



# VintageVoice

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## INSIDE:

- 2 Director's Forum
- 4 Volkswoman
- 6 Aloha Dave
- 8 Collecting WWII Period VW Stamps, Postcards and Postmarks
- 11 Humble Beginnings
- 12 Stateline Volksfolks Vintage Picnic
- 15 Volkswagen Library
- 16 Historian's Corner
- 20 Director's Notebook
- 22 Classifieds
- 23 Omaha Volkswagen Club, Show & Shine 2012

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# Director's FORUM

by howard query

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**G**ood luck, bad luck, luck of the Irish, luck of the draw, down on luck or just plain out of luck ... my wife would tell you that if it wasn't for "bad luck", I wouldn't have any luck at all.

As luck equates with VWs, there was a when I was Northern Missouri for a car show. Three of us stopped in a little town around 2:00 am in the morning for a rest, confronted by local police officers. Apparently one of the cars in our group had been reported stolen. Because we weren't able to produce adequate paperwork, we were detained until later the next day. After being able to produce the correct documents we'd needed, the police offered an apology and marked this one up as a case of mistaken identity. I suppose to them, most all VWs look alike.

There was a time I'd bought a '66 Beetle in Tulsa, Oklahoma. It seemed to be in reasonable shape and I paid little to nothing for it. As luck would have it, I'd bought it during the month of January and attempted to make the trip back to Iowa in sub-zero temperatures. I was somewhere North of Kansas City when the engine dropped a rod. I think I was in-between the town of "Nowheresville" and "No Luck City". My luck had run out.

A few years back, I'd trailered my Beetle to a show in Southwestern Wisconsin. Upon check-in, I was told I'd have to park the trailer on the backside of the motel. I did so .... unloaded the car and proceeded to disconnect the trailer from our SUV. Now remember, it was dark at night. I was aware that the parking lot sloped towards the back of a steep hill ... but never thought that once I'd disconnected the trailer, I'd watch it take off rolling down a ravine. I could have sworn the safety chains were still connected.

A few months back, I was working on our '58 Beetle in the garage when I thought I'd run inside for a cold can of Diet Coke. Entering the house, I'd tripped over a push broom ...

smashed my knee into the floor and slammed my head up against a door jam. I'd suffered a mild concussion, fractured my knee, severely damaged the meniscus and had made a mess of the cartilage behind the knee cap. I'm reminded by my wife that had I not been working on the Beetle, none of this would have happened.

Let's fast forward to last month for one of my more embarrassing examples of bad luck. I'd attended the 20th Annual Eureka Springs VW Festival along with my rickety '69 Bay Window Westfalia. It's a great 3 day event and 5 days of relaxation in the NW area of Arkansas.

Other than all the fabulous restaurants there and wonderful people, one of the highlights of this VW event is that of the Saturday afternoon parade. More than 250 VWs tour thru the city streets of Eureka Springs, with an audience of townspeople lining the streets in the thousands. Here is where my story takes a turn for the worse. The parade was less than a quarter mile from the event center. I was hoping back on time as I was one of the presenters. As I'm following the 20 or so cars in front of me, I suddenly feel a hard shudder and shaking coming from the steering column. Within seconds, the left side of the bus drops to the pavement. It's bizarre watching your front left front wheel pass you while you're struggling to remain in control. I pull over to the side of the road as quickly as I could. Exiting the bus, I'm greeted with passing sounds of VWs and honking the horns along the way.

Minutes were raced by. The convention center was a quarter mile away and I couldn't run with a brace on my leg. Within a matter of seconds, I was surrounded by 6 other VW enthusiasts ... all offered to help me get back on the road. One of them walked over carrying my tire while another approached close behind holding in his hand ... all five lug nuts. We scrambled to get the wheel remounted and lug nuts tightened. I was already 10 minutes late before I was able to again head out. But, thanks to the help of others ... I made it to the convention center.

As I pulled into the lot, I remember jumping from the driver's seat and attempting to run for the convention center door. Of course when I'd entered, an audience of over 300 people who had witnessed what had happened, most clapping their hands ... and yelled out "he made it after all!"

It seems they had delayed the presentation until I had arrived. By now, I'm sure there wasn't a person in the place that had hadn't heard that story of how I'd broken down alongside the road. I bashfully approached the front of the stage, I heard a voice from the back of the room yell out, "hey Howard, find your nuts?"

So much for luck.

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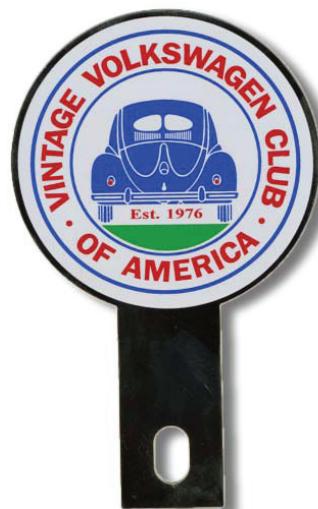
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## Are Cars Better Than Kids?

# Woman

by Lois Grace • vlkswmn@sbcglobal.net

**A**s a Car Person who has been blissfully child-free for years, I often wonder: Why ARE cars so much more fun than kids?? I marvel at why people have so many children when they could spend a few thousand dollars every couple years and have some really cool CARS. Recently, after looking at before and after photos of Vernon (my adored and restored 1959 Single Cab), my boss asked me how much I had invested in my “first-born”, and when I told him, he exclaimed, “GEESH!! For that you could have sent a kid to college!” Keep in mind that this is a man who is a connoisseur of fine machinery himself, with only one child to his credit. Bearing in mind also that sending vast numbers of offspring to sleep through expensive college educations is not my idea of fun for our later years, I will continue:

We can begin at the beginning. Every new car is a wanted vehicle. No one but me buys cars by accident. At least, no one I know. There are no stray cars, there are no unwanted cars, and while there certainly are abused cars, they don't suffer in the same ways as unwanted, unloved children. Once you buy a car, you don't worry about other cars having a bad influence on it. I have never once worried about any of my cars having a drinking (unless you count that horrible gasoline-sucking habit my Saab had) or drug problem. Cars don't eat unless you play with them. And, if you play with them, you can put them away after you are done and they don't whine and cry for more. Children have a tendency to require food and attention, if you play with them or not. And, no matter how LONG you play with a kid, they always want more. Kids have a nasty way of tossing their meals about carelessly too, for instance, throw a baby up in the air after he's finished that bottle and you'll see what I am talking about. Older kids do this too - take them to McDonald's for a simple burger and fries and you'll get more fries on the floor (and ketchup on the kid) that you will in the KID. I can take my vehicles to any gas station to fill up and nearly always, nearly ALL of the gasoline ends up in the car and stays there. If it does dribble, it's usually because I've been sloppy or the car is

trying to tell me something. Can't blame any of this on the poor car!

Cars are GRATEFUL too. Fill a car and that gas tank gauge needle goes BLAM!!! right over to FULL and stays there for a while. Where else can you get appreciation like THAT?? None of my cars gets his fill of super unleaded and then whines for ice cream. Cars sit patiently while you fill them, they don't go running around the gas station, making nuisances of themselves while you demand that they calm down, sit still and allow you to fill them. No, cars enjoy being fed. They burp quietly and politely to allow more gas into the tank and then wait patiently for you to take them away to wherever it is you are going. Cars have vast amounts of patience. Just think of what they endure every single day: they sit in the garage, waiting for you to get out there in the morning. Then, they sit in a parking lot all day while you are at work, waiting for you to come out at night and take them home. Then, they sit in the garage all night, wait for morning again. This is not even counting the waiting they do at stop lights on a daily basis. What 2-year-old do YOU know that could do that? What teenager do you know would wait hours for you to get off work and not complain?

Cars don't cry, either. My cars know when I've had a bad day, and they don't add to that bad day by crying or making a fuss. I can honestly say that if I've just endured a truly terrible day, my car will start without complaining, it will run flawlessly all the way home and it will quietly and thoughtfully tuck itself into the corner of the garage where it lives, to await my better mood. On the few occasions when my cars have chosen to act up, it was usually (again) not their fault. And, when it does happen, they seem to pick the most convenient and opportune time to have their breakdown. Try THAT with a cranky toddler in a dirty diaper.

There are lots of ways that cars and kids are similar though—take, for instance, shoes. Your kids blow through shoes at



an alarming rate. Seems that the moment you buy that adorable pair of Baby Nikes for your child, his feet grow 3 sizes and they no longer fit. Buy your car a set of tires and they always stay the same size!

Once a kid gets old enough that his growth slows down a bit and shoes fit for longer than a moment, they wear through them. Soles get thin, laces break, and the shoe is generally ready for the garbage. Cars can be the same way with their shoes though. Cars will never outgrow tires (unless your car was a geek when you bought it and you decided to give it a new personality with a different size, fancier wheel or something), but cars very definitely will wear through tires. Some cars do this at the same alarming rate as children outgrowing shoes. Now, if you compare the cost of all those Baby Nikes for your kid to a set of really good radials for your car, you might find that you are spending just about the same for either one. Maybe they should rate kids? Shoes with the same mileage specs they do tires: cheap shoes might get your toddler, say, 20,000 miles worth of running, jumping, and playing, while more expensive shoes could net 60,000 miles or more. Either way, shoes or tires; surfacing your baby's feet can cost you plenty.

Kids and cars do have a few things in common. They both need regular checkups and care. Think of your mechanic as a sort of "auto pediatrician" and you have the idea. Any good mechanic will care enough about your car to do whatever it takes to keep it in good working order. Your pediatrician can help you with shots, potty training and behavioral problems; your mechanic will do basically the same thing, fixing oil leaks and finding out why your car hates cold mornings so much. Unlike your children, who may or may not appreciate such preventive steps as inoculations, teeth-cleanings, and eye exams, your cars will ALWAYS be grateful for the small things like oil changes and valve adjustments. Kids make noise when they find out they must go in for checkups, cars make noise if they DON'T go in for checkups.

There is one BIG way cars and kids are very different. Even if your car loves you completely, it will never greet you at the end of a long hard day with a hug. You will never be able to watch your car cut its first tooth, take its first steps or say its first words. While your car might make you proud, it's usually not as a result of some hard-won accomplishment. Your car

will never make you applaud with joy at a piano recital, will never move you to tears at a high school or college graduation (although I have shed many happy tears of pride at trophies and awards won by my boys), and never make you worry about it late at night (at least not for the same reasons). Cars cannot create special works of art that will get taped to the refrigerator—Car Art comes in the form of dirty puddles under the car, and most of us do not appreciate these as much as we do Kid Art. I suppose if you got really inspired you could always manipulate your drip pan to enhance your car's artistic attempts, but cars don't truly LIKE art. They are more—dare I say it?? Primitive than that and merely drip because they have to.? While you can add to your automotive collection by buying more cars, that one special vehicle will not ever be able to present you with grandchildren.

I don't think there is a definitive answer to the question Are cars better than kids??? Because, see, everything has its place in life. Kids and cars are no exception. Kids and cars can BOTH be fun. I'm happiest with my cars being my kids. Now, if Nike starts making TIRES, I'm in BIG trouble.

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# ALOHA DAVE

By Howard Query  
burtonwood.vvwca@q.com

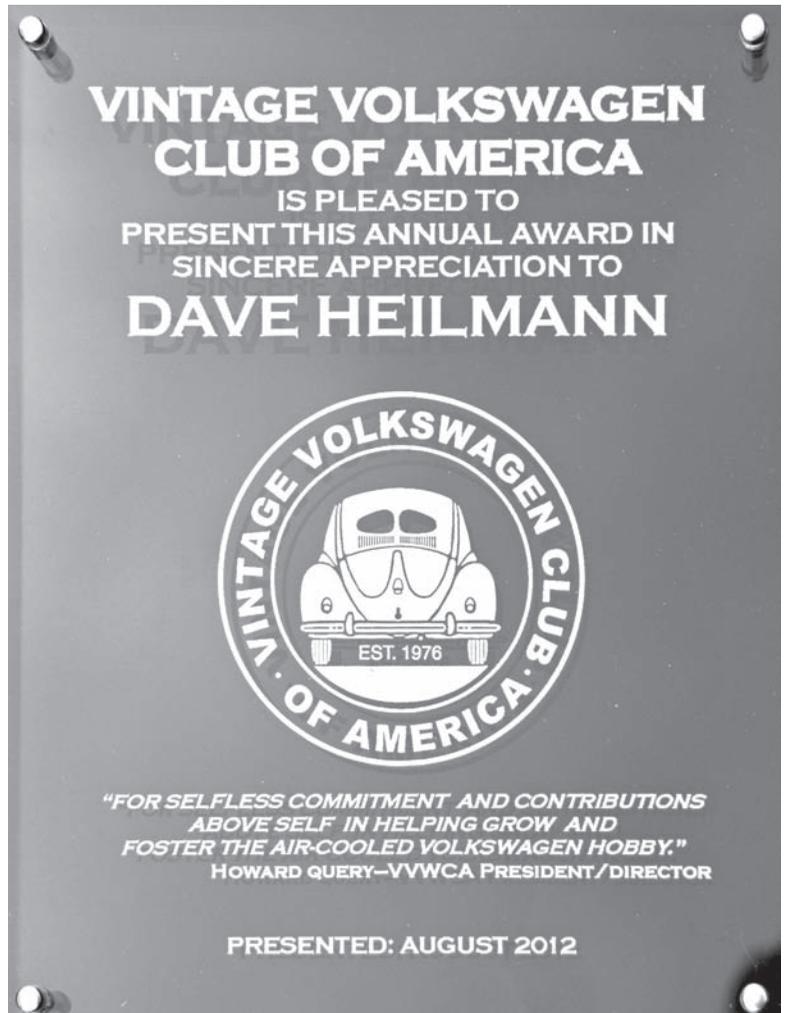


When most folks in Volkswagen community mention the name of Dave Heilmann, Eureka Springs, Arkansas and the event he helped give birth to twenty some odd years ago, naturally comes to mind. It all started prior to 1992 when Dave and Michael Matt Joy sat down one evening to discuss the like hood of holding a Volkswagen based car show in the small mountain community of Eureka Springs. From that date on, this event would continue to grow year after year after year.

Along with the help of many friends and the Arkansas Volkswagen Volksmeisters, Dave Heilmann worked to grow this event to something more than a one day Volkswagen car show. It can be said that he can be credited for founding a community of friends and VW enthusiasts, who have often traveled from across the country to attend this three day gathering of family and friends.

As we look back at what Dave has done to grow an event that has turned into a family vacation destination, It was with great honor that I had the opportunity of presenting





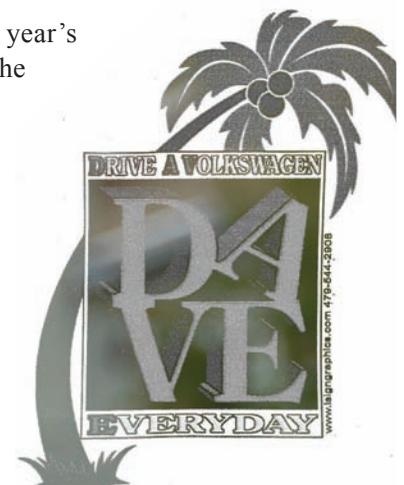
Dave Heilmann with a very special award on behalf of the Vintage Volkswagen Club of America ... in appreciation for his selfless commitment and contributions above self in helping grow and foster the air-cooled Volkswagen hobby. The award was presented last August at the 20th Annual Eureka Springs VW Festival. It has been and continues to be a great privilege to know him as a club member and as a very dear friend.

With the presentation of this award, also comes a note of sadness for many of us as Dave has recently retired his position as the champion of the Northwest Arkansas Volkswagen Association and will soon be soaking up the sun on the sparkling shorelines of Hawaii. He's bought a house, shipped his '67 VW bus to the main island and will soon head out to his new home.

In the months to follow, ideas will begin to emerge again as plans are made for this next year's event in Eureka Springs, Arkansas. While some would say that this event will never be the same without Dave's dedication to detail and passion for this event, we must remember that he has left a very willing and talented team in place to take over in his place. And as they say ... the show will go on.

Although he will be sorely missed here in the Midwest, it brings a smile to our face knowing that Dave Heilmann will host likely establish another chapter of the Vintage Volkswagen Club of America somewhere on the big island of Hawaii. Good luck Dave and remember, "A'ohe hana nui ka alu'ia." Translation: No task is too big when done together.

Photos contributed by; Cornelis J Vanderveen, Route 66 Cruisers Car Club and others.



# COLLECTING WWII PERIOD VW STAMPS, POSTCARDS AND POSTMARKS

by Mike Epstein

The Third Reich on February 17, 1939 issued the stamps for the 1939 Berlin International Automobile and Motorcycle Exhibition February 17 through March 5, 1939. For the Nurburg Ring Auto Race a special set of commemorative stamps were re-issued on May 18 that were the original auto show stamps, over stamped with the words "Nurburgring-Rennen." The Three stamps again were the first Mercedes (horseless carriage) of 1885, 1938 Auto Union Grand Prix car, and the 1939 KDF car. The Nurburgring Races were held on May 21 and July 23, 1939. The surtaxes went to Hitler's National Culture Fund. There is also a postmark over the KDF-Wagen dated May 21, 1939 for the Nurburgring Races which has across the top, "Nurburgring (Eifel)," then what might be a building or castle in the area of the race with foreground scenery, under that it says "Internationales Eifel-Rennen," under that I'm guessing on this, "Deranfalter: D.N.S."



A short history of the Nurburg Race: In the early 1920s, races called ADAC Eifelrennen were held on public roads in the Eifel Mountains. This soon was considered impractical and dangerous. In order to provide work and lure tourists into the area, the construction of a dedicated race track was proposed, following the examples of Italy's Monza and Berlin's AVUS, yet with a completely different character. The layout of the circuit in the mountains was similar to the Targa Florio, one of the most important motor races at that time. The original Nurburgring was meant to be a showcase for German automotive engineering and racing talent, and was built with both purposes in mind. Construction of the track, designed by the Eichler Architekturbüro from Ravensburg (led by Architect Gustav Eichler), began in September 1925.



The track was completed in spring of 1927, and the ADAC Eifelrennen races were continued there. The first World Cycling Championship race took place on 1927-06-19, and the first German Grand Prix a month later. In addition, the track was opened to the public in the evenings and at weekends, as a one-way toll road. The Gesamtstrecke consisted of 174 bends (prior to 1971 changes), and was 8 to 9 metres (26 to 30 ft) in width on average.

In 1939 the full Ring was used for the last time in major racing events, as future Grand Prix would be held only on the Nordschleife. Motorcycles and minor races mainly used the shorter and safer Südschleife. Many memorable pre-war races took place at the circuit, featuring the talents of early Ringmeister (Ringmasters) such as Rudolf Caracciola, Tazio Nuvolari and Bernd Rosemeyer.

Here we have a 1RM German Austria Motor Vehicle Tax stamp in grey or black. From my research it seems that it comes in a total of 8 denominations and colors and is also known as the "Beetle down the Danube Road traffic fee" stamp. Date of issue was 1940. The denominations are 25RPF, 50RPF(Orange), 1 RM(Grey or Black), 2RM(Red), 3RM(Blue), 5RM, 8RM, and 10RM. The stamps are for the usage of streets in Lower Donau, (Austria, and part of Germany at that time). The cancellation stamp is the Nazi Eagle with Swastika.





The most common of the Kdf era postmarks are from the 1939 Automobile and Motorcycle Show itself and is commonly seen on a card that measures 105mm x 148mm from either the Dresdner Bank or Deutsche Bank. It's the Berlin-Charlottenburg postmark with two race cars on top of the earth over Europe and the Exhibition Hall behind them. It's also marked "International Automobil u. Motorrad-Ausstellung Berlin 1939." There are also the date to the left of the Exhibition Hall and another 2 numbers to the right. There is also a single letter to the right of the logo.



It seemed most common to have all three stamps that were made for the show on your letter, card, postcard or envelope and the postmark over each stamp or if your stamps were next to

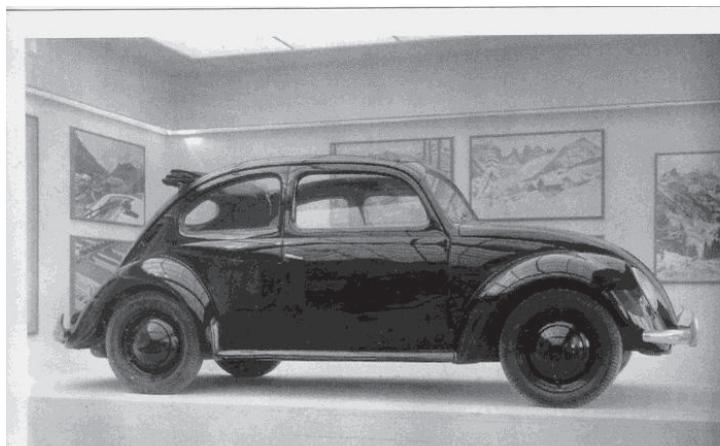
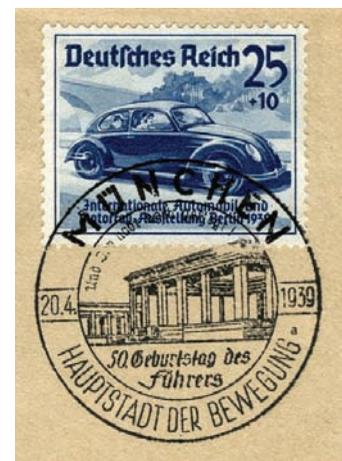


each other in a row, the postmark might be over two stamps at a time or, three stamps, two postmarks. Another interesting note for the collector is that the numbers to the right of the logo were different from postmark to postmark as was the letter to the right of the logo. The letter was either a, b, c, or d, not in caps, the numbers were 9-10, 11-12, 14-15, and 19-20. I have no idea what the letters or numbers mean. I even have one postmark that has the day and month at a 45 degree angle to the year on the left side.

There was also a postmark celebrating the corner stone laying of the Wolfsburg factory dated May 26, 1938 which looks like the pin that was made for the occasion. The postmark has across the top; "Rothenfelde über Vorsfelde." Then the Swastika inside the cog wheel over and behind the KDF-Wagen, under that is says Grundsteinlegung Des Volkswagenwerkes" and the date under that.



One of the most interesting postmarks I have uses the KDF-Wagen stamp of the 1939 International Automobile and Motorcycle Show and a postmark from Munchen, (Munich), with a columned building and under it is "50 Oebertstag Des Fuhrers," under that "Hauptstadt Der Bewegung" and a small "a." The date is April 20, 1939, the Fuhrers, (Adolf Hitler's), 50<sup>th</sup> birthday.



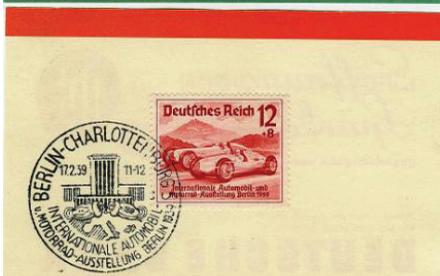
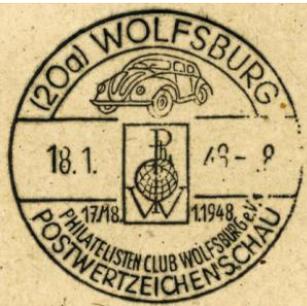
I have 9 postcards with the KDF-Wagen in them, 7 of them actually have printed on them either front or back that this has something to do with the 1939 International Automobile and Motorcycle Show but I have two that do not. One is dated 1938 and the other shows a line of KDF-Wagens in front of Tullio Cianetti Halle which was named after the President of the Italian Workers Association, the model for the

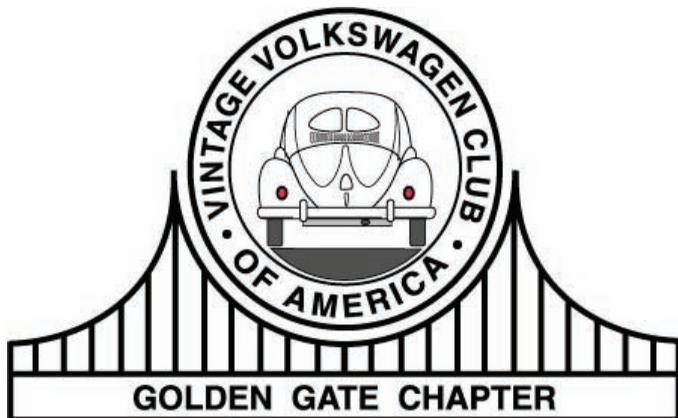
DAF, the sole cultural facility of the Stadt des KDF-Wagens. The cultural center was destroyed by fire in 1945.



I have one more postmark that is interesting because it shows that the town of Wolfsburg, as it was called by then, had a postcard club soon after the war. This postmark and postcard from 1948 shows a postmark made just for the postcard show in Wolfsburg at that time and though this article is about KDF-Wagens items, I felt this was cool enough to show you.

The rest of these photos are of the varieties of the more common postmarks from the 1939 Berlin International Automobile and Motorcycle Show and more stamps.





## Humble Beginnings

By Jan Peters  
synkro@synkro.cnc.net

This year brings the 30th Anniversary of the Golden Gate Chapter of the VVWCA, a historic landmark. Thirty years on, it's time to look back on where we came from and how we started so many years ago.

In 1978, I bought my first Vintage VW, a Horizon Blue 1957 sedan (Oval Window) and joined the Vintage VW Club of America. Little did I realize at that time, what adventure I was embarking on and what impact that adventure would have. In the early years, we migrated to Southern California twice a year for the original Bug-Ins held at the once-famous OCIR. The focus in those days was on Street cars and Drag cars, so little attention was paid to the Vintage cars of that day.

Being from Northern California, it was always an adventure to head south for these events, but their scope was rather limited and the VVWCA events never occurred on those weekends. What we had was a newsletter each month with want ads and activities that were local to VW Headquarters in New Jersey or the Northern Los Angeles area close to Vintage VW Parts.

While we were able to find what we needed from local wrecking yards (wow, there aren't any, anymore in the SF Bay Area), from the newsletters and from distant meets, the time had come to create a venue for us here in the Bay Area so that we could have local activities that served us. We certainly had the right climate for these Vintage VWs and they seemed to last forever here but without any local activities or meeting points... time for a change.

In those days I was still running my '71 Super Beetle Street Car with a big-motor, but with the new addition of a Horizon Blue '57 Oval Window bug, life started changing. I was connected with a number of local VW owners here and realized we had enough critical mass to start our own

activities... but what to do? Well, as luck would have it, 2 local guys, Carlos Butler and Steve Winters were also driving Vintage Bugs, so we decided to have a meeting at J's Delicatessantaurant (that's no misspelling, they actually combined Delicatessen and Restaurant into one word) on El Camino Real in Mountain View, just southeast of Highway 85. Our first meeting was 7 May, 1982.

By that time, I'd added a '59 Dove Blue (and rust) Double Cab to my fleet and joined the Type II ranks. We figured the best way to find other Vintage VW folks was to post notices at all of the local VW shops and dealerships... and to our surprise, people actually showed up with their Vintage cars for our very first business meeting! By our second meeting, June, 1982, Lydia Avak showed up with her original European-delivery '59 Beetle and became our Secretary for the first 25+ years. During those early months in the Summer of 1982, Carlos went back to playing softball and Steve Winters moved to Reno, so guess who got stuck with the Chapter?

Coincidentally, I also bought my house in Mountain View, so I've lived here as long as the Chapter's been in existence.

Coming... in the next installment of this story, now that we started this Chapter, what do we do with it?? Figuring out what Chapter members wanted, how to do it, and how to finance it.

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# Stateline Volksfolks Vintage Picnic

By Jerry Spellman [jspellman@loy.org](mailto:jspellman@loy.org)

All four clocks on the Clock Tower of Rockford were incorrect. It was not that they were showing the time in Berlin, or Bombay, or Brisbane, or Buenos Aires. The minute hands disagreed as well. But that did not stop the Volksfolks from delivering its annual Vintage Picnic at Alpine park, Rockford, Illinois on time. Despite the heat and humidity around the area at this time this year, the day was cloud filtered, breezy, and comfortable.

This “show” was celebrating the 57th year of the Volkswagen Club of America (VWCA) with their annual convention, but particularly for the Stateline Volksfolks club, its 25th year. The event was sponsored by the Lou Bachrodt Auto Mall ( which provided many goodies). The word is that the Rockford Park District does not allow “car shows”, but the club presents a “picnic” at which, it happens, most comers have a VW! The District also does not allow selling of parts, or food, or having a “raffle”, but does allow giving away food and having a “drawing”. As part of the 25th celebration at the closing event of the day, all were invited to have some cake, and those who participated in the “drawing” selected, from several categories, various VW connected items. A prize was won





for guessing the number of balloons stuffed in a closed VW bus, a 50/50 winner was determined, and a door prize for one of those who registered their car in the “display” was picked out as well. (The door prize was a left '74 Beetle door (all cleaned up and primed sort of)). So there you have no sold food, no sold parts, no raffle!

By the way, there was much going on before the ending shenanigans. Only five dollars was needed to register your car in one of the 15 categories, like Beetles, Buses, Convertibles, Dune Buggies, Water Coolers, Ghias, Type IIIs, Custom, and Special Interest. There were many varieties to see in some entries. Trophies were awarded at that end-of-day event for 1st and 2nd winners. Many buses were present with unusual patina and buses won Best Paint, Best Interior, and Best of Show.

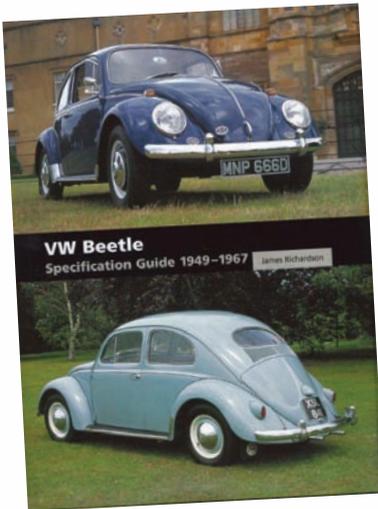
However, the cars are not the only big deal about the Picnic. The people who show up, who manage the gathering, and who bring the cars are comfortable to be with, knowledgeable to converse with, and pleasant /fun/ to enjoy. For 25 years the Stateline Volksfolks Picnic has always had the flavor of genuine hospitality, plenty of relaxation, and pleasing environment. At registration you received a water bottle, a small bag of M&Ms, and a card offering “a Warm Hello”. If you go on line, you can find the club and many pictures and information. Support those local “shows” far and near.



**Director’s Note:** Jerry sums up the entire show very well here. If you live in the Midwest area and have not had the opportunity to attend this show, you’re missing a well planned treat. The Stateline Volksfolks do a wonderful job with great attention to detail and participant satisfaction. I can personally attest for this as I have attended this event in the past and have had the honor of making way with a trophy or two. I would have been in attendance at this event this year had I not injured my knee a couple weeks prior. However, I will be there next year and I hope ... you will be too. Howard

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# The Volkswagen Library



## Volkswagen Beetle Specification Guide 1949-1967

*By James Richardson, Published in 2007 by Crowood Press Ltd, Ramsbury, Marlborough, Wiltshire SN8 2HR England. ISBN 978 1 86126 940 9. Large format Hardcover, 128 PAGES richly illustrated with copies of sales brochures for Volkswagen and optional equipment as well as lots of pictures of Beetles, mostly right hand drive. Many excellent close-up pictures show yearly changes in detail.*

Of over one hundred books I have about Volkswagen, about the car and its history, the great majority come from England. This book is no exception. What is it that makes the British so interested in Volkswagen?

Many books are not worth reviewing for the Vintage Voice. Some repeat just what has been written many times before, others just compile a lot of pictures. I guess there is market for all of it, otherwise these books would not be written, printed and bought.

However there is some excellent information presented in this book that should be of great interest to many of our readers. One is a complete list of type and model designations for the time period covered and the listing all of the year by year mechanical and appearance changes. It also includes a list with color samples of all exterior and interior trim color combinations used for Beetles and Beetle convertibles built from 1949 to 1967. Information not found anywhere else, even wheel and hubcap colors are listed as well as colors of the running board mats that were available for a time and the colors of the vinyl sunroofs covers. Fender beadings and some interior parts like the steering wheel, steering column and fender beadings were color coordinated for a few years starting with the 1961 model. The only colors information I saw missing were for some interior metal parts like seat frames, shift lever and fuel tank which were usually distinct.

Other accurate information that is not usually found anywhere else, and should be of great interest to aficionados who are restoring their cars are the chassis numbers, engine numbers, front axle numbers, transaxle numbers and there are even body numbers given, which were at that time stenciled below the front ID number plate below the fuel tank. This practice of assigning numbers to bodies was discontinued in 1958. Many of the accessories for the time period covered are shown and explained

A few pages of the book are dedicated to Beetle-based conversions. Besides the well known convertibles by Karmann and Hebmüller, conversions by Rometsch, Dannhauser and Stauss, Beutler, Enzmann and Drew get their pictures and explanations. There are a few pages showing and describing Beetles assembled outside of Germany during the years covered in this book, beginning with Ireland. Not missing are the export markets and explanations on how Volkswagen conquered the world and sold their cars in over 140 countries. The major markets like the USA, Philippines, Great Britain, Brazil, South Africa, Australia, México and New Zealand are also mentioned in condensed form.

Specification guides have been really come into their own lately with never before published details. The same publisher of this book also published one for the 1968 to 1980 time period, while the archivist and ex head of the Volkswagen Museum in Wolfsburg, Dr. Bernd Wiersch, started to also lately to get involved with publishing what he calls the "Beetle Chronicles, the history of an Auto-Legend". Unfortunately his books are only available in German.

As it is common in all books about anything Volkswagen, the author gives a short overview of the Volkswagen history, the time before full production began and the British years. There are many books out there which explain this part of the VW history much better and more accurate. The value of this book is its detailed information in about the changes made to the Beetle throughout the years covered.



## Volkstractor

Porsche had not even finalized the design of the Volkswagen in 1937, when Hitler suggested to Porsche to start working on a design of a farm tractor with about 11 hp for small and medium sized farms. Hitler had great confidence in Porsche's talents and disregarded well established farm equipment manufacturers. Even before the design of the tractor was finalized by November 4th 1937, Hitler signed a decree authorizing the building of a factory for the, as he called it, "Porsche invented Volkstractor". Plans were drawn and property confiscated for the new factory. As the Second World War went on problems arose because there just was not enough material and manpower around to build the tractor factory. One idea forwarded was the use about 5 000 concentration camp inmates for the construction of that particular plant but that still did not solve the material shortage.

For Porsche the request by Hitler for a Volkstractor was another opportunity to keep his shops in Stuttgart busy and a good reason to bill the Government for more subsidies. What Hitler did not know was that the Porsche Company had actually started on their own and had built two prototypes under project number # 110 and 111. Both having a V shaped two-cylinder air-cooled gasoline engine. The request by Hitler gave new momentum to the tractor project. By the end of WW2 Porsche had billed the Government about four million marks just for the tractor development alone. Even for the last two months of the Nazi regime Porsche still billed the government 65 000 in February and 73 000 in March of 1945 for it. As we know the Porsches by this time had long left Germany for Austria and the Volkswagen factory was occupied by the American military on April 10th.

After the war, in 1948, the people at Porsche picked up the Volkstractor idea again under project # 313, plus the

original work that started in 1937 was continued. By 1950, another tractor project assigned # 619 got under way and a company named Porsche-Diesel-Motorenbau GMBH was formed. The result was a one cylinder tractor project # 621, named the Junior, which was more like the reasonable priced Volkstractor previously envisioned. It became the most popular one. To also take advantage of a market that needed larger tractors, Porsche designed this tractor in such a way that the line of tractors could be extended with a minimum of effort by using interchangeable cylinders and cylinder heads. Like building blocks the tractor line could be extended by adding one cylinder. The two cylinder model was project # 622, called the Standard, the three cylinder one # 623, called the Super, and a four cylinder one under project # 624, the Master. All cylinders were placed in line, each displacing 877cc. This gave us the Junior with 877 cc, the Standard with 1750cc up to the four, the top of the line, the Master, with a displacement of 3500cc. An ultimate Porsche prototype tractor was also developed with four wheel drive but this one never went into production. In 1959 all tractors were updated and while the number of cylinders did not change six different power outputs could be selected. Other interesting features these tractors had were the use of a hydraulic clutch, something not very common at the time, plus they had adjustable tracks, another innovative idea that allowed straddling planted furrows according to their widths.



Since Porsche did not have in-house facilities to produce tractors all production was contracted out to a company called Allgaier. This company specialized in building agricultural equipment. These tractors were named Allgaier-Porsche, mostly known as AP tractors for short. The smallest tractor was the most popular one. By the time production ended in 1963, about 125 000 units had been built. As of 2012, there were still 20 000 registered in Germany. A club formed in 2008 in Germany and Austria meet that year and 76 tractors, all painted red, showed up.

There are 300 of these tractors in the USA, according to some reports. Also, some of these tractors were exported to other European countries, whether any of them came officially to the US, I was not able to confirm.

The August 1994 "Vintage Voice" published an article, reprinted again Jan/ Feb 2008, about a tractor built in 1967 using a regular four cylinder air cooled industrial Volkswagen engine. It does not say how many were built. Volkswagen made industrial engines available to anyone who was willing to pay for them. Many were used in all kinds of applications, for boats, airplanes, power generators etc. So it is not surprising that some were used to power agricultural implements used on farms and even in tractors but unfortunately not much is known about these efforts.



## Volkswagen Beetle in 2003: The End

In a symbolic act, with a Mariachi band playing sad music in the background, at 9.05 AM, on July 30th 2003, the oldest and longest working employee at the Volkswagen plant in Puebla, Mexico, put the last part on the last classic Volkswagen Beetle ever produced. An invited representative group of the international media, some big shots from VW in Germany and great numbers of VdM employees were present at this historical event that was widely covered world wide in print and on TV as it should have been.

It was the end of an era. The car started out as a political animal, as Ivan Hirst, the British Major who run VW after the war called it. A dictator, who wanted for his people to have an affordable car and the owner of an automotive design office who was in financial trouble and desperate

to get some work for his employees, conspired to have the German car manufacturers finance the design a prototype of an affordable car. After four years and with the help of some German-Americans, Porsche had a car ready for production. An affordable car for the people, now by decree called the Volkswagen. To build it, the most modern European car factory was built, equipped with the latest and best tools, many of them from the US.

However the Second World War interfered with original plans. After the war, the factory while damaged to some extent, was still capable of producing cars. Most other European car manufacturer's factories were either completely destroyed, not allowed to produce or did not care to start production up again in a devastated Europe.

But Volkswagen was there. As Heinrich Nordhoff would later say, "after the war people would buy anything that ran, no matter what. There was nothing else available". The demand for cars was immense and Volkswagen was there and eventually the list of orders for its product grew very long.

The Volkswagen Beetle motorized first Europe, later among others, countries like Brazil and Mexico. It was an entry level car and as such put many nations on wheels. Built robust and easy to repair and with service facilities and parts readily available, it was the ideal car for its time.

In the United States it was popular for other reasons. For most buyers it was contrarian to the excessively large and chrome overloaded domestic cars. It was a statement by people who wanted to say; I do not need all of that, I want



economical transportation and use my money for other useful things. It was also a car that required the driver to actually get involved with driving it, with its four speed transmission; it's connected to the road feel and its quick steering. Almost like a sports car of its days.

While extremely successful, eventually people in most countries grew out of the need for just a basic car. People wanted proper ventilation, air conditioning, automatic transmissions, electric window lifts, more horsepower etc. Volkswagen had gotten too complacent and did not move fast enough to fill many of these needs or clumsily tried to adapt with cars like the Type 3 and with Super Beetles. Manufactures in other countries, mostly in Japan, were able to deliver what people wanted, and often at a considerable lower price. The market for the Beetle had disappeared in Europe, eventually in the US too and later in Brazil. It was in Mexico where it was still manufactured for many more years, but even there it became harder and harder to find customers for it.

The end of the Beetle had been predicted many times over many years, but in 2003 it was for real. Technically completely outdated, Volkswagen could no longer justify the expense of producing it. It had only a nostalgic value by this time. The taxi business in Mexico City had been one of the largest purchasers of Volkswagen Beetles for the last few years. As one of the lowest priced cars on the market it had allowed many independent entrepreneurs to start a taxi business. However, in 2002, the Mexico City government declared the Beetle to be a gross polluter and unsafe. In a last attempt to save the taxi business, Volkswagen had developed a prototype Beetle with a bout 12 inches wider passenger door for easier access but that did not change anybody's mind, and the last, albeit small market for Beetles disappeared.

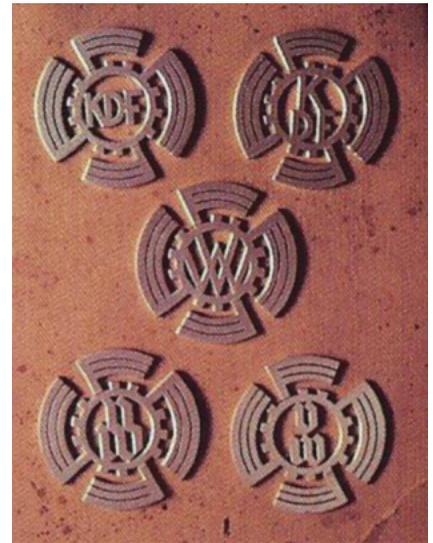
7,535 Beetles were built in Mexico in 2003 before the end came on July 30th 2003. The last 3,000 were called "Sedan Ultima Edicion". They were available in two colors either in a light yellowish white, called moonstone with black interior and in a light blue color called Aquarius with a light gray interior. In my opinion the Ultima Edicion Beetle was the best looking Beetle ever with its high quality interior and other pleasing exterior details. Supposedly most of these last Beetles were bought by German enthusiast.

It maybe interesting to know where during the over 60 years of its production all the over 21 million Beetles were sold. Germany was the biggest market with over 6 million, followed by the US with almost 5 million. That US figure maybe much higher, because during the fifties and early sixties hundreds of thousands so-called gray market Volkswagens were imported outside of the regular Volkswagen channels. Next was Brazil with just over 3 million. Mexico comes in with about 1.7 million. On the other end, only a surprising low 8,000 were sold in Argentina and only 12,000 in Spain. These low numbers were indicative of the restriction put on all imports in those countries.

To honor the last Beetles Volkswagen in Mexico sponsored a few very moving and nostalgic TV and print commercials in 2003 that were very good and can be seen searching the internet.

## The Unions At Volkswagen

Most Pre-Hitler German unions were usually affiliated with the communists and social democratic political parties and some smaller ones with Christian groups. Hitler changed all that, he created an all German union which integrated all the traditional unions



and made union membership mandatory for all German workers. Actually Hitler's party's name was the National Socialist German Workers Party. Its German acronym was NSDAP. In the rest of the world it was known as the Nazi party. Hitler played up the socialist part in his political program but his concern for the workers was just a ruse. As he said in his book "Mein Kampf", (My Struggle) workers are in the majority in every nation, that is where the votes are and one needs to play up to them in order to become its leader by way of democratic elections.

His all workers organization would become known as the DAF, Deutsche-Arbeits Front, (German Workers Front). This was not a traditional union. The reason for its existence was, as he had promised big business, to keep the workers in line. It did not allow any strikes or wage demands. Its leaders were not elected by the workers but appointed by Hitler's subordinates. To pacify the workers a sub organization was formed, called "Kraft durch Freude" (KDF). A large part of the union dues were transferred to the KDF to built cruise ships, tour buses and hotels to be enjoyed by the workers, to bring them strength through joy as the slogan said.

By 1938 a lot of money had accumulated in the coffers of the KDF. This coincided with most of the German Auto manufacturers, except for Daimler Benz, balking at having to continue to finance the ever increasing cost of Porsche's development of the Volkswagen and its production. Hitler realized that all that money in the KDF coffers could be used to finance his pet project. He reasoned since the workers would be the main beneficiaries of the people's car their

money could be used to finance the project and that is what happened.

This money from the union to pay Porsche is not to be confused with the monies paid into the savings plan, into which so many people paid as a down payment for the cars. That money was deposited in a bank in Berlin were the Russians found it and took at the end of the war.

No sooner was the war over some none elected worker activists at Volkswagen, mostly communists and socialists, who used to be the biggest antagonists of the Nazis, held a meeting as early as August 1945 and expected Volkswagen to be put under their control since after all, as they stated, it was their money that had paid for the factory and for Porsche's work. Ivan Hirst, by this time in charge at VW, laid down the rule that workers representatives had to be democratically elected and that their agenda had to be approved by the British and the minutes of the meeting submitted to him. Later the union demanded to have a labor representative in management that was in charge of running the company. This was refused by Hirst after getting some advice from a British union man especially brought over from Britain to advise Hirst. This man thought the whole idea was ridiculous. He pointed out that if the workers were in charge who would they strike against for higher wages and benefits? Against themselves?

Years later codetermination became law in Germany were all large companies had to have labor representatives on their board of directors. When Nordhoff arrived in 1948 an elected labor council existed with which he would have excellent relations. One advantage was that both, the unions and Nordhoff, grew in stature with the success of the Volkswagen. The great success of the car and the ever increasing amount of money flowing in, thanks to the very favorable exchange rate of the German currency vis-à-vis the dollar, made it possible that every demand by the work council was met without much discussion to the chagrin of other German industrial companies who could not afford to pay such high wages.

While Nordhoff had good relations with the union, this can not be said about the first two of Nordhoff's successors. By the early seventies Volkswagen was in big trouble, financially and with their model range. The Beetle was running out of favor in many parts of the world and to switch to a successor was going to be very expensive. The union however insisted on their usual double digit wage increases and did not allow for any layoffs, even though, Volkswagen had by this time tens of thousand of worker in excess of its need.

The two above mention successors to Nordhoff were able to

at least straighten out the model policy mess but could not make the workers happy and they did not last long. The third successor to Nordhoff was finally able to convince the union to let about 20 000 workers go. Volkswagen was bleeding money and even the unions realized changes were necessary.



Jumping forward to Ferdinand Piech's relationship with the unions at the time he took over in 1999. He knew how to play the political game and was good friends with the leader of the socialist party who later became chancellor of Germany. To everybody's surprise the unions went along with anything Piech wanted to do. Developing new model like crazy and buying all these prestige car companies like Rolls Royce, Bentley, Lamborghini and Bugatti at extremely high prices. Later it became obvious why Piech had no problems getting his ideas accepted by the unions.

The leaders of the union were living a very comfortable life at the expense of VW. Their leaders flew first class all over the world and stayed in the best hotels and resorts to supposedly study the Volkswagen factories located in many countries. Yachts were chartered to hold seminars while floating in the Mediterranean or the Caribbean. Eventually things got out of hand. One union leader had his own Brazilian prostitute living in Germany and on Volkswagen's payroll disguised as an advisor. Another one received a half million dollar bonus under the table.

All of this became eventually public and even Ferdinand Piech had to go to court to prove that he did not know anything about what was going on. A claim not believed by many but accepted by the court. The whole affair did hurt the union representative and some had to go to jail or paid fines and so did some of the managers who were feeding the money to the union leaders.

Today, everything runs smooth at VW for the benefit of all. The German union at VW even agreed in 2012 to let VW build a none-union factory in the US. The ambitious Piech as head of the Supervisory Board and his personally selected people are in charge of the entire Volkswagen Group and all is well.

## We Know ... We're Late

Director's Note: Before anyone emails me or calls me ... I'll admit right now that we're a bit late getting this issue of the Vintage Voice off to the printer. We can only attribute it to the fact that some of you were on vacation for the past couple of weeks while some of us decided to sneak in a vacation as well. Plus, I smashed the crap out of my knee a couple of months ago and have been moving around a bit poorly ... but I'm please to say that I'm on the mend. Thanks for your understanding.

## Membership Reminders

Hi Howard, Maybe the need for a renewal reminder is proof that what's inside the Vintage Voice is more interesting than what is upside-down on the cover. And yes, I not only read all of it, but even emailed Lois about her description of How Your VW Works, including mentioning that there were a few factual errors, which I didn't have to list specifically because I thought "your nearest VW repair person" would probably know all of the details anyway. And as for other writings, some months ago I even wrote a bit about some of the mechanical differences between the Kubel, which Heinz had written about on his book review page, and later civilian Beetles, although apparently it wasn't considered interesting enough to be published.

Of course I'll go to the VVWCA website and renew my membership as soon as I finish this. Recently I discovered that one of my dentist's "office-keepers" thought Beetles were first made in the early 1960s, so I had to take a copy of a drawing dated 1940 from an old magazine, in which almost everything looks just like the 1960s ones (no details of rear window or dash), including my current '63 daily-driver. Having started my Beetle ownership a bit more than 58 years ago, I just had to correct her VW history deficiency. And now to renew; sorry about making the extra work for you. Milford Brown.

*Director's Note: Thanks Milford! We make a habit of trying to remind everyone we can that their membership renewal might be up for expiration. For the most part, we email everyone a reminder ... providing we have a current email address on file. If we don't, then we'll mail them one of those old ugly yellow reminder post cards. We've cut back on the number of postal mailings we send out simply because of the fact that post office keeps raising their rates. For the rest of you, if you're not sure we've got your correct email address on file, email me at burtonwood.vvwca@q.com.*

## Birth Certificate

How do I go about getting a "Birth Certificate" for my 1957 Beetle Hardtop and how much might it cost me? Dave Hansen

*Director's Note: A "Vehicle Identification Certificate" can be obtained directly from Germany by contacting the*

*Volkswagen Auto Museum directly for around \$63.00 to \$65.00 (depending on what's happening with the foreign exchange rate. Go here: <http://automuseum.volkswagen.de/index.php?id=12&L=1>. If you would prefer not to type out the long winded URL, just look it up on our website under Links.*

## 16 Questions

I just started getting your newsletter and noticed the article 16 Questions. I just wanted to let you know that I was the one who thought up the ten questions not Sherri Corrao. I thought it up for the Golden Gate chapter newsletter when I was the editor a few years back. Don't get me wrong, I'm very flattered that you are using my idea/questions for the newsletter, but I would like to be acknowledged as the originator. No big deal, I hope it lasts for a while in the national newsletter. Another feature that was very popular in the Golden Gate newsletter was "Ask Ray". Ray Schubert, a long time air cooled VW expert/mechanic would answer technical questions that people sent in. The funny thing was we only got a few questions sent in so Ray and I made up questions to answer, but people always said it was their favorite. I enjoy reading the national newsletter, thanks, Larry from the West Coast.

*Director's Note: Larry, thank you. I think what's key here is to give you credit for the original series in your chapter's newsletter and credit Sherri for giving life back to the original "10 Questions" that appeared in the Vintage Voice. Club President Michael Epstein tells me that your series did not appear in the national newsletter. He also tells me you are to be credited with the "Ask Ray" series that first appeared in the Sept/Oct issue of the Golden Gate Gazette 2007. From what we can tell, ran for 18 consecutive issues then skipped 1 issue and then ran 2 more issues. It was then absent for a period of time. What I cannot tell, as neither Sherri nor I was members of the GGC back then is whether "Ask Ray" was a regular feature. It's great you gave birth to these columns for the GGC's newsletter and equally important to credit Sherri as well for helping add this feature for the national newsletter. In my book, you're both winners and deserve credit for this popular feature. Note: We've not published the column in this period's newsletter and we're in the process of revamping some of the questions and may cut it back to the original "10". PS: I'd really be interested in reviving an "Ask Ray" series, how about you?*

## I Know I Read It Somewhere

Howard, I've either read about this somewhere else or someone mentioned to me in passing, but thought maybe you could help. I'm restoring a '64 Beetle and found a pair of license plates at date back to that year. They would be great on the car if I could get them restored. I've heard someone does this but can't remember where I picked up this information. Can you help? Dan H., Oswego, IL.

**Director's Note:** You'd probably read about the restoration service on Eric Shoemaker's blog: 1967beetle.com. You can read about the restoration process here at: <http://1967beetle.com/finish-your-plates/#more-5756>. Or go straight to the restorer's website at: <http://www.finishyourplates.com>. Remember, just because they've been restored ... it doesn't make them legal for daily display on the roadways. Note: You can also find these links and others on our website.

## Air-Cooled VW Related Business

Howard, I had met you at the Moka event this last spring and you had mentioned a new service you would like to provide members who also owned or provided special VW related services for club members. Where are you at with this? Steve Meade, MO

**Director's Note:** Yes, I remember the conversation very well. Thanks for asking. I've taken on the task of building a list of professional VW related business resources we can offer to our membership. After all, if you're looking to have a distributor ... carburetor ... generator or speedometer rebuilt, would you know where to turn? What if you need to buy a special part or need someone to repair your headliner, wouldn't it be better to work with another VW enthusiast who has a vested interest in the business verses a perfect stranger? Here's what we're going to do, if you've got an air-cooled VW Based business or service you'd like to promote, simply mail me your business card. I'll convert your card into an advertisement and will publish it in the Vintage Voice once or twice a year (depending on space allocations) absolutely free of charge. PLUS! Your name along with the specialty of your business will be listed on our VVWCA Resource Listings page, appearing in every other issue of the Vintage Voice. So go ahead, let's get your name out there and let's begin helping others who cherish VWs the same way you and I do. Send your business card to: Howard Query, Vintage Volkswagen Club of America, PO Box 1842, Mason City, Iowa 50402. Of course you can always email me at: [burtonwood.vvwca@q.com](mailto:burtonwood.vvwca@q.com)

## Good Luck – Bad Luck – Any Luck At All

**Director's Note:** By now I would hope you've read this my Director's Column that appears in the front of this issue, if not read it and then come back to this page. Now that you're back, I've shared a few examples of my bad luck, please share one or two of yours with us. We'd love to hear from you, mail your stories or bad luck or misfortune to: Howard Query, Vintage Volkswagen Club of America, PO Box 1842, Mason City, Iowa 50402. Email me at: [burtonwood.vvwca@q.com](mailto:burtonwood.vvwca@q.com)

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# 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 fasted if you clearly indicate the condition of the item

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

**SUBMIT YOUR AD TO:** Howard Query, VVWCA, PO Box 1842, Mason City, Iowa 50402-1842, 641-425-7382, burtonwood.vvwca@q.com

## PARTS AND SUCH FOR SALE

Australian venetian blinds. Oval or big window: \$275 shipped .. stateside only. German bug caps. Good, used with no dents or rust. Each \$100. Kenzel 8 day clock w/snug ring: \$350. WASO shift lock. NOS ITB \$299 with 2 keys & instructions. Early door panel arm rests: \$150 ea NOS ITB. Deck lid w/spring @ handle & tail light. Complete in prime. (1-10 .. a 9): \$575. VW Blue and white pennants, \$125 original in beautiful condition. Various lap kits, very nice condition at least 100 to choose from, starting at \$175. Split head lights, complete. Conation 9 fluted lenses VW original \$950. Military semaphore, NOS ITB. Pair VW Original: \$1250. Split Deck lid (good used) condition. 8-complete with (L Handle) (Pope's Nose & (spring): \$1450. All parts & shipping and handling. Special original 2 & 3 spoke Petri s/ wheels with full P/rings & various horn buttons. Also, oval s/ wheels & F/Petri horn rings in chrome horn button. VW Tool boxes and tools. Call for more information. Phil Weiner. 305-552-0982. Fax: Same .. but please call first. (July)

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. (June)

1962 Camper. Solid Steel submarine pop up hatch. All original front and side snap on curtains. Tent, closets, fridge ... it's all there. Never was undercoated. Zero rust. Never in snow or rain. Engine totally redone. Two tone factory green. Could honestly stand a repaint, but still looks great. Even has dealer metal bar cups in bar closet. Pamphlets and brochures. More info? Jim Puff. Mahopac, NY. berlinbug@aol.com. \$23,300.00 firm. (June)

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. (June)

## CARS SALE



1956 Volkswagen Beetle Oval Sedan. Mild California Resto. Metallic British Racing Green. Tan & Black interior. Rosewood GT steering shell, full gauge package. AM/FM sterol, new detailed chrome. 1600 cc engine. A real "Cool" dream machine. \$13k interested. Reduce to \$9500. Call 218-732-9295. Ask for Larry, Park Rapids, MN.



1970 Kombi Type II Transporter. One previous owner, full documented history, original owner's manual etc. Read in the Vintage Voice, volume 36. Number 1, Jan/Feb 2011, Page 19. \$14,000 Phone 704 366 7414, e-mail marytimbelle@aol.com. NC.

## WANTED

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 (June)



## Omaha Volkswagen Club, Show & Shine 2012

By Richard R. Marcoux  
vwvert68@cox.net

Photos by Art Bruner & Terry Wolfe

The Omaha Volkswagen Club's (OVWC's) annual Show and Shine was held in the historic town of Louisville, Neb., founded in 1857. Only about 20 minutes from Omaha, Louisville is a great location for the show. Some of the town highlights include the state recreation area on the South bank of the Platte River, several antique stores, interesting restaurants or the authentic drug store soda fountain that still serves real ice cream sodas seven days a week. As the town of Louisville laid out the red carpet and welcomed the Volkswagen community in true Midwest fashion, a great day unfolded.

The day started off with overcast skies, which produced some showers in the morning. However, as the skies cleared before noon another great OVWC show was in the making.

Dan Nedved, President of the OVWC and his team had things well in hand ensuring the success of the show. As cars filled the main street of historic Louisville for the event; the combination of a Midwest town and Volkswagens was a perfect fit. The town graciously blocked off the main street for the show. Volkswagens from as far away as Colorado and across the Midwest came for the show. From the local shops being open to the Boy Scouts helping provide some of the food, the venue spot on.

As the show started to conclude it was time for the awards ceremony. This year there were 21 individual class









winners. Along with the 21 class winners there were also some Special awards / winners, which included; Best Stance: Eric Gilbert, Best Paint: Margaret Carroll, Best Engine: Kane Adkisson, Best Interior: Chris Weber, and Best in Show: Chris Weber. New this year was a Grand Champion Concourse Class, which was won by Bob Foulk and his 1952 Sedan from Sioux City, Iowa.

Following the awards ceremony the finale for the show which everyone was waiting for took place. The OVWC sold raffle tickets for this years raffle vehicle a 1981 VW Cabriolet. The club had reconditioned the car and it was in splendid shape. The lucky winner was Lyn Ficher. Her son said, "it was the best day of his life". All proceeds from the raffled items went to the clubs two charity's, The American Red Cross and Feline Spay and Neuter.

As the show concluded it was evident that once again the OVWC continued their long tradition as being one of the premiere Volkswagen shows in the Midwest. Only with the support of our great sponsors is it possible to have such an event. The OVWC would like to thank the Vintage Volkswagen Club of America, which we are a chapter, O'Reilly Auto Parts, Performance Volkswagen, Stan Olson Auto Group, Cram Foreign Auto, West Park Lawns, "Ace" Aircooled Express, Corky's Import Auto, MOKAN VW Club, Berner Real Estate and Copple GMC Auto.

Next year's show will be held on the 15th of June, Father's Day Weekend, so mark your calendars to attend this great show held in historic Louisville, Nebraska. For more information on the Omaha Volkswagen Club, go to [www.omahavwclub.com](http://www.omahavwclub.com) or visit our Facebook page.





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