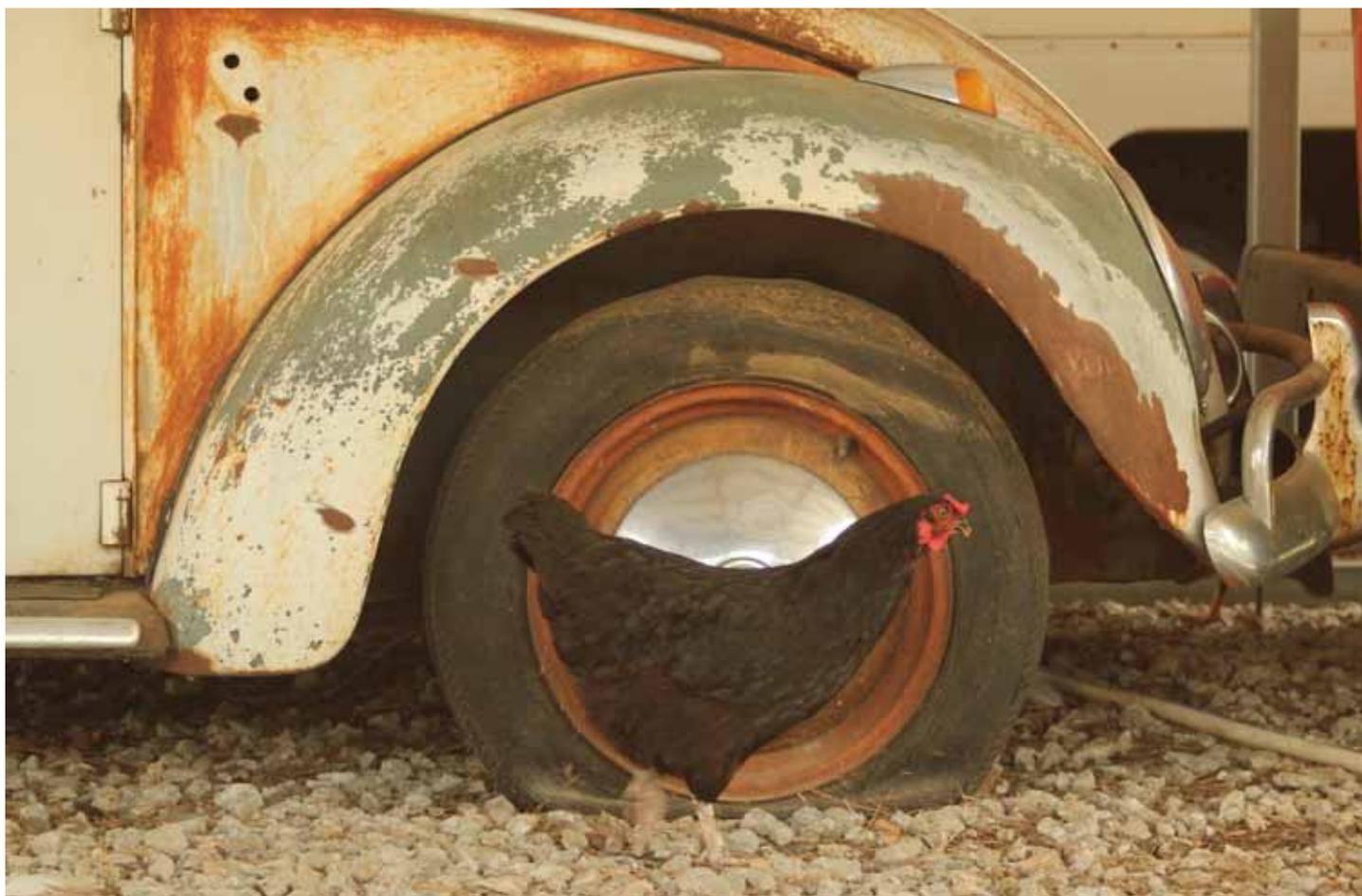


# VintageVoice

July/August 2011

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The Vintage Volkswagen Club of America Newsletter • Established 1976



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# Director's FORUM

by howard query

Burtonwood@vwca.com

I'm fairly diligent when it comes to servicing my VWs. In fact, my wife's of the opinion that I'm downright anal about it and need to have my head examined by someone that could actually determine whether I'm pushing the ladder a bit too far on this one. But still, I service them in the spring .. again in the fall and each month there in-between.

Oil changes are frequent and often occur whether I need to change the oil or not. Spark plugs are checked, brake fluid levels are topped off and I'll grease the front end, year end and anywhere else that's needed. But recently, I'd found an area of concern where I'd not been paying as much attention to the heart of my VW as I should.

The symptoms can on gradually, sometimes not detected until a much more severe problem arises. And while driving my '69 bus mostly during the day, I hadn't noticed that the headlights did not shine as brightly as they had in the past and during a light summer rain shower I'd suddenly noticed that my windshield wipers seemed to be operating a bet slower than they should be.

As time went along, I'd noticed that the starter wasn't engaging quite like it had before. In fact, there were times when I'd turn the key over three or four times before anything would happen at all. I was bit surprised at this as I had replaced the battery the year before and I was sure there couldn't be a problem with the starter, as it was fairly new as well. Most electrical components had been replaced within the last year or two, so I was naturally puzzled.

A friend of mine from Kingston, Arkansas once told me that the correct way of troubleshooting a problem was that of working backwards from the least expensive part. So, I backed the bus out of the garage one sunny afternoon and thought I'd first check the fuse box. Everything seemed in order, no blown fuses. I then moved back to the engine area and popped the engine deck lid. Working on a bus engine is a lot different than working on a Beetle. On a Beetle, there's a lot more elbow room to check things out than there is in a VW bus engine compartment. So there I was, sitting on the ground staring at the engine wondering what the problem might be. Now, unless you've a bus owner before, you're probably not aware that the



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battery sits directly behind the passenger side tail light. With the battery tucked away as it is; it's easy to ignore it. And ... that is exactly what I done.

After poking my head around under the rear deck lid, it became very apparent to me that my problem was nothing more than a massive growth of battery acid corrosion on the negative battery terminal. It was huge ... much larger than a cluster of cauliflower and probably would have grown more had I not discovered it when I did. Naturally, I pulled the battery and cleaned the terminals. I scrubbed them with baking soda and applied a battery terminal protectant. For the sake of safety, I also removed a battery quick disconnect I had previously installed. It was here where the problem occurred. The battery disconnect was inferior and was not providing a secure connection. After I'd spotted the problem, it was obvious as to why I was having electrical issues. Why hadn't I spotted this sooner?

Someone once reminded me that a VW of this age is no different than we are as we grow older. Pipes clog and our wiring wear out. Such is the case with an older VW. I worked throughout the after disconnecting every electrical terminal I could find. Using emery cloth, fine grit sandpaper and a Dremel polishing tool ... I cleaned them all. Including ... no less ... removing all the fuses and polishing the copper clips that hold the fuses in place. And here I'd thought I was pretty conscious as to the service needs of my '69 VW, yet I had literally ignored the heart of the operating system. One could argue this point, but I believe the battery is crucial to the operation of your VW ... without it ... you're going nowhere.

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# Volks Woman

by Lois Grace  
vlkswmn@sbcglobal.net



## Trucks and Women

**A**s Bob Dylan said, “The times, they are a’changing”. That’s still true after all these years, even in the VW hobby. While it used to be fairly rare to see a girl showing a car, it’s getting so that there are more and more of us out there. It’s not equally split yet, but give us time. Guys show cars, girls show cars, and everybody has fun. Usually. Unless you’re trying to convince people that the car you’re showing is really YOURS. Ever had this problem? Probably not, unless you happen to be female and your car is a 1959 Single Cab pickup. I can relate to that one too.

Bugs and ladies get along very well. Buses and ladies are a little more rare. But how many of you can think of TRUCKS that are owned and loved by those of us of the female persuasion? I’ll be not many. I, myself, can think of only three right off the bat: myself, a friend of mine and her bus, Wilbur, and a woman from Sacramento who dotes on a ‘63 Deluxe. But for the most part, women and Type II’s just aren’t generally thought of as a common sight.

Being a sort of non-conformist, I get a certain weird kick out of having a restored single cab. We’re such an odd sight at shows and parades that we’re the topic of lots of discussion, Vernon and I. “Oh, how CUTE! Her husband let her drive his truck!” or, “Hey, look, she’s got his truck here!”, and the ever-popular, “Tell your husband he’s got one beautiful truck there.” hahahaha. You can imagine how well that last one goes over with me, the one person brave enough to venture into the depths of Vernon’s cargo hold, wire wheel and Rustoleum in hand, to scrape away the years of decay. Me, myself! HAH! I’d like to see one guy brave enough to do THAT! And this guy wanted to give my husband credit for this? Hmmm. I can understand where all this comes from, mind you, but I don’t have to like it. Do I?

Slowly, Vernon and I are educating our public. Woman CAN have trucks and buses if they want! They can help make them as beautiful as the guys do with theirs! They too, can know the fun of restoring a car! My husband Rob goes with me to almost every show and event. Once there, he makes himself scarce for one reason or another (I personally think it’s because he doesn’t really like VW’s), and leave me to

answer the questions that are surely to follow. I don’t mind, really. If buses ladies are hard to understand, imagine how a single cab TRUCK and a woman get treated. I know, most women wouldn’t CHOOSE a single cab to restore, if they wanted a VW they’d probably pick something “cute” like a convertible Ghia or something. Even a Model A. Or a Thing. Yes, even a Thing would be less an oddity in the hands of a woman. Well, in all honesty if I were going to choose a VW to restore, I probably wouldn’t choose a single cab either. MEN might want one, but a woman? But, it didn’t work that way - I didn’t choose Vernon, HE chose me. The rest is history.

I think it was at one of Vernon’s first appearances as a complete truck that I got a sample of this strange behavior that men exhibit sometimes. A guy came up to me while I was cleaning and polishing, and wanted to know how long it had taken my husband to restore this truck and how much money did he invest?? HUH? What the heck did he mean by THAT crack? My husband? Vernon and I had been friends for 6 years before I’d even met the man I married! And, all told Rob had invested countless hours supporting me and this massive undertaking, but hadn’t invested a single dime of HIS money in it - Vernon was all mine! Didn’t I look like a Truck Person? It took me a minute to realize that after seeing me (being a woman-type person and all) and seeing Vernon (being a big blue truck-type vehicle and all) that NO, I did not look like a truck person and this guy just assumed that Vernon belonged to a MAN. In all fairness to men, we can’t blame them for this attitude. Vernon and I do look odd together. Part of this problem is my own appearance, I think. I’m fairly tall, blue eyed and very blond. In short, not the classic example of someone most folks would expect to see standing next to a restored Type II, unless she were wearing a neon bikini and was draping herself seductively over a fender. Well, since Type II’s don’t have fenders, I suppose she’d have to find a Deluxe sunroof bus to lounge around or over. You get the idea, right? But to see a Blonde Person, on hands and knees with a dirty rag, cleaning the grass off her tire treads - well, it’s just more than some can comprehend. Too strange to contemplate. I’m no radical feminist but neither am I one to sit back and let others

bask in MY glory! After all, hadn't I helped on a lot of the work? Hadn't I color-sanded Vernon's hide with my very own hands? Hadn't I worried and cried and despaired over him? Sure, yes, I had! But that was no reason to rip the guy's lips off for asking a question! People needed to be enlightened, not antagonized!

It didn't take long before I grew to actually enjoy the extra attention Vernon and I got at shows. Once I told them that Vernon was indeed MINE, most people were very friendly and interested in our story. There seemed to be a few people who were too shy to ask the obvious. I didn't bother them, I just left them alone and they figured it out for themselves. There were also a few guys who didn't seem to believe me when I told them Vernon was mine. Even they don't bother me much anymore - I just smile sweetly and wonder why these guys think I'd even be cleaning a truck that wasn't mine. Some thought it was funny - HER, and this truck? HAHAHA! You've gotta be kidding! Well, I think it's funny too - we really are an Odd Couple.

I've had guys want to argue with me about what is correct and what is not. Women NEVER say a word about this, but for some reason, a few guys have a need to find SOMETHING on Vernon that isn't quite right, isn't STOCK. I decided when I began this project that the point of it was going to be to make Vernon as nice as he could possibly be, and to make him the way I wanted him. Not necessarily the way he was born, but BETTER. He actually turned out pretty much bone stock as it is. But, the interior is my version of what a Deluxe single cab would have looked like, if VW had built one. Instead of the gray cardboard door panels, Vernon's are upholstered to match the seat, which is a tasteful gray tweed with gray vinyl trim. He has a gray AutoTex headliner, which matches the panel around the rear window. I did it this way because it made ME happy, not so that it would conform to what he was supposed to have. Too, I wanted him reliable so I could drive him to shows and parades. (He's been trailered exactly twice in his entire life, and not by choice) His old vacuum advance distributor was giving up the ghost, so I replaced it with the more reliable centrifugal advance model, the .009. Ditto for the coil, which was replaced with a Bosch blue coil. Those two items are the only non-stock things on the engine, yet they still catch some eyes. I had one guy who felt it necessary to point out to me that these did not occur naturally on a 36hp engine. I had to then explain that yes, I knew this, and there was a reason I'd done this.

One young guy (is my age showing yet??) wanted to argue that my front bumper wasn't correct. To tell you the truth, when I got a front bumper for him (Vernon had a set of weird aftermarket bumpers at the time) I only knew I wanted one of the "plumber's delight" type - blade, bow, and over riders. I had no idea there were different kinds! Luckily, I ended up with the right thing - one that slants down on the ends. This guy insisted I had the wrong one; since Vernon was a '59, he should have had the bumper that ends in a point on both sides. I make a point of not arguing with someone if I can help it, especially if I'm not sure I'm right. But in this case,



I'd just been told that what he was talking about was an earlier style - '58 and earlier. I told him this, yet he persisted. I forget how this drama ended - it's been a couple years - but I remember something about ignoring him. When I wouldn't argue about the bumper, he tried to pick apart Vernon's paint. Dove Blue? Nah, this can't be Dove Blue since it should be a bit more GRAY if it was Dove Blue.....this looks more like Fjord Blue to me. Yeah, right, whatever. The guy was clearly looking for ANY reason to find fault with Vern. I doubt he would have gone to this extreme if Rob had owned the truck. Or, maybe he would.

Most people are so nice, and interested, that the Fun People far outnumber the UnFun People. In fact, the main reason I have such a good time showing Vernon is because I get to talk to them about my favorite subject! Get me started and I'm hard to shut up. Secretly, I get a big kick out of all the extra attention we attract. I don't take him to shows to loudly proclaim for all to hear that Vernon is MINE, and a MAN didn't have a thing to do with it. No, as a matter of fact, quite a few men had a LOT to do with it. Without Rob's support, I probably would have given up long ago. And, the ones directly responsible for returning Vernon to his former glory were ALL men. But women seem to love Vern too. They usually let the guys do all the talking, then upon finding out he's mine, they turn to the guy and say something like, "Well, SEE? I told you."

I guess Vernon and I have quite a reputation now. I didn't mean for this to happen, it just did, but now that it has I'm not sure it's a bad thing. What the heck, it might open doors for Transporting ladies all over the U.S. The most fun I have at shows is sitting there, with my back turned, listening to the comments. Some will already know about him. Some will have heard of him, but not of me! A few will have never seen him before. But the comments! "This is the truck a CHICK did." "I wanna see THIS one. Her dad bought it when she was a kid." "NO WAY,MAN!!" And it goes on like that. That's the fun part. It's great being a novelty and I enjoy it. I suppose Vern enjoys it too, but it's hard to tell. He wears the same bland blue face to every show. Unless you can see that tiny smile there, see? Right there, yep!

# Volkswagen Beetle in 1992

## Total Beetle Production Reaches 21 Million

by Heinz Schneider [s.heinz@verizon.net](mailto:s.heinz@verizon.net)

**V**olkswagen de Mexico (VWM), located in Puebla, Mexico, the only place Beetles were still being manufactured, produced and sold 86 613 Beetles in 1992. Four times the amount sold just four years ago in 1988. The Beetle was still benefiting from the combined measures taken by the factory and the national government, as well as by the unions and the dealers to keep Beetle prices low. Costing an equivalent of only 6,700 in American dollars made it the lowest priced car in Mexico and outstripping sales of any other model sold in the country, giving it a 22 % market share. Lowest priced cars of its nearest competitors cost about \$ 3,300 more. Buyers had to wait over a month to get a Beetle. The Beetle was cheap to buy and cheap to fix. This was a highly attractive incentive for potential buyers. In an interview given to Automotive News in March of 1992, a professor at the University of Puebla stated that the low price was the only reason people were still buying Beetles. He believed that many people preferred a new Beetle to a 3 year old used car. If it wouldn't be for the price, the cramped, noisy and underpowered Beetle would not be competitive. He went on: "The limit of its design is being fast approached. There is no way this vehicle can be engineered any more to comply with the increasingly more stringent noise and pollution regulations".

As we know today, the Beetle would be produced for another ten years after the above cited comments. Improvements made to the Beetle had for some years been on a slow burner, and neglected until this year. Actually, most previous changes had been efforts to reduce content, like for instance taking out the rear set belts and the moldings around the windows etc. However starting with 1992, as sales were still going surprisingly well, Volkswagen decided to seriously improve the Beetle once again. Again attempts were made to adopt it to government requirements and to buyer's wishes. Chassis numbers for Beetles for the 92 model started with 11N0 000 001, the Letter N is indicating the model year. Changes to the 1992 model were the introduction of the Digifant fuel injection system, plus a regulated catalytic converter with a Lambda sensor to further reduce pollution. Other changes were the introduction of automatically adjustable front seat safety belts. The dashboard received a low fluid indicator light for the dual brake system. Also in 1992 special good looking wheels became available for the Beetle, having 20 slots instead of the eight that came with the standard model. Wheels like these had been a standard item in Brazil; however unlike the Brazilian wheels, which had a 14 inch diameter the ones for Mexico were 15 inch diameter



wheels. Because of these 20 slot wheels many have mistaken Mexican Beetles as coming from Brazil. Bumpers were now larger and painted in body color. Exterior rear view came in black. Two special editions were introduced during the model year the "Wolfsburg Edition" and the "El Auto del Siglo" (The car of the Century)

On June 23, the 21 millionth Beetle was produced in Puebla, another milestone of Beetles produced throughout the world. For that occasion a commemorative edition was launched painted in special colors and having "21 Million" inscribed on its engine lid and on both sides. An Am/FM radio with cassette player, tinted windows and chrome hubcaps were part of this special edition.

Other Volkswagen News in 1992: While the Beetle was having a good year in Mexico, in the rest of the world the Volkswagen Group had an off year. In Germany VW had to let 5, 8% of its workers go. The remaining labor force had to work on a shortened hour schedule. This downturn came at the end of long expansion period that saw Volkswagens sales rise continuously. In the US Volkswagen sales dropped to a historical low, where only 49,000 units were sold. The main reason for the sales decline in the US was the lack of cars. Volkswagen had counted on supplying the US market with cars from Mexico but found the quality unacceptable.

Rather than bringing these substandard cars to the US VW decided to wait and paid compensation to its dealers for staying with VW. At this stage Volkswagen had even considered leaving the US. - Volkswagen started to supply most of its cars with airbags and electronic stabilization program. - VW Transporter production starts in China. - Total Volkswagen Company sales in 1992 reached 3,499,678.



## Our Online E-Edition Offers Newsletters From The Past

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

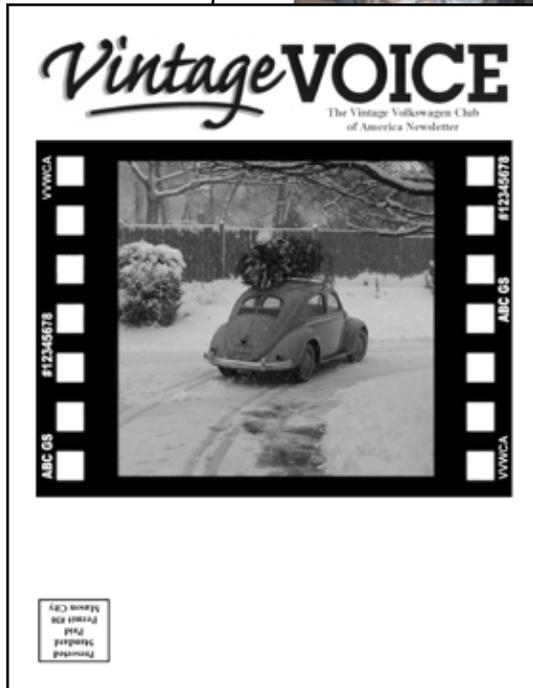
If you've not explored the online recently, you should check it for a look into our past. At the recommendation of our membership, we've decided to make a change in how we serve up past offering of our online newsletters. Usually, members could always find the current issue and the five issues preceding that. They'll now find the current issue along with at least five issues from the past.

We think you'll be amazed at what our membership reported to us years ago. We also think you'll be quite surprised at how the Vintage Voice has grown and improved over the past few years.

During the mid-70s, our newsletter averaged 8 pages or so ... today we average 24 pages or more with full process color on the front, back and inside pages. It's certainly been a huge undertaking over the years and a huge improvement for our members.

Plus, you'll be able to download newsletters from the past and save them in PDF format. Over time, you'll have built your own Vintage Voice library.

So, check it. For us old times, our past issues just might bring back many fond memories ... for the new kids on the block ... take a moment and read up on the history of the Vintage Volkswagen Club of America.



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The Mo-Kan VW Club Presents

# “Riverstock”

## Bug Blitz Bus Blast 2011

If it's May in the Kansas City area, it must be time for the annual VW Show at E. H. Young Park next to the Argosy Casino in Riverside, Missouri.

This is by far one the most beautiful settings I've ever been to for a car show. It's right on the “Mighty Mo” (Missouri River), lush green grass, lot's of trees, parking enough for 500 VWs, a really nice kids playground, 2 sand lot volley ball courts, modern bathroom facilities and a beautiful paved walk along the river with drinking fountains every so often because it can get hot!

This year was picture perfect, not to hot and not to cold. It rained all week just about and the night before which didn't deter the campers that came from all over, Nebraska, Iowa, Oklahoma, Missouri, Kansas, and maybe other states. By show time, it was perfect.

Attendance was slightly down and probably due to what the weather was doing all week, but all in all about 95 cars in the show.

This must have been the reunion year. I saw at least 6 people I hadn't seen in a lot of years, most from out of state. Our own Daisy Hutsell-Rodman was back with her husband Wade and many others. You might remember Daisy did our newsletter for a time. Good to see you all!

The Mo-Kan club did something a little different this year and had a stock 1600 dual-port engine built locally by members with lots of donations from local and not so local businesses. The raffle was a big hit! There was a run-out-of-gas prize then the grand prize, the engine itself going to Steve Reentz.

The Mo-Kan club would like to thank all of its volunteers who without them, this would not be possible as well as the sponsors, Mid-America Motorworks, Wolfsburg West, MST Motorsport, Tulsa, Bud Brown VW, Olathe, KS, Vee Village, Kansas City, Mo. Schlitterbahn, & GOWESTY.COM. Thank you all very much.

As always, some of the proceeds from the charity raffle, which items come from anyone and everyone including the Vintage Volkswagen Club of America, The Buskatiers, and



NEATO, go to “The Sunflower House,” Kansas side charity and “Furry Kids Animal Rescue,” Missouri side charity.

The car show was on the grass this year which I think everyone enjoys much more so than the parking lot. There were many fine cars in attendance including a bone stock original 1967 Beetle owned by one of our members, wish I could remember more than his first name, and a beautiful kit car that had me fooled, a Kubelwagen built on a 1971 Ghia pan and running gear owned by one of our members Kendall Gott.

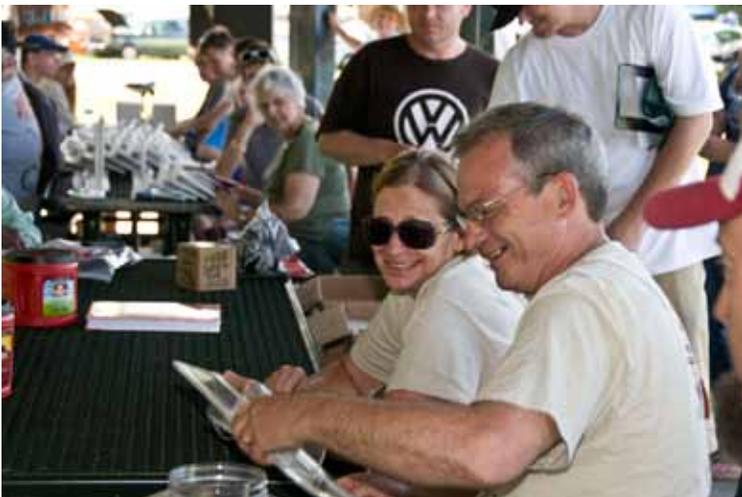
The show was a huge success and a big hit, if you get to the Kansas City area in the spring, it's a must see! Lots of friendly people, great area.

*Mike Epstein  
Kansas Chapter Rep*





# *“Riverstock”*



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

Tools required: 1 large slotted screwdriver  
 1 medium slotted screwdriver  
 1 medium Phillips screwdriver  
 1 small Phillips screwdriver  
 Penetrating oil  
 Pop rivet gun  
 Sunroof mechanism repair kit (available from Wolfsburg West)  
 1 21/64" drill Bit  
 1 power drill



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



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



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



Remove the rear sunroof guide rails (see photo).



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



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



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



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



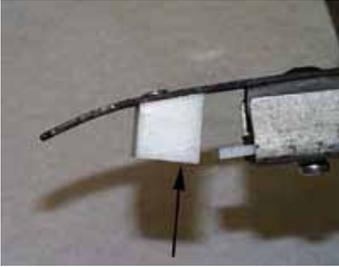
Now for the tricky part! With the female screws well soaked with penetrating oil, remove the Phillips screws from the female screw (see photo). You will most likely need an assistant for this job. Using a large slotted screwdriver, insert this into the female



screw and remove Phillips screw from opposite side. If the screw is seized, apply more penetrating fluid and allow for



absorption. If the screw is still being stubborn, try applying heat (make sure area is dry, penetrating oil is flammable!!). If the screw shears off (we generally experience a 50% success rate), drill-out remnants of old screw, and tap new threads accordingly (5mm X .80).



With the female screws removed, remove old sliding tabs and sponge rubber sections from all rear bows. Insert 1 black rubber spacer (the rubber spacer will need to be cut to width, and 3 holes punched), 1 new sliding tab, and two sponge rubber sections (tall

profile situated upward) (see photo). Insert female screws and tighten screws until compression of sponge is observed (see photo). It may be necessary to add another black rubber spacer to achieve proper and even sliding action. This is determined by test fitting the newly rebuilt rear bow. If another spacer is needed, place this on top of the sliding tab.



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

The sunroof mechanism may now be reinstalled onto your car.



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## Announcing The “Heroes Of Antique Volkswagening Award” for 2011

**T**he Common Gear Antique Volkswagen Society is happy to announce this year’s “Heroes of Antique Volkswagening” honoree. We are very pleased to recognize this year a man who has worked tirelessly and without calling attention to himself, within the old VW hobby, for the past 10 full years.

The “Heroes” award program was originated in 1999 to help recognize those people within the antique Volkswagen hobby world who have especially given of themselves to help other hobbyists, often with little to no personal gain or attention. The inaugural recipient in '99 was talented Michigan-based antique VW restorer Dave Crompton. There were two recipients for Y2K: Pennsylvania’s tireless antique VW hobby advocate Jim Siegfried, and New Hampshire’s intrepid antique VW road warrior Bill Collins. The three 2001 honorees were California’s “world class” enthusiast/author/entrepreneur Rich Kimball, Connecticut’s unsung long-time workhorse event organizer Chuck Pisconski, and Missouri’s super-enthusiastic event participant/organizer/“do-er” Bill Bowman. Our two honorees for 2002 were Michigan’s “positive guiding light” Bob Case, and California’s amazing Golden Gate Chapter (VWCA) head man Rick Spohn. In 2003 we gave a much-deserved spotlight to that long-unsung, low-key, behind-the-scenes “doer,” Nebraska’s Matt Joy. 2004 saw recognition of Wisconsin-based master-restorer of drivable classic VWs Connie Holcomb, and California’s long-time vintage VW hobby enthusiast/organizer/promoter Jan Peters. In 2005 the “Heroes” spotlight shone on Massachusetts resident and dedicated vintage VW hobby leader Peter Cook, and Iowa’s “ironman” vintage VW behind-the-scenes-doer-of-all-things



Howard Query. In 2006, the “First Family of Air-Cooled VW Performance,” the groundbreaking and truly legendary Berg Family, from California, were most deservedly honored. In 2007, our honorees were Arizona’s “godfather” of VW toy, memorabilia, and goodwill Jerry Jess, and VW restoration parts pioneer Tony Moore of CA’s Wolfsburg West. For 2008,

the extraordinary (and extraordinarily loved) couple from California, Erich and Wendy Kircher were recognized for their contributions to the hobby and to humanity. In 2009, the AZ-based internet impresario Everett Barnes of “TheSamba” fame was honored for his significant contributions to advancing the state of the (old VW hobby) art. And in 2010, “The Godfather of the Antique VW Hobby,” Terry Shuler from PA was honored with well-deserved “Hero” recognition.

This year’s “Heroes” honoree is Connecticut’s Jeremy Clayton, who has served as President of the CVA hobby group for the past 10 years. Quoting from a post Jeremy made to the CT VW Association’s online discussion group in March of this year gives a bit of a taste of the personal sacrifices Jeremy has made for the hobby: “...As of the end of this year I have put in 10 years as president, time for some much needed relaxation and time to possibly focus on finishing some of my projects, car, house and otherwise. I will still be around and helping, but due to life circumstances and just generally being worn out from doing all the stuff involved with the position for so many years, I am mostly retiring. It has been fun, but I’m tired. Thanks to everyone that has helped and supported me for so long. I think we have done wonderful things with this club and I’m finally comfortable with where the club is at, to pass it on...” Anyone’s who’s attended any CVA events over the past 10 years has probably seen Jeremy working hard, along with his fellow volunteer club staffers, to make sure the event runs smoothly, and everyone has a good time. Jeremy’s relaxed, low-key, and inclusive style has made the club and its events

quite popular in the Northeast and beyond. Jeremy has also worked hard over the past 10 years to muster enthusiasm and support for many other non-CVA events—both VW-related and not; the fact that in 2011, a major annual Connecticut antique auto show (“Time Machines,” now in its 33rd year) has chosen Volkswagen as this year’s “Featured Marque” is undoubtedly due in no small part to the great enthusiasm and positive VW spirit Jeremy has displayed over the years.

The official “Heroes” award announcement in the honor of Jeremy Clayton took place on Sunday, the 22nd of May, as part of the festivities of the Michigan Vintage Volkswagen Club’s “24th Annual Vintage Volkswagen Festival,” at Ypsilanti, MI, reference: <http://www.mvvc.net/EventPages/2011Festival/festival.html>. The MVVC Festival has traditionally been the venue for the announcement of the annual “Heroes” honorees, ever since noted MI-based restorer Dave Crompton received the inaugural honor in a ceremonial presentation at the 1999 event. If it can be worked out, the actual “ceremonial” presentation of Jeremy’s award plaque is hoped to take place on July 24th, at the “Time Machines 2011” antique auto event in Guilford, CT.

The Common Gear Antique Volkswagen Society wishes to thank all those who participated in this year’s “Heroes” award process, including this year’s esteemed nominators: Milt McDonald, Chris Fox, Bill Arute, and Bill Silvestri. Yet another special tip of the hat is due to Lynn Anderson of the MVVC for all her ongoing help & spirit.

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## Vintage Volkswagen Club of America is on the hi-tech road

By: Howard Query, [burtonwood.vvwca@q.com](mailto:burtonwood.vvwca@q.com)

Yes... we’re an old club in support of old cars. And although we’re a vintage sort of folk, there’s no reason we can’t speed ourselves up to the benefits of modern day technology; providing of course that we leave modern technology on our website or print it in the newsletter and try not to mount it in our air-cooled VWs.

In the months to come, you’ll spot QR codes pasted on our website and printed throughout the Vintage Voice. For those of you who are as old as I am, QR codes are probably a complete mystery. But if you think about it for a bit, you’ve probably seen them at the grocery store, drug store and even in some of your favorite magazines. (Heck, I had to have an 18 year old employee explain QR codes to me. Talk about feeling ancient!!)

(QR codes) QR (Quick Response) codes were developed just a few years back and seem to be quickly taking the place of common day bar codes. QR codes are a special type of barcode which holds encoded information like text and URLs (website addresses). The codes can be read by a barcode reader or your camera’s smart phone (providing you have the app for that).

Now why would QR codes be of interest to the VVWCA? I’ve got a smart phone but find I’m actually dumb kind of user. Those little keys on the screen or micro key board buttons are too danged small for me to type in anything without making an error. QR codes allow a person to quickly scan the code which provides direct access to a specific website or area of a website. The QR code helps cut through the hassle of clicking on half a dozen links or so and directs my browser to the exact place I need to go. Unlike computer bookmarks, QR codes can be generated on an as needed basis for special topics of interest and for special offers available only to our members.

If you don’t have a smart phone (my phone is a dumb phone) or one of those fang-dangled dandy-fancy iPhones, QR codes will mean just as much to you as a bar code does to me. Still though, watch for them to appear in the Vintage Voice. Check them out and use your smart phone to unhide what’s behind the mystery QR code.



Don’t forget, to read the QR code ... you’ll need an app for that.

# Letters

To whom it may concern,

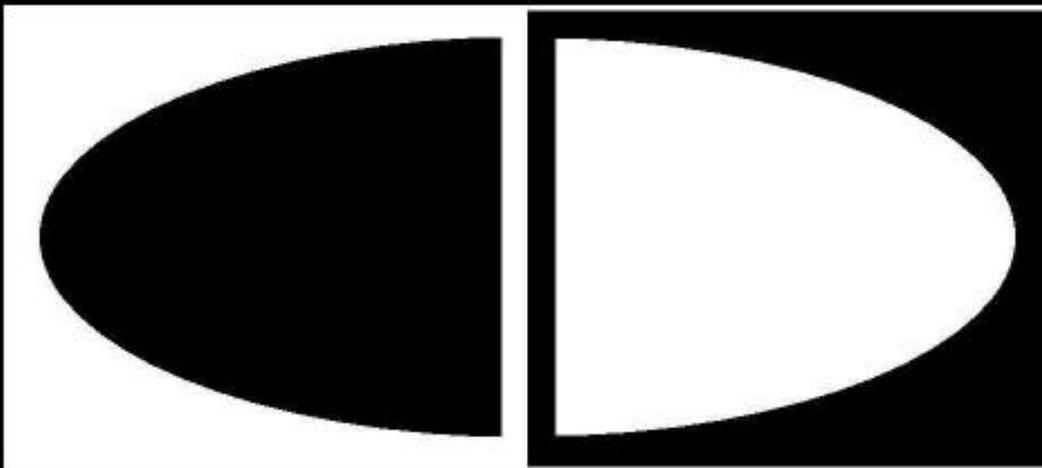
After reading the Director's Forum, I get the feeling there's some type of discontent out there in VVWCA land. With all the addictive & vast amounts of love out there that we have for our VW babies, you would think not for one second would we sway and waste time with discontent. If it weren't for people like Howard Query, Mike Epstein and countless others, truly where in the world would we be in this club? Not only do these people keep things together, but I get so engrossed with our newsletter .. I read it sometimes over and over. When you're a VW lover, whatever is connected to that car .. no matter what .. it's pure love. I for one can't thank Howard enough for not only being in our club, but the time he spends, which are countless hours sharing his thoughts and everything else about our beloved VW. I for one gave up a long time ago thinking I needed help because I was going overboard when it came to VWs.

Having VWs in my life has brought an abundance of happiness to all of my family. Picnics, books, toys, trips and on and on it goes. No matter what you have to say about VWs, let the club know. As they say, if it fuels the fire, more people will let loose and it will build. Most VW lovers are great people, kind and respectful. Once you get a conversation going it just won't end. Trust me I've been there. I have a saying I use quite often. "if it's not VW, I don't want to talk about it. HA! HA! I love it!

Phil Weiner

PS: "Once a VW fanatic, always a VW fanatic. If you leave, sooner or later you will come back."

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# Hubcap logo painting secret

The thought of painting the VW portion of a hubcap sounds pretty easy. Just mask the area that you don't want painted, whip out a small hobby paint brush and VOILA!! So, you go about the chore of cutting masking tape to size, painstakingly applying the tape onto the hubcap and paint each portion of the VW logo. As you remove the masking tape, you notice a few thousand brush strokes have left their crude rigid impression, and a few areas of bleed-through are present where the paint seeped through the masking tape. It is at this point of the project that your hubcap is hurled through the air as if it was a chrome plated Frisbee, which then bounces off a wall and dents your fender. After experiencing a situation which resembled the above scenario, Larry Dustman, owner of The Trim Shop in Chandler, Arizona, enlightened me with his secret of achieving a perfectly painted hubcap VW logo. The procedure is quite simple, and requires very little in terms of skill and or expertise.



Tools/supplies required:

Sanding block Lint free fabric

Spray paint (Krylon, Rust-O-Leum etc.)

Lacquer thinner or other suitable solvent

Automotive polishing compound or wax

1. Prepare a sanding block or block of wood by attaching a thin lint free fabric to the sanding surface. This sanding block surface will be the tool used to remove the excess paint on the hubcap.

2. This process is best performed on chrome hubcaps. Painted caps tend to lose the crispness of the logo making it nearly impossible to achieve a smooth edge.

3. Using typical "run of the mill" spray paint, spray the emblem with one good heavy coat. This is one of those instances where two thin coats is not better than one heavy coat.



4. Immediately after spraying the cap and with the paint still very wet, rub your sanding block with the fabric attached over the logo surface of the hubcap. Don't worry about removing all of the paint but concentrate on making the edges as clean as possible. If the paint starts to get to tacky, apply a LITTLE lacquer thinner or suitable solvent to the surface of the lint free fabric. With the majority of the paint removed, let the paint dry hard before proceeding to the next step.



5. There are several ways to remove the balance of the paint left on the cap. Polishing compound and/or polishing wax is a good start. If the leftover paint is somewhat large, apply a small amount of lacquer thinner or suitable solvent onto a towel and rub gently.



6. Don't lose any sleep if you make a mistake. Your work can easily be erased with lacquer thinner.

7. We have found that curing the hubcap in a normal household oven helps the paint adhere better to the surface of the hubcap.

Our finished hubcap. Total time from start to finish approximately 10 minutes.





## THE GREATEST VW SHOW ON EARTH

### 2011 VW Classic at Irvine California

Anyone traveling in Orange County in Southern California, more specifically in the area around the city of Irvine, during the second weekend of June, may not trust their eyes. They will be surrounded by hoards of all kinds of Volkswagens, many of Vintage age. Where are they all going? They are on their way to the VW Classic at the Verizon Amphitheatre at 8808 Irvine Center Drive in Irvine. That is their final destination.

While the main event takes place on Sunday there is much a Volkswagen aficionado can do starting on Wednesday. Early arrivals can camp at the display grounds. On Thursday a Go-Cart event is planned for participants of the Classic, also in Irvine. On Friday not far from where the VW Classic takes place, the people that run CP Performance have an open house from 9 AM to 5 PM where they serve, what they describe as a top notch lunch and show off their performance items. This event has taken place now for seven years and it has become one of the major Pre VW Classic attractions. Early on Saturday the Orange County Transporter Organization (OCTO) shows off their Type 2 based Transporters and Campers combined with a Swap meet at the Angel Stadium in the city of Anaheim. For those to who all of this is not enough yet, there is on Saturday after noon, at 2 PM, an exhibition of VW Collectables, like for instance toys and literature, taking place at the Irvine Crown Plaza Hotel, just a short distance from the VW Classic. This Hotel also has been selected as the Host Hotel of the Irvine VW Classic.

On Sunday the big show, the VW Classic, starts at 7 AM. As always, long lines of cars line up before the actual opening. Anyone who comes early has to be prepared to stand in line for some time. Calling this event the largest VW show on earth is probably no exaggeration but may need some explanation. There are two alternating major vintage VW shows taking place in Germany every four years, the well-known Veteranen-Treffen at Bad Camberg takes place this year in 2011, and will have has registered vehicles on display. This event is strictly limited to 300 real vintage cars and usually anyone who wants to register has to do it early because the limit is reached a long time before the actual event. Only split and oval Beetles are accepted. The same strict rules apply to Karmann-Ghia's and Transporters that want to participate. The other major German Vintage VW event always



takes place two years after Camberg, the next one will be in 2013 at Hessisch-Oldendorf it also has very strict rules. It is claimed that the last time they had 40 000 visitors and 1450 participants from 32 countries.

This is in contrast to the VW Classic here on California where just about everything goes. Consider this: 547 cars signed up to be registered and judged. About 250 to 300 just show up to show off their cars. Unfortunately, I was not able to get the number of People that came just to see these cars, but the crowds were humongous. Cars were judged in many categories, Stock, Custom and Special Interest. Many special awards were given like for instance for special use of color or for the most original.

Besides the official display one can see many interesting vintage cars just at the parking lots of these multi day events. More as I have seen at other so-called Volkswagen shows I have attended in the past. My interest is mostly in unusual cars on display and this year, in 2011, again I was not disappointed. A Mexican made Basic Transporter was there and a DKW with his two stroke engine running. One may wonder what a DKW is doing at a VW show. You see, DKW were cars built by VW before their name was changed to Audi. And how about a Thing that had a trailer made from the front end of another Thing with a fully functioning

barbeque grill. All ready for tailgate parties, which the owner actually had with his friends on Sunday. All color coordinated naturally. The three Brazilian made Pumas that always show up at this event were there again. One was of them was for sale for about \$10,000.

However, what always surprises me is the number of Type 2 Transporters and Campers present at this show in all of their many variations, especially many Westfalias. While I did not count them this time, the last time I was at the Classic I counted 123. 1971 and 1972 Westfalias were well represented. Without a doubt, due to the fact, that these years were the ones with the most camper sales. Since I had a 1971 Westfalia myself, which I used for over six months exploring Mexico, I was curious to talk to one gentleman who had his 1971 Westfalia, identical to mine, in top restored condition for sale. He wanted just over \$ 10,000 for it. I had paid \$ 3,200 for mine in 1971.

For anyone who wants to relive or experience the VW Camper live can here in Southern California rent a camper. The Los Angeles Times had a recent write up about such an experience. Interested? Look under vwsurfary.com. Another news story I heard on the radio was that a 23 window VW bus was sold recently at an auction for over \$200,000.00 (two hundred and thousand). Too bad VW decided to discontinue importing this kind of vehicle to the US.

So far this report only mentions the cars displayed but there were also a great number of vendors displaying their wares, used and

new parts. For many who are looking for those still missing rare parts to finish a restoration project this was obviously the main attraction. Not only original parts but many special after market parts were also available. Seats and upholstery material, you name it was there. On a flat bed trailer a whole bunch of short block and some highly modified powerful complete engines were on display.

Judging by the comments made on the internet, there are lots of aficionados who schedule their vacations around this event. There is always something for everybody. —Heinz Schneider



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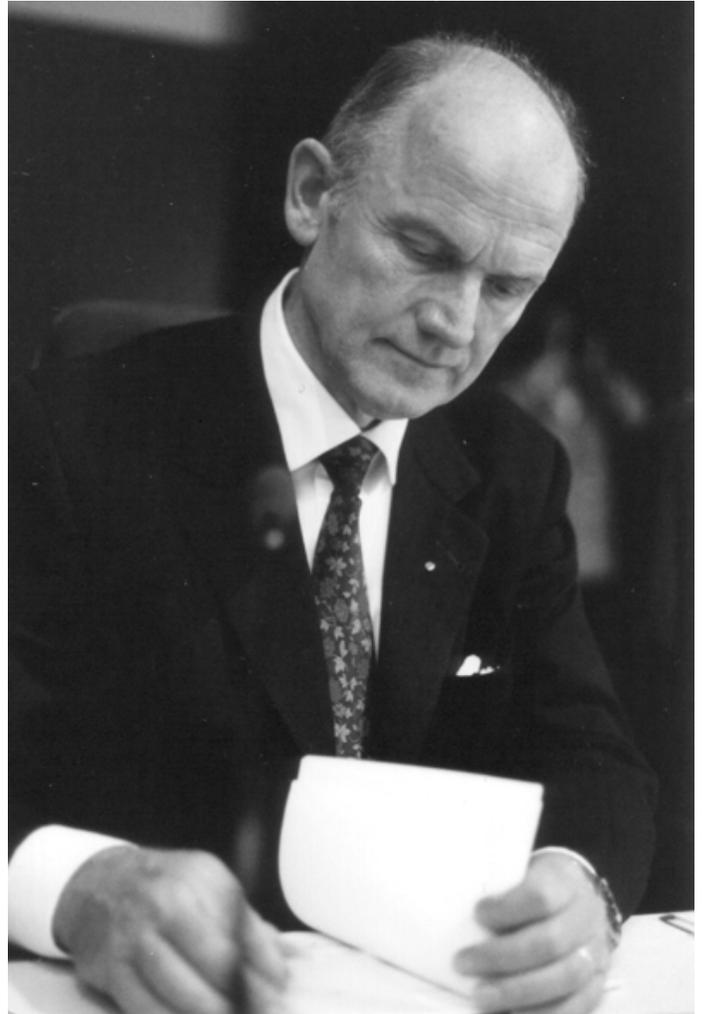
## Ferdinand Piëch, another look.

At the beginning of 2011 a lot of renewed attention had been paid by the general media and especially by the automotive press to Ferdinand Porsche's grandson Ferdinand Piëch. Piëch is at this time chairman of the supervisory Board of the VW Group. "Automotive News" started on January 3rd listing him as one of 10 executive who changed the industry - for better or worse. The reason for his nomination is because he is involved in a struggle of wills with the head of Fiat/Chrysler, Sergio Marchionne, trying to buy the famous Alfa-Romeo Italian car brand from FIAT. While Marchionne is reluctant, Automotive News points out that Piëch, as is his custom, won't go away.

The February edition of "Car and Driver" has an "A very Piëch Retrospective" listing 11 of his hits and misses he was involved with. 4 out of 5 hits were cars. The only car that was not considered a hit was the Volkswagen Phaeton, which however has become a big success in China. 3 of the 11 cars/events were listed as misses and two are mentioned as a hit and a miss. One, considered a hit and miss, is the quality of the Volkswagen products. I agree with that assessment. While in Germany VW is always rated as tops as far as quality is concerned it does not seem to travel well to the US. Or should I say it does not travel well from Mexico to the US. Mexico is the country where most of the Volkswagens sold here come from. Car and Driver has this to say about the quality of Piëch's cars: "The fit, finish and materials of VW group cars are top notch and set industry benchmarks. But the cars' long-term reliability and durability leave something to be desired".

"Motor Trend" is also chiming in, in February. In it's "The 2011 Power List" Piëch is rated in second place after he was number one in 2010. Ford Motor Company's Alan Mulally is ranked first this time. The reason Motor Trend rated Piëch high is because in his quest for Volkswagen Group to become number one in the world and to replace Toyota from that position. And also for the fact that Piëch wants to go Formula 1 racing and also is thinking of buying either Alfa Romeo or Ferrari or maybe both.

The April edition of Car and Driver follows in a February write up with a very interesting to read, hilarious column



by a John Philips. His comments about Piëch alone justify the price for a one year subscription to Car and Driver. He has met Piëch a few times personally and calls him an Übermensch and his favorite automotive executive. He makes fun of Piëch's German accent. He points out that Piëch does not use a chauffeur; he wants to get a first hand impression of the cars Volkswagen builds. He expects the same from his executives who have to give their chauffeurs and give Piëch a personal report to every month about their impressions and he does not accept any reports by email or by memorandum. Anyone having a chance of acquiring the April issue of Car and Driver should not miss this informative column. It probably is also available at public libraries.

Having personally watched VW executives at higher and medium levels at Volkswagen de Mexico, I very much admire Piëch's attitude with dispensing of this ritual. I used to watch as the chauffeurs of the executives would

stop at the entrance to the offices, jump out and help the executives into their jackets, reach for the briefcase on the backseat and hand it to the big shots. Most of these types were more interested in playing an important roll instead of attending to the car business.

Piëch is also prominently mentioned in Bob Lutz's most recent book "CAR GUYS vs. BEAN COUNTERS". Lutz calls Piëch a highly skilled autocrat. "With a self-confidence bordering on and perhaps crossing into arrogance, Mr. Piëch ruled Volkswagen with an iron fist, listening to few and firing many who dared too question his supreme wisdom".

After having had doubts about Ferdinand Piëch for many years I have lately become a great admirer of his and of the way he runs Volkswagen. It is obvious that a lot that is happening at VW now greatly enhances the financial situation of the Piëch/Porsche families but it is also good for VW. His influence is reflected in today's Volkswagen and Porsche products. Unlike his famous grandfather, Ferdinand Porsche, and his also well known uncle, Ferry Porsche, he actually is a full blooded certified hands-on engineer. He can and does design 3 to 16 cylinder engines from scratch and can make them actually work reliable and correctly right from the start. Piëch is a very ambitious man and has rubbed many people the wrong way. Years ago, not being satisfied about how the Porsche Company was managed by his uncle, he created a lot of turmoil by criticizing his nephews most of whom were employed by Porsche. Piëch considered them only as freeloading and not forwarding the interest of the company. His constant criticism resulted in the firing of all of the Porsche and Piëch family siblings and forced Ferry Porsche do hire an independent general manager.

Piëch is a great admirer of the great Italian designer Giorgio Giugiaro who owned Italdesign in Turin, Italy. He spent some time at Giorgio's design studio after he was fired from his uncle's company. Today's Audi and Volkswagen products show a lot of Italdesign influence. Italdesign got into big time business by designing the first Golf and Scirocco cars. In 2010, on the insistence of Piëch, Volkswagen bought 90 % of Italdesign.

Besides admiring Giorgio Giugiaro, Piëch also was very impressed by Soichiro Honda the founder

of the Honda Motor Company and he mentions in his autobiography that he had at one time actually considered working for Honda.

To anyone who knows how to read German, I highly recommend reading Piëch's autobiography "Auto. Biography" ISBN 10- 345509361. There are two more books out, both somewhat critical of Piëch but unfortunately also only available in German. One is: "Ferdinand Piëch, the Technician of Power", ISBN 3-426-27182-6. The other one is "Ferdinand Piëch, the Car Maker", ISBN 3-409-11522-6.

As an aside: It took me some time to figure out how to type the two dots over the e in the name of Piëch. It is not really an Umlaut as commonly used in the German language. An Umlaut, when used, changes the pronunciation of a letter. This is not the case with ë in Piëch. According to his autobiography he was also puzzled how this unusual spelling of his name came to be. He speculates that one of his forefathers was not happy with just a simple Piëch and somehow was able to have the name amended with two dots over the e to make it more distinguished. Just after I had figured this all out, I noticed some German papers have started to write his name just as Pich.



### **DasVolks Vintage Volkswagen Gruppe**

Long Island's Aircooled Only **Vintage Volkswagen** owners club, invites all aircooled Volkswagens to "**Long Island Air Raid**" on **Sunday, August 7th, 2011.**

**Location: Harbor Front Park, Port Jefferson Village on Historic Long Island, New York**

Gates open 9 am, judging and people's choice at 1 pm. with people's choice and club favorite judging ending at 1pm. walk along historic Main Street overlooking the harbor on a cool summer day. For more details, information on area lodging and camping accommodations visit: <http://www.LongIslandAirRaid.com>

# A MEGA Texas Bus Gathering



By Sammie Smit, Texas VVWCA Rep  
bugcollections@sbcglobal.net

There is a twinge of fall in the air as the first of October rolls around in the hill country of Texas, and you know it's time; time for T@P that is. What you may ask is T@P? Well that's short for Transporters at the Point, the biggest bus event in Texas and a campout of mega proportions for VW busses and their bus drivers.

A bit of history is in order. Several years back a few bus owners got to talking about the possibility of a campout following a VW show hosted and organized by Paul Smith VVWCA member in Temple, TX. One thing led to another, and Paul took the bull by the horns and organized a sort of impromptu bus campout following the VW show. This campout was held in 2004 at a local city park in Morgan's Point Resort, a community on the eastern shores of Lake Belton not far from the location of the VW show, and had about 20 or so busses show up. Another campout was held at the same location the following year and the attendance grew. And it was obvious that a larger and better location was needed if this thing were to continue.

Back to the drawing board for Paul and a new location was obtained, Oakmont Park, a pastoral setting located on a cedar bluff overlooking the very picturesque eastern shore of Lake Belton right at the end of Tan Yard Rd. Yep, there really was a tanning yard located on this sight back in the day. The first year for bus camping in Oakmont Park was 2006 and this event was growing; busses tucked all over the grounds of the

old tanning yard for a three-day event of camping, camp fires, BBQ and all of those other things you do with a bunch of bus owners hanging out for a three-day weekend. In the process of developing the idea for this bus gathering Paul had noted that the MPR Police Department had a need for AEDs (portable defibrillators) in their patrol cars, and what better way to make a charitable use of the funds generated from the event than a donation to the police for this equipment.

T@P has continued to increase in popularity among the bus community, and this year for T@P 7 there were a total of 87 busses registered for the event. Though scheduled as a three-day campout, some hearty bus drivers arrived as early as Wednesday and made a really long week end out of it. All of these bus people helped raise funds this year and donated to the MPR Police Department of \$6,200 bringing the total donations over 7 years to \$26,400. Maybe this is the reason that the local police are so glad to see those old VW busses roll into town.

As to the events for the three days: Well, it is primarily a VW bus campout, so what else do you need? But there is some organization. Friday is spent by most as an arrival date, find a good place to park your bus, set up camp, and break out the cooking gear. The Friday reason for the cooking gear is the big chili cook off. This is Texas and you can't camp in Texas without an organized chili cook off. Willie Nelson said so. Saturday morning Steve and Sharon Chamberlain break out





the cooking gear from their SO-42 and with the help of some other volunteers manage to whip out enough pancakes to feed a lot of hungry bus people. Thanks for the breakfast Steve and Sharon; and I still want to know how you get all that gear in that SO-42. It seems that breakfast is hardly over until it is time to form up for the bus cruise to Moody, TX, about 15 miles down the road, where everyone is fed in a neat little restaurant in this historical and quaint little Texas town. In prior years the cruise had gone to Westfalia, TX (there really is a German community of this name in Texas dating back to the 1800s), but the restaurant there had fallen on hard times and gone out of business, and a couple of years ago the cruise was rerouted to Moody. And there is just nothing like rolling down some hill country roads in central Texas in line with about 80 VW busses and watching the expressions on the faces of the locals. And of course there is just nothing like pulling into a parking lot with all of these busses at the restaurant and smelling all of that oil baking on hot metal.

On a more somber note: Paul has named this cruise the Allen, Beverly and Kenny Flentge Memorial Cruise. The Flentge family had been long-time VW owners and drivers of both air and water cooled VWs, and, unfortunately, a few years ago they were in their VW new beetle driving one of the central Texas two-lane highways when a drunk driver crested a hill on the wrong side of the road and all three members of the Flentge family were killed. This bus cruise is dedicated to their memory.

Saturday afternoon back at the campground there is an organized golf driving contest. Trophies go to the longest drive (and accuracy is not judged). Well, there is a great driving range, it's called the lake. At a dollar per ball lots of money was raised to be added to the total funds. And please do not disclose to the Corps of Engineers the source of all

those golf balls they may discover at the bottom of their lake.

Saturday evening and it's time for the MPR Post BBQ. The MPR Post is an organization formed and organized for the support of the MPR Police Department. This great group of people show up every year and host a very delicious BBQ for all of the campers. Following the BBQ is one of the great events of the weekend; the auction. All year long Paul and his wife Lois have been hard at work soliciting great items to auction off at this now famous VW auction. A lot of great both VW and non-VW related items carry this auction until well into the night. And right after the auction; the bonfire. Always a great one, and there always seems to be at least one old VW engine case to entertain those who have never seen a magnesium fire.

On Sunday morning, the same MPR post volunteers show up at daybreak to cook and serve breakfast. These hard working people fed 200+ bus people two great meals. After breakfast it's time to start packing up for the trip home, but not before the "trophy" presentation. Various special awards are made, but primarily it is the top 25 by people's choice and Paul and Lois always seem to manage to come up with something unique for the recipients. This year was wine glasses engraved "Top 25 T@P 7" with a nicely detailed outline of several split window busses in a line.

Now it's back down the road 225 miles to Nacogdoches in the old SO-42 with a really nice weekend under the belt. Sound exciting? Want to attend next year? Well, it's the first full weekend in October and you need to contact Paul via e-mail at [sealingwaxred@yahoo.com](mailto:sealingwaxred@yahoo.com). My prediction for next year is that there will be 100+ busses in attendance. See you there in 2011. This year's event is being held on October 7-8-9, 2011.

# 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 fasted if you clearly indicate the condition of the item

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

**SUBMIT YOUR AD TO:** Howard Query, VVWCA, PO Box 1842, Mason City, Iowa 50402-1842

## CARS FOR SALE

1956 VW 113 Sedan. Older resto. Lacquer paint. Black. Sec. acc., maintained turn key car. Nothing to do except drive and enjoy. \$19,500. Contact Phil (Hotdog) Weiner. If faxing (same number) call first. 305-552-0982.

1961 VW Beetle. Completely restored. L-380 Turquoise, many first place trophies. Runs and drives perfect. Call for details. \$8,800.00. Ralph Johnson. 302-220-6322. Bear, Delaware. 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 fun 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. (August 2011)

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. (July-August 2011)

1968 Beetle. White with black interior. Needs nothing. Comes w/detachable tow bar. 207-460-3375. (Me.) Kenneth Taplin. ktaplin@gwi.net. \$5000.00. (July-August 2011)

## OTHER

Patches, Pins, stickers, decals for sale. 99% VW related. Prices start at \$1.00. 100 mil gas tank, in box and ready to ship. Koch resto. \$275.00 Condition 1-10: a good 10. After forty five years, it's time to unload. If it's VW Vintage, I'm sure I can help you. Call & let's chat. All items & shipping. Call Phil Weiner. 305-552-0982. Willing to part or sell it all cheap. (July-August 2011)

## PARTS FOR SALE

One VW Thing fuel resv can. Black in color. Condition: 8. Complete in good condition, needs paint for show. Price \$250.00. No dents & shipping. Bosch and Hella flood lights, condition: 9.. Yellow fluted lenses in working order. Price: \$950 ea pair and shipping. Chrome excellent. Bullet fenders, condition: 7, needs restoration but solid. Price \$400 plus shipping. As mentioned before, everything is up for sale. No price to small for conversation. Make an offer. I will be glad to kick around with you. Contact Phil (Hotdog) Weiner. If faxing (same number) call first. 305-552-0982.

Pre 1969 ½ Karmann Ghia cabriolet top frame. Complete frame, nuts, bolts and any fabric. Heavy & bulky so you arrange transportation from central Wisconsin. \$350.00. John Benz. 920-787-4940. campwaushara@hotmail.com. (July-August 2011)

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# The Volkswagen Library

## Ferry Porsche: Cars Are My Life

Professor Dr. Ing. h.c. Ferry Porsche  
with Günther Molter



Ferry Porsche, Cars are my Life

*An Autobiography as told to Günther Molter by Professor Dr. Ing. h.c. Ferry Porsche. Published in 1989 by Patrick Stephens Limited, England. ISBN 1-85260-259-7, Hardcover, 279 pages, with some black and white historical pictures.*

Ferry Porsche has been described, by people who had to deal with him as being shy and as an introvert. By dictating his second autobiography, he had a chance to come a little bit more out of his shell, giving some personal details and a chance for readers to get to know him better. A first autobiography by Ferry Porsche titled "We at Porsche" was published in 1976 and has been reviewed previously in the Vintage Voice some time ago. It is interesting to compare these two books, to see what details were left out and what events and developments are now more amplified.

Both books cover the early days of his father's family and work, and he writes about his own upbringing and education. For us Vintage Volkswagen aficionados his side of the story about the struggle, the trials and errors, of the development work on the original Volkswagen is obviously the

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most interesting part. He also goes a lot into the politics of the time and makes a number of comments about the Nazi regime and its leaders, some of who he had meet personally.

Reading this book one realizes the Ferry Porsche still does not seem to understand why the German manufacturers in the thirties were really not very enthusiastic and instead very reluctant to help Porsche with the development of the Volkswagen. These manufacturers, while all still struggling to recover from the recent great depression, did not appreciate being practically forced by Hitler to finance the development of a car that would be in competition with their own products.

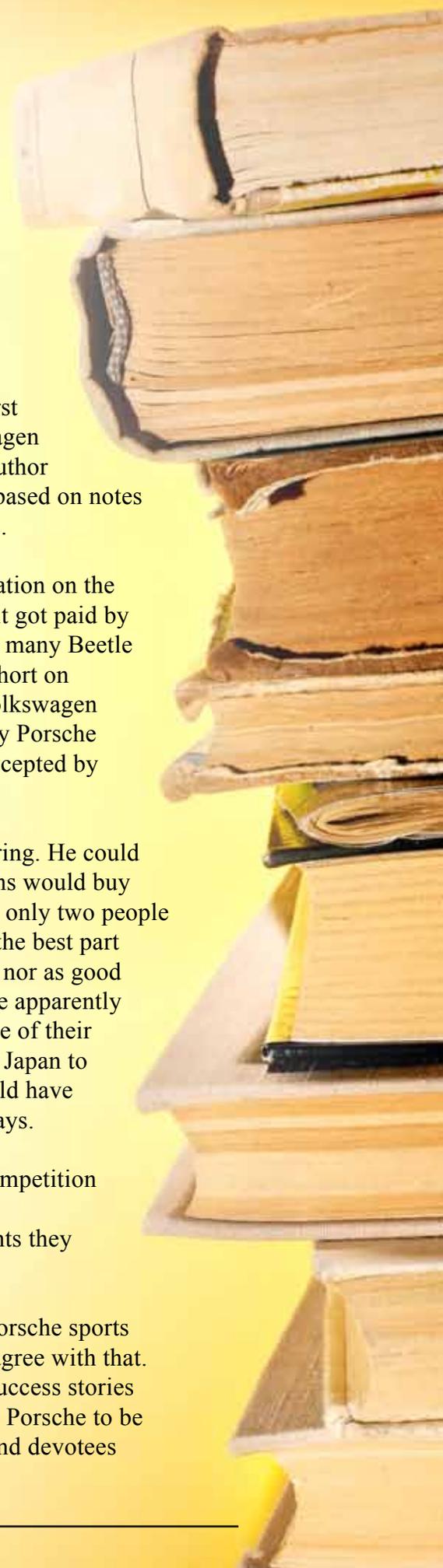
While the book covers many technical details about the building of the first Volkswagen prototypes and their tests. This particular part of the Volkswagen development and its history is however actually better explained by the author Chris Barber in his excellent book “Birth of the Beetle” which is largely based on notes and photos taken by Ferdinand Porsche’s personal secretary Herbert Kaes.

While much can be learned from this book, it is however short on information on the work the Porsche Company did after the war for the hundred of millions it got paid by Volkswagen to improve the Beetle. And very little is mentioned about the many Beetle replacements they developed during that particular time. It is especially short on information about the last work on the ready for production developed Volkswagen replacement that was rejected in favor of the Golf. It is apparent that Ferry Porsche was very disappointed that not many of his ideas and suggestions were accepted by Nordhoff.

Ferry Porsche also had a few observations about what the future would bring. He could not understand why people who did not own farms or live in the mountains would buy SUVs. He considered the Porsche to be the ideal car because in most cars only two people are riding anyway and cars need not to be any larger than a Porsche. But the best part about the future is a quote by his wife: “It will never be as bad as we fear nor as good as we hope”. While he had thoughts about the future of the car industry he apparently did not foresee the crisis that Porsche got into in the early nineties because of their high manufacturing costs. They had to hire retired Toyota engineers from Japan to streamline the manufacturing process and lay off 2000 employees. It would have been interesting to see how Ferry Porsches would have explained these days.

Ferry Porsche’s heart, just like that of his father’s, was with sports and competition cars. For that reason obviously a large part of this book covers sports car developments and the success of them in the many different sporting events they participated in.

Looking back at the age of 81, as he wrote this book, he considered the Porsche sports car, especially the 911, as he his greatest achievement. Not many can disagree with that. Even today, 11 after his death, the 911 is one of the greatest automotive success stories ever. He closes the book with these words: “I have always understood the Porsche to be more than just a car. It is my philosophy of the automobile which has found devotees throughout the world”.





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