

# VintageVoice

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## INSIDE:

- 2 Director's Forum
- 3 Ramblings from the Corner Office
- 4 Transporters and the Westfalia
- 8 The Beetle in 1985
- 10 Book Review
- 12 Volks Woman
- 16 Colonel Charles R. Radclyffe
- 18 Das Volks Gruppe
- 19 And they thought it couldn't be done...
- 20 Heroes of Antique Volkswagening Award
- 22 Tech Tip
- 25 Mokan 2010

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# Director's FORUM

by howard query

Burtonwood@vwwca.com

**O**h my God, they are everywhere and there is nothing anyone can do about it. It was never this bad 20 or 30 years ago. But like a swarm of mosquitoes, it just keeps getting worse and worse every day. Avoiding them is almost impossible. So what am I referring to? Drivers in other cars who are either preoccupied using their cell phones or just think every vehicle on the roadway was meant to drive at 10 to 20 miles an hour over the speed limit, and they have no regard for anyone driving an air-cooled Volkswagen.

I prescribe to the idea of driving my cars year round or at least as the weather permits during the winter. I usually take my VWs on short types. I live in Northern Iowa where I find that when driving the early spring and summer months, our county roads are peppered with farmers driving tractors, combines and other such farm implements. They all travel the back roads in avoidance of main stream traffic.

Growing up and in a rural setting, I am used to coming up upon slow moving farm implements and patiently waiting for the moment that I can pass the safely. When approached from behind, farmers will often move over to the shoulder allowing vehicles to pass. In this area of the country, this practice is known as common road courtesy.

Years ago, I would often travel the interstate system in my Beetle and not feel threatened by oncoming traffic. From Iowa, I've driven the interstate systems to Kansas City, Detroit, Milwaukee, Minneapolis, Des Moines and many other metropolitan cities without a concern. But time have changed and so has the way people drive.

It seems that for the most part, everyone but me is of the opinion that they need to get to wherever they're going as fast as they can. Most times, they're not only driving beyond the speed limit but they're busy on their cell phones or trying to locate a cigarette or maybe a bit of both.

Whether I'm in town or on the highway, I find that when the driver of an approaching vehicle realizes they've coming up upon a Volkswagen, they immediately switch lanes. It's as if I've got a "slow moving" vehicle sign tagged to my rear. If they don't immediately pass me, they'll come up from behind and ride my bumper as though they're trying to force me off the road.

That's not the worst part though, many times I feel as though I'm riding a motorcycle and have become invisible. Drivers pull out in front of me without considering the fact that there are I have the right of way as well and that common road courtesy should prevail.

I'm not sure about you, but I cherish my Beetle and my Bus. But when I drive them anymore, I can quickly become a nervous wreck. I find I have to constantly try and anticipate what the other idiot is going to do. Will they turn in front of me? Will they see that I'm coming? Will they allow me the right of way? Will they realize that I'm driving much slower than they are? Now I understand exactly what motorcyclists have to deal with when they're on the road.

Driving defensively should occur every minute we're on the road. Regardless of whether we're driving a Volkswagen or our Mustang GT. We must always keep

our wits about us and consider the fact that someone else on the road may not have the same regard for wanting to arrive at our destination in one piece.

Drive safely, drive defensively and enjoy an accident free motoring season.

speaking in a foreign language. If it's worth selling, tell the whole story.

### VVWCA gathering in Eureka Springs

If you're headed to Eureka Springs this year for their annual Volkswagen Festival, August 26th, 27th and 28th, please join up with us for some friendship and VW jabber. Mike Epstein, Russell Cordell and others will all be there. If you're planning on coming, drop me an email and let's look each other up. Email me at burtonwood@vvwca.com.

### Membership numbers to disappear

Over the next few weeks, a decision may be made to discontinue printing the member number on the front of the newsletter. The member number is used by us for data entry into our database. It is not used to login to the website but is used internally to numerically sequence our membership. So, what's the alternative? Beginning with renewals received after August 1st, we'll be mailing you your very own personalized membership card. This card will identify you as a member in good standing with the VVWCA.

### Take those photos and send them in

While you're attending your favorite VW show this year, pull out that digital camera and shot some photos. We can always use them in the newsletter or online. You can email them to me or put them on a disc and stick it in the mail. The higher the photo resolution; the better the reproduction quality. Email them to: burtonwood@vvwca.com or stick them in the mail them to: Vintage Volkswagen Club of America, PO Box 1842, Mason City, Iowa 50402-1842.

### Don't use that address, use this one

No, the club hasn't moved ... we've just changed our mailing address. Items mailed to our old Springdale, Arkansas address may get lost in the shuffle or returned to you.

Membership renewals, classified ads and all other matters of importance should be mailed to: Vintage Volkswagen Club of America, PO Box 1842, Mason City, Iowa 50402-1842.

## Ramblings from the corner office...

Howard Query      burtonwood@vvwca.com

### Yes the labels were screwed up!

For months it seems as though no one pays attention to their membership label, until label processor screws something up. That is exactly what happened with our last issue of the Voice. Membership expiration dates were printed incorrectly and the membership number was left off the label. Everything has been corrected and there's no need for concern. However, if you really need to find out when your membership expires and you'd like to recheck the date, you can always email us at membership@vvwca.com or burtonwood.vvwca@q.com,

So when do you mail out the Vintage Voice anyway? The Vintage Voice is usually mailed the first week following the close of the bimonthly cycle. Example: the May/June Vintage Voice would get mailed the first week of July. We've never understood why magazines mail out their publication two months before the month ever begins. Odd, isn't it?

### Member Classifieds

No we've not discontinued our member classifieds section. We just haven't had many over the course of the past couple of months. You'll find we're revitalized the classifieds section in this month's newsletter. Plus, by the time you read this .. you'll also be able to review the classifieds online in the Member's Only area of the website. To place a classified add, log on to the website or you can mail them to us the good old fashioned way at: Vintage Volkswagen Club of America, PO Box 1842, Mason City, Iowa 50402-1842.

PS: If you're sending us a classified ad, please do not abbreviate. To some people, abbreviations are like

# Transporters and the Westfalia



**A**t an October 2007 weekend a big party was held at the Volkswagen Transporter factory at Hannover, Germany. It celebrated the 60 anniversary of the VW Transporter. The party lasted three days with a number of rock and rolls bands entertaining, including the "WHO" and the movies "Little Miss Sunshine" was shown. I do not know about the Who but I know the movie featured a bay window bus. To realize how big this event was one has to know that Transporters from 28 nations showed up with 71,000 participants. 5,100 of them slept in their Camper vans. The British were, like always, very well represented. It is something of a puzzle to me, how the British have taken Volkswagens to their hearts. Especially the Transporters and their vintage camper versions are very popular on the island.

Volkswagen Transporters have received a lot of attention lately as they should. As of today Volkswagen has produced a remarkable 10 million of these fabulous vehicles. Recently I have reviewed an excellent book by an English author covering the sixty years of the Transporter with excellent information on just about

every Transporter model ever produced. A few years ago I wrote about the genesis of the Transporter, it is a really and truly remarkable story.

It all started when Nordhoff in 1948 was afraid that Volkswagen may not survive relying on the Beetle alone and wanted to have another leg to stand on. Besides other German companies had at the time already started producing similar vehicles, some even using rebuild Volkswagen parts. It made a lot of sense for Volkswagen to have a transporter type vehicle for commercial use. Most car sales during the late forties went to either Government entities or to small commercial businesses. Trucks were outselling cars by a considerable margin in 1947 and 1948.

Against the advice of management, Nordhoff pushed the transporter idea and just a few months after he had been put in charge of Volkswagen he hired a top engineer especially for this project and by November 1948 he approved one of his proposals. By the 11th of March 1949 a first workable prototype using as many of the Beetle parts as possible was tested. However, many of these parts turned out to be too weak and most of them



**1949**

had to be redesigned.

As a result Nordhoff got a unitized body design and other reinforced parts for the Transporter and by the 12th of November 1949 the first 8 prototypes were ready to be introduced to the public. After some more testing official production started March 8th 1950. While the Transporter went through more testing and redesign during the first few months the market absorbed all the cars the factory could build and additional versions of the Transporter were added, the most popular is considered today the Samba version which went into production in 1951.

By 1961 160 000 had been built at Wolfsburg, but demand was such that a new factory had to be built in Hannover just for





the Transporter. The Transporter, always hopelessly underpowered did over the years receive incremental increases in displacement and power, however it was never really enough, especially with the heavy camper versions.

While originally very successful in the US, especially during the seventies, Volkswagen eventually gave up in 1993 importing the Transporters after Chrysler and others introduced their minivans with more power. The market for Volkswagen was shrinking fast. Americans,

especially women liked the lower entry height of the domestic minivans and men, I am sure, enjoyed the much more powerful engines of the Chrysler vehicles.

Feeble attempts were made to reintroduce Volkswagen Transporters again now called the Euro Vans and also supplying Winnebago with long wheelbase chassis to built Campers In 1999 and 2000. Demand was however underwhelming and the prices too high and in 2003 imports stopped altogether. I just talked recently to an owner of a 2000 long wheel base Winnebago version and

he was very happy with it. He had paid \$ 33,000 for it and claims that today these conversions sell for over \$ 40,000.

Today Volkswagen builds its own Campers based on the Volkswagen Multivan. Multivan is the new name given by Volkswagen to their Transporters after the Vanagons, Euro Van, Caravel and a number of other names were discontinued. These in house built Campers are sold everywhere in the world except for the US and called California or California Beach. They are a far cry from the previous Westfalia in a

number of ways from what I have seen and from what has been written about them. The interiors are of a much higher quality and best of all, the twin turbocharged two liter Diesel engine puts out 190 hp and 400 pounds of torque. Coupled to a six speed automatic transmission



**INFLATABLE WESTFALIA**

it is possible to accelerate in less than ten seconds to 60 mph and getting 35 miles to a gallon of Diesel fuel at the same time, which I think is very impressive. It is even available in a four wheel drive version, the Syncro. Any chance of getting this vehicle to the US? I do not think so; the price of one in Europe converted into dollars is over \$ 50,000, an amount I think nobody except some fanatic would be willing to pay over here.





# The Beetle in 1985

## 50 Years of Volkswagen

by Heinz Schneider s.heinzo@verizon.net

By 1985 yearly Worldwide Beetle production had dwindled to 86 189 compared to the 118 138 produced just the year before, in 1984. In 1985, 30 566 were built in Mexico, some for export to Europe. On July 2 1985, the last shipment with 3 150 Beetles left Vera Cruz, Mexico, and arrived at the port in Emden, Germany, on August 12. With that official imports and therefore the Beetle availability in Europe came to an end. While the Beetle was considered unique in its class it could not compete with other cars sold for less and offering so much more. In addition, clean air and safety requirement became stricter in Europe too. These regulations were at first based on American Laws but did become eventually even stricter as the ones in the US. Another factor hardly ever mentioned was that it actually became too expensive to import

Mexican Beetles. Some cars were damaged on the way from the factory in Puebla in Mexico to the port of Vera Cruz, more damaged happened in Vera Cruz where the cars were loaded. As if that was not enough, at the arrival of the last shipment at Emden a severe hail storm caused even more damage and many cars and more work was needed to make them salable.

With the end of Beetle sales in Germany an ad appeared under the heading "Der Letzte Käfer", the last Beetle. Here is a translation of the text: "No car is as well known in the world as the Beetle. It did not know any class-distinction; it was not a status symbol. For 50 years the Beetle was always recognizable as a Beetle. For 50 years it has been built and almost 21 million were sold. In the automotive history this is

a lonely world record. Now, there is a happy end. The Beetle will depart from its million admirers, with the last 2 400 units of its kind, having exclusive and sporty accessories. Even though it will disappear from sales literature and dealer show rooms it will however still be around on our roads for quite some time".

50 Years of Volkswagen anniversary: Nobody is sure at what day the very first Beetle actually hit the road, apparently the people at Wolfsburg decided to pick October the 17th 1935. It was on this day that the first Volkswagen pre-prototype, the V1, was introduced in Berlin to the people who financed its development, the German car manufacturers association. Next day the same car was driven to Hitler's retreat in the Alps.

The 50th anniversary celebrations were held at VW Museum at Wolfsburg with Carl H Hahn giving the opening speech. One of his remarks was "Over the years many have asked when you are finally going to stop making the Beetle? And today many ask why are you stopping to make the Beetle?" Ferry Porsche, Herbert Kaes and Major Ivan Hirst were all still alive

and invited to the celebrations. A picture was taken showing Ivan Hirst signing the hood of a special Beetle. This particular car is now on display at the VW Museum in Wolfsburg. It was also the first time that the Museum opened to the public.

To honor the occasion a special series of 3,150 Beetles were built having the inscription among other special features like a gun metallic, clear coat paint, green tinted glass and 4.5 inch wheels, it had a "50 Jahre Käfer" decal placed on its engine lid and front quarter panels. Anybody who has seen this special model must agree that it was the best looking Beetle ever built.

Volkswagen estimated that over 8 million Beetles were still in circulation world wide in 1985 and 1 million of these in Germany.

The Beetle in Brazil: Brazilian production reached 55 496 Beetles compared to the 68 105 built the year before.

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## Book Review

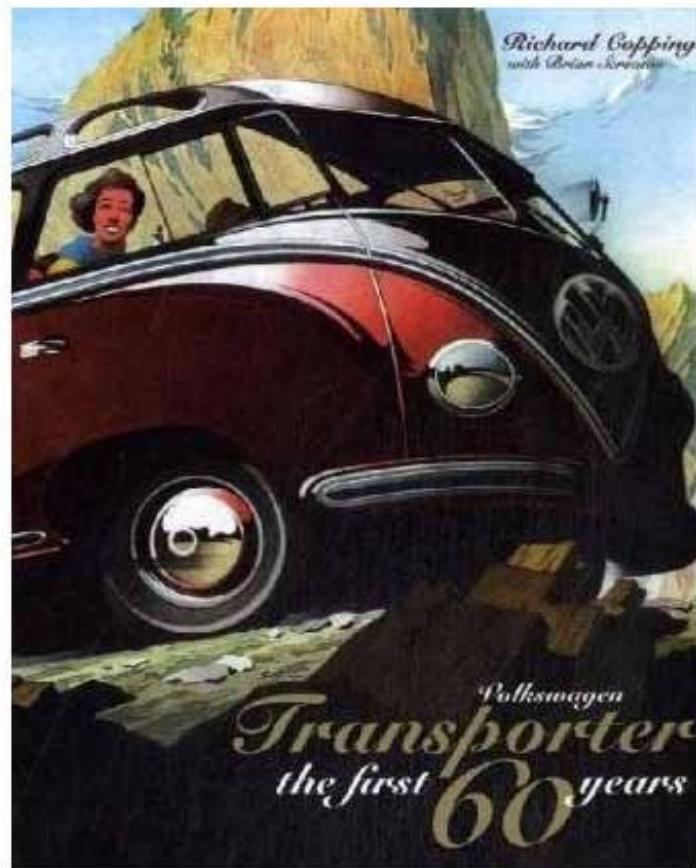
# Volkswagen Transporter, The First 60 Years

By Richard Copping with Brian Scream. Published May 2009 by Haynes Publishing, Sparkford, Yeovil, Somerset BA22 7JJ, UK. www. Haynes.co.uk. Large 12 by 9 format, Hardcover, 400 pages, hundreds of mostly color pictures. ISBN 978 1 84425 579 5.

Price \$62.95, \$39.66 at Amazon.com.

I am sucker for books about Volkswagen, and have paid over a hundred dollars for some. Of the real expensive books I have reviewed only one, the one about VW in Australia. Compared to the hundred Dollar books this one at \$ 40 is worth every penny. For anyone who wants to know about VW Transporters here is the most complete book ever written about this subject. It covers the Transporter from its inception to the final 2009 versions. By the way, Volkswagen always tried to find a name for the Type 2 but never found one they liked. Eventually the name Transporter became officially accepted just like the name Beetle would, many years after the public had used that name. Today the many generations of Transporters are known by T1 as being the split window, the T2 as the bay window version. The T3 was the one that got rid of the torsion bar suspension and even got a water cooled engine in its final form, and was also available as a four wheel drive for the first time called the Syncro. With the T4 came the engine in front. The latest version, the T5, the presently marketed version of the Transporter was introduced in 2003 and is a refinement of the T4. This book gives us detailed information about all the of these different Transporter versions, in text and with many pictures. A large section is devoted to the different Campers that had been and are still available, albeit not here in the US.

The book is not about Transporters alone. Even though, that section alone would justify getting it. It also contains a lot insight into the personalities at VW from the early days of the gestation period of the Transporter. I find it remarkable that, today in 2009, I would finally find a book that does coincide with a lot of my findings. The research by the author, Richard Copping goes into relationships between Ivan Hirst and Heinrich



Nordhoff, which was not too amiable. Nordhoff did not think much about Hirst and did not think that he was capable of running a company. Hirst thought that what Nordhoff did could have been done by a monkey because everything was put in place by the British by the time Nordhoff took over. Too bad that these two men, who were more than anyone responsible for the survival and success of Volkswagen, did not have a closer relationship.

The colorful Dutchman Ben Pon is well explained. We find and I agree that it is not at all that certain that Pon was the one whose idea and drawing was the actual trigger in creating the Transporter. I too had questioned this official Volkswagen version. There were a number similar vehicles being produced In Germany at the same time, some even using rebuilt VW engines and transmissions.

Credit is given, as it should be, in the book to Nordhoff for pushing the transporter idea. Nordhoff previously a truck specialist with General Motors saw the need, with most of any kind of transportation destroyed

# VVWCA

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Please allow 4 to 6 weeks for processing. Enroll or renew your membership online using our **PayPal** services at:  
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# VolksWoman

## Pity the Poor Unused VW

by Lois Grace  
vlkswlmn@sbcglobal.net



Every two years, the Golden Gate Chapter of the Vintage Volkswagen Club of America hosts the Solvang Vintage Veteranentreffen, a gathering of pre-1967 Volkswagens from around the country. The meet is unique in that it was envisioned - by Jan Peters, founder of the GGC - as a tribute to the Volkswagen heritage, and modeled on the Veteranentreffen in Bad Camberg, Germany, held every four years. On the weekend of September 22, 23 and 24th, enthusiasts again converged on Solvang, California, for the 9th vintage meet.

As in years past, vintage VW's of all shapes and sizes literally took over the town on Friday afternoon, as their occupants settled into local hotels. Solvang is a small Danish community about an hour north of Santa Barbara, and with some of the most beautiful countryside around it makes for a great vacation spot. The 3-day Volkswagen show is only one of many activities to keep you occupied while in this lovely area. Wineries and vineyards abound nearby, and there are scenic drives to exercise those vintage VW's.

We left San Jose on early Friday morning for the 247-mile trip to Solvang. We drove Gus, my 1990 Golf GTi, in case the weather dictated air conditioning somewhere along the trip.....after driving both my 1959 Single Cab and 1958 Convertible Beetle on this trip (the truck in 1990 and the convertible in 1992) I didn't feel the need to prove anything by taking one of my oldies. Hey, I'm getting old and I like my creature comforts! Anyway, we arrived in good shape after a leisurely cruise south with 3 other VW's: a 1956 Oval



Window Beetle, a 1965 Karmann Ghia coupe, and a 1966 Beetle. After checking into our room at the host hotel (the Royal Scandinavian, which was complete with enough gingerbread to choke a horse) we set out to explore the town and surroundings. Of course, having been here numerous times before there weren't many surprises, but it was great to be back with all our VW friends. The best part of the whole weekend for me and many others was all the socializing with friends. Sometimes we see people at this show that we don't get to see at any other time of the year. Of course, driving our old cars isn't bad either! Friday night was the Toy and Literature show at the hotel, and a



good-sized crowd showed up. Rare VW toys and paper memorabilia come out of storage, and onto the table for some pretty commanding prices. I didn't see much that I could afford so didn't buy anything. As the toy show wound down that evening, Rob and I and some friends went out to soak in the hot tub after our long drive.

Saturday morning dawned with a bit of fog, and by the time I got up, everyone had left for the show field. My work shift wasn't until later in the morning, so I was able to enjoy breakfast with friends before heading out. This show has changed venues several times over the course of the years, and in my opinion the current location is the best one ever. It is now held on the grassy lawn in front of the church at Mission Santa Ines, right in Solvang. (If you remember the lessons on the California Missions you learned in grade school, you'll recall that Father Serra founded a string of 21 missions along California's coastal area, and Mission Santa Ines was number nineteen, founded in 1804) Since I wasn't showing a car, I was able to walk right from the hotel and into the show. The cars were lined up in their respective classes, and things were well

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under way by the time I arrived. The sun had come out and it promised to be a glorious day. I immediately noted what I thought was a Dannenhauer and Stauss, and next to it was a really nice Schwimmwagen. The row of Ovals was well-represented, as were the big-window Beetles. We estimated that there were about 40 cars more in attendance than two years ago, and the stream of spectators never seemed to stop coming in the gate. This show is a bit more relaxed overall than our other yearly effort, Kelley Park. For one thing, it's not as big, but people seem to have more time to relax and socialize and that seems to make for a more enjoyable atmosphere.

The show wound down around 3:00, and the trophies were awarded with the Dannenhauer and Stauss belonging to Dick Christensen (from Prescott, AZ) taking first in its class as well as Best of Show. This car is an amazing piece of work, and must be seen up close to really be appreciated. Everyone pitched in to help take the show apart, and within a couple hours we were all back at the Royal Scandinavian for some swim time in the hotel pool. That party broke up in the late afternoon, and we all headed back to our rooms to get ready for the dinner that night. We spent a very enjoyable few hours at the dinner that night (in one of the Royal Scandinavian's banquet rooms), having some great food and listening to Larry Edson's account of the Ghia Treffen in Germany the year before (to celebrate the 50th anniversary of the Karmann Ghia). It was late when we finally got back to our room and fell into bed.



The next morning, we had another great Solvang breakfast (that means PASTRIES!) before joining everyone else on the curb on Alisal Avenue, in front of the hotel. The cars were all lining up for the wine tour that was due to start at 10:30, and it was the perfect photo op - not to mention that you could get up close and personal with just about any of the cars you wanted to see better. We didn't go on the wine tour this year as we needed to get started on the trip home. A few years ago we did do the cruise though, and it usually ends at a local winery for tasting and a winery tour. After seeing the group off, we stopped at a bakery on the way out of town for some "to go" Danish, and hit the highway



north for home. The long Solvang weekend is a very fast three days of fun, food and friends and it was over again for another 2 years.

# Colonel Charles R. Radclyffe

In 1953, the 50,000 th Volkswagen imported to the United Kingdom was presented to a Mrs. Radclyffe, the widow of Colonel Charles Radclyffe. It was a good will gesture by the British Volkswagen importer and the Volkswagen Company in Germany in recognition of her husband's contribution to the survival of Volkswagen immediately after the Second World War. An article published in a newspaper in Great Britain on the same day about this event had this headline: "Volkswagen thanks a British widow"

Colonel Charles Radclyffe had during the war been in charge of tank and parts supplies for the British Royal Tank Corps. After the end of hostilities in 1945, he went to Berlin to assess German military records dealing with tank production. The British government wanted to know whether anything could be learned from the Germans. Once this job, which did not last long was completed he moved to the northern German town of Minden in the British zone of occupation and was put in charge of supervising all light mechanical manufacturing for the Control Commission of Germany (the CCG). This job included the responsibility, among many others, dealing with all matters concerning Volkswagen, Karmann and Hebmüller. It was he who made sure, at the recommendation of Colonel McEvoy, that the VW factory was exempt for four years from being dismantled for war reparations. This action was, without doubt and as many agree, key to the survival of Volkswagen. If any parts of the factory would have been carted off, it would not have been possible to restart production and the workforce, as it was, would have been dispersed.

It is not certain at what date Radclyffe came to Minden to take over his responsibilities. We know however that on August 7th he called a meeting, where matters of



civilian transportation needs within the British zone of occupation of Germany were discussed. That was about three weeks before Hirst arrived at Wolfsburg on August 26th. It was also on that same day that the post-war German Automobile Manufacturing Association the VDA was established and a man called Wilhelm Vorwig was appointed as its head by recommendation of Radclyffe. Vorwig would coordinate the parts supply for the car manufacturers and was in this position essential for the production of cars at Volkswagen. Anyone who knows about the development of the Volkswagen may recall that Vorwig was the man who had been appointed in 1937 by the German car manufacturers to supervise the testing of the first three Porsche built Volkswagen pre-prototypes and wrote the report that the prototypes had problems but that it was worthwhile to continue developing the car. Again years later, in 1947 he was the person who would recommend Nordhoff to Radclyffe and to Hirst as the candidate for general manager of Volkswagen.

By all accounts, Radclyffe was very well qualified for his position. During the First World War, France was the most heavily motorized nation in Europe. Radclyffe

spent some time there to study the use of motorized vehicles for war purposes. Between the wars, he returned to private life and even worked at one time in the US for a bus company. After rejoining the British Army in 1939, he was in charge of tank supplies and spare parts.

Major Ivan Hirst arrived in Wolfsburg late August 1945 and reported to Radclyffe directly. Radclyffe would help Hirst whenever Hirst had a problem running Volkswagen. During the worst days at the factory, with all the shortages of materials and supplies, he would put the weight of his position and authority to move British and German bureaucrats and the rest of the allies to get supplies moving. At the request of Hirst, Radclyffe would hire a number of British ex-officers with car manufacturing experience. One was Richard Berryman and another Charles Bryce to help with the many problems Volkswagen was having acquiring materials for production to keep quality of the cars at a more or less acceptable level.

Radclyffe also initiated the export of Volkswagen to other countries, even though, not always with great success. A trip he took with Hirst to Paris in 1947 to see whether there was a market for the Beetle did not turn out too well. However his negotiations with the Dutchman Ben Pon were more successful. Ben Pon even left a well known drawing and note with Radclyffe, suggesting the building of a Volkswagen transporter.

During October 1947 Radclyffe would on the recommendation of Vorwig negotiate with a man called Heinrich Nordhoff about taking over the management of the VW plant. After Nordhoff was hired, Nordhoff would only deal with Radclyffe in all matters concerning Volkswagen and he would, what seemed to be and affront, ignore Hirst completely. As time went on, and the political situation changed, the British became aware that it did not seem right to run a business in Germany and they started to look for someone to take Volkswagen off their hands. Contacts were made with countries and companies to encourage them to take Volkswagen. The most serious negotiations took place with the Ford Motor Company in 1949. Radclyffe as well as Nordhoff, who was running the day by day operation by this time, thought a takeover by Ford would solve the many problems Volkswagen still faced. Volkswagen and the German Ford Company were both located in

the British zone of occupation and under Radcliff's supervision. While Volkswagens were selling quit well at the time nobody expected it to continue for long and a merger of the two companies was thought to be an ideal solution for everybody concerned. Ford could have had Volkswagen for free but after looking at all the legal ramifications about the question of ownership and the proximity of Wolfsburg to the Soviet zone of occupation, Henry Ford pulled out of the deal. Fortunately, Volkswagen was able to make it on its own and after no one else showed any interest, the British decided to give Volkswagen back to the Germans.

There is a widely distributed picture taken at the time of the handover, which took place on September 6th of 1949, where Radclyffe signs the official papers. This picture shows Ludwig Erhard the German Minister of Economy and the head of the state of Lower Saxony were the Volkswagen factory was located while Nordhoff was looking on.

With this signing, Radclyffe's role in Germany and at Volkswagen came to an end. He died a few months after finishing his tour of duty in Germany in March of 1950. Most VW enthusiast may know Radclyffe best for the two-seater roadster the workers at the plant built for him, known as the Radclyffe Roadster. This car would later become the inspiration for the Hebmüller convertibles.

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## A friendly note from Glenn Ring ..

We finally got a club banner and had the VVVCA logo added. When someone asks us for club info we have a sheet with Das Volks on the top and VVVCA info on the bottom half.

Best regards,  
Glenn Ring  
[www.dasvolks.com](http://www.dasvolks.com)

*Director's Note: Thanks Glenn. We're honored to share our logo for use on your banner. Similar to your website, the banner looks great. Howard*

Have you ever wondered  
why you never see a VW  
Beetle parked outside of  
a psychiatrist's office?



Pictured:  
Pat Yeager Windisch

## And they thought it couldn't be done...

Howard,

This is the picture I had mentioned. Just goes to show what "determination" will do.

Several years ago, I worked for the Department of Defense teaching school in the overseas schools.

One day, another teacher and I decided to go "shopping" for china, crystal, etc. in an adjoining town. We were living in Erlangen, Germany at the time.

When we got back to the Bachelor Officers' Quarters AND started to "unpack", we couldn't believe how much we have bought. So, in order to prove we actually brought everything back in her "Ghia", we took this picture! The clock is in my kitchen now.

Even I ... now ... wouldn't believe it if we didn't have the picture.

Karen Garrett, Oregon

Director's Note:

*I probably wouldn't have believed it either had I not seen the photo. I still can't imagine when you had put it all and still had room for the two of you as well. I guess that even though a Ghia is a small car by today's standards, it still packs a lot. Great photo! Thanks for sharing! Howard*



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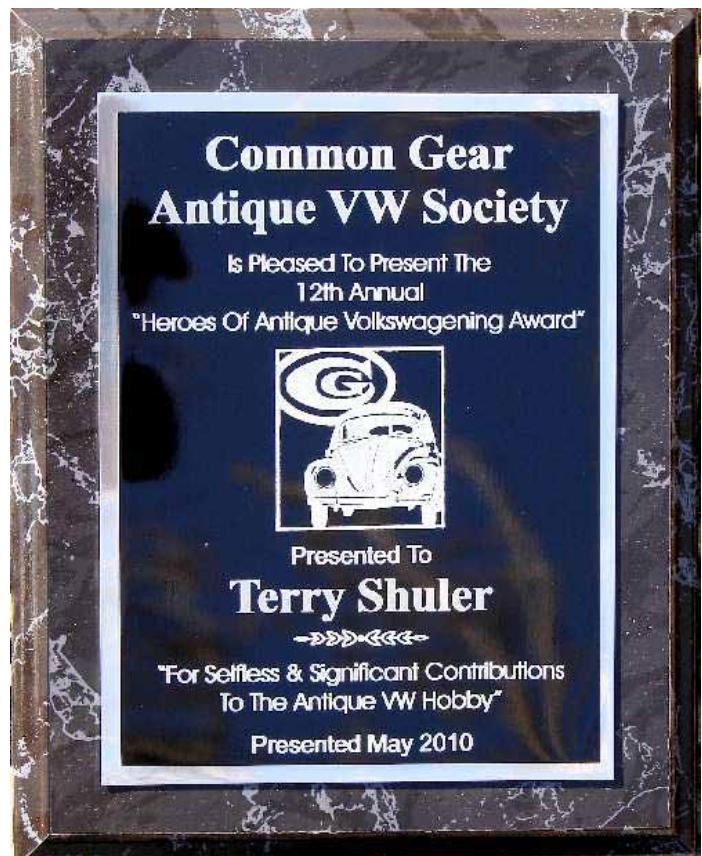
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# **“HEROES OF ANTIQUE VOLKSWAGENING AWARD” FOR THE YEAR 2010**

The Common Gear Antique Volkswagen Society is happy to announce this year's “Heroes of Antique Volkswagening” honorees. We are very pleased to recognize this year a man who has literally revolutionized the way old-VW hobbyists communicate and share information. The “Heroes” award program was originated in 1999 to help recognize those people within the antique Volkswagen hobby world who have especially given of themselves to help other hobbyists, often with little to no personal gain or attention. The inaugural recipient in '99 was talented Michigan-based antique VW restorer Dave Crompton. There were two recipients for Y2K: Pennsylvania's tireless antique VW hobby advocate Jim Siegfried, and New Hampshire's intrepid antique VW road warrior Bill Collins. The three 2001 honorees were California's “world class” enthusiast/author/entrepreneur Rich Kimball, Connecticut's unsung long-time workhorse event organizer Chuck Pisconski, and Missouri's super-enthusiastic event participant/organizer/”do-er” Bill Bowman. Our two honorees for 2002 were Michigan's “positive guiding light” Bob Case, and California's amazing Golden Gate Chapter (VVWCA) head man Rick Spohn. In 2003 we gave a much-deserved spotlight to that long-unsung, low-key, behind-the-scenes “doer,” Nebraska's Matt Joy. 2004 saw recognition of Wisconsin-based master-restorer of drivable classic VWs Connie Holcomb, and California's long-time vintage VW hobby enthusiast/organizer/promoter Jan Peters. In 2005 the “Heroes” spotlight shone on Massachusetts resident and dedicated vintage VW hobby leader Peter Cook, and Iowa's “ironman” vintage VW behind-the-scenes-doer-of-all-things Howard Query. In 2006, the “First Family of Air-Cooled VW Performance,” the groundbreaking and truly legendary Berg Family, from California, were most deservedly honored.



In 2007, our honorees were Arizona's “godfather” of VW toy, memorabilia, and goodwill Jerry Jess, and VW restoration parts pioneer Tony Moore of CA's Wolfsburg West. For 2008, the extraordinary (and extraordinarily loved) couple from California, Erich and Wendy Kircher were recognized for their contributions to the hobby and to humanity. And in 2009, the AZ-based internet impresario Everett Barnes of “TheSamba” fame was honored for his significant contributions to advancing the state of the (old VW hobby) art. This year's “Heroes” honoree is Pennsylvania's Terry Shuler.

It can arguably be stated that the Antique VW Hobby did not exist before Terry Shuler came along. While there were fledgling efforts in the mid-to-late 1970s at connecting people with similar interests in old VWs (most notably including the founding of the Vintage VW Club of America in 1976), it took Terry to take the bull by the horns, and really work to establish the hobby's legitimacy. And tirelessly work he did, communicating, writing, publishing, and generally “spreading enthusiasm” within the old VW hobby world. Countless people were touched by his friendship and welcoming spirit. Countless spin-offs of other Antique Volkswagen-focused organizations, business ventures, and projects (such

as this one!) came about in no small part due to Terry Shuler's vision and positive influence. To many, he is regarded as the Godfather of the Antique Volkswagen Hobby. We truly feel indebted to Terry Shuler for all of himself that he gave to the Antique Volkswagen hobby, and are very pleased to be able to help recognize his significant contributions.

The official "Heroes" award announcement in the honor of Terry Shuler is planned to take place on Sunday, the 23rd of May, as part of the festivities of the Michigan Vintage Volkswagen Club's "23rd Annual Vintage Volkswagen Festival," at Ypsilanti, MI, ref: <http://www.mvvc.net/EventPages/Festival2010/festival.html>. The MVVC Festival has

traditionally been the venue for the announcement of the annual "Heroes" honorees, ever since noted MI-based restorer Dave Crompton received the inaugural honor in a ceremonial presentation at the 1999 event. The Common Gear Antique Volkswagen Society wishes to thank all those who participated in this year's "Heroes" award process, including this year's esteemed nominator Jim Siegfried. Special tips of the hat are also due to Howard Query for his assistance with this year's process, and also once again to Lynn Anderson of the MVVC for her ongoing help & spirit.

## Classifieds

**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:** 1 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

### 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. 1968 VW Radio complete, in original shipping box, with antenna, speaker, instructions, condition NOS, \$950. Rosenthal bud vases, many to choose from, will send pictures, condition 1-10: 9 to 9.5 with hanger clip, price \$350. Steering wheels in pristine condition, with full Petri rings, 55 and down, also 56 and up, with many horn buttons, all original, sun and moon, single castle, double castle and St. Christopher, prices vary, call for more info and pictures. Contact Phil (Hotdog) Weiner, 9625 SW 15th St, Miami, Florida. 33174. Phone/Fax: 305-552-0982. If faxing, please call first.

### CARS FOR SALE

1957 Beige, cab off restoration, new everything. Turn key. Several accessories. Give away at \$19,000. Will take payments. 1962 VW, new tires, rebuilt engine, 40 hp, changed over to 12 volt, new brakes, turn key, price \$8500. Contact Phil (Hotdog) Weiner, 9625 SW 15th St, Miami, Florida. 33174. Phone/Fax: 305-552-0982. If faxing, please call first.

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:** VVWCA Vintage Voice, c/o Kimberly van Mourik, PO Box 1472, Nederland, CO 80466-1472

1981 Westfalia Camper, very good California, use or show. \$6,200.00. 1982 Rabbit convertible, all good and fun driver with decent mechanicals, top and interior. \$3,500. Trades and offers considered. Call for detailed information flyer. North East Ohio. Don Bowker. 330-274-8872.

1986 Westfalia Camper. Excellent condition. 60,000 miles on new motor. Complete with refrigerator, stove, new brakes, rebuilt frontend, new propane tank, new main and auxiliary battery. No rust, no dents, no accidents. Front and rear heaters. Located in Iowa. For photos and more detail go to [www.burtonwood.com/westy](http://www.burtonwood.com/westy). \$12,500.00. Call 641-425-7382. Howard Query

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Rare restored Sears Alstate One Wheel trailer. Entire frame has been powder coated. Trailers behind your Beetle perfectly. Extra parts (wheel, bearings, etc) available. No drilling required for mounting on the rear bumper. Bolts directly to your Beetle using existing bumper bolts. \$1,500 firm. You arrange transportation. Photos can be seen at [www.burtonwood.com/trailer](http://www.burtonwood.com/trailer). Call 641-425-7382. Howard Query

# SAVE THE DATE

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## TECH TIPS 40 h.p. - 1600 c.c. Fuel Pump Rebuild

We've discovered that our two most common fuel pumps were discontinued by the manufacturer; the threaded inlet 40 h.p. pump and the 1300-1600 c.c. slip-on inlet version. Therefore, we thought this would be an excellent time to walk through the steps of the common 1960's fuel pump rebuild.

Each month, our tech support team receives numerous calls regarding fuel starvation. The first suspect for such a problem is of a faulty fuel pump. However, the suspected fuel starvation problem may also be the result of a faulty ignition system (ignition point tolerances, fouled spark plugs, worn ignition cables etc.).

To isolate the suspected starvation problem, you will need to gauge whether or not the fuel pump is pumping adequate fuel to the carburetor. The first step is to remove the top half of the carburetor and check for a reserve of fuel stored in the carburetor body. If a reserve of fuel is present in the carburetor body, this is an indication of proper and sufficient fuel delivery. If you are using a clear in-line fuel filter, do not use this as a barometer for fuel delivery. It is very common for these filters to be three quarters or even half full.

One last note on fuel pump

diagnostics. A lot of attention is paid to the fuel pump pushrod length in VW workshop manuals. I have never found a pushrod that was worn to the point of affecting the fuel delivery. However, there is one very important tip with regard to the rod length. When VW switched from the generator to the alternator electrical system, they modified the fuel pump to clear the larger alternator housing. The pushrod length for an alternator style fuel pump is 8mm shorter than the generator style. I think you can imagine the consequences of using the wrong pushrod!



1. Inspection: Take a minute to inspect the configuration of your particular fuel pump. Some of the replacement fuel pumps were manufactured as an encased unit with the upper and lower hemispheres crimped together. This style of pump cannot be rebuilt, and must be replaced entirely. In short, fuel pumps that lack screws securing the upper hemisphere to the lower hemisphere fall into this category.

## 2. Disassembly

With the pump removed from the car, start by removing the inspection cover plate securing screws located on the vertical side of the pump. With the plate removed, use a screwdriver to remove the rocker arm spring.

Next, remove the rocker arm pin (Two methods were used to secure the pin: One involves the use of "C" clips, while the other method was press fit. If your pump uses the press

fit method of securing, use a punch to close the hole slightly after installation, thus insuring that the pin will not work its way free in the future). Inspect the pin and rocker for excessive wear. Remove the top cover (secured by 1 hex bolt) and screen found underneath. Remove the six slotted screws that hold the upper and lower hemispheres together. If the diaphragm is adhered to the lower hemisphere, use a screwdriver to remove.



Remove the top cover (secured with 1 hex bolt) and screen found underneath. Remove the six slotted screws that hold the upper and lower hemispheres together. If the diaphragm is adhered to the lower hemisphere, use a screwdriver to remove. Here is a photo of the completely disassembled 40hp fuel pump.

3. What to Look For: Contained in the upper half of the pump body is two check valves. These are critical to the operation of the fuel pump and must be functional. To verify, lightly push onto each check valve. Upon depression, they should move downward and have a slight resistance (the valves are spring loaded). It is a very common problem for the check valves to become seized. If this has occurred, the fuel pump is rendered irreparable.



Check the flatness of both the mounting flange (the area in which the pump mates to the engine case) and the upper and lower body mating surfaces. Warpage in any of these regions may by remedied by placing a sheet of 120 grit emery cloth onto a piece of glass and sanding the pump body while holding the surface parallel to the glass.



4. Assembly: Assembly is basically the reverse of disassembly with particular attention paid to the following:

- Do not over tighten the screws holding the two halves together! Doing so will warp the body and require you to flatten the halves as mentioned above.
- Check that the upper fuel line fittings are pointed in the correct direction when assembling the two halves together.
- Fill the lower halve behind the cover plate with a universal grease.
- Make sure that the cup at the base of the diaphragm is fully seated in the pump housing.



Here are a few examples of early fuel pumps used by VW.



Left to Right  
Early 25hp pump  
36hp, 1954-1957

Late 36hp  
40hp with threaded inlet pipe  
1300-1600cc  
Alternator style fuel pump

# MOKAN 2010 CELEBRATING 25 YEARS

by Chad Cunningham chadc1@kc.rr.com  
photos by: Michael Epstein and Howard Query

The 2010 Bug Blitz Bus Blast was a great success, thanks to everyone who volunteered and helped out. The weather was wonderful all week end after a week of grey skies and lots of rain.

Because of that rain, Park officials informed us on Friday morning that we were not allowed to park cars on the grass so space was at a premium.



All show cars, campers, and swappers managed to squeeze into the parking lot, leaving enough room for visitors driving VWs to park as well. Unfortunately, other visitors had to walk a bit farther than last year, but that did not dampen the spirits and everyone was understanding of our situation. We had 94 show cars; 21 of those also camped. In addition, we had 23 campers who did not enter the judging, and 18 swappers. We did not keep track of visitors driving a VW that we let into the Park, but my estimate is that we had 30-40 of those. All together, a great turn out with 135 registrations.

Lets try to get 200 next year!

## 2010 SHOW RESULTS

**BEST OF SHOW:** Bob Foulk, Sioux City IA (1957 Beetle)

**BEST INTERIOR:** Charles and Patty Peterson,  
Pleasant Hills MO (1954 Beetle)

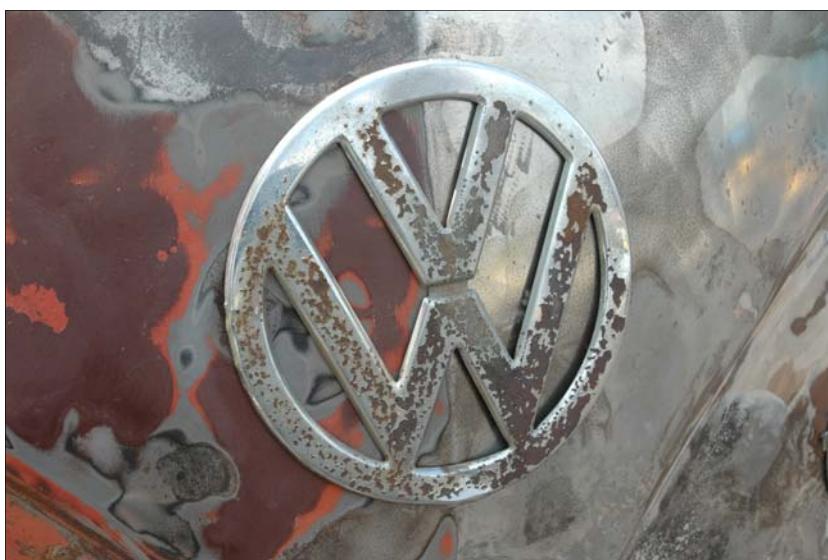
**BEST PAINT:** Greg Copeland, Belton MO (Tube Buggy)

**BEST ENGINE (AIR):** Jamie Miller, Lawrence KS  
(1962 Beetle)

**BEST ENGINE (WATER):** Rob Romine, Kansas City MO  
(1987 Scirocco)







Bruce Simurda from Hot VW Magazine was at the show as well so we may get national exposure later this year! Pictures of this year's Bug Blitz Bus Blast taken by Michael Epstein and Howard Query can be found at [www.vvwca.com](http://www.vvwca.com) and at our website at: [www.mokanvwclub.org](http://www.mokanvwclub.org)

#### ***SPECIAL THANKS ...***

We also thank the following clubs for joining us in celebrating our 25th anniversary: Aircooled Auto Association, Buskateers, Cowtown Aircoolers, German Car Club of Kansas, Golden Spokes Car Club, Loony Dune Buggies, KC Audi, KCbuggies.com, KCH2O, MAVWS, Missouri Micros, MIVE, NEATO, Omaha VW Club, Ruff Ryders, TOP VW, Tri-State VW, VW Club of Nebraska, and the Vintage Volkswagen Club of America.





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