



VintageVoice

January/February 2012

Volume 37 • Number 1

The Vintage Volkswagen Club of America Newsletter • Established 1976



GETTING UNSTUCK, PAGE 12

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Director's FORUM

by howard query

Burtonwood@vwwca.com

Weather wise, this has got to be one of the most bizarre winters I've experienced. By this time last year, we had over 50 some inches of snow on the ground. Temperatures often single digit and I was paying someone to remove snow from my mother's walk and driveway almost every other day. But this year is much different. As of the end of February we've not got a flake of snow on the ground. Temperatures today are in the mid-forties and the only people complaining about this are those who sell snow-throwers, snow tires and snowmobiles. I'm sure we'll get hit yet with a heavy snowfall, but for the most part ... winter in North Iowa is almost over.

Yahoo!! That means it's almost time to pull the VWs out of the storage unit and get them ready for spring motoring. While I do try and drive each of the cars throughout the winter; Spring is always is a welcome time of the year as it is usually the first sign that the car show season will soon be upon us.

I'm somewhat excited as I've got a few tune-ups and treats for my '58 Beetle and '69 Westy. The first thing I'll do is change the oil in both and flush out the break lines. I'll then check the fuses and polish of the terminals .. if needed. I'll most likely check all the seals and tire pressure as well. I'd changed out the plugs and points early last spring, but I'll check them again anyway and will adjust the valves and timing.

Now comes a word of caution: in this area of the country .. the sense of spring brings out the craziness in some people. I don't know what it is, but many of them drive like idiots as the grass begins to grow.

Through the winter, our road crews spent many an hour salting and sanding down our side streets and highways. As temps warm up and spring showers begin to fall, roads

salts wash down the sewer. However, the sand remains until spring cleanup is completed by our city and state road crews.

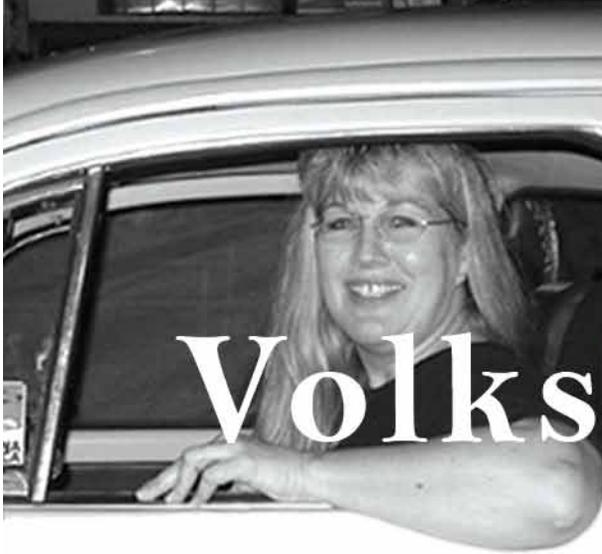
Lose sand can be just as dangerous as ice. I've already seen cars try to stop at intersections and slide right through them. People must be of the opinion that with warmer weather, folks can drive faster and use their brakes less often. It's crazy, but it happens.

I would recommend for any of you taking to the road this year in your cherished VW, please drive with caution. My wife ... who likes to drive a bit faster than most .. always complains because I'm always driving below the speed limit and do my best to give others the upper hand. She tells me that I drive like an old man. To be honest, I don't think that's such a bad thing.

We've got a Mustang GT with a muscle car motor slapped to a 5 speed transmission, and I'll admit I have trouble driving that car slowly. After all, it was built for speed. But, I'm told I become a different person when I jump behind the wheel of the Beetle or Westy. I guess I have a simple philosophy; I can always pick up a new Mustang anywhere, but I wouldn't be so lucky if I were to try and replace either my VWs. The fact is, you probably wouldn't be so lucky either. I cherish my cars, I take good care of them and I drive defensively. I've owned my '58 now for more than 20 years. Ownership of the Westy is approaching 10 years and I'd like to make sure I keep them that much longer or more.

As you hit the road this year in your beloved VW, just remember that the moron approaching that intersection ahead can easily reduce your VW to scrap metal in a brief moment.

Drive defensively, the car and life you save could end up being your own.



Sentimental

Woman

by Lois Grace • vlkswmn@sbcglobal.net

I always get sentimental this time of year. If you know me well, you know that I am by nature a sentimental person (probably too much so for my own good), but something extraordinary happens each time this year that makes me even more sappy. What is it? VW show season. With the coming of spring, VW fans in garages all over the country begin to stir, breaking out bottles of wax and wheel polish, laundering the 'special rags' saved just to detail a special car, changing oil and adding this and removing that and installing some more of those and before you know it, were all at shows drinking in the results of our hard work. Call me sappy (its been done before) but I get a bit nostalgic every year right about now.

As I sit and write this, my club (the Golden Gate Chapter of the Vintage VW Club of America) is gearing up for our annual VW Meet at Kelley Park here in San Jose. This show has grown from a very small local event to a huge, 3-day extravaganza attended by people from all over the U.S. I joined the club in 1986, right as they were preparing for this same show. Of course when the day came that year, Rob and I drove Vernon (my 1959 Single Cab, who was unrestored then and scary in all his original-ness) out to Kelley Park, to spend the day with some of our new friends and their cars. The show itself turned out to be perhaps 30-40 vintage Volkswagens; a good percentage owned by club members and the rest a few brought in by the public who'd somehow found out we were having a show that day. We did little advertising other than show flyers distributed to various VW businesses in the area. There were no trophies, no judging, and no swap meet. What the show was - and remains today, in large part - was a gathering of VW friends who rarely saw each other outside of club meetings. I think this is the main reason why I get so sentimental at our show now. This huge event gives me the chance to reconnect with people I don't see any other time of year. Some of my VW friends live on the other side of the country, others I have 'met' only through email or phone calls. The enormous number of people I now call my friends is due directly to this wonderful hobby we are involved in, and even seeing them once a year is better than not seeing them at all. VW shows and events put us

all in one place at the same time. What could be better than that?

I think I get sentimental about show season because it also allows me to actually enjoy driving my two oldest Volkswagens. We generally don't have severe winters here in California, but the weather we do get doesn't make for great vintage VW-ing. I'm just one of those psycho-vintage-car-owners who refuses to subject my babes to wet pavement and flying goo. I paid a lot for those paint jobs, and I sure do hope they cover every square inch of my cars, but I have no desire to test that out by inviting rust into anything they missed! So, my three oldest cars spend most of the winter indoors, covered up, looking exactly like what they are then: giant bookends. Once the weather clears, it's great fun to fire them up and stretch those tires with a short ride here or there.

But the best part of show season is by far the people. I love showing my cars, don't misunderstand me, but the big deal now has become socializing. Its kind of like it was in high school, school itself wasn't BAD (I was also one of those psycho kids who enjoyed school), but the big thing was going to school to hang out with your friends. That's how I feel at a VW show. I am surrounded by people who understand how important this hobby is to me, because it's that important to them too. These people also tend to think the same way I do, and don't think it's strange to be in love with a car. They understand how great it is to see someone you only see once a year, at that show. They also understand the frustrations and rewards of restoration, and most do their own repairs so they also can relate to any stories I might want to tell of my own escapades with a wrench (not that it happens that often). We help each other solve problems and refer each other to mechanics and body shop people and other 'auto artisans' that can help each of us make our cars the best they can be. No one thinks it strange to spend \$3000 on a round tool kit made to fit inside your spare tire. These VW people, my friends, are the reason why I make such a point to attend as many of these events as I can. I simply enjoy their company that much.

Volkswagen Beetle in 1995

by Heinz Schneider s.heinz@verizon.net

Another near collapse of Beetle sales

Starting December of 1994 the economy of Mexico slid into another one of its many major economic crises, resulting in a dramatic slump of total car sales in Mexico, which also affected Beetle sales and only 15 933 Beetles were sold in 1994. Most of these were used as mini-taxis. The others were just parked on dealer lots in the hope that someone would buy one of these by now out dated cars.

The 1995 Mexican build Beetles started with chassis number 11S 0 000 001 October 1994. Some small changes were introduced for the 1995 model, mainly to improve sound proofing, like felt material glued to the interior body panels. At the same time the interior was made more attractive by using higher quality carpets, as well as better seat cover materials and a new pearl gray colored headliner. Other features introduced the previous model year were continued. These were a plastic cover for the under seat battery, the previously optional larger bumpers were made standard. Headlight buckets received a drainage valve and the standard alarm system received a contact to activate the alarm system. The alarm system could now be activated by remote control, previously with a key.

A special model was introduced called the "New Image". It had black moldings, the bumpers and the headlight rims were painted in body color instead of chrome. The Jeans model with denim seat material was continued from the year before. Disc brakes were another new feature for that model.

Since there is not much to say about changes to the car, some events

occurred while I was employed by VWM that may be of interest to the readers of the Voice. For a time the Type 2 buses were in short supply. One salesman took full cash payments to expedite delivery of these buses. One day the salesman disappeared with all the cash deposits. His company car was later found at the airport. It turned out that this salesman had dual citizenship, Mexican and US. He had served in the US Marine Corps. Needless to say the poor customers were left without their cars and their money.

Another event was a Ponzi scheme. A salesman started telling some customers that he could offer them deep discounts on new Volkswagens. He told potential buyers that some cars were sent to the Acapulco port for export but the deal fell through but he had access to these cars and could sell them for considerable less. To get the discount the cars had to be paid for in cash in advance. The first buyers who fell for this trick got the discount, as it is the case in all Ponzi schemes; eventually the salesman disappeared with the cash from all the cash payments he had received for future cars.





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In Mexico, by law, all employees were entitled to one month pay for each year worked for a company. Obviously this could add up to a considerable amount of Pesos after a few years. In some cases employees provoked their employers to get fired in order to get the benefit of these accumulated considerable amounts of money. There was however a provision in the law that if an employee missed work without an excuse for more than three days consecutively, he or she could be fired without the payment of the accumulated monies. As I have been told, some companies paid some kidnappers to hold the employee for three days, which allowed the employer to fire the kidnapped person without having to pay. Que Viva Mexico!

Other Volkswagen news: Volkswagen do Brazil, Ford of Brazil and Volkswagen de Argentina and Ford of Argentina formed Autolatina in 1987 but separated in 1995. Autolatina was originally formed because both companies were losing money big time. As I had stated before, it was and is not easy to operate companies in third world countries. Corruption and political turmoil quickly undo successful operations. The market also did respond well to the model mix, selling Volkswagens as Ford cars and Fords as Volkswagens. Besides any success quickly invites parasitical politicians, which suck any profit out of a company. Volkswagen and Ford believed by combining their efforts they could overcome the bad situation existing in the two mentioned countries. What it showed however is that it is not easy to integrate two established companies and expect a positive result. After the dissolution, Volkswagen recovered best, actually almost doubled its position in Argentina from 10% to 19%. But Ford lost heavily in Latin American countries, in some years over 645 million dollars. Ford had to start over again from scratch but is doing better now selling European designed cars in South America. Volkswagen is still the leading company in both countries.

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Meet and Greet

The California Central Coast Chapter, CA of the Vintage Volkswagen Club of America shows it sprit again!

By Tom Reay

As some of you may know this Chapter, lead by Brian O’Kelly of Paso Robles, is perhaps one of the most active chapters in the western US. Once famous for its annual Spring Show and Shine which took place from 2001 through 2006, the premier event of the club now focuses on the annual Meet in the Middle BBQ. What started out in 2004 as a simple way to get VW friends from together from Ventura County to San Luis Obispo County for a little non-show get together, it has turned into a yearly event with enthusiasts coming from all over California. Last year’s attendance topped 200 air-cooled cars. The event takes place on April 1st this year at the same location, Nojoqui Falls Park near Solvang. As always, it’s not a show, just a get together and barbeque. That’s not to say there will not be “awards” and an amazing raffle.

In order to prepare for the Meet in the Middle, the club threw out the word on its website that there would be a Meet and Greet plus Planning Session and BBQ at the Starry Sky Coffee Company in Santa Maria on February 26th, a little more than one month before the big event. With this group it does not take too much encouragement to get a good show up, and by the end of the afternoon more than thirty vintage Volkswagens had appeared. Along with the cars, about sixty people showed up for the free hot dogs, sodas, chips, cake and even a raffle! I think there was some



talk about the Meet in the Middle event, but most of us were talking about what he done with our cars lately, what we still want or need to do, what the next project is going to be, that car we used to have, - the kind of stuff we can talk about for hours (just ask my wife).

The cars that came ranged from a collection of three things, a couple 21 window buses, and some very nice bugs to a nice type 34 electric sunroof Karmann Ghia . Of course

it is always great to see those daily drivers that just keep going as well as younger generation finding a passion for the vintage cars. A big thanks to the folks that helped out, including Leandra and Mark Funkhouser who hosted the event and the Starry Sky Coffee company in Santa Maria. For more information on the Meet in The Middle BBQ and California Central Coast Chapter of the Vintage Volkswagen Club of America please visit www.centralcoastvwclub.com.



Club President David Hamcke

I received my copy of the newsletter today, and I want to point out one error in your Director's Forum article. Specifically, the list of past presidents is incorrect. David Hamcke whose name was not listed was Club president for two years (as I recall) in the early 1990s, at which time I also served on the Board of Directors as Membership Services coordinator. Siegfried took over after Dave left.

In my opinion, David was one of the best guys in the Club, and an outstanding president. The circumstances of his leaving the presidency (and the subsequent resignation of several Board members) were, again in my own opinion, at a low point in Club history. You folks are doing a great job with the newsletter. I'm glad to see many of the old names still participating.

Bruce A. Jones, VVWCA member since 1982, Georgia
Chapter Representative 1983-2008 or thereabouts

Director's Note: Bruce, you are so right. We were in error and inadvertently failed to acknowledge David. Michael Epstein did some digging for me after I'd received your note and can clearly see that David was a driving force behind the VVWCA and shall be remembered for his contributions. To David and all, please accept my sincere apology for this omission.

Brass Badge closeout

You've been running that ad for the Brass Bumper badges for some time now, how many of those things do you have?

Dan H., Washington

Director's Note: Dan, thanks for asking. Right now I believe we're down to less than 15 of the brass badges. Once they're gone, we will not re-order as we've switched over to the Deluxe Stainless Bumper Badge.

Time for an oil change

I remember some time ago you had written an article about that older VW engines need oil that has Zinc additives or detergents. I don't have the issue of the Voice that this story was published in and was wondering if you could help me out?

Terry J., Tennessee

Director's Note: Terry, the oil I've used for the past couple of years has been Rotella T, manufactured by Shell Motor Oil. But, I've found some that been acclaimed to be much better ... recommended by a friend of mine who drives NASCAR. The name of the oil is Brad Penn-Penn Grade 1 High Performance Oil. It's pricey and might be a bit hard to find. But, it's well worth the search due to the Zinc and Phosphorus compounds used to help protect wear and tear on your engine. If it's good enough for high-stress race car engines; it's good enough for me. You can find a dealer by visiting their website at: <http://www.penngrade1.com>.

Westy needs a change

I've got a '67 camper van and wanted to dress it up with a pair of mag wheels. I had what I thought was a good set of sturdy

tires mounted to the rims and very disappointed with their performance. When I drive the bus, it feels like I'm swaying back and forth on the road. The ride just doesn't feel right. I've been to several tire dealers and none of them can recommend a 15" tire I can use that will clear my fender wells without rubbing. Another side is that of the strength of the sidewall. I'm told I should use something stronger than a 2 ply sidewall, but can't find anything. Got any ideas?

Byron W., Florida.

Director's Note: Byron, this is very ironic as I was up against the same issue a few months back. Club Member Bernie Champon recommends Nankang 165-15 165/80R-15 tires. He's running a set of these on his Westfalia mounted on a beautiful set of BRMs. Bernie had referred me to DiscountTireDirect out of Arizona. 888-459-4081. Another recommendation comes from Wild Bill Tucker. He's running a set of Continental Vanco 2 195/70R-15s on his late model bus. I do not have a direct source for Continental tires, but I'm sure you could Google them. Good luck.

Vintage Voice confusion

I don't quite understand the publishing cycle of the Vintage Voice. Are you guys always late getting the newsletter out?

Steve H., Minnesota

Director's Note: We're not late at all. Unlike magazines, we print/publish after the period has concluded. Example: the January/February newsletter is published and mailed in mid-March. The March/April newsletter will publish and mail in mid-May. We've always wondered why magazines prefer to print and publish a January publication 2-3 months early. We think our publishing process makes more sense.

Vivian

My husband, John, received the Vintage Voice for over a decade, as he was the proud owner of a completely restored 1963 Beetle. John died this past December and, as much as I'd like to keep the car, the shared joy of driving it has vanished. We bought it from a close friend back in 1997, and she purchased it from the original restorer. Both our friend and John kept meticulous records of maintenance done and parts purchased. Also included is a binder with all the original specs--engine number, wiring diagrams, etc., as well as some miscellaneous parts. I'm not able to identify most of these parts, but they may be of interest to other VW hobbyists.

Yesterday, I received John's renewal notice in the mail and I enclose the renewal payment in my name because I'd like to try and sell "Vivian," as we call her, through the Vintage Voice. Thank you for your work with VVWCA

Sincerely, Jackie

Director's Note: Jackie, we are so sorry to hear of your loss and want you to know that our hearts reach out to you. The advertisement for Vivian appears in our classified ads column. We will do our best to help you find a good home for Vivian. I would like to offer our thoughts, prayers and best wishes.

VW Memories

This 1963 VW Beetle was purchased new from Woolverton Volkswagen in Ontario, California, in October 1962. It has been driven a total of over 132,000 miles. During 2011, in an effort to maintain its most original condition, it underwent a complete (ground-up) restoration. It maintains the original 1200cc (40) hp engine (re-built); new interior, glass, rubber moldings, chrome paint (Dove Blue) and other refinements, etc.



It was my son's car but he was killed last year in a freak car accident, so I have had it completely restored back to original condition. Our son, Steve Funk had left behind a wife and four children. He had just retired from Conoco-Phillips Refinery in Illinois. Upon his passing, his vital organs were donated to "One Legacy". Within 5 hours of his death, one of his kidneys was given to a man at the UCLA medical center who had been on a waiting list since 2004.

"One Legacy" had a float in our Rose Parade this year and my son's picture was one of the 70 donors that appeared on the float. I had a plaque made up and a badge with his picture which I placed on the dash of the VW. I was a member of the VVWCA in the 90's and still have some of your old newsletters. I won a lot of trophies with my old '56 VW. I'm a member of the Big Bear Lake Antique Car Club here in California and will soon start showing the '63. My daughter and her husband are into the Porsche Auto's and he is a mechanic with a Porsche Garage in Las Vegas, Nevada. Keep up the good work.

Bob Funk,
Big Bear Lake, CA.

Director's Note: Bob, thank you for sharing this memory with us. I would imagine that Steve would fully approve what you have done with his VW. In 2006, we lost our 9 month old granddaughter. Her parents donated her heart valves so that another child could live. The memories of

our children and grandchildren now live on in the lives of others. They shall never be forgotten. The gift of life is the most probably the most precious gift of all. Again, thank you. Please stay in touch.

My dad and I were driving slowly down a country road in my 1970 Beetle sedan in Roxbury N.J., the year was 1973. We were passing a farm house when suddenly this huge mother goose comes charging down the driveway and attacks the car. My dad had to quickly pull his arm back into the car and roll up the window to keep from being bitten (or pecked). I stepped on the gas, but a Beetle being a Beetle, the goose was able to keep up with us for quite a ways raising a heck of a racket the whole way. It was a source of many a laugh at the dinner table for years thereafter.

Bill Dluzniewski
Flanders N.J.

Please, share your VW memories with us. You can email us at burtonwood.vvwca@q.com or send us your story to: Vintage Volkswagen Club of America, PO Box 1842, Mason City, Iowa 50402. Note: photos are always welcomed.



Getting Unstuck

Your VVWCA member and friend, Curt White, from the very rainy Forks Washington. c.white@centurytel.net

Typically when I hear that phrase I think of a friend's car (non VW obviously) stuck somewhere in the ditch. In my case, it has to do with my 1957 Oval window Beetle. We're both stuck, just not stuck in the traditional use of the phrase.

In my case it has to do with the restoration project that my beetle has become. Or "Rust-O-Ration" project according to my wife and friends.

I only own one vintage VW, (although I have two VW golfs) not a whole yard full of them so repair and restoration should be a breeze right? Well... No, not in my case. I'm embarrassed to admit it but even though I've been a VVWCA member for a long time, even written a few Volkswagen related articles, my car isn't finished or even drivable for that matter. We're been stuck.

I've had the car so long now in a perpetual state of restoration that in many ways it didn't qualify as a project in progress anymore because, well, there wasn't any progress to speak of. Even the mention of my beetle elicited smirks from family and friends alike and no end of jokes such as "There's a car under the rust? Who Knew!; Hasn't it returned to the earth yet?"; and helpful suggestions such as "maybe you could make a greenhouse out of it"

I had gotten stuck. Not just once but several times over the past 21 years. Yes you read that right. I bought the car in 1990 when I was XX..Cough...years old. Yeah OK a lot younger than I am now.

It all started so well too. With the exuberance of youth I found my 1957 standard hard top beetle while driving on Whidbey Island in Washington State. Like most of you I notice Volkswagens and keep an eye out for the rarer ones. I spotted this oxidized red one while touring and initially just glanced at it as it had the large turn signal indicators of a later model.

Then I looked in my rear view mirror and saw the Oval window, made an exclamation (of surprise) and hit the brakes, much to the annoyance of my wife. Full stop and spin around later I was looking at an old sedan with weeds growing up through the bumpers and all around from where it had been mowed around. I noticed that the license tabs read Oct 87 and I was pretty sure that it hadn't moved since that time.

There was no sale sign on it but decided to knock on the door anyway and inquire about it. The owner's son was home and said he didn't think it was for sale but he'd tell his dad I had stopped by and we exchanged contact info. A week later he contacted me and chatted about the car. He was the 2nd owner having bought it from a school teacher who lived on the Island. The car entered the states via the Seattle/Tacoma Port to a nearby import dealership where the teacher had bought it and brought it to the island. I even found a state ferry ticket stub from that era in the glove box.

We settled on a price of \$800 which in my mind was up there but one I thought we could afford so I made arrangements to make a return visit. With my trusty blue 67' ford truck and friend we went back. Our only thought at this point was the fervent hope the tyres would hold air. I have to say that at this point in reality the beetle really looked like a sad faded tomato red lawn ornament, the kind you would place lawn gnomes around in hopes of hiding it. However It was filled with spare parts and just like many VW hobbyists I've met, it looked to me like my dad's car, the one I loved as a kid. Reminiscing as you might guess is a powerful feeling that helps you avoid those nagging warning signs...

Preliminary Warning Signs that will get you stuck... Looking at a car with your mind's eye and future vision of it restored and you driving it instead of thinking objectivity and asking for advice from someone who's restored a car before...

Donning the proverbial rose coloured glasses, I happily towed it home. Even in that sad condition, the interest and questions of people who came up to me while riding the ferry home was amazing. You'd have thought I had a fully restored vintage VW behind my truck. I even had someone ask if it was for sale and could have doubled my money on the spot. I have to admit there were days to come when I thought I should have taken the money, but youthful enthusiasm won out.

When I got it home I was able to do a thorough inspection to see what I had just bought.

Next Warning Sign: Only Inspecting something thoroughly AFTER you brought it home...

The engine bay was dark and dirty but to my surprise there was a 36hp motor in there. The tranny wasn't original not being the split case variety but seemed to shift & stay in gear.

Outside the fenders & bumpers were pretty trashed. Salt air & spray from the Pacific Ocean are not kind to cars here. The rear two fenders had plywood splints bolted inside them for support and the one original front fender had the bullet turn signal removed and bondo'd over so they could drill and mount the turn signals on top of the fenders. The front hood was in nice shape because it was one from Mexico. Inside the headliner had the requisite mouse nest and faded brick red seats along with boxes of spare parts, some of which actually belonged to the car. It had the usual battery support (plywood), floor fresh air vents (holes) and rear heater pipe carbon monoxide delivery system for the passengers. I do believe that the fresh air coming in from the holes in the floor was the only thing that kept the exhaust fumes from killing the passengers.

On the plus side the heater channels were solid (blind luck) and many original parts. It had the original W deck lid, pope nose light, windows, tail lights, headlights, and the roof and main body panels were clean & straight with only minor dings.



The original door panels, rear seat, headliner, knobs, steering wheel, speedometer and big M Motorola radio were all worn but present. It even had a Dehne fuel gauge which I had heard about from a VW club member but had never seen.

So we went to work taking it apart. As many people will tell you, taking things apart is actually rather easy... remembering how you did that is entirely a different matter. Getting Stuck next warning sign: Disassembling something and then trying to put it back together ... usually many years later.

Case in point the rat's nest we call a "wiring harness" I removed that in 1993 so when it came time to put it back I just knew I was going to get stuck. It along with what ended up to be part of a 2nd wiring harness was all mixed up in a box like strings of Christmas lights.

Getting Un-Stuck: Labeling things, zip lock bags and photos. "Aren't Photographs Great?!" I started this so long ago I photographed everything with real "Film" of course now I do that with a digital camera but those photos can save you. (IF you can remember where you put those pictures) I eventually found them and put both the real photos and digital disks in a notebook. I've even had my laptop down in the shop looking at them while putting things back together. Those zip lock bags with everything labeled saved me.

Getting Stuck next warning sign ... Underestimating the time it will take to fix what you can see ... and worse yet, what you can't see...

As many of you know, when you start removing all that rust what you find is...more rust and a lot of holes you didn't know were there. My car had at some point been towed by the front bumper which as many of you already know will ruin the nose area. It also had a lot of corrosion in the front head frame member and rear body mounts. Not easy things to fix and again I got stuck.

Getting Un-Stuck: This literally held me up for years. I found a new front nose clip and frame pieces but I knew it was going to require removing the body from the pan and someone with superb fabrication skills... Enter my brother with a CASE tractor to lift the body off the pan and his plasma cutter & TIG welding skills. Sometimes you just have to find the right person with the right skills for the job.

Getting Stuck next warning sign: Underestimating the other commitments on your time.

When I first brought my 57' "Otto" home, my wife and I lived in a small rental with a tiny wood shed that the beetle barely fit in. We didn't own a home or have any other commitments... this of course would change. Having been involved as a kid in Boy Scouting and being an Eagle Scout, when the local troop asked for help I agreed to become their Scoutmaster...for the next 18 years. I kept plugging along but obviously the work on "Otto" slowed to a crawl and frankly the local slugs were making more progress than I was on this car.

Getting Un-Stuck: Well, there isn't an easy way out of this one and the irony of it was that I was teaching scouts about time management. I realized I would have to take a page out of my own lesson plan and budget my time too. I took a calendar, wrote down all of the activities and commitments for the year and then looked for time I could set aside for myself. I did have to make some tough decisions about my spare time but I reserved time for the Beetle and it did get me back on track.

Getting Stuck next warning sign: Underestimating the Cost of Parts.

A new door handle & bumper is going to cost me WHAT??? Finding out that some of the parts were going to cost me more than I paid for the whole car can really stop you in your tracks and necessitate having your heart re-started. I thought (naively) that beetles as long as they weren't too old (I didn't really consider a 57 to be old at the time) were cheap to restore.

Getting Un-Stuck: Deciding what level to restore it. I had to take a hard look at my budget and in some cases lower my expectations, especially since I was doing most of the work myself. The main thing I decided was that I was going to finish it to drivable condition, no matter what and with the best parts I could afford or trade for. I can always upgrade that bumper later when I have the funds.

Getting Stuck next warning sign: ... "I Don't Have the Tools to Fix That"



Finding out that some expensive specialty tools are required is quite daunting. I didn't own a torque wrench that would go up to 300+ foot pounds or some of the engine re-building tools made specifically for air cooled engines & transmissions.

Getting Un-Stuck: Sometimes you don't need to. Tips in books such as the classic "How to Keep Your Volkswagen Alive" that my dad bought showed me how to make or adapt tools myself. Friends from your VW club, fellow back yard mechanics and even rental places can help with those oddball tools that you need. I did get the engine, brakes and bearings rebuilt but it took some creative searching and networking to find what I needed.

Getting Stuck next warning sign: ... "I Don't Have a Clue How To Fix That"

When I started this restoration one of the goals was to teach myself how to do every aspect of restoration from welding to painting & upholstery. Because I wanted to learn and do everything I also became obsessed with not making any mistakes and that was paralyzing. I did (and do) make many mistakes but I also unknowingly achieved my goal of understanding and appreciating what goes into restoring a vintage VW.

Getting Un-Stuck ... Sometimes you just have to accept that you'll make mistakes and can't realistically fix every component on the car yourself (believe me I've tried) Find People Who Do Know how to do what you need done and get them to help you. VW clubs like VVWCA are the best resource for this and a major reason why I joined. Believe me when I attend a VW show and chat with an owner about their car, I really understand the effort they put into it.

Getting Stuck next warning sign: Fatigue "I'm tired and seeing little (or no) progress...now what?"

I had worked on this car so long that I was just flat exhausted. I had sand blasted, powder coated, welded, pounded, fought and broken literally every nut, bolt and screw in this car. Not one original fastener was left in the car and the "Fun" had gone out of it. This is when I really felt stuck because this was supposed to be what I did in my spare time for fun. My only claim to fame at this point is that I hadn't given up and it gave me the idea for this story. What I needed was a way to get Un-Stuck.

Getting Un-Stuck: DON'T GIVE UP! This is probably the hardest one for me. I don't know how many times I felt like quitting and I needed a push. I usually suggest working with friends and club members because others can keep you inspired and motivated (at least keep you laughing) but I don't live anywhere near a VVWCA chapter or fellow hobbyists. Attending the one VW car show anywhere near me (put on by the Cascade Kombi's and one I've written about for VVWCA) did help keep me inspired but I needed more. I had to look at the car with new more realistic eyes and break it into small tasks. If I tried to look at the whole thing, it was overwhelming mentally. By doing one small task at a time and finding people to help me when I ran into something I couldn't understand I started moving forward again. It wasn't much, but ever so slowly I made progress and it was something I was doing for myself. My family also (took pity) jumped in. My brother Craig who's a master mechanic and fabricator along with my brother in law Tom who has painted & restored several cars were the kick I needed to get moving and I'm eternally grateful for their support.



There's still quite a way to go and I've gotten stuck many times but my Otto is making progress and I've learned no matter how many times you do get stuck, there is always a friend out there who will pull you out.

Cheers to all of you who never give up!

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DVG: Small Show, Great Event



By Raj Roa, volksraj@gmail.com

The Das Volks Vintage Air-cooled Volkswagen Gruppe (DVG), the LI affiliate of the Vintage Volkswagen Club of America held its first show, The Long Island Air Raid, on Sunday August 7, 2011 in picturesque Port Jefferson. Despite a rainy start to the day over 30 vintage air-cooled Volkswagens came out to put on a nice show for the residents of Port Jefferson. Cars from New York City, Long Island, Massachusetts along with members of the Central Jersey Volkswagen Society came to support the event. The Port Jefferson Village Center venue provided a panoramic view of beautiful Port Jefferson Harbor and access to shops and restaurants along the waterfront. A special treat was the indoor display area of the Village Center where 5 cars were prominently displayed.

The venue was set up as a show and shine event, which allowed cars to be displayed around the village center. The hope was to provide a setting for non-club members to proudly display their cars and many took advantage. Mike Hammarth proudly displayed his red '63 bug which he has had since he was 13 and Jeffrey Piccinilli attended his first show in his 1970 orange Convertible. Other owners showing their cars were Bob Engelhardt in his 66 Java Green bug and Kirk Matzer in his 1958 red beetle. A favorite of crowd was the '67 split window bus showcasing the owner's love of surfing. The restoration on the bus was completed last year and is owned by Chris Theoharides. One of the cars featured inside the center was a 1966



beetle owned by Leo Coelho. Another favorite was a '65 bug chassis displayed without its body, which provided an opportunity for the crowd to get a better view of the engine, brakes, transaxle and other inner workings of a VW. Not to mention an opportunity for Mike Hoddinot to take it for a spin!!!

A nice feature of the show was its proximity to the normal Sunday foot traffic around the Harbor which provided an endless line of spectators to admire the cars. Many people could be overheard regaling to their friends and kids about the VW's they drove "back in the day", as they walked amongst the Bugs, Buses, Bays, Things, Ghias and a Sterling. The show brought smiles to the faces of the crowd who were encouraged to participate in the voting for event's awards.

All in all, the shows organizers were happy with the turnout and look forward to returning again next year and putting on another great show!



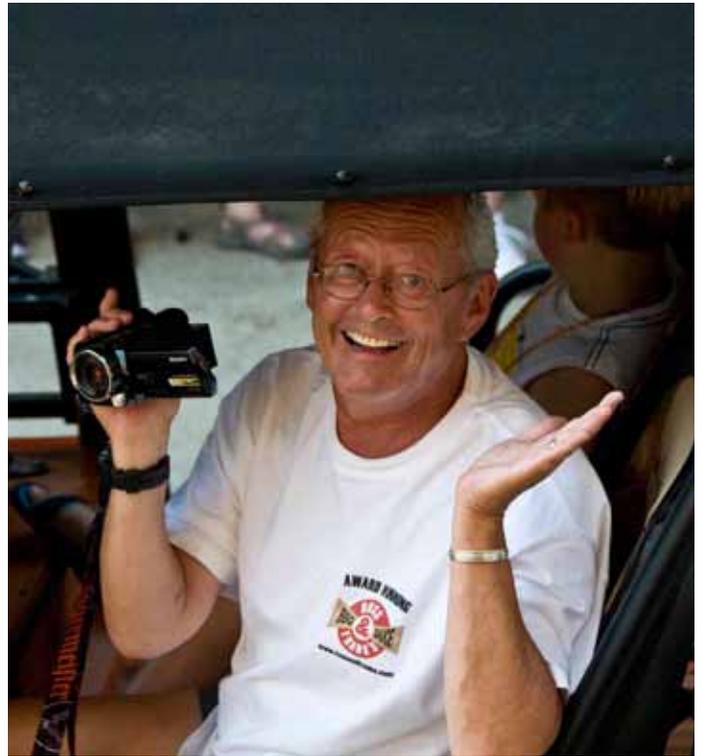
Member Profile

Director's Note: *Former VVWCA President, Sherri Corrao originally began a series a few years back entitled: 10 Questions. The series gave us all a little bit of an insight into the lives of those members that make up this club. We've tweaked this series and hope you'll enjoy our Member Profiles.*

Member Profile: Howard Query
Address: Mason City, Iowa
Occupation: Newspaper Publisher
Age: 59
Email Address: burtonwood.vvwca@q.com

16 QUESTIONS

1. What got you started in the VW Hobby? *I couldn't afford fast fancy cars, so I guess I settled for something I found reliable and easy to work on.*
2. What year was your first Volkswagen? *A cement dust encrusted 1957 Beetle, purchased from my father for \$75.00.*
3. What VW(s) do you currently own? *1958 Ragtop Beetle, 1969 Westfalia Camper Van and 1986 Westfalia Camper Van.*
4. What are your favorite VW years/models? *Any of the ragtop sunroof or convertible Beetles and Ghias prior to 1968.*
5. What VW would you like to own if you could have any VW ever built? *I'd love to have one of every model. But I guess that would be a bit impractical. So, I'd settle for a 21 Window Micro Bus.*
6. What other hobbies do you enjoy besides VWs? *Videography, photography, cooking and I have a superior collection of Superman memorabilia.*
7. What would be your best VW day ever? *I had taken a road trip a few years back to the Michigan Vintage Volkswagen in Ypsilanti, Michigan. The trip began in Iowa .. up through Minnesota, Wisconsin and across the upper peninsula of Michigan with Grant Reeling, Russell Cordell, Jon Lane and Sherri Corrao. We all drove vintage VWs without a single breakdown. It was a great 2 day excursion there and back.*
8. Do you know of or have you even owned a copy of John Muir's idiot book? *I think I own 4 copies if I'm not mistaken .. and I'm still as dense today when it comes to repair issues than I was before I referenced his books.*
9. What is your pet peeve that people do to their cars? *I've not too keen on chopped tops or alterations made to the body, interior or engine compartment. I've seen many vintage VWs ruined beyond repair all because their owner wanted to give their VW a radical or customized. I don't mind adding a pair of mag wheels or period accessories, however I don't care of a car that's been lowered or has had the top chopped.*
10. What is the most treasured VW part, book, magazine or toy? *My '58 was featured in the French VW Magazine called Super VW. The entire article is in French ... and I couldn't read a word of it, but the photos sure did look nice.*
11. What do you like best about the hobby? *The many wonderful friendships I've developed over the years with those who are as interested in this hobby as I am. I can't begin to name all the terrific people I've met over the years here in the states and overseas. All of them have something wonderful to share in keeping this hobby alive.*
12. What do you like least about the hobby? *I detest the competitive nature of some people at car shows who are there for nothing more than gathering another trophy. I've seen people get into some pretty serious arguments all because their VW didn't score as high as they thought it should or because they weren't awarded a trophy. If a trophy is that important, they can always buy one for little or nothing online and can have it say anything*



they want. If I had my way, all those who brought a car to show at an event would be awarded a Best of Show trophy. No one would come in at second place.

Also, it irritates the crap out of me when someone wants to argue with me concerning the year of my car. Regardless of what some I attend, there's always someone who is convinced my '58 is a different year other than a '58.

13. What concerns do you have for the VW hobby? *I am very concerned about Ethanol legislation and the number of "clunker" laws that are being passed these days. It has become almost impossible to buy leaded fuels and is becoming increasingly difficult to buy fuels that do not contain Ethanol additives. I believe the primary role of the Vintage Volkswagen Club of America is that of growing and fostering this hobby as well as lobbying against "clunker" and Ethanol legislation for the rights of our members. Another concern I have is that of the availability of original replacement parts for our cars. So many parts now are manufactured of lesser quality than the original part we're trying to replace.*
14. What one comment that people make concerning the hobby or your car(s) disturbs you the most? *There's not just one comment that irritates me, there's many. Almost everyone I've ever spoken to has told me how they too had owned a VW once and it was one of the best cars they'd ever owned. Every time I hear this, I want to ask "if it was so good, why don't you still have one today?"*

15. What advice would you have for someone first entering the hobby? *Ask lots of questions of our membership. In this club alone, the experience of our membership is huge and one would find that most everyone is willing to share what they know. Set a goal of what you want to accomplish with your VW and stick to it. And of course ... become a life- long member of the VVWCA.*
16. What is it that you enjoy most when driving your air-cooled VW? *The reaction I get from the people I pass by. Children wave, teenagers giggle ... while many break out in a huge smile as though they're seeing something new for the first time. Seniors in their later years tip their hat or nod at me with a sign of approval. It's a feeling knowing that most everyone has some sort of a soft spot of a VW deep in their hearts.*

Vol 37 No 1
January/February 2012
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VVWCA Inc.
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The Vintage Voice is published
bi-monthly at the end of each
period: Jan/Feb, Mar/Apr, May/
June. July/Aug, Sept/Oct, Nov/
Dec.

Foreign Memberships (E-
Edition only)
Membership/Renewal ...
\$21.00

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Editorial Guidelines: To help
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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 1987 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

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All items plus shipping and handling. Phil Weiner, 9625 SW 15 ST, Miami, FL. 33174. T/Fax 305-552-0982 (Call first when faxing).

VVWCA Newsletters from 76 through 81 and 84 through 87 so I can make a comprehensive history of the VVWCA for our website. Would be willing to pay all shipping costs. Contact me at vvwca@att.net or 913-831-6225. My address is also listed under the Chapter Reps for the state of Kansas on our website.

Thank you, Mike Epstein.

Looking for a 1957 Speedometer or repair shop. I can be reached at Rodney Sweet, 259 Godfrey Road, Mystic, CT 06355. rodsweet@att.net

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any member buying any VW item by Christmas will receive a FREE ID stamp with their order. That's seven bucks on the house. That's what the Wiener Foundation is all about (giving). All items plus shipping and handling. Phil Weiner, 9625 SW 15 ST, Miami, FL. 33174. T/Fax 305-552-0982 (Call first when faxing). PS: Would the person from San Francisco who called me about a rear fender, please call me again as I have located one for your convertible.

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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.

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1963 VW Sunroof Beetle (above). Pearl white. Completely restored and in excellent condition. 93,000 miles. Carefully maintained and new parts purchased by two owners since restoration in the 90s. Seats are in great condition. Floor is solid. Seat belts have been installed. Call 616-392-6556 for details or email bartley@hope.edu. Located in Holland, Michigan.

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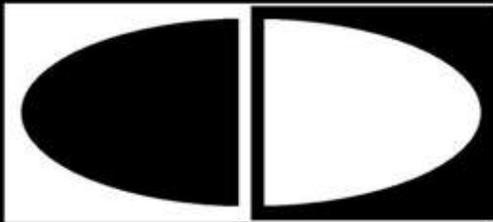
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The Volkswagen Tourist Delivery Program

Younger Volkswagen aficionados may not know anything about it but starting in about 1953 Volkswagen had a special program that encouraged American and other foreign Volkswagen buyers to pick up their Volkswagens in Germany. This program was later expanded to where buyers could pick up their new Volkswagens at VW dealerships in 56 different cities in 12 European countries. While I was working for the Volkswagen distributor in Frankfurt, Germany, in the middle fifties, I remember the many American tourists coming in to pick up their tourist delivery cars. At first it was just a trickle but eventually it got real big and the Frankfurt dealership had to build special buildings just to store and deliver all these cars. Frankfurt had and has one of the biggest airports in Europe where most tourists from the US would land and pick up their cars to start their European trip. Eventually the dealership had to build a special facility close to the Frankfurt airport just catering to tourists.

To get your Volkswagen under the tourist delivery program for your vacation, all you had to do was to go to your US local Volkswagen dealer, pay for the car and go to the Volkswagen dealership of your choice in Europe and pick up your car. By the time you arrived, Volkswagen had registered your car and provided for full insurance for the first two weeks. The registration and the insurance were good in all European countries. At first it was mostly Americans, who bought cars under this program. Eventually other foreigners decided to get their Volkswagen that way too, but it was the Americans

who bought never less than 70% of all cars delivered that way. In 1955 more than 2 000 cars were delivered to tourists and eventually reached a peak in 1965 with 18 010 deliveries. In 1967, at Wolfsburg, an American family from California were handed the keys to the 100 000th Volkswagen delivered under this program by the then president of VWoA, Stuart Perkins.

There were many advantages taking delivery of a Volkswagen in Europe. There was the advantage of getting a car at a lower price to start with. No need to rent a car for your European trip. At the end of your trip you could drop off your car at any of 56 dealerships in Europe and they would handle the shipping back to your local VW dealership here in the US where you could pick up your car washed and serviced. The only thing you were liable for stateside was the import duty. Since these cars had been driven in Europe, they were classified as used cars and the applied duties were for considerable less as they would be for new cars.

What a deal. Not only did the car cost you less acquiring it in Europe, you did save the cost of a rental car. That was not all, since during the fifties and sixties demand for Volkswagens was very high and exceeded their availability, it was very easy to sell your just arrived European delivery car immediately, if you desired to do so for what it had cost you or in many cases for even more, making a handsome profit.



The Thing

*Also called the **Kurierwagen** and/or the **Type 181** in Germany, the **Safari** in Mexico and the **Trekker** in Great Britain.*

During the Second World War, Volkswagen produced exclusively for the army and after 1945 became a supplier of vehicles to many German Government branches. When the newly formed German army came calling Nordhoff by the early fifties, to have Volkswagen produce a military car for them, he refused. Volkswagen was too busy and had not enough capacity to catch up with the demand for its cars as it was. For big Volkswagen the military business would have been insignificant. Besides, Nordhoff believed building cars for the military did not fit the image of Volkswagen, which in many parts of the world was considered to be anti-establishment. Nordhoff did not want to ruin that impression.



He suggested that if the military wanted Volkswagens, they could just buy regular Volkswagens and paint them in military colors, which the army actually did with some Transporters and also with a few regular Beetles.

Once Volkswagen bought the Auto Union Company from Mercedes Benz in 1965; the situation changed. A contract they could not get out of, to build cars for the German army came with the deal. That vehicle was called the Munga, it had a four wheel drive system and a three cylinder, two stroke DKW engine. At the time Volkswagen purchased Auto Union, Heinrich Nordhoff was told by a reporter that the purchase of A-U had the benefit of including the contract to build the Munga for the military, to which Nordhoff responded: “And what are we going to do in the afternoon”?

However a contract is a contract and Auto Union, later Audi, had to keep producing the Munga for the military. Eventually over 50 000 Mungas were built and sold. Once Auto Union discontinued using the two stroke engine, Volkswagen looked for other ways to fulfill their contract obligations. It made more sense and would be more economical to build a military car based on the Volkswagen. There were plenty of parts available from the present Volkswagen program, like for instance the Karmann-Ghia chassis and the air-cooled engines and the transaxle. The old reduction gear as had been used by the old Kübelwagen and the early Transporters also could easily be made. Only the body had to be developed new, however they did not have far to go for ideas and pretty much copied the Kübelwagen as it was used in WW2. The main difference was that now the spare tire was under the front hood instead of on top of it.



This new car was designated “Type 181” and for civilian use as the Kurierwagen. Production started in 1969. It occurred to Volkswagen that it may also appeal to civilians and to the military of other European NATO countries. It did not have a four wheel drive system but at the time it was considered to be only an interim car until a European Jeep could be designed and developed for all of the NATO countries.



Demand for the car was not overwhelming in Europe after the German Army and some NATO countries had received their initial share of cars. For that reason Volkswagen decided to switch production of the 181 to Mexico. Some experts at Volkswagen saw a need for such a vehicle for the underdeveloped roads of Mexico. At the same time the dune buggy craze was in full swing in the US and it was believed that the 181 could be marketed in the US with cars supplied from Mexico.

Mexican production of the Thing or Safari as it was called in Mexico began in 1970 with 323 units that first year. Next year 4,057 and in 1972, 3,104 were produced. Some Americans who saw the car in Mexico clamored to have the car made available in the US. The fan magazine “Motor Trend” urged its readers to write Volkswagen to import the car. In July 1973, the president of Mexico, in a great official ceremony handed the first 50 Mexican produced cars to the Volkswagen representative of



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VoA. Production shut up to 18,710 in 1973 with over 14,187 of these going to the USA. 1974 saw the highest yearly production numbers ever of the Thing, as it was called in the US, with 18,840 built. The price of the Thing in the US was \$ 2,750 and was available in three semi gloss colors, Sunshine Yellow, Blizzard White and Pumpkin Orange. I worked a VWM at that time and they had high hopes for the Thing and expected it to be a big success in the US. During a meeting of executives, in which I was a participant but not as an executive; we were presented with a wall chart showing the anticipated sales to the US curving ever more upwards for the next few years.

This dream was soon over as anyone can imagine once Ralph Nader and some of his friends found out that Volkswagen had qualified the Thing to be imported as a light truck. Having to reclassify it as a passenger car it would not meet US safety standards and it would have been economical impossible to make it comply. About 25 000 had been sold in the USA when sales came to an end in 1974.

Production of the Thing continued in Mexico for the local market until 1982, with a total of 60,269 built there in over 12 years. During its production run a few cars were modified at the request of the famous "Las Brisas Resort" in Acapulco for the use of their guests. These versions were called Acapulco and were also available to the general market but found few takers. It did however draw a lot of attention wherever it appeared with its blue and white striped seats and canvas top. A few were also available with pink striping.

Early Things did have a gasoline powered heater to heat the interior. However later the same heater system as used in the Beetle and other air-cooled engine cars were used by blowing the air used to cool the engine into the interior. This necessitated changing the airflow to the engine. Now the air was guided to the engine through a box riveted to the rear side panel eliminating dust coming into the interior trough to the heating system. Many options were available in the US; among many were front push bars, electric power winches and air-conditioning.

The Type 181 had only been considered an interim car for the military in Europe, NATO wanted a Trans-European small military vehicle. A European Jeep however never came to be, for many reasons, but mainly because of national interests, nobody could agree on what kind of car it should be and who would build it.

Since the German Army needed another more modern four wheel drive car after using the 181. Volkswagen redesigned the above mentioned Munga, the one that originally came with the DKW/Audi deal and called this new vehicle the Iltis. (Polecat or Fitched in English). The Iltis used either a 1700 cc gasoline or 1600 cc diesel water cooled engine, which were taken from the regular Volkswagen engine program. The newly developed four wheel drive system came in real handy when Audi started to build its Quattro four wheel drive cars. Most of the four wheel drive systems used by Audi and VW today are based on the Iltis.

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The 15th Annual Rare Air VW Club Show

by Wild Bill Tucker, wildbill1976vw@yahoo.com

Have you ever wondered about what happens before a big VW Show gets underway? Well there are months of planning and expense' then suddenly it's the night before ...

Location: 5 Flags Speedway, Pensacola, Florida 21 October 2011

Sat. 4:30 a.m.: (Approx. 3 hours before the show starts) Sleeping in Rusty, my 1978 VW Bus. Well, attempting to sleep. 40 something degrees. No heat. I do have a 12v electric blanket but .. it's buried somewhere. Should have brought Turbo, my portable heater (25 lb Dachshund) or maybe even Kombi and Levi, the pups. Sigh ... maybe next year . Well let's go over that mental check list since sleep is out of the question.

Let's see ... Trophies; check, goodie bags; check, Show shirts; check, pre-registration, list/package; check. New sound system; check, breakfast in the morning for ever one; check,





Perimeter line and trash cans set up; check, road signs out; check, Registration tent set up and all paperwork ready; check, Weather for the day; check. Wow I think we're ready. Now if only everyone shows up at 6:00 am ... mmmmmmm.

5:30 a.m.: Must of dozed off a little. Noise outside ... a VW motor. A quick check ... It's Preacher and Rudy, semi frozen from the long haul over here. Well, time to get those generators cranked up and get the coffee going. Wow! Here comes Bob and Karla ... **FOOOD!!!!**

Like zombies, people start arriving. People have not started moving in the camping area. A trash can fire of card board **and anything that will burn is lit. People huddle around like moths to a light.**

6:00 a.m.: Suddenly Trish and Jay Dawson have fired up the awesome PA system . With a slight smile on her face Trish looks at me and hits the play button.... The most ear shattering reveille bugle begins to belch out of the 4 speakers on the travel trailer donated by Carpenters Camper...Purrrrrfect!!! That girl is evil!! Every 5 minutes she hits an even more better way to wake you out of the most dead sleep. The polite Butler messages are the best. A fantastic job by Trish and Jay. Karla's world famous sausage/egg casserole hits the table, fresh fruit, orange juice fantastic! Here comes the second course; Nicki and her daughter's sausage gravy and biscuits. That hits the spot!! Let's get to work.

6:45 a.m.: Registration desk is alive, Tech area semi alive, got it taped off and a few cars prepositioned to start a que for the 7am registration. Parking people starting to put on those orange vests as the sun light from a perfect sunrise starts to warm things up a bit. The VW Show machine is

slowly movingThe main tent area has been cleaned of the breakfast mess and shirts are being sorted and folded, The raffled items are positioned. Linda Young yawns and says " let's do this!! The Kids Corner will happen this year .. 1st time in a long time."

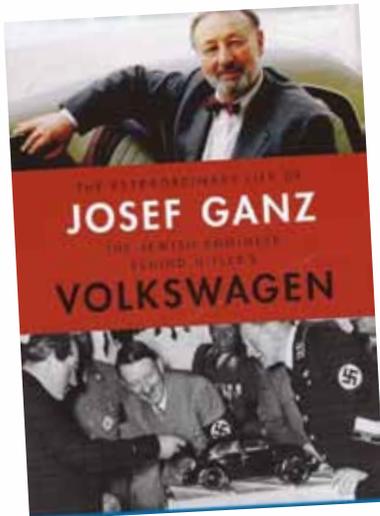
7:00 a.m.: or a little after. The tape is removed and the first of many entrants snake their way into what we hope will be our greatest show yet.

I breathe a slight sigh of relief.... All the planning ... the advertising and countless hours of preparation are now happening and so far it's all working very smoothly. I think to myself. My God what a lucky man I am to have fellow club members, friends, and VW enthusiast that love doing this as much as I. Team work and like-minded VW passion and drive has gotten us this far. The noise of music coming over the speaker system is sweet B-52 Rock Lobster , the fresh morning air, the sounds of arriving VWs and yes here comes the first of many people coming up to me or calling me to solve this situation and that crisis. It is my favorite time of the year. **OUR ANNUAL VW SHOW ..** Keeping those little VWs alive by shining the spotlight on them for one day.

Before the day is over we have made Rare Air History. For the 1st time in 15 years we broke the VW Barrier. That magic 100 cars registered marker has fallen. Since the very 1st show at Pensacola Beach with 30 or so cars we have come a long way. Thanks Zak Funderburg, Sloan Bush, Jack Woods, and many early Rare Air Brother and Sisters for starting this Club and this Show.

6:00 p.m.: The show is over, trophies are gone to all the lucky winners, the show area is once again bare. I stand by myself and think .. well it's time to get started on planning next year's Sweet Sixteen Show. Hmmm maybe I'll wait a few days.

The Volkswagen Library



The Extraordinary Life of JOSEF GANZ The Jewish Engineer behind Hitler's Volkswagen

By the Dutchman Paul Schilperoord, First published in 2012 by RVP Publishers Inc. 95 Morton Street, Ground Floor, New York, NY 10014. ISBN 978-1-61412-201-2. Hardcover, 217 pages, 252 historical and very informative black and white photos.

They still write books about the history of the Volkswagen. This one is about the engineer Josef Ganz who spent a good part of his life trying to prove that the Volkswagen as we know it was based on his ideas and his engineering work. I have written about Ganz before for the Vintage Voice. He is one of three people who have made claims that Porsche had used their ideas and pioneering work in designing the Volkswagen. All of these claims are

justified to some degree. There was Bela Barenyi who actually won a court case in Germany giving him the right to call himself the designer of the Beetle. Volkswagen had to pay him a symbolic one mark for his work. The Tatra engineer Hans Ledwinka also had made a claim and Volkswagen had to pay one million marks to Tatra for Tatra/Ledwinka patents used by Porsche in the Volkswagen. As Porsche's son Ferry would write in one of his autobiographies "There were many ideas floating around about how an affordable car should be like but it was Porsche who put all of it together to come up with a workable car."

Ganz lived a highly complex, turbulent and tragic life to put it mildly. The father of Josef Ganz was sent as a correspondent by a Frankfurt, Germany, newspaper to Budapest, Hungary, where Josef was born on July 1st 1898, and his family lived a very privileged life. Later they moved to Vienna, Austria. This whole area, the now defunct Austro-Hungarian Empire, was a hotbed for development of motorized transportation, Porsche and his entire team, the one that would later develop the Volkswagen, came from there so were the above mentioned engineers Hans Ledwinka and Bela Barenyi. As a child Ganz was exposed to all these new technical developments going on all around him, albeit of them still very primitive, at least in the opinion of Ganz. As a sixteen year old his family returned to Germany and took up German citizenship. Josef returned to Vienna alone to study mechanical engineering. During the First World War, he voluntarily joined the German Army and was injured. After the war ended he moved between Austria, Switzerland and Germany to continue his studies and started in his spare time to study ideas of affordable cars. He received his engineering diploma after finishing first in class, actually no student ever finished with a higher score at the university he went to as he did. Eventually he became editor of a motoring magazine, which he used to attack German car manufacturers, because they, in his opinion, were producing inferior cars, actually junk as he put it. He pushed the idea of independent suspension, center tube frames and engines at the rear, combined with the transmission and differential. Most of these ideas were not really new but he pushed them relentlessly in his magazine.

The author describes all of these events well, like the conflict Ganz had with car manufacturers, other publishers and the emerging Nazi fanatics. The personal life of Ganz, the triumphs and tragedies, are well covered. How much of Ganz's work has actually influenced the final Volkswagen is impossible to tell, even though he claims it was considerable. A visit by the author to the Volkswagen archives could not find any direct link.

Because of the bad economic situation during the depression and government restriction on engine size, Ganz was forced to design rather primitive cars with small two stroke, two cylinder engines and not capable to go faster than 50 mph top speed, cruising speed was much lower.



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