

# VintageVoice

Sept/Oct 2010

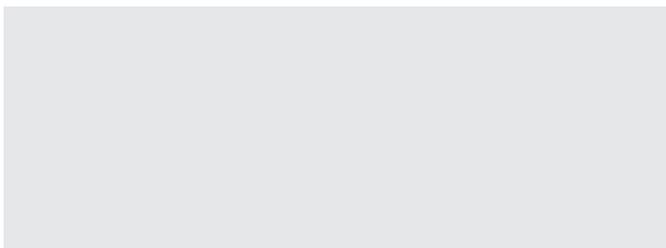
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Eureka Springs, page 24

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# Director's FORUM

by howard query

Burtonwood@vwca.com

**B**y the time many of you receive this month's copy of the Vintage Voice, snow will have touched ground on many areas of the country. And with the beginning of winter, many of us are scrambling to get our cars ready for a deep winter's sleep.

If you've followed these columns over the past couple of months, you will note that I no longer winterize my VWs. Regardless of how cold it might get, I'll continue to drive my cars up until road crews are layering our streets with de-icer. But before I begin my winter discussion, let's touch on one of my favorite times of the year for Volkswagening.

While I enjoy all four seasons of the year, I particularly enjoy and look forward to the turning of the leaves, the brisk fall air, and those moments when we're blessed with a fall rain shower.

When I'm driving my Beetle during the fall, I often find myself reflecting back on those years when I was of a much younger age. I remember those long drives through the countryside, stirring up fallen leaves as I'd navigate the splendor of our home land. Fall drives for me were often cherished and filled with discovery as I'd stand by a babbling brook or park my car within a grouping of trees and listen to the sounds of nature.

Regardless of the temperatures outside, I never really can remember heat inside my Beetle being much of an issue. Oh, I still remember those occasions when the inside of my windshield would fog over but I

don't ever remember really feeling cold or upset with the limitations of my heater. The colder the weather became, the thicker the jacket I would wear. In those days (40 some odd years ago), we simply adjusted and made do with what we had.

Some of my favorite fall moments would be on those overcast mornings or late fall evenings when a thunderstorm would pass through the area. On many an occasion I'd been known to take off for one of my lengthy drives whenever a downpour would occur. Often, I'd race over to one of my favorite country parks or a local cemetery and would park the car for the duration of the rainfall.

Odd, you say? Possibly. But one cannot describe to a non-VW owner the ambience you experience sitting inside a Volkswagen Beetle as raindrops fall upon the roof, fenders, and hood. For me, it's a tranquil, almost hypnotic moment that can only be experienced in a Volkswagen Beetle, Bus or Ghia.

Depending on where you're at, snow may be falling already this season. If you're really lucky ... a rain shower may be taking place. Regardless, take your VW for a drive. Enjoy the brisk air and relive those days of yesteryear and why you ... like me ... discovered a fondness for your VW that you still cherish and hold on to this very day.

As fall turns to winter and cold winds blow, put on a few layers of clothing and take your VW for a ride on some freshly fallen snow. Listen carefully to that special sound of your VW as it plows its way down

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the street. Listen to your tires squeak as they cut their way through the snow. Listen to the faint rush of air as its being pushed through your heater channels. And if nothing else, stop for a moment and listen to that purring sound of your engine as it transports you from one point to another.

Take the time to sit quietly in your VW, enveloped by the surround sound of Mother Nature, and you may hear the sound of time passing by as well. Never mind that, though: You're able to travel through time with your VW. Even if you've never raced a torrential downpour to its next target like I have, you know what I mean when I write that a VW allows you to go places in your memory that you may have thought lost to time.

And, luckily, the memories we have of our VW are immune to changes in the season, as durable as any VW could be.

Regardless of whether you drive your VW throughout the year or park it for a safe winter's nap, we at the VVWCA thank you for supporting this hobby and wish all of you a very warm and wonderful holiday season.



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# The Volkswagen Beetle in 1987

Now Only Mexican Beetles

**M**exico was now the only country still building Beetles. The only other country where Beetles still had been produced was in Brazil, where by December of the previous year Beetle production had stopped. However, Brazil kept on producing parts for the Beetles produced in Mexico. All Mexican built Beetles used air cooled engines and front axles assemblies from Brazil. A total of only 17 166 were built in Mexico making this the total of all Beetles produced in 1987. 1987 model Beetles built in Mexico used Chassis numbers starting with 11G 0000001.

Unconfirmed information has it that in 1987 a few more Beetles were assembled in a small assembly plant in Peru from left over Brazilian parts. No exact numbers are available and these cars were not included in the total for 1987.

Again Volkswagen management in Germany considered stopping all Beetle production. In an attempt to save the Beetle and manufacturing jobs in Puebla, talks started between Volkswagen management, its dealers, and the unions and with

Mexican government officials to see whether something could be done to lower prices and increase Beetle sales. These talks would drag on for years but in the meantime it kept Volkswagen from stopping producing Beetles.

There is not much to report about any changes to the Beetle for 1987, except for the fact that it finally received a long overdue electronic ignition system.

For some readers there maybe some interest to know the problems manufacturers, actually all businesses, encounter in countries like Mexico. The year 1987 had begun with an increase in salary of 23% to all VW employees with the understanding that every three months wages would be revised and adjusted upward if thought to be necessary by the union's representing the workers. By August the earlier agreed adjustments did not seem to be adequate enough and a strike was called that lasted 60 days. During my years working for Volkswagen in Mexico (VWM) there was a strike every year forcing the factory to shut down. Most of these strikes however did not last as long as 60 days. They did however create major interruptions to the

whole organization as one can imagine. What made it easy for the unions to call for strikes as often as they did and get the support of the workers was the fact that each time a strike was settled the workers got full compensation for wages lost by the strike. Obviously this coming on top of the regular vacation time of three weeks a year was a big incentive to go on strikes. As if these were not enough problems for management to run a profitable company they also had to deal with corrupt government leaders. The problems in these cases was that one never knew which government officials had to be paid off to keep the wheels turning and keep officials from passing laws that could hinder

the conduct of normal business. This is a subject I may address more in a future article at least as far as Volkswagen is concerned. I did experience these situations first hand from 1972 to 1977 at Volkswagen in Mexico.

Other interesting things that happened in Mexico in 1987 were the transfer of some tools used to build the Volkswagen Rabbit in the US to Mexico in anticipation of the closing of the Westmorland plant in the US. The Transporter built in Mexico for the Mexican and Central American market was still the T2, also called by many the bay window version. This vehicle received a Rabbit water cooled engine installed at the rear. This made a lot of sense since at the time all water cooled engines for the Volkswagen organization were built in Mexico and air cooled engines for the Beetle imported from Brazil. The Brazilian Transporters however kept on using air cooled engines until after the turn of the century.

By 1987 the Volkswagen Group had produced a total of 50 Million cars world-wide. Of these 20.6 million were Beetles, 6.1 million Transporters. Total Golf sales reached 8.7 million and would reach 9 million before the year ended. In addition 4.0 million Passat were sold and 2 million Polo, as well as 1.5 million Jettas. Others cars built were 7.1 million to make up the 50 million. These numbers are clear signs that Volkswagen was putting all of its efforts now into the new generation of its water-cooled front engined cars.

Car and Driver fan magazine declared in 1987 the Volkswagen Beetle to be one of the ten most significant cars of all time.

An architect with the name of Albert Klein, living in Los Angeles, had by 1987 accumulated over 1 million miles on his 1963 Beetle. In a deal made with the Volkswagen museum he received a Volkswagen Fox for the promise to eventually give his Beetle to the museum to be put on display there. Unfortunately this Volkswagen Beetle was completely destroyed in an accident. I always wondered whether Mr. Klein had to return the Fox.

At Westmoreland, Pennsylvania, Volkswagen stopped producing the Golf, called the Rabbit at the time. Quality problems, constant troubles with the unions and the lower priced Japanese competition made producing cars in the US unprofitable.

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# Volks Woman

## Strange Cravings

by Lois Grace  
vlkswmn@sbcglobal.net



Even though I cut my teeth on Volkswagens, and 30w Pennzoil seems to run in my veins, every once in a while I get an urge for something different. You know, if you'd had (and liked) vanilla all your life it's strange to wake up suddenly wanting chocolate. But this has happened to me, so I know it's possible.

There I was, idly surfing eBay, for nothing in particular. Then I typed "Saab" into the search, and all sorts of interesting things came up. There it was, an uglier-than-the-south-end-of-a-northbound-monkey Chocolate Craving. "IT" was a 1968 Saab wagon, the hideous (to some, but not to me) Saab family car. I was smitten. Just like the poor train-wreck of a 1967 Beetle I found once, I wanted this car. Bidding was fast and furious on the Saab, but still failed to reach the reserve set by the seller. As fast as the car showed up on eBay, it was gone.

Gone too were my dreams of restoring something other than a VW. Gone were my husband's dirty looks when he realized I wasn't joking. I suppose the last one is a blessing - who wants to live with someone who can't see the obvious charms of such a neglected and unloved old car? I could see the potential here and was sorry it wasn't me that got to unlock it. It was a solid, rust-free car, or so the ad stated. "The little V4 motor starts and runs", it said. "Easy restoration", the ad crowed. Located in Arizona, it would have been easy (sort of) for me to drive down there and take a peek. And, I was so certain this was the car for me that I even bet Rob \$100 that I could drive it all the way home with no mishaps. You should have seen his look when I said that.

I have owned a Saab before. Mine was the lovely 1978 5-door GLE though, and while not a V4, it



*Me, in a friend's 1959 (I think?) Nash Metropolitan. From a couple years ago.*



*This was 1959, and I would have been 5? Next to dad's '57 Oval Window in the driveway of our house in Sudbury, MA. The 1954 Ford wagon across the road is ours too, Dad parked it out there so my mom could get down the driveway to get out on snowy mornings.*

was still a Saab. This means that any repairs or maintenance (honestly, any work done on the car) costs approximately ten times what it costs on any "normal" car. Why this should be is still beyond me, except that Saab engineers have different ways



*This is something I'd probably sell just about anything to get: an early Studebaker pickup! Except this is a flatbed. We found it on an apple farm in the Sierra Nevada foothills, and it wasn't for sale. Think it might be about a 1952 or 1953 model. Right up my alley!*



*Me again, with Dad's 1961 NSU Sport Prinz. I was about 6 years old here! Car was a two-seater, 2-cylinder, rear engine, air cooled model.*



*Our KimoSaabie, playing VW at the Solvang show in 1994. See how awful his paint looked on the hood? Sad.*



*Me, pointing to my brother's 1946 Crosley sedan, Bing. This was 4th of July last year. Bing runs, and was driven in the parade that day.*

of thinking about mechanical doings than other engineers. To be a Saab mechanic requires infinite patience, many specialized tools and customers with deep pockets. Or good jobs. Either way, if you are a Saab owner, you will eventually learn the perils of Saab repairing, and this is the main reason I am not a Saab owner any longer. Mine was advancing in years, although it had only a measly 118,000 miles on it. And, every few hundred miles it seemed to need some major repair that was costing me, big-time. The fun I had from this car was slowly being replaced by the frustration of fixing it. Not to mention the fact that its once-beautiful shiny paint (CHOCOLATE-colored I might add) was quickly washing off the car. Literally. I sold it to buy my daily driver, a 1990 Golf Gti which in spite of its now-advanced age, has still not cost me as much as the Saab did in one repair alone. But even with all these facts laid bare, Saabs

have a loyal and fiercely devoted following and I will always count myself among them. Only recently have I begun looking backwards, fondly, and wishing for more Saab torture. After all, when it was healthy (which was for a good long part of it's long life) it was fun to drive, safe, and a joy at 90mph on the interstate. I had visions of chugging along towards home in my 1968 faded red Saab wagon.....with Rob following me in the Ram pickup. Ah yes, it was not to be.

Of course, I still love vanilla, and probably always will. The 30w Pennzoil in my veins has not been totally replaced by Quaker State 20/50, but it coexists happily. Radiators are still a foreign object to me though (I just don't see the need for such a thing). I often forget I have one in the Golf and in the summer it seems forgiving of my forgetfulness. The Golf has been a great car, and is not the diva that Saabs can be. Still, I crave chocolate. But it's manageable. And, I might just indulge that craving sometime. Rob and my friends think I'm crazy, but I remind them that there are a lot of us crazy people out there.

Where does this stuff come from? Where do these odd cravings originate? It can't be explained, I suppose. It's like so many other things: it just IS. I like it that way too. I don't want to question why, in the middle of my vanilla-ness, chocolate or strawberry or Saabs suddenly seem so appealing. And, in my opinion, you've got to be careful of those who deny their cravings, and want you to think they're set in their likes and dislikes. Those people are scary! Not to mention without imagination..... anyway, enjoy your vanilla but have something different every now and then.

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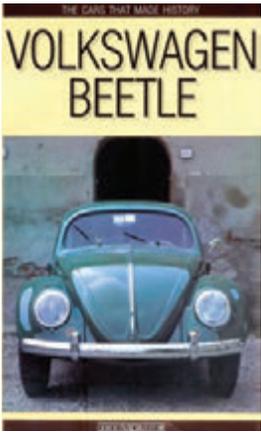
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## BOOK REVIEW

# Volkswagen Beetle The Cars That Made History

By Marco Batazzi. Published in Italy in 1989 by Giorgio Nada Editore, Vinodromo, Milan, Italy. Hardcover 96 pages with many black and white pictures. ISBN-99-7911-056-X.

Many books about the Volkswagen history have been published in the US, in Germany and especially in Great Britain. I know of only two other books not published in the three countries just mentioned, and that is one from Mexico and this one we are looking at today from Italy.

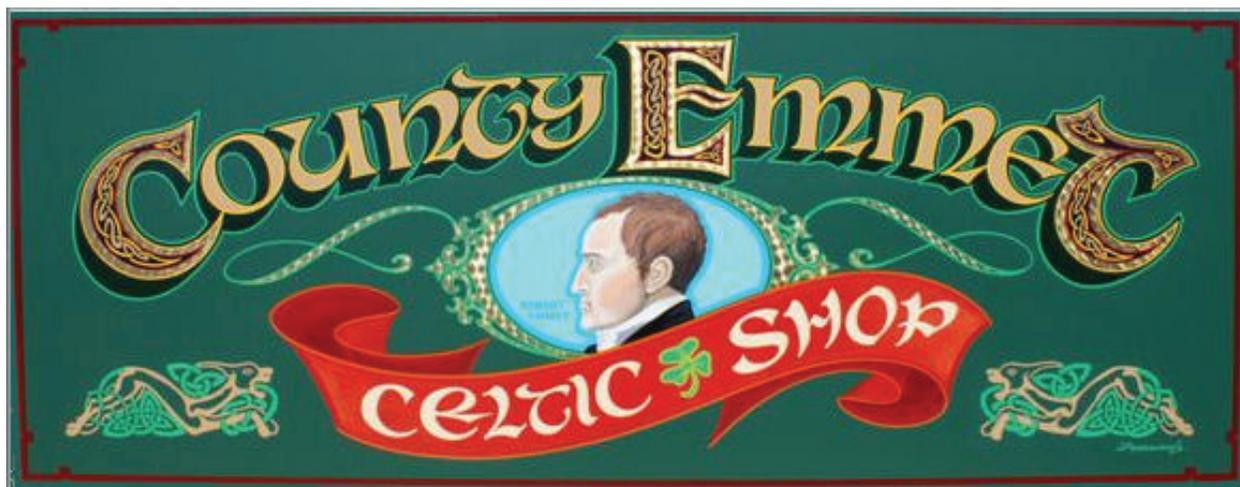
As I have mentioned before I am a sucker for books dealing with Volkswagen. A few years ago I was searching through a bargain table at Barnes and Noble, or maybe it was Borders, where I saw this book that I am reviewing today which I bought for very little money. Since I have too many books about VW's I just skipped through it real quick and put it aside. Just recently I had another look at it and found it to have some interesting information that I had ignored before. The Volkswagen history is a long and complicated one. Putting different information together for the articles I write, I constantly have go back to books I have put aside before to confirm certain specific information and to help me to get a more complete picture. This book did add a few more details to my knowledge. For instance: It has a picture of the Irishman Denis Connolly who was the very first to assemble VW Beetles outside of Germany from CKD kits as early as 1950 in Ireland. The picture shows him with the first car that was assembled there, in this case a right hand drive one. England had very strict import laws in those days but by assembling Beetles in Ireland it was possible to bring in them in to England. By the time assembly ended in the middle of the 1960's, 83 000 Beetles had been built in Ireland.

Since this a book written by an Italian, we do get a lot of information, as one would expect, regarding how Volkswagen did in the Italian market. As it turned out not very well, not surprisingly since Italians were building some very interesting and desirable small cars. Besides it had very tough import restrictions, however Volkswagen did manage to eventually sell over 250 000 Beetles there.

One contribution Italians made to Volkswagen was by helping with the design of its models. Since Italy was and is well known for its excellent automotive designers, Volkswagen could not help but solicit their help for its products. This period of the Volkswagen history is well covered. As early as 1952, Pinin Farina had the body for a Beetle replacement ready that had been solicited by Nordhoff. Two pictures of this car are shown in this book. Later, Farina suggested the enlargement of the rear window of the Beetle, resulting in a square rear glass instead the up to then oval one, increasing rear visibility greatly. This first major change made to the exterior of the Beetle by an Italian designer was featured by Volkswagen's famous advertising during the sixties. Pinin Farina, who by permission of the Italian Government changed his name to Pininfarina, got a number of chances during the sixties to design Beetle replacements and other models contemplated by Volkswagen. However, only one saw the light of day, the Type 4 which went on the market as the 411 in 1968. Unfortunately the people at VW drastically redesigned its front end to increase luggage space, the result was that the looks of the front end was highly criticized and needed to be corrected just one year later.

We all know about that the design house of Ghia, which designed the famous Karmann-Ghia. Besides the well-known coupes and convertibles Karmann-Ghias, Ghia also designed two four - seater prototypes built on the Karmann-Ghia chassis; these looked a lot like a bloated Karmann-Ghia coupe. Also a Ghia designed mock up of a proposed body for the Type Three is shown and we can see that this design greatly influenced the final shape of the Type 3.

The book's title: "The Beetle" is actually a misnomer since it does not only cover the Beetle but covers all air-cooled Volkswagen products until 1986. A very interesting section called: "The Beetle around the world" shows a lot of the Brazilian made VWs which differ greatly from the German built ones.



# Karmann Goes Celtic

By Howard Query [burtonwood@vwwca.com](mailto:burtonwood@vwwca.com)

**S**o, you'll look at the photos ... you'll read part way through the story and you'll wonder why in the bajesees is this story in my newsletter. The answer is rather simple and certainly becomes a recipe for success. First, you take 1 part Ed Karmann and equal part Linda Karmann ... missed together you come up with two amazing VW enthusiasts with a passion to go Celtic.

But wait you ask. Isn't Karmann (of VW Ghia fame) of German descent? Maybe so, but I can tell you that Ed Karmann isn't. In fact, the Karmann's have a long Irish lineage and have both been active in the VW scene for many years now. If you're familiar with Ed and Linda, you'll know they've both been a driving force behind the ever increasing success of the Michigan Vintage Volkswagen Club. They've both been instrumental in managing and helping coordinate one of the most popular VW events in the county. And although Ed and Linda both have a love affair for air-cooled Volkswagens they've decided to embark on an opportunity they've been dreaming of for years ... County Emmet Celtic Shop.

Ed Karmann best explains their endeavor as follows: *For those of you familiar with Michigan,*



*you know that the place to get away from it all, is "up north." It does not seem to matter if you go north of Lansing, from Detroit, or to Copper Harbor, up north is where you want to go when you have some free time. In 1989, that is what my Wife Linda and I did, permanently. We moved from down state to the Petoskey area. Since then, I have thought it would be fun to open a Celtic shop in the downtown Petoskey Gaslight District. I am putting 35 + years of retail experience, from managing clothing, photo, and hardware stores, and a family background and interest in Irish, and Celtic history*

together. Linda is keeping her real job in the medical field, and will be working in the store as well, on her days off.

And now you might ask, where did the name for such a shop come from. The shop name is derived from Emmet County which is named so after Robert Emmet . Robert an Irish nationalist (1778-1803) who was executed after leading an unsuccessful revolution against British rule. His youth, passionate oratory, and courage in the face of death have made him a permanent symbol of romantic, revolutionary, Irish nationalism.



On Sept. 19, 1803, the government brought Emmet to trial. Sadistic Lord Norbury was the judge, and Leonard MacNally, an informer, was defense counsel. The jury delivered a guilty verdict. Before sentencing, Emmet brilliantly defended his nationalism. He said that he was prepared to die for the future of Irish freedom, closing with the words: “Let no man write my epitaph .... When my country takes her place among the nations of the earth, then, and not till then, let my epitaph be written.” On September 20 he was hanged.

County Emmet Celtic Shop features products with a Celtic theme “From the Emerald Isle, and Beyond”. From DeWitt Michigan, to Dublin Ireland, we carry a wide variety of items for yourself, your home, and your loved ones. With clothing, music, video, jewelry, books, greeting cards, art, pre-packaged

foods and more, offering modern interpretations of Celtic design.

Like Robert Emmet, Ed and Linda Karmann have embarked on a passion they hold near and dear to their hearts. And it is for this reason alone that we salute them and wish our two VW friends a strong and prosperous future. And of course ... we still expect to see them every May at the Michigan Vintage Volkswagen Club event.

For more information about County Emmet Celtic Shop, go to their website at: <http://www.countyemmetcelticshop.com>. Stop in to see them at: 221 E. Lake St, Petoskey, MI 49770. Phone: 231-753-2027. Email: [eamonn@countyemmet.com](mailto:eamonn@countyemmet.com). For more information about Robert Emmet, go to: [www.robertemmet.org](http://www.robertemmet.org).

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## Coast Guard serviceman celebrates love of country, passion for the Volkswagen

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 By Hayley Thomas, Submitted by Brian O'kelley b.okelly@yahoo.com

It was just days after the Sept. 11, 2001 terrorist attacks shook the nation when - like so many military men and women - United States Coast Guard serviceman Kris Knott sprang into action. On Sept. 14, Knott began an eight-month patrol at Diablo Canyon Nuclear Power Plant and in 2004 served at Guantanamo Bay, Cuba. Most recently, the Paso Robles resident was deployed to Iraq and Kuwait.

The 43-year-old husband and father returned home from his third, most recent deployment last week. Knott said the majority of his time was spent at Al-Basrah, an oil platform located in the Persian Gulf. "The significance of the terminal is the fact that it actually supports the country of Iraq. [The oil terminal] is responsible for anywhere from 85 to 97 percent of Iraq's national income," said Knott.

*Photo Above: PASSION FOR THE WAGON - local Central Coast Vintage Volkswagen Club of America club members helped raise \$5,000 for the Intrepid Fallen Heroes Fund earlier this month. From left, charter club member and board member Tom Baxstresser with daughters Paige, Olivia, and Maddie, club member and U.S. Coast Guard veteran Kris Knott with wife and club vice-president Rachel Knott, club member William Lasala and club president Brian O'Kelly. The group is flanked by their beloved classic Volkswagens.*

Knott provided physical security at the crucial location - just as countless uniformed men and women continue to carry out duties in the sea, air and on the ground.

Last Saturday marked the ninth anniversary of the



*LOVE BUGS - Kris and Rachel Knott have been married for 23 years and amassed an impressive collection of classic Volkswagens in that time. The longtime Central Coast Vintage Volkswagen Club of America members attempt to support U.S. troops alongside friends Brian O'Kelly and others through fundraising efforts.*

tragic World Trade Center attacks, no doubt leaving many community members to reflect on the victims as well as veterans who have since lost their lives overseas. Knott said it's important that veterans and their families know they have not been forgotten.

"At the beginning of the war there was a big hoopla, it was in the news and as [the war] continued people went about with their daily lives. It's nice to know - as a veteran - that people are still thinking about you," he said. According to Knott, perfect strangers have thanked him for his service, and fellow veterans have talked about the warmth they've received upon returning home to the North County.

"Paso Robles is very supportive of the troops," said Knott, adding that one element of that support can be found in the Central Coast Vintage Volkswagen Club of America. Knott is a longtime member and his wife, Rachel, is a co-founder and currently serves as club vice-president. The club raises money annually for the Intrepid Fallen Heroes Fund, which provides support to severely wounded veterans as well as to families who have lost loved ones in the line of duty.

Paso Robles local and club President Brian O'Kelly said the group has raised about \$50,000 for the Intrepid Fallen Heroes Fund since 2001. The club also raises funds annually for the local Boys & Girls Club and Loaves and Fishes. The club donated a \$5,000 check to the fund on Sept. 1. "We thought it would be nice to make a donation to coincide with [Kris's] safe homecoming and to also honor his service," said O'Kelly.

The Knotts' cool blue '58 ragtop beetle is currently featured as the club's top car at the group's Web site, rounding out the family's collection of Volkswagens to five. Although not quite 45 yet, Knott said if you grew up in Southern California in the '80s, Volkswagens were simply and undeniably "cool."

The couple, which celebrated its 23rd wedding anniversary on Aug. 1, bonded over Volkswagens early and has now passed down that passion to their children. Antje, 21, and Ansley, 18, have waved from the windows of family Volkswagens during past Templeton Fourth of July parades. "It's a very relaxed club. We don't have dues, we don't have mandatory meetings. We are a family club," said Knott.

Rachel said she remembered when the club had just four members - and the couple made up half that small number. Eleven years later, the group of Volkswagen enthusiasts has turned into an expansive car club community that cares about giving back.

For more information about the Central Coast Vintage Volkswagen Club of America, visit [www.centralcoastvwclub.com](http://www.centralcoastvwclub.com). For more information regarding the Intrepid Fallen Heroes Fund, visit [www.fallenheroesfund.org](http://www.fallenheroesfund.org).



## The Volkswagen/Porsche-914

### Volkswagen Type 47

**T**he 914 was born at a very confusing time at Volkswagen and Porsche. It was recognized during the middle sixties that at least for the European market a new technical concept was necessary for Volkswagen and for Porsche, but what to do? Carl H Hahn, who later became CEO of Volkswagen, was at the time in charge of VW's world wide sales, asked for any new Volkswagen model to have unique selling points. With that he meant that any new Volkswagen introduced in the future had to be different from other cars in appearance as well as technically, just as the Beetle was. And there was Ferry Porsche, who told Nordhoff that it was impossible to overcome the inherent problems with front wheel drive and any new Volkswagen had to have features that would set them apart from what others were doing. Ferry Porsche was also at this time looking for an entry level car for Porsche. The regular 911 models were getting too expensive.

Here we have Carl Hahn and Ferry Porsche arguing in favor of unique cars, because in their view, Volkswagen and Porsche thrived on being different. Some may remember the Porsche advertising slogan of that time; "The only thing a Porsche shares with other cars is the road". Ferry Porsche and Carl Hahn were the two most influential people at Volkswagen as far model policy was concerned but neither one had a clear idea what kind of unique car they wanted.

To move away from cars as usual, it was decided in late 1966, to build a mid engine car to replace the Karmann Ghia models and at the same time for it to be an entry level car for Porsche. Porsche being a small company with limited resources needed a partner to finance its projects. As one historian put it, Porsche develops and VW pays. It had done it before with the 356 model by using mostly Volkswagen parts and even today the Cayenne is using Touareg

parts and more recently the four door Porsche Panamera also uses some Audi/Volkswagen parts.

For the 914 there were 5 styling proposals made in house at Porsche. Ferry Porsche did not want it to look like a Porsche and Nordhoff did not want it to look like a Volkswagen. They both got their wish; it did not look like anything else on the road. Actually, Nordhoff did not like its final looks but it was at the time the one of the five proposals closest to be ready for production and time was of the essence, as they say.

For the engine a newly Porsche developed 1700cc motor was used that was also intended to be used for the Type IV under development, and for the Transporter. It received the fuel injection system already in use by the Type 3 Squareback/Fastback.

A new company was formed in April of 1969 with fifty-fifty ownership by Porsche and Volkswagen. Volkswagen was at the time responsible for the sale of all Porsche cars. The 914 was first introduced at the Frankfurt Auto show in the fall of 1969 and in the US at the Los Angeles Auto Show the same year. This is where I saw it for the first time. Considering all of its features, having a mid-engine, four wheel disc brakes, fuel injection etc, it should have been very successful. But looking at the Datsun 240Z, introduced at the same time at the same auto show, the 914 came out somewhat short. It was not only its high price but also its looks were very disappointing and turned some people off. On the plus side it carried a Porsche emblem.

The 914 was sold as a Porsche in the United States through the newly formed Porsche-Audi sales organization. In the rest of the world this car was sold as a Volkswagen-Porsche. A few months after its official introduction a two liter six cylinder version became available as the 914/6. The designer of this engine was Ferdinand Piech; he also built a 8 cylinder 914 for himself with over 300 HP. Another 8 cylinder car was built for his uncle Ferry Porsche's 60th Birthday. This one however was detuned and had only 270hp.

As I said, it was a confusing time at Volkswagen. October 1971 a new president was hired by Volkswagen who put an end to all the air cooled cars and had Porsche design a new, water cooled four cylinder front engined sports car for Volkswagen based on Audi components to replace the 914. This project was stopped by the next new CEO of Volkswagen. Porsche however did not want all the work on this new car to go to waste and introduced it as the Porsche 924.

On May 8th 1974, the Porsche/Volkswagen sales organization was dissolved and the 914 production stopped in the spring of 1976 after a total of 118,976 had been built. The 914 was not a complete failure though, it did help the Audi organization in the US to get going and generated a lot of profit for them. It was an entry level Porsche for those who could not afford a real one. However, many Porsche fans never accepted it as a real Porsche.

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## Latest information and some Opinionated Comments

By Heinz Schneider s.heinzo@verizon.net

Volkswagen buys part of Karmann. As November 19th 2009 Volkswagen has agreed to buy part of Karmann. Volkswagen just recently announced that it will over the next three years invest over

50 Billion Dollars in new products and equipment. While not much is known about most of the new products, except there will be a new "New Beetle", a pick up, a new sedan strictly for the North American market, and a Golf Convertible. It will be the Golf convertible that most likely will be produced at Karmann. Karmann had to let go about 7 000 employees over the last few years and there are now only 800 left to do clean up work.

Volkswagen may employ about 1 000 to build the convertible. Another interesting factoid is, recently pictures have appeared in German papers with a Karmann built camper built on a Volkswagen van chassis. This prototype may indicate that Volkswagen may also use Karmann as builder of their camper models previously built by Westfalia.

The 10 brands of Volkswagen. 1.) Volkswagen. 2.) Volkswagen trucks. For some reason Volkswagen calls their trucks a separate brand. It includes the German car manufacturer MAN and Scania from Sweden 3.) SEAT, the Spanish company acquired in 1986 under Hahn. 4.) Audi, acquired in 1964 under Nordhoff. 5.) SKODA, the Czech company bought under Hahn in 1990. 7.) Bugatti, another one of Piech's trophy acquisitions. 8.) Bentley, the British luxury brand, this one too goes to Piech. 9.) Lamborghini, the Italian sports car acquired by Piech. The 10th brand is Porsche, acquired by VW by default of the Porsche speculators and because of the cleverness of Ferdinand Piech. Now Piech is after Alfa Romeo.

Anyone ever heard about the chicken tax? Or why after 1963 no Volkswagen pick ups were imported into the United States? It all started with the European Union for some unknown reason tripled the tariffs on frozen chicken coming from the US. A decision that did not make President Kennedy's Government too happy and in retaliation they slapped a 25% Tax on all trucks imported to the US. The only importer of trucks at the time was Volkswagen. Since it was not clear what constitute a truck and to circumvent the tariffs, Volkswagen called the Type 2 bus after that for many years as a station Wagen. And the vans for conversion to Campers were all imported with seats, which were usually thrown away. To not having to pay the chicken tax, Toyota imported their pick ups partially assembled as it was called. Meaning the pick up beds came over separately and were bolted on here in the US, in a Long Beach California facility. For a while Subaru bolted seats to their pick up beds as a way to avoid the tax. This duty on assembled trucks is still enforced today.

A new "New Beetle" to come as a 2012 model. The present head of "Volkswagen Group of America" told Automotive News that a completely redesigned New Beetle will go on the market in 2012. Prototypes are already in circulation in Europe and pictures appeared in a number of papers. Supposedly Volkswagen will take a big step with this newly designed car. Whatever that means, it may have more and maybe larger cup holders? As quoted: It will definitely have more rear seat room, which was a main complaint by present New Beetle owners. At this time Volkswagen is marketing an ultimate edition of the New Beetle.

As of this writing there are still 44,540 Volkswagen classic Beetles registered in Germany. A recent statistic published by a German Government entity, which keeps track of what and how many different cars are registered, Volkswagen Beetles are by far the most antique cars still in circulation. Including the above numbers of the Beetle, Volkswagen cars account for 24% of all old-timer cars still registered.

Volkswagen in Japan. A not well known fact is that starting in 1992 Toyota has been selling Volkswagen products in Japan. This agreement is coming to an end in 2010 at the request of Toyota. Perhaps this comes about because Volkswagen had announced that it wants to become the largest car company in the world and beat Toyota out of its number one place. Besides selling cars through Toyota Volkswagen has its own dealer network in Japan. In 2008, 45,522 Volkswagen were sold in Japan making it the largest importer of cars to Japan a position it has held for many years. At this stage no one wants to speculate how the cancellation of the Toyota/Volkswagen contract will affect VW sales in Japan.



# Erwin Komenda

## The Body Builder

Erwin Komenda started his productive life as a 16 year old in 1920 as a body constructor apprentice at the Austrian Steyr Company. Steyr was the company where at that very same time Ferdinand Porsche and some of his future collaborators on the Volkswagen project worked at. Komenda quit Steyr in 1929 and went to work for Daimler-Benz in Stuttgart, where it is claimed, he was put in charge of research and development and introduced new advanced body construction methods. Later in 1931, just a few months after Porsche opened his design office in Stuttgart, Komenda joined the Porsche team.

To understand what his position was one has to understand that at that time no real car designers or stylists existed as we know them today. You had body constructors and this is what Erwin Komenda was, a body builder. Body constructors were concerned with the functionality of the body of a car, less so about its look. The primary function of a cars body was to protect its occupants and its mechanics. The look of the car evolved from

that need. Some tradition also played a role in cars looks, it was rather evolutionary. For instance, the very first cars looked a lot like horse carriages. Some of the earlier Komenda cars claimed to have been designed by him, looked like they had engines in front, even though most were rear engined.

Most consider the Volkswagen Beetle and the Porsche 911 the highlights of Komenda's life's work. His daughter Ingrid and granddaughter Iris have created a website listing all his achievements for which they have received many laudatory responses and comments by Komenda's admirers. Obviously a man who designed the Beetle is a man of great stature and deserves his accolades. Understandably, the proud daughter and granddaughter of Komenda have made great efforts to create a positive legacy for their father and grandfather. At one time I even corresponded with his granddaughter Iris in 2004 because I had some questions. She referred me to their website. Perhaps in her admiration she credited her grandfather with some designs that may not have been created by

Komenda. From my research it appears that for the Wanderer cars, Porsche's very first project the Porsche Type 7 and 8, the Porsche Company only contributed the design of their mechanics and not for the body. Another design listed on an early Komenda website was the Volkswagen Transporter, this claim I noticed, has in the meantime been removed. And there is the Porsche emblem, a design claimed to have been made by Komenda. It was the Porsche importer to the US, Maximilian Hoffmann, who had suggested the idea of an emblem to Ferry Porsche on one of his visits to New York. Hoffmann and Ferry Porsche made a drawing of an emblem on a napkin that was given to Komenda in Stuttgart to investigate any possible conflict with any designs already used by others. That is Ferry Porsche's story. And who designed the Zündapp and NSU prototypes, the Porsche Type 12 and Type 32 respectively, cars developed by Porsche for these companies? All three NSU prototypes looked distinctly different and were built by different body specialists, like Reutter, Drauz and Weinstein. Did Komenda design all three?

The Komenda website also includes over one hundred patent applications drawn by Komenda during his time at Porsche. A closer analysis reveals that they all deal with body details, like how to attach doors to a car's body, fender attachments, how to combine an inside rear view mirror with an interior courtesy light, how to attach a windshield washer bottle, the two lipped engine seal for the Volkswagen, etc.

As Volkswagen aficionados we are obviously mostly interested in Komenda's contributions to the Beetle design. The Komenda family believes that a drawing made by Komenda in 1936 is proof that he designed the Beetle. There are however a number of drawings made at the Porsche office by some of Komenda's coworkers looking all more or less the same. These predate Komenda's 1936 drawings. It was actually not until the December of 1937, after a wooden Volkswagen was demonstrated at the Reutter Body Works, that the final shape and other details of the Beetle body was arrived at and accepted. A close look at this car shows, that while the general shape remained somewhat the same as the many previous developed Volkswagen prototypes. The December

1937 wooden version is a completely different car in construction. It was obvious to me from way back that someone who knew about mass production had worked the car over to make it manufacturable. While Komenda was able to built cars, or better put, had them built, he did not have any experience with mass production. Nobody in Germany at the time knew how to do that, except for the people at GM's German affiliate at Opel. It had always been a mystery to me how these final 1938 changes came about and who was the man behind them.

Reading Ferry Porsche's first autobiography: "We at Porsche" ISBN 0-385-5309-9 the one he wrote in 1976 makes it pretty clear. "— to realize further improvements to the body we quickly built another thirty cars with body work by Reutter" Further: "These changes were influenced by a sheet-metal specialist from the United States whom we had persuaded to come back to Germany to work for us. His name was Hans Mayr, and the body changes resulted in a basic shape that has been retained to this day – 17 million Beetles later!" In the next paragraph, Porsche states that this man Mayr had suggested extremely useful body changes.

What were these "extremely useful body changes": The doors were now hinged in front. A window finally integrated into the rear roof section, the split window as it is called today, allowing for more rear visibility. It was definitely better than having to look through slots cut into the roof as it was the case with the previous prototypes. A larger opening rear engine lid allowed for better access to the engine. The front hood was greatly enlarged allowing easier access to the spare tire and larger luggage space. The headlights were integrated into the front fenders and not just welded on top of them. Hans Mayr had worked for Ford in Detroit where he was in charge of stamping body parts. He knew what changes were necessary to simplify manufacturing and at the same time make the car more attractive and practical. Porsche would even put him in charge of ordering the needed stamping dies for the car from the US in 1939.

Regarding the design of the Porsche 356: Ferry Porsche was interviewed by Ingo Seif for the book "Porsche, Portrait of a Legend" Question: Who did the styling and the design of the 356? Ferry Porsche

answered: I did. Question: Was there any historical model involved? Porsche: No, the form of the 356 originated with my feel of a car. There were many elements and past experiences that came together. In his Autobiography from 1976, Ferry Porsche states: “The styling of the 356 was influenced by my own ideas. In fact, I was responsible for this model; the whole car was the product of my own feeling”.

The Porsche 911 is another design claimed to have been designed by Komenda. Yet, others credit Ferry Porsche’s son, Ferdinand Anton, called “Butzi” by his family, for the looks of the 911. As Ferry Porsche relates in his second Autobiography “Ferry Porsche, Cars are my Life” ISBN 1-85260-259-7 published in 1989. There was a lot of controversy surrounding the design of the 911. His son Butzi made the design of the 911, at the time called the 901. Every prototype built by Komenda had nothing in common with Butzi’s original model. The changes made by Komenda to Butzi’s original design created a lot conflict within the Porsche Company. Ferry Porsche explains that in order to circumvent Komenda’s messing with his son’s design he was forced to have the prototype completed by the Reutter Company. It was at Ferry’s insistence that this was the design that was finally accepted.

Ferdinand Piech, the grandson of Ferdinand Porsche and nephew of Ferry Porsche, in his autobiography gives credit to Komenda for the 911 at one time, but later claims the 911 was a creation of his and his cousin Butzi. Butzi created the body and Piech was responsible to make the six cylinder engine to work properly by eliminating many of its inherent technical problems. Butzi is the person who is the originator of “Porsche Design”, a company that designs sun glasses and watches etc. This business has nothing to do with the car company.

Apparently the question about who designed the Porsche 911 created quite a bit of controversy and supposedly the reason Komenda left the Porsche Company. It is implied by some commentators that these confrontations caused Komenda’s premature death.

From my research and from communications over many years with some very devoted admirers of his, I have come to the conclusion that Komenda probably did have some influence on the looks of many of the Porsche developed products. As a body engineer, not as a designer, he contributed a lot to turn many of Porsche’s ideas into functional cars.

I am certain that the arguments and discussions over who designed what will go on. The Komenda family has perhaps gotten a bit carried away, attributing many designs of the cars emerging from the Porsche bureau as having originated with him. I have covered only parts of this story and there are still many questions unanswered. One picture, that may be reproduced here, I always thought to be significant shows the first Porsche 356 model with Ferry Porsche and his father Ferdinand. At the very side of it is another person and that is Erwin Komenda. Many published publications show this very picture where Komenda is mostly not identified or completely cut away.

In conclusion, I like to say that Herr Erwin Komenda was during a most interesting time in the evolution and progression of the auto industry involved with one of the major participants in it, namely Ferdinand Porsche. His contributions were obviously very significant, even if not all the designs attributed to him are actually his work. Erwin Komenda was born April 6th 1904 in Austria, where he died August 22. 1966.

# Letters from our members,

## **ONLINE E-STORE ORDERS ....**

I've noticed that it sometimes can take 4-6 weeks before I receive an order I'd placed. Is this typical?  
Kathy H. (California)

*Director's Note: Kathy, yes and no. It all depends on when you placed your order. Our cut-off for new orders is usually around the 25th of the month. We generally ship on the first weekend of the following month. We've only got one person who manages inventory, packaging, shipping labels and order fulfillment. If you're in a rush, call us and we'll try and do our best to get it there sooner.*

## **PAST ISSUES OF THE VINTAGE VOICE ...**

I was wondering if I could order past issues of the Vintage Voice. I'd been told that you were offering past issues on a CD, but I no longer see them listed on your website.

*Director's Note:*  
*We still offered a library of one year's newsletters on CD, but they must be special ordered. We have past issues archived electronically since the year 2000. CDs of past issues may be purchased by special request for only \$11.95 plus \$3.50 shipping. You may place an order by contacting us at burtonwood.vvwca@q.com.*

## **MYSTERY BEHIND BURTONWOOD SOLVED**

What's the mystery behind your Burtonwood email address. I've done a search on the net and all I can find is information concerning a defunct brewery in England.

*Director's Note:*  
*You're partially there Sherlock, but not completely. Burtonwood Brewery used to be one of the largest beer distillers in the United Kingdom. However, that is not entirely what my email addresses(s) were derived from. Years ago, I acquired the*

*Burtonwood.com url simply for sentimental reasons. The date isn't important, but I was born overseas at Burtonwood Royal Air Force Base, located just outside of Warrington, England. Burtonwood RAF was one of the largest America held air force bases in Europe. Today, Burtonwood no longer remains ... only the memories of my father and his days in the service.*

## **CAR SHOWS ONLINE ...**

I've noticed that you often host photos and videos of various VW car shows online. Is there a way I can upload my photos or videos to be include in you VW Photo Gallery?

*Director's Note:*  
*We'd welcome everyone's photos and videos, however I do not recommend an upload. We ask that you photos or video be submitted in the highest resolution possible on CD or DVD. Once we've received them, we'll do that work and post them on our site. We've got two new slide shows online this month. Mail your material to: Howard Query, VVWCA, PO Box 1842, Mason City, Iowa 50402-1842.*

## **ONLINE E-ESTORE ...**

When will you be adding next items for sale on your Online E-Store? Will you ever restock and offer the metal bumper badge bracket for sale?

*Director's Note:*  
*We're in the process of adding new items to our online E-Store as I type this message. Yes, we've replenished the metal bumper brackets had have them available for shipping now. We've also added a limited about of Vintage Volkswagen Club of America Sweet Shirts for your holiday gifting.*

# Bugpalooza

By Jerry Spellman

Old US route 66 starts in Chicago at the lake. If you were to follow the road to California, you would come across many famous places of many famous events involving many famous persons. After traveling about 45 miles southwest you would come across the 4th largest city in Illinois: Joliet. With a special census in 2008, the city, first named Juliet after the daughter of the commissioner who laid it out, was found to have over 150,000 residents. Eventually the name was changed to Joliet after the famous French explorer of the Marquette and Joliet team. The town became a steel city with a lot of character and pizzazz..

The city is the site of the Rialto Square Theatre (a favorite hangout of Al Capone). Nearby, the now closed Joliet State Prison was the site of the opening of the film "The Blues Brothers" (a favorite of many film watchers). The first Dairy Queen was opened in this town (a favorite of many tasters). Besides all that, some favor the Chicagoland Speedway, the Route 66 Speedway, the 2 Casinos.

Now at D'ARCY Motors with members of the Harsh Winters VW Club, the FAVORITE cars were on display in the BUG-A-PALOOZA 7 car show. Besides beautiful and colorful cars, there were people to talk with, parts to swap, and plenty of fun activities. A DJ supplied music, and a dunk machine, a jumper, a chalk a bug provided kids and adults some alternate fun.

Awards were doled out to raffle winners, the top 15 cars, best paint, worst car, best engine, best interior, sponsor's choice, and best of show.

As usual there was much to see, much to do, much to speak about, much to listen to, and much, much to enjoy. All proceeds went to Gigi's Playhouse, a Down Syndrome Awareness Center. Thank you D'ARCY Motors, thank you "non-harsh" members of the Harsh Winters VW Club, thank you contestants and spectators.



# 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 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 faster 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:** Howard Query, VVWCA, PO Box 1842, Mason City, Iowa 50402-1842

## CARS FOR SALE:

1972 White Karman Ghia Convert. Auto stick. 94,000 miles runs good, engine rebuilt at 90,000 mi. Over \$14,000 spent on total welding, exterior painting, new interior, new top. Garage kept the last 15 years, engine comp and boot not restored. Have album of all work over the last 20 years. Call or send email for more info and pictures. Bill Tuting, 732 678 3992, btuting@gmail.com, \$13,000 firm, FOB Whiting, NJ.

1957 Beige, cab off restoration, new everything. Turn key. Several accessories. Give away at \$19,000. Will take payments. Contact Phil (Hotdog) Weiner, 9625 SW 15th St, Miami, Florida. 33174. Phone/Fax: 305-552-0982. If faxing, please call first.

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 front end, 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

1972 Westfalia Tin Top Camper. Completely restored from the ground up. Rust free body, original interior, laminate floor, new paint, tires, widow seals etc. Upgrades include; rebuilt 2 ltr with dual Kadrons, solid heat system with muffler deflector shield, 091 trans, Bus Boys adjusters in front beam, late bay upper engine hatch installed, electric washer pump with 73-74 column controls, micro switch on column trigger, late bay steering wheel, electric pump on faucet, abs door panels and kick panels, Sony stereo with I-Pod USB ports, dual batteries. Nice bus! Ready for travel and camping. Call for details. Derrick at Way Out Salvage. 479-665-4126. [www.wayoutsalvage.com](http://www.wayoutsalvage.com)

## PARTS FOR SALE:

Oval Glove Box Door with Kenzil 8 day clock. Beer Pull w/VW & badge. German, year of car. In prime set up. Beautiful. \$650

Motor Meter Gauge Panel. Painted or chrome panel. 1-10 (9). \$2,500. Hella Knobby Rear Mirror, spot light & bracket, left & right side. Hinge pin set up. It doesn't get any better than this. 1-10 (10), \$1,500 for one or \$2,800 for the pair.

Oval w/wiper fluid jar. 1-10 (9): complete, call for details.

Complete set \$575. Willing to trade. All items & shipping.

**CLIPS – FLOCKING – DECALS – RIVETS & STICKERS** for your VW and Hazet Tourister Tool Boxes. At the Weiner Foundation we also take your box in trade & deliver a restored bos with NOS tools & update screw drivers. Our VW bos is \$1,550 & our Hazet Tourister is \$1,650. We have a payment plan to make it as easy as possible for your VW family. Also in stock at this time are Restored Fuel Reserve Cans & under seat Gas Cans. 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. Contact Phil (Hotdog) Weiner, 9625 SW 15th St, Miami, Florida. 33174. Phone/Fax: 305-552-0982. If faxing, please call first.

## RARE ACCESSORIES FOR SALE:

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. [burtonwood.vvwca@q.com](mailto:burtonwood.vvwca@q.com)

# Eureka Springs 2010 VWs on Parade

Photos by: **Tom Ewart**, NWA Photography  
<http://www.nwaphoto.com> [tom@nwaphoto.com](mailto:tom@nwaphoto.com)  
**Michael Epstein** [mikenwuf@yahoo.com](mailto:mikenwuf@yahoo.com) and  
**Howard Query** [burtonwood.vvwca@q.com](mailto:burtonwood.vvwca@q.com)

It's been 18 years in the making and has been growing with steadfast momentum ever since. What started with a just a handful of Volkswagen enthusiasts has now grown into one of the largest Volkswagen events in the Midwest.

Population 1,900, Eureka Springs is a city large enough to host thousands upon thousands of visitors every year. Often referred to as "*America's Victorian Village*", Eureka Springs was deemed by Robert Ripley of "*Ripley's Believe It or Not*" as the 10 most unusual cities in America. We're sure you would agree that Robert most likely meant this in a kind sort of way, as the people here truly have a heart of gold and welcome you to their city with open arms.

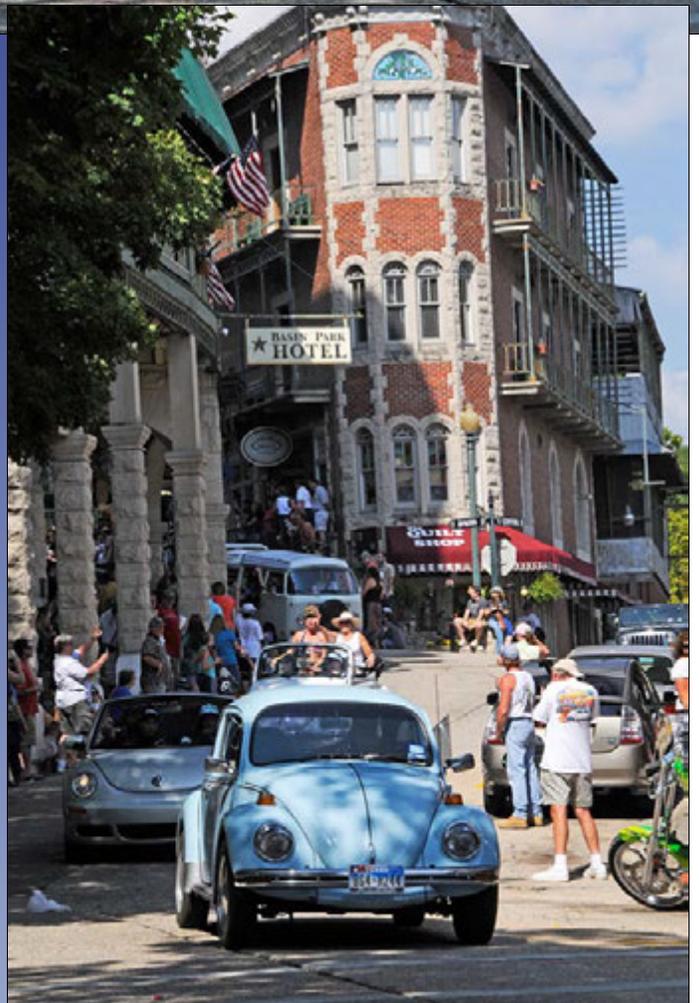
History tells us that Basin Spring is where the city literally began in 1856. The spring here in Basin, Park discovered by Dr. Alvah Jackson is claimed to possess special healing properties. As such, the population of Eureka Springs grew to more than 10,000 people by the end of 1879.

While the population may have changed somewhat over the years, Volkswagen enthusiasts return time and again to rediscover the magical charm this city has to offer.

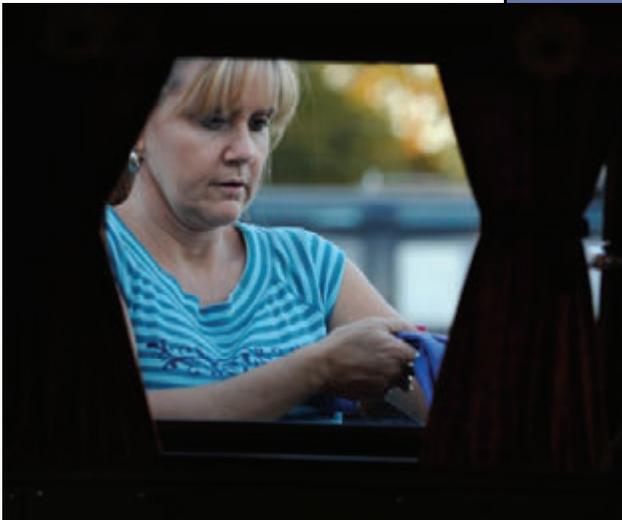
Although the event actually begins late Friday afternoon with a BBQ cookout for all registered participants, you'll find Volkswagen enthusiasts arriving throughout the entire week. Whether they've arrived to explore the countryside or to partake in the hospitality of the city, this is one Volkswagen show you'll want to attend next year beginning Friday, August 26<sup>th</sup>.

The event starts with a Friday Night BBQ Cookout, Saturday car show and swap meet including a police escorted parade through the city beginning at 3:00 pm Saturday afternoon. A well hosted awards ceremony begins shortly after the parade has concluded. On Sunday, you can join up with other enthusiasts for a three hour tour of the Arkansas countryside. Regardless of what you call it, this is one of those events that continues to grow every year ... thanks to VW enthusiasts like you. For more photos of the event, go to [www.vvwca.com](http://www.vvwca.com), [www.nwaphoto.com](http://www.nwaphoto.com) and [www.nwavva.com](http://www.nwavva.com).









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