

VintageVoice

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Director's FORUM

by howard query

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Some people mark the beginning of spring with the first sight of a Red-Breasted Robin, while many VW enthusiasts mark the beginning of spring the first time they awake their cherished VW from a long winter's nap. Oddly though, while others are anxious to get their cars on the road, I'm often taken back a bit by the number of folks I know who choose to leave their VWs parked in the garage.

A friend of mine this last year drove his car a total of 57 miles. He didn't want to add miles to his low mileage treasure and of course ... he certainly did not want to get it dirty. He is not the only person I know of this mindset. He doesn't drive it when it's raining, he keeps it locked up under cover in the garage and shelters it from winter elements beginning mid-October through the later part of April. I know for a fact that there have been a couple of years where he's not driven the car at all.

In his opinion, he's preserving it for another day. What he doesn't understand is that he's probably doing more harm to his car than good.

Many collectors are very adamant concerning the storage of their VW and under what occasions they might find time to drive them. They are all of the opinion that they have the answer as to what's best for their air-cooled VW. But many times, they find they are wrong.

I'd read a story recently from a report prepared by my insurance company (Hagerty) that "If you store your old car, or only use it sparingly (say once or twice a year), it will suffer mechanically, especially if it's kept in unheated, un-air-conditioned or damp quarts."

Sound foolish? Not at all! You're bound to have problems with a car left sitting for 4, 5, and 6 months or more. Many of these problems that arise from prolonged storage will not be as

noticeable at first, but they will appear very apparent sooner or later.

I used to practice some of the same philosophies as many of my friends. I'd store my car early in the fall and take it out of storage a few weeks or so prior to its' first outing. I'd start its winters nap with a fresh change of oil and a full tank of gas. Naturally, a thorough wash down was required and I'd follow up with some minor exterior detailing of the body. Once I'd parked the car, I'd not visit it for months later. After a few years of this practice, I began witnessing what I will refer to as "storage" fatigue. While I thought preserving my VW, I found I was doing just the opposite.

VW enthusiasts often jokingly tell you that a VW doesn't leak oil, it just marks it spot. Well, not in this case as I found I was slicking down the garage floor with 10w30 motor oil. Little did I know that by not starting my car, gaskets and rubber components had begun to deteriorate? The rear main seal had dried out and was leaking oil. One of the front brake lines cracked and developed a leak. And when I drained the oil for a fresh batch, I'd noticed what appeared to be ... a slick film of water floating on the surface.

Like so many of you, my VWs are stored in a non-heated facility where temperatures during the winter are never constant. Temperatures go up and they do down. As this happens, moisture can form in the crankcase, fuel tank and brakes. The amount of moisture depends on how drastically temperatures fluctuate. Moisture found in the crankcase is one thing; moisture found in the fuel tank is another moisture can be easily prevented in either case. As well, I'm tired of leaving my cars parked for 5-6 months, only to find later that the tires have developed flat spots and leave me with a bit of a bumpier ride than what I used to.

Today, I no longer subscribe to the notion that once they're parked, they need to be to be left alone for the remainder of the winter.

Usually, I'll start off the season with a fresh change of oil. I do not use standard off the shelf oils anymore. I use only Rotella T. Many of today's oils are often manufactured without the detergents needed to treat the inner workings of our air-cooled engines. Although a bit more expensive, the investment is worth it.

I'll also fill up the car with a fresh tank of gas. I believe in using additives such as Marvel Mystery Oil, Sea Foam or Sta-Bil. What many people do not know is that today's gasoline can become unstable after sitting for just a few months. For this reason alone, gasoline fuel stabilizers and additives are important. In my area of the county, it's becoming more and more difficult to find a gasoline that is not 10% ethanol. Plus, it's almost impossible to find anything but lead free gasoline. So, it is not uncommon for me at all to use a gasoline lead additives. I believe these measures help improve lubrication and the help ward of the affects of winter weather.

I will not drive any of my VWs on roadways that bear ice dissolving salts or detergents; but I will attempt to drive each of my three VWs a minimum of once a month or twice if I can. If I am unable to get them out for a drive (particularly in January), I will start them up and let them run for a good 30-45 minutes. Allowing the engine to heat up; helps burn off any moisture that may have settled in the crankcase.

When you really think about it, like you .. I've invested a lot of money in these cars. I did it because of my love of the hobby. I did it because I wanted to enjoy them and have fun with them. I didn't restore them to keep them locked away. I'm going to drive them as often as I can. With what I've read and from what I've experienced after storing my VWs for a few winters, driving them is one of the best ways to help preserve them. After all, isn't that what collecting is all about?

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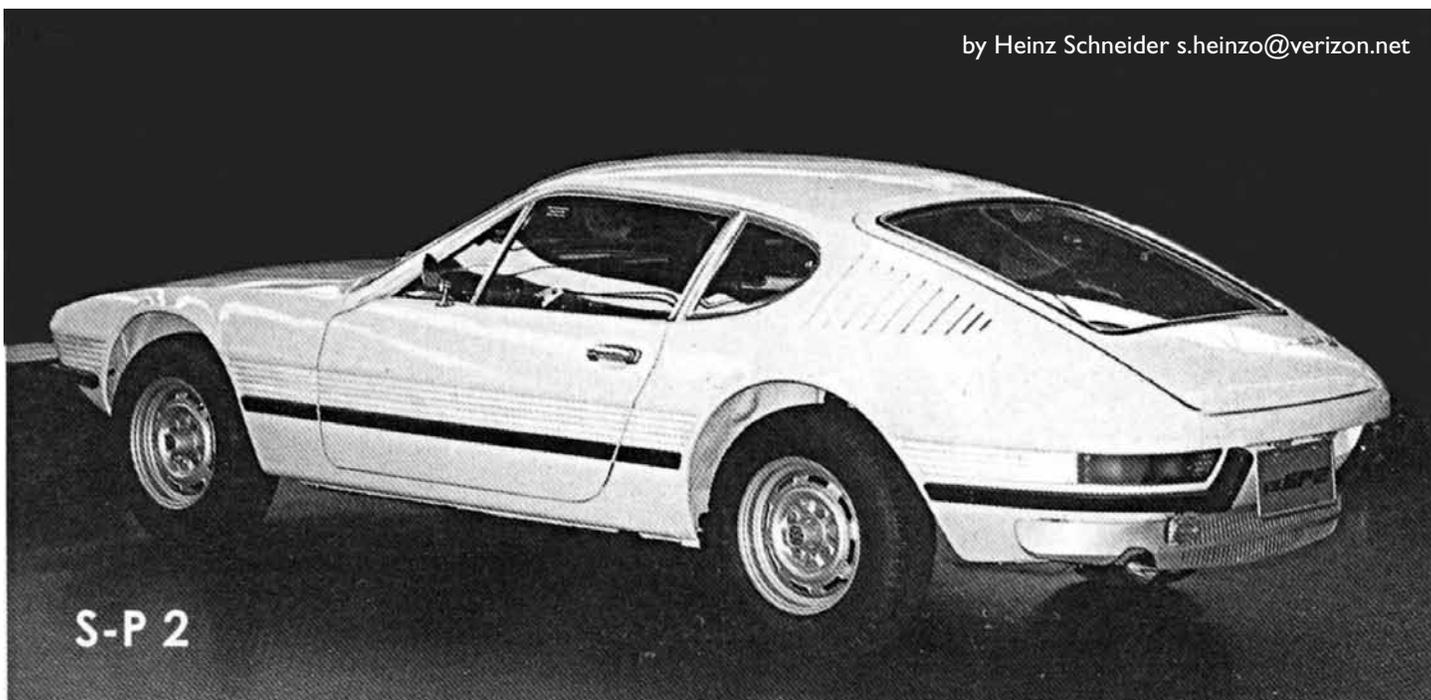
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THE SP2, A BRAZILIAN EXCLUSIVE

by Heinz Schneider s.heinzo@verizon.net



For many who saw this car for the first time it was hard to believe that it was actually a Volkswagen. It is its appearance that is most impressive. Not only in pictures, I saw one for the first time in Mexico, where the head of production had finagled to get illegally a SP 2 body into the country where it was sitting in production waiting to get its chassis. It was an unusually low car, lower even than a Porsche 911.

For unknown to me reasons, Volkswagen in Brazil had pretty much a free hand to be creative with the models of Volkswagens it produced. While other VW factories were strictly guided by Wolfsburg, on many occasions Brazil went its own way including taking prototype Beetle replacement rejects giving them their own touch like for instance the Brasilia model and building a front engined air cooled car called the Gol.

The creation of the SP2 is an interesting story. It involves Rudolf Leiding. A very dynamic man I had written about before, he was Nordhoff's trouble shooter. In 1968 Volkswagen do Brazil was in big trouble and needed to be straightened out, a job for Leiding. It also gave Leiding an opportunity to be creative. Volkswagen do Brazil had a small research and development department and Leiding asked them to develop a sports car. There were no real sports cars by a major manufacturer available in Brazil. A fiberglass bodied sporty car called the Puma was available from an independent company using Volkswagen components. It sold fairly well; some were even sold in the US. On some days 300 Pumas

were built. Obviously, this was a big incentive for Leiding to put Volkswagen into the sporty car business too. The Brazil built; redesigned Karmann Ghia, named the TC had not set the market on fire. A new approach was needed, at least appearance wise.

In 1971, the car, at this time called the SP1, was officially introduced and production started soon after. The dies for the all steel body were made by the Brazilian Karmann affiliate and the car assembled at the VW plant using the Karmann-Ghia platform chassis and not the one from the Type 3 as often has been reported. It used the Beetle's front axle with a stabilizer and a dual carbureted flat 1600 cc engine with a Type 3 cooling air fan.

The SP1 widely criticized for being underpowered became the SP2 with a larger 1700cc 75hp engine. While it's exterior and interior appearance was widely praised, its performance and its high price was a negative and only a total 10,205 were built in little more than four years and production ceased February 1976. At one time Brazil had plans to sell the Sp2 in the US. However, air cooled engined cars could no longer meet pollution standards and this idea had to be cancelled.

In 1976 a completely new sports car was to replace the SP2 this one called the SP3 in its planning stages. It was a completely different car having the Audi developed and now corporate wide used water-cooled EA 825, 1600 cc engine in front tuned to put out 100hp. The suspension components



came from Audi too. It never went into production; Volkswagen realized there really was not enough of a market for sports cars in Brazil to justify the investment.

There are not many SP2's still in circulation and the few that are around are in high demand and top prices are asked. One SP2 is on display at the Volkswagen Museum in Wolfsburg. After his intermezzo in Brazil, Leiding returned to Germany where he became the CEO of Volkswagen. His love for sports cars had not diminished and he had Porsche develop a powerful sports car for Volkswagen. His successor cancelled this project but Porsche introduced it as the Porsche 924.

CLASSIFIEDS

Parts for sale: Decent (Bullet) fenders with Bullets complete. \$950.00 and shipping. Ovals only egg tail lights NOS 1-10: a 10. Complete \$850. W/decklid, complete, very nice. 1-10: a 9, in primer (tag L - handle - spring and latches: \$550. T/A cl. Very nice, 1-10: a 9, no dents \$975, all items & shipping.

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Volkswagen in 1982, 1983, 1984

by Heinz Schneider
s.heinz@verizon.net



BRAZILIAN MODEL

The Volkswagen archives do not list any or few mechanical changes for the Mexican or Brazilian Beetles built from 1982 to 1985. However, to stimulate sales a few “Special Editions” were introduced throughout this time period, consisting mostly of appearance items and special colors. Therefore, the information here about the years of 1982, 83 and 84 are combined. Total world-wide Beetle production in 1982 reached 138 091, in 1983, 119 744 and in 1984 it reached 118 138, almost all of them built in Mexico or Brazil. While others have listed different numbers the one listed above are actual VW archives numbers.

VOLKSWAGEN BEETLE IN MEXICO

In 1982 Volkswagen sold 57 120 Beetles in Mexico, taking 15% of the total Mexican auto market. In 1983 Mexico total Beetle sales reached 41 810 and in 1984, 50 048. Production of the Brasilia model in Mexico, a car not well known in the US or anywhere else for that matter, using mostly imported body parts from Brazil came to an end in 1982 with sales of 1,554 in that year, after a total of 72,377 were produced during a nine year period. While no changes to Mexican Beetles

were listed in Germany records it seems that Mexico in 1982 stopped using integrated headrests which had been introduced in Mexico in 1980. The adjustable ones were used once again. The same happened with hubcaps, they were reintroduced after Mexico had used just dust covers since 1979. To identify a 1982 model, the 9 digit alpha numeric chassis number had as its third digit the letter D, the 1983 model used the letter E and for 1984 it was F. Exterior colors used for all cars produced in Mexico during the those years were: Mexico Beige LE1M, Alpine White L90E, Mars Red LA3/90 and Lido Green LA 6B. The special models introduced at frequent intervals were the “Aubergine” edition (eggplant) which was painted a dark purple color, the Alpine white edition, the Sunny Bug, the Red Velvet Beetle and the Ice Blue Metallic edition. It was mainly the color that made these cars distinct from just regular Beetles. In addition all these special models had some striping or other decals placed on different areas of their exterior to set them apart.

VOLKSWAGEN IN BRAZIL



Production reached in 1882, 80 958; in 1983, 77 937 and in 1984 only were 68 105 produced.

VOLKSWAGEN IN NIGERIA

As I had mentioned in my previous article about Volkswagen in 1981, Nigeria was one of the few places where Volkswagen Beetles were still produced from CKD parts from Brazil. To honor this fact Volkswagen assigned chassis number 20 million and 1 (20 000 001) to Nigeria. A small market for Volkswagen cars had existed for many years in Nigeria first satisfied

with imported complete cars and starting in 1975 with locally assembled Beetles while at first using 1300 and 1500 cc engines eventually they would be using the more commonly 1600 cc engine used world wide at the time. The body was exactly like the Brazilian built Beetles with smaller windows, they way they were imported to the US until 1964. By 1982, over 96 000 had been produced but production in Nigeria eventually would have to stop because of the end of Beetle production in Brazil from were the CKD kits



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1984 BRAZILIAN DASHBOARD

had come from.

OTHER VOLKSWAGEN NEWS IN 1982/83/84

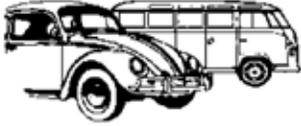
By the end of 1982 Volkswagen had produced 20.3 million Beetles world wide. Some Imported Mexican Beetles were still

officially available in a few countries of Europe, like Germany, Austria, The Netherlands and Italy. However by the end of 1982 Switzerland declared the Beetle a noise polluter and it was outlawed. In Germany the price for the Beetle was reduced by 500 DM, which made it the lowest priced German car. It was estimated that in 1983 there were still 8.5 million Beetles in circulation worldwide. Of those 2.2 million were circulating in Brazil, 1.9 million in the US and 1.4 million in Germany.

In 1982 the 20 millionth Volkswagen was produced in Germany. That already included newer water cooled engined models like for instance 5 million Golf. In 1982, air cooled engine production in Germany was discontinued with the introduction of the water cooled Vanagons. Volkswagen in 1982 became the largest producer of Diesel powered cars in the world, a position it still holds today. November 1982 Volkswagens signs a contract to build Volkswagens in China. By 2009 Volkswagen would outsell any other car brand in China and it did sell more cars there as in the fatherland, Germany

Carl Horst Hahn becomes CEO of Volkswagen on January 4th 1982. Hahn was the man who was credited with making the Volkswagen Beetle a success in the USA and the one who hired the famous DDB adverting agency in 1959. Because of the excellent reputation he had created by his success in the US, it was assumed that he would become the successor of Nordhoff after Nordhoff's death in early 1968. However, because of internal politics at VW he had quit or was fired in 1973 and he had to wait until 1982 to be rehired in the top position.

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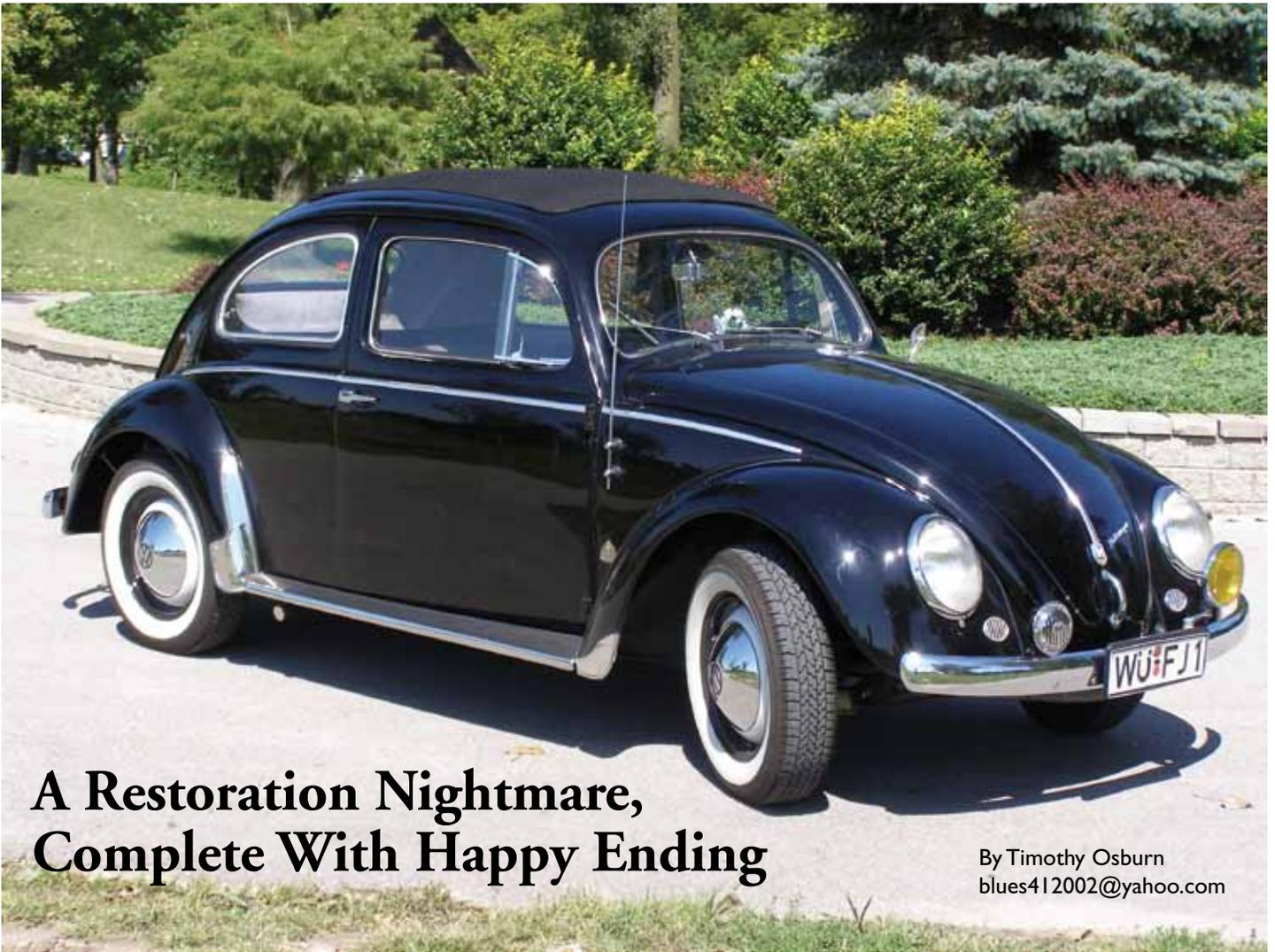
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A Restoration Nightmare, Complete With Happy Ending

By Timothy Osburn
blues412002@yahoo.com

The wonderful story by Stan Uzunov in the Jan/Feb issue of the VVWCA magazine prompted me to write about my experience with restoring an ancient VeeDub.

This is intended to illustrate the pitfalls and success one may encounter when restoring an ancient VW. But first, I shall digress for the “back story”.

I was first bitten by The Bug back in 1968. My father purchased a brand new red VW Auto Stick Beetle for my mother. Although I’m sure it wasn’t intended for me, it just so happened that was the year I turned sixteen and got my drivers license. I put that Beetle through all the paces a young, new driver (foolishly) could. Like, seeing how fast I could make it go, cutting donuts in the snow, even taking a curve too fast and clipping a signpost. Ah, the follies of youth!



It wasn't long and I wore it out, and the old man traded in for some American-made steel.

But the die was cast and the dream of owning a classic Beetle lived on.

About 1983, I bought a '73 Bus, orange and white. I was still pretty young, foolish and without the knowledge and tools necessary to properly maintaining a beast of its nature. A high-speed (as high as it would go) trip out to the Grand Canyon pretty much cooked the engine, and I let it go on the cheap to a fellow who probably scrapped it.

Time marched on, yet the desire for a Bug continued to grow, if only subliminally.

Then, in 1998, I was casting about for a cool car to buy and happened upon a red 1970 standard Beetle that was being sold by a college girl, whose parents mandated the sale, feeling the car was too "unsafe" for her 250 mile commute between Kansas City and Wichita. It had recently had the Earl Scheib cheapo paint job, but it looked great when wax was applied. I used that car as my "daily driver" for twelve years before I sold it to a fellow VW enthusiast, who promised he would keep it alive. During the years I owned Sport (as I named the car) I gathered tools and manuals and taught myself the fine art of VW maintenance. I even rebuilt the engine!

In 2005, I purchased a 1974 Westfalia camper bus that was in pristine condition. It had been garaged for most of its life and only had 40k miles on it. It has served my wanderlust well, taking annual trips out west to the Grand Canyon, Zion, Bryce and many other great places where I hike and camp. And I learned (from my previous Bus experience) that "the slow lane is your friend".

I had always wanted a really old Beetle. Originally, I wanted to get a 1952, the year of my birth. But in 2002, I spied an ad in the automotive section of my local paper. Someone was selling a 1956 Beetle, in need of restoration. I called the fellow and went out to look at it. It was definitely a basket case. The body was separated from the chassis. But the body was an empty shell. The seats were piled in one corner of the man's garage; the motor was sitting in the other. Boxes of parts were here, there and everywhere. One rusty fender was all he had. He told me he was just burned out on attempting the resto himself. It was a sunroof model. And European to boot (the birth certificate I acquired indicated it was sold to a Swiss dealer); it had a kilo speedo and semaphores.

I was filled with excitement and misplaced confidence that I could bring this sorry collection of parts back to life so we agreed on a price. I came back on the weekend to haul it home



on a borrowed flatbed trailer.

Once safe in my garage, a very close examination revealed rust problems that were more pervasive than I realized. I made some half-hearted attempts to cut out and replace some rusted panels, but it was not looking good. I had bit off more than I could chew.

The car languished in my garage for two years. What was I going to do? I had already invested too much in buying parts for it to just give up, but my skills as a welder were abysmal. I began to investigate restoration businesses that were VW-specific. I narrowed it down to three, and then made my choice, a fellow in Siloam Springs, Arkansas, named Jeff. After consulting with him and being reassured that he could do all the work fairly quickly (over the summer), I hauled the carcass down to his shop in spring of 2004.

The first ominous sign that this was going to take longer than he or I thought was when he lost the lease on his shop. All work had to cease. My car was wrapped in a tarp.

Jeff had a plan. He owned property north of Siloam and began to build his own shop. He is a righteous dude, kind of an old hippy like me, so we really became close friends. He was building his shop from scratch, sawing the lumber himself from his well-forested property. It was a labor of love, but, until he at least got a roof over his shop, there was no work being done on my car. For over a year.

Finally, he announced work would resume. The first thing was a trip to the sandblaster for the body. I will tell any potential restorers, when your Beetle gets blasted, it reveals many things you would not have been able to foresee. Like Swiss cheese



that mysteriously appears where once was metal. Panels that must be replaced. Bumper supports that would barely support themselves. Even the hinges for the engine bonnet had to be reworked. I will advise you that, to have a professional do this work is time consuming and expensive. Yet, the dream could not be extinguished.

Time was running out. This was my last shot at owning a completely restored vintage Beetle. I was about four years from retirement from a job that paid me way too much, so I bit the bullet and began pouring thousands of dollars into the project. Over the two-year period that the resto took, I was sent weekly updates (and bills) on the progress. It was exciting to see it coming together. He took hundreds of detailed photos of every single step, body work, sanding, primer, more sanding, color, more sanding...you get the picture.

While it was there, he worked on the engine for me, too. I could have done it, but I elected to have him rebuild and install the motor. You can't imagine the thrill when he sent me a video of the first test run. "It's alive!" he shouted, with all the joy of Dr. Frankenstein, when the motor ignited and began to purr with that beautiful "fweem" we all know and love.

Body and paintwork done, Jeff mated the body to the chassis. His job was done. It was October, 2007, three years and some months after I had entrusted it to him.

I drove down and hauled it home, using the classic VW tow bar. Pulled like a dream.

I reserved the final steps of the restoration for myself. I upholstered the seats with "appropriate to the vintage" material, wired it, did the other interior work, installed glass, hooked up pedals, and put on the exterior trim. The car was complete. The odometer had even been reset to zero, so the car looked like it just drove off the showroom floor. My dream was reality. Five full years after I first bought the basket case, I had my car.

In retrospect, for the money I shelled out, I could have bought the nicest, most pristine, bone-stock '52 split window Beetle you could imagine. I will never be able to recoup my investment. But that's not the point. I love my Ebon. I will never sell him. I was responsible for birthing him (or should I say "rebirthing"? Must be a Christian, he's born again!). I absolutely do not regret the time, effort and money required to bring this project to a beautiful conclusion. But, a caveat: should you desire to take on this kind of project for the first time, be prepared for unexpected surprises of time and expense along the way. Unless, of course, you're already a seasoned restorer, in which case you know what I'm talkin' about!!

Book Review

VOLKSWAGEN: History to Hobby

All the facts - All the fun. The new and revised edition.

By Bob Cropsey.

Published and printed in the USA, in 2009,

by Jersey Classic Publishing,

75 Locust Avenue, Wallington,

New Jersey 07057, USA.

VWbooks@aol.com.

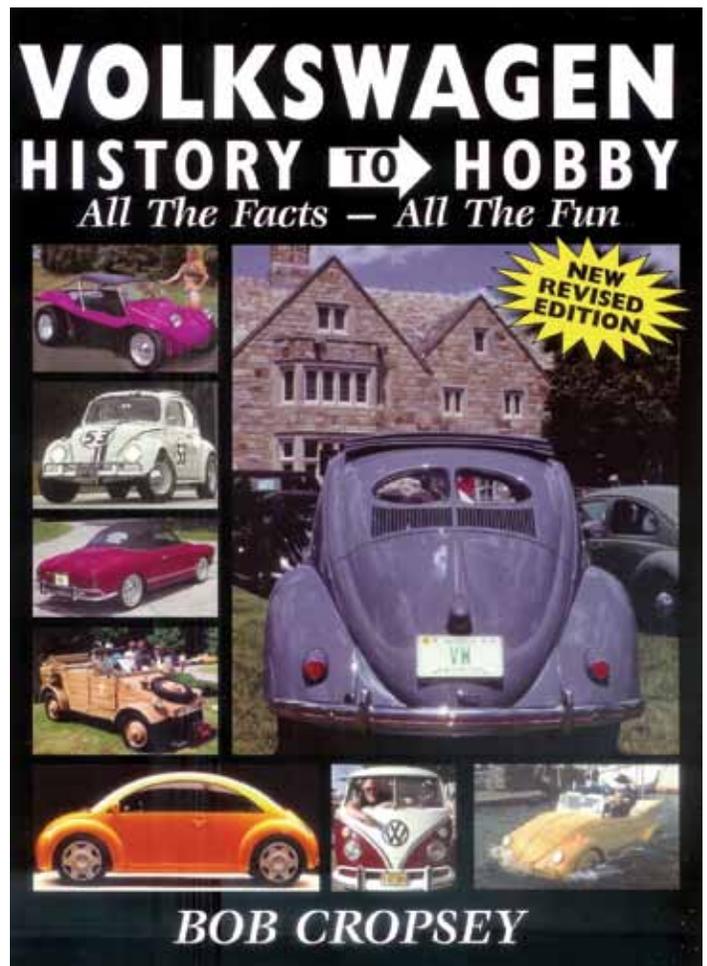
ISBN 978-009765261-7, Large Format, 288 pages.

All pictures are black and white and about 100 have been added to the updated version and there are some amusing drawings, cartoons actually. The book can be ordered at: www.JerseyClassic.com Shipping is included with the price.

After Bob Cropsey published this book for the first time in 2004, in hardcover, I wrote a review for the "Vintage Voice" in 2005. I can only repeat now most of what I had said before. It is obvious that Bob did spend a considerable amount of time gathering all this information needed to write the book and I could not help but praise his work. Apparently I was not the only one impressed. It is hard to know what particular part of the Volkswagen history readers are interested in. Apparently Bob has hit all the right spots, because all the hard cover versions of the original book are sold out. Looking at Amazon.com recently, I am not surprised to see that there are five hardcover versions of this book listed at incredible prices. The cheapest one goes for \$ 500 and the highest priced one for an astonishing \$1,794.10. Wow, you could have bought a new Beetle for that kind money in the sixties. I am tempted to sell my hardcover one in my possession. I need the money. Just kidding!

Bob Cropsey living in New Jersey is well known for his years with the VVWCA. Years ago he was the official VVWCA historian and shared his vast knowledge with us. That is until he, in a nice complimentary way moved me into this position after I had corresponded with him a few times discussing some historical points pertaining to VW.

Now to the book itself, which is divided in different chapters, I consider two being the principal ones. The first one covers the years "From 1844 to 2003" in which Bob collected just about all the historical facts known about VW. He calls it "The most complete chapter on VW history". I have to agree, it is obviously a labor of love of the subject. Here we have all the dates, events and people listed, well organized in compact chapters. There is no doubt; from now on this book has to be considered as a prime reference for anyone who has any questions regarding VW and its history. This is the first time where I have seen



someone establishing a timeline with all the pertinent events regarding Volkswagen's history chronologically. One reason I am as much impressed as I am, is that I have struggled myself for many years to figure out and make sense of the many confusing details about the Volkswagen history.

Another in my opinion important chapter in the book covers the year by year principal changes to the Beetle, and the Type 2 Transporter, including all serial numbers, selling prices and even the colors used each individual year.

Besides all the information mentioned above, there is more:

- The Great VW Advertising campaign. This section lists all the headers used in all the print ads like "How much longer can we handle you this line", or "I do not want a foreign car I want a Volkswagen", etc. It covers also ads used to advertise the Karmann Ghia, Fastback and Squareback and the Transporter versions like the 23 window van, known also as the Samba and the Westfalia Campers. All the TV ads are covered "It won't drive you to the poor house", etc and it maybe interesting to many to find out how many famous actors have actually appeared in some of these commercials.
- Fun and Crazy VW facts. This is a long list of VW related trivia, which includes a list of the many movies and television programs Volkswagens has appeared in. As well as a long list of personalized license plate used on VW cars by their owners.

- The Great VW Hobby. A collection of stories and recommendations for the VW enthusiast.
- Bibliography and Thanks. Mainly a long list of Bob's books used as sources to compile and verify the information contained in this book. This list is in itself an excellent guide for those to whom all the information presented in this book is not enough and do want to further their knowledge about Volkswagens.

There are actually more chapters, too many to mention all in this review. Except one more which I thought to be the most interesting, it had details usually not covered in a lot of other books. Like for instance the explanation of the semaphore, how it functions and the reason why it had to be discontinued in this country. Another explanation is of how the automatic stick shift worked, is the best I have ever seen. There is a lot more

interesting stuff like that. Bob's style of writing, use of language and vast knowledge makes it all very interesting and therefore exceedingly readable.

As I had written in my review of the original hardcover book, for anyone who considers himself a VW enthusiast, I can not see how he or she can do without this book, I highly recommend it. This time there may even be more of an incentive to get this book. If the past is any indication of the future, this book may be the best investment you can make and eventually sell it on EBay or at Amazon in a few years making a handsome profit.

Volks Woman

Pity the Poor Unused VW

by Lois Grace
 vlkswmn@sbcglobal.net



As I thumbed through an old issue of Hot VW's (July 1992 - The Vintage Issue to be exact) when one story caught my eye and I am compelled to air an opinion that I realize will not be very popular. But, air it I must, since no one else ever has.

I refer to a gorgeous Dove Blue 1957 panel van on page 42. Now, before you go getting the wrong idea, I want to just mention here that this is in no way meant as an attack on Hot VW's magazine, or on the van's owners, or on the vehicle itself. No, rather, I'd just like to tell you what I think, and please remember that this is only one person's opinion - mine.

As I read this story and glanced at the photos, one thing struck me. One thought, and that thought was "HOW SAD". What a sad life this Type II has had. Only 408 miles on the odometer. Reading on, I discovered why: this van had been used to transport luggage on and off a cruise ship. Over and over. I wonder how many trips it had to make along the dock to rack up even 408 miles. Hmmm. To continue, it has never been registered or licensed - no need to since it has never traveled a

street or highway. Never had the pleasure of taking its occupants somewhere important. Never had the pleasure of hauling something no other vehicle could handle. Never had the fun of being really cared about, or recognized as "our car" by a small kid. See what I mean? Very sad. I mean, as I read about this van, I am reminded of my own Type II, Vernon. Now, admittedly, I am somewhat biased about him!

But what I genuinely admire are the HIGH mileage vehicles - what I really come unglued over are the VW's that have been driven across the country and back, gone camping, gone shopping, run errands, gone to the dentist's office, and picked the kids up from school, along with a hundred thousand other trips, and THEN someone restores them. Only after they've done their work and put in their time and logged those miles does someone restore them and fuss over them and pamper them. After years of working hard, the devotion pays off, and the car is taken from show to show, and displayed proudly as the owner (maybe even the driver of all those miles, as in my case) stands by and basks in the reflected limelight. Oh MERCY, it

brings a lump to my throat! Yes, give me a nicely restored Type II with half a million miles on the clock, and I guarantee you that will be one bus or truck or van that someone cared enough about to go to all that trouble. After being used for eons, doing what it was that Type II's were meant to do, someone CARED ENOUGH to restore it back to its original glory. Now THAT'S a Type II!

True, this particular van has an interesting history. But if I can labor the point a bit further, it was used minimally for the cruise ship business, then parked for 25 years. Then, to add insult to injury, from October 1988 until now, it apparently sat idle again at someplace called the Bug Port Shop. It's all enough to make me weep. I think of all the fun we had in Vernon, fun this van has never know: my brother and I learning to drive in him, my dad pulling out stumps with him, and hauling cars and parts to his property up north, my mother loading him full of newspapers and going to the recycler in him, my friends and I going to the drive-in and shopping and out to lunch and for rides in the back of him. The list is endless, and every trip added to the memories made in him. They also added to Vernon's own unique personality, his own persona. I think that is what bothers me the most about this van - it doesn't look alive. There is no spark there, no joie de vive, if you will. By now, I know some of you are snorting and giggling and that's all right. It's OK! I know not many think of their Type II's in the same way I do. And that's fine with me. But let's just not forget that cars were built



to be used and enjoyed, not abused, but taken on drives, steered, stopped, gassed up, and even washed once in a while. This poor van hasn't known the most important part of being a van - being NEEDED.

Before you go thinking that I don't admire these low-mileage marvels, let me say here that I DO. I find them remarkable, and somewhat freakish in a good way. They will always be more collectible and valuable than my own cars. If collectible is what you're after, then by all means, find one like this and seal it away in a Ziplock bag for 25-30 years. For sheer monetary value, I suppose you can't beat this formula. But for the pleasure you can have with a VW, this is empty and unfulfilling. For me?? I'd rather use mine. Sure, Vernon got most of his use in the first 25 years of his life. After he began aging and since his restoration, he doesn't get used much. Admired, yes, but not actually used. But he DOES get driven and I don't keep track of the mileage other than to make sure I don't exceed the limit allowed him yearly by my insurance company. I don't fret over that extra 8 miles it cost me to go a bit out of my way to avoid a nasty stretch of road, getting him from one point to another. I go, and try to enjoy the drive (as much as you can in a Type II!). To me, each extra mile is just added proof that Vernon is still anxious to do what he was built to do - GO. I do applaud this van's owners for not being in a hurry to remove the tiny dents it has, or to paint over the chips in the finish. This is the only character this vehicle has, and is reflective of its short history. I am glad too that it has found a happy and appreciative home with them - it's what all VW's deserve.

OK, I've had my say. Is there anyone out there that agrees with me, anyone at all? I am afraid I'm all-alone in this. But that's all right too. I have Vernon to keep me company, just like when I was a kid, all those years ago. AHHHH, it's so nice to have a friend.

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Ferry Porsche

In the shadow of the Father

“I looked around and could not find the sports car of my dreams, so I built it myself”. A comment made by Ferry Porsche when asked about how the Porsche sports car came about, a sentence now displayed on a wall in the new Porsche Museum in Stuttgart.

Ferry Porsche was Ferdinand Porsches second child, born September 19th 1909 in a suburb of Vienna, called Wiener-Neustadt, Austria. He had an older sister, named Louise. Ferry real first name was Ferdinand just like his father's. To avoid confusion he was at first called Ferdi, a name that later mutated to Ferry. His education in Vienna was interrupted when he was 14 years old because of his father move to Stuttgart. Once there, he received some technical training as an intern at the Robert Bosch Company. According to some reports, his father hired a few tutors to further his training. Like his father, he did not like school too much and really had not much technical training except of what he picked up at his fathers office and work shop.

The position Ferry held, as a 20 year old, in the newly opened Porsche office in Stuttgart, is somewhat confusing since Ferry in his autobiography described it as being his father's right hand man. Another man, Karl Rabe, held the position of chief engineer, and Porsche's number one man. Ferry further claims that he had a major involvement with the development of the Porsche Type 32 a car for NSU. How much of that is true we do not know but we have to take in account that he was only 24 years old as the NSU car was being developed and NSU had a very capable chief engineer. He most likely was the go-between the Porsche office in Stuttgart and the NSU offices at Neckarsulm, which were located not too far away.

Later, Ferry would get involved with the testing of the Volkswagen prototypes in 1936 and 1937 and wrote some of the final test reports usually giving the cars top-notch ratings. Most of the tests and record keeping were however actually handled by his nephew Herbert Kaes. Kaes was the man who took all of the pictures of the prototypes that are being used today in all the publication about Volkswagen prototypes. Herbert Kaes's younger brother Ghislaine Kaes was Ferdinand Porsche's private secretary. In early 1938, Ferry



was present at the laying of the foundation stone for the new Volkswagen factory. A number of pictures taken at this event show him driving Hitler from the site of the foundation stone laying to the railway station in Wolfsburg. The pictures show Ferry in the driver seat, Hitler as the passenger waving to the crowds and old Ferdinand sitting in the back. These pictures were widely distributed by the media throughout the world. During this particular drive, which received much publicity, Ferry informs us that Hitler repeatedly asked him to slow down. Hitler wanted to enjoy the adulation of his admirers lined up en route.

Unlike his father, Ferry never joined the Nazi party and in general makes a convincing case that he did not care much for the Nazis, especially the ones in uniform usually decorated with medals like Christmas trees. On the other hand it is disappointing that neither he or anyone in his family ever found it in their hearts to say anything, not even just a few words of regret or apology, about his family's, especially his father's and his brother in law's Anton Piech's too close relationship with Adolf Hitler and the atrocities committed at the VW factory. He never said anything, as far as I know, about the treatment of the concentration camp inmates and other prisoners received while being worked to death at Volkswagen and other locations supervised by his father and brother in law.

During World War II, Ferry spent most of his time in Stuttgart where he was in charge of the Porsche facilities and offices or he stayed at his family's estate in Austria. Ferry's mother as well as his wife and sister were living in Austria to stay away from the turbulence of the war in Germany. His father spent much time on a number of Hitler's pet projects, while in Stuttgart Ferry worked on a number of designs, which brought in bundles of money for the company. All the development work during the war was for the military and it included the Kübelwagen and Schwimmwagen. The Porsche office in Stuttgart lists 52 different projects for the government from 1936 to 1945. Many were just variations of military cars or components considered for the VW Beetle, like a five speed transmission, (too bad this transmission was never used), an automatic transmission, fuel injection, turbo and supercharging, diesels, etc. In general, Ferry Porsche lived a very tranquil life in Stuttgart and Austria during the war. Their estate in Austria was large enough to produce plenty of food and they never had to suffer the deprivation as the rest of their countrymen. Ferry kept himself busy enlarging his family and driving supercharged or dual carburetor equipped VW convertibles painted in his favorite pea green color.

The Porsche family's financial situation had greatly improved since Porsche's first visit to Hitler in 1933. They lived very comfortably after having received subsidy money to design the Auto-Union formula one racecar and other monies to work on the Volkswagen project. Ferry had four sons, the first born called Butzi, would in later years make a name for himself for the outstanding design of the Porsche 911, the 904 and the Cayenne. Ferry oldest son is also the man behind the Porsche-Design products, the sunglasses, wristwatches etc. Porsche-Design is an entirely different company and has nothing to do with the Porsche car company.

Just before the war ended, Ferry moved half of the Porsche office staff to Austria where they pretended to continue working on the development of the Volkswagen. Life was good. Especially since his brother in law, Anton Piech, was able to liberate 10.5 million marks from Wolfsburg to finance their activities in Austria.

After the end of the war, while his father was in French prison, Ferry kept his men from the Volkswagen days busy keeping the fleet of Volkswagens rescued from Wolfsburg running, repairing agricultural equipment for the farmers living in the immediate area and developing a tractor for farming. Another project he and his men tinkered with was the development of the 356 Porsche sports car using used Volkswagen parts. The 356 and later the 911 were entirely a Ferry Porsche show. Having worked up to this time always under his famous father, the 356 car project and its ultimate success, really took the son Ferry out of the shadow of his father.

In 1949, the Porsches moved back to Stuttgart and started building the 356 sports car there in a section of the Reutter body facilities. While Ferry Porsche and his company built the Porsche sports cars and making a lot of money with it, they also had a lucrative contract with Volkswagen to work on Beetle improvements and replacements. None of the Beetle replacement developed by Porsche was considered suitable for introduction. The only input Porsche really had on the after war Volkswagen was some work on the Type 3, the Type 4 and the VW/Porsche 914 and later the Porsche 924, a car originally developed by Porsche for Volkswagen.

Ferry's influence on Nordhoff and Volkswagen by insisting that front wheel drive cars were just a fad, and that the inherent shortcomings of front wheel drive could never be overcome set Volkswagen back for years. He reinforced Nordhoff's opinion that the public would not accept any drastic changes and suggested for the meantime to switch from a rear to a mid-engine layout. The first one of these developments was the Karmann Ghia replacement, the Volkswagen/Porsche 914.

For many years many critics considered Ferry just riding on his father's coattails. It is true that by all accounts, Ferry Porsche did not have the charisma or drive of his father. Contrary to his father, who was always ready to challenge established concepts and ideas, Ferry was kind of shy but very much concerned, about the reputation of the "House of Porsche". He saw it as his major responsibility to protect the Porsche name and its good reputation. His greatest achievement without doubt was the development of the first Porsche sports car without any input by his father. He also takes full credit for its design, meaning its looks. His insistence that his son's design for the successor of the 356, the 911 Porsche was to be accepted as is, despite the interference by in-house designer Erwin Komenda, has to be considered as a major accomplishment. The 911 was and is an outstanding and timeless design, its shape has not changed much over the many years of its production.

Ferry admits that his relationship with his father was not too warm. For anyone growing up in those days this was not really unusual. In his autobiography Ferry however claims that during many of the long test drives without anyone else present his father would become much more amiable and even paid him a compliment once.

Ferry Porsche died in 2000, 91 years old, and is buried with his father, mother and sister in their private chapel at the Porsche estate in Zell am See, Austria.

Passwords ... oh so confusing

Howard Query burtonwood@vwwca.com

Yes, I know ... passwords are confusing. I've received emails from several of you questioning how to access the Member's Only Area of our website or our E-edition. I apologize for any inconveniences you've suffered through. I'm trying to make the login process as easy as I can, but because the Member's Only Area of our website is located on one web server and the E-edition is located elsewhere, the effort becomes very challenging.

Several questions have been emailed me over the course of the past few weeks concerning the restricted area of our website. I'll try and address the most common questions asked:

Q. Why do you have to change the password every other

month?

A. Only VVWCA members in good standing with the club are allowed access to these areas of the website. Members who have not renewed their membership are denied further access.

Q. Why can't I use my member number and password to gain access?

A. Our online processing database has a limitation of 500 active passwords. We have over 2,300 family members who belong to the VVWCA. The database limitation restricts password management. Plus, if I had to manage passwords for all active and inactive members on a bi-monthly basis, I'd be pulling my hair out (what little is left of it). The current process is much easier.

Q. Why is there a different password for the Member's Only area then there is to access the online E-Edition?

A. Because Member's Only Area of our website is located on one web server and the E-edition is located elsewhere, we are required to maintain two different databases.

In the future, the password for each of these areas of the website can be found in the publishing folio of the Vintage Voice. They will change bi-monthly as will the login, which can be found on the website on both of the entry pages for these areas of the site.

By simplifying this process, you'll never have to use or remember your membership number. Just look for the password in the Vintage Voice and follow the login instructions located on the website.

We hope you enjoy our new E-edition and we hope you will visit it often.



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Xavier Reimspiess

The designer of the Volkswagen engine, the VW logo and the Tiger tank and more

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

Xavier Reimspiess is credited with the design of the Volkswagen engine; supposedly he did it in 48 hours. Another claim is that he designed the original VW logo the V over W layout. Having played such an important part at Porsche, there is surprisingly little information available about him. Even correct pictures of him are hard to get. In Ferry Porsche's autobiography in a picture he is identified as Franz Reimspiess but it is not him, in another picture where he is actually shown he is misidentified as Karl Rabe, another one of Porsche's collaborators.

Just as most of Porsche's team members and Porsche himself, Reimspiess was Austrian, born in 1900. As it is customary in Europe, he started only 15 years old as an apprentice engineering draftsman. It was at Steyr, the same company many of Porsche's future employees worked and even Porsche was employed there at one time.

While Porsche assembled his original team starting in 1930, Reimspiess was late to join. He did not come aboard until September 24, 1934. He was described by his colleges as an all-rounder. At the time of his joining Porsche, work on the Volkswagen prototypes was at its peak and at the same time in big trouble. All engines for the Volkswagen under development either died on the drafting board, while others died on the motor test stand. The ones installed in the cars did not come close to perform as required to maintain the 100 km top and sustained speed as requested by Hitler and promised by Porsche. Porsche was looking for a breakthrough in engine design. On one hand hoping to develop an engine that would be cheap to build but with performance characteristics that had not been attained before by anyone with small two or three cylinder engines. All this experimenting had put the whole project three months behind its promised completion

date. Porsche had originally promised to have a car ready for testing by April 22, 1935.

Reimspiess first task at Porsche was to work over the chassis. It would be the fifth and final chassis version. The engine was still a problem but fortunately shortly after Reimspiess arrival, work on the NSU, the Porsche Type 32 project, was cancelled. The finished NSU cars and all the technical drawing were handed to Porsche. The four cylinder engine used for the NSU had actually worked quit well and Reimspiess repeatedly asked Porsche to let him work over the NSU four-cylinder to be used for the Volkswagen. He suggested to use this engine at least for the time being for testing of the prototypes until a final engine could be decided on.

According to Chris Barber in his excellent book "Birth of the Beetle", Reimspiess submitted to Porsche on Jan 3, 1936 a comparison of the NSU engine and the ones Porsche had proposed for the Volkswagen. Pressure was on Porsche to come up with a decision of what engine to use and on February 24, 1936, he promised the RDA, the people who paid for the Volkswagens development that he will finally come up with a decision regarding the engine within a week. He mentioned that it may even be a four cylinder as the RDA had suggested. It is not clear when he made that decision but documents indicate that the first four cylinder engine was installed in a prototype

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chassis by June of 1936.

It is impossible to find enough information on how the claim by many historians came about that Reimspiess changed the NSU engine enough within 48 hours to adapt it to the Volkswagen. It took from January 1936, when he submitted his proposal to Porsche on how to modify the NSU engine, to June of the same year to have the engine actually installed. Looking at the NSU engine and the final Volkswagen engine, the main differences were the fan, now getting a turbine fan, smaller but with higher air output and a down draft carburetor instead of a side draft. Now Porsche had at least an engine that could be used for long range testing of the Volkswagen. Porsche still considered the Reimspiess engine only as an interim one and his engineers were still kept working on a breakthrough with other types of engines.

The results are known, there just was no way to improve, in any major way, on the four cylinder "E 60" engine as it was and all other engine development stopped soon after. Interestingly enough, the NSU engine was based on a Porsche suggestion but underwent major rework by the English head engineer in charge of development at NSU at he time

The other work Reimspiess is credited for is the design of the Volkswagen logo. During an internal competition at Porsche, a price of 100 Reichsmark was offered to the winner. Reimspiess submitted six drawings and one was chosen to become the official logo, since modified many times. At that time the

none-convertible mark was worth only 25 US cents making the winning price worth about US \$25.

There are a number of drawings in the Porsche archives made by Reimspiess until about 1943. One, an especially interesting one was made on November 1, 1937. It shows in detail a Volkswagen Beetle retaining its overall shape but with the final air-cooled engine in front and a transaxle and fuel tank in the rear. Later he made drawings of military Volkswagen prototypes, and designed the reduction gear layout, which eventually made the Kübelwagen acceptable to the military. During the last two years of the war Reimspiess was assigned to a tank factory in Austria, where he supposedly was involvement with the development and production of the famous Tiger Tank.

Sometimes after the war Reimspiess found employment again at the Porsche Company in Stuttgart, where he worked on chassis development and designed a new 4 wheel drive military car, the Porsche Type 957, its civilian version known as the Jagdwagen (Hunting Car), kind of a cross between a Kübelwagen and a Schwimmwagen. Xavier Reimspiess retired in 1966 at the age of 66 and died in 1979.

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1950-1955 Bug, 1951-1967 Bus Sunroof Assembly Rebuild

Tools required: 1 large slotted screwdriver
1 medium slotted screwdriver
1 medium Phillips screwdriver
1 small Phillips screwdriver
Penetrating oil

Pop rivet gun
Sunroof mechanism repair kit (available from Wolfsburg West)
1 21/64" drill Bit
1 power drill



The first step is to remove the front header bow cover. The header bow cover is secured to the header bow with 2 slotted screws which are positioned horizontally, about 1/3 of the way inward on either side. Open your sunroof about 12", this will allow the sunroof cover to elevate from the roof of your car, thus providing access to the two securing screws. Remove these screws with a medium size slotted screwdriver.



Next, remove the screws/dished washers that secure the sunroof cover to the rear bows (see photo). The sunroof cover can then be peeled away from the sunroof mechanism. Leave the cover secured to your rear tack strip and let the cover hang from the rear of your car.



Remove the connecting strips (see photo) from all bows. This strip is secured to the mechanism by several mounting screws, which are shielded by thin metal strips. Remove these by tugging outward. With all screws removed, store these in the same fashion as the sunroof cover as in the previous step.



Remove the rear sunroof guide rails (see photo).



Remove the screws/dished washers that attach the sunroof underlining to the sunroof mechanism. Remove the rear portion of the sunroof cover underlining by tugging downward (see photo). The entire sunroof mechanism can then be removed from the car.



With the sunroof assembly removed, dispense penetrating fluid into the female screws (see photo) of the rear bows (there are 2 rear bows for the Beetle, and 3 for the Bus). Apply a liberal amount of penetrating fluid, through several applications. Allow fluid a few hours to fully penetrate.



While the penetrating fluid is doing its magic, remove the outer guide wedges (see photo) from the rear bows. This is performed by drilling-out both securing rivets.



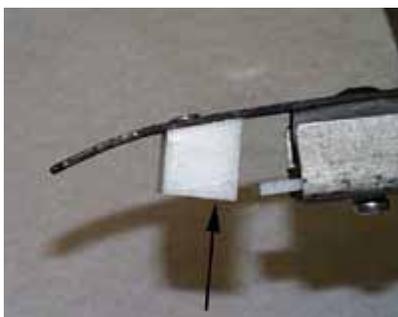
Remove sliding blocks from header bow (see photo). The blocks are secured to the header bow by 3 Phillips screws. Remove screws and install new sliding blocks. For Buses, there is an internal guide block that may also need to be replaced. These, unfortunately, are not included in the standard rebuild kit but are available separately.



Now for the tricky part! With the female screws well soaked with penetrating oil, remove the Phillips screws from the female screw (see photo). You will most likely need an assistant for this job. Using a large slotted screwdriver, insert this into the female screw and remove Phillips screw from opposite side. If the screw is seized, apply more penetrating fluid and allow for absorption. If the screw is still being stubborn, try applying heat (make sure area is dry, penetrating oil is flammable!!). If the screw shears off (we generally experience a 50% success rate), drill-out remnants of old screw, and tap new threads accordingly (5mm X .80).



With the female screws removed, remove old sliding tabs and sponge rubber sections from all rear bows. Insert 1 black rubber spacer (the rubber spacer will need to be cut to width, and 3 holes punched), 1 new sliding tab, and two sponge rubber sections (tall profile situated upward) (see photo). Insert female screws and tighten screws until compression of sponge is observed (see photo). It may be necessary to add another black rubber spacer to achieve proper and even sliding action. This is determined by test fitting the newly rebuilt rear bow. If another spacer is needed, place this on top of the sliding tab.



Attach sliding blocks to rear bows with supplied pop-rivets. Proper positioning of the blocks is required, please see photo.



The sunroof mechanism may now be reinstalled onto your car.

Courtesy of
 **WOLFSBÜRGWEST**
The Volkswagen Restoration Shop

Tech Tip: Drum brake shoes— replacement and adjustment

Warning: The dust created by the brake system may contain asbestos, which is harmful to your health. Never use compressed air to blow it out with and don't inhale any of it. Wear an OSHA-approved filtering mask when working on the brakes. Don't, under any circumstances, use petroleum-based solvents to clean brake parts. Use brake cleaner or denatured alcohol only. Always replace drum brake shoes in pairs, front or rear) - never replace the shoes on only one wheel. Work on one brake assembly at a time so you don't mix up parts.

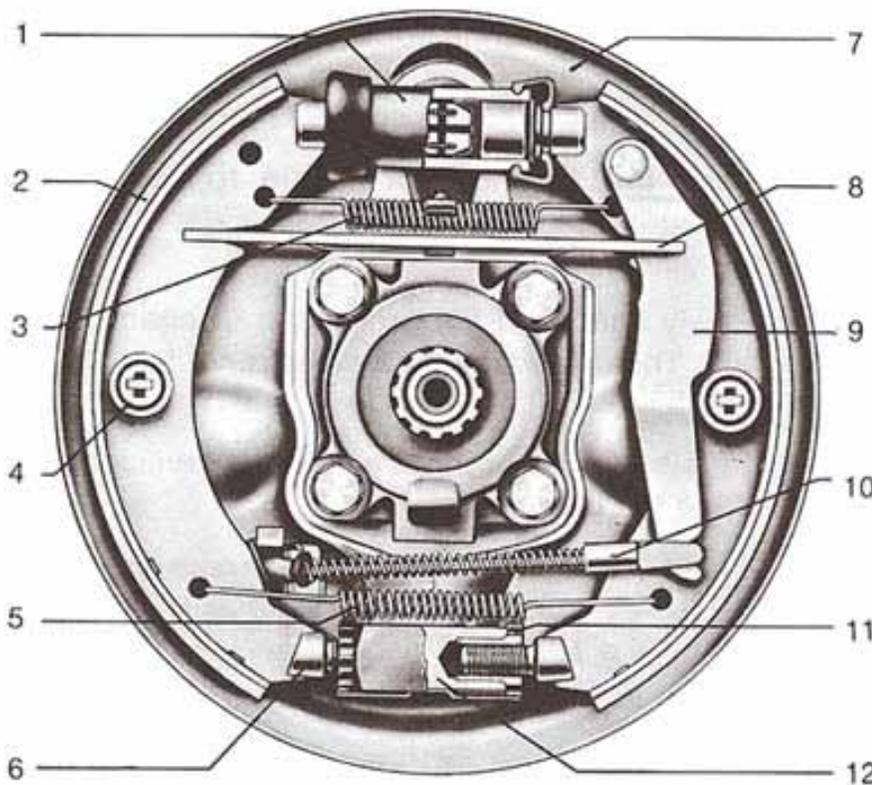
Caution: Whenever the brake shoes are replaced, the retractor and hold-down springs should also be replaced. They lose their tension over a period of time and may allow the shoes to drag on the drum and wear at a faster rate than normal, due to continuous heating/cooling cycle that the springs are subjected to. When replacing the brake shoes, use only high quality, nationally recognized brand-name parts.

REPLACEMENT

Raise the front or rear of the vehicle and place it securely on jack-stands after loosening the wheel lug bolts. Block the wheel on the ground. Apply the parking brake to keep the vehicle from rolling, if you're removing the front wheels. Now take off the wheels.

Remove the clip which secures the speedometer cable to the left dust cap, on the left front wheel. Pry off the dust cap that protects the wheel bearing on all wheels.

Look over for cracks, score marks, deep scratches and hard spots, which will appear as small discolored areas, before reinstalling the drum. Remove hard spots with fine emery cloth. Have the drum turned by an automotive machine shop, if that doesn't do it or if any of the other conditions described above are evident. Note: Professionals recommend resurfacing the drums every time you do a brake job. Resurfacing eliminates the possibility of out-of-round drums. If the drums are worn so much that



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- | | |
|----------------------------|--------------------|
| 1. Wheel cylinder | 7. Backing plate |
| 2. Brake shoe with lining | 8. Connecting link |
| 3. Upper return spring | 9. Lever |
| 4. Spring with cup and pin | 10. Brake cable |
| 5. Lower return spring (2) | 11. Adjuster |
| 6. Adjuster screw | 12. Anchor block |

they can't be resurfaced without exceeding the maximum allowable diameter (stamped or cast into the drum), replace them. Remove the glazing from the surface with emery cloth or sandpaper, using a swirling motion, if you decide to skip resurfacing.

Now put the brake drum in. Install the bearing, the thrust washer and the axle nut and adjust the bearing, on front wheels.

Mount the wheel, hand tighten the lug bolts and lower the vehicle. Tighten the wheel lug bolts to the torque. Tighten the axle nut to the torque on rear wheels.

ADJUSTMENT

Raise the vehicle and support it securely on jackstands. If you're adjusting the rear brakes, release the parking brake.

Using firm pressure, depress the brake pedal several times, to center the brake shoes in the drum. Rotate the wheel until the hole in the brake drum is aligned with one of the star wheel adjusters, on 1969 and earlier models. Remove the rubber plugs from the brake backing plate on 1970 and later models.

Turn the star wheel of the adjuster, while rotating the wheel, using a brake adjusting tool or a screwdriver, until the brake shoe slightly drags on the drum. Note: It may be necessary to press on the brake pedal to center the shoes once or twice during the adjustment procedure, if the brakes are way out of adjustment. Now, turn the star wheel in the opposite direction three or four clicks so the wheel can turn freely.

Repeat the previous step on the star wheel of the other brake shoe, then perform the adjustment procedure to the rest of the wheels.

You want to check brake operation before driving the vehicle in traffic.

WHEEL CYLINDER :

REMOVAL, OVERHAUL AND INSTALLATION

Note: If an overhaul is indicated (usually because of fluid leakage or sticky operation) explore all options before beginning the job. New wheel cylinder will make this job quite easy. If you decided to rebuild the wheel cylinder, make sure that a rebuild kit is available before continuing. Always rebuild or replace them in pairs (front or rear).

REMOVAL

Loosen the lug wheel nuts. Raise the front, or rear, of the vehicle and support it on jack-stands. Make sure to block the wheels still on the ground to keep the vehicle from rolling.

Now remove the wheel(s).

Take off the brake drum and the brake shoes.

Get rid of all dirt and foreign material from around the wheel

cylinder.

Unscrew the brake line fitting. Don't pull the brake line away from the wheel cylinder.

Remove the wheel cylinder mounting bolt(s).

Unhook the wheel cylinder from the brake backing plate and place it on a clean workbench. Unplug the brake line to prevent fluid loss and contamination, RIGHT AWAY! Note: If the brake shoe linings are contaminated with brake fluid, install new brake shoes.

OVERHAUL

Take off the bleeder valve, cups, pistons, boots and spring assembly from the wheel cylinder body.

Using brake fluid, clean the wheel cylinder, denatured alcohol or brake system cleaner. Warning: Do not, under any circumstances, use petroleum-based solvents to clean brake parts!

Using compressed air, remove excess fluid from the wheel cylinder and to blow out the passages.

Look over the cylinder bore for corrosion and score marks. You can use crocus cloth to remove light corrosion and stains, but the cylinder must be replaced with a new one if the defects can not be taken off easily, or if the bore is scored.

Lubricate the new cups with brake fluid.

Assemble the wheel cylinder components and make sure the cup lips face in.

INSTALLATION

Install the bolt(s) loosely, after placing the wheel cylinder in position.

Connect the brake line, but don't tighten it yet. Tighten the wheel cylinder bolt(s) securely, then tighten the brake line fitting. Now put in the brake shoes and the brake drum. Now bleed the brakes.

Check brake operation before you drive the vehicle into traffic.

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AIR COOLED VW MAINTENANCE SCHEDULE

Every 250 miles or weekly, whichever comes first.

Check the engine oil level

Check the windshield washer fluid level.

Check the brake fluid level

Check the tires and tire pressures

Every 3000 miles or 3 months, whichever comes first

Check the automatic stick shift fluid level.

Lubricate the chassis

Change the engine oil.

Check and adjust the engine drive-belt(s), if necessary

Check and service the battery

Every 6000 miles or 6 months, whichever comes first

Inspect the windshield wiper blades and replace them if needed.

Check the clutch pedal for proper free-play and adjust if needed.

Look over all under hood hoses and replace if needed.

Rotate all tires.

Check the valve clearance and adjust if needed.

Inspect the brake system.

Check the drive axle boots and CV joints.

On an automatic stick shift only, check the starter safety switch check.

Every 12,000 miles or 12 months, whichever comes first.

Service the air filter.

Look over the fuel system

Service the fuel filter

Check the compression

Replace your spark plugs

Look over the spark plug wires, distributor cap and rotor, and replace if needed.

Replace the spark plugs

Replace the ignition points and condenser.

Check the engine idle speed and adjust if needed.

Check the ignition timing and adjust if needed.

Check the valve clearance and adjust if needed.

Check the transaxle lubricant level.

Look over the suspension and steering components.

Look over the emission control system (if equipped)

Inspect the exhaust system

Service the automatic stick shift

Rotate the tires.

Every 30,000 miles or 24 months, whichever comes first.

Check and repack the wheel bearings

Change the transaxle lubricant*

Replace the catalytic converter

Service the EGR system

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