



VintageVoice

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Eureka Springs page 18

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Presorted
Standard
Paid
Permit #38
Mason City



VWCA Members Sleep for Less

By Howard Query
burtonwood@vwwca.com

I've been in this hobby so long now I've lost count of the years. Since the age of 14, I've been an avid VW enthusiast. My first VW was a 1957 model, passed down to me from my father who had used it daily to drive back and forth to the cement production facility where he'd worked. Inside and out, this car was covered with a heavy layer of cement dust. Little did I know at that time that a dusty crusty VW Beetle would mark of beginning of a long love I'd have for air-cooled VWs.

Over the years I've owned over 25 different VWs and have traveled to hundreds of VW events throughout the country. During the past 10 years or so my travels have been more or less restricted to the Midwest sector of the country largely because of the expense associated with each car show I'd visit. In Iowa, VW events are a rarity. So, I find myself traveling out of state. Each time I head off for another VW show, my wife rolls her eyes and begins keeping tabs of how much I'm spending. Gasoline, food, time off work, lodging ... it all adds up. Not to mention how much I spend at swap meets. I would probably go in shock, if I were to

tally how much I've spent over the years. And you have to admit ... our current isn't helping us any.

So ... when the opportunity arose for us to partner with Motel 6 ... I jumped at it. Think about it for a bit, if you attend 2, 3, 4 or more events a year ... a 10% discount off a stay in a motel really adds up quickly without sacrificing quality. And with over 1,000 locations, there's bound to be a Motel 6 close by awaiting your arrival. Naturally, our partnership with Motel 6 seemed like a no-brainer to me.

While I was in Arkansas this last August, I had the opportunity to scope out the local Motel 6 in Eureka Springs. My wife and I have stayed here before and have always been highly satisfied with our stay. Remodeled rooms, WIFI, free morning coffee, data ports and other amenities served us up perfectly for a comfortable stay.

If you're looking for a place to stay regardless of whether your attending a VW event, traveling with grandma or are on a weekend getaway, be sure and book your reservations thru the "member's only" area of our website. Clip the CorporatePlus VWCA-Motel 6 membership card off the back of our newsletter and save 10% off your stay.

If you have any questions, contact me at burtonwood@vwwca.com

Drive safe and stay tuned for more membership benefits to be announced soon. ■



President's FORUM

by sherri corrao

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Fall is in the air here in Wisconsin. The air is crisp and refreshing in the mornings but it gets to be comfortable in the afternoons. The leaves are quickly changing colors and falling. The apples are ripe and I've already made a couple apple pies. It's one of my favorite seasons of the year. Lots of harvest/fall festivals going on around our state this time of year, too. It's a good time to start slowing down from the fast paced summer. We try to do everything during the pleasant months because most of us don't like to get out in the cold of winter. There are many who do like the winter around here though and there are many winter sports/social events to keep us from going "cabin crazy".

One of our local fall festivals is called the Giant Pumpkin Festival. They have the usual arts and crafts market set up on main street and other activities through out the weekend including a nice local car show. The one event that is unusual is the giant pumpkin race held in the river that runs through the town. People actually carve boats out of giant pumpkins and trust them enough to get into the pumpkin and float down the river. Sounds crazy doesn't it? I thought so too until I saw it with my own eyes. I never believed a pumpkin could float with a person in it but I guess many people don't believe a VW Beetle can float either. Wouldn't it be fun to have a VW Beetle boat race on a river or lake? Hmmmm... maybe I've had too much spiked hot apple cider.

Anyway, I hope to have a few more opportunities to get my VWs out for their last few drives of the year before I put them away for the winter. Around here the roads aren't kind to a vehicle in the winter with the ample amounts of salt they spread on the icy and snow covered roads. It's kind of depressing to put the Dubs in

storage but it also helps you appreciate the months you are able to drive them. I always look forward to that first day in spring when I can take them out of storage and start them up after their winter slumber. It's a beautiful sound to my ears that I'll never get tired of.

Winter gives me time to catch up on maintenance stuff too so it's not like I put the Dubs away and forget about them until spring. I'm looking forward to spending some quality time with them in the garage. Taking my time and looking them over for things I might have put off or conveniently ignored so I could get those last few days of driving in. Dreaming about spring driving and sitting in the driver's seat with the radio playing is a favorite activity once in a while. It's funny how the simple things in life become our best memories later on.

It was a wonderful year of driving but now it is time to take some time to pay back my Dubs for their reliable, safe and fun driving experiences they gave me the last few months. If I do the maintenance I can have another year of driving without any hassles or breakdowns. I guess it's a double-edged sword. You have to put some work into them or have the work done to get some enjoyment from them. Before I get too ambitious though, I think it's time for some more hot apple cider!

THE FRAULINE

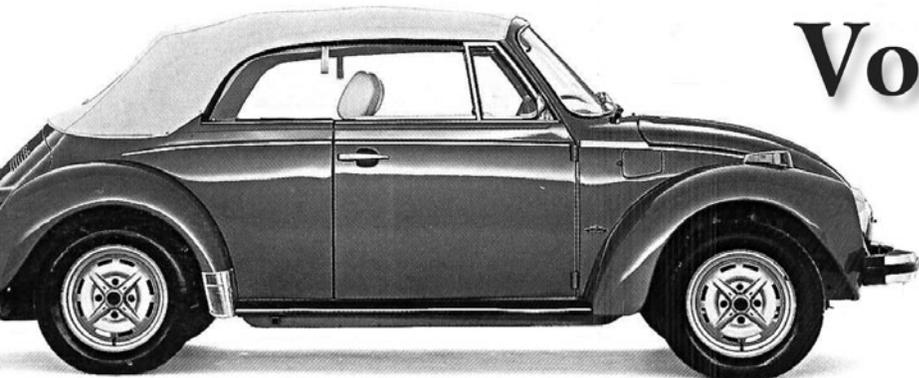
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Volkswagen in 1979

The end of air-cooled
Volkswagens in the US

by Heinz Schneider s.heinzo@verizon.net

THE NUMBERS: Convertible chassis numbers went from 159 2000 001 to 159 2043 634. Engine numbers for the US started with AJ 0143 096. This was the last year for the Beetle convertible. Production actually continued until January 10TH 1980, however for legal reasons these 1980 built cars were sold as 1979 models. Regular Beetles continued to be produced in some countries and total world wide Beetle production in 1979 reached 253 340 of which 189 732 were built in Brazil and in Mexico 53 932. The remaining Beetles were built up from CKD kits in smaller third world countries. All regular Beetles chassis numbers built in 1979 started with the three digits 119, and the last one of the 1979 model built in July had chassis number 119 2121 136.

VOLKSWAGEN IN THE US: 10 681 Volkswagen convertibles were sold in 1979 and 4 572 more next year in 1980, all 1979 models. Prices had increased this year by \$ 470 to \$ 6 170.

CHANGES IN 1979: A cigarette lighter became standard equipment for the convertible.

BRAZILIAN BEETLES: Starting in early 1979, the three versions of the Beetle built there, the 1300, the 1300L and the 1600, underwent a number of changes to differentiate them more from each other. Wide rubber inserts were put on the bumpers and the latest and last version of taillights, generally known as elephant feet, were used.

MEXICAN BEETLES: Even with sales to Europe of 19 242 Beetles for the second year, total production of Mexican Beetles

continued to be low and reached only a total of 53 932 in 1979. Instead of using silver painted hubcaps the wheel centers were from now covered with small black plastic caps and all the wheel lugs also got their little plastic covers.

OTHER VOLKSWAGEN NEWS IN 1979: World wide Volkswagen Group, which includes the Audi and NSU brands, sold 2 393 170 cars, 153 539 more as the previous year. By September Golf sales reached 3 million, a clear indication that it was taking, as far as Volkswagen was concerned, at least in Europe, the place of the Beetle. - A new Transporter, the third generation (internally the T3) started to be produced in May. It was the last of the air-cooled engined cars produced in German, soon to be replaced by water-cooled ones. - Volkswagen buys 65% of Chrysler Brazil. Next year, in 1980 Volkswagen takes over 100% of Chrysler in Brazil, mainly to produce trucks. - In South Africa the last Beetle was produced Jan 18th after a total of 290 916 had been produced in that country since it was introduced there in 1951. The last versions of the South African Beetles bodies were very unique. They used the panoramic windshield form the 1303 Super Beetle on with the old style Beetle body with its short front end. - South Africa had been the second country outside of Germany to assembly Beetles as early as 1951. After Ireland had been the first one to start in 1950. - In May of 1979, the Golf convertible was officially presented by Karmann to VW management as it was being prepared to take over the VW convertible business from the Beetle based convertible. ■



Anderson VW Show

By Jerry Spellman
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We attended NIVA's end of summer car show at Anderson Volkswagen in Crystal Lake, Illinois. This is a rather sizeable Illinois show with a decent sized swap meet. The Northeastern Illinois Volkswagen Association club members staff the show (parking, registration, raffling, ballot counting, awarding) and arrange for the DJ, food service, and trophy acquiring. The personnel at Anderson prepare the site, offer the hospitality, and contribute to the fun. Both groups help one another.

When I was on my way out there in the morning, I thought I had just been there (but that was last year), I realized the Bears were to play their first home game of this season (and didn't they just finish last season), I heard that the Hawks played hockey last night (on ice no doubt), and wondered what happened to summer. "So it goes" as a Kurt Vonnegut novel says often.

There were seventeen classes to enter, with participant judging of winners to decide, and so many cars of color, distinction, perfection, and vintage. The swap meet provided variety in parts, images, prices, and satisfied customers. Winners of awards had much to be proud of, were in a group of fine tastes, and went home pleased to be sure.

We got through the whole day without rain, with ample sunshine and comfortable breezes. A list of winners (but not losers) is published elsewhere.

Support those local shows, far and near.



Bugfest

By Dick Hucke
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Another Bugfest is behind us and we want to share it with our readership. A core of Greater Raleigh (NC) VVWCA enthusiasts brought out their Beetles and Bugs to yet another annual Bugfest at the NC Museum of Science last Saturday. It was a beautiful day and two city blocks and all four floors of the museum and the Capital grounds were taken over by creepy, crawly bug exhibits and of course, our four wheeled VW bugs. Dave Morris and Ed Dunbar outdid themselves again this year with their 58 drop side that they turned into a beautiful blue butterfly complete with flapping wings. It was a real hit with the kids. Of course, Herbie (53) drew most of the



juvenile attention as did the Lady Bug—our Karmann Kabriolett better known as Elmo.

This is our fifth year participating in Bugfest and it is a fun event. Everyone wants to see the old bugs and have their picture taken with one. The kids are always amazed that the cars do not have an engine under the "hood". "How does it go, Mister?"

Wheels for Hope—a local group that takes in donated cars and makes them roadworthy then gives them to folks in need again brought out their restored 69 VW sedan. The car was donated by a local car dealer and restored by VVWCA member Jim Arnold over a 13 month period. It is now the "poster car" for the organization helping to get their message out.

This year one of our young entrepreneurs joined us at Bugfest. Sean Fraser who operates Transporter Werks (www.transporterwerks.com) as the local garage for air cooled restorations and service brought out two cars. The totally restored Porsche 356 with 2.3L VW engine shown in one of the pictures and the 1971 "original factory" Westfalia camper which he had just finished that morning and was awaiting the owner to drive it home from

Bugfest. Boy was she ever excited when she saw it. That's the one with the original "circus" tent.

Those brave enough could even eat for free. Yes, there still is a free lunch at Bugfest -- but you have to like bugs. Café Insecta offers up concoctions made with bugs (real Shoo Fly Pie anyone?) Like ants on your ice cream, fried scorpions? As the event went into the evening hours, the old VWs crawled home and the bands came out along with some of the areas great chefs for a bug cook-off -soba noodles with

superworms, enoki mushrooms, teriyaki sauce and green onions. A block away you could also hear the music of the NC Symphony who offered up a free outdoor concert given that some of their other events of the summer had to be cancelled because of the economy.

Bugfest is a free event sponsored by the State of NC in conjunction with some private funding. With over 30,000 in attendance, it was another great success in 2009 and we are already wondering what Dave and Ed have planned for 2010. ■



The Berlin-Rome-Berlin Cars

Also Known as Porsche Project Type 64 and/or as the Type 60 with K10 Body

ONE OF OCCASIONAL ARTICLES ABOUT INDIVIDUALS WHO PLAYED A PART IN THE GREAT HISTORY OF VOLKSWAGEN

By Heinz Schneider

Before even the design of the Volkswagen Beetle was finalized in 1938 and before most of the decisions regarding its manufacture had been completed, the Porsche Company came up with the idea of building a sports car using Volkswagen components. The idea was to build a mid engine car and first drawings were made as early as of September 1938. It was designated the Porsche Type 114 project.

At the same time another version besides the one using the Volkswagen engine was considered. It had a water-cooled V10 with two overhead camshafts. This one however never left the drawing board. I mention the V10

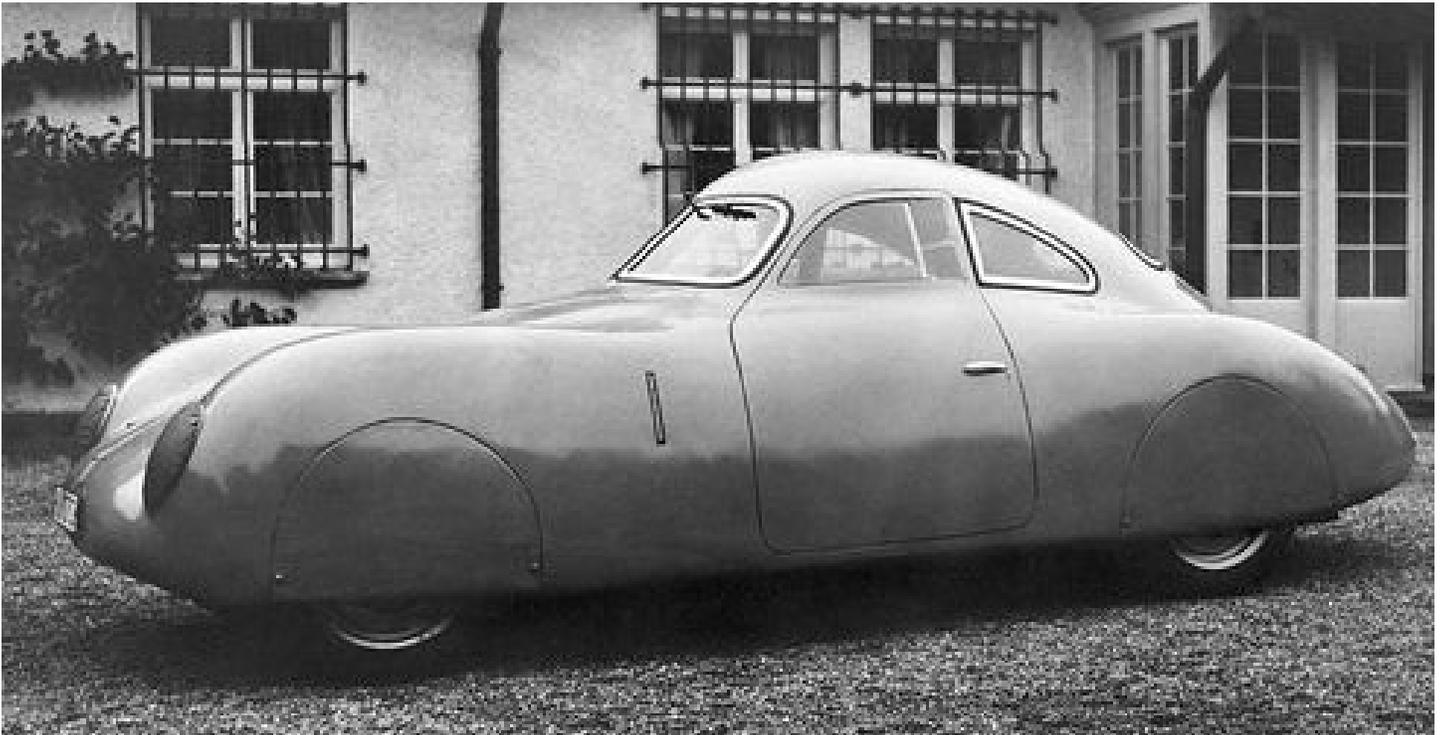
car here because, as I have said many times, Porsche's love was to build competition cars and not people's transportation cars as many claim.

Many variations of the 114 were drawn up by the sports car enthusiast Porsche. There was a T114/K1, a T114/K2, a T114K3, a T114K4 and a T116K1. Two small scale wooden mock-ups were built to test aerodynamics. Work on this particular project continued for a long time until 1939. Perhaps one can say that this sports car or at least the idea of it surfaced again after the war in the form of the Porsche 356. Actually Chris Barber in his excellent book "Birth of the Beetle" calls this car the first Porsche.

The only problem Porsche had in 1938 was that nobody was ready to finance the sports car idea. The political leadership that financed the development of the Volkswagen nixed the idea of using VW parts for a sports car at such an early stage. They insisted that Porsche use his creative energies to work on getting the Volkswagen ready for production. This situation would not last long.

Formula-One race cars, subsidized by the German government, built by Auto Union and Mercedes Benz, both to a large extent based on earlier Porsche designs, did very well during the middle and the end of the 30s in European competitions. They won almost every





race they entered. With these wins came great respect for German technical know-how and industry. Not to mention it enhanced Hitler's prestige since it was he who had put his government's muscle and money behind these efforts.

The annual Liege-Paris-Liege race was another competition that received a lot of attention in Europe in those days besides Formula One. The Germans with their friends, the Italians, came up with a competing idea, a Berlin-Rome-Berlin race. This race scheduled to be held for the first time in the fall of 1939, would start in Berlin, Germany, run about 300 km on the newly built Autobahn, continue through the newly annexed territory of Austria to Rome, Italy, and return the same way, a combined distance of 808 miles.

The whole program would give Porsche another opportunity to indulge in his first love, the building of competition cars. His request to build modified Volkswagens to compete was now accepted. By now, Porsche, with his connections to the very top of the Nazi regime had pretty much a free hand and could pursue almost any project he

wanted and charge it to Volkswagen. Porsche finally was able to start building three of these Berlin-Rome-Berlin cars in his newly finished work shop facilities in Stuttgart. Since these cars were to cover hundreds of miles on the newly built Autobahn at a very high speed, aerodynamics was important. His body specialist Erwin Kommenda did the design based on Xavier Reimspiess plans for the previous considered Type 114. Reutter manufactured the bodies out of aluminum. Being hand made, each body was slightly different from the other. The Berlin-Rome-Berlin cars received now the Porsche design project "Type 64" Since it also was the 10th body variation of the Type 60, the original Volkswagen Beetle; the designation Type 60K/10 was also used. Both of these designations are considered to be correct.

These competition cars used as many Volkswagen parts as possible. At first the prewar 998 cc engine with its power increased to 32 DIN hp was installed. Later during its development phase, displacement increased to 1100 cc and power to 40 hp. Four different engines

were built for the three cars, using these numbers: 38/41, 38/42, 38/43 and a 38/44. From all of the info I have seen, it appears that engine numbers matched chassis numbers. One of these four engines was installed in a regular Beetle sedan for testing. Each of these special cars were about 400 pounds lighter as a regular Volkswagen sedan, giving it a calculated top speed of 173.5 km/h, about 108mp/h, considered fairly fast in those days. Great pains were taken to find the right gear ratios because of the lightness of the car and its aerodynamics the engine could easily be over revved.

The reason Porsche received approval and financing for this car was the belief that the race would be a good way to demonstrate to the general public the superiority of the Volkswagen design and it would also give the newly built Autobahn a lot of exposure. Plans were under way to heavily propagandize the event because it was to coincide with the wider official introduction of the Volkswagen car to the public.

As always, Hitler had many things going at the same time, this time it was

to start a war, the Second World War. This event forced the cancellation of the Berlin-Rome-Berlin race. The race was to have taken place in the middle of September 1939. The Second World War started September 1st with the invasion of Poland.

According to most accounts, the three Berlin-Rome cars were eventually finished. The first completed August 19th 1939, the third and last one sometimes in 1940. There are no pictures showing all three cars together, usually there is only one car shown. Other pictures show two but never all three. Of the two cars shown together, one was painted a dark color and had license IIIA-0701, the other one sported of a light color, probably silver, the German racing-colors. This one had license IIIA-0703. Most pictures of these cars were taken at Porsche's new shop in Stuttgart/Zuffenhausen where his worker assembled the cars close to

the Reutter works where the bodies were manufactured.

There are conflicting reports about what happened to the three cars. We know the first one was badly damaged in an accident by the political head of the Volkswagen factory, Bodo Lafferentz. It appears that the mechanical parts from that car were salvaged and its body may have been discarded. Nobody seems to remember, there are no official records. Number two was used by the Porsches for testing etc. It was also involved in a major accident but rebuilt. Number three car is said to have been used by Porsche for his private enjoyment. It is hard to believe that anyone would have enjoyed using a car like this for private transportation. According to many reports it was uncomfortable and had no ventilation. Number two and three cars ended up by the end of WW2 at the Porsche compound in Austria. The story about the number two car goes like this: It was liberated by some

American GIs since Porsche's Austrian compound was in the American zone of occupation. At first the GI's solved the ventilation problem by cutting off the roof. These surgeries made it look like a race car, leading them to have some fun and race it around a landing strip nearby. While having a lot of fun they forgot to check the oil level and caused the engine to burn up.

Chris Barber claims in his excellent book "The Birth of the Beetle", that the parts of this car were cannibalized after it became inoperable. There is a strong possibility that its aluminum panels were reshaped and ended up being part of the first Porsche 356 prototypes. However, a gentleman whose first name is David, living here in the USA and with whom I do correspond occasionally and for whom I did a lot of translations tells me that he has the remnants of this second Berlin Rome Berlin car, although in very bad shape as he puts it. He is rebuilding it at this time and thinks it should be ready in a few years. If he ever finishes that car and all the important numbers match it should be very valuable.

The third Berlin-Rome car still exists today; it somehow ended up after the war in the hands of an Austrian by the name of Otto Mathe. After Otto raced it for a while after the war, until 1951 actually, he put it in his private car collection. Occasionally he took it out to demonstrate it at different motoring events in Austria and Germany. I have also read an unconfirmed report that at one time this very car was even displayed here in the USA.

The latest unconfirmed report I run across claims that in 1996, this particular car was sold to an unidentified buyer for 800,000 German marks. That was approximately \$400,000 in US currency at the time. I always believed the secret buyer to have been the Porsche Company. However since December of 2008, at the time of the opening of the new Porsche Museum a car is displayed that is a replica the Berlin-Rom car built hand build from Magnesium metal by a highly skilled independent individual at the request of the Porsche Company. If the Porsches would have bought the number three car they would not have needed to build a replica. ■

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A Collection of VW Facts, Opinions, Comments and a Correction

By Heinz Schneider

The Porsche-Volkswagen drama continues

At first it appeared that little Porsche was going to swallow giant Volkswagen. The aggressive manager of Porsche, Wendelin Wiedeking, and his financial advisor kept buying shares and lining up credit to own 70% of Volkswagen, as at the same time he Wiedeking hinted that he was going to clean house in Wolfsburg. It was however Porsche's grandson, Ferdinand Piech, the head of the supervisory board at VW, who at the end and as always became the big winner. The present economic crises in no time dried up Porsche's credit and their car operation started to lose money, leaving Porsche owing Billions, at this time an estimated 8 to 10 billion US\$. Whichever way the integration of the two companies will eventually turn out, the Porsche and Piech family will end up owning a majority. Piech is quoted as saying: "Volkswagen and Porsche have all it takes to take a leading position in the international automotive industry". It already does. Despite the economic crises especially in the automotive industry and the lackluster sales Volkswagen in the US, its world wide market share has increased by 3.5 in the first half of 2009 with sales of 3.1 million cars. Volkswagen sells now more cars in China than in Germany. Not bad for a company that started out building affordable cars.

Karmann Company in trouble

Karmann, the builder of specialty cars for many large car manufacturers, is bankrupt. The last car built at

Karmann, a Mercedes CLK convertible, left the production line at 11.35 AM Monday, June 22, 2009. Karmann had started in 1902 to build bodies for car manufacturers since at the time no German car manufacturer built their own bodies. Their best years for Karmann came after 1949 with the building of an astonishing 2,8 million cars. Karmann was best known for the builder of the Volkswagen Karmann-Ghia coupes and convertibles, as well as for the Beetle convertibles. Later when the water cooled engine area at Volkswagen began they built the Golf convertibles and the Scirocco coupes. Among many others, Porsche, Audi, Mercedes and BMW had some of their convertibles and coupes built at Karmann. One of the last big orders for Karmann came from DaimlerChrysler to build the Crossfire coupe. However the Crossfire, a mixture of Mercedes mechanics, Karmann body and Chrysler emblems, should have been called the Misfire because of lack of customer demand. It left Karmann high and dry and not able to recover from its large investment to produce this particular model. In addition the general slow down in demands for cars forced Karmann in receivership.

An Interesting announcement distributed to Volkswagen workers on August 1st 1957, on the occasion of the introduction of the 5 day work week.

Announcement: To All!

With the introduction of the 5 day work week our employees now have

a longer weekend to relax and enjoy.

As much as we all greet this newly available free time, it should not lead to the habit of extending the weekend to include Fridays and/or Mondays without a legitimate excuse.

Such inexcusable behavior creates additional work for those employees who are punctual and reliable. In the interest of all those employees, we are requesting that the ones who are abusing the system to remember their obligations and to respect all of the condition of their work contract that does not allow for unexcused absenteeism. Signed by two members of the labor unions and two of the management.

Volkswagen builds another pickup

Over the last few years German newspapers and magazines have shown pictures of Volkswagen pickup prototypes. It seems that Volkswagen again playing with the idea to enter that market. At this time a pickup is scheduled to be introduced in 2010, called the "Robust". Pick ups are nothing new for Volkswagen, even though Volkswagen was never too successful with them. In the thirties Porsche had Beetles converted into pick ups. After the war the Type 2 Transporter was also available in a pickup versions. The Volkswagen Rabbit as produced in the US was turned into a pickup and some diesel versions are still around. During the nineties Volkswagen assembled the Toyota Hi-Lux one-ton pickup in one of their plants in Germany and sold

some with a VW emblem.

Whatever happened to the VW Westfalia campers?

During the seventies Volkswagen Campers were very popular in the US. Hippies would make do with regular Volkswagen buses but those who could afford it got Westfalia Campers, if possible with a pop top. Tens of thousands were bought. But than demand petered out as they became more and more expensive and people became aware that the little engine was not really up to moving all that heavy camping stuff. Eventually Volkswagen stopped bringing them into the US but they were still available in Europe.

The Westfalia company located in Westfalia, where else, who made the conversions for VW, was sold to Mercedes in 1999 and since than Volkswagen is building its campers

in-house and calls them the "California". Too bad it is not available in California. A reporter of the Los Angeles Times recently drove the latest version of it in the Black Forest of Germany and his report was extremely enthusiastic about this new 2010 camper version. Why shouldn't he have been? The Camper he drove had a 174hp five cylinder Diesel engine delivering 295 pounds of torque at 2000 RPM to all four wheels, easily accelerating 0-60 in 10 seconds.

What are the chances the California coming to the US? No chance! The cost to get the car through all the government required compliance test would be just too much and it would not make any commercial sense.

As an interesting aside: During the 2009 VW Classic in Irvine

California, the Camper in all of its versions, was with over 50 on display, the most represented vehicle. The ones who have them keep them and many are better shape now than they were originally.

An interesting factoid: It took 1,800 man hours to build a Beetle in 1947. Today's Volkswagen Golf takes less than 100.

Correction: As our member Steven Pautz pointed out to me in an email, an article about the "Austrians and the Volkswagen" published in the May/June issue of the Vintage Voice, I inadvertently said that Ferdinand Piech is the son of Ferdinand Porsche's sister. I should have said that Ferdinand Piech is the son of Ferry's Porsche's sister, the wife of Anton Piech. ■

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BOOK REVIEW:

The Origin and Evolution of the VW Beetle

By Terry Shuler, with Griffith Borgeson and Jerry Sloniger.

An Automobile Quarterly Marque Reference Series Book.

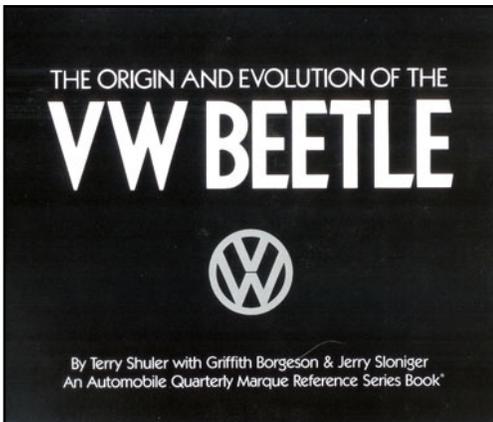
Published by Automobile Quarterly Publications in 1985.

ISBN-0915038-45-5.

Organized in four main parts, 1.) 1938 to 1945. 2.) 1945 to 1952. 3.) 1952 to 1967 and part four, 1968 to 1983.

Hardcover, 176 pages.

Many pictures in black and white and a few in color as well as some informative technical drawings. In addition to the pictures and drawings the book contains many copies of Volkswagen sales literature.



About 33 years ago, the author of this book, Terry Shuler, was co-president of the Vintage Volkswagen Club of America. He restored many Volkswagens, including one for VVoA, a rare 1945 VW Beetle. There were only 55 or 57 built that year depending on the source of information. Judging by a picture I have seen recently, this same car seems to be at the VW Museum in Wolfsburg, displaying a VVWCA sticker. If you Google Terry Shuler, the authors name, you will see a number of other VW cars he has restored over the years and also find links to the many books he has written dealing with VW. I did correspond with Mr. Shuler about twenty or more years ago and met him once at a VW-Porsche literature show in Los Angeles. Since then he pretty much seems to have disappeared or perhaps I have not tried hard enough to find him. A VVWCA member from the east coast did forward me an email address last year which I unfortunately lost. Two of his books are really excellent and I have to apologize for not mentioning these books earlier.

There are two reasons I find this particular book, the one I am reviewing here, most interesting. First, there is the large section covering VW Beetle sales literature from its early days up to and including the year 1983. I have never

seen a larger collection of sales literature as presented here. Besides all of official material shown, it also includes some dealer produced sales material. Unfortunately originals of most of these pamphlets and brochures, which were distributed by the thousands, do not exist anymore. I do remember while working at VW dealers, having personally tossed tons of this material into the garbage every year after the new Volkswagen models arrived.

If the inclusion of that much literature is not enough a very worthwhile part of the book are the contributions by a number of writers with extensive knowledge of the Volkswagen history, including a foreword by the always reliable and humble Ivan Hirst. While Hirst repeats many of the well known facts about the early years after the war and the involvement of the British in the recovery of Volkswagen, a most amazing and concise analysis of the early activities surrounding the development of the Volkswagen car itself ever written is contributed by the author Griffith Borgeson. His 25 page article titled "Origins of the VW Beetle", gives credit to the many whose ideas Porsche used for "his" Volkswagen. It names the names of Ledwinka, Rumpler, Ganz and Barenyi and shows some of their sketches and a few built up cars designed by these pioneers. Profiles of

these men mentioned have previously appeared in the "Vintage Voice".

It was one paragraph by Griffith Borgeson that inspired me to spent a lot of time to look into and write about the Volkswagens history: "As for the history of the Beetle, much of what has been published is excellent and thorough, but also much that is superficial and of dubious accuracy. Future seekers of historical fact will find great expanses of virgin territory along the trails for which these lines are merely signposts". This is what got me going as an amateur historian. I wanted to find more accurate and complete information about Volkswagen's history and the people that played part in it. Borgeson is one of the rare people who wrote about Porsche and Volkswagen, not being afraid to shed new light on published official VW history and fill in some missing details.

This book is one of the few that publishes copies of the sketches and notes Hitler made during his first discussions about a Volkswagen with Porsche in early 1934, were he explains his thoughts and ideas of what a Volkswagen should be like.

I can highly recommend this very informative and high quality book and I do again apologize for not having informed our readers about it before. ■

Trader Don

by Don Bowker, Mantua, OH

In today's economy as often in the past, a collect car sale is tough to make. It is hard to justify spending scare money on a "new toy". Spouses complain!

What to do? TRADE. We call it creative selling. Remember when a "swap meet" really meant swapping parts. The barter system and trading kind of got lost when high-dollar pros, auctioneers and businesses entered the hobby. Is it now less of a hobby? Debatable, but in this old guy's opinion is sure is. Here's a short rundown of some trades I have made over the years in this great hobby. You trade up or down and both buyer and seller benefits from this creative marketing approach. Establishing value is not had, and extra parts or manuals and literature can be a kicker to close a deal. Who picks up and delivers the non-running cars can also balance the scale. Furthermore, it's fun in a hobby that has become too much of a business.

Once I was offered a chance to buy a 1917 Dodge Brothers touring car that a friend had taken in on trade to close the sale of his 1929 Model A Ford. I was restoring a 1927 Model A Coupe and felt committed about as fast as the grocery money would stretch.

The owner of the Dodge took my unfinished "T" for his son in law with some cash. It was a win-win all around.

Fifteen years later I took in a 1949 Chrysler when selling the touring car. The time money my way and I tailored the cars to the exchange. Later trades were even deals, such as my 1964 Rambler Classic for a 1963 Rambler American. Both were driver cars. Then I traded another '63 Rambler (not running) even up for a 1953 Nash parts car to help with my other Nash restorations.



I also traded back to the guy I bought it from, a 1982 AMC Eagle Wagon in return for transport of my new toy, a 1951 Nash Ambassador I bought in Arizona to restore. Later I traded a 1960 Rambler American "sup" for a 1967 Jeep pickup truck, another win-win situation ... hobby car for user truck.

In other endeavors I restored and painted a ratty set of fenders from a 1943 Wartime Dodge pickup a friend was working on. In return he recorded a radiator for the 1947 International Pickup I was in the middle of. Paint and materials were shared for balance.

Sound confusing? Sure is – but in retrospect it moved a lot of "iron" that might never have changed hands otherwise, helped me meet some very nice hobbyists and helped each party more than ever could have accomplished with "dollars – only" buying and selling.

My most recent trade was my decent VW Beetle Sedan "driver" to a local VW hobbyist who had a comparable 1982 VW Rabbit Convertible. Both were of near value and each of us, lacking a cash buyer desired a "new toy".

I have done much work on the Rabbit which is now offered for "sale or trade" here. If there are any takers out there, call me at 330-274-8872. It's a fun game. So, what's a hobby all about? ■



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A Domestic Pilgrimage

by Grant Reiling ~ g.rabbit@comcast.net

A stateside VW excursion

There was a man in the land of UZ who had a great affliction; well affection really, of an antiquarian (air-cooled) variety. It is me. I offer this tale of three friends' journey to Mecca (of a sort). I'm the anomaly. Midwestern by origin, then expunged by injury impelling westward relocation, I sold a car and gained a friend; that's Lloyd, charismatic, enterprising and discerning connoisseur of Volkswagen arcana. With an eye for rarities, great charisma and charm, he's adorned a fine collection with pearls coaxed forth from the e c h e l o n s . Unbeknownst to me, a triumvirate was spawned.



As recent migrant to California from the Midwest, and solo, he became an ambassador of my forays into the Bay Area VW society whose members extended welcoming invitations to the top shows; Speaking in reverent tones, they told of the Great Ones: Kelley Park, Bug-O-Rama, The Classic, And then, in 2007 with fanfare, the Premier

SoCal VintageTreffen!

Sadly, unable to attend, I had to pass.

Nevertheless, they shared tales (and a poster of it) with me. Next is Rich; met during the next two years through Lloyd. With time together, we three bonded. Rich is Lloyd's doppelganger. Like a bloodhound sniffing leads when coursing through swap meets, he'll spot the mate for some incompleteness in Lloyd's Oeuvre. Having an uncanny mental VW parts inventory and negotiating finesse make them perfect compatriots.

Resolving not to miss this next biennial Treffen, the three of us went as a group this year. It is no distortion saying we three form an asymmetric trio.



Excitement built in the days preceding the 'hallowed weekend'. Early on Saturday, an unusual rumbling, then crack of thunder and lightning erupted. No, not phantasmic, or anticipatorily induced ... I have pictures. Since they both are midway into vintage restorations and bearing large items for the swap, our mode of transport was via GMC.

Lloyd picked me up at 8 am; we got Rich and son; loaded the big VW parts, then headed south through flickering gray skies and periodic rain splattering. Time passed in a mix of classic rock and recounted yarns of prior trips, Lloyd interspersing regular PGA updates via the golf channel. Jovial teasing ensued (will I ever outlive the Classic "cheeseburger" incident?).

We stopped midway for lunch at the In N Out. We then arrived at The Phoenix Club by late afternoon; where we mingled amongst already-gathering cars. I met friends, took a few pictures, had a beer and wandered about 'til dinner time.

Later in the day we met up with Henry, inspected his cars and went to a Mexican place.

Sunday at the show ruled supremely. L.A. being not merely home to Mickey and Minnie, but also province of well-heeled collectors and an amazing diversity of rarest VWs, many in attendance.

Following my artistic vision (Bauhausian modernist minimalism) drew me towards the prime examples of efficient attainment of maximal function with minimal resource deployment: a pair of KdF beetles; Mark Merrill's newly restored '46 and Dick Christenson's '43 (both black). A plethora of bugs, busses, Ghias, Porsches, Kubels and Coachbuilts proliferate the area. Much is a blur ... I let my camera recount much of it.

At the show's end, we said our goodbyes and flew home, our VW cravings fully satisfied.

More photos available at: www.vvwca.com/gallery

VVWCA considers electronic E-Edition

By Howard Query
burtonwood@vvwca.com

Some would probably say we're sort of an old codgers type of a car club. After all, our primary mission is focused on the preservation and enjoyment of air-cooled Volkswagens 30 years old or more. Although the overall design of the Volkswagen Beetle remained the same over the years, internal changes to enhance performance, comfortable and reliability were made often.

As technology has surpassed us, it is now time for us that the VVWCA to consider change as well. Rising costs of club insurance, postage, production and printing of the Voice has placed a challenge on us to consider alternate publishing options. And we're now living in a cyber age where we receive information, correspondence, entertainment and other means of fulfillment electronically.

Before I go further I should state that ... we've not decided to cease publication of our printed newsletter. But we are considering an electronic version for those of you who would prefer your newsletter delivered to you home computer or laptop.

As I begun researching this project, I found that I need to determine the benefits of an electronic venture?

1. Lower cost. The most important benefit as I see it is that we'll be able to lower your membership costs or add the addition of an electronic version along with the printed version at a minimum charge.

2. Speed of delivery. Did you know that the post office can delay delivery of the Voice up to 3-4 weeks once we've placed it in the mail? No so with an electronic version. You'll be notified immediately of when you can access the electronic version before the printed version ever hits the press. Plus, an electronic version cannot be manhandled by your postal delivery person. Overseas members or those outside the Continental United States would be able to access the electronic version the minute it is available, verses waiting 6-8 weeks.

3. Color throughout. We're limited to the number of pages we can produce in color. With an electronic version, every color photograph submitted for publication will be rendered electronically in full color.

4. Environmental responsibility. Who isn't thinking green these days and thinking of ways we can conserve our natural resources? Electronic publishing does exactly that.

5. Archiving of back issues. Back issues of the Vintage Voice

VVWCA VINTAGE VOICE E-EDITION SURVEY FORM

1. Do you have access to the internet?
 Yes No
2. The online E-edition is best viewed over high speed internet. Which type of internet service do you most often use?
 Dial-up DSL Cable Modem
3. Do you think the time has come for the VVWCA to offer the Vintage Voice electronically?
 Yes No
4. By which delivery method would you prefer to receive the Vintage Voice?
(Please select only one)
 By mail only Online only
 I gotta have both
5. If we were to offer an electronic edition of the Vintage Voice, would you convert over to the electronic edition verses the print version?
 Yes No
6. If you could save \$5.00 off the cost of your membership, would switch over to the online version?
 Yes No
7. Would you be willing to pay an additional \$2.00 per year on your membership to receive both the print and online version of the Vintage Voice?
 Yes No
8. Have you checked out our demo sample of the Vintage Voice online?
 Yes No
9. From what you saw, did you like the online version of the Vintage Voice E-edition?
 Yes No

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Fill out this survey online at:

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Or mail to: Howard Query, 629 S Mississippi Ave.,
Mason City, Iowa 50401

will be archived for future access.

6. Search capabilities. You'll be able to search the contents of each issue published online and printout only those stories you'd like to keep for reference.

7. More is more. Because of cost constraints, we may even consider publishing more content online than we publish in print.

But, before we decide to do anything ... we need your input. We're curious as to how many of our members who prefer an electronic version verses printed ... or both.

To sample our electronic version online, visit: <http://ipaperus.com/demos/vvwca/>

If you're like me and have fat fingers when it comes to typ-

ing web addresses in to your browser, this same link can be found in the "member's only area" of our website.

PS: You need to log with our current password: thesamba.

Please take a moment and either fill out our survey form located on the following page or you can fill out the survey electronically at: www.vvwca.com/survey.

We're excited about this opportunity and we hope you are too. We hope to hear from you by the end of November so that we can prepare this new application for the coming New Year. C'mon, take a test drive of our E-edition today.

Questions? Please email burtonwood@vwvca.com ■

She's Come Home

By Erik Lindgren
erik@americanbeautiful.org

This January 1955 VW was originally from Estes Park Colorado, later MO, Kansas, then eventually Iowa. I bought the car from Howard Query in Mason City, Iowa 11 years ago. After some time and research the NOS Okrasa TSV 1300 30 kit is now complete and running with perfection on the original 59,000 mile 36 HSP motor. The car is un-restored and nearly 90% VW factory paint, the usual modifications have been made over the decades, sealed beam headlight units, over-rider towel bar bumpers, and a few others. I have returned the car to the as delivered condition with the correct Bosch 10-12 "Script" headlights, and the factory original bumpers that were saved by the first owner. Sadly but somehow funny and a good laugh at the VW events are the crooked Colorado 1950s dealer drilled over-rider towel bar holes in the fenders. Certainly makes a good conversation at the shows. The car is now re-registered in Colorado again 50 years later! ■



Eureka Springs

By Texas VVWCA Representative; Sammie Smith
bugcollections@sbcglobal.net

It has been said that you cannot go back; but in some cases I would beg to differ, and one such case is Eureka Springs, Arkansas. My first trip to Eureka was in the summer of 1947, and as a small boy I was amazed at the houses and various buildings built into the side of mountains as well as the very steep and winding streets of downtown.

Well, it hasn't changed, and I still enjoy going back for the annual VW show and am still amazed at the quaintness of the town. And in addition of course, you get to see all of the VWs buzzing about the town, in the show and in the huge cruise that takes place following the show.

This year was going to be a gentler cruise from the deep piney woods of East Texas to Eureka (a distance of some 400+ miles) than normal. My favorite co-pilot, Beverly, and I decided to take off about noon on Thursday and cruise in the Baja up to Rich Mountain for a night's stay in the Queen Wilhelmina State Park lodge. This lodge is located just across the Oklahoma border in Arkansas and sits atop Rich Mountain at an elevation of almost 3,000 feet with a gorgeous panoramic view of both Arkansas and Oklahoma mountains in the Ouachita range. This lodge was originally built in 1897 by the Kansas City, Pittsburg and Gulf Railroad as a resort retreat for passengers on the nearby rail line. The



building was known as the Castle in the Sky, and since a large amount of the financing came from Dutch interests, the resort was named in honor of Holland's Queen Wilhelmina. However, after only three years the lodge was abandoned and fell into a state of disrepair.

This started what became four distinct stages in the life of the

lodge. The first was its original grand glory, the second its state of disrepair which lasted until 1957 when the area was acquired by the State of Arkansas and designated a state park, the third was its rebuilt state, the construction of which was completed in 1963. This rebuilding followed the design of the original and used the original walls which were still standing at the time of the

1957-1963 rebuilding. The fourth stage in the life of the lodge started with a horrific ending to the lodge; a fire in 1973, which totally destroyed the rebuilt lodge including all of the original rock work from the 1897 structure. Following the fire, work was immediately started to build a new structure and this is the one that stands today. Even though the current edition of the lodge bears some resemblance to the original structure, it is not nearly as ornate and impressive as the original built in 1897 nor the restored original which opened in 1963. And yes, you can go back. I have had the unique privilege of visiting this lodge in three of its stages of life. In the summer of 1954 after a long drive up a dirt logging road out of Mena, Arkansas I came upon this unique structure sitting high atop Rich Mountain. Desolate, deserted, and in a full state of disrepair it was difficult to imagine what it had looked like in its original glory for all of the wood work had fallen in from decay. However, all of the outer walls with its many chimneys were still standing, having been built from native stone collected from the mountain. My next visit to the mountain lodge came in 1964 when I had the privilege of staying there and witnessing what had been accomplished in the reconstruction; and it was truly amazing what they had done. My next visit was after the reconstruction following the devastating fire, and though not the same, is still an impressive place. Want to go? I highly recommend it. It is a great place to visit on the way to Eureka or just to go for a weekend stay.

About 4:30 in the afternoon we arrived at the turnoff of US 259 onto Talimena Drive which is the route to the lodge. This is a winding



flower-lined parkway following a mountain ridge for about 15 miles up to the park entrance and the lodge. We arrived in time to get checked in, cleaned up and have a leisurely walk around the grounds of the lodge prior to dinner in the very nice restaurant located in the lodge.

Friday morning found us up fairly early and on the way through Heavner, OK and on to Poteau where we planned to stop and visit a fellow VW friend and bus owner. A possible side trip in Heavner is a detour to visit the Rune Stone located just outside of town, but in many trips through this little railroad town I have never taken the side trip. Guess I just have a difficult time believing that Vikings visited Oklahoma some 300 years before Columbus and left a rune stone behind. Besides, some of my ancestors were here first regardless of which white man "discovered" America. At any rate, breakfast in Poteau and on to the VW friend's

house where he showed off his collection of VWs and his shop. An interesting note on breakfast: Little lady who was working in the restaurant came out to view the VW. Her knowledge of VWs was obvious from her comments, and she told me her son used to build bajas and beach buggies in Chula Vista, California and still lived there doing VW transaxle building. You never know when you are going to run into a VW nut. From there it's on to Ft. Smith and up the interstate through Fayetteville and to Springdale where you turn off to wind your way through the foothills to get to Eureka.

Arriving in Eureka about 1:30pm we cruised straight to the show site knowing that there would be a lot of VW people there already as well as several swap meet vendors set up. And we weren't disappointed. There were lots of VWs as well as a significant amount of swap items on display. A quick tour through the swap area revealed no bargains,

and a quick tour through the show display area revealed we were either going to have to get there awfully early Saturday morning or leave the car Friday night in order to get a decent place to park. We decided to go to our hotel, the Matahorn, just down the road from the show site and return later for the Friday night BBQ where we could find a parking space, leave the car and just walk back to the hotel and back to the show on Saturday morning. The parking lot was almost totally full at this point and there were still lots of VWs running up and down the streets of Eureka. We knew that parking was going to be a real problem Saturday morning. Following this course of action would also allow us to sleep a little later, always a good thing on the morning of a show.

Saturday morning we walked down to the show site about 8:30, made some attempts to get the car presentable for judging, and then it was off to the judges meeting at 9:30 (yes I had again been kidnapped into judging). But after all, you do get a free T-shirt for 2 to 3 hours of hard work. And it did turn into hard work. One of the classes my judging partner and I had was split/oval custom. In this class were three custom ovals that were the closest to each other I have ever seen in a show class. We spent one solid hour trying to break down the 1-2-3 slots between these three cars, all of which were very close to 100 point show cars and all of which have been magazine feature cars. Any of the three could easily have taken best-of-show at any show. We finally did make a decision with only 1 point separating the top two cars. And with a different set of judges for best-of-show, our second place pick for the class took the

best-of-show award for Eureka.

There were 282 cars registered for the show and I dare say that at least 250, and maybe more, of these decided to make the 3:00pm cruise that winds in and around downtown Eureka. We have done this cruise many times and most of the time it is a "normal" speed cruise. This time, probably due to the number of participants, it was slow going with a lot of time spent either stopped or idling along slowly in 1st gear. None-the-less it was a pleasant experience watching all of the locals and the tourists lining the streets of downtown cheering the VWs on. And of course there was Dean Kirsten, Hot VWs editor, standing on one of the corners shooting tons of photos to be seen in a future issue.

About an hour later and we are back at the show site in the convention center anticipating the presentation of awards of the steins which have become the standard fare award for the Austrian village atmosphere of Eureka. The Baja managed to squeak out a second place in the baja class, and East Texas VEE-DUB club member from Alexandria LA Wade McRary also pulled a second in the highly competitive stock 58-67 Type I class with his very nicely restored 58. Kurt Troeger from Ft. Worth with his beautiful 63 took first in this class and also took the best engine award with the immaculate vintage engine compartment in this car.

Following awards presentation at Eureka it is kind of a tradition to go out to dinner following the show at one of the many restaurants in the town. This year was no exception and we made one of the local steakhouses with several members of the Tulsa VW club where we got an update on their upcoming show

set for September 19 in Tulsa.

Sunday brings another tradition in Eureka, a cruise of the surrounding mountainous terrain and scenery. In prior years I had always decided that a four-hour cruise in Arkansas mountains was just too much prior to an eight-hour cruise home. Well, this year we had decided to at least investigate the possibility. However, when we found out they weren't going to start until at least 10:00am and would not be over for at least four hours the decision was made to go for home and skip the cruise. For us, so far from home, making the Sunday cruise almost would necessitate staying another night and coming home on Monday. Pulling into home at midnight on Sunday is just too much. Maybe next year.

Our Sunday cruise home this year, as in years past, consisted of taking old Arkansas State 23 from Eureka all the way down to I 40 and then into Ft. Smith. This section of 23 is known in northwest Arkansas as "the Pig Trail" and is a super interesting mountainous drive with curve after curve after curve. It contains about 30 miles of the most interesting scenic drive that I have ever driven anywhere in the US. I highly recommend this route at least once for anyone traveling in the area. It adds about an hour to the trip home from Eureka but is well worth the extra time.

We pulled into home in Nacogdoches about 5:30pm Sunday evening, tired but also rejuvenated after a super delightful VW weekend and almost 950 miles of traveling in an old VW.

Plan your trip now for next year; last weekend in August. ■

Putting your Bug to Bed

by Wayne Dean
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Every year around the 1st of November, I perform a ritual that I really don't look forward to. It marks the end of another season of Beetling and the beginning of hibernation time for my Bug. I'm talking about storing my VW for the winter.

Storing your VW for the winter (or for any other extended period of time) doesn't have to be a pain in the neck or the wallet. There are differing degrees of storage that can range from parking it on your driveway (not really recommended), to storing it in a climate controlled, hermetically sealed, guarded vault at Fort Knox (okay, I went a bit too far with that one). With many different schools of thought on storing a vehicle, I'm going to go over as many different suggestions as I can, and let you decide just how far you want to go when it comes to your air-cooled treasure.

Store your VW indoors. This is a must. Dampness, water or snow when combined with salt in the air or on the ground (depending where you live), is going to rust your vehicle. If you are lucky enough to have a dry, heated storage area for your VW, then you can pretty much rule out the dreaded "R" word. But if you're storing it in your cold, damp, garage at home, then you should place some sort of vapor barrier beneath your vehicle. Put a piece of heavy gauge plastic or a sheet of plywood on the floor underneath your VW. This will help to keep the moisture in the concrete from getting to the bottom of that pristine floor pan. Try to minimize the number of times that the garage door is opened and closed during the winter months. Every time that you open that door, damp air is going to blow in and under your vehicle.

Pest Control. Make sure that your storage area is free from mice and other vermin. Mice can enter your VW through a gap as small as a quarter inch. I've heard of mice entering through the heating ducts and making their way into the glove box, where they happily chew up the owners' manual to make a nest. There are plenty of ways of ridding your garage of mice. You could try traps, poison, or a more humane product called Mouse Away. This natural pest control is made with an exclusive formula that combines pure peppermint oil with

pure spearmint oil in just the right combination to provide maximum repellency. Mouse Away doesn't harm rodents; they simply hate the smell and move away ASAP! A couple of mothballs in the engine compartment are effective (but might be a bit too stinky for most), and will keep them away from the wiring. I put a little steel wool into the tailpipe and cover it with a plastic bag, held on with an elastic band. The steel wool keeps the really adventurous mice out and the plastic creates a moisture proof barrier for the exhaust. Insects can also make their way into your vehicle while you're off watching chestnuts roasting by the open fire. A couple of aromatic cedar shingles placed inside your VW will help to absorb moisture and keep the bugs out (they hate the smell of cedar) during the winter. You could also put a bar of scented soap in a tin can placed in the trunk and interior. This will make insects think twice about making your car a bed and breakfast.

Remove the Battery. If you leave the battery in your VW for an extended period of time without starting it, you can count on it being dead and pretty much useless come spring. Remove the battery and take it inside your house. Place it on a shelf or on a block of wood away from sparks and off the floor. Leaving your battery on a concrete floor can discharge it faster than you can say "Oval Window Beetle with a set of Empi 5 spokes". Invest in a battery charger and charge that battery once a month to keep it fresh and ready to go. You can also pick up a new product called BatteryMINDER. This unit remains connected to the battery while it's out of the car. This mini charger keeps the battery fully charged so you don't have to remember to charge it every month. If you have a radio that uses a security code, now's a good time to write it down on a piece of paper. Stick it to the fridge with a festive Christmas magnet so you don't lose it, or else it will be Ho, Ho, Oh, No!

Wash it and wax it. Give your VW a good wash and wax before putting it to bed. Be sure to pay special attention to areas where dirt can collect. Hit the inner fenders with high-pressure water to dislodge any grunge that has built up over the summer. Always wash your vehicle from the top down and use a high quality wax after you've finished washing it. Some people recommend applying wax to the vehicle and not buffing off the haze coat, DO NOT do this. That coat of un-buffed wax will be as hard as a rock by springtime and you'll need arms like Governor Schwarzenegger to get it off. Making sure that your VW is clean when you park it will get you back on the road faster in the spring. And a clean, waxed car will not be scratched by dust when you put your car

cover on. It is also not advisable to treat your VWs interior (seats, dashboard and door panels) with any kind of protectant spray. Most of these contain water and over the months will actually encourage the growth of mildew and mold. There is a moisture-absorbing product on the market that is intended for marine use but can be used for automotive applications as well. Damp Away II by MDR will absorb over 25 times its own weight in water from the air, and it's reusable by popping it the oven or microwave. If you want to save like Scrooge you can go the less expensive route and put a tray filled with about 1/2 inch of baking soda in your VW. This will help to absorb moisture and odors too.

Change the oil and stabilize. When you drive your VW the oil gets contaminated as it begins to break down, so you don't want this toxic mess sitting in the sump of your engine for months. Grab your socket set and change the oil, and guess what? You're going to have to change it again in the spring before that first sweet drive. Oil does break down over time and it's best not to take a chance when an oil change is such cheap insurance. Some people take the time to squirt some oil into the cylinders. This certainly can't hurt and you should crank the engine over by hand after to make sure it coats the cylinders evenly. Be prepared for some smoke and possibly some fouled plugs when it comes time to fire it up.

Fill her up. Before you park your VW it's a good idea to fill your fuel tank to the max. This stops condensation from forming in the tank and rusting it from the inside out. Add a fuel stabilizer to the full tank and run it for at least ten minutes to allow the mixture to get through the entire system. POR-15 offers fuel preservative and stabilizer in one product. By adding this to your tank, oxygen is chemically isolated (preventing oxidation) and corrosive compounds are neutralized (stopping rust formation). Fuel stabilizer will help to keep the fuel from breaking down and turning into a gummy mess while you're off skiing somewhere.

Cover Up. Cover your VW with a good quality fitted cover made out of a breathable fabric. Make sure that you DO NOT use a tarp or any other kind of plastic to cover your ride. These can actually trap moisture on your vehicle and then we'll be talking about that "R" word again. I fitted my Super Beetle with a funky car cover from Bug Rug. These cotton and polyester covers boast double-sewn construction and are made by the leading car cover manufacturer. Each one is custom made and hand tie-dyed. No two are exactly alike.

Brake down and lift up. When you finally park your

vehicle, do not put the parking brake on. This stretches the cables and you don't want them to seize with the brakes on. Leave your standard transmission in gear (with a block behind the wheels just in case) or your autostick in the park position. Make sure that your brake fluid is topped up to the full line. Pump the brakes once a month to make sure that the master and wheel cylinders are free and not starting to stick.

Time to retire. If you're running radial tires, inflate them to the maximum recommended pressure as listed on the sidewall. As a rule radials don't suffer from flat spots the way bias ply tires used to. Most tires will lose a few pounds (I wish I could after Christmas dinner) while being stored, so be sure to check and re-adjust them before your first cruise. If you do have bias ply tires, remove them (store these lying flat at maximum pressure) and put the vehicle up on blocks or stands while in storage. Make sure that you put the stands on the strong suspension arms and maintain the proper loading on all the shocks or struts. If a shock is fully extended, the shaft can rust, which will ruin the seals once the suspension is back in action.

Last but not least. Windshield washer fluid can freeze if it's not the proper strength. And if it does freeze it can crack your washer fluid reservoir and make a mess when it melts. Don't take any chances. Dump that old fluid into your winter beater. Then have a good time slip, sliding away.

All of the above items can be done for next to nothing. All you have to supply is a bit of time and a bit of elbow grease. The first year that I stored my Beetle I did the absolute minimum. I left the battery in and drove it for an hour once a month when the roads were dry. That charged the battery up, heated the exhaust and kept the brakes free. But I never thought about the salt that was still on the dry road, and a few years later I was shelling out for some rust repairs and a new paint job. Did those winter excursions contribute to the rust? Who knows? But I'm not taking any chances. I'm giving my Beetle the "Royal Treatment" each and every time I tuck it in. Good luck, and good night. ■



We're now on Facebook, look under groups for "Vintage Volkswagen Club of America" and add us today!

17th Annual NWAVWA Volkswagen Festival and Swap Meet



I'm not sure if it's the allure of the scenery or the friendliness of the people that keeps me coming back to Northwest Arkansas. Maybe it's the Friday night cookout, the Saturday show, swap meet and VW parade that attracts me to this community. Or maybe it's a combination of all the above and the terrific friendships I've made over that years that has fueled my desire to make this a must-go VW event. Regardless of the reason, the Northwest Arkansas Annual VW Festival and Swap Meet, held in Eureka Springs, Arkansas is one event I'll most likely attend for as long as it's held.



I've attended this event 15 out of 17 years now. Due to the anticipated delivery date of our grandsons (twins), my wife and I weren't sure we'd make it. But our daughter held fast and we were able to attend the event without any hospital delivery interruptions.

WOW! What an event it was. The weather was perfect with more than 280 VWs on display. As in the past, the parking lot of the Best Western Inn of the Ozarks was not more than a sea of people checking out the swap meet and viewing all those wonderful VWs.



And as with any VW event, I had the opportunity again to meet up with some long time members of the Vintage Volkswagen Club of America. VVWCA Reps Bill Bowman, Richard Marcoux and Bill Conkel were on the scene. And had it not been for my dear friend Mike Epstein and Kansas Rep, Mike Epstein ... we'd only be able to offer up a handful of event photos this year ... as I was equipped with video equipment in hand tapping the Saturday afternoon parade with cameras mounted in the front and rear of my '69 Westy. While I was busy driving the parade route shooting video while Mike was perched downtown at the "Basin" shooting photos for our website. Without his help, I could have never gotten the job done.



So what made the event so special this year? Although the theme of the event this year was the "VW Beetle ... the Original Economy Car", I have never seen such a gathering of VW Busses at this show as I had this year. There were busses of all models, shapes and size. Campers, Crew Cabs, Bay Windows, Westfalias and a few other busses in such

condition you'd wonder how they made it up the mountain. But they did and we all had a great time sharing stories with each other.

From old Beetle to New Beetle, old busses in attendance all VW variations in-between, this has been one of those great events to remember. Regardless of which VW model you most cherish, this event is made possible largely by the warm hospitality dished up the citizens of Eureka Springs and the professional ordination of the

event managed by the Arkansas Volkswagen Volksmeisters and the North West Arkansas Volkswagen Association. If you missed this year's event, don't miss it next year ... as it just keeps gettin' better.

Photos by: Howard Query, Mike Epstein, Dave Ellis and Michael Epstein
Additional photo can be viewed at:
www.vvwca.com/gallery.





COST:

Members receive 2 free classified ads. Limit of two per issue. Non-members: \$10.00 . Each ad will appear in two issues of the Vintage Voice.

MAXIMUM LENGTH:

75 Words

PHOTOGRAPHS:

I photo per advertisement please. Photos cannot be returned.

LIMITATIONS:

Ads are published on a space available basis. Copy submissions must be typed or legibility hand written. ONLY VW parts, cars, toys or literature will be accepted. No cars for sale newer than 1982 can be accepted. VVWCA accepts no liability relating to the purchase of an advertised item.

RECOMMENDATIONS:

Start your advertisement with the name of the item you're selling. Be

sure to include the price and your phone number or an email address. Please do not use abbreviations. Your item will sell fasted if you clearly indicate the condition of the item

ADVERTISING DEADLINE:

All advertisements must be received prior to the 10th of the Jan, Mar, May, Jul, Sep, Nov for the following newsletter.

SUBMIT YOUR AD TO:

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c/o Kimberly van Mourik
PO Box 1472
Nederland, CO 80466-1472

VVWCA_Editor@36-hp.com
You can now submit your classified advertisement online at:
www.vvwca.com

FOR SALE. 1979 VW Beetle Convertible. Original owner. Original engine. Original top. All work orders and original owner manual. White on white. 131,000 miles. This is a beauty. Location: San Francisco Bay Area. lunak9s@yahoo.com **Many more pics available. \$12,500.**

WANTED!! Looking for Dealer Frame from "Stateside Imported Cars", or "Stateside Motors" out of Jamestown New York. The plate frame I am looking for would be the old school metal ones with the VW logo, and may have a Porsche logo as well? **I would also be interested in any other "Dealer" items from Stateside???** lis-fan_71@yahoo.com



OIL DRIPPIN'S

BY HOWARD QUERY

burtonwood@vwwca.com

I'd like to say we'd brought back Oil Drippin's by popular demand, but that is not the case. As one our board directors, I felt we could do a better job communicating with our membership and VVWCA regional representatives.

With the electronic medium that's available to us today, a once month email to our membership shouldn't be too difficult to pull off, and if you ever get tired of receiving my mis-sives ... you can always opt out of the program.

Last month, I'd mailed to over 650 of our members Volume #1 of our

Oil Drippin's. Of the 650 email addresses we have on record, over 51 of them were bad or no longer active. Geez, some of you folks must change emails addresses as often as you change spouses. But not to fret, you can go to the "Member's Only" area of our website and update your records. You can update your mailing address, email address or other such items at a click of a button.

OIL DRIPPIN'S is often infrequent ... sometimes without regularity ... never really thought out or planned and is never emailed often enough. We'll provide you with

some useful information and monthly VW jibberish. And of course, I'll always accept contributions from our members.

If you didn't receive our last Oil Drippin's, most likely we don't have a valid email address on file. Regardless, you can send us your email address or provide us with an update by visiting the "Member's Only" area of our website. Don't forget, you can find the current password below this article in this newsletter.

I hope to hear from you soon. ■

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