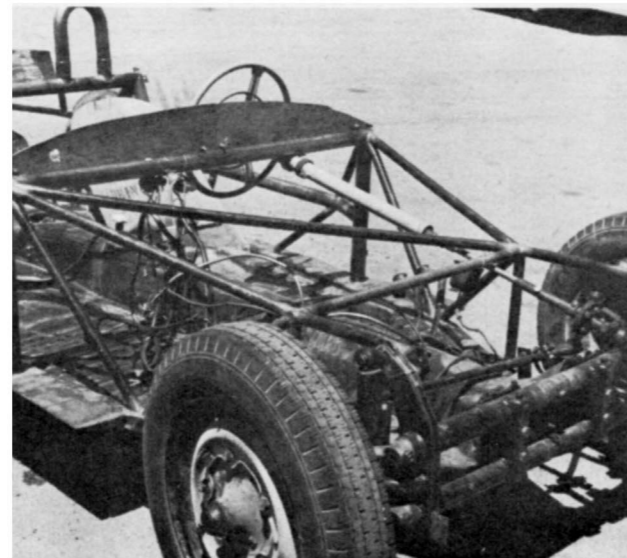
by Bob Behme



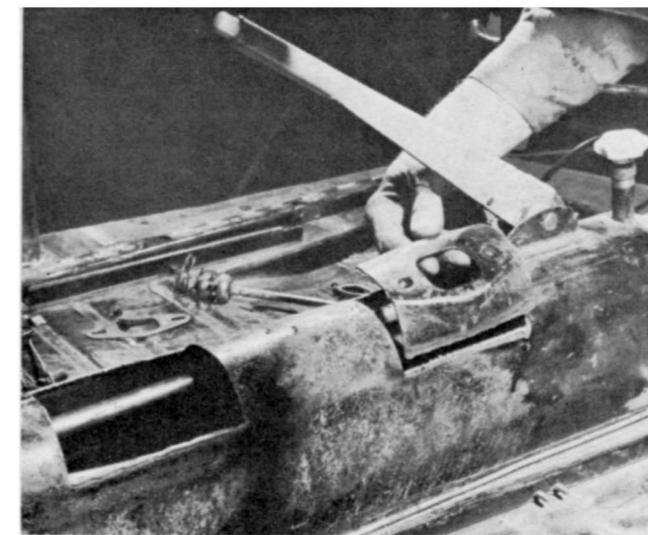
With the driver's seat moved back, you will want to move the shift lever, too. Buckland decided on twelve inches aft, but didn't shorten the lever as many stock VW owners do.



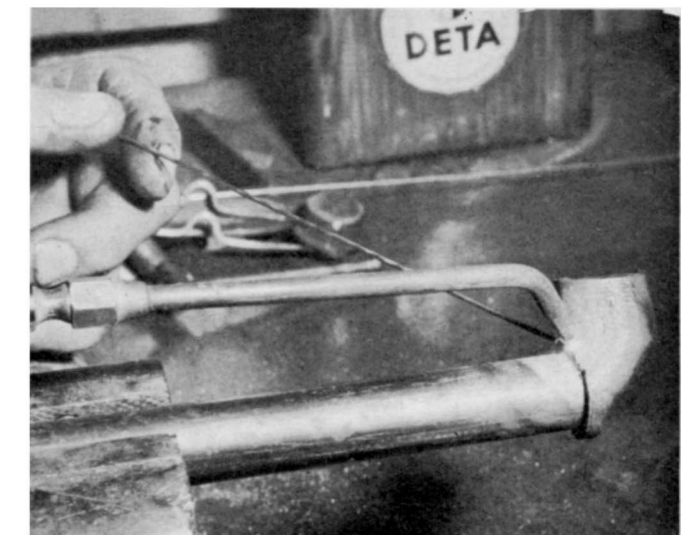
Stiffening framework, welded in from front roll bar to shortened shock mounts, is made of one inch, 20 gauge tubing. Steering column is lengthened with a welded-in 7/8 inch dia. rod. Bolts are optional, definitely aren't up to the job on their own.



To avoid fouling the body, the front shock mounts must be shortened. This will require shorter shocks; early model VW ones will do the trick. Keep the shocks vertical.



Cut two equal patches from the top of the tunnel. Swap their positions after modifying the shifting rod.

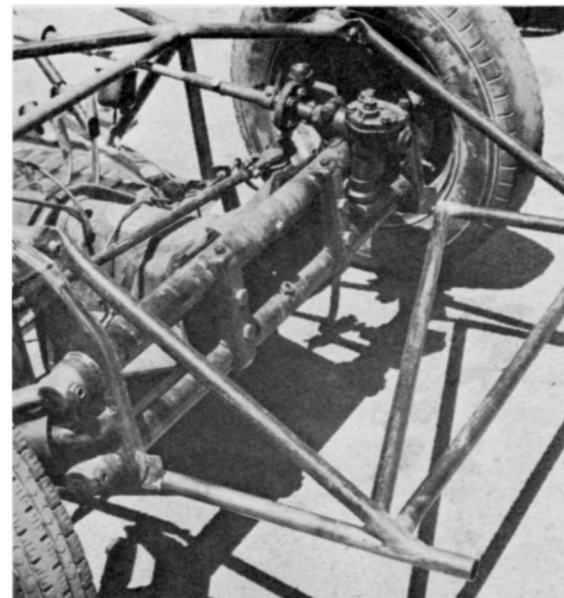


Shorten shifting rod 22 inches, ten for the chassis chop and 12 for moving the shift lever. Braze its end fitting back on.

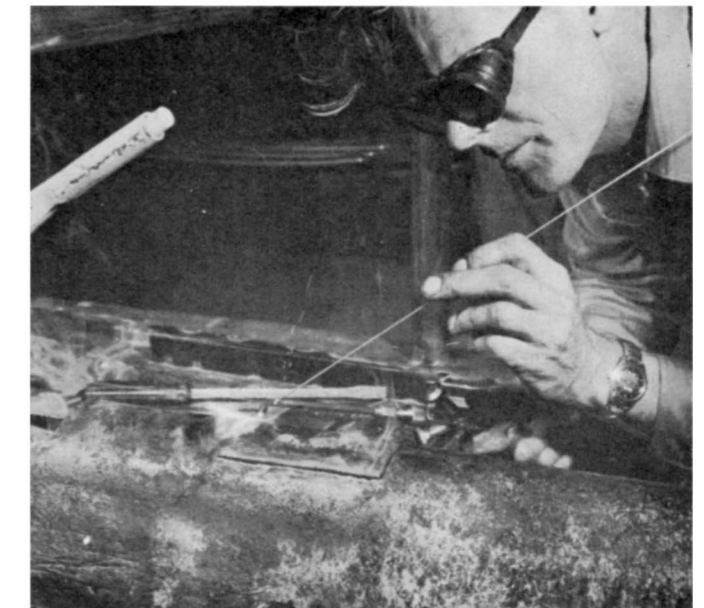
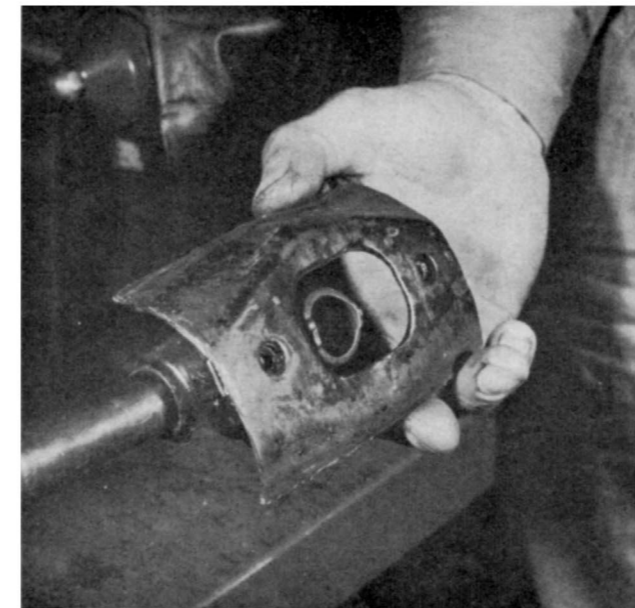
Guide for shift rod is already welded to inside of tunnel patch. Cutdown rod won't reach frame's nose for normal removal, so it must be inserted before patches are rewelded in place. Grind the weld smooth unless you plan to carpet the interior.



The forward auxiliary framework must be removable so that the body may be slipped on. The upper portion bolts to the front shock absorber mount; the lower to a flange welded to the frame.



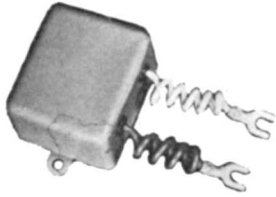
In the Devin-VW, the driver sits lower and further back than before. Buckland laminated his "imported" seat-back to the floor with cloth and resin. Remove seat rails, make seat cushion to fit.



(Continued on page 62)



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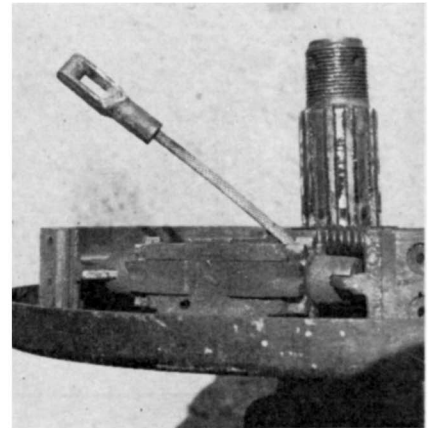


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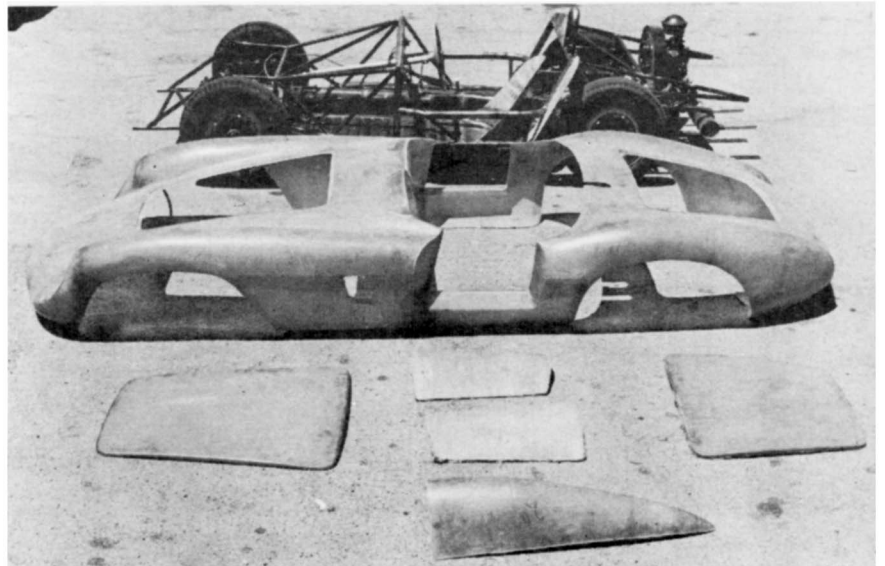
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# BODY FOR A BEETLE

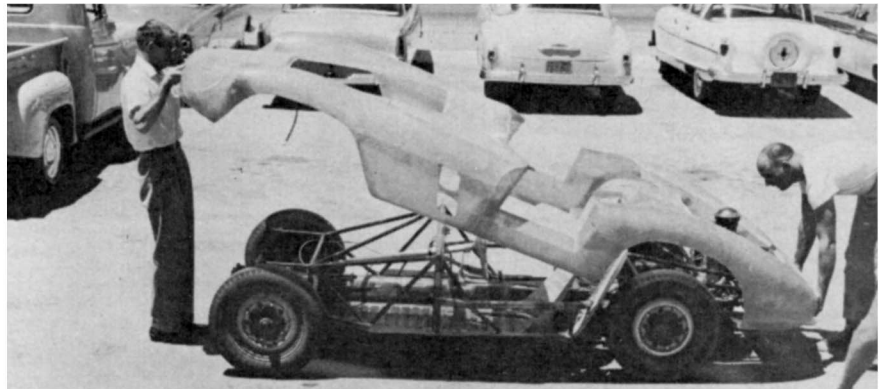
(Continued from page 47)



Hand brake cables are shortened by cutting cable, then gently rebrazing clevis to it. Carburetor controls are easily shortened with wire cutters. Clutch, brake pedal arms may need lengthening due to lower seating position.



Now the chassis is in running order and we can relax for a moment to admire the attractive lines of the Devin shell. Kit includes all panels shown at \$295, for another \$200 you can get a dashboard and a windshield.

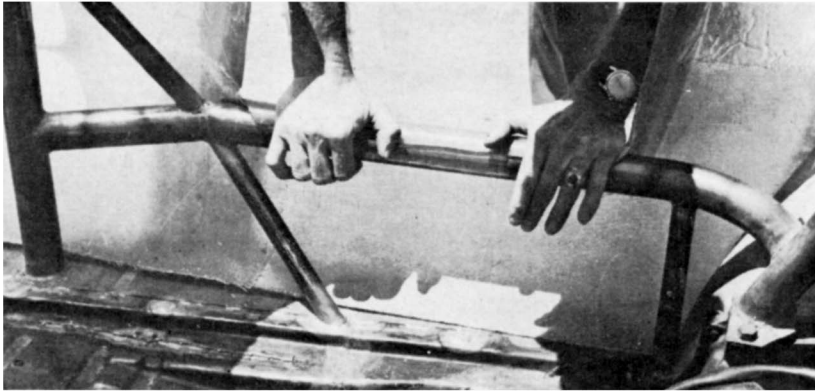


Ted Buckland lowers the tail in place while a friend lends hand up front. Nose support should be installed through trunk lid after body is in place.

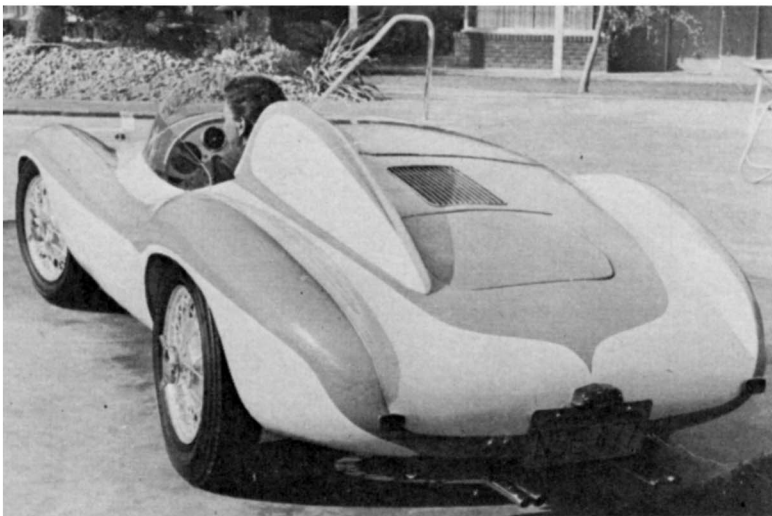
(Continued on page 65)

# BODY FOR A BEETLE

(Continued from page 62)



Door sills are laminated to cockpit stringers. Lower edge of body must be bolted to sheet metal floor panels. Waterproof the joints with resin.



Finished Beetle (not Ted's) features Dayton wire wheels, filled in front fender holes, rigid tonneau cover, and modified engine cover using Porsche grille for air intake. Last major step is to chop 2½ inches from top of cooling shroud. Shorten oil cooler, too, and remove shroud's internal baffles.



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