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Mount Gambier is the second largest city in South Australia, and is so far south it is almost in Victoria. It is next to an extinct volcano that contains a lake that is always blue, so as is the Australian want it is called the Blue Lake. In this town a gentleman called Garry Klingberg took an gas axe to a Volkswagen Beetle and with the support of his wife Judy created Skulbugery. After completing his first hotrod based on a Morris Minor and a Ford V8, the idea of a four inch chop on a 1962 burgandy purple Volkswagen type 1 looked like a fun project. But ended being a showcase for Garry's inventive genius, it has become a beautiful vehicle finished in gloss black and Inferno orange. A colour Garry saw on a Toyota Aurion in Tanunda whilst showing his first effort at the local Valley Rodders Annual Street Show. It was at the Valley Rodder's 20th that Cars around Adelaide caught it being shown for the first time, leading to a private shoot taken for VW Depo, on the evening prior to the Day of the Volkswagen.

So after taking the axe to the little Beetle, a dissatisfaction at the result of the four inch chop meant he had to go further. Garry went for six at the screen, seven and a half at the centre pillar and 10 and a half at the rear. The problems began with dropping the rear intake into an area critical for the classic engine. So a 1600 cc warmed to a mild 1835, limited to allow the L Bug electric fans to force air over the engine and another to cool the remote oil cooler above the gearbox. The standard IRS gearbox had to have special rear trailing arms which had to widened six inches and lengthened five.

Wheels were next, and after mounting a rack and pinion steering rack from a 70's Subaru Brumby Utility on the front end from a wrecked 1950 Ford Prefect, the decision for wire wheels was made. The front was straight forward by using standard MG rims adapting the carriers with Knock ons. The rear then presented a problem as the wheels needed to be larger to look right, the MG knock ons made a base but the spokes need to be machined to suit fifteen inch rims. In board Garry fitted rear disc brakes from a Ford Falcon utilizing Volkswagen flanges.

Lighting Skulbugery became two projects, one involving storm water pipe and the other \$3.50 clay vases. To create the indicators front and rear 1959 Cadillac rear lens were chosen and by combining the front with the mirrors only one mounting was required to fulfill both functions. Joining the two together with two gearbox sprockets and a section cut from a cocktail shaker sounds wrong but is extremely effective in it's result. As are the rear indicators and brake light which vary from the front by being mounted on a curved piece of storm water piping. The headlights also used some of the cocktail shaker but this time only as eyebrows, as the body is fibreglass resin over clay vases. Vases. \$3.50 clay vases from a company called Cheap as Chips. Garry bought six of them and managed to break two during the process so still has two in reserve.

The finish on the inside of the vehicle is also as eclectic as it's exterior. Basic black contrasted by pale brown crocodile skin seats and trim, right down to the door pulls and hand straps. The steering wheel was taken from a street roller and brightened by a chrome bullet head centre and decorations. A handsome grinning skull gear stick knob bringing the rat rod edge. Finally the rear louve hand cut to fit the reduced rear window boasting it's own dangling skull. A tour de force of using a practical solutions to result in a simply beautiful adaption of a modern day classic.

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