



VintageVoice

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The Vintage Volkswagen Club of America Newsletter • Established 1976



INSIDE:

- 2 Director's Forum
- 4 Letters
- 7 Volkswoman
- 10 Humble Beginnings
- 12 Collecting Postcards 4
- 16 Vintage Werks
- 22 Historian's Corner
- 24 My Tribute to the VW Type 18-A

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Director's FORUM

by howard query

Burtonwood@vwca.com

I can tell spring is around the corner as I've noticed the number of emails I receive pertaining to VWs continues to increase on a weekly basis. Many are general questions in nature. Some are specific to replacement parts and some of those that I read are simply seeking information as to where one might acquire a good used Volkswagen Beetle or Bus. More interestingly as those asking what is required of a person wishing to become a Chapter Representative of the Vintage Volkswagen Club of America.

Often, my answer surprises most everyone I respond to as there are no special qualifications in becoming a representative of this club. There's no expectation of traveling the country, you do not have to sign-up or sell memberships to the Vintage Volkswagen Club of America and you don't have to make presentations to service groups concerning the restoration or preservation of an air-cooled Volkswagen.

We simply ask that those serving as our Chapter Reps make themselves available to other members within our club on an "as needed basis". There's no selling, no Chapter boards to belong to and no overnight travel.

One of the great strengths of this club is that of its members and the knowledge that those members might possess concerning the restoration, repair or preservation of air-cooled Volkswagens. We simply ask that our Chapter Reps share their expertise as much as they can. If they themselves do not have the answer to a question, we're sure they'll know someone who might.

Case in point; last month I was contacted by a member who was having a mechanical problem with their '69 Westfalia. Although I didn't have the exact answer to help him isolate the problem, I knew of someone who did. The two made contact with each other and the problem was soon solved. This is what I see of our Chapter Reps; they help serve as a conduit of resource information that can be used to serve to help others when called upon. That in itself is how we can help grow this great community we belong to.

I would hope as well, that Chapter Reps would encourage others to join in the hobby. While we would greatly appreciate the acquisition of new members, it is more important that we first mentor

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others as they consider the purchase and restoration of a Vintage Volkswagen. After all, the “bug” for this hobby has to start somewhere.

I’m often contacted by non-members seeking information concerning the purchased of a vintage Volkswagen or restoration tips. I don’t know what my conversion rate has been, but many of the folks I’ve taken time to help ... in turn ... have joined our club. Chapter Reps are listed on our website based on their location. Along with telephone number, physical address and email address and the name of the local VW club they belong to. Chapter Reps serve as a contact for their own local club and the VVWCA.

No, we don’t ask our Chapter Reps to strong arm non-members or convert them with a wave of a wand; we just ask that they share what they know and to be of help when they can. In the long run, your efforts will help us all reap the rewards of growing our hobby.

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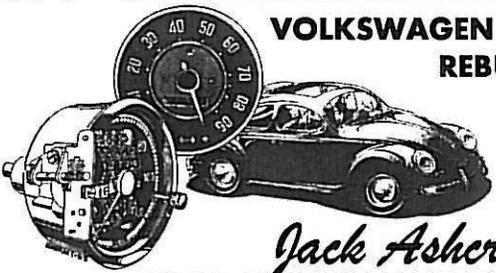
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We've been dealt with some saddening news lately concerning the passing of a few some friends or ours here at the VVWCA. With respect, I would like to pass along a few emails I had received recently ... and would certainly extend our sincere condolences on behalf of the Vintage Volkswagen Club of America.

Wilma Growney 3/30/42–2/9/2013

The Vintage Volkswagen community lost a great person early today and I'd like to pay my respects.

I just received word that Wilma Growney of South Barrington, IL passed away early this morning.

I'd like to take a few minutes to reflect on a wonderful Christian woman, devoted mother, loving wife and great friend.

Wilma and I became friends in the early 1980s when I rebuilt the engine on her 1974 Super Beetle; this led to many restorations, repairs and developed into a strong family friendship that has lasted the better part of 30 years.

Along with her love of her family and strong convictions Wilma was a die-hard vintage Volkswagen enthusiast. I noted from the first time that I met her that she was a special woman and not easily swayed from her thoughts and beliefs. With her Husband the President of one of the largest electronics manufacturing companies in America she could have chosen to drive any sort of brand new luxury car she wanted. Her choice was the vintage beetle that she bought used, had painted and drove for hundreds of thousands of miles. When that one finally became tattered and we sourced another one for her, the old one was restored, received a performance engine and was passed on to her son when he got his license.

As her other children reached driving age they got the choice of any car they wanted...as long as it was

a vintage beetle and Wilma herself took the keys to a solid little 1960 Bug that she drove everywhere. It was only natural that during their college years I had many a long night replacing a clutch or repairing accident damage over a long weekend so the kids could get back to school in their own VWs. It was nothing to find me working out of their garage, sharing a meal with the family or under a car with one of their dogs under the car with me keeping me company.

As the kids got older, moved out and started families of their own Wilma hung onto most of their Beetles along with one of the last Mexican beetles produced she purchased for herself so she could always have the chance to say she bought a new one. We've had them on a maintenance schedule for years now and they are all dialed in and ready to go.

We helped Wilma celebrate her 70th birthday earlier this year with a wonderful surprise party hosted by her children. As always Volkswagens were present with beetle shaped cookies and a Herbie the Love Bug cake. During the Christmas celebrations over the years she would see to it that I would always receive a VW related book, ornament or other gift under the tree.

She and her Husband Bob were instrumental in my decision to finally give up the corporate world and open my shop, specializing in Vintage Volkswagens, finally realizing my dream of working on VWs and with VW people around the world daily. Our successful "Adopt a Bug" program as a matter of fact is a direct result of that first Beetle she and I consulted to build.

There are many people that I've met over the years due to my affiliation with the Vintage Volkswagen community that I'm proud to consider my friends but none that I feel as proud to have had the honor of knowing and loved as much as Wilma.

Godspeed Wilma, may you rest in peace and when you cross through St. Peter's gates may there be a beetle warmed up and ready to go on the other side.

Memorials may be directed to: Darby Milnor.
Midwest Autosavers, 155 F Chicago, St Cary, IL
60013.

By "Dr" Darby Milnor
www.midwestautosavers.com

Some very sad news to pass on..

Wed Feb 6, 2013

First Mike Fischer called, and then Brian Holcomb himself called to confirm the sad and stunning news that his wife Dawn suddenly passed away this morning in Wisconsin. Details are still a little sketchy at this point, but Brian shared with me that her heart stopped and that she couldn't be revived and that they were currently performing an autopsy to try to determine the exact cause of her passing. Brian is obviously quite upset and devastated, so please give him some time to try to absorb this today. I'm sure we'll know more later.

It's so hard to realize that we've lost her and at such a relatively young age! Please keep Dawn, Brian, Carson and their family in your thoughts, hearts and prayers today.
Bill Bowman

This has not been a good day for all of us.

I just talked with Brian a few moments ago, and while he is very grateful for everyone's concerns for himself and his family, the sudden loss of his wife and Carson's mother is still sinking in. Brian filled me in a few more details that I can pass along.

Brian is now at his parents' home with close friends and family. Dawn was a registered organ donor, so what she can give is being harvested to help others. Later today she will be transported to Milwaukee for an autopsy. The process of funereal arrangements will start tomorrow morning with details to be passed on by myself and others as they become available.

Both Brian and Carson still can't believe that this has happened, they are devastated, and Brian mentioned that he is not yet ready to talk on the phone everyone, but allowed me to pass along his email and postal address.

Brian Holcomb
705 S. First Street
Watertown, WI 53094
vwbrian@jefnet.com

Please keep the Holcomb family close to your heart as well as in your prayers. And it's okay to hug your loved ones a little longer tonight! Rest in peace Dawn.

Sat Mar 2, 2013

A little help needed toward a goal for the Holcombs...

A little time has passed since Dawn's passing and everyone is still struggling to adapt and move forward while holding our memories of Dawn close. It is heart-warming to watch the out-pouring of sympathy and emotional assistance from family, friends and fellow hobbyists for Brian, Carson and both families who have been so deeply affected. All of us were touched in one way or another by Dawn, and her memory will not pass from our daily thoughts for a long, long while, if ever!

The Holcombs are doing what they can to move forward, one step at a time. It was great to hear from Brian that Dawn's ashes have been returned home. Another step forward...

A couple of us are about to try to raise a few donations from any concerned friends toward a small goal for Brian and Carson to look forward to this coming summer. A little backstory is probably necessary here. Brian had long ago planned to join myself and Tom as well as other friends to attend to the upcoming Hessisch-Oldendorf Vintage VW meet and then the European Bug-In VW meets over in Germany this coming June. Brian already bought his non-refundable round-trip ticket with us back

in December. Then several weeks ago the Holcomb family suddenly suffered the unexpected loss of wife and mother Dawn and the aftermath that follows an event like this in one's life.

Distraught, and not wanting to leave Carson with family for that long, Brian was initially about to abandon his plan to attend his vacation when Tom Janiszewski and I hatched a plan to try to keep him on his goal to attend, to have something to still look forward to this Summer. Tom and I both started things off by throwing in several hundred dollars as a start to a fund to buy Brian's son Carson a round-trip ticket so the two of them can stay together and have a 12 day "break from things" while over in Europe enjoying the VW shows. We hope that it will be a goal that the two of them can share together, and Tom and I will be along on the trip to help.

So.... if anyone out there in VW land might want to contribute ANY amount, large or small to the

help fund a ticket for Carson, it would be most appreciated by all of us! They could make a check out to Tom Janiszewski (who will be buying the ticket), and write in the "memo" area that it is "for Carson's ticket". No one should feel pressured, please only contribute if you care to help them out with a little getaway trip together. One way or another we WILL make this happen for them, but we could sure use a little "VW help" right now. Checks should be sent payable to: Tom Janiszewski, 417 Dacy Street, Woodstock, IL 60098 . Tom will use the funds to add to our own donations and will purchase the ticket for Carson that we've already held down with a flight reservation. Cash donations may be emailed via PayPal at the following registered address is: volkstom@aol.com.

Brian is currently working on obtaining a U.S. Passport for Carson. Thanks again to everyone out there for their concerns and continuing prayers for the Holcomb family during this turbulent time.

By Bill Bowman and Tom Janiszewski

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I'm 77 Years Old ...

Howard, I want to thank you for your leadership of our VW club and all the many things you have done and are doing for the club. I appreciate it as I don't get to many VW get-togethers or shows. I really enjoy the Vintage Voice newsletter as it keeps me informed about what is happening in the Volkswagen world. I know you are the hard working and effective all around VERY BUSY GUY. May you and your wife and family be blessed with good health in the New Year 2013. As always ... a very thankful Tom.

Director's Comment: Tom, your note of thanks is greatly appreciated. I'd like to pass along your comments to our directors and fellow members. It is with their continued support that helps us all hold this hobby together and our club together. Believe me, I could never do this alone and am very thankful of everyone's contributions.

Living in the Past

My 50th article for AllAirCooled and the Vintage Voice started out being a discussion of which are better: old cars or new cars? I've been told - more than once - that I live in the past. This comment is really hilarious to a vintage car lover, because what would we admire if we didn't live in the past? I used to think this was some sort of subtle insult or something. Not any more! To me, it's nearly a compliment. Let me explain: The latest episode of this came not too long ago, when I was griping to a friend that my cassette tape deck in my Beetle, Bogie, had quit working. My stereo is not an expensive unit - you have to make major modifications to a Bug dash in order to get the really good stuff to fit in there - but it worked for a long while very well, and sounded really nice. Until the CD craze hit.

The CD craze meant that my cassette player was now obsolete, according to my friend. I asked (semi-jokingly) if there was a "multiple cassette player" I could install in the trunk (provided that the installers could actually locate my trunk in this car) of my Bug, some device that would hold 10 cassettes and play them in order, like the remotely mounted CD players do. My pal laughed and snorted "2011 calling Lois! 2011 calling Lois" He contemptuously informed me that there was no such animal and I might as well submit to the inevitable. The inevitable WHAT? Following each and every new technological wonder like some yuppie lemming?? No thanks. I wanna know WHY there isn't such an animal. I bet I could make a lot of money developing something like that, but I won't now because some quick-thinking, VW Club of America entrepreneur will read this and do it instead.

My poor stereo has now seen much better days - the



tuner works but the indicator does not so you never know what station you're on. The little groovy green light that illuminated the face burned out quite a while ago. The AM/FM works fine but in addition to never knowing what station you're on, you can't see the numbers on the face at night because of that burned-out light, a fact that doesn't bother me much because the aforementioned indicator doesn't move. The cassette player quit last summer. The only thing that keeps it going are the two speakers in back and the graphic equalizer I have installed in the glove box. So, do I buy a new one or not? My friend made it plain that he thinks I'm "stuck" in the past because I actually ENJOY my cassettes. Another asked where I stashed all my "8-tracks and player". HAHAHAHA, see me laugh.

I have always thought that new stuff was fun. But that doesn't necessarily mean it's any good. That also doesn't mean it's any better than the old stuff I have already. CD players skip when you go over bumps. I do know that CD's have much better quality sound than cassettes - but one ride in Bogie (or any air-cooled VW, in my not-so-humble opinion) and you'll see why the glories of CD sound would be totally wasted. Who can hear John Lennon blowing his

nose in the background during Paul McCartney's solo above the whirr and whine of a mighty 1600cc, air-cooled engine?? And who wants to? I mean, get REAL. If you turn it up loud enough you can hear anything, you say?? Yeah, probably, but bleeding eardrums get pretty annoying when you're trying to drive. If CD's are so great, why would I have to turn it way up to appreciate it? See, it makes no sense.

I ran into this "Newer is Better" phenomenon a while ago when a friend of mine (not the same CD-crazed friend but still a lover of New Things) bought a new BMW. She raced over to our house in the early morning to show it off, and insisted on taking me (still in my bathrobe) for a spin. "Isn't this GREAT?" she crowed. "Don't you just LOVE it?" she asked. Yes, her new car WAS nice, but where was that familiar older-car, VW smell? Her new car's interior was beige leather and smelled deliciously of brand new shoes, but the odd, "VW-only" horsehair-vinyl-and-dusty floor mat smell was missing. That VW smell is comforting. My Beetle is like a comfy old shoe - I can put it on, it smells the same, it drives the same, and it does the same things it did 200,000 miles ago, only I like it more now. Sure, my Beetle behaves like a comfy old shoe, but it doesn't smell like a new shoe. Her car smells like the new shoe, but it sure doesn't behave like a familiar, comforting presence.

Maybe it's me. Maybe I just expect too much and tend to be disappointed when things don't deliver the way I think they should. New cars have a lot to live up to - they are supposed to be better in every way than the model that came before them. If they are a totally new model, they must create the image that future models will live up to. One exception to this is the New Beetle, who had the extraordinary task of trying to follow in the footsteps of the most popular car of all time. The New Beetle has successfully carved out its own niche in the Cute Car Category and seems to be doing well in spite of the fact that all of us Real Beetle owners first scoffed at it when the Concept One idea was suggested. I have no deep longing for a New Beetle (or a new, New Beetle) of



my own, a fact that my "New Is Better" friends find puzzling. I'm sure they can't understand the reasons why I'd choose to drive a Real Beetle when I could afford a New Beetle. I will grant them one fact: New Beetles do offer things that Real Beetles can't match. Airbags, anti-lock brakes and a cutting-edge techno look are just a few. But preferring to drive a 30-year-old car is not what I would call "living in the past". I call it being content and satisfied with what I have, happy in the knowledge that I know that car inside and out and would drive it anywhere. That kind of familiarity only comes with time, and the New Is Better crowd doesn't keep anything long enough to get to that point.

If you own any car older than a year or two, you'll probably understand what I'm talking about here. There are distinct differences between new and old cars, and I don't mean just style, price, and warranty information. I'm talking PERCEPTION. For instance, when our Saab got old enough to need age-related work, Rob growled "I'm not spending another DIME on that thing. I'm done. YOU pay for it". That's the way he thinks when it comes to "old" cars - and how OUR Saab became MY Saab. But me? I don't care. To me the older a car gets, the more interesting it becomes. But another peculiar phenomenon takes place: when a car gets old, it needs more TLC, more understanding. And that usually translates into more money. When my oldies

break, I cluck and fuss over them, thinking “OH DEAR! YOU POOR OLD THING! Don’t you worry, we’ll have you fixed up good as new before you can say OIL CHANGE!” When new cars break, it’s nothing but a headache: “How can the alternator be shot?? This thing is only 2 years old!!!”

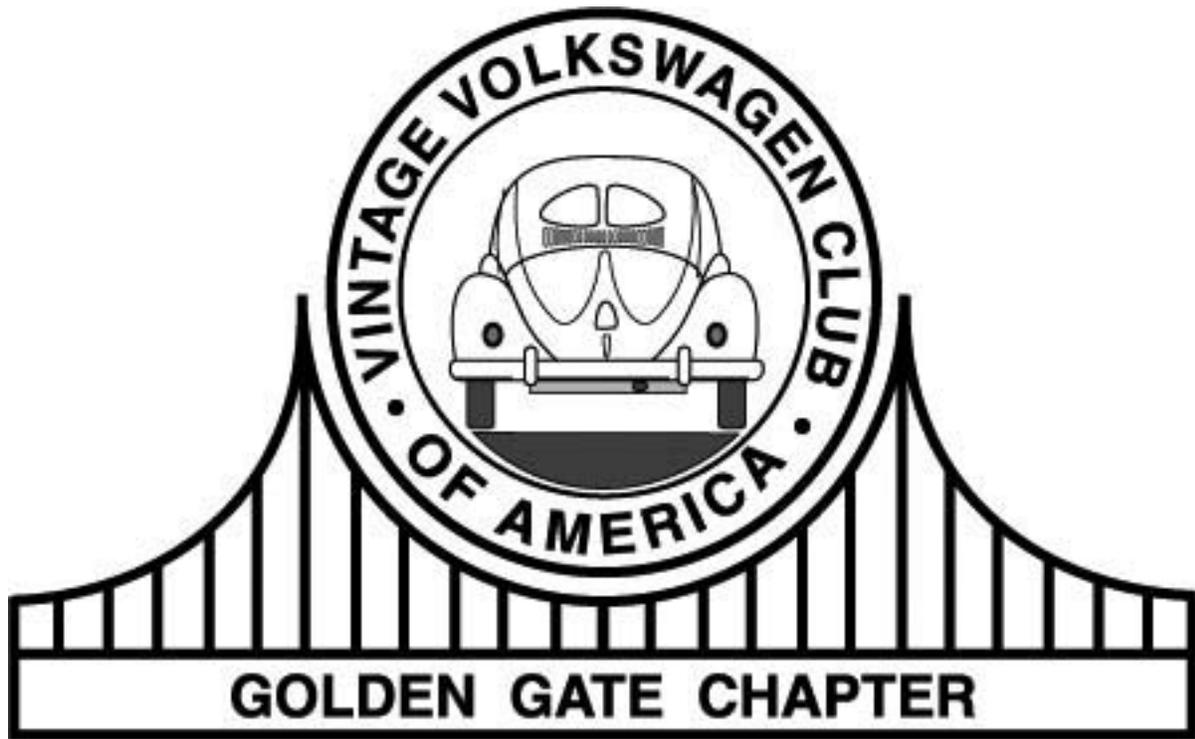
When older cars break, Rob rolls his eyes and moans “AGAIN? I just fixed that 400,000 miles ago. Cheap garbage.....” When his new cars have broken down, he’d shrug, look perplexed, and then phone our mechanic. Even if the necessary repair could cost him big bucks, he doesn’t begrudge the new vehicle the repair! What is wrong with this picture? It seems a case of clouded reason to me. If he reasoned like I do (the right way) he’d see that cars aren’t just rolling statuary: they are machines (forgive me) with moving parts that wear and conk out. It all makes perfect sense to me, but to Rob any breakdown is an annoyance, especially if it happens 100,000 miles and 10 years after the last one. He doesn’t give the poor thing any credit at all for all those reliable miles traveled. MEN. Go figure.

Old cars have personality and odd quirks. I personally find the quirks part of their charm, but others might not be so amused. Nearly all my vintage VWs have the extremely rare (but for some odd reason, familiar) Magic Key Feature. After a while (say maybe 20 years or so) all my VWs developed the ability to release the ignition key while the engine was running. I found this out quite by accident, when I pulled up in the driveway, pulled the key out of the ignition and got out. I was halfway to the front door before I realized I hadn’t turned the ignition OFF, before removing the key! The shop says it’s worn cylinders or tumblers in the switch, I say it’s the Wolfsburg Edition Magic Key option. Newer cars don’t have to deal with things such as hidden features like this, because they haven’t been on the road long enough to develop any.

Right after I bought my GTi, I fell into this Faulty Logic Thinking and began blaming the car when my Golf started needing a few things repaired. I blame

this on living with a new car fanatic for many years. As always, my own logic is again flawless, but more on that in a bit. After buying my “new” GTi, it began doing strange things. AGE-related things. Things that only happen to older cars presently in (as a friend told me) a “wear cycle” of repairs. I was assured that my GTi would drive happily out the other end of this “wear cycle”, my wallet a bit lighter but neither of us the worse for wear. But, using my strictly Vintage-Only thinking, all I could think of was how could this be happening to my “new” GTi? The car was only a few years old! How can things like MAF sensors and radiators and air conditioning and expansion tanks need replacing now? The car’s nearly new! What I hadn’t taken into account were the 79,000 miles BEHIND this car I’d just adopted, miles that I hadn’t driven with it so therefore had no knowledge of. My poor little GTi was CRYING OUT for my attention and understanding (not having had the benefit of my tender loving care prior to this) and here I was blaming HIM for the breakdown! I hang my head in shame, and stand corrected.

Part of the reason I bought this car was the fact that everyone I consulted for advice assured me that these cars were “practically bulletproof.” Others told me tales of having 150,000 miles on their Golf or Jetta, and never having had the head off for anything. Sounded good to me! But, just as one head does not a human make, one head is not the sum total of a GTi. In fact, I am finding that this car has more moving (and non-moving but necessary) parts than the Space Shuttle. Describing all of them I’ve had the dubious privilege to meet personally would fill another column. But dealing with the various little annoyances that have surfaced since I bought him has taught me a valuable lesson: cars don’t stay new forever, and nine years, while not old, is definitely not new. In the end it all boils down to whether or not you feel your older pal is worth fixing. If “New Is Better” is your thing, then you most likely will move on to another new car rather than spend a lot to fix the old one. That’s just fine with us Old Car People because it greatly enhances the Old Car Pool from which we love to buy our NEXT baby!



Humble Beginnings

Golden Gate Chapter VVWCA, Part 2

Last year brought 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.

What became clear to me is that we needed to have a newsletter addressing local activities, sources for parts and repairs, and a venue for Chapter Members to share their knowledge of the hobby and sell or seek parts/cars. Additionally, this turned out to be the source of all things Vintage VW in our area as we could publish our collective wisdom in the newsletter, but how to pay for it?? In those days, we were using snail mail since the internet was not yet available (I know that's a really foreign thought to most of us now).

I decided that we would market the newsletter as a part of comprehensive activities here in the Bay Area which would include 12 business meetings a year and 6 newsletters. I initially charged \$10 dues for the local Chapter with the strong stipulation

that members MUST have a paid membership from the VVWCA National club, to ensure that we were collaborating and not competing. This worked and before long, more and more people showed up each month for our Business meetings.

Another element was organizing the Business Meetings around food; what I'd learned in my daytime job was that having a meeting over food tended to 'level the playing field' in terms of conversations between diverse groups of people... and believe me, our group was about as diverse as you could get! Something I would do to stimulate conversations was to do a short presentation on a part, repair or recent parts expedition so people could participate.

Additionally, I always asked new members to tell us who they were, how they got into Vintage VW's and what they were currently doing or interested in. In a nutshell, the Business Meetings became the bread and butter of Chapter activities where people could show off their new finds, ask for help, and build

relationships with others. One thing that became absolutely clear in the early days was there were as many reasons for joining the Golden Gate Chapter as there were Members.

Our identity needed definition, but how to do that? We needed a banner, a logo, but one that incorporated the VVWCA National logo in a reasonable way. I tagged one of our Artists at the company I was working for in those days and gave Gregory an idea of what I had in mind. Interestingly enough, it only took one try to get this one right and that was to have the national logo suspended in a stylized Golden Gate Bridge. I have to admit that the local region of PCA had some impact on me as well... they were Golden Gate Region, PCA. So, there you have it.

Coming... in the next installment of this story, now that we started this Chapter, what do we do with it?? Figuring out how to organize and run a car show, continue to build activities to engage new members, and promote our hobby.

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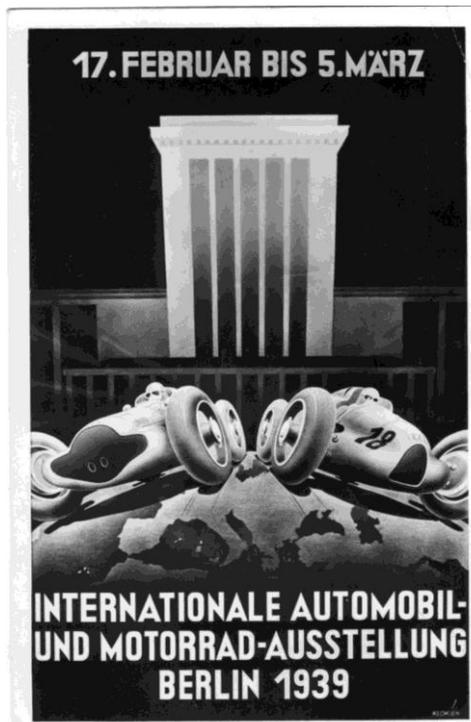
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THE 1939 INTERNATIONAL AUTOMOBILE AND MOTORCYCLE SHOW, BERLIN, FEBRUARY 17 – MARCH 5, 1939

The Berlin International Automobile and Motorcycle show took place on February 17th through March 5, 1939. Some of the dignitaries at the Berlin Automobile and Motor Show were Adolf Hitler, Joseph Goebbels, Field Marshall Hermann Goering, Dr. Robert Ley, NSKK Chief Adolf Nunlein, Von Papen, Baron Connie von Neurath, Ferdinand Porsche and scores of other well known high officials. Also Heinrich Hoffman, Hitler's personal photographer. (Eva Bruan used to work for Heinrich Hoffman, that's how Hitler met her). Of particular interest at the show was the new KDF car that Hitler funded with monies through the KDF, the branch that was in charge of recreation and sports, and the DAF, (German Labor Front).



Ticket for Automobile Show



Hitler opened the show by greeting some of the participants outside the German Chancellery, he greeted the German race car drivers personally in front of thousands of onlookers and a large band. It was a rainy day and the people watched as Hitler and his entourage drove down the streets through the Brandenburg Gate. The motorcycle dispatch riders formed a cordon along the road up to the exhibition center. After the opening ceremonies, the Fuhrer visited the exhibition in which six nations were represented over an area covering over 450,000 square meters in total. There were a record number of visitors over the first three days, with over 100,000 people attending and delegations representing 32 countries. Many cars were represented including the German Volkswagen. This car from the KDF bonus scheme was a firm favorite with foreign journalists. The automobile exhibition organized a trip along the Reich Autobahn to Magdeburg, where they learnt about the advanced technology in the Volkswagen. They were amazed at the top cruising speed of 100 km/h and the low petrol consumption of 6.5 liters over this distance. The experts admired the four speed gearbox and the rapid acceleration from 0-60 km/h in 14 seconds. And the excellent road-holding and shock

absorption which is achieved via the extremely low-level weight distribution.

This was the last Auto Show Germany would see for years to come.

A Short History: German Propaganda Archive, Randall Bytwerk, The Source: *Unter dem Sonnenrad: Ein Buch von Kraft durch Freude* (Berlin: Verlag der Deutschen Arbeitsfront, 1938).

It was thus no surprise that early in 1937 the Führer gave the leader of the German Labor Front the order to use all the means of his organization of millions of workers, along with the NS Community “Kraft durch Freude,” (Strength Through Joy), to realize his dream. As early as 1934, he had talked with the most famous German automotive engineer Dr. Porsche about carrying out his thinking, and given him the commission to undertake the construction of the German Volkswagen.

Early in May 1937, Dr. Ley carried out the Führer's commission to found the “Society for the Preparation of the German Volkswagen.” The manufacturer Dr. Porsche, the automotive expert J. Werlin, and the *Reichsamtsleiter*



Rare envelope with show engraving, stamps and postmarks.

“Kraft durch Freude” Dr. Lafferentz were appointed the leaders of this organization.

In 1938, the Führer's speech at the Automobile Exhibition revealed the happy secret of the Volkswagen he planned for the people, all of the people! “Over the past four years, and with continual improvements, we have developed the Volkswagen, which we are convinced not only can be sold at the price we want, but also can be manufactured in ways that use a minimum of workers to produce the maximum



RPPC 1939 Auto show with the Führer, Dr. Ferdinand Porsche, Dr. Robert Ley head of the German Labor Front, the DAF and other Nazi dignitaries. Looking on the KDF chassis. Photo by Heinrich Hoffman.

amount. The model that has resulted from years of work by Dr. Porsche will undergo testing this year. It will enable millions of new customers with limited incomes to afford a car. We owe the best cars in the world to our directors, engineers, craftsmen, workers, and salesmen. Today, I am convinced that in a short time we will also build the least expensive cars.”

It was just 2 years earlier that Hitler made a speech at the opening of the 1936 International Automobile and Motorcycle Show at the Kaiserdamm in Berlin expressing annoyance that no progress had been made on the low-priced “People's Car”, which he had hoped would make every German a motorist.

These next three real photo postcards are of KDF car IIIA-43021 which is pictured in three locations around Berlin. The first one is calling the new KDF car an “all terrain vehicle”,

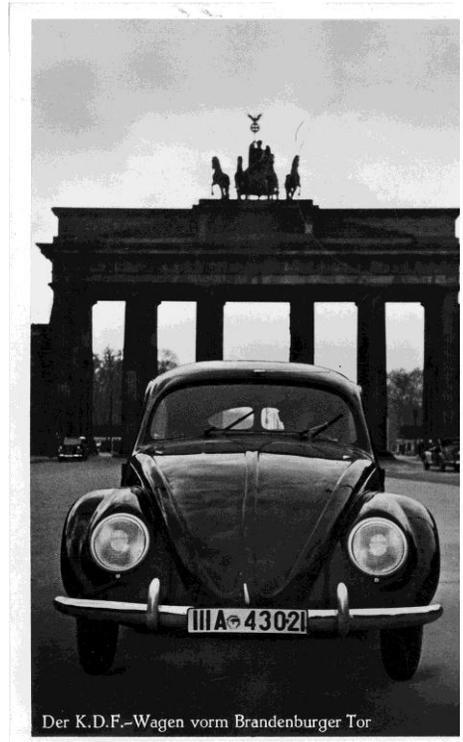


Der K.D.F.-Wagen als Geländefahrzeug



Der K.D.F.-Wagen besucht das Reichssportfeld

the second one was taken in front of the German Sports Field and the third one in front of the Brandenburg Tor or Gate. All three have stamps and postmarks from the Auto Show and dated in order, 3-4-39, 3-1-39 and 2-25-39. Two of them have been actually used as postcards, and the one from the sports field has not and uses the KDF stamp as well. They all say on the back in the upper left hand corner: "Internationale Automobil und Motorrad-Ausstellung Berlin 1939."



Der K.D.F.-Wagen vorm Brandenburger Tor

This next real photo post card is fairly common and can be identified easily by the number "35" in the lower right hand corner. All three of the next cards are taken at the same place, in the exhibition hall of the motor show. This first one is taken in a different spot though. It appears to be on the opposite side of the room looking at the same side of the room that the other two are taken from. You can see the tress and the lights in the far background that are right behind the cars in the other two.



Internat. Automobil- u. Motorrad-Ausstellung Berlin 1939

Menzendorf.

The first one is credited to Menzendorf. And has printed at the bottom of the photo, "Internationale Automobil und Motorrad-Ausstellung Berlin 1939." The back is a plain divided card with the KDF stamp and show postmark dated 2-19-39. Lots of copies of this card are out there so beware!



The last two real photo post cards were taken at the stage area where Hitler will give his speech at the opening ceremonies for the show on February 17th. This first one is a close up of the KDF car that is on the right hand side of the stage, there is another one on the left hand side of the stage as well as a large bust of Hitler in the center in front of the large obelisk with the eagle and Swastika in front of the curtain. On the floor in front of the bust is

the chassis that you see in an earlier post card and in the very center of the floor is a huge map of Germany at the time. By the time the show starts the floor will be full of chairs for the Fuhrer's speech, the chairs will then be removed and the cars moved in for the show. Both of these cards have been used and have one and two stamps on them with one and two postmarks. One is dated 2-25-39 the other with 2 stamps is 2-26-39. The one that is the far shot is a rare one for two reasons. One it's a rare card, two its postmarks has the diagonal date in the postmark not seen on any others I have or have seen.



Also notice the huge Swastika made of lights on the ceiling! This is Ehrenhalle. You can also see one guard by the KDF car on the right. A very cool card.

I'm sure that some of these cards would not be possible if it weren't for the likes of Dr. Joseph Goebbels, the Minister of Public Enlightenment and Propaganda.



One last photo reprint of a card I do not have that shows Ehrenhalle full of people listening to the Fuhrer's speech at the opening of the International Automobil und Motorrad Ausstellung on February 17, 1939. Notice if you can, the two KDF cars moved in so they can be seen easier and the once empty hall, quite full now.

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Vintage Werks

Restoration of VW Engine Components

By Eric Shoemaker www.1967beetle.com eric@ericshoemaker.com

Ed Fall of Vintage Werks was originally featured well over a year ago when 1967beetle.com was in its early infant stages of growth. I wanted to take a moment to bring forward again this great article. If you have a vintage VW, you need to know about Ed's fantastic work.



Ed, tell me a little about yourself, your background and how Vintage Werks began?

I'm originally from southern California. I grew up there at a time when Volkswagens were plentiful—about one in every five cars on the freeways. I learned to drive my dad's '65 beetle in the late sixties and well remember its build quality contrasted with that of other cars of the era: its rugged metal construction, simplicity, reliability and design elegance, and how well it withstood daily wear unlike the '68 Impala wagon my dad purchased a few years later. My joy of the beetle goes back to that time, and though it lay dormant for several decades, remained with me.

By the late '90s, now living in Utah with two daughters at or nearing driving age, two aging family cars, and little disposable income to put toward a new car, I was searching for a cheap transportation alternative that I could learn to service myself. A close friend in similar predicament one day dropped round with a '79 Karmann beetle he'd purchased for his son and had me drive it around the block. The experience was transcendental: within a week I'd purchased my first VW—this was in November 1998, just over 12 years ago now. By year's end I had two VWs, one

undergoing complete restoration at a local shop, I'd joined the local VW club and was reading everything I could about the VW beetle, the history of its development, specifications, anything. Within 2 years I'd mastered rebuilding the mechanical and electrical components of these cars largely through self-education in restoring several cars. At the same time, I started to write about my rebuilding experiences with the cars I had. Our local VW club newsletter provided the forum for this. Over a roughly 6 year period, I regularly wrote articles to help fill the newsletter pages inadvertently giving other club members a glimpse of the skills I was learning. Equally important, they saw the results manifested in the cars I brought to the meetings. Indirectly, this was the start of Vintage Werks because in about 2000, on the basis of his observations of my work, one of the club members approached me about rebuilding a set of Porsche 356 A brakes for a '59 Ghia 'vert he was restoring. Without going into all the details, over the next two years I sporadically rebuilt most of the pan for that car and ultimately re-wired it. Later it was featured in Hot VWs.



During the same period, I began restoring various engine and other mechanical pieces I had amassed for the cars I had. Skills I had developed while building scale model trains in my youth helped in this regard and provided many of the tools I needed. When fellow club member Art Thraen (Air Cooled Engineering—renowned for Weber IDA carburetor rebuilding) saw the results of my work he suggested offering the stuff up on the internet for sale, to in effect start a business.

He even had me rebuild a couple 010 distributors for his own use. With this and the work on the Ghia, [Vintage Werks](#) was born. I can't put a date to it but it was sometime in 2000 or 2001.

Why vintage Volkswagens, VS doing restoration work on any other early American car?

Nothing about my business was by design; it was purely accidental and really grew from my fascination with the beetle, which in turn had arisen from my transportation needs before that. If asked in early 1998 what I would be doing in 10 years, I wouldn't have said restoring VW beetles (or any other car for that matter) or running a parts restoration business for vintage VW and Porsche automobiles. Any limiting the business is not by intent. In fact, even at its inception, I was offering pieces for Porsche as well as VW models given the crossover of many of their parts, particularly on earlier models. My website which my wife and younger daughter designed helped get my work some exposure. This has led some to approach me with requests for work on pieces for other makes, mostly European. For example, I've worked on Lucas distributors for English makes, as well as Bosch distributors for Volvo, Alpha-romeo and Mercedes. I've even had customers contact me about doing fuel pumps for marine engines, tractors and other applications. I'm not averse to working on pieces for other cars such as early American automobiles; I just haven't had time or need to expand it beyond VW and Porsche. At present, I have all I can handle.



Talk to me a little about your process. Where do things begin once you receive a carb, distributor or fuel pump that needs restoring?

When a part arrives from a customer, provided there aren't too many others in progress, I will unpack and inspect to see if there are any obvious issues that might make restoration impractical. I will then disassemble it completely, setting the hardware aside for plating.

Bodies then go through a several step cleaning process: carburetor and fuel pump bodies go into a cleaning solution then through a hot water rinse after which all mating surfaces are re-faced; distributor bodies are solvent washed/rinsed and dried. Body pieces are then bead blasted: carburetor and fuel pump bodies to remove remaining worn-in dirt and oil to restore the original casting finish; distributor bodies to remove paint and rust in preparation for repainting. Hardware is prepared and plated in batches for economy sake. For this reason, I have to stage my work with forethought. Because it can sometimes take several weeks before I have enough hardware to justify plating, I don't necessarily complete restoration services for customers in the order received. Distributors are usually the easiest to turn around because they have little in the way of unique hardware pieces unlike carburetors which have a lot. Often, I will do several distributors while waiting for plating to return when I can begin reassembly of carburetors or pumps. It gets a bit tricky sometimes to keep things moving efficiently.

What do you enjoy most about the restoration process?

Two things really make this worth doing: first is the reassembly when everything starts to come back together. Disassembly and cleaning are dirty work, can be tedious and are generally not that fun. Disassembly can be particularly challenging given the rusted, frozen and deteriorated state of many pieces when received. But once everything is cleaned, renewed and ready to start putting together again, that's when it becomes enjoyable. As I watch parts take shape in my hands and then hold the finished piece—there's a certain satisfaction in that—it's hard to explain.



Second is when I develop a new technique for addressing a wear problem. Sometimes this can be relatively simple: other times not so and may take

considerable thought before I arrive at an acceptable approach. Examples are the diaphragms I rebuild for the fuel pumps. Rebuilding the diaphragms for the 36hp pumps was fairly easy to figure out because there is a lot of material to work with in terms of the metal shank. Diaphragms for the 40hp pumps, which are also used on the 1300/1500 pumps and early Porsche 911 proved more difficult given the much smaller diameter of the shank. Upper diaphragms on the dual diaphragm pumps were yet more problematic. Another example is the over-size throttle shafts I've had made for 28 PCI, 28 PICT/PICT-1 and 30 PICT-1 carburetors. I've been very pleased with the results. The repair tightens up the throttle linkage quite nicely. I put a 28 PCI with such a repair in my '54 beetle and have to say I was amazed: no more dying of the engine when coming to a stop. Also the choke could be pushed in after a very short warm up even here in frosty Salt Lake City in winter time.



I'm currently working on some other ideas: I've got a prototype spray well for the 28 PCI carburetors I'm in the process of testing. If successful, I'll soon be able to replace this piece which is notorious for breaking (it holds the air correction jet in the middle of the carburetor throat). I'm also working on a way to open up vacuum advancers used on distributors with a vacuum circuit in order to repair the diaphragm much the way I now remanufacture pump diaphragms—this is a longer range project but ultimately necessary as replacement vacuum cans are no longer available.

What are some of the challenges you often face with restoring parts as old as these?

Several factors combine to complicate the process. As hinted in the phrasing of your question, there's the age of the pieces themselves—50 years of so on average—and the abuse or neglect they've seen during

their life. This alone renders some beyond practical limits of restoration. Finding re-buildable core pieces is becoming more difficult and more expensive. An increasing percentage of the pieces being offered for sale anymore are only good for parts; people tend to keep the good and dump the bad. The internet, while a boon for a business such as mine also has its down side; everyone sees prices going up so they in turn ratchet them up further. Condition and completeness of the core pieces can likewise be troublesome.



If parts are missing, locating replacements can be a problem. Many parts for the carburetors, fuel pumps and distributors are unavailable or are of inferior quality. Commonly available kits for rebuilding fuel pumps are an example of the latter. Most are of Brazilian manufacture and do not hold up. It's one reason I started remanufacturing the original German diaphragms. Linkage pieces on the carburetors and the spray well in the carburetor throat if broken or missing can render a carburetor useless. Often I have to use two carburetors to build one or three to build two—likewise on fuel pumps. This also adds to the cost.

What's the average number of units you may be restoring at any given time?

That fluctuates quite a bit. About the most I'll have at any one time is maybe 12 to 15 pieces in various stages of restoration. Much more than that becomes difficult to manage and I risk mixing jobs up. More typically, I'll have three or four in the works. Of course there are times when I'm caught up. It is then I usually turn to my own projects; working on my '54 beetle, my '67 Honda CB 160 bike or assembling pieces for inventory. I will also use downtime to develop and refine new methods. The slow period is usually about November through February. Show season, March through July, extending sometimes into October is quite hectic.



Do you keep a stock of restored inventory for sale?

Yes. In the formative years of the business, my vision was to have in stock virtually any carburetor, fuel pump or Bosch distributor that had been used on early VW or Porsche models. For VW this meant pieces for 25hp and 36hp engines. Later I added the same for '60s model VWs, chiefly beetle and bus of pre-emission control era ('67 and earlier). On the Porsche side it initially included distributors and fuel pumps for 356 and 912 models. Later I began doing rebuilding work on 911 pumps and distributors as well but have made no effort to carry any of these pieces in inventory. My initial vision, noble though it may have been, ultimately proved untenable because some pieces are in great demand while others are not, so from a business perspective, many pieces are not worth keeping on hand in inventory. Within the past year I made the decision to liquidate much of my obsolete inventory and limit it here forward to certain pieces for which there is continual demand. Some of the pieces I will continue to provide include 010 and 019 distributors, 36hp carburetors and fuel pumps, 40hp and later fuel pumps. I have quit trying to locate and carry late-model VW distributors or any 25hp engine components—there's just no demand. I continue to restore pieces for people on request if they provide a core.



What are some of the more commonly asked questions you receive about your services?

That's difficult to say beyond the obvious questions about price and turn-around time which nearly everyone wants to know. Some are interested in learning about certain aspects of carburetors, fuel pumps or distributors, i.e. how they work and interact with one another or what the source of some performance issue they're experiencing may be. I get a few of the inexperienced who will need me to walk them through installation and the intricacies of tuning. Some want to know details about how I do the rebuilding work—I assume they are looking for some assurance about the thoroughness of my methods. Others want to know if I offer any kind of guarantee—this is a bit of a difficult issue as these parts are on average 50 years old so offering a guarantee is a bit of a stretch wouldn't you say? I do offer a 90 unconditional warranty on my workmanship and will refund purchase price save shipping costs during that period. I will also work with people beyond that period to find equitable solutions to both parties when problems arise.



Give me your opinion on aftermarket replacement carbs, distributors and fuel pumps, VS restoring the proper German-made units.

Going back to those times some years ago now when I have personally used aftermarket engine parts of virtually any kind, no matter of whose manufacture, I've generally been displeased. Parts from Brazil and China I find particularly disappointing in terms of build quality, performance and reliability. This isn't to say that you don't see pieces that work as they should—you do, but you also find many that are junk right out of the box. Undoubtedly, this is another reason that [Vintage Werks](#) came about. My disenchantment with aftermarket pieces prompted my rebuilding of original German parts, and by doing enough of them for myself, I perfected

my methods for the benefit of others. I will say this with certainty: you will not get an engine, particularly one rebuilt to correct specifications, to run any better than with properly reconditioned, rebuilt, restored—whatever term you choose—original German parts. I have had customers marvel at how well their engines run once they get control of fuel supply and ignition by going back to original restored components. You need to remember that with regular maintenance, these cars were every bit as reliable and long-lived as any modern car. Indeed, VW of old set the standard for build quality, reliability and value in automobile manufacture that ultimately led the auto industry as a whole to improve their own products to the point that cars now routinely deliver 100K miles or more without maintenance of any kind. That's quite a legacy.

What are your futures plans for Vintage Werks?

This has been a subject for considerable contemplation over the past couple years. With the success [Vintage Werks](#) has enjoyed, it has become increasingly difficult to balance its management and growth with my full-time career and still leave time for other pursuits I enjoy such as cycling, music, working on my own projects, or most importantly for family.



I have begun and will continue to be more selective about the work I choose to do. I recently had a shop approach me about doing a batch of distributors for late-model Porsche 911, 914, Audi and Volvo. This was proving a source of stress when I already had too much backlog so I turned it down. It's not that I can't rebuild these pieces, I just didn't want to. My focus has been on early cars and I want it to remain there.

I plan to continue to improve my methods and add to the arsenal of fixes I've already developed in order to further efforts to fully restore pieces to original condition. I have mentioned a couple of specific ideas I'm working on and will no doubt conceive others

in future. It is my ultimate plan to keep the business active through and beyond retirement age. It will give me something to do and provide a source of enjoyment at that point in life not to mention the added income it generates.



How can people find you if they'd like to inquire about your restoration services?

Probably the easiest way is via my website at Vintagewerks.com. There you will find contact information including email, telephone and address. The site also provides some technical information about various carburetors, fuel pumps and distributors, provides descriptions of my services and shows examples of pieces that I rebuild and carry in inventory. I also have standing ads on thesamba.com as well as ads in some of the Porsche magazines. You may also see me at some of the vintage oriented shows from time to time on the west coast.



Anything else you would like to add?

When Socrates advised that one should 'Know thyself', I doubt he could foresee its application to owning and enjoying a vintage car, but it remains good advice nonetheless. Each person's journey with these cars is unique and their own: the key is identifying that aspect that draws your interest more than any other, and not losing focus on that. For my own, I identify with Volkswagen's slogan—'Driver's wanted!'

For more information, contact: Ed Fall, Vintage Werks, LLC, edfall@vintagewerks.com Vintagewerks.com



Der Kommandeurwagen: The Four Wheel Drive Beetle

Porsche, during the early forties was working on a number of projects to adopt the Volkswagen and its different components for the use by the military. The two best known ones of these efforts were the well known Kübelwagen and the Schwimmwagen. But there were many others. For instance one interesting one was coming out of all these many efforts, the Kommandeurwagen. As the name indicates this was a vehicle not just for simple soldiers but for their leaders, the commanders. It was to have the same ground clearance as the Kübelwagen, the four wheel drive system of the Schwimmwagen and a closed body with sunroof of the Beetle. In other words, they wanted to use the best features of all these three. Supposedly a sunroof version was chosen so the commanders could exit through the top in case the doors were jammed. Sounds simple and should be easy to explain, it was however not. There is very limited reliable information because Porsche was at that time involved with many projects. Many projects numbers were assigned in a way that even confused some of the Porsche engineers. It seems that every time Porsche or any member of his team had a new idea, a new project number was assigned.

To make this confusion easier to understand here is short oversight of the major military Volkswagens produced. First attempts for a military car by Porsche started under project number 62 and in its final version became project number 82, the Kübelwagen. A Kübelwagen chassis with a Beetle body became the Gelände-Limousine, (off road limousine), project or Type 92. Starting September 10th, 1942, 546 of these Type 92 models were built. The military had requested 5 000 but because of the acute shortage of materials, the order could never be completely filled. Interestingly enough after the war 553 of these very same vehicles, Beetles with the high ground clearance were built under the British. The British gave it the Type 51 designation. Some Brits called them Beetles on stilts.

Back to the Kommandeurwagen. During the early work on the Type 82 Kübelwagen, Porsche had already equipped some with a four wheel drive system. It was the military arm of the SS,

the Waffen-SS that requested a four wheel drive Beetle. This very interesting car, the Kommandeurwagen was known as the Type 86 and later with an improved four wheel drive system as the Type 877. How many were actually built nobody seems to know. According to Volkswagen there is no record of any at all having been built at the Wolfsburg factory. There is a picture of one, a sunroof version shown in many publications. This one and if there were more, was probably built at the Porsche shop in Stuttgart in 1943. The author Dr. Ulrich von Podell, in his book "Vom Käfer zum New Beetle", believes that the Porsches took a number of four wheel drive chassis to their refuge in Austria at the end of the war and over time put Beetle bodies on them. This story is probably correct. I personally worked on one in 1954 owned by the Volkswagen distributor in Frankfurt. There is one similar vehicle displayed at the Volkswagen Museum in Wolfsburg today. The one at the Museum was however built by Rudolf Ringel for the British on November 17, 1946; Major Ivan Hirst was the instigator of that one. It has chassis number VR-024. Another one was built at the request of Ivan Hirst for the French military. The French had shown interest in such a car and requested 100 of these models for evaluation and testing. In compensation they promised to supply Volkswagen with badly needed sheet metal. At the suggestion of Ivan Hirst one of the cars had a roller at the very front, because he remembered off road vehicles built by Citroen before the war were having such a feature, which supposedly made it easier to overcome road obstructions. The two cars were built using parts still available. New parts could not be made because the original supplier of some crucial parts was located in an area of Germany given, as per US-Soviet agreement, to Poland.

The French described the drivability of the car they tested as cumbersome but to have been excellent off-road. We know that one of these after-war cars is at the Wolfsburg VW Museum. Rumors have it that the other one, the one tested by the French, still exist and is on display at a not identified Austrian Museum.

Arthur Stanton : One of the first US dealers

Arthur Stanton, who during WW2 served as a navy officer in WW2, was 32 year old in 1945 and was eager to try his entrepreneurial skills as soon as the war ended. As the story goes, he first sold surplus army material in Italy and eventually in 1949 ending up, in of all places Morocco. There



he became the importer of Chrysler cars. In a corner of his dealership he came across two Kübelwagens left behind by the Germans. It has been reported that he was very much impressed by what he saw. This led him to contact Nordhoff in Wolfsburg asking him for the exclusive rights to import Volkswagens to Morocco. Nordhoff was only too happy to earn dollars and agreed without hesitation giving Stanton the exclusive rights to sell Volkswagens in Morocco. There was no requirement to have spare parts or/and having repair facilities, as the PR people at Volkswagen would make as believe later. While he was there, Stanton sold about 1 500 Volkswagen per year.

Not satisfied with only the business in Morocco and seeing greater opportunities for Volkswagen in the United States, he returned to the US in 1952. Because of his good connection with Nordhoff and having had already a lot of experience with the product, he, with two of his brothers, was appointed first as a Volkswagen dealer receiving his cars from Maximilian Hoffmann and after Hoffmann lost his agreement to handle Volkswagen for the US, Stanton became distributor for the Tri-state area of New York, Connecticut and New Jersey. Stanton's Distributorship was an immediate success.

Arthur Stanton, the New York distributor and Johnny von Neumann on the West coast sold almost all of the Volkswagens imported to the US during the first years. When Nordhoff tried to organize distribution and to establish Volkswagen of America independently, Stanton and Neumann objected and told Nordhoff to just keep on sending more cars. They could handle all the business by themselves.

One interesting event happened in late 1958 as Arthur Stanton was ready to open a new dealership in the New York City area. Flush with money, he wanted to do some advertising to publicize his new facilities. Being good friends with a gentleman named William Bernbach, Stanton asked him to write the copy for the ad. Bernbach had just started a new advertising agency with his two partners Doyle and Dan. This agency eventually became widely known by the three partners initials DDB. The ad in question was to appear in the New York Times. To discuss the details of the ad, Stanton and DDB invited the newly appointed head of VWoA, Carl Hahn, to a meeting at the Plaza Hotel in New York.

The way the meeting has been described by many, apparently there was a lively discussion about some details of the ad between the Stanton and DDB people. Eventually the copy was accepted as originally written by DDB. The lively discussion was about the placement of one sentence within the ad. Carl Hahn was sufficiently impressed by the DDB presentation that they received the contract to do the VW advertising starting in 1959. DDB became famous doing Volkswagen advertising. Another interesting episode happened years later in 1982, when Volkswagen was selling Rabbit cars. DDB had prepared an

ad with the headline: "Volkswagen is at the mercy of a bunch of German dummies." Bill Bernbach was really proud of this headline; he thought it would go back to the original very successful "Think Small" ads. It showed a bunch of dummies used for safety testing the Rabbit in a staged collision. However VW in Germany rejected the ad. Arthur Stanton agreed to pay for it and run it in the New York Times. But the Times also did not want to run the ad and would only agree if the word German was taken out. The Times did find a minor Volkswagen employee to agree to have the word German taken out and that is how the ad appeared. The story shows how much influence Stanton had and what kind of a person he was.

Arthur Stanton with two brothers owned Word Wide Imports, which would become one the largest privately owned automobile dealerships groups, in the world at its time, supplying Volkswagen, Porsche and Audi vehicles to 150 dealers in the Tri State area. They also became enormously wealthy and invested heavily in Manhattan and Brooklyn real estate. Arthur also married a movie star. One year after receiving the Officer's Cross medal from the German government for his contributions to further trade between the US and Germany, he died during a business conference in Maui in 1987, 69 years old.

From 1931 To 2003:

My Attempt to Cover the Beetle's History

I started writing years ago about how Volkswagen evolved over 72 years, starting with the year Porsche opened his design Bureau in Stuttgart, to its final days in 2003. First articles appeared at the old VVWCA website, where they can still be goggled putting in my name and Volkswagen. I had no idea where all of this would go. I was trying to write an as complete picture of the Volkswagen history as possible. In the beginning these articles appeared under "Volkswagen by the Years" eventually I had to change to "Beetle by the Years". Volkswagen was just getting too big and had too many cars in its program. Besides, I was sure our readers were more interested in learning about air-cooled Volkswagens anyway, and more precisely about the Beetle. After the first articles were published some readers asked me whether I would continue to cover all years, they wanted to know whether the year of their particular car would be covered too. Others pointed out some mistakes I made or commented about some wrong conclusions I had come to. However, eventually for some reason all comments stopped.

It took me a lot of research to work through all the conflicting information available. The Volkswagen factory and the people who handled their archives were not too forthcoming with information. In most cases instead of answering my question directly they would tell me to find answers in the series of 5 excellent books written by Rüdiger Etzold. His books about the Volkswagen history are also available in English. Another book recommended by VW for information was one by Lothar

Boschen, this one is only available in German, it is called "The Great Book of Volkswagen Models".

Since I finished covering 72 years of Volkswagen history, I have been wondering whether I should start all over again. One reason is that since the beginning of the series I have run across new and sometimes interesting information that had not been available before and therefore was not covered. Especially since Dr. Bernd Wierch, the retired head of the Volkswagen archives and who was later in charge of the Volkswagen Museum has written a number of interesting books recently with a lot of never before known details.

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I thought there may be a number of new VVWCA members who have recently joined and may not have had a chance to look at the early days of the evolution of the Volkswagen and may be interested in finding out more about it. However since I had so little response I decided to concentrate on other miscellaneous Volkswagen subjects that may be of more interest, as they were to me to me anyway. One area I think of covering are the many attempts to come up with a car to replace the Beetle. Another subject I will be covering is my experiences as an automotive painter, painting hundreds of Beetles.

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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.

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. rodcsweet@att.net

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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

The 1950 Austro-Tatra four steel door Cabriolet as used by the Austrian police! Sadly this was not the best looking 18-A, even the four doors were poorly executed. It's truly considered to be the ugly-duckling model.



My Tribute to the VW Type 18-A

Chapter Two

By Bob Shaill, coachbuilt-vw@tiscali.co.uk, Photos: Bob Shaill collection

Austro-Tatra - ugly duckling.

The newly founded company Austro-Tatra started to assemble original Tatra cars in their works at Simmering, near Vienna, and after 1934, built the Tatra 57 under license. World War 2 interrupted production in 1939, but production was taken up again on a limited scale from 1946 to 1948. In 1948/49, Austro-Tatra built a handful of bodies for Porsche's new 356 that were at the time produced in the Austrian village of Gmünd in Carinthia.

The Austro-Tatra four-door Beetle first appeared in January 1950, the Vienna police placing an initial order for 150 four steel door versions, while the Austrian Gendarmerie ordered 53. The business was handled by Porsche Konstruktionen GmbH, latterly known as Porsche GmbH & Co in Salzburg, the sole Volkswagen importers for Austria. The Austro-Tatra

Type 18-A's shared many attributes with the other two police variants, but was not necessarily the best looking or the best design. They came with the partly-exposed folding hood frame that was a less attractive feature of the Hebmüller version, also the steel doors were not that well executed. A lack of strength was the main drawback in this model. Some changes were made to the basic design during production. For example, the air intake louvers normally found beneath the rear window of a saloon model were in some cases left as part of the main body, and in others incorporated into the engine lid. Another variation that could be found between different models was that on some the front doors were much wider than those at the rear, presumably where access to the rear seat was considered to be of less importance.



Later models can be seen outside the Austro-Tatra factory, no doubt waiting to be delivered! Note the very large wing mounted sirens and large exterior sun-visor. These were probably radio vehicles; note the central mounted aerials above the sun-visor.

How many Austro-Tatra Beetles were built is still unclear, though it is generally thought that around 203 were built in total. For me though this has never ringed true, because one known surviving has a body number of 18-00319, [i.e. 18 – model designation number / 00319 – production number]. That



Austro-Tatra used a very similar exterior folding roof frame mechanism as Hebmüller. Also note the aluminium running board kick plates that were only seen on their Austro-Tatra models.

would suggest that at least 319 four-door examples were built.

The two-door model.

What most VW historians are not aware of is Austro-Tatra also designed and built a two door version [Photo # D]. This design was very similar in appearance to the Karmann Cabriolet, but did not share that vehicle's high-sided bodywork. In fact, the two-door model was constructed alongside the four-door models and both shared the same coachbuilder's ID plate, which was riveted next to the VW factory ID plate

on the front inner panel behind the spare wheel. However, the most and surprising feature was that both models shared the same model designation number of 18-A. Sadly, only three or four two-door examples are known to have survived to this day, including a 1950 model that was found nestling in the high rafters of a large barn. This is an ex-Austrian fire bridge vehicle chassis # 10 196 550 and, according to my records,

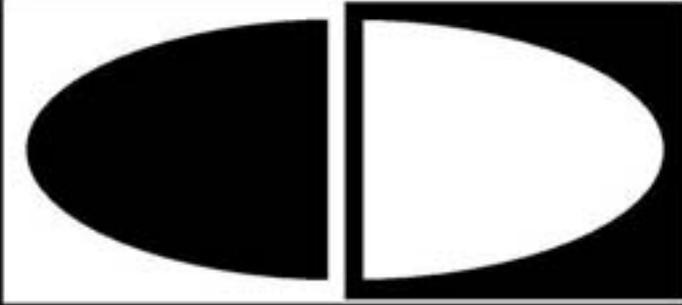


A very rare photograph of a 1950 two-door version of Austro-Tatra! This model today is as rare as its four-door counterpart. Both models, surprisingly shared the same Type 18-A designation and body numbers.

was manufactured in September [the maker ID plate stamped the vehicle as: Baujahr / Year 1951 – year of modification!]. The all-important body number is 18-00400, which suggests production number 400, so I think it's safe to say that over 400 Austro-Tatra VW vehicles were produced. I'm sure accurate records were kept, but sadly they have not survived. The last two and four door Polizei Beetle's produced by Austro-Tatra was in March 1951.

Next issue we take a look at VW Type 18-A model from 'Franz Papler' of Cologne, Germany.

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The Volkswagen Library



Ferdinand Porsche and the Volkswagen

A book published in 2009 by the Porsche Museum. ISBN 978-3-8321-9298-3. Hardcover, 199 pages, many high quality historical pictures, many

of them never published before.

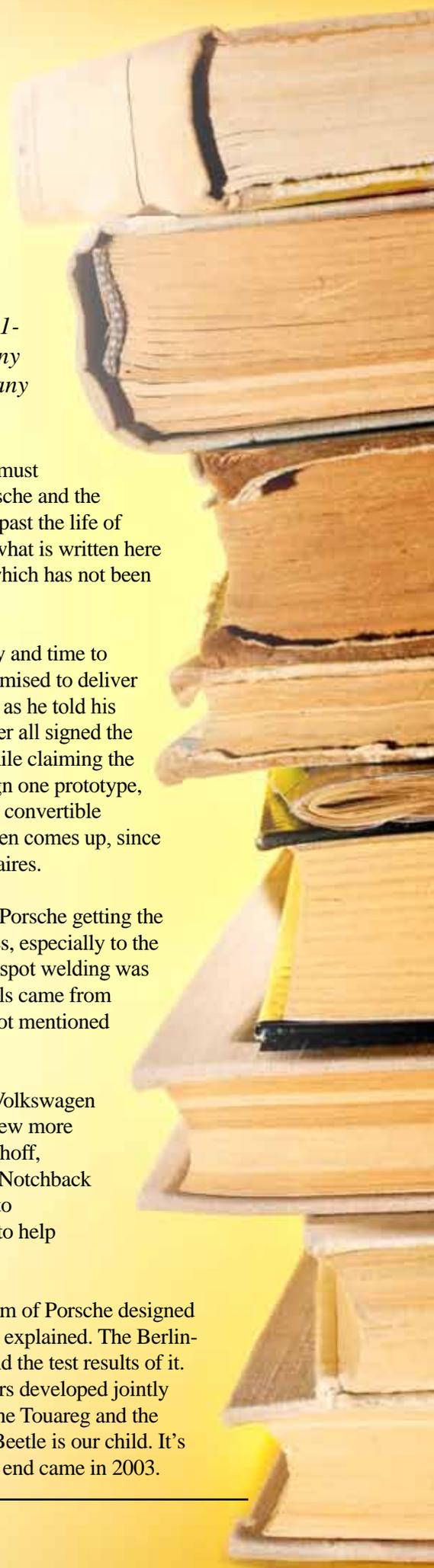
After many books about Porsche and Volkswagen by others, the Porsche Company must have decided to come up with one of their own. While the title says “Ferdinand Porsche and the Volkswagen”, the book actually covers a lot of the Porsche Company’s history way past the life of old Ferdinand. It especially includes many of the newer Porsche products. Most of what is written here is not really new, there is however enough pictures and some detailed information which has not been published before and may be of interest to hard core Volkswagen/Porsche fans.

At the beginning there is the usual whining about Porsche not getting enough money and time to develop the Volkswagen. I must point out again that Porsche in his proposal had promised to deliver a drivable Volkswagen prototype within a year. Porsche was in financial trouble and as he told his son, it was important to get the contract first and see what happens later. Porsche after all signed the contract and accepted the conditions as far as the price went and the time frame. While claiming the German automobile manufacturers did not allow for enough money for him to design one prototype, for some reason they did have enough money and time to build a second car, the V2 convertible at the same time. I find it strange that in a book published by Porsche this subject even comes up, since today all of Porsche/Piëch family members, thanks to Volkswagen, are multi billionaires.

No credit is given in this book to the German Americans who in the late 30s helped Porsche getting the Volkswagen ready for mass production and who recommended considerable changes, especially to the body. I found it also interesting to find out in this book that prior to Volkswagen; no spot welding was used in Germany. The Volkswagen needed about 9 000 spots. All of the welding tools came from the US. The British and their contributions in saving VW at the end of the war are not mentioned either.

At this time I am doing research for a series of articles about the attempts made by Volkswagen and others to come up with a Beetle replacement. This book indicates there were a few more such attempts as previously known. All of those attempts had been rejected by Nordhoff, understandably if one has seen them. The work on the Type Three, the Squareback, Notchback and Fastback was about the only Porsche development for Volkswagen that went into production. That after tens of millions may be over a hundred million went to them to help Volkswagen with development work.

The many quality black and white, and some color pictures, show the whole spectrum of Porsche designed products. All Porsche developed Volkswagen based military vehicles are shown and explained. The Berlin-Rom-Berlin sports car is represented with 7 pictures alone and a couple drawings and the test results of it. There are also pictures of the 914 and the 924/944. Color pictures show the latest cars developed jointly with Volkswagen using mostly Volkswagen components, like for instance the Porsche Touareg and the Porsche Panamera. At the end of the book Ferry Porsche is quoted as saying: “The Beetle is our child. It’s getting in years now, but it comes from a good family” That was before the Beetle’s end came in 2003.





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