

The Plan and a Complication:

After spending 5 years wresting full-enjoyment each and every day out of my excellent 95 VDP, it was beginning to show a little ragged in various places here and there, one of which was the cam-cover. I didn't want to ground the car for the amount of time I imagined it would take to refurbish a cover, so looked around for a spare to buff-up, thus limiting down-time of the car to the hour or less it takes to remove the existing cover and install its replacement. I found the replacement cover for \$200, with an entire, running 96 VDP attached! So my plan was to pull this one off:



And refinish it to my liking, then fit it in place of this one:



I would then refinish this one, possibly by a different method, and fit it back to the 96, or perhaps the other 96. Two problems surfaced almost immediately upon removal to alter my plan. Chronologically,

the first is that I had placed it on a low (18" high) stool after removal while I taped up a box to put it in. In the process, I knocked it off, onto the floor chipping a corner.



I felt really bad about this until I performed a close inspection and found the #5 spark plug well destroyed by corrosion, thus rendering it unfit for use on my daily driver anyway.



A few weeks later, I located another replacement for \$17.99 (less \$3.00 if I wanted to surrender my broken one for a core) at the Fort Worth Pick-n-Pull:



By this time the \$200 car (affectionately christened "SpruceBruce" by my 14 yr-old daughter) is clogging up the primary working bay in my shop well beyond planned-time and interrupting progress on other projects. Therefore, in my haste, I didn't spend much time photographing it inside and out from every angle, and did very minimal cleanup, really just enough to be able to transport and handle it without getting totally grimy. Wish I had a re-do on that.