



VintageVoice

March/April 2012

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The Vintage Volkswagen Club of America Newsletter • Established 1976

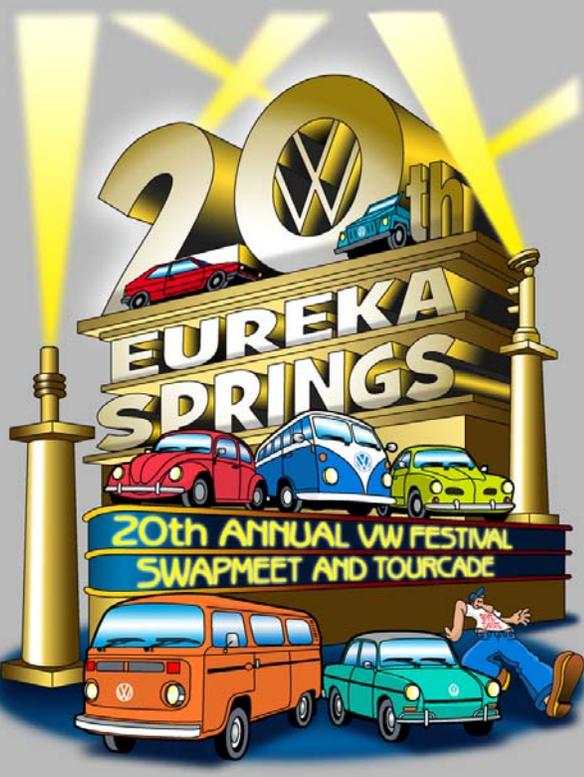


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20th
EUREKA SPRINGS
20th ANNUAL VW FESTIVAL SWAPMEET AND TOURCADE

August 24th, 25th and 26th
Eureka Springs, Arkansas

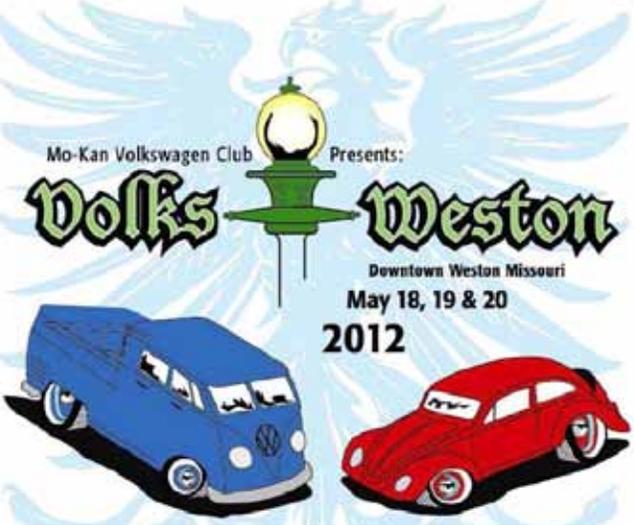


BUG BUST 22
SUNDAY, AUGUST 5
Annual All Volkswagen Car Show/Swap meet
Webster New York
(suburb of Rochester)

Rochester, New York

- *Show hours: 9:00 a.m. to 3:00 p.m.
- *FREE admission for spectators
- *Car pre-show registration: \$5.00,
- Day of show: \$8.00 Swap meet: \$10.00**
- *Dash plaques, door prizes, raffles & games
- *Event T-shirts for sale (new and past year's)
- *16 Show Classes: 1st, 2nd & 3rd place custom made awards + Best of Show for Stock & Modified + Longest Distance Traveled
- *Food and drinks catered on site from **8:45 a.m. to 2:45 p.m. Awards @ 2:45**

For more information and complete show flyer:
Visit our club web site at www.flrvwc.com
Contact Joyce: joycec@rochester.rr.com



Mo-Kan Volkswagen Club Presents:
Volks Weston
Downtown Weston Missouri
May 18, 19 & 20
2012

MOKANVWCLUB.ORG

May 18, 19th and 20th
Downtown Weston, Missouri



June 16, 2012
OMAHA VOLKSWAGEN CLUB
27th Annual VW Show and Shine

The OVWC Show and Shine is one of the oldest and largest shows in the Midwest. All Water & Air Cooled Volkswagens Welcome

The June 16th Show and Shine will be held in downtown Louisville, Louisville, a bedroom community outside of Omaha shall make for a nice atmosphere in a quaint old-fashioned setting. The OVWC show is a family event with games, great raffle prizes, food, music and nice trophies. Registration from 8:00 to 11:00AM

Air Cooled & Water Cooled Participant Judged Classes.
Awards presentation around 3:00PM

Hot VW magazine covered the 2009 show saying "it is truly a fun, kicked back event that is definitely worth attending."
Water Cooled & Air Cooled Best of Show Awards

VW Camping available at nearby Louisville State Lakes. Camping facilities include several state lakes, electrical hookups, swimming beach and showers all on the banks of the Platte river. Friday night camp-fire festivities include judging for "The Best Campsite". Saturday's show will include several raffle prizes including a stand up tool box and a VW split window look tent. Money raised from the show to benefit American Red Cross and The Feline Rescue.

Spectators free Show Car \$20.00
Swap Meet Spaces \$30.00
More info go to OMHAVWCLUB.COM






Director's FORUM

by howard query

Burtonwood@vwvca.com

Director's Note: I've decided to take a bit of a different direction with my column this month. A few weeks back, I'd received an email from someone most of you have had the opportunity to meet over the years. This man needs no introduction as he is one of the most respected VW Enthusiasts I know.

Howard, after a 10 year hiatus, I'd like to renew my membership again. Now retired, I've taken my '51 Sunroof down from the storage lift. It's registered and back on the road again, with the New Hampshire antique plate # VW I've had since '75. I'm planning on some very serious miles in the '51 which I have owned since '74. I'm developing a 49 state tour over the next three years. This jaunt should eclipse our Return to the Fatherland Tour ... 1999. I've always had a thing for driving the old VWs, but slipped over to their cousins, the 356 Porsches, for the past 10 years and have been organizing and leading coast-to-coast runs in the old bathtubs. For me, it's time to get some bug splats, mud and miles on old '51 again. I took the '51 out for its first drive in nearly 22 years on Monday ... it felt like renewing an old and very good friendship.

This was part of my 5/50/500 mile spring road check that I've been doing with my drivers (VW and 356) for years. I put a clip board on the passenger's seat and drive it 5 miles, note the glitches and fix them. Then, drive it 50 miles note the glitches and fix them. Then, drive it 500 miles etc. Then, it should be ready for some serious road miles.

For the past three years I have been on an antique car diet and have sold five of my old VWs. This did include the sale of my '49 Hebmuller; which has not been returned to Germany. For the last two years that I competed in the History Channel's Great Race (2001& 2002) the Heb was powered by a 1953 Pre A Porsche 1500S engine mated to a full syncro Porsche modified VW transaxle from the same

car. The brakes were also 356 sourced. The '49 was the only VW ever to run the 4,000 mile coast-to-coast Great Race and we were laughed at when we entered our first race in 2,000 with a 25 hp engine and full crash box. The two week time-and-speed rally was definitely not about power and speed. But a serious lack of power, was an issue in the mountains of Northern California. For the 2001 & 2002 runs the '49 became very competitive and finished in the top ten in the largest class of roughly 65 cars. Last fall new owner of the Heb wanted it "returned to the original drive train", before it went to Europe. So the Porsche engine and transaxle have been sitting next to my '51 Sunroof ... until about a month ago.

My antique car enjoyment for years has been organizing and leading some serious coast-to-coast cross country jaunts. In the past ten years, the 60hp of my '59 356A Convertible D gave me a taste of problem free long distance driving at highway speeds, or better, averaging roughly 30 mpg with two other couples. We have been heading for the West Coast or Western Canada each year for 356 Holidays. So, I decided that the problem of long distance driving in the '51 Sunroof was more about the 25 hp engine, crash box and brakes than the car. I had previously experienced the two, absolutely minor, modifications needed to install the 1500S engine and tranny from the work on the Heb. The job is now done and other than four Abarth tailpipes showing below the rear apron, it looks "bone stock" ... although it may not sound very stock.

Now I'm working on the plans for my '49 State tour in the '51. The reason that it will include state #49 (Alaska) is that I was stationed at Fort Wainwright in Fairbanks, Alaska from for nearly three years (early 1966-late 1968) where one next door neighbor drove a 1957 VW sunroof and another a 1966 VW Westfalia. And, that's where my VW interest was born... gotta go back! My plans are to complete my tour over the next two and a half years.

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Oh, I've also stated hosting VW runs with good friends again here in New England. Last fall it was a three day run of Vermont's Route 100 with eight couples. This June, we'll be heading for the White Mountains of New Hampshire with 16 couples. This run will include one of the scavenger hunts that Connie and I used to have for each run ... called the "Moose Poop Chase". Driving the old VWs is the fun!

Bill Collins dkf49vw@msn.com

Director's Note: Bill, I'm sure our members really appreciate the update and we all will look forward to your VW Treks across the country. Although I didn't have enough room in this issue of the Vintage Voice, I plan on running the of your last "Moose Poop Chase" in our next issue. Again, welcome back.

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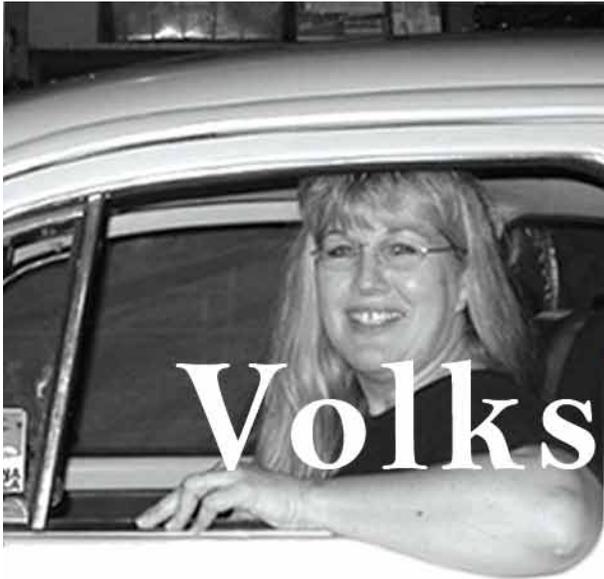
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GTi Infatuation

Volks Woman

by Lois Grace • vlkswmn@sbcglobal.net

Sometimes, I amaze myself. But please don't think me conceited. No, the reason for this marveling at myself is the fact that a few years ago I became something I never thought I ever would: the owner of a water-cooled Volkswagen. I know I've written about this phenomenon before but I still find it incredible. My like for this car is turning into something deeper.....could it be love?

The first 18 months had been great - but it was also an adjustment for me, owning a "new" VW. I like to think it's been an adjustment for him too, since it's been over 3 years and he still doesn't like any name I've tried to hang on him. I think this has to do with the fact that he's still used to thinking of himself as a CAR. It is also obvious that my little red friend and I are still getting used to each other. He did not spend the first 7 years of his life with someone who babied him, exclaimed proudly over his achievements, or treated him as if he were special in any way. His original owner thought he was buying a brand new Golf GTi. He didn't know he was adopting a friend. I forgive him that as not everyone can be as enlightened at we VW people. So, my obsessive behavior is probably a bit confusing to the little guy.

I'm just not used to my cars being CARS - they become like pets to me and are treated that way. I always thank my "boys" after a trip out, for bringing me home safely; the first time I did this to the Golf he seemed to pull up into our driveway, thinking to himself "Thanks? What's that for? I just did what I was supposed to do". I got out and peered curiously at his blunt, red face. His oversized, headlight eyes stared back at me, trying not to let his personality shine back at me. (it didn't work) Shortly after this, he found he could get quite a bit more attention from me (and various service-oriented people) if he just broke something now and again (I think this was just the way he was used to living his life). For the first few months I had him, various and sundry things would merely cease

to function, causing all sorts of various reactions by me. The items ranged from the sublime (the first entirely MATCHED set of 4 Michelin radials the car had ever had - I've got a thing for fresh rubber) to the ridiculous (a perfectly good, barely-used, only-7-years-old, \$825 "airbox" which of course the car could not function without and also cost more than the INSURANCE on my two vintage VWs for a year.....). And through each mechanical failure of this "wear cycle", I happily (more or less) motored on (when he was willing) and gave him the best possible care. I told myself that these little "flukes" were due to the fact that he hadn't gotten the very best of care and he was due. My hunch proved correct - once all the "little stuff" was taken care of, he has become totally charming, as expected.

All of you water-cooled VW drivers out there are probably - right now - thinking to yourself what an idiot I am.

You already know the joys of these cars. I grew up with Volkswagens, and believe me; in my family no REAL VW ever had a radiator! My father later saw the error of those ways and added two brand new VW diesels to his garage. With the peppy demeanor of my new GTi, my better half thought it was perfectly ridiculous for me to want to add more horsepower to the already-respectable pep that the car had. I say the more, the merrier! This car was already fun, couldn't it be MORE fun if I added just a touch more zoom? And so it was: after hanging on the new manifolds and the new downpipe and the new exhaust, it WAS more fun. With a few more horses under the hood, my appreciation for this car grew even more. With the addition of the extra zoom, additional stopping power was in order so I added a set of vented rotors up front. I figured it might be a good investment someday, should I ever decide to actually stop driving this car. For now, these improvements will do just fine. I could, however, be talked into any other little goodie I can find that might appeal to me AND the GTi.

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Email VintageVWs@aol.com www.VintagePartsInc.com



For the first time since buying my car, I had occasion today to fold the rear seat down. This is not a big deal, but the amount of space back there IS a big deal. The cargo area created by folding the seat down is immense. I had a friend comment once that you could probably carry a bathtub in the trunk if you wanted to. With the seat folded down you could not only haul a bathtub, but probably the sink and toilet to go with it, if you had a mind to. I put 4 VW wheels (with radial tires attached) back there, and had room to spare. I could probably have fit another 4 tires and wheels in if it had been necessary. (Remember, I am first and foremost a VW PICKUP owner, and have gotten used to enormous cargo areas, say, about nine feet by 5 feet).

I think my car is finally warming up to me too. Every single attempt I made to name him went down in flames. Every name with reference to the fact that he was bright red sounded silly, hung on such a tailored little man. I gave up trying to pick a name for him, and waited for him to suggest something he could live with. Meanwhile, I kept thinking he needed a small, uncomplicated name to match himself and his quite abbreviated rear end styling. I had been calling him Buzz since he was such a buzzy little guy, but it soon became only another temporary name. Then, this past week I went out and he looked at me and said GUS. For some reason, Gus has stuck. Short and abbreviated, just like him. Poor little fella, had to wait 3 years to get a name. But I still say it's his own fault for not telling me sooner.

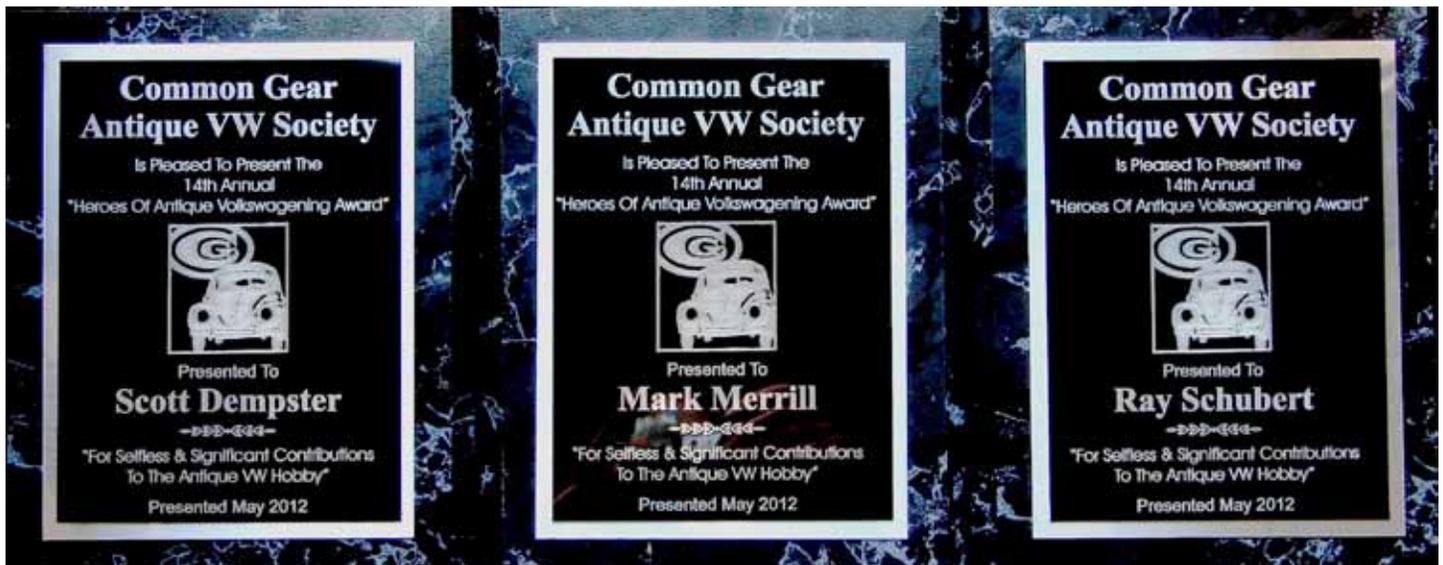
And so on it goes, life with Gus. Some people I know couldn't wait till they grew up and got a real car. While I am very glad that I can say that I am now a grownup, I am also equally glad to be able to say that I haven't completely grown out of VWs, no matter what some misguided car people say. And, now that I have grown up I am finding I have a space in my heart for ALL VWs. Even small, red, uncomplicated VWs.



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“Heroes of Antique Volkswagening Award” 2012

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 (VWVCA) 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. In 2010, “The Godfather of the Antique VW Hobby,” Terry Shuler from PA was honored with well-deserved “Hero” recognition. And in 2011, the CVA’s Jeremy Clayton was recognized for his tireless decade of contributions to the Northeastern old-VW hobby.

This year’s “Heroes” honorees are California’s Scott Dempster, Mark Merrill, and Ray Schubert. Scott Dempster, well-known for his very successful businesses catering to Karmann Ghias, and all old VWs, with high-quality parts, has also orchestrated events that have brought enjoyment and notoriety to all old VW enthusiasts, such as the ‘Cruise Across America’ celebrating the 50th birthday of the Karmann Ghia.

Meanwhile, Mark Merrill and Ray Schubert have joined forces to assemble and maintain an impressive old VW collection that is shared joyously with their fellow enthusiasts, and always go out of their way to help out fellow old VW drivers generously with their knowledge and experience.

The “Heroes” award presentations in the honor of all three gentlemen are planned to take place on Sunday, the 22nd of April, 2012 as part of the festivities of the Golden Gate Chapter VWVCA’s “28th Annual Spring Meet” at Kelley Park in San Jose, CA. The official public announcement of this year’s honorees, as it has always been, will coincide with Michigan Vintage Volkswagen Club’s “25th Annual Vintage Volkswagen Festival,” May 20th, 2012, at Ypsilanti, MI. The MVVC Festival has traditionally been the venue for the announcement of the annual “Heroes” honorees, ever since noted MI-based restorer Dave Crompton received the inaugural honor in a ceremonial presentation at the 1999 event. The Common Gear Antique Volkswagen Society wishes to thank all those who participated in this year’s “Heroes” award process, including this year’s esteemed nominators: Larry Edson, Vince Vespe, and Bill Bowman—assisted by Marin Kircher.

Common Gear Antique Volkswagen Society
 P.O. Box 3353, Stony Creek, CT 06405
<http://home.comcast.net/~commonsteve/CGMain.html>

Spirituality that will move you

I subscribe to the Vintage Voice, and bugs have always been in my family (two at present). My daughter, who owns one of them, sent me this notice of the beautifully decorated Mexican VW now on view at a museum in Washington DC. It is really gorgeous, and perhaps readers of the magazine would love to see it, either "in person" or in the color pictures online. The url is given below.

Sincerely, Meredith Lillich

www.washingtonpost.com/local/spirituality-that-will-move-you/2012/03/21/gIQA05vPTS_gallery.html

Director's Note: Thanks for the email. The article you're referring to appeared on March 21st in the Washington Post website. The 1990 Volkswagen Beetle can be found at the National Museum of the American Indian in Washington, DC., until May 6th, after which it will continue on its national tour. At the end of the tour the car will either be sold or auctioned. Proceeds will go to the Association of Friends of the Museum of Popular Art in Mexico City to help promote the work of Mexican artisans. 9,000 hours and more than 2 million tiny glass beads helped create this true cultural work of art. More photos can be seen online. The original story was written by Nikki Kahn for The Washington Post.

Tires Continued

In our Jan-Feb 2012 Vintage Voice, member Byron W. from Florida (pg10) voiced his concerns in locating tires for his Transporter.

In reading various transporter owner's manuals from 1971 to 1979, ('71 seems to be 1st year for factory radial fitment) all tires in radial were 185R14C sizing. The "C" rating was to handle the weight and height bulk of the transporter and the sidewall rating was 8 ply.

Having researched proper tire ratings and brands, I decided to purchase (4) HANKOOK RA08 185R14C tires for my 1971 Westfalia prior to a cross country trip in June 2009 and was very pleased with the ride, handling and wear factors of these tires as we left upstate New York and ventured to UTAH. I was very pleased with mountain handling (Colorado & Utah) as well as flatland highway (Kansas, Nebraska, Iowa) handling with crosswinds. That trip netted nearly 7,000 miles. I had also installed 4 KYB gas charged shocks, which coupled with these proper rated tires cut any SWAYING to NIL. The Westy was fully loaded as we spent one month on the road camping and sightseeing. Tire pressure was kept at 40 p.s.i. rear & 30 p.s.i. front (fully loaded).



A trip to California the year before, JUNE 2008 was NOT as pleasing as we were running 195R 14 KELLY passenger car rated tires. MUCH more sway and side to side mushiness especially in cross winds (Oklahoma), (Texas) & (California), this trip was 8,400 miles.

HANKOOK seems to be about the only tire manufacturer producing this proper rated 185R14C tire, so perhaps for those VVWCA members interested, they can contact a HANKOOK tire dealer.

Rich Morgan, member
Jeffersonville NY

Director's Note: Rich, thanks. I just wish I'd had all this feedback early last year. It would have saved me a few headaches and quite a bit of stress. I'm sure this information will help others.

Spicy Ad

I received an order I had placed for the VVWCA bumper badge and found an insert in the box promoting spices and other seasonings. It all looks legit, but since when did the VVWCA enter into a fine foods line?

Mark R., Hammond, VA

Director's Note: *It's a long story, so I'll try and make it short. Generally we only offer our seasonings at some of the VW shows we attend. They sell very well with the ladies in the crowd how are interested in something other than auto parts. I'd teamed up with a company known as "Sophie's Choice" about a year ago. Various seasonings can be bought to make dips, etc. We carry a seasoning called "Olive Oil's Best Friend" and is best served with bread as a dipping sauce. The seasonings are not offered yet via E-Store but an order form can be downloaded from the Member's area of our website or see the ad on page 28. I guess you would call this: product diversification.*

Upcoming Events

I know that you and Michael Epstein try and hit the VW show circuit each year, could I find out which event you might attend?

Director's Note: *Certainly. So far, I'm hoping to attend the Mokane VW Event, Omaha VW Show, Motorworks Fun Fest, Twin Cities Volkswagen Car Show and the Eureka Springs, Ar. VW Festival, Volkswagen Club of America's Car Show in Rockford, Illinois. There are others on the list but these are for sure events for this year. But of course, everything is subject to change. As for Mr. Epstein, I've not checking with him recently but am sure he will hit both the Mokane and Eureka Springs show as well. Ahhhhh, so many shows so little time.*

Help me please

I recently bought my first Volkswagen Beetle. It's a 1969 Bug. The guy I bought it from told me it was a Super Beetle. I've tried researching this car and can't find any information on a Super Beetle of that vintage. Can you offer any assistance?

Arian G., Lincoln, NE

Director's Note: *The best advice I can give you is to quit looking. The Super Beetle was not manufactured until the early 70s. Otherwise, there are lots of great books on the market that can help you with this car. Don't forget to check out the tech area at thesamba.com and you can view "What Year Is It?" on our website at www.vvwca.com*

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VW Memories

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I swear to you I was NOT looking for another Volkswagen!!

By Joyce Crispino from the The Finger Lakes Region Volkswagen Club, Rochester, NY
joycec@rochester.rr.com

My husband and I attended a British Car show at the end of August that a friend helped run. While walking around viewing the cars on display, we stopped to talk to a young man from a car dealership displaying a new Mini Cooper. While talking with him, we mentioned that we were into Volkswagens. He tells mentions to us that he purchased a 1969 VW Fastback a couple of years ago, but has not had the time to work on it and his grandfather wanted it out of his garage. He had it up for sale for \$2,500 on TheSamba.com since April, with no bites.

It certainly peeked our interest, so after the owner e-mailed some photos, we drove 70 miles to see the car. Well, it certainly needed some loving, but an amazingly original and essentially rust free car. After an hour inspecting the Fastback and chatting with the owner, we were ready to head back home, and told the owner we would talk things over and call him the next day.

Now, there are 50 reasons why I should not purchase another car, BUT I fell in love with this one. "Fasty" as I call him, seemed to need my loving care, and at the low price I negotiated, I would be silly to pass him up! Heck ... I have not added a Volkswagen to my garage in about 14 years! So a few days later, with my brother's assistance with truck and trailer, my family and I drove to pick up the new addition to our family.

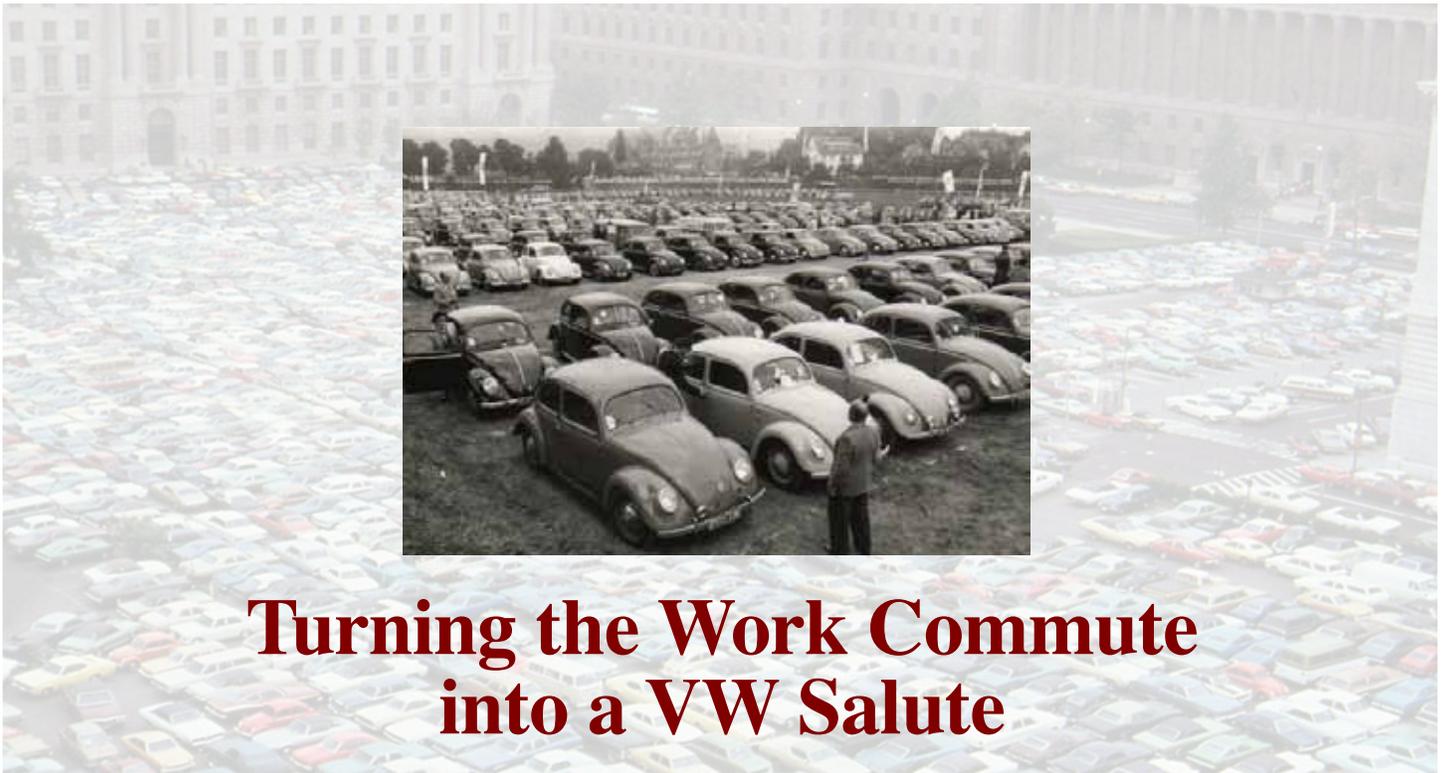
My son wants to customize Fasty (not in my lifetime!) and my daughter is excited to drive this car as it has a fully automatic transmission. I think my husband likes him also, but it's me who has bonded with this car as I continue to work on him. In the past 6 weeks, I have rubbed out his original diamond blue painted body panels, polished the chrome work, re-carpeted the interior and trunk areas and painted the seat upholstery (yes, they sell paint for upholstery and carpeting for cars and it really worked well).

The interior was "updated" in the 1980's with an awful bright blue tweed patterned material and an indoor plush house carpet in shades of blue was used to carpet the interior. It was so ugly and soiled that I had to get rid of it. I went to the local home store and purchased inexpensive indoor/outdoor low pile dark gray carpet by the yard and used the old stuff as a template for cutting new carpet panels. Now the seats are also charcoal gray after the painting, so the interior is fresh and clean and closer to what it originally was. Someday in the future, when I find original front seats I will re-cover them in an original color and upholstery (the 1980's interior updating



also included removing the original front seats and replacing them with unidentifiable newer seats).

A few new essentials were purchased, like new wipers and rubber seals and we made a trip to a neighboring VW club members home to purchase some good used parts my car was missing. Fasty's looking better every day with some new and used inexpensive parts, lots of cleaning and touch-up paint on the many scrapes and dings collected over the past 40 years. This car has a certain patina that makes it so special to me ... he isn't perfect, but I like him that way and can't wait until I can drive him around. We are currently re-building the engine and hope that Fasty will be ready to roll by the end of May.



Turning the Work Commute into a VW Salute

EFFINGHAM, IL - On Friday, June 22nd, Mid America Motorworks will celebrate the VW by promoting and participating in Drive Your VW to Work Day. This annual event - in its 17th year - is a favorite amongst VW enthusiasts the world over. All those who are able to do so are encouraged to drive their Volkswagens to work on this day.

This day of celebration, initially dubbed the "World Wide Day of the VW Beetle," is the result of the efforts of Alexander Gromow. As a Volkswagen enthusiast he wished to orchestrate a special tribute for this special vehicle. In 1995 he garnered enough support through local VW clubs in his country of Brazil and abroad to introduce June 22nd as the official "World Wide Day of the VW Beetle."

The date of June 22nd was chosen in part for its historical significance to the Beetle. This date commemorates the day in 1934 when the development contract for the VW Beetle was signed.

From this original celebration, Drive Your VW to Work Day has evolved. Through the combined efforts of VW clubs and enthusiasts alike, this day

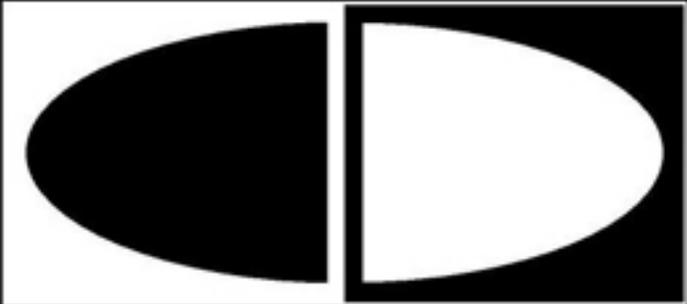
has grown to become a popular event for many owners of this much-admired vehicle. The event not only now pays tribute to the Beetle, but the entirety of the Volkswagen line as well. All models of VW are urged to be driven on this day.

Mid America Motorworks has chosen the Friday closest to "World Wide Day of the VW Beetle" to be designated "Drive Your VW to Work Day" and

encourages all VW owners to show their pride and camaraderie by driving their VWs on June 22nd instead.

VW owners who observe "Drive Your VW To Work Day" are encouraged to send high resolution digital pictures of their car at work to Clubs@mamotorworks.com. Mid America Motorworks will post as many pictures as possible right here.

Looking for Split Parts?



Kaefer-Nostalgie
Pre-53 Beetle Restoration Parts
www.kaefer-nostalgie.com info@kaefer-nostalgie.com
866-516-9511



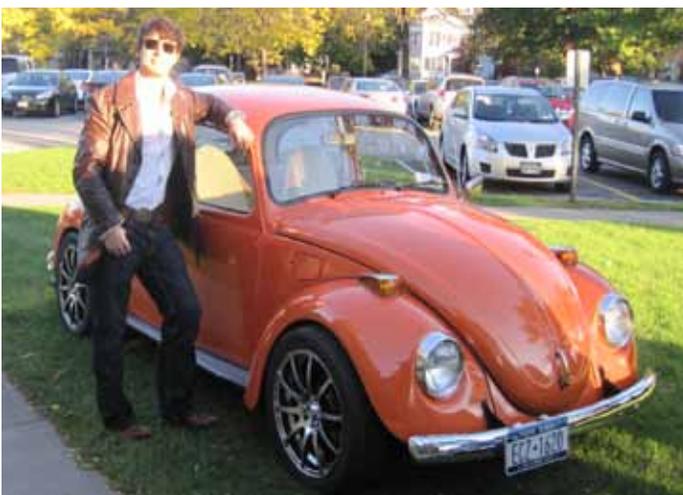
The Finger Lakes Region Volkswagen Club invited to opening night of exhibit

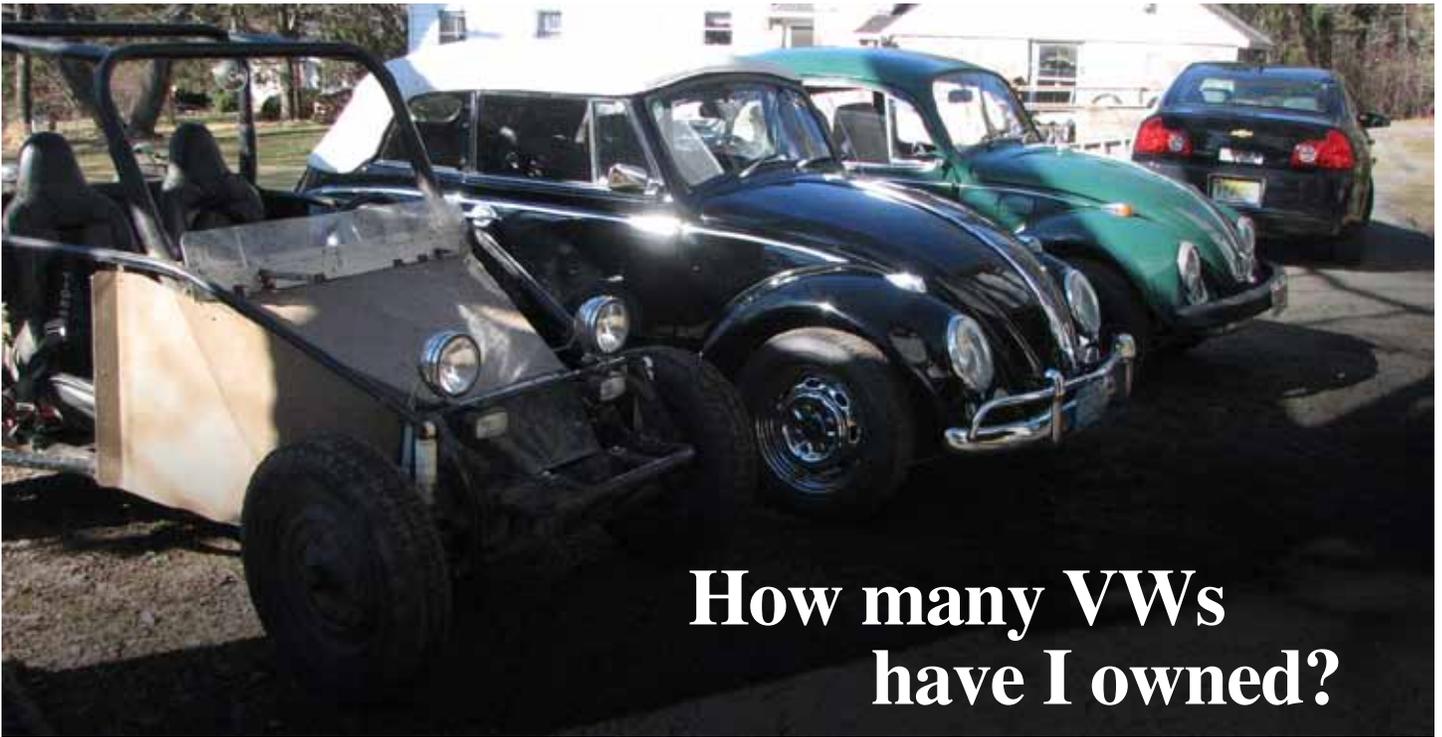
By Joyce Crispino joycec@rochester.rr.com

Myself and 17 other VW folks attended the opening night party on Saturday October 16, for the Psychedelic Art Exhibition at the Memorial Art Gallery in Rochester, New York.

We had 11 VW's on hand to delight guest as they made their way from the parking lot to the entrance of the gallery. We were strategically parked on the front lawn beside the building. The organizer requested that I park right in front of the entrance doors and lower the top down on my Beetle convertible. It has to be the most interesting place I have ever parked my Beetle!

All were encouraged to dress up in 60's or 70's attire which made the event even more fun. We were also given complimentary tickets to the event, so we enjoyed all the activities and art displayed at the gallery. We all had an enjoyable time and it was a pleasure to see the 1,500 attendees stop to appreciate our cars and take pictures next to them!
www.flrvwc.com/





How many VWs have I owned?

By Allen Phelps Shopdaddy@aol.com



1976: A green 66 bug convertible is in an accident with a station wagon. The bug's passenger side front axle beam is pushed way back & there is damage to the frame head. The car is totaled and Jeff's dad gave us the wreck, we just need to get it home from the VW dealers impound. Find a 24" oak tree, 30 feet of tractor chain, and back up real fast until the chain snaps tight. Do this 10 or so times and it's good enough to drive the 2 miles to my house where the torches are. The guys in the service bay got a big laugh out of the teen front end alignment that day.



1977: The 66 vert. was indestructible. Honda had not invented the 3 wheeler; dirt bikes and lawn tractors ruled the woods. We thought the bug would last only weeks on the trails behind my parent's house. After a year of Baja abuse there were dozens of scared out of their seats believers. We all started buying bugs. My dad had a great garage well equipped to make a \$50 rusted out bug Baja ready. I always had a running motor on the shop floor ready for a free bug that had a blown motor. Ten or so bugs took a six month dirt road detour on their way to the junk yard; we had 2 or 3 running at a time. First the "T", then the Model A, the Jeep, and now the Bug rule the woods.

1978: I purchased a 59 convertible for \$10 from a neighbor. It had been in a field with a tattered top for as long as I could remember.



It became my senior at home project to make a 12 inch shortened VW chassis sand rail. I still race "The Rail" in the woods. My wife says it is hands down the most fun toy we have. Restored in 2006 with some help from my 2 boys it has many improvements over the 1978 version.

1980: Most of my friends had Bugs. I welded a 65 frame head to one of the guys 68 Baja project. He wanted the link pin advantage. We built a second "Rail" for one of my buddies. There was better than ten street worthy Bugs in the pack. A few of us had more than one Bug. My brother had a 49 split body on a 72 pan that someone built. Way cool. It was sold late Eighty's, maybe it's out there somewhere.

1981: Jeff and I were competing to get our project convertibles on the road when Jeff was lost in an auto accident. I inherited Jeff's 69 auto stick that we had partially converted to a standard shift. The engineless, topless car was much closer to completion than my 61. I still drive the 69. I've mostly converted it into a 61. My 61 rust project whose body was on its side being torch welded became a parts donor for the transformation. I was 22 years old and planning to race my daily driver off road. My dad and I fabricated the roll cage. He said it was required.

1984: My 69-61 vert. known as "Black Bug" had been treated like a Baja prerunner for almost 4 years. 100,000 plus adventuresome miles later, I pulled it off the road for some major rust and off-road abuse repair. "Black Bug" would be finished in DuPont 99S Diamond Black lacquer with hand rubbed 380S clear coat. The completely home built trophy winning modified class convertible was finished in 1998. That took a while, maybe I over did it? I clipped the nose and tail from the 61 and grafted them to the 69 putting me in the very competitive modified class.

If you really know your convertible tops you can identify the 69. When people ask what year it is I say 61 to avoid confusing those "experts" who previously owned a Beetle of the 60s.

1986: A 1960 23 window deluxe European bus with milk crates for seats attaches itself to me. It had no brakes or engine, medium rust, big dents, no bumpers or interior. It did have semaphores and syncros being European. A few months of work, the motor off the floor, some Celica seats up front and "The Bus" was on the road! A few laps around town and off to the highway. 55 mph at redline, Oh no!!! I ordered a 3.88:1 transmission center section from Transform in California. Rebuilt the reduction boxes and off we go at 75-80 mph for 80,000 miles of fun 1986-93. New Jersey to Maine, VT and NH; towing quads, boats, and bikes. Camping, bluegrass festivals, and amazing off-road adventures. You can get really deep into Jeep territory with the ground clearance of a bus. If you include the motor borrowed from "The Rail" 3 motors gave their lives to the bus. I sold it [oops] with a fresh "Al Phelps" built 1641 engine for \$800. It was in the paper for months, I didn't think it was going to sell. It had bad frame rust, last seen in North Jersey 1994. Maybe it's still out there. At one time we had 6 or 7 Beetles, Busses, Ghias and the likes.

I started dating and married my wife during the reign of "The bus". We took "The Man Magnet", my wife's 72 black Ghia convertible to Maine on our honeymoon. We had the Ghia for a few years. It overlapped with the yellow 73 "Super Beetle". My wife was rear ended in the super when she was pregnant. It was a bit scary but the bug was unscathed. That SUV was less fortunate.

Left with no Volkswagens, except “The Rail “and “Black Bug”, a new bug “Green Bug” stalked me. [I know not very original with the names].

2011: Midsummer. I am at the deli in “Black Bug “when a stranger asks me “do you know anybody who wants to buy a bug? I’m really not interested, pretty busy with other projects. Off the road since 88! OK let’s look at it. Jim’s son was planning on fixing up the 68 when he was also lost in a senseless auto accident.

I made a deal with my 2 sons 16 and 13. We built it together, you each get to use it for 3 years then I get it back. The low mileage barn find is from West Virginia. Sporting the original “Rollysons VW” license plate frame, owner’s manual with warranty credit card and service stamps, the car was pretty cool. The car was extremely complete and serviced by VW, not many back yard mechanics [like me] had wrenched on the car. The interior was rough. The rusty old problem fasteners came apart with no assistance from the torch!

Everything was in good shape. Except the rust. Apparent dirt road travel had rusted out all four wheelhouses, the passenger rocker with heat channel, all 4 bumper mounts, and the battery tray. As Billy at Foreign Car Werks in Bound Brook N.J. said I’ve seen a lot worse; it can definitely be saved. Most of the bugs I bought in the eighties were abused more than this one was. In preparation for welding we stripped the interior, fenders, bumpers, and brakes. With the motor out it was light on the tow bar for the 50 mile interstate trip to Billy’s shop. Billy and his crew welded in the rust repairs and painted the scars, Black Rustoleum, my favorite color. I brought the car home Feb. 2011 wondering if the 1988 tires would survive a second 50 mile tow, they did.

Now we had a rolling shell to reconstruct a car out of. The piles of parts would need to find themselves back on the project. My shop is not insulated so the winter months were spent in the basement restoring the seats, painting and prepping small parts. I mail ordered a whole room full of parts. The basement bedroom is called “The Bug Room”. When we bought our house “Black Bug” was painted but in parts. The new “Bug Room” was outfitted with metal shelves for parts and housed” Black Bugs” doors, fenders, the whole car ziplock bagged and tagged. This was a big improvement over the bedroom in our apartment. Every bachelor pad needs a dresser full of car parts in the bedroom. “The Bug Room” was again filling up. This time it was with all of the new goodies for the 68. From cylinder heads to Oatmeal carpet it was almost all there in early spring.

Warmer weather brought on the roll cage fabrication, shock tower welding and a few Rustoleum brushing parties, first rusty metal primer, then gloss black. The project was put on

hold for a few months starting in June due to a contractors “mishap “that flooded our house during a roof replacement. Back on track in Sept. we did all of the body work in a week and a half. Everybody loves to wet sand! Delta Green DuPont Centari matches the original color. We buffed it out and started reassembly. Adding tons of damping sheet and insulation and it is real quiet [for a bug]. The doors had been stripped to replace all the rubber so we welded in a passenger door mirror mount. Our beginner driver sure likes that mirror. The interior, fenders, and lights all went well.

The engine serial number is correct. We transformed the original factory 1500 single port into a 1641 dual port with doghouse oil cooler. We built a Scat bottom end: 69 mm counter balanced crank, Chrome moly VW C beam rods, C25 off road cam, and lifters. We used CB Performance “El Bandito” big valve heads, and a spin on full flow oil pump. We modified the case for full flow and plugged it for now. I told my boys they will never have to take Green Bug to a garage for service: you built it so you can fix it. “I” installed a stock 34 PICT 3 carb to keep the ponies down in the teen car. The Monza muffler makes it sound beefy. I saved all the 1500 parts in a kit for the historians.

When I get the car back in 6 years we’ll probably have to do a tear down to add some cc’s and dual Webers. Hey it’s got the roll cage already.

We made a major goal and the car hit the road before Jan 1 2012. It was Dec. 31

Feb 20 2012. Green bug hit 78000 miles. We removed the motor at 77,800 miles and re-torqued the heads. I installed a 1984 Alpine stereo under the dash as the car has the original radio and antenna block offs. I could not do the no tunes thing. In two days my son will be taking his driver’s test in “Green Bug”. I hope they both pass. I wonder what the instructor is going to think.

My youngest son already said, ”Dad you need to make me one too”. Not happening, well unless I find “The Buss” again. My wife reminded me that another VW might find me!

March 2012, they both passed.

(In 1980 I caught a glimpse my future wife when the 61 was on its side. We lived 200 miles apart and did not start dating until 7 years after that first meeting.)

Volkswagen Beetle in 1996

by Heinz Schneider s.heinz@verizon.net

Total Beetle production in 1996 reached 72 821. Mexico produced 33 099 and Brazil 39 722. October saw the last Beetle coming off the assembly line in Brazil for that country. In Brazil, government subsidies had been discontinued and demand for it had been less than overwhelming, forcing a stop Beetle production. Besides, VW do Brazil was now busy building cars with water cooled engines for which demand had in the meantime increased substantially. The Transporter

was now the only air-cooled Volkswagen built in Brazil. Volkswagen was still the largest car manufacturer in Brazil, holding 34% of the car market having sold the year before, in 1995, a total of 415 000 cars.

In Mexico Beetles would be produced for another 7 years. Beetles in Mexico in 1996 used the chassis number starting with 11T 0 000 001. Mini Taxi owners were still and would be the largest group of buyers of Beetles from 1996 on. To stimulate sales to other interested Beetle buyers Volkswagen used the name game and renamed what

was the basic “Sedan” and called it now the “City”. Available only with drum brakes and a simple two spoke steering wheel. The more upscale “Sedan GL” became the “El Clasico” featuring disc brakes and a fancy four spoke steering wheel. Besides these name changes there was another special edition model made available called the “Celebration”.

During 1996 a number of cost saving measure were taken in Mexico, at least for that year, and eventually all Beetles had only drum brakes like the City model. The previously chrome or sometimes painted black body side moldings were all discontinued. Other exterior



chrome parts and the exterior rear view mirror and door handles were painted a semi-gloss black. While the headlight rims and bumpers were painted in body color. Hubcaps were painted in silver. The VW emblem located on the upper part of the front hood was now only made from black plastic. The air outlets covered with a half moon shaped chromed or black molding at the rear upper quarter panels behind the rear side window were discontinued altogether and with that the passive fresh air ventilation. Rear seat belts were discontinued. The Beetle still used the same engine as before as it would be used for the rest of its production run, but the insignia "1600" on the

engine lid was discontinued. 1600 had stood for engine size and the i for fuel injection. Rear seat uses now foam rubber for its cushion padding instead of steel springs. To protect the car from thieves, the easily overcome key activated alarm system was discontinued and a remote control activated alarm sensor was now used.

The generic name "Sedan" had been used as the official name by Volkswagen de Mexico for the Beetle since its introduction there in the fifties. Some historian/writers in talking or writing about the Beetle have used the Spanish name for Beetle "Escarabajo" and

also at times called it ombligo, meaning navel in English, because everybody has one. But the name eventually most commonly used by the public and eventually even by the factory in Mexico was "Vocho" or "Vochito" which is a play on the word Volkswagen.

Other happenings at Volkswagen in 1996: Production begins of the New Beetle in Mexico on July 7th with a scheduled production of 400 a day.- IN Brazil an Argentina Auto Latina was dissolved. It had been an attempt by Volkswagen and the Ford Motor Company to combine operations to save money.

Volkswagen in 2012

It is very difficult to comprehend how Volkswagen, a company that started out building supposedly affordable cars for the German people, has become one of the largest car companies in the world. At one time in early 2012 it actually claimed to be the largest one, according to Volkswagen. Even though, General Motors and Toyota dispute that claim. So it may not actually be true but it did in 2011 produce the highest profit of any car company. 16 billion Euro about 20 billion dollars, these are numbers which are not known by most and ignored by the media. Only the Wall Street Journal, Volkswagen and most German papers mentioned it.

That is not enough for Volkswagen and it announced its aim to build

10 million cars a year by the year 2018, and really to become the largest car company. Even though it may never rear reach that aim, the announcement of it is a very positive publicity move. Most car buyers favor buying cars made by companies that project confidence, are aggressive and are successful.

At this time in 2012, the Volkswagen Group employs 500 000 people in production in its 62 manufacturing factories world wide, and this does not even include its Scania and MAN truck divisions. It plans to have 8 more factories online by 2018. VW is afraid that by not moving fast enough it may miss out on some business in emerging Asian markets.

China alone will see 3 new plants being build by VW within the next two years. Volkswagen and Audi can still not meet the demand for its cars in China where it is the most successful car manufacturer. Its new factory here in the US has already

had to increase production goals because of the demand for the Passat build here. Sales are up over 30% during the first months of 2012.

It maybe difficult to sustain the momentum generated at Volkswagen during these last few years. To manage such a large, diverse and complex company takes a lot of qualified people. We saw what happened to General Motors and Toyota when companies get too big. Quality problems are already showing up again in Puebla, its factory in Mexico. This is nothing new actually, as I know from personal experience. The reason that we do not see many of the latest version of the new and revised Beetle is because production had to be delayed to sort out quality problems. Waiting period for Beetles in Germany is 7 months. Unfortunately advertising for it had started way before all the problems had been resolved.

Member Profile

Member Profile:

Michael J. Epstein

Address:

Prairie Village, Kansas

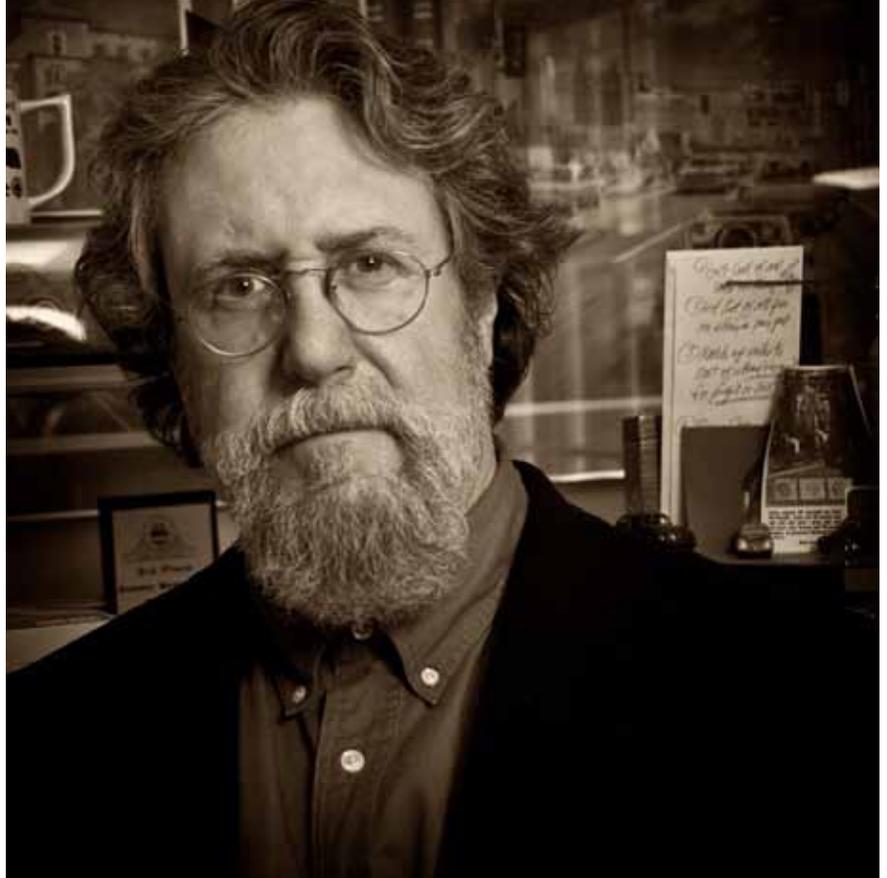
Occupation:

Optician

Age: 59

Email Address:

vwwca@att.net



16 QUESTIONS

1. What got you started in the VW Hobby?

It was high school and my best friend started tinkering with VWs. He built a rail car back in 1969 and I was bitten by the bug! All the guys and girls in my little group had VWs in high school. We had Beetles, a Fastback, a Notchback, and a bus. You could say we had a VW club and we didn't even know it!

2. What year was your first Volkswagen? *My father bought me a 1968 Beetle from a friend of his that owned a car rental place and it was a turn in car but in excellent condition. My friend Joe, the one who built the rail car and had the Notchback, showed me how to power shift it, scared the you-know-what out of me!*

3. What VW(s) do you currently own? *Just sold my 1997 Jetta with only 108,000 on it and I have my 2005 GTi 1.8 Turbo with a few mods running about 240hp. I love it!!!*

4. What are your favorite VW years/models? *I would say any coachbuilt VW if that counts and either a Zwitter or Oval window Beetle*

5. What VW would you like to own if you could have any VW ever built? *A Kubelwagen or Commandeurwagen.*

6. What other hobbies do you enjoy besides VWs? *I love photography, especially post production. I have Nik Color Efex 4 and Nik Silver Efex 2 and it is so much fun making your photos really stand out with these two Photoshop add-ons. I build VW related models*

and restore old VW die cast cars. I also build WWII war planes in 1/32 scale, great detail in something that large and easy to do. I collect WWII soldier's personal items, American, German and Japanese. Also Holocaust related items and photos. I'm also interested in collecting a little Beatles stuff when I can, walking my dog Wuf playing with my house plants and reading books on WWI and the Civil War in particularly the Border Wars between Kansas and Missouri. My biggest thing is postcards with old Volkswagens in them, split wind, oval window and split window buses only, I must have over 5,000 of them. I also collect photos of Kubelwagens and Schwimmwagens from WWII and keep them in empty German WWII photo albums I've bought from collectors.

7. What would be your best VW day ever? *I think I've already had my best VW day ever and that would have been when I lived in San Francisco and owned my 1957 Beetle and driving down Hwy 1 to Solvang and back for the first Solvang Vintage Volkswagen show.*

8. Do you know of or have you even owned a copy of John Muir's idiot book? *Oh yes, I have one, it's a "How To Keep Your Rabbit, Scirocco, Jetta Alive" book,*

copyright 1980, revised edition February 1986. Bought that when I had my 1985 GTi.

9. What is your pet peeve that people do to their cars? *I can't stand small wheels that stick out 6 inches wider than the body of your car with paper thin tires wrapping them, what the f___ were you thinking! Thanks goodness not many VW people do that. I hate to see an Oval or Split cut up for any reason unless it saves it altogether from the junk man.*
10. What is the most treasured VW part, book, magazine or toy? *It's quite hard to choose, I have many rare photos, factory pins etc, but what stands out the most might have to be the book; "Der KDF-Wagen, von A bis Z." The owner's manual for your KDF-Wagen with stiff board covers and dust jacket. 123 pages full of black and white photos showing how to do most anything to your KDF-Wagen divided into different sections of your car, it's wonderful. Second would be the all too famous KDF Stamp Savers Book with an order form in the middle.*
11. What do you like best about the hobby? *The people. I could stop right there, that really is it, isn't it? I can't imagine how many people I've met or friends I have because of the Volkswagen, it's the greatest tool in the world for making friends, it really is. Of course there's the pride of restoring a car that the whole world has been in love with at one time or another especially yourself. Collecting your favorite Volkswagen related items, that's fun too.*
12. What do you like least about the hobby? *This would have been a really hard one had I not read Howards response in the Jan/Feb Vintage Voice, but the clunker laws, people trying to tell what we can and can't collect in the way of cars and what we can drive on America's highways and byways, or how many we can have. Then of course there's the gas problem. It sure would be nice to be able to pull up to a gas station and put in some leaded gas, but oh-no we have buy additives or have special heads and valves etc just to run the gas we have these days.*
13. What concerns do you have for the VW hobby? *That's a tough one. I use to say it was the availability of parts to restore our old VWs, but now with companies like Wolfsburg West, Bill and Steve's, Chuck's Convertible Parts, Karmann Ghia P & R, Ovals Only, Sewfine, etc., etc., that's not as big of a deal Finding*

N.O.S. parts, that's another story. Rich Kimball hasn't traveled the world in a while and found that incredible stash of parts in a long time. At one time I was more than concerned for the clubs, like ours! There seemed to be a trend toward people dropping out to look for something closer to home, but I think with people like Howard our President, and Kim our editor and the others, we've turned this club around and been able to give people what they want once again and hopefully will continue to do so, but it takes your help!

14. What one comment that people make concerning the hobby or your car(s) disturbs you the most? *How can you be so into a car that Adolf Hitler gave to the world? That's an old question, but one my father has been asking for years since we're Jewish. The other night at dinner, my Jewish stepmother actually said that she is thinking of trading in the Smart Car and getting a VW EOS, I said, "it's a German car" an she said "I know," and that was all that was said about that.*
15. What advice would you have for someone first entering the hobby? *Buy the best car your money can find. Learn about the things to look for before going out to look and be prepared to find the worse once you get into it. Have a lot of good tools and friends around to help.*
16. What is it that you enjoy most when driving your air-cooled VW? *This would have to come from memory, but it's a good one since I have owned 9 air-cooled VWs. It was the wind in your face when you reversed the wing window in the summer for air-conditioning, scraping the frost off the inside of the windshield with your cassette case in the Winter, the smell when you first entered your car, the sound of the pea-shooters, the smiles you got when passing other VW drivers and the camaraderie at a VW show and the pride of owning the best little car in the world!*

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.*

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 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

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, 641-425-7382, burtonwood.vvwca@q.com

PARTS AND SUCH FOR SALE



An original "Swamp Cooler", a Coronado Sea-Aire Car Cooler, Model SA 259 in good condition. These were the very first Volkswagen air conditioners that provided a stream of water-cooled air. Complete with the original installation instructions. Present day equivalents sell for \$400 or more. \$300 OBO. Also Walnut shift knob, 12 mm thread, displays the 4-speed and reverse pattern. \$15. Bill 312-215-6054



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

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.

1952-1982 VW Factory Shop Manuals.: \$29.95-\$99.95. Aftermarket VW shop manuals (6 different publishers):

\$9.95-\$34.95. 54-79 VW Restoration Manual \$37.95. Alex Voss, 4850 37th Ave So., Seattle WA. 98118. Tel: 206-721-3077 toll free 888-380-9277.

1949-1952 round taillights, needs restored, \$500 plus shipping. Hebmuller original door glass including frame, \$500 plus shipping. Terry Schuler. 814-243-8859.

License plate frames (new) 1950-1985, \$45.00 ea. Date Plates (new) with S/S stands or over-rider clamp 1950-1985 \$45.00 each. ID stamps year of car (goes on f/windshield right side bottom corner \$7.00.

Stainless steel vent locks - long stem (piece of mind) \$25.00 for a pair. Venetian Blinds from Australia, oval or big window, \$260.00.

Remember, the Wiener Foundation has our own payment plan. You pay what you want, when you want & we ship anywhere in the world. Also, 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).

Pre 1969 1/2 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.

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.

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1963 VW Sunroof Beetle. 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.

1961 VW Beetle. Completely restored. L-380 Turquoise, many first place trophies. Runs and drives perfect. Call for

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

1973 Karmann Ghia, Auto-stick shift, red with black interior. 50,000+ miles. Have extra rear seats. Needs full restoration or good parts car. All offers considered. Troy, Ohio 937-335-2491. cousin.bruce48@gmail.com

1970 Type-3 rebuilt motor complete with sheet metal, carbs and clutch ready to install, \$2500. 1972 Stick-shift Automatic Transmission w/ new clutch \$500. Type-1 2332cc rebuilt VW motor w/aluminum case, 1.4 rockers, Autocraft pistons and CB eliminator heads \$3700. davidfichter@earthlink.net or call 630-789-1779.

1972 VW Beetle, body interior and tires all good, paint is fair. Needs motor. Have birth certificate from Stiftung Auto Museum in Wolfsburg, Germany. \$1500 OBO. Gene in Idaho 208-839-2880.

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The 100,000 Kilometer Events

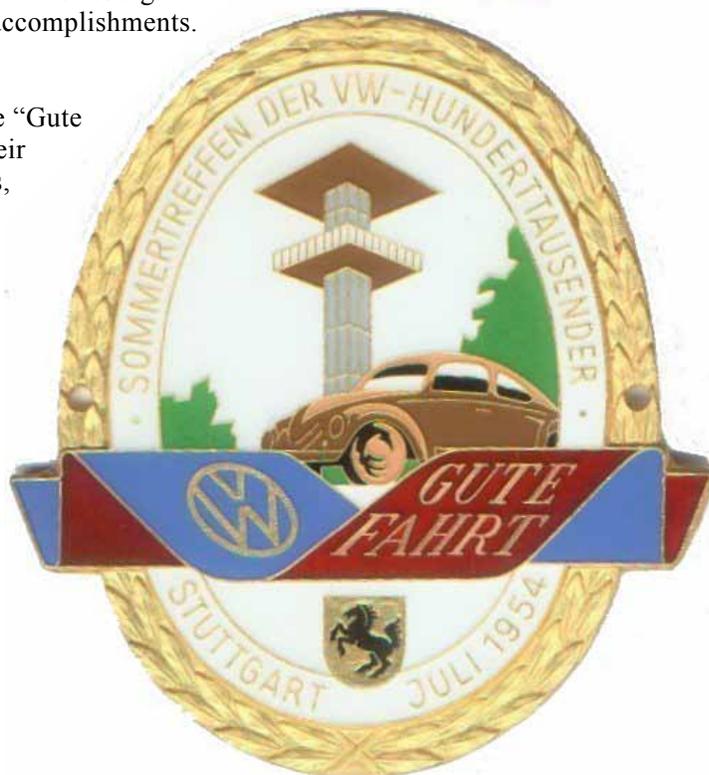
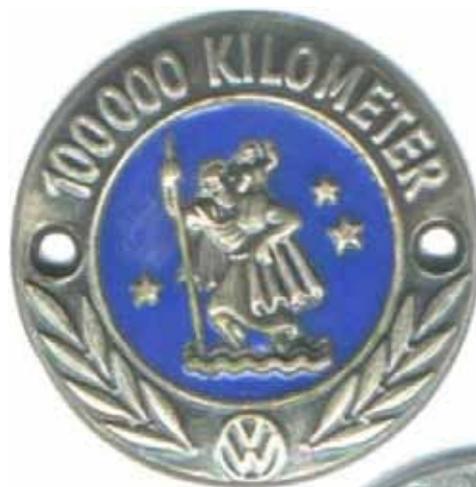
During the late forties, right after serious Beetle production began in Wolfsburg; Volkswagens were not known as being very reliable. Especially their engines left a lot to be desired. "Above all its engine had no durability and developed a death rattle after just a few kilometers", Nordhoff admitted in a speech in 1954. The main

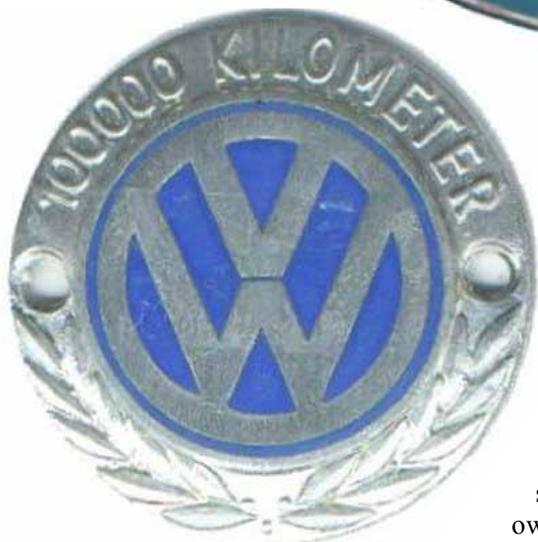
reasons for the then existing poor quality were, besides some of inherent design short comings, above all the shortage of quality materials for the assembly of these early cars. It did not help either that the majority of assembly line workers did not have much experience building cars, neither did most of their supervisors.

Even though, towards the end of the forties some Volkswagens owners managed to accumulate 100 000 kilometers (62 000 miles) with their original engines without major repairs. Some Volkswagen dealers realized that such achievements would make good publicity and they were able to influence local newspapers to publish stories featuring these cars and their owners. This publicity also got the attention of Volkswagen in Wolfsburg and they aided by issuing official certificates verifying the accomplishments. In addition some dealers started to hand out gold watches.

All of this got the attention of the Volkswagen fan magazine "Gute Fahrt" resulting in inviting their readers, who had driven their cars with its original engines for at least 100 000 kilometers, to come to a meeting to be held September 6 1952 in the obscure small German city of Erbach in the southern part of Hessen. To everybody surprise about 2 000 Volkswagen Beetles showed up, of which about 1 200 could proof their engines were never opened. The criterion used was that the engine case halves were never split open, however valve jobs were acceptable.

A big surprise participant was the oldest still existing Beetle with chassis number 3803. It was one of the three original cars shown at the laying of the foundation stone of the Wolfsburg factory in 1938. By this time it had accumulated 485 000 kilometers, about 273 403 miles. This car did not qualify for a certificate because on its way to accumulate all these miles it had received an exchange engine. This very car is today part of the collection at the Volkswagen Museum and has been used and photographed





in publicity shoots to compare it to the more modern Beetles. Its license number is 1938, the year it was built.

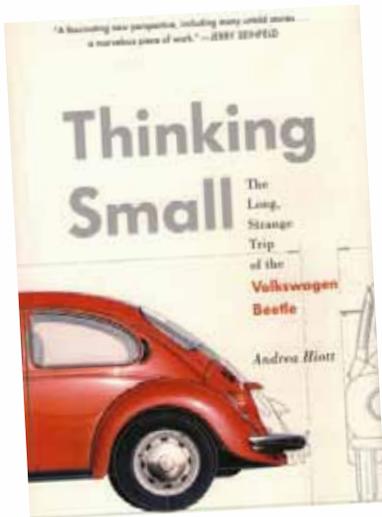
The huge success of the first 100 000 KM Treffen did not go unnoticed in Wolfsburg and with the help of VW's public relations and sales departments a big show was planned for October, 1954. This time to be held close to the city of Stuttgart. A big lottery was held in conjunction with the event offering 9 standard Beetles and one convertible as major prizes, besides many smaller ones, like for instance car radios and tires. All in all a grand total of 350 000 German marks in prizes was given away, that was real money in those days. Over 4 500 cars and 16 000 spectators showed up and the event did run out of parking space. Nordhoff himself gave a speech at the opening ceremonies praising the Volkswagens virtues. Every owner of a 100 000 KM car received a certificate, a gold watch and two plaques one to put on the outside of the car and one for the dashboard. Any car with over 200 000 km and without having had any major repair supposedly received some additional prize. One company brought 17 of their cars used in their business with all of them having more than 200 00 kilometers without major repairs. Some cars came from Switzerland, Belgium and Finland.



I am not sure whether Americans who had cars with over 62 000 miles did get a gold watch here in the US I have never heard of it or seen it mentioned anywhere. But at that time I was working for Volkswagen in Canada and participated in a ceremony where gold watches were given out. Since it was the dealers who verified the mileage some shenanigans were going on at that time and the dealers favorite customers were able to classify. For that reason and probably because the whole affair was getting too expensive the 100 000 affairs were discontinued.

Besides, by 1954 Volkswagen had a reputation for building quality cars and did not need this type of publicity anymore. Today some of the items handed out at the 100 000 km meets have become very popular and are being sold for over 100 dollars on Samba and ebay.

The Volkswagen Library



Thinking Small

The Long, Strange Trip of the Volkswagen Beetle

By Andrea Hiott. Published in 2012 in the United States by Ballantine Books, New York. ISBN 9780-0-345-52142-2, Hardcover; almost 500 pages, some black and white historical pictures. \$26.00 at Amazon.

This is an incredible book. The Author born in South Carolina went to study German and neuroscience in Germany. One night driving through a rather forlorn landscape in northern Germany she came upon a brightly lit town almost in the middle of nowhere and discovered it was Wolfsburg, the home of the Volkswagen Beetle.

Fascinated by the story of this company, that according to VW by 2011 had become the largest car manufacturer in the world,

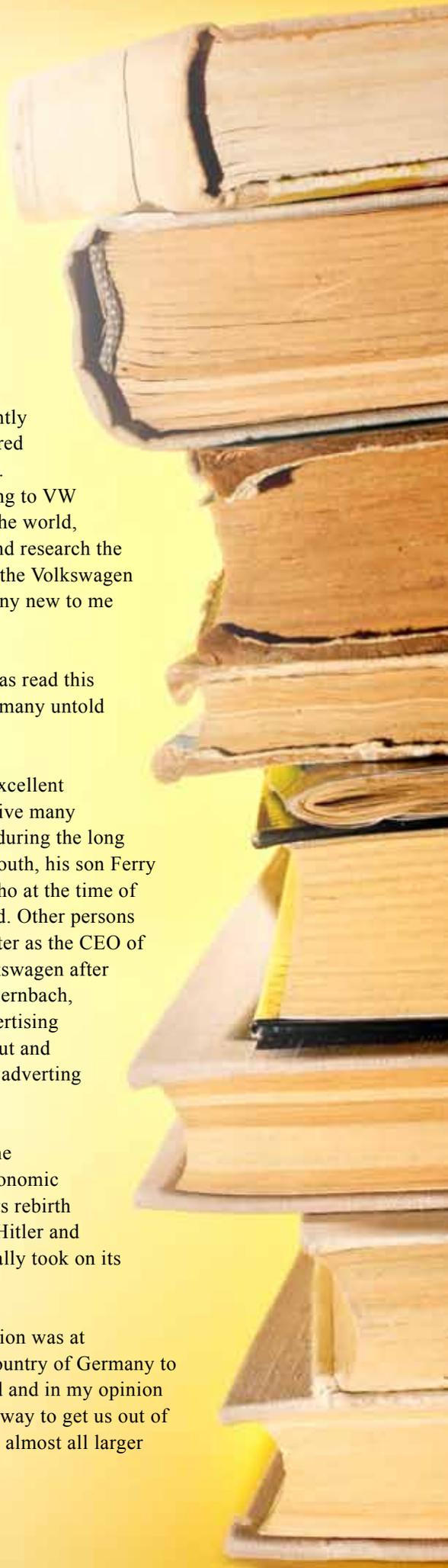
a fact that is disputed by GM and Toyota. Andrea Hiott, the author, started to study and research the history of Volkswagen, its people and the car. For me, having studied and researched the Volkswagen history for many years and written about it, I must say that I was surprised to find many new to me details in this book.

Apparently, Jerry Seinfeld, the comedian and a Volkswagen and Porsche aficionado has read this book too and is quoted as having found it, "A fascinating new perspective, including many untold stories ... Congratulations to Ms Hiott for a marvelous piece of work". I concur.

This book is not a technical specification guide for Beetles, of these there are many excellent and very recent ones, which we will look at too, at a later date. The author brings to live many interesting details about most of the main characters, which have played major roles during the long Volkswagen history. Persons covered in depth are Ferdinand Porsche, including his youth, his son Ferry and the more recent Porsche family member, the grandson Ferdinand Piëch. Piëch, who at the time of this writing still is involved with Volkswagen as the chairman of its supervisory board. Other persons covered in great detail are Carl Hahn, covering first his time as head of VWoA and later as the CEO of Volkswagen AG. The widely acclaimed Ivan Hirst, the man credited with saving Volkswagen after the war, receives its due. Many pages are used to cover the fascinating story of Bill Bernbach, founder of DDB, the agency that started and developed the ground breaking VW advertising in the US. It explains how the famous "Think Small" advertising campaign came about and describes in great detail the many characters that were associated with that particular advertising campaign.

Besides profiling many of the important people involved with the Volkswagen over the many years, the author also shows a good understanding of the political and socio-economic situations as they existed during the Volkswagen's long gestation period and during its rebirth after the Second World War. Described is how the Volkswagen idea evolved between Hitler and Porsche and how decisions were made and many of the details of how the car eventually took on its final form.

To me however the most interesting part of the book was to read about how the situation was at Volkswagen immediately after the war and how it emerged together with the entire country of Germany to create what was called then the economic miracle. I lived and experienced that period and in my opinion there may be a lesson to be learned from it by our present day politicians. It maybe a way to get us out of the present predicament we find ourselves in economically. Let me elaborate, in 1945 almost all larger





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German cities were 80% destroyed and many smaller towns too and with it their infrastructure. Most road and railroad bridges were blown up by the retreating Nazis. Destroyed was most the manufacturing industry and much of what was not destroyed was carried away by the Soviets at the end of the war, just like for one instance the Opel production facilities for the Opel Kadett car. Most men were killed or badly injured, leaving Germany with millions of sad looking widows who did not know what happened to their husbands or sons. Germany lost one third of its territory and people who had been living there, the ones that were not killed, were kicked out. That meant about 7 million mostly women and children, without any means of support, had to be absorbed and integrated by what was West-Germany, which again was only two thirds of the size of the remaining pre war Germany. Besides millions living in the Soviet occupied zone were fleeing to the west and had to be taken care of.

What triggered Germany's resurgence came in 1948 when the minister of economy for the three western zones of occupation introduced capitalism in its purest form, disguised as "social market economy". Sometimes it was also called capitalism with a conscience.

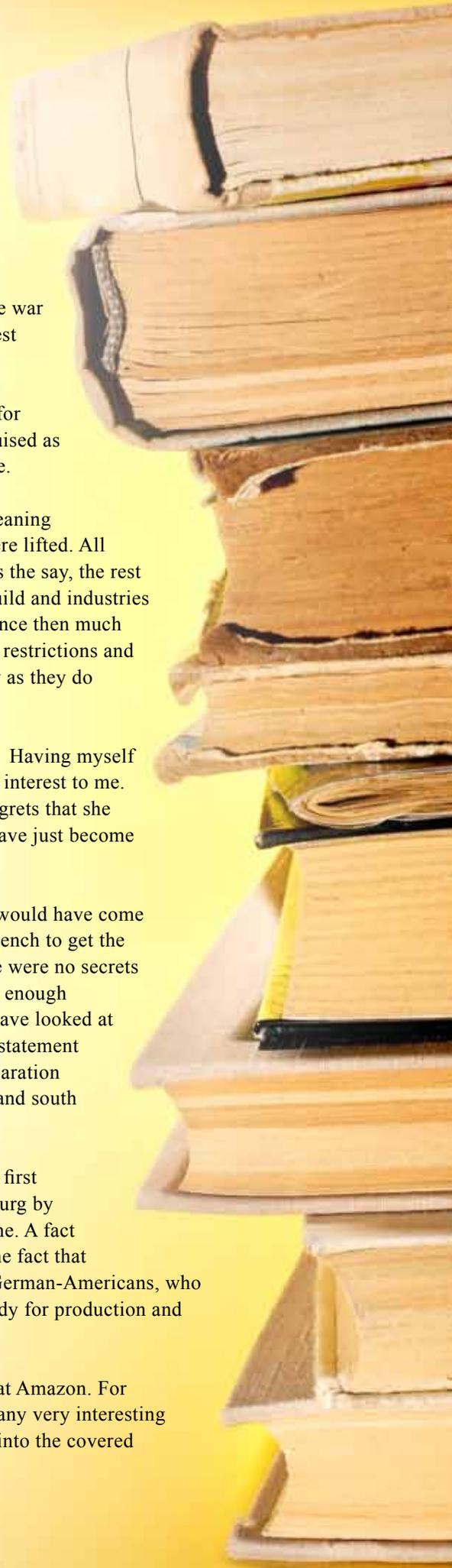
To the consternation of the allied military government, and even to the capitalistic leaning Americans, and all of the German politicians, all restrictions to conduct business were lifted. All rationing stopped and a new currency, the famous German Mark, was introduced. As the say, the rest is history. By the sixties almost all of the cities, infrastructure and bridges were rebuild and industries were humming and it was even necessary to import guest workers. Unfortunately, since then much of the free enterprise system has in the meantime been chocked off with all kinds of restrictions and high taxes, but fortunately not enough yet to bring the disastrous results to Germany as they do exist today in much of the rest of Europe.

The author obviously goes into much more detail about the above motioned events. Having myself lived and watched much of it, the reader may understand that this book was of great interest to me. A lot more is covered on almost 500 tightly printed pages. The author herself had regrets that she was not able to include all of what she had found in her research. The book would have just become too voluminous.

I found the book in most what has been presented accurate. In two cases however I would have come to different conclusions. One is that Porsche and his son were incarcerated by the French to get the secrets behind the Volkswagen. That is a story the Porsche family likes to tell. There were no secrets about the Volkswagen. Every detail had already been published. Besides, there were enough Volkswagen cars around Europe at the end of the war, which the French could just have looked at if they wanted to know its so-called secrets. The author also repeats the often made statement that the Autobahn road system was built to facilitate the movement of troops in preparation for Hitler's war. The fact however is, the Autobahns were build mostly going north and south while Hitler invaded countries to the west and east of Germany.

The author does give credit to Americans GIs to have been in charge of building the first 143 after-war Kübelwagen, just a few days after war hostilities had ended in Wolfsburg by using parts lying around to finish partially assembled cars sitting on the assembly line. A fact ignored by most historians of the Volkswagen history. What I did miss however is the fact that there is no mentioning or any information about the role and the fates of the many German-Americans, who were recruited by Porsche and who played a crucial part getting the Volkswagen ready for production and influenced its design and also the design of the factory.

Since I wrote this review I noticed the book is now available at a much lower price at Amazon. For anyone interested in perhaps purchasing this book, they should have a look at the many very interesting reviews and commentaries listed on Amazon, which give further interesting insight into the covered subjects.





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