

VintageVoice

Mar/Apr 2011

Volume 36 • Number 2

The Vintage Volkswagen Club of America Newsletter • Established 1976



Not Vintage,
But a New World Record, p. 6

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Director's FORUM

by howard query

Burtonwood@vwca.com

I woke up last night from a horrible nightmare. I had dreamt that I was on the road in my 1958 Ragtop Beetle, the gas gauge was touching on empty and I couldn't find a filling station that sold regular gasoline. I'd passed several stations selling ethanol and other blends of unleaded fuels, but nothing that was suitable to burn in my air cooled Beetle.

As frightening as a dream like this might be, the story told is closer to reality than one might think. Whether we recognize it or not, times are changing and it's becoming more and more difficult to get gasoline. Most states mandate the sale of an ethanol blend and many of those states are no longer required to place a label on the gas pump indicating they're selling an ethanol blend. Many states across the nation label their pumps depending on the blend of ethanol/gasoline mixes that are sold at the pump. However: Nevada, Kansas, Missouri, Minnesota, Ohio, Indiana, New York, New Jersey, New Hampshire and South Carolina generally do not label, regardless of the ethanol blend.

At the rate that congress is moving, there may come a day when you'll not be able to buy anything for your air-cooled Volkswagen but an ethanol blend of fuel. That day could come very soon and it will if we sit back and do not make our voices heard. We are an association of auto enthusiasts. We raise our children, we pay taxes, we support our

community and we are enthusiastic about our hobby. We are not anyone special; we are all ordinary people working hard for something we believe in. But our hobby is being threatened. New Connecticut, the State Legislature is targeting collector car owners by introducing a bill that would result in a tax increase of 400% on property taxes paid for antique vehicles. Although I've not done the math, just imagine paying a higher tax on your historic Volkswagen than you might be paying for your home.

Many states have lowered registration and emission mandates for collector cars while other states see an increase in taxes paid for antique vehicle registrations as a means to supplement a state's treasury at a price that would impact every collector car enthusiast.

When I read of such efforts to raise registration fees and of the push to rapidly mandate the sale of ethanol blends; I naturally become very concerned. Like you, I have invested years into this hobby. I've invested a considerable amount of money maintaining my air cooled VWs. To think that there may come a day when I will not be able to buy unleaded or unblended fuels becomes rather frightening. It is for this reason that the Vintage Volkswagen Club of America actively lobbies our legislatures in opposition of such legislation and effort of mandating the sale of blended fuels.

If this club does nothing else, it will be that of protecting your rights as a Volkswagen enthusiast. Not only do I want the right to drive my air-cooled Volkswagen today, but a want to make sure I have the right to drive it years from now.

The VVWCA is aggressively contacting members of congress and the senate highlighting our concerns and the rights of our hobby with bullet points such as: As members of the Vintage Volkswagen Club of America, we should have the choice and be able to buy the best fuel type recommended and appropriate for our vehicles. Today, the EPA, ethanol producers and other public and private companies seem to be controlling that decision. Adding insult to injury, those decisions are being made based on faulty or inadequate data which we strongly believe is in violation of their regulatory authority and the Clean Air Act.

Our members report the following problems with ethanol blended fuel:

- Decreased gas mileage
- Gas contamination due to the water absorbing properties of ethanol
- Fuel system component disintegration, deterioration or damage- premature replacement or repair of fuel pumps, hoses, gas tanks and/or carburetors
- Performance issues such as hesitation, stalling or inability to start in colder weather
- The shelf life for E10 is only 2-3 months which is not compatible with usage of collector vehicles; and Due to inconsistencies in labeling laws at the pump, unknowingly bought gas that contained ethanol or was over blended with ethanol and/or contained water.
- We request that you begin hearings to review the facts and that you move to suspend the implementation of any further increase in the blend level of ethanol in fuel until the following conditions are met
- Comprehensive testing is complete and ethanol is shown to be safe over the useful life of ALL vehicles
- Ethanol is shown to reduce emissions in ALL vehicles of all measured pollutants
- Ethanol is shown to be viable in the market without the need for tax payer subsidies

- The production levels of ethanol are shown not to have a negative impact on food or other commodity markets.

We're fighting for our right to treasure these historic vehicles. Please join with us by contacting your congressman or senator in opposition of any bill that might restrict the enjoyment of this hobby. As well, join the efforts of the Historic Vehicle Association as they lobby to keep yesterday's vehicles on tomorrow's roads. www.historicvehicle.org

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Beetle Coolness

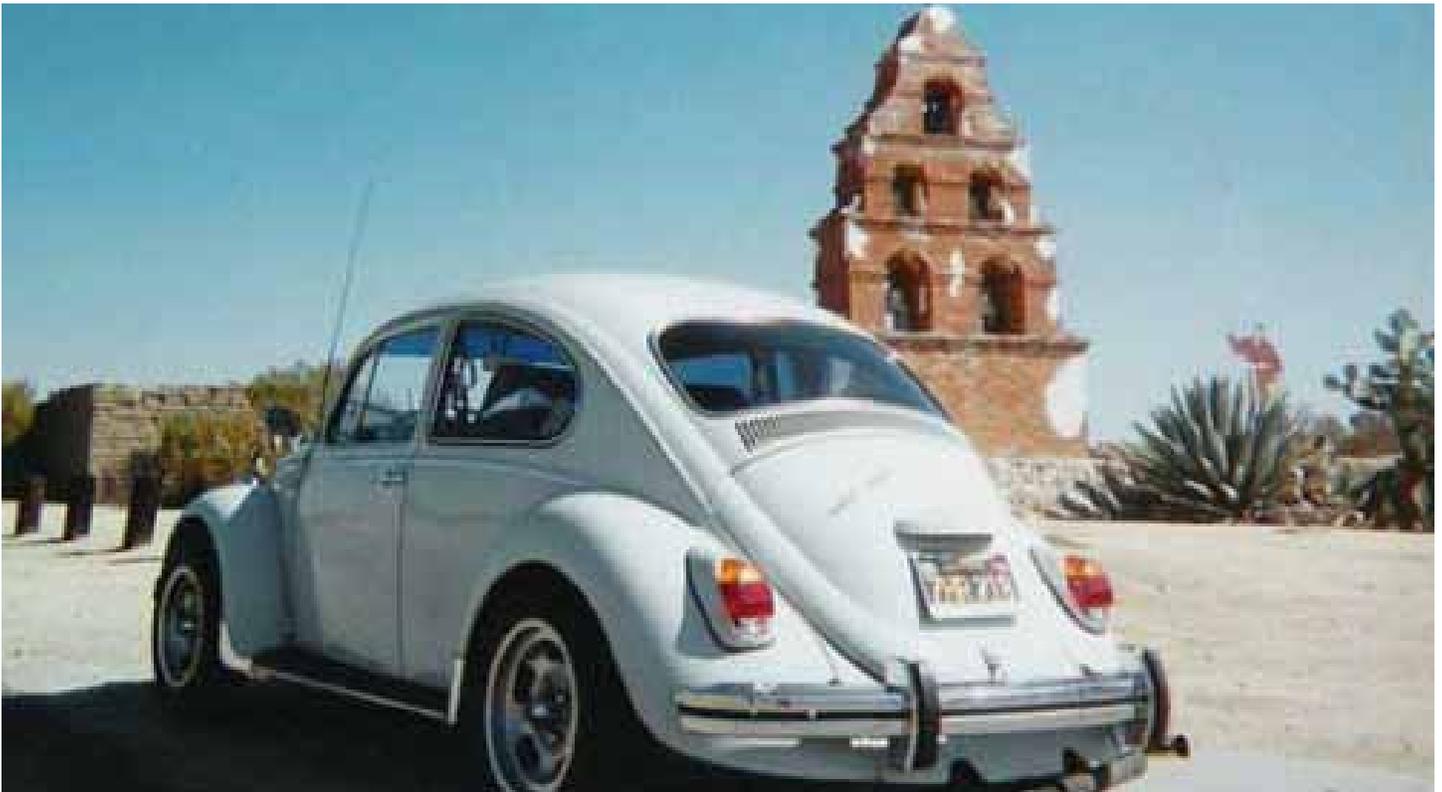
With the arrival of the New Beetle (even if it was more than a few years ago), driving a Beetle has suddenly become “cool” again. My question is: when was it NOT cool??

Forgive me if I sound like an old fuddy-duddy here, but for those of us who have driven Real Beetles for years, we have always known that Bug Chic began and ended with that familiar shape and the clickety-clack behind us as we drove. Now, Volkswagen has reinvented the Bug shape and quieted the clickety-clack and - HORRORS - put what little purring noise the New Beetle DOES make in FRONT. Suddenly, there are whole globs of people driving this reincarnation and gleefully reveling in their unique Coolness.

Excuse me? Where were all these folks for the past 40 years?? The people who haven't bought New Beetles, it seems, are now experiencing Beetle Flashbacks, and showering attention on those of us who knew all along how cool Beetles were. There is the ever-present and annoying general-purpose question I always seem to get asked, in polite conversation: “So! What do you think of that NEW Beetle??” (If they knew how I'd answer that they probably wouldn't want to know) I can't drive either of my Bugs (a restored '58 convertible and an original-condition '69 sedan) anywhere without being stopped at least once, something that I am not used to. Don't get me wrong, all this attention is nice, but why suddenly notice me now? Here in the West, older Volkswagens, and Beetles in particular, are fairly plentiful. Nice examples are not that common, but there is no shortage of Beetles (and other old VW models) here. It's a bit unnerving to go from anonymous small-car

driver one moment to envied-collectible-car owner the next. I would have expected this attention if I'd bought a New Beetle - they are still not anywhere near as common here as, say, Toyotas or Ford Escorts. I think the arrival of the New Beetle has awakened fond memories of past Volkswagens in some people and others are now just taking note of how cool Bugs are for the first time. These are the same people who wouldn't have dreamed about wanting one - much less owning one - the first time around. Whatever it is, it's weird and feels strange. I'm just not cut out for the famous life, I guess. My two show cars are used to this, after all, being ogled at shows and parades is what is supposed to happen- after all, that's one reason why they are there. But I was not ready to sit in the drive-up lane of a Taco Bell this week and have a crowd inside press their faces to the windows and wave, smile, and point at me and Bogie! I now know how a hamster must feel. We did our best to remain calm and “disconnected”, but Bogie succeeded in this far better than I did. No matter what the stress, his face never changes. Mine was making strange sounds when we finally got our order and left. Beetles are cool (and they know it), but merely owning and driving one does not make you cool. Coolness is not something you are born with, it must be earned and the only way to do that in a Real Beetle is to love one for a long time.

And what makes me an expert on this subject? I should know - I didn't start out in the Volkswagen world by being Beetle Cool. I began my VW fascination with a Type II, a member of the VW Bus family. Being a member of the Single Cab subspecies, my vehicle wasn't even a Bus, and for someone like me that spent their teenage years



in the Peace and Love era of Woodstock and Haight/Ashbury, my Type II was nothing more than an ungainly, odd-looking pickup truck. My sister attempted to make poor Vern more socially acceptable by plastering green and yellow sticky flowers all over him, something that really annoyed my dad (since he was driving it too then) and only embarrassed Vernon. I embarrassed Dad and Vern further by hanging a couple strands of - oh how I hate to admit this - LOVE BEADS from his rear view mirror. Very soon after I hung them, I caught my hand in the longer of the two loops and tiny multicolored beads sprayed violently over the inside of the truck. That was the end of my “donations” to Vern’s coolness. The VW Bus was the very epitome of anti-establishment cool in those days and I had what amounted to HALF a Bus. But it was a Volkswagen and as such, cool in and of itself.

My Beetleness arrived in 1974, when I bought my ‘69 Bug (or as true auto aficionados say, SEDAN), Bogart. From the moment he came home with me, I now knew true Beetle Coolness. No one had to tell me how great he was, and that was a good thing because nobody paid any attention then to my handsome, original-paint Beetle. I knew how great he was already. No one had to admire my car endlessly, I did enough of that on my own. No company had to

spout retro phrases to “sell” me on the merits of my little Bug. I knew before even owning him that he’d be that way. After all, he was a VW.

The New Beetle is also a VW. But its Coolness is still to be earned. It sure looks cool and ads say it has a heart similar to that of the Real Beetle, but time will tell whether or not it’s truly worthy of Bug Cool. Anyone buying a New Beetle now can buy Coolness. If you have the \$20,000, you can be Cool. Real Beetles weren’t cool because anyone could buy one, they were cool because of their uncompromising longevity, their wholesome, lovable homeliness, and a million other things. For, you see, Real Bug Coolness comes with age. It’s not something that can be marketed. Real Beetles had been around a long time - by the time I bought my first one, the Beetle had been in existence for over 25 years. They had more than loyal owners, these people that bought and drove and loved them were a CULT. We are that way still. I’ll be the first one to admit it’s a hard act to follow. The rabid passion people felt for their cars then is rarely felt today for any model. For the New Beetle, it was a big responsibility and certainly a tremendous challenge.

But meanwhile, there’s that pesky heritage to deal with.



Bugatti Veyron Super Sport Sets New Land Speed Record

Wolfsburg/Molsheim, July 5, 2010 – On a beautiful sunny day at 25 degrees the Bugatti Veyron 16.4 Super Sport achieved a new land speed world record for production cars, on the proving grounds of the Volkswagen Group at Ehra-Lessien (nearby its headquarters at Wolfsburg). In the presence of the German Technical Inspection Agency (TÜV) and a representative of Guinness Book of Records the Super Sport achieved an average top speed of 431 km/h.

Saturday, 2 pm – Bugatti’s Pilote Officiel Pierre Henri Raphanel puts his helmet and gloves on, pulls the safety belts tight whilst the engineers check the car a very last time: tire pressure, temperature, all systems green. Then the orange black Super Sport crosses the light barrier, from now on the time will be taken, within one hour the car has to drive from South to North and then in the opposite direction. No one but the driver is allowed to touch the car during this time. The tension rises. A few minutes later we can hear from the left side the sound of a starting jumbo

jet coming closer towards us. First we perceive the headlights of the Veyron, then we can recognize the shape of the car, a loud woosh.... and Raphanel dashes in top speed past us. The GPS-tachometer stops at 427, 933 km/h. Now the same procedure from the opposite direction. This time the car reaches 434, 211 km/h. As average top speed the representatives of the “TÜV” and Guinness generate a value of 431, 072 km/h (268 mph). This hit even Bugatti’s engineering team by surprise.

“We took it that we would reach an average value of 425 km/h,” explains Bugatti’s chief engineer Dr. Wolfgang Schreiber, “but the conditions today were perfect and allowed even more. The climax of the Veyron series: the Bugatti Veyron 16.4 Super Sport Had a model been especially popular or highly successful in races, Ettore Bugatti’s customers often pushed the master to tease out of the engine a few horsepower more for their future car. Bugatti Automobiles SAS had been in a similar situation when their existing customers asked the company to not

only design their second model optically differently but to also create a version with a sportier and more extreme driving experience. The result is a car with a uniquely high performance of 1,200-hp (882 kW) offering experienced drivers a whole new dimension of excitement, with a maximum torque of 1,500 Newton metres and a limited top speed of 415 km/h (to protect the tires), but the technique of the Super Sport is identical to the record car. The first five Super Sports to come off the production line will constitute a special series of their own, with the same configuration as the land speed record car.

The Super Sport is a consequent further development of the classic exclusive 1,001-hp Bugatti Veyron 16.4, launched in 2005. This model offers a stunning set of specifications, such as the twin clutch gearbox with seven speeds, the extraordinarily precise driving performance in bends and excellent stability when braking and accelerating.

Continuous work in extreme performance ranges lead to constantly new conclusions, which enabled the engineers at Bugatti to develop the Veyron into a direction in which the driver can reach new dimensions. Every modification is designed to produce an even more powerful car for an agile ride. Four enlarged turbochargers and bigger intercoolers

have been used to boost the power of the 16-cylinder engine, and the chassis has been extensively redesigned to maintain safety at extreme speed – thanks to slightly raised main-spring travel, stronger stabilizers, and new shock absorbers with a complex architecture originally developed for racing cars. This gives noticeably more precise control of the wheels and the car as a whole. With lateral acceleration of up to 1.4 G and improved interaction between the tires and the intelligent all-wheel drive system, the Super Sport offers perfect handling and even more powerful acceleration of 1,500 Newton metres on corner exits.

The body has been fine-tuned to improve aerodynamic efficiency and maintain perfect balance in every situation, while the new fibre structure of the all-carbon monocoque ensures maximum torsion rigidity and passive safety – at reduced weight. The skin is made entirely of carbon-fibre composites, and the new Bugatti Veyron 16.4 Super Sport is available in 100 per-cent clear-lacquered exposed carbon on request.

Dynamic exterior

Every detail of this car, and not just its use of advanced motorsport technology, harks back to the pioneering spirit of company founder Ettore Bugatti. This brilliant designer came from a family of artists, and his philosophy was always to combine mechanical perfection and exterior beauty. This ethos remains



Guinness World Records present the official certificate to the boys from Bugatti.



alive and well at the company, and the Bugatti Veyron 16.4 Super Sport is wholly unmistakable, with every external modification serving to coax greater performance from the car.

The Super Sport's flat, elongated silhouette is immediately recognizable. The 16-cylinder engine gets its air from two NACA ducts set into the roof, rather than from scoops above the engine. The front air intakes have been expanded and reshaped, with the lower one extending elegantly around the sides to the wheel arch. The revised back looks sportier due to the double diffuser and a centrally arranged exhaust system.

Bugatti has a tradition of making super-sport versions of successful models, usually with racing chassis and supercharged engines. These cars were considered as true racing machines for diehard Bugatti devotees. The most successful were the type 55 and type 57S; only around forty of each were built.

Bugatti Automobiles has sold 260 Veyron and 35 Grand Sport by now, of which 249 Veyron and 22 Grand Sport had been delivered. The Super Sport will

begin production this autumn at Molsheim along with the Veyron and the Grand Sport. The first five cars – known as the World Record Edition – are in a special black exposed carbon and orange finish and have already been sold.

The Bugatti Veyron 16.4 Super Sport will appear for the first time in public in California at the Pebble Beach Concours week end in mid August and will feature at Quail Meadow, Laguna Seca and on the concept lawn of the Pebble Beach Concours.

Director's Note: *In case you haven't figured it out yet, Bugatti is owned by Volkswagen*



Volkswagen in 1990

A Surprising Recovery Of Beetle Sales In 1990

by Heinz Schneider *s.heinzo@verizon.net*

After many years of discussions the worker unions agreed to freeze wages, the Volkswagen management promised to build a minimum of at least 40 000 Beetles a year, the Mexican government lowered taxes and the VW dealers accepted lower dealer commissions. All these measures led to an agreement signed August 1st of the previous year were all the above mentioned parties had made concessions in order to lower the price of the Beetle. It reduced the price of the 1990 model Beetle by about 15% or to about US\$ 5,100, at the then existing exchange rate. Having a low cost car on the market, the Mexican government believed, would deflect public opinion away from the extreme high inflation rate caused by the Mexican economy which was again in its usual big mess. The measures also saved many jobs at the factory, also an important political factor since the unemployment rate was running at over 30%. Actually the factory had to work in three shifts to catch up with the demand for the Beetle. Employment at the Mexican factory reached its highest level ever with 20 084. By October total Mexican Beetle production since 1964 reached one Million. For the factory, while not making any money, it at least kept the trained workforce together. And the dealers considered having a low markup was better than having no income at all.

Car buyers responded very positively to all these measures and sales of Beetles increased dramatically to a total of 84 716 in 1990. This was about triple the sales of three year ago. These were astonishing numbers because the Beetle had been considered for some time by many to be obsolete.

Mexican built 1990 model Beetles started with Chassis number 11K 0 000 001. The letter K stood for the

model year. Changes were very limited and consisted only of eliminating the chrome strips previously used around the windshield and rear window.

Other Volkswagen news in 1990: After providing financing to dealers and car buyers for many years, Volkswagen decided to go big time into the banking business in Europe and establishes the “Volkswagen Bank”. It issued a credit card in conjunction with VISA and EUROCARD on June 14. The main idea behind all of this was to finance sales of Volkswagen cars at reasonable prices. – Instead representing Volkswagen workers independently the unions of the different Volkswagen factories in Europe formed the “European Works Council”. – In December, Volkswagen acquires 100 % of the Czech car Company Skoda. Eventually SKODA would become a leading car company in Europe, and was one of Volkswagens smarter moves. – Volkswagen produced a total of 3,057,598 cars in 1990.



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Help Stop the Connecticut Collector Car Tax Increase

By Matthew Zerilli

The Connecticut State Legislature is actively considering a bill targeted at collector car owners that would result in a 400% tax increase on the personal property taxes paid for antique vehicles. This move would raise the personal property tax cap from \$500 to \$2500 for each registered antique car. The Historic Vehicle Association, an organization dedicated to protecting the rights of collector car owners and an affiliate of Hagerty, has been working to kill this bill but we need your help.

The proposed tax increase would apply to registered antique vehicles that are 30 years or older. If a vehicle is registered as a regular driver and not registered as an antique then no property tax cap would apply and the increase could be even more.

The negative impacts of this proposed tax in HB 5580 are as follows:

- This 400% tax increase focuses on one percent of the population potentially causing an antique vehicle owner to pay more vehicle tax than property tax for their home.
- This attempt to raise \$2 million for local municipalities could potentially cost the state money through deferred registration of antique vehicles where people are tempted to register their cars in other states or sell their antique vehicles outright.
- Nationally, antique car owners spend \$35 billion each year and donate more than \$59 million to charitable organizations. Connecticut car clubs host hundreds of events each year and support for these events, charities and local business revenue could suffer or completely disappear. Less antique cars would have a negative overall economic impact in the State of Connecticut.

The Historic Vehicle Association urges everyone to contact Connecticut State Legislators to encourage them to oppose House Bill 5580. Contact information can be found at www.historicvehicle.org/Help-Stop-CT-Tax-Increase.

The Historic Vehicle Association (HVA) is an organization devoted to all types of vintage vehicles in the United States and Canada founded by Hagerty Insurance—the world's leading provider of Collector Car Insurance. The mission of the HVA is to keep Yesterday's Vehicles on Tomorrow's Roads by establishing a collaborative, unified platform among the historic vehicle enthusiasts and supporting the various organizations, institutions and activities that enable us to enjoy historic motoring. For more information, please visit www.historicvehicle.org.



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A Short Story

By Phil Weiner

To my fellow club members ... good morning. Most of you out there know me simply as Phil Weiner, The Dude with the accessories and parts column each month in our vunderbar newsletter.

Well, this month I'll pass on the parts & let you in on something that as they say, almost did me (the Wein) in. A few weeks ago I had the normal cold for the year. The problem was no that no matter what I took, it got worse. Wee, you guess it ... it turned into bronchitis and went to my lungs. Now remember; I'm a young guy of 74 and have never been thru something like this. So, into the hospital I go. The put me into the ICU and ventilated me. That's where they stick a 12 inch by 1/2 inch tube down your throat to let your lungs to open up. Thank (Happy) God! About a week later I was up and running.

Now my point being, please be aware of whom you are around and of those that are coughing and sneezing. Make sure you protect yourself. By the way ... this experience has made me realize you never know what tomorrow will bring. It's also made me realize that after 45 years of collecting VW items, it is time ... shall we say ... for me to unload a few things around here. Call and find out. Have a nice VW day. Phil the Hotdog Weiner. 305-552-0982



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Bruce Meyers at Funfest for Air-Cooled VW

Effingham, Ill. – Mid America Motorworks is excited to welcome Bruce Meyers, creator of the Meyers Manx, as a special guest at the 13th Annual Funfest for Air-Cooled VW, June 4-5, 2011. Meyers revolutionized the world of off-road racing by designing a lightweight dune buggy using fiberglass and a VW frame. From there the Meyers Manx was born and has become the most copied vehicle in history.

Mid America Motorworks is excited to announce that they will makeover a 1969 Manx with the help of Dune Buggy Archives during Funfest. The makeover will include a variety of projects, bringing the Manx back to life with the original creator on hand to appraise the finished product.

This will be Meyers' second time attending Funfest. In addition to leading an expert seminar, Meyers will also be available to sign autographs and visit with VW enthusiasts. This is a great opportunity to meet a dune buggy pioneer in the hobby.

Funfest for Air-Cooled VW is an annual celebration, bringing together hundreds of VW enthusiasts from around the world. This year, Funfest will feature a special theme honoring the 1960s. The event includes expert seminars, headlining entertainment, awards and much more! For all the latest registration details and information, visit funfestacvw.com. Mark your calendars and make plans to attend Funfest for Air-Cooled VW June 4-5, 2011.

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They are eager to get winter over with! Who "they" you ask?

The Harsh Winters VW Club presented their Annual Spring Jump Start. Club members gathered with non club members on the last Saturday of April for a non judged, free entry, show. Participants received a goodie bag filled by J C Whitney with info, a measuring tape, and a 20% off coupon. Windy and warm weather brought out a good bunch of people for a fun laidback day; they're ready for a new season. Now for some interesting facts. The location was at the J C Whitney warehouse and outlet facility. I bet you remember the fame in earlier days of the parts (all kinds of cars, but we like VWs) sold all over via a Warshawsky or Whitney mail order catalogue (you could phone or mail and then have delivered or pickup). The two catalogues offered the same parts but with different prices. The old facility at



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1900 S. State St., Chicago was an old building with old wooden floors. You could call ahead or order at the counter. The order would be ready at a will call counter and you might see it come down a shoot from above. The new facility follows a similar procedure but on a larger scale. The warehouse is 280,000 sq ft, the call center is 55,000 sq ft, and the store is 5,000 sq ft (the Whitney guy did not give me this in metric – feel free to convert it).

The new facility is in LaSalle, Illinois, which is about 100 miles from the old place south of the Chicago Loop. The move occurred in 1997. LaSalle is a city which started out in the early 1800's larger than Chicago, about 6 miles from Starved Rock (scene of the starvation of one tribe of Native Americans by another). It was named after the French explorer Robert de LaSalle. In its earlier days it was the site of a zinc co., a chemical co., and a coal mine feed, and now J C Whitney!

J C Whitney invited Harsh Winters to hold their show there starting three years ago. J C Whitney people prepared the goodie bags, arranged for the food provider, and offered a 20% discount on purchases. Harsh Winters annually uses their August show "profits" to benefit GiGi's Playhouse, a Down Syndrome Awareness Center, a charity with very little overhead. This year Harsh Winters is raffling a 1965



VW Beetle with work, paint interior, engine, ...donated by members and companies including J C Whitney. Check the "F.Y.I." item in the June 2011 Hot VWS for more details and clarity. Tickets can be purchased on line. Good luck! Go to those local shows far and near.

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In the last year of production with only 7,356 rolling off the line, the 1974 Karmann Ghia was fitted with a primitive engine “computer.” This has not found favor with VW enthusiasts, and this particular Ghia has a rebuilt motor from 1973. Other modernizations such as large tail lights and safety bumpers have also met with disdain among collectors.

The factory-installed “safety” bumper tubes, which are welded to the front end, were severely criticized by the automotive press in that if an accident did occur and the front bumper was pushed in more than a couple of inches, the entire front end of the car would be compromised. This did not seem to bother the safety experts who wrote the regulations.

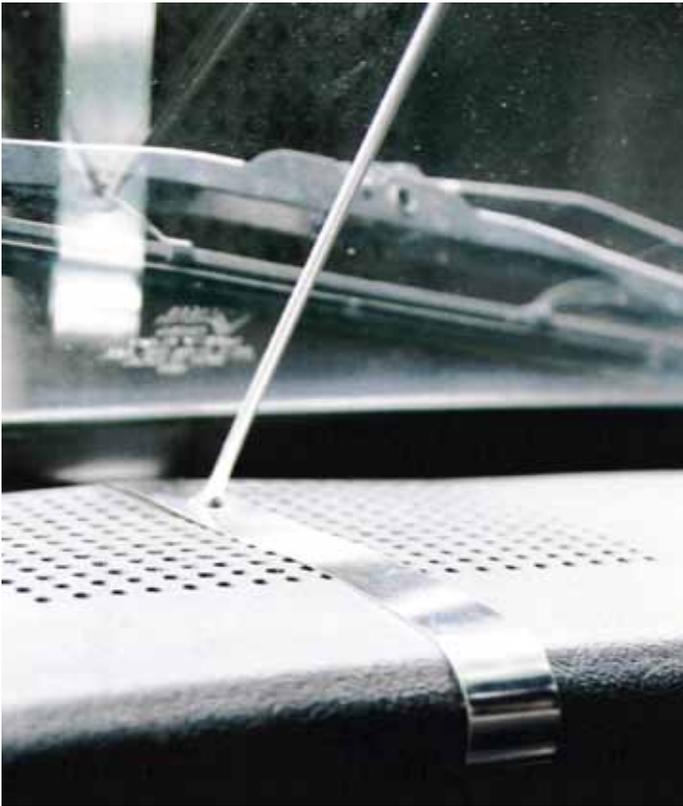
The author removed the front bumper and the remaining bumper tubes now resemble machine guns. Whether real machine guns could be affixed in this way is left up to conjecture. On the James Bond Aston Martin DB5 the machine guns in front project directly from the wheels behind each muzzle, so those guns would have to be extremely short overall. Although the Ghia’s tubes play right into the military theme on this car, here they have been customized with spring-loaded extensions for real bumper functionality.

The military theme is, of course, entirely tongue in

cheek, and the five peace signs are “dead” giveaways (emblem and each hubcap) as are the red roses protruding from the front muzzles. The skeleton wearing a Bulgarian army helmet that occasionally sits in the passenger seat might also be a clue that the military theme here is one more of protest than promotion.

The author painted this Karmann Ghia retro concept car using twenty-two colors. This type of pattern is usually associated with military camouflage, yet the number of colors and the manner in which the colors are juxtaposed and precisely separated may insinuate more of an Art Car intent. Perhaps really “green” cars, which get better than 30 mpg such as this Ghia, would blend better into the landscape with multiple natural colors than some single, loud, metallic hue resembling a neon sign.

This car is also endowed with a “spinner” or “bullet nose” from a 1950 Studebaker. This transplant may give the car a highly individual appearance, but it also contains a lighting system within, for use in night, fog and other weather conditions, as well as for visual signaling at a distance using four, powerful, amber LED bundles. The fact that the car had front end sheet metal damage when bought by the author



made it much more conducive for this “front nose” customization.

The front ventilation inlets have industrial type perforated grilles instead of chrome bars. Fine screens underneath were installed for better filtering of airborne particles. Inside, a fan plugged into the cigar lighter helps with interior air flow in a vehicle that does not have air conditioning and perhaps should not be occupied by smokers (at least of tobacco).

The radio antennae has been removed from the body and is mounted behind the windshield extending into the headliner in the interior of the car. This allows for excellent reception while ensuring an external antennae will not be broken off or bent accidentally. In this case the antennae feeds a new four speaker sound system. The front windshield antennae also adds to the “split windshield” retro look.

The P-51 Mustang model in the rear window is, of course, quite a capricious way to create a third brake light. It is also apropos the P52GHIA license plate. As are the rear window partitions, reminiscent of 1940s aircraft cockpits and 1950s Buicks. The ventilator ovals on the sides relate to early Buick Roadmaster styling and aircraft exhaust systems. In this case they are functional, using sixteen .75 holes for the



“breathing” of the engine compartment. Any sprinkle of water entering the interior of the engine area drains down to newly installed drain holes, much as the “scupper” for the original engine lid louvers would now function under the grained aluminum scoop. The drain holes were actually inspired by small rust holes which volunteered as drains.

Over the engine the custom air scoop is functional, and the cell phone “shark” antennae is now a standard sight among many new vehicles. However, the small aircraft attached to the top of the fin is a mockup of a remote-control video surveillance drone, similar to the “Raven.” These are already in existence, and the idea here is to launch it with the touch of a switch while the Karmann Ghia is in motion, rather than throwing them into the air. The small drone would be used for taking photos and video of the surrounding terrain.

The connection between W.W. II military hardware (P-51 and P-52, the latter only in blueprint form) and the Karmann Ghia of 1955 is quite convoluted, but it involves the major auto stylists of the day. In addition to Raymond Loewy, there are also Harley Earl, Virgil Exner and Giacinto Ghia in this unusual collage that emerged in the early 1950s, tying them all together.

The postwar 1947 to 1951 Studebaker designs were



inspired by W.W. II aircraft, especially the P-38 and P-51 Mustang, according to Raymond Loewy, who was an automotive stylist in the 1930s, 40s and 50s and was an independent designer for Studebaker beginning in 1936. For Harley Earl the inspiration was more specific: the twin-tail P-38 fighter gave him the idea to add fins on the 1948 Cadillac's rear fenders. A proposed fighter dubbed the P-52 was never built, hence one reason for the personalized license plates on this car.

Raymond Loewy, called the "father of industrial design," was in competition with Harley Earl in the 1930s, inasmuch as Loewy began styling work on the Hupmobile as early as 1929. Harley Earl had just started working at General Motors in 1927 and very soon became the head of the styling department. Loewy's London studio designed numerous vehicles and commercial commodities, including the Coldspot refrigerator, the Bell telephone, streamlined locomotives manufactured in conjunction with GM and numerous other commonly used items.

Harley Earl's Buick "Y-job" of 1938 has been considered the first "concept car" ever built, something which the largest auto manufacturers would use to test and lure the public to their ideas of styling. Earl's wide use of fins on automobiles of the 1950s was also an outgrowth of W.W. II planes and Korean War jet aircraft.

The players mentioned in this amalgam of industrial design used fins on their cars during the 1950s: Studebaker, Chrysler and GM. It took an entire decade for the "fin fever" to die down in America as

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the Eisenhower era became associated with bad taste. Eventually, nostalgia and cultural retro-idealization erased a lot of bad memories.

Meanwhile, Giacinto Ghia had established Carrozzeria Ghia SpA during 1915 in Turin, Italy. Ghia's aluminum automobile bodies became famous for their streamlined aesthetics, for example the Alfa Romeo 6C 1500 of 1929 which won the Mille Miglia race. Ghia also designed special limited production bodies for Fiat and Lancia in Italy during the 1930s. In W.W. II American aircraft bombed the Ghia factory and destroyed it in 1943. Giacinto Ghia died a year later.

After the war, companies in Europe and the U.S. retained the services of the Ghia studios, which brings up the fourth player in this fantastic interconnection of industrial collaboration. His name was Virgil Exner, and he became the head of styling under Harley Earl at Pontiac in 1938. However, Exner joined Raymond Loewy that year, where he worked on the 1939-40 Studebakers as well as Studebaker military vehicles



during W.W. II. Just like Willys, GM, Dodge, Ford and others, Studebaker contributed many types of vehicles during the war, including heavy 6x6 trucks and the small tracked Weasel, among other materiel.

Roy Cole, Studebaker's engineering vice president, encouraged Exner to work on his own in the event of a falling out with Raymond Loewy, who could be just as heavy handed as Harley Earl, and both bosses tended to take credit for much work being done by their employees. For example, Loewy employed 143 people in his studios in London by 1949. The fact

Vol 36, No 2
Mar/Apr 2011
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The Vintage Voice is published
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period: Jan/Feb, Mar/Apr, May/
June. July/Aug, Sept/Oct, Nov/
Dec.

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that he signed off on all of his studio's output did not necessarily mean designs flowed from his own drafting board. Ditto especially for Harley Earl.

The anticipated dustup soon arrived and Exner quit. He was immediately hired by Studebaker and became the leading stylist as the war ended and the company adopted "First by far with a post war car" as their slogan. It was true. Having used the independent Loewy studio during the war, Studebaker was ready with a new design in 1947, while larger competitors scrambled to introduce new styling that did not arrive until a year or two later.

The Studebaker Starlight Coupe was an outstanding design claimed both by Raymond Loewy and Virgil Exner, although not everyone like the sectioned, curved rear windows, which were reminiscent of an airplane cockpit. (People asked, "are these cars coming or going?"). The rivalry resulted in Exner moving to Chrysler in 1949.

As with 1950s Buicks, the rear window on the author's car is sectioned to insinuate the design of the Studebaker Starlight Coupe as well. The modified hood ornament also hails from a 1950 Studebaker to punctuate the point, especially since it is illuminated from underneath for use as a marker light. It glows with changing colors in the dark.

The post-war Chrysler products, including Plymouth and Dodge, were stodgy and boxy, with bodies designed by mechanical engineers instead of design stylists. Exner went to work immediately to change this philosophy and quickly established a business partnership with Ghia. The result was the production of numerous concept cars over fifteen years, starting with the Chrysler Ghia Specials of 1951-1953. The K-310, Chrysler Norseman and Crown Imperial limousines, later owned by such luminaries as Jackie Kennedy and Nelson Rockefeller, were largely developed in the Ghia studios under the close supervision of Virgil Exner. It was at this time that Volkswagen hired Ghia to design the successful Karmann-Ghia.

When the Karmann-Ghia appeared in 1955 as a production car, Exner introduced the Chrysler 300 series the same year. The following year he survived a heart attack while developing the "Forward Look,"

best exemplified by the 1957 Imperial, for which Exner and his team received the Industrial Designers Institute Gold Medal Award.

Harley Earl retired in 1959. Exner continued working independently for Ford, but by the early 1960s the men who had worked as stylists before the war and through W.W. II were being replaced by new talent who found little inspiration in aircraft and military themes.

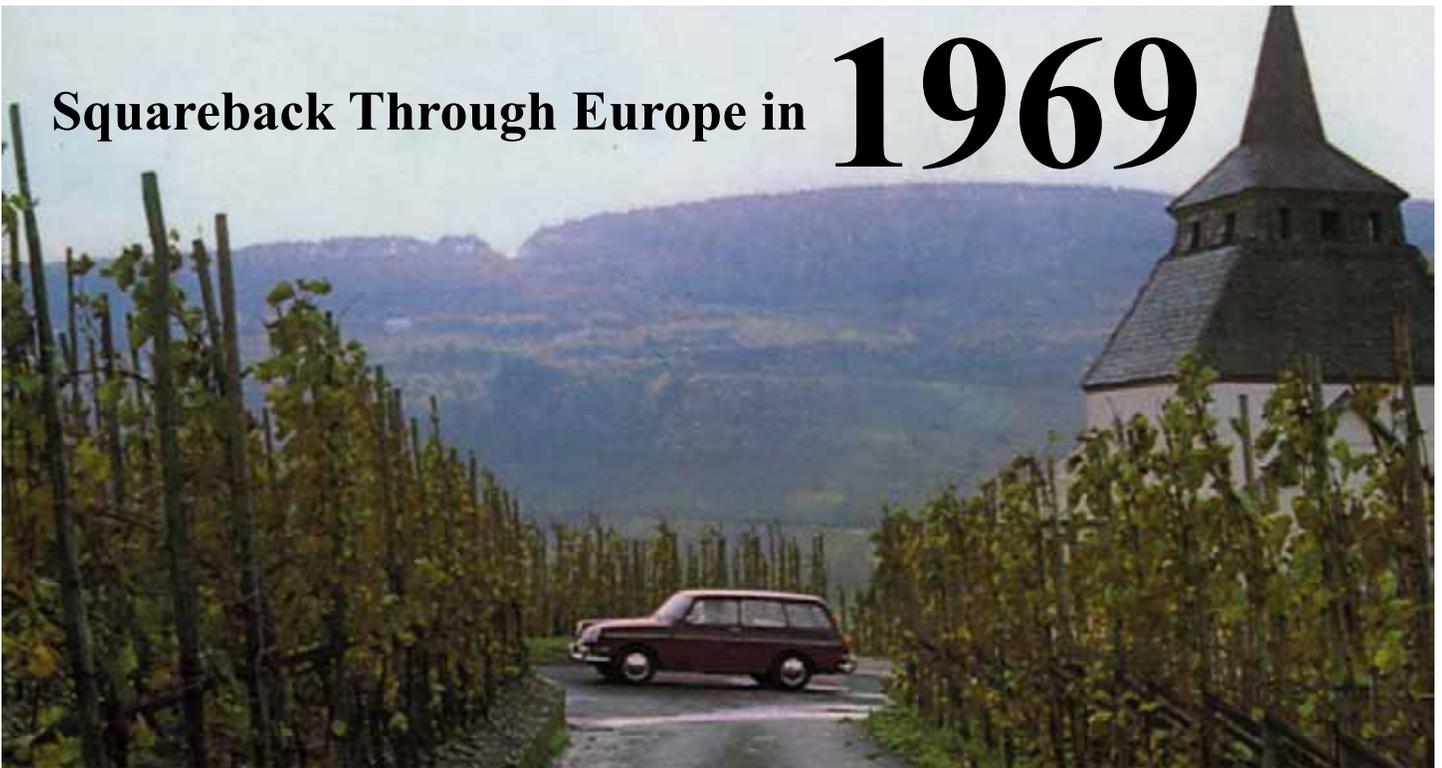
Nevertheless, the VW Thing of the 1970s was clearly a retro design based on the W.W. II Kubelwagen. The American jeep held on to its war-time design styling, becoming an icon for off-road ruggedness, and the HUMVEE, designed specifically for military use, became a civilian in the early 1980s, being dubbed the Hummer.

Other military-inspired vehicle designs also lingered, including the Dodge Power Wagon as well as the Amphicar, in addition to the use of several automotive nameplates such as the Olds Rocket 88, Edsel Ranger, Ford Thunderbird (another aircraft?), Pontiac Torpedo and Tucker Torpedo. The curiously named Studebaker Dictator of the 1930s was an anachronism that companies made a point of avoiding after the war.

The seven American flags on the driver's door are in tribute to the seven defunct American motor vehicle companies which existed in 1955 building passenger cars when the Karmann-Ghia first appeared. Those companies that did not even last as long as the Karmann-Ghia, with one exception, were Checker, Hudson, International (stopped building Traveler and Utility Wagon in 1980), Kaiser, Nash, Packard and Studebaker.

Given the various cross-pollinations and mixing of influences of automotive design after W.W. II, it would not be out of the question that the Karmann Ghia could have been a reconnaissance car at one time. Those who value the Karmann Ghia for its original sporty appearance might be nonplused by such a suggestion, especially presented with camouflage, or Art Car paint scheme, but purists need not lose any sleep as this will most likely be the only "retro concept reconnaissance Art Car" of this ilk.

Squareback Through Europe in 1969



By Albert Mroz, Member of the Golden Gate Chapter. New book: *American Military Vehicles of W.W.I*

I got into VWs at an early age after getting my driver's license when my late uncle, Vito took me (and his son Pete, my younger cousin) to Europe in 1969 to pick up his red VW Squareback in Amsterdam, through what was known as a "European Delivery." My mother and father, who did not go with us, the latter left behind to slave over hot semiconductors in Silicon Valley, the former left to put up with his shenanigans.

My father had been a driving instructor in his earlier years, so I had gotten fairly good training behind the wheel from him, and my uncle immediately put me to use as his 17-year-old chauffeur in Europe.

All went well with my driving through fields of tulips in Belgium, along rivers past towering castles in Germany, ripping down along the Adriatic in what was then called Yugoslavia, and then heading north again from Split through Lyubljana across the border towards Klagenfurt. The new VW ran perfectly. "This thing has some pep," my uncle would say.

However, along a busy, narrow, two-lane highway in Austria, a wasp entered the interior, and as I tried to whoosh it away from my face with my hand, I slightly veered off the pavement. There was nothing but open

fields on both sides, but as strange luck would have it, there was a street cleaner pushing a wheelbarrow right where my driving had suddenly become erratic.

I "tagged" the wheelbarrow with the right fender, and the old street worker and his tools took a spill into the ditch. We stopped immediately and jumped out. The fellow picked himself up, righted his barrow, placed his shovels and broom back into his cart and gave us a scowl and a good cussing in German. There was not even a scratch on him or the VW.

Just at that moment a blue VW police "van" pulled up with two officers. My uncle and I did not speak German. There were a couple of unopened beer bottles in our car, and we were quickly "arrested." We were not frisked, cuffed and abused, but merely motioned to follow the blue VW bus "with the cherry on top," as my cousin Pete would say. The old fellow with the wheelbarrow was left behind to continue along the shoulder of the road on his own. From all appearances everyone thought he was all right. But there were formalities.

The three of us arrived at an enormous compound of the police station where a row of green, two-cylinder W.W. II BMW 600 motorcycles stood at the ready. At

that point I was no longer driving the VW, as may be surmised. Upstairs, we met the Austrian police captain who, to our astonishment, spoke perfect English. When we inquired, he told us that he had learned English “during the war.”

We were not placed in jail but instead directed to a campground and told not to leave town. It was a Friday, but we would be required to go to court in the morning anyway, to settle what the captain called “pain money.” An address of a café that opened early was handed to us for a meeting at 8:00 AM.

I couldn't sleep that night. We arrived punctually. The old fellow who I had “tagged,” for lack of better terminology, arrived a few minutes after us. Without speaking, as we sipped coffee, he took off his pants right there in the café to show us a vast array of clean, white bandages swathed around his waist and leg.

The police captain arrived moments later, and we all jumped up to follow him out of the place, apparently on a march towards the courthouse. It was a bright morning, and I noticed people looking out of their balconies and windows at us. Up ahead of me was the police captain with my uncle. Then following them, were myself and the accident victim, limping noticeably, and my cousin following the procession. We walked slowly, sort of methodically in silence.

Within several blocks we arrived at the courthouse and sauntered inside, where nobody was present and only some utility lights flickered in the long hallway. It was Saturday. We were asked to sit down on a deep, comfortable oak bench, and the captain disappeared into what I thought were the judge's chambers.

He emerged within a few minutes and decreed we had to pay a fine of 25 shillings. At the time the exchange rate was five shillings to the dollar. He said we could pay in cash right then, and my uncle quickly produced his wallet. The old fellow seemed glad that justice was being served.

We slowly walked back to the café, with many a local turned head following our sullen group. The old street worker said goodbye. The four of us watched him limp away looking remarkably forlorn. As we watched him gimping away, a half block from us he suddenly quit his limp and stepped briskly and energetically around the corner. We all smiled at each other and nodded silently.

My uncle followed the captain back to the police station in the Squareback to finalize some paperwork. The captain drove very quickly in his police car, and we had trouble keeping up with him. I remember my uncle saying, “It's a good thing this VW has some pep.” Few people use that word anymore.

At the station, the captain was the epitome of politeness and magnanimity. After signing some documents he said, “Can I invite you for a beer?” It was nine in the morning. My uncle and I shrugged without opposition. My cousin Pete had a scared look on his face.

We walked downstairs to a basement bistro next to the police station. There were several police officers already enjoying beverages. We had a beer with the police captain, and my uncle again marveled at how well he spoke English.

“Yes, I learned English during the war,” he said before we departed for the Italian border. The VW ran perfectly.



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The Struggle to Replace the Beetle

By Heinz Schneider

Henry Ford's experience with the Model T, his failure to adapt it to what the market wanted and the resulting dramatic decline in sales at Ford, was a fact pointed out many times during the fifties and sixties to the head of VW, Heinrich Nordhoff. VW distributors and dealers, especially in Germany and Switzerland, were calling for a four door car with engines in the right place, as they put it. Nordhoff would just shrug his shoulders and proclaimed that he knew what he was doing and what happened to Henry Ford would never happen to him. Some of the quotes he used to explain his position with have become part of Volkswagen lore. Some were clever, others arrogant. To one interviewer he would say, "It is not necessary for you to lose any sleep about decisions I am responsible for". Another one: "Even if the day would come and there would be no more cars, the last car ever build would be a Volkswagen Beetle". Later as more questions were raised about Volkswagens reliance on only the Beetle, he assured everyone that Volkswagen was well prepared, "Not to worry, we have many arrows in our quiver and are ready to use them."

Despite of all these official denials, Nordhoff, right from the very beginning of his arrival at Volkswagen in 1948 looked into ways to replace the Beetle. As I had mentioned a few times before, Nordhoff in 1947 considered, as he would admit in 1954, the Beetle as being unattractive, uncomfortable, unreliable and too expensive to manufacture. He was afraid that as soon as the competition in Europe would start building more attractive and more powerful cars, probably even at a lower price, Volkswagen would not be able to compete. Another opinion he expressed at one time was that people were buying Volkswagens despite its shortcomings because no other running cars were available after the war. During a speech to his workers in 1948 he pointed out that they should work hard to get as many cars produced as possible because an opportunity like this might not happen again. Obviously he had doubts about the future of the Beetle. Therefore work on a Beetle replacements started early. Ferry Porsche in his first Autobiography says that the first Beetle replacement developed was

ready for production in 1951 and two more by 1955.

In an interview to the German newsmagazine "Der Spiegel" given August 10th 1955, Nordhoff admitted That Volkswagen by this time had at least five replacements for the Beetle developed. All were rejected by him. As he explained in the interview: All were too heavy. You could not make the car heavier using the same engine and stay in its class and price range. As Carl Hahn, who was there at that time and later became head of VW from 1981 to 1992 stated in his 2005 book, "All cars developed were just body variations of the Beetle and therefore had all of its shortcomings and did not convince anyone. All engines were placed at the rear, were air-cooled and had the transmission/differential/engine as a one-unit design".

Many lists published by the German media by VW critics relished in pointing out these perceived or actual shortcomings of the Beetle:

- Lack of power.
- Poor distribution of weight, making the car unstable, especially in strong crosswinds.
- Having the fuel tank in front, practically in the lap of the driver and passenger, as some would exaggerate, creating fear of fire and explosions in a collision.
- Lack of a proper heating and ventilation system.
- Lack of luggage and interior space.
- Engine noise.
- Lack of comfort in general

Despite all of these criticisms, the Beetle and its derivatives kept on selling, a fact Nordhoff constantly pointed out. The Volkswagen Beetle was becoming a triumph of development over design. Starting out with a lot of quality problems, over the years Volkswagens became better and better. Even those buyers who had doubts, and were aware of the cars idiosyncrasies would buy them in spite of them. It was a known item. The car was just too much value for the money. Its advantages overcame its negatives.

The competition however did relentlessly pick on Volkswagen and eventually Volkswagen started to lose market share in some key European markets, especially in Germany. Total production and world wide sales were however not really affected much. While sales declined in the home market, new markets in other countries were constantly added and in the US demand was still strong and acted as a relief valve to absorb VW's production. But even Nordhoff shortly before his death in 1968 admitted to his designated

successor, that more should have been done by his engineers to go into a new direction. All the proposals submitted by his development staff and by Porsche had been big disappointments. One has to ask however, why Nordhoff did not insist that his thousands of development engineers come up with something more progressive and not just fiddle around with the present design to justify their keep.

What could have led Volkswagen into a different direction was ignored. While Nordhoff blamed others for not coming with better ideas it was he and his advisors who did not realize where future car development would go. The author Jan P Norbye in his book "The Complete History of the German Car" ISBN 0-517-64180-1 had this to say: "In 1963, Nordhoff had a meeting in Hannover with a remarkable engineer, a Hermann Klaue, who had worked for the Argus Motor Company before the war. Klaue presented several plans for a complete car with front wheel drive and a water-cooled 1,500 cc transverse engine that would enable Volkswagen to stave off the feared threat from Opel for a long time into the future". Norby continued: "The car made a lot of sense to Nordhoff, but it was a solution would have posed also a lot of new problems for VW. The proposed car had nothing in common with the existing Type 1, 2 or 3 cars, not a single major component. To build it, VW would not only have to have new tooling but use different manufacturing methods throughout. Not to mention that a new sales philosophy would have to be used. The enormity of these difficulties, together with the weight of the financial burden, led Nordhoff into a long period of inaction, equivalent to a negative decision. That inaction would cost Volkswagen years of valuable time, the problems would not disappear".

Under heavy pressure and criticism finally in 1967, at a time as Volkswagen sales in Germany and in the rest of Europe nosedived, Nordhoff for the first time showed to the press some of the prototypes Volkswagen and Porsche engineers had been working on to replace or to supplement the Beetle. These were supposedly the before mentioned arrows Nordhoff had in his quiver. The public showing of these Beetle replacement prototypes were projected to deflect some of the accusations that Nordhoff had been negligent and had put the Volkswagen Company's survival in jeopardy. The invited press representatives looked at about 40 of the over hundred prototypes, which Volkswagen had developed in the 19 years since 1948. They were in different stages of readiness, some were only styling

studies, while others were ready for production. Nordhoff had expected accolades and recognition for all of these developments. He expected these prototypes would show the world that despite what everyone was saying, he was prepared for the future.

The contrary of what he had expected happened. All the critics of the press and of the other media were pretty much in accord. None of the prototypes shown were in any way worthy to replace the Beetle. All were basically Beetles in concept, having all its shortcomings, only with different bodies. Worse, all the Beetle replacement prototypes never overcame the serious flaw of being too heavy. As Nordhoff had earlier mentioned, using the same size engine as the Beetle, all would have been seriously underpowered.

The negative reports published by the press, after the public showing of these prototypes in the fall of 1967, came as a shock to Nordhoff. As well as it did to the employees of Volkswagen, to the dealers and to anyone else whose livelihood depended on Volkswagen. The press had a field day. None of the cars developed and for the first time shown to the public, appealed to anyone. It showed the dilemma Volkswagen was in. There were no suitable models in the pipeline to stop the decline of sales in Europe or to meet any of the safety and pollution requirements in the US. The fast driving Germans had for years considered the Beetles to be traffic obstructions on the Autobahn. The fact that the Americans were still buying Beetles in great numbers fortunately kept the company afloat. Many were wondering and the German press kept asking, what is going to happen to Volkswagen as a whole once Americans would no longer be amused by the Beetle.

Unfortunately, the time given Volkswagen by the continued success of its products in the USA during the sixties had not been used wisely in Wolfsburg. Eventually, even in the US sales of Volkswagens started to falter. The combination of attacks by Ralph Nader and other consumer advocates, the deteriorating quality, the increase in price, and the Japanese competition was just too much to keep US sales going. The exchange rate of the German currency vis-à-vis the US dollar had started to change in the favor of the Dollar. On top of that the workers at VW were asking and were for many years getting double digit raises. All of this made another Beetle handicap obvious, which up to this time could be and had been ignored; the Beetle and the other Volkswagen models were

very expensive cars to manufacture. What had for years been flaunted, by people who do not know much about car manufacturing, as a simple design, to build Volkswagens was very labor and material consuming. As one manufacturing expert at Volkswagen had pointed out, it took 6,000 spots welds to put a Beetle together while only half of that was needed for an American car. Some do believe more welds make for a better car. A point that could be argued, but it is labor intensive and therefore more costly. Volkswagen did also have not a true unitized body; it was a body on platform design, another expensive manufacturing feature. All of this was OK as long labor cost were low in Germany and the exchange rate between the German and American currencies favored Volkswagen in a big way. This favorable exchange rate was another reason Volkswagen had preferred for many years to sell their car in the US instead of in their home market.

How did Volkswagen get in such a predicament? It did not have to be that way. The problem was that no one, not Nordhoff, nor his engineers, nor the people at Porsche who were paid many millions to advice and develop concepts for VW, had any clear ideas of what kind of car would be the right one to replace the Beetle. They were entrapped in the conviction that Volkswagen buyers would only accept cars with air-cooled engines in the back and with a fastback body style. They were desperately trying to maintain the uniqueness of the Volkswagen as they kept saying.

As we have seen, none of the arrows in Nordhoff's quiver were used to replace the Beetle. I have always wondered whether it would have been possible to save the Beetle if Volkswagen would have more aggressively and intelligently adopted the classic Beetle to pollution and safety requirements. With some more foresighted engineering it may have been possible. We will never know. The badly proportioned "New Beetle" can not seriously be considered a Beetle replacement.

Readers of the Vintage Voice may wonder what cars Volkswagen had considered as Beetle replacements. This subject had always fascinated me. The many developments were highly secretive and very little information had been available for many years, but little by little it is becoming available, even though not quite complete. Beetle replacement developments had reached different stages of readiness. Three of the considered Beetle replacements were actually advanced far enough to enter production, to be introduced and that does not include the Golf the actual replacement. In one case fifty pre-production cars had been built and in the two other cases 200 pre-production cars were tested, finalized and ready. In future articles we take a closer look at what is known today about the different cars that had been developed and considered to replace the Beetle.



*Hey Guys,
Everybody has been asking about the split. Here are the latest photos. Just got finished replacing the new front apron, rear spare tire well, trunk release cable pipe, and reworking both sides of the spare tire well, sanding and finishing the entire trunk area & gas tank and getting it all in primer. The underside of the front hood is done also. And I sealed the inside of the Gas Tank. Next I'll be finishing the front fenders and then the top of the front hood. This is my LAST restoration. No really. I'm not kidding, really. This isn't like someone else we know saying that it's a keeper. But this truly is my Keeper. I've always wanted a Split and I got it. (Thanks Chuck). To see all the photos go to www.cjvws.com and click on Garage Space. Hope to get moving more on it now, I want it ready for the show at Billy's or at the very latest Flanders.*

*Bob Cropsey
bobcropsey@aol.com*

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

Two good Volkswagens at newly reduced prices. Call me for info and mail fliers. 1.) 1982 Westfalia/Vanagon pop-top camper. Very good California. Mostly original & new brakes, tune, tires. Now \$6,000.00. Shows well and fund camper. Air cooled. 2.) 1982 Rabbit convertible. Very good driver. New Brakes, radiator, tires. Good original interior and top. Enjoy summer sun. Decent car now \$3000.00. Both need to be sold. Don Bowker. 330-274-8872. N.E. Ohio. Call before 10 pm EST. (June11)

1955 VW Beetle with sunroof. Needs total restoration. In shed for 35 years. Lots of original parts including Badge, correct brake drums and new small oval. Has '57 motor-does not run. Two 1300cc rebuildables go with. \$3000.00 OBO Kunga2@verizon.net: 301-253-6484. Laytonsville, Maryland. Ask for John. (Apr11)

1954 Beetle Convertible. Needs full resto. Excellent project car. Starts and yard drives, rusty rails & package shelf. Very straight all original fenders & hood, tail-lamps, tube type rims, uncut rear apron, single exhaust, strap-over air cleaner. Non-Original 36 HP motor, set of NOS Conv. Semaphores included. Originally gray – light gray color. Owned 20 years. Ed Gourley. 781-820-8962. edwingourly@yahoo.com, Hickory, NC. \$7,000 firm. (Apr11)

1972 White Karmann 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 complete 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, 7326783992, btuting@gmail.com, \$13,000 firm, FOB Whiting, NJ. (Apr11)

1978 Super Beetle Convertible. Rebuilt engine, new paint, new floor boards, and interior. White interior with blue exterior. Anniversary Edition. Fun for a cruise with the top down. Owned and garaged for 10 years. A very rare car at a great price, won't last long @ \$5995. Located in Arroyo Grande, CA. Call Jim @ 805-489-6518 or e-mail: 5hams@att.net. See pictures on Craig's List-California-San Luis Obispo. (Apr11)

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. 33 174. Phone or Fax: 305-552-0982. If faxing, please call first. (Apr11)

Parts or Cars Wanted

Looking for 16 inch rims. Used but in good condition. Call Phil Weiner. 305-552-0982. (Apr11)

Cars Wanted 1930's-1960's. Very Serious Buyer for: Austin Healey, Jaguar, XK-XKE MG "T" Series, MGA., Triumph TR 2-3-4-250, Mercedes 190-220-230-250-280 SL, Porsche 356-911-914, Alfa Romeo, Singer Ford Mustang 1964-1967, Model A and T, Other interesting European and American cars. Generous Finders Fees. Fast payment and pick-up. Steve's British Connection 630-553-9023. sbcinc@aol.com. (Apr11)

Looking for 16 inch rims. Used but in good condition. Call Phil Weiner. 305-552-0982. (Apr11)

Miscellaneous for Sale

A complete VW Hobby. 1946 VW Model. New & used parts. Model cars. A VW Library. VW factory parts books. 3 cars for parts. Special tools. 860-868-2568. Everything VW related – one price. \$15K OBO. Garth Collins. Marble Dale, CT. (June11)

1952-1982 VW Factory Shop Manuals: \$29.95-\$99.95
Aftermarket VW Shop Manuals (6 different publishers):
\$9.95-\$34.95 54-79 VW Restoration Manual \$37.95 Alex Voss
4850 37th Ave. So. Seattle WA. 98118 Tel: 206-721-3077 toll
free 888-380-9277. (Apr11)

Selling all my VVWCA newsletters, Hot VW Magazines and Volksworld. Most going back to 1972. Each or all. No room. Please help. Condition very good. Call Phil Weiner. 305-552-0982. Willing to part or sell it all cheap. (Apr11)

Swamp coolers, 2 to choose from. Both in working order. (Call to review) each \$575.00 plus shipping. All parts for tool boxes, clips, flocking, decals, rivets and we restore the box and also will take trades. Either Hazet or Hazet Tourister. Plus all tools in stock either NOS or USED. Call for prices. Also selling 166n Hazet Tool Roll Around, restored: \$1500 plus shipping. German original bumper badges. Over 200 to choose from. Prices start at \$350 each. Also badge bars, SM & Large. Call Phil Weiner. 305-552-0982. (Apr11)

Right from the beginning of this review I do like to mention some of the factual errors that have crept into too many books about the VW story and which are repeated here too. I have ignored these errors previously but feel compelled from now on to point them out. For instance the first small car development by Porsche, after he had started out on his own, the Type 12, did not have a torsion bar suspension as is claimed here and by many others. There is also no clear knowledge of whose idea it was to use an air cooled radial engine for this car. Even the son of Porsche, Ferry, gives different versions of it in his two autobiographies. If it is suppose to be air-cooled how come there is a radiator placed above the engine clearly shown in the few pictures that do exist about this car. The next Porsche small car after the Type 12, project Type 32, for NSU, three different bodies were used, one by Reutter, one by Weinberg and an all metal version built by Drauz. This last car survived and is displayed today at the VW Museum at Wolfsburg. The author of this book claims two bodies were built by Reutter and one by Drauz. Most books, just as this one, also claim that the Type 32, the NSU project, was stopped because of legal problems with Fiat. That is incorrect. The head of NSU during the 1960s tried in vain to correct these erroneous assumptions by writing to different publications, obviously unsuccessfully. The reason for stopping the NSU project did not have anything to do with Fiat. It would take up to much time to point out more errors, which maybe small to some, to me however significant. It just bothers me to see them endlessly repeated and I will come back to these and others at some time in the future.

Now I better concentrate on what is good about this book. A section called “Early VWs on the Road” mentions a number of interesting comments made by different US publications such Automotive News, Consumer Reports, Business Weekly, Popular Mechanics, etc. about Volkswagen. All of them very insightful since they reflect the different opinions many writers had about VW the car and the company at that particular time. Some interesting stories by early VW owners telling us about their experiences are sprinkled throughout the books pages.

A couple of pictures included were especially interesting to me. One is a copy of the original Bill of Lading of the first officially imported Beetle to the US. This is the car Ben Pon brought over January 17th 1949. This bill confirms the dates. Another interesting picture shows the building of Competition Motors in Los Angeles from the sixties. It is a two car shack having a sign on the outsides indicating that this was the dealership for Hillman, Singer, Jaguar and Simca. This dealer would eventually become the largest VW and Porsche distributor in the USA. At the time the picture was taken it showed two MGs, a Porsche convertible and what looks like a Peugeot parked on the lot. Competition Motors was sold to VWoA in the seventies for a reported 60 million dollars.

Many other interesting factoids are sprinkled throughout the Book. Here are a few. In 1960 Volkswagen spent \$ 1.5 million on advertising in the US while Renault the French competitor, spent 5 Million. – The price for a Volkswagen Beetle sold through the PX in Frankfurt in the forties and early fifties was US\$ 645. Demand was such that they had to be distributed by lottery. – Early buyers of VWs in the US had higher income and were better educated as the average population. – And here a quote by Nordhoff about the early Beetles, which I had not known before: “It did not even smell good enough for the Russians”. *Heinz Schneider*

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