



# VintageVoice

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The Vintage Volkswagen Club of America Newsletter • Established 1976

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# Director's FORUM

by howard query

Burtonwood@vwca.com

Now that the snow is melting and summer is not far behind, I'm often asked questions concerning Chapter Club Designations with the VVWCA. I'm often asked "what's it worth?", "what do we get?" and "what's in it for us?" Many times answers are very limited other than trying to reinforce the benefits we offer.

There are many great Volkswagen clubs across the country who ... for whatever reason or another has not decided to become a Chapter Member Club of the VVWCA. Their decision not to join in our efforts does not make them a bad club. In fact many of these clubs sponsor some pretty tremendous events and activities. Many of these clubs have raised thousands of dollars for local charities and many have continued to grow membership year of year?

So, if you belong to a Volkswagen Club that is not afflicted with the VVWCA ... here are a couple reasons why you might considered encouraging them to do so.

Every club of the VVWCA pays an annual application or filing fee of \$225.00. Seems like a lot, doesn't it? But with that, the club automatically receives 6 full term memberships that can be assigned to board or club members, used as door prizes at one of their events or sold for face value ... retaining all the proceeds as non-dues revenue. Throughout the course of the year, we reimburse Chapter Clubs of the VVWCA for event story submissions up to \$100.00 and we allow Chapter Clubs to partake in using our \$1,000,000 liability insurance policy for their primary event or other events held throughout the year. Our goal here at the VVWCA is that of growing

membership and helping spread the news of what is happening out there in this wonderful hobby ... we all so much enjoy. We're not about event insurance or trinkets ... we're more about growing the hobby and educating the young as to why this hobby is worth holding on to. Educating them all as to why Volkswagens are worth keeping out of the scrap heap and on the road.

My wife will never understand my fascination with air-cooled Volkswagens. They are not the most attractive or comfortable car on the road. They are not the fastest nor during winter ... they the warmest. It's difficult taking a road trip with more than 4 people and space availability for extra luggage is a bit limited. But for the most part, they are dependable. They are easy to repair and for most of us ... was our primary means of transportation during the early years of our lives.

National clubs like the Vintage Volkswagen Club of America exist to help keep the spirit of Volkswagen ownership and restoration growing. Participating in a local or national club is important in order for this hobby to grow.

Why should your club ever consider being designated a Chapter Club of the Vintage Volkswagen Club of America? I think you would agree the answers are self-evident.

Enjoy the hobby, enjoy your car and help us pass the word along to others.

### Ed Sczerba is Topnotch!!

I just wanted to let you know about our experience(s) with Ed Sczerba, the VVWCA Rep. for Maine. While searching the web for a VVW mechanic I came across Ed's contact. The reason I was searching was because we were having difficulty with a mechanic getting our VW repaired in a timely fashion, and I was looking to bring it elsewhere. I contacted Ed to see if he had any suggestions. Not only did he offer to help me do the work (I'm not very mechanical so I declined the offer), but he cordially visited the repair shop and was able to encourage the mechanic to complete the work expeditiously.

Ed has since been gracious with his time whenever I have a question. He serves his role as Maine Rep. with enthusiasm, knowledge and professionalism. He is extremely helpful and personable.

Sincerely, Pete Boucher

*Director's Comment: Pete, thank you very much. We love to hear feedback like this. Over the years, I've received many positive comments concerning Ed. We really do appreciate the feedback.*

### Disappointed with Brazilian Parts

In the article about Vintage Werks, Eric says he has been disappointed with parts from Brazil, which must include those that come with the name Brosol. I recently came upon the solution of a long-standing problem that turned out to be caused by one of those. For a few years, my 1963 Beetle would spit and sputter when I tried to get it moving from a stop sign about 6 blocks from home, particularly on cold mornings (San Francisco Bay Area, always above freezing, but chilly here). After warming up some more by a few additional blocks of driving, the starting difficulty cured itself. I had attributed this to condensation of fuel vapor in the long cold intake manifold, with not enough fuel being delivered after the electric choke opened completely. Then one morning as I tried to leave home, the car went about its own length and quit, as if out of fuel. After deciding that the old Brosol fuel pump had died, I got a similar replacement (also Brosol), and after installing it, was delighted to find that the cold-stalling problem had disappeared.

Apparently the old pump had not been delivering enough fuel for all of those recent years. Additionally, on a freeway on-ramp that is slightly uphill, I found that I could reach the actual freeway about 5 mph faster than before.

The replacement had a new complication - the original had been held with nuts on studs in the crankcase, but while its inlet tube was on the side, the new one had it on the top. The only way to install the new pump was to remove the studs, slide the pump in under the alternator, and drop a pair of bolts into the pump base. Not actually difficult - a pair of nuts jammed together on the studs brought them out easily, but I did need to make a trip for proper bolts from the local hardware store, which didn't actually have the correct length. Being in somewhat of a hurry, instead of sawing off a bit, I just put the original nut on each one and tightened it against the bolt head. Going into the somewhat soft material of the crankcase, I wanted to use as much of the available threading as possible, so decided against buying the next shorter (by 10 mm) bolts.

I wonder if anyone else has had this experience, and possibly didn't find out how to correct it?

Milford Brown

*Director's Comment: Milford, thanks. If others have had this problem, I sure hope they take the time to read your letter. I certainly learned a thing or two.*

### Hello from England

This is just an email to say ... Hi from England really. I have been a VW enthusiast ever since I can remember and back in the days before email, internet and mobiles (late 80's/early 90's) I wrote to a number of VW clubs throughout the world and kept in touch with a lot of them for a number of years and had a number of VW pen pals back then which I got to know through the clubs - your club was one of the clubs I kept in touch with for a time and I have a couple of newsletters that were kindly sent to me from Jan Peters who was then in charge I believe of the Western Region - the other side of the newsletter says that Terry Schuler was in charge of the Eastern Region although I don't think I spoke to him.

*continued on page 4*

# Gizmos, Gadgets and Goofiness

**OK**, now maybe it's just me being crabby again, but what is the big deal about GPS? I don't get it. Are maps really that confusing and complicated (although I'll admit to having a bit of difficulty folding one up now and then)? Do you really need that little voice telling you where to go? (for a lot less I'd tell them where to go). Have we, as a society, become so reliant on gizmos and gadgets that we've forgotten how to live without them? I am always amazed, when, first thing in the early morning, I turn out of my street to go to work and encounter someone on a cell phone while driving. WHO ON EARTH ARE YOU TALKING TO? You just woke up! And, why couldn't you have said what you needed to say 5 minutes earlier, before you left the house? Are you avoiding using a landline for some reason? It's idiocy, I'm telling you. Have we really become a society so fixated on gizmos that we've forgotten how to do things ourselves?

Nearly everyone I know has hands free cell phone things in their cars, along with GPS and satellite radio



and Blackberries and day planners and everything else technology can offer. One friend just chucked her Windows-based computer life and bought an iPad. And these people still can't get anywhere on time or without getting lost! In short, the ones that need all this junk can't use it and the ones who can use it don't need it in the first place. I bet cavemen said that when the first wheel appeared on the scene. Don't get me wrong: technology is a good thing and without it we'd all still be driving horses and buggies instead of Bugs. But GPS is just a little too space-age for me. Whatever happened to spreading out a map and just finding out where you are,

## Director's Notebook (continued from page 3)

Jon also sent me a few stickers which I have somewhere. Sadly, work and life sometimes gets in the way and I lost touch with a lot of my VW friends at the time but just wondering if these two guys are still in the club or if anyone else wants to keep in to get in touch with me. I love looking at international VW club websites - you have an amazing VW scene in America - you always have done :-). As to cars, well I'm still a huge fan - I have owned 4 Beetles and 3 VW T2 campers in the past and currently own a 1966 VW Beetle "Herbie" Replica, a 2000 VW New Beetle a VW T4 Camper. Anyway, would be great

to hear from one of your team - will regularly check out your website. I see you have a Facebook page - I have not visited that yet but will do - is it for members only? Best Regards and I wish you all the best with your club - hopefully we can keep in touch, Grant.

*Director's Comment: Grant, thanks for the email. Both Terry and Jan are considered lifelong members. Our Facebook Page is open to everyone. Club members who would like to contact Grant may do so by emailing me at: [herbie53register@btopenworld.com](mailto:herbie53register@btopenworld.com)*



or where you want to go? Wait, don't tell me: no one can read after graduating school anymore. Or maybe it's because folding up that map is so intimidating. I don't know. Whatever it is I'm just glad I'm not a part of it. I do realize I am, by far, the exception rather than the rule in this. But don't worry, I am used to being the exception. It seems to run in my genes and I've become (in my older age) quite proud of it. In answer to the unspoken question, NO, I do not still have an 8-track tape player in my car; in fact, I never did have one. I'm still a fan of my old cassettes, but I have a CD player in the car I drive daily. We watch color TV (oooooh!! Imagine!), call people on our push button phones (yes, the house has more than one and we got rid of the rotary dial phone years ago, even though I protested as it worked perfectly), and I have nearly worn out my digital camera. No film for me anymore! Heck I even have a cell phone that I have been known to use now and then. But I draw the line at GPS. I am not so stupid that I need some mechanical voice telling me where to turn. And, I like to keep the brain cells I still have in good working order. Could this be the end of the brain, as we know it? With all this modern thinking for us, can the evolution of the brainless human be far behind? Oh yeah, no, it's already taken place, and They are among us. You can spot them a mile away: car pointed in the direction they want to go, computer voice blabbering directions at them, glassy-eyed stare over the steering wheel, cell phone plastered to one ear. California's recently-enacted law requires all drivers to use a hands-free device (Bluetooth or the like) if they wish to talk on a cell phone while driving. But get this: TEXT MESSAGING is OK! What lunatic thought this law up? Here in the state of California I could tell you exactly which one but then I'd be sued, probably. UM excuse me but don't you need hands for driving, not to mention at least part of a working brain? And, again, who are these people you are texting and why can't that message wait? I heard recently that savvy teens now have a word for it: driving while inTEXTicated. We can only hope that the rest of the young people (and, for that matter, anyone who texts while on the road) take this term to heart. Studies prove it's as deadly as being inTOXicated behind the wheel. Now, when you get a new cell phone, you can do things with it you didn't even know you wanted to do! Send and receive email? There's an app (application) for that. Take and download

pictures onto your computer from wherever you are? There's an app for that. Open your car door when you've locked yourself out? There's even an app for that. And that's only the beginner stuff. Well, excuse me, but I don't WANT an app for anything! I wanna do it myself. And in this case I don't wanna do it at all. Do we really need all this technology? Must we embrace the next new thing totally and with lighthearted abandon? As a technophobe married to an engineer, I have seen the past (part of it anyway), and I have glimpsed the future (as far ahead as I dare look without scaring myself to death). Hey, if remaining the same for over 40 years was good enough for the Beetle, it's good enough for me! I just think - and have always thought - that, while change should be encouraged and supported, change for changes sake is not a good thing. The mobile phone industry has proven that, over and over again. Why was this lunacy ever allowed by law? There is a simple fix for this problem and that is to install scramblers on all new vehicles. In other words, put a device in the car that will render a cell phone useless while the vehicle is in motion and/or the ignition is on. I have heard these devices already exist, and are installed in some fancy-schmancy restaurants to keep patrons from blabbering through their meals (and ruining yours). But the big question remains: why do we have to be told this stuff? Do we really need government regulating when we can talk and when we can't? Shouldn't we know better ourselves when it's OK to make a simple phone call and when it's not? It shouldn't be that complicated! But I guess nowadays, when you need a synthesized human voice to tell you where to go, you might just need some law telling you not to drive in the first place. I wonder if there's an app for that.

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# COLLECTING POSTCARDS #5:

by Mike Epstein

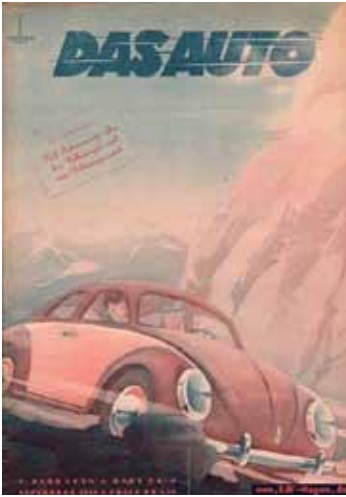
## THE POSTCARDS OF VICTOR MUNDORFF FOR VOLKSWAGEN

It would seem that I pick a real tough one to write about this time. All of the research I've done has turned up zilch on this man and his life. The one thing I can tell you is that he's been doing artwork about cars and racing since the very early 1930s especially for Auto Union and did lots of posters for the races during that period. His posters also included many NSU Motorcycle Races, Mercedes-Benz and the 1939 Monte Carlo Race. I've also ran across one piece of art that was about the war, a military print. Whether he was one of Hitler's favorite artists or not, I can't tell. His connection with Auto Union would mean that Hitler was certainly well aware of this artist and his work.

His posters were absolutely beautiful and his style has changed quite a bit since the old days of racing posters and the 1950s and 1960s for Volkswagens where his distinctive style is well known. There are quite a few people out there who want to know more about this artist and wish for a book about his life and his relationship with Volkswagen but as mentioned, there just isn't anything there.







I own about 30 of his Volkswagen postcards and comparing my collection with a friend of mine from England we have come up with at least 32 of them. I just bought a book called *VW Bus, The First 50 Years* in which the cover art work and one other piece inside is definitely his even though the cover is not signed and the author does say artist is unknown, the style as I said is very distinctive and is his for sure. He signed his art with his initials “VM” though it looked like “V.III.”

I could easily fill 5-6 pages of his postcards here but I’ll try to just pick my favorites if possible. One thing he did was to make a series of Type II postcards of Emergency Vehicles like the Fire Truck and Ambulance, I believe he did 6 of them, I have 5.

He also co-authored 2 books on automobiles for children in 1955 in German, the Library of Congress holds one and so does the Phoenix Public

Library if you’re interested.

Interesting note, one of the early KDF posters he did coined the phrase “Das Auto” which of course Volkswagen is using today for their ad campaign. That’s all I can dig up, but his artwork speaks for itself





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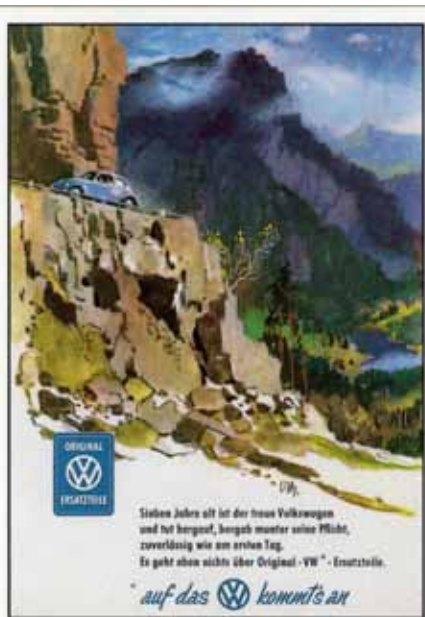


Wie neu sieht er wieder aus \*  
und läßt dich schon mehr als ein halbes Jahrzehnt  
in Wind und Wetter, in Hagel und Sonnenschein.  
\* durch eine Lackierung mit Original-VW-Lack. Der ist farbtreu, hart und haltbar - eben echt VW.



Seit sechs Jahren täglich durch staubige Sand,  
durch unwegsame Wege,  
und dabei zuverlässig und muster wie am ersten Tag  
durch Original-VW \* Ersatzteile.

auf das VW kommt's an



Sechsen Jahre alt ist der frische Volkswagen  
und tut bergauf, bergab muster seine Pflicht,  
zuverlässig wie am ersten Tag.  
Es geht eben nicht über Original-VW \* Ersatzteile.

auf das VW kommt's an

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## “HEROES OF ANTIQUE VOLKSWAGENING AWARD”

FOR THE YEAR 2013

The Common Gear Antique Volkswagen Society is happy to announce this year’s “Heroes of Antique Volkswagening” honorees. We are very pleased to recognize this year two people who truly epitomize the spirit of “selfless behind-the-scenes contributions and accomplishments” within the old-VW hobby.

The “Heroes” award program was originated in 1999 to help recognize those people within the antique Volkswagen hobby world who have especially given of themselves to help other hobbyists, often with little to no personal gain or attention. The inaugural recipient in ’99 was talented Michigan-based antique VW restorer Dave Crompton. There were two recipients for Y2K: Pennsylvania’s tireless antique VW hobby advocate Jim Siegfried, and New Hampshire’s intrepid antique VW road warrior Bill Collins. The three 2001 honorees were California’s “world class” enthusiast/author/entrepreneur Rich Kimball, Connecticut’s unsung long-time workhorse event organizer Chuck Pisconski, and Missouri’s super-enthusiastic event participant/organizer/“do-er” Bill Bowman. Our two

honorees for 2002 were Michigan’s “positive guiding light” Bob Case, and California’s amazing Golden Gate Chapter (VWCA) head man Rick Spohn. In 2003 we gave a much-deserved spotlight to that long-unsung, low-key, behind-the-scenes “doer,” Nebraska’s Matt Joy. 2004 saw recognition of Wisconsin-based master-restorer of drivable classic VWs Connie Holcomb, and California’s long-time vintage VW hobby enthusiast/organizer/promoter Jan Peters. In 2005 the “Heroes” spotlight shone on MA resident and dedicated vintage VW hobby leader Peter Cook, and Iowa’s “ironman” vintage VW behind-the-scenes-doer-of-all-things Howard Query. In 2006, the “First Family of Air-Cooled VW Performance,” the groundbreaking and truly legendary Berg Family, from California, were most deservedly honored. In 2007, our honorees were Arizona’s “godfather” of VW toy, memorabilia, and goodwill Jerry Jess, and VW restoration parts pioneer Tony Moore of CA’s Wolfsburg West. For 2008, the extraordinary (and extraordinarily loved) couple from California, Erich and Wendy Kircher were recognized for their contributions to the hobby and to humanity. In 2009, the AZ-based internet impresario Everett

Barnes of “TheSamba” fame was honored for his significant contributions to advancing the state of the (old VW hobby) art. In 2010, “The Godfather of the Antique VW Hobby,” Terry Shuler from PA was honored with well-deserved “Hero” recognition. In 2011, the CVA’s Jeremy Clayton was recognized for his tireless decade of contributions to the Northeastern old-VW hobby. And in 2012, CA-based businessman/enthusiast Scott Dempster, and the “mega-enthusiast duo” Mark Merrill and Ray Schubert, also from CA, were recognized for all their generous and significant contributions to the hobby.

This year’s “Heroes” honorees are California’s Brian O’Kelly, and Illinois’ Tom Janiszewski. Brian O’Kelly has “done it all” on the hobby scene, from club organizing activities at all levels, to raising enormous amounts of money for worthy charities via car raffles, and of course old car restoration—and he continues to contribute in countless unseen ways, such as web site design and maintenance for other hobby organizations. Tom Janiszewski has been a contributor to the hobby on both local and national levels for many years, with writing, illustrating, and “general assistance” wherever he can, to help organizations and events run smoothly. He is uniquely able to be involved and interested in, and contribute to the worlds of both modern

and antique VW enthusiasm. Both men are undoubtedly “most valuable players” for the many VW hobby organizations that they help out with their creativity, energy, and enthusiasm.

The official public announcement of this year’s honorees, as it has always been, will coincide with Michigan Vintage Volkswagen Club’s “26th Annual Vintage Volkswagen Festival,” May 19th, 2013, at Ypsilanti, MI. The MVVC Festival has traditionally been the venue for the announcement of the annual “Heroes” honorees, ever since noted MI-based restorer Dave Crompton received the inaugural honor in a ceremonial presentation at the 1999 event. The Common Gear Antique Volkswagen Society wishes to thank all those who participated in this year’s “Heroes” award process, including this year’s esteemed nominators: Rick Spohn, Tom Baxstresser, Bill Bowman, and Gary Hanson. We also thank Lynn Anderson for her ongoing spirit and support for this program.

**FOR MORE INFORMATION:**

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

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# Humble Beginnings

## Golden Gate Chapter VVWCA, Part 3

*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.*

**H**aving regular Chapter meetings was the mainstay of our early history as I'd mentioned in the last installment of Humble Beginnings, but there needed to be more to keep the passion for our shared hobby moving forward. One of the obvious activities that was shared by many of the early Chapter members were the regional commercial car shows such as Bug-O-Rama, Vintage Classic, VW Jamboree, Baylands VW Show for Gold and Medfly Nationals just to name a few.

What we realized was that we were all going so why not 'caravan' up to the shows? This proved to be successful for the Chapter and for the National club as well since we were all driving our Vintage VW's to the show. The next step in this was to set up a club booth and display the 'wares' of our hobby (books, manuals, parts books, toys, regalia, etc.) for others to see and enjoy. This turned out to be one of the greatest recruiting tools for us as many of our ilk migrated from the Street-Cars of the

day to Vintage cars. We eventually gained recognition throughout the greater VW community as a result of our efforts and passion for what we did.

As Chapter membership and participation grew locally, the next step was to start organizing our own Vintage VW Meets. This proved to be yet another learning curve for us as it wasn't as simple as it seemed from the outside! I was extremely lucky to have several good 'connections' with the local VW shops and Dealerships who were instrumental in sponsoring/financing our early efforts. One of our first shows was on a winter day in 1982 that saw one of the strongest West Coast storms in history (all of the SF Bay Area bridges were shut down due to hurricane force winds). A 30 foot high glass wall at the Dealership in Redwood City threatened to cave in, but luckily it held and we were successful in running our first Car Show and Swap Meet!

What we discovered early on was that we needed (what I call) neutral ground for our Car Show/Swap Meet venues since we needed more than one Sponsor to help underwrite up-front expenses. Enter Kelly Park, San Jose; one of our members of the day was a volunteer at the



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San Jose Historical Museum in Kelly Park who managed to connect us with one of their Docents. This Docent (ironically, who was fired because of our show) helped us negotiate our first Car Show/Swap Meet there in 1985 and the rest is, as they say, history (in more than one way)!

What the Historical Museum rapidly realized was our Vintage VW show was one of their largest fundraisers for the maintenance and restoration of San Jose's historic buildings in Kelly Park, so this long-standing relationship was built and this event became one of the premiere non-commercial Car Shows on the West Coast. Before turning the Golden Gate Chapter over to Rick Spohn, I was lucky enough to take the time to write up a syllabus on how to put this meet together which is the basis for how this meet is run to this day.


What I consider to be a blessing to me is to have had Chapter members see the value in my vision and keep Kelly Park Show alive; I am a very lucky individual to see the legacy of my efforts and passion continue on without my direct involvement.

Coming... in the next installment of this story, now that we've started our own events, what's the next step?? Figuring out what comes next after building a successful event.

**#3 CYLINDER OVERHEATING?**



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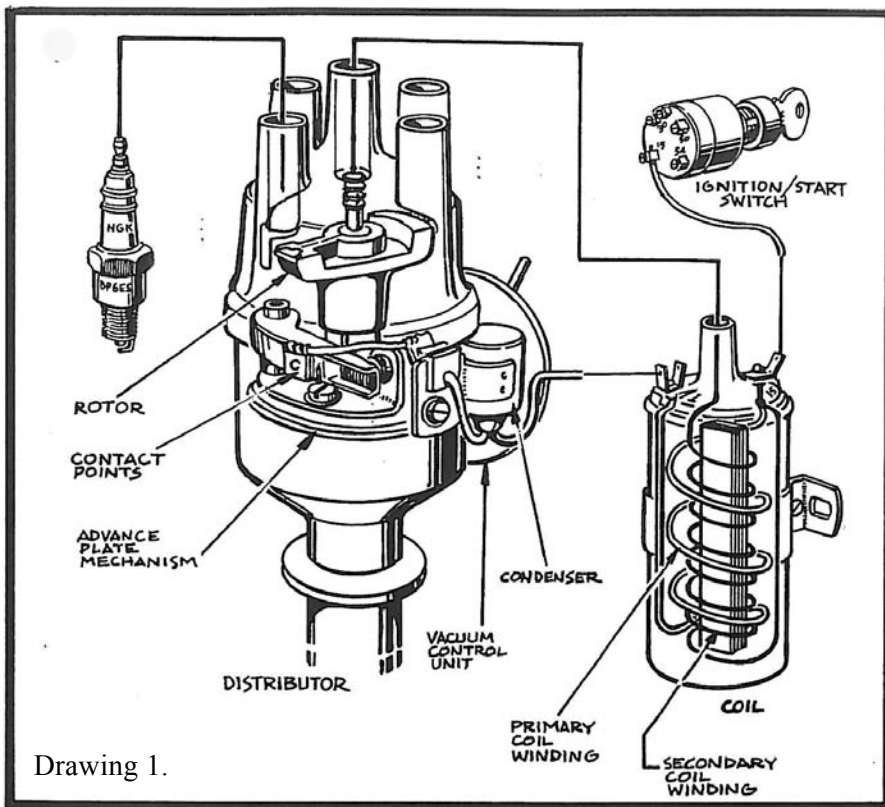
# Distributor Disarray

By Jack Ashcraft

I've been reconditioning distributors now, for lessee....30+ years. Magneti-Marelli for FIAT and Alfa-Romeo, Hitachi for Subaru and Honda, and Bosch for Saab, Volvo, Ford, Mercedes-Benz and yup, even Volkswagen. I serial number all my reconditioned distributors and have just delivered No. 506---for a V W. Engine designers for every automobile company provide distributor manufacturers with spec's for the distributors they require for their engines, and this can vary from year to year and even from model to model built by a single auto manufacturer. This--to a distributor manufacturer--must seem like engine designers can't make their minds up, and Volkswagen is a good--but certainly not unique--example.

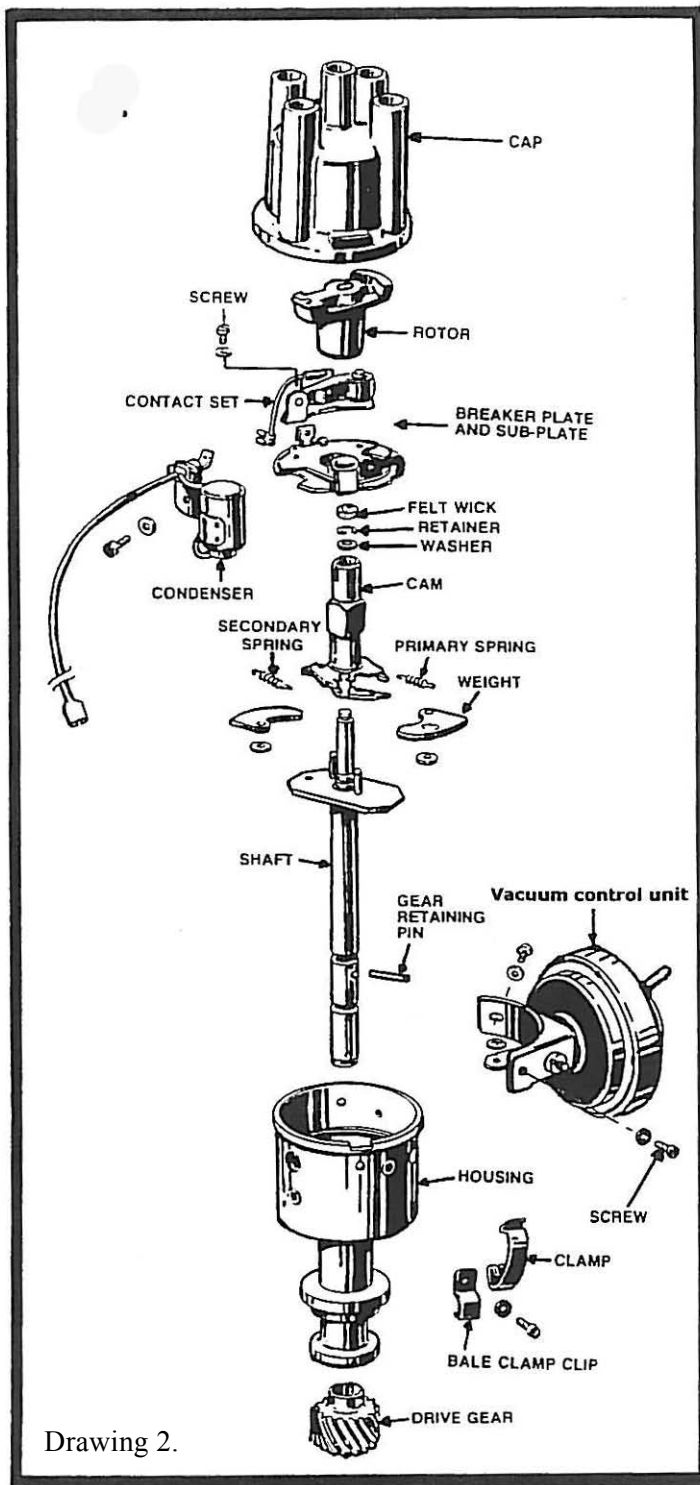
Before we get into that, let's review just what a distributor does for an engine. It provides--when in good condition and properly adjusted--an optimal firing point for the fuel/air mixture in the cylinder. This firing point depends upon engine speed, load, fuel in use, engine design and operating conditions--i.e., starting, idling, accelerating, constant speed and overrun. The firing point is matched to the instantaneous engine operating conditions by speed sensitive and pressure dependent spark advance systems--mechanical and vacuum. Both advance systems can take effect individually or simultaneously. These spark advance characteristics can be plotted as curves on a graph when the distributor is run through its operating range on a SUN [or similar] distributor test machine.

At full load, for example, the throttle is fully open; with increasing rpm, ignition spark is continuously advanced by the mechanical advance system. At part throttle the air/fuel mixture is less rich and less ignitable, ignition takes longer and the firing point must be further advanced. This is provided by the vacuum system. It is vital that both advance systems are correct for the engine and that basic timing is properly set.

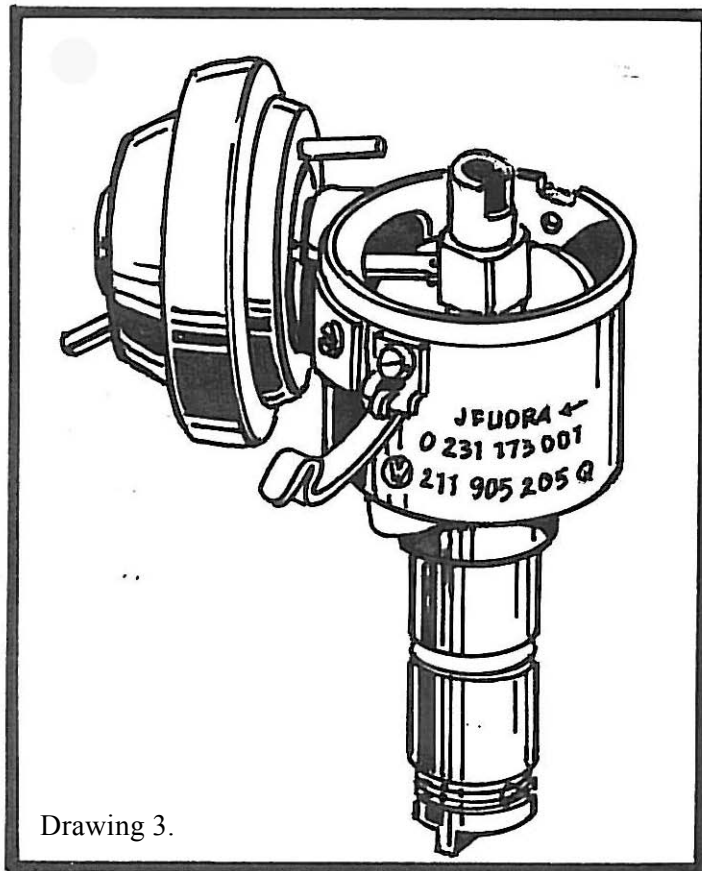


Drawing 1 is a schematic drawing of a typical Bosch distributor ignition system. With the ignition switch "ON" [and if the ignition points are closed], current flows from the battery thru the switch and thru the primary winding of the ignition coil, producing a strong magnetic field, thus storing energy. As the distributor rotates, the points open and the magnetic field collapses, releasing the stored energy and inducing high voltage in the secondary coil windings. The voltage is fed via a high tension wire to the center contact of the distributor cap, and thence to the appropriate spark plug.

It is worth noting that on the average, TWO MILLISECONDS separate mixture ignition and complete mixture combustion in the cylinder. If the ignition point is not correct, complete combustion will not take place and optimum power will not be realized. Improper basic timing, centrifugal or vacuum advance problems or wear in the distributor body [allowing shaft wobble] contrive to degrade engine performance rather notably.



Drawing 2.



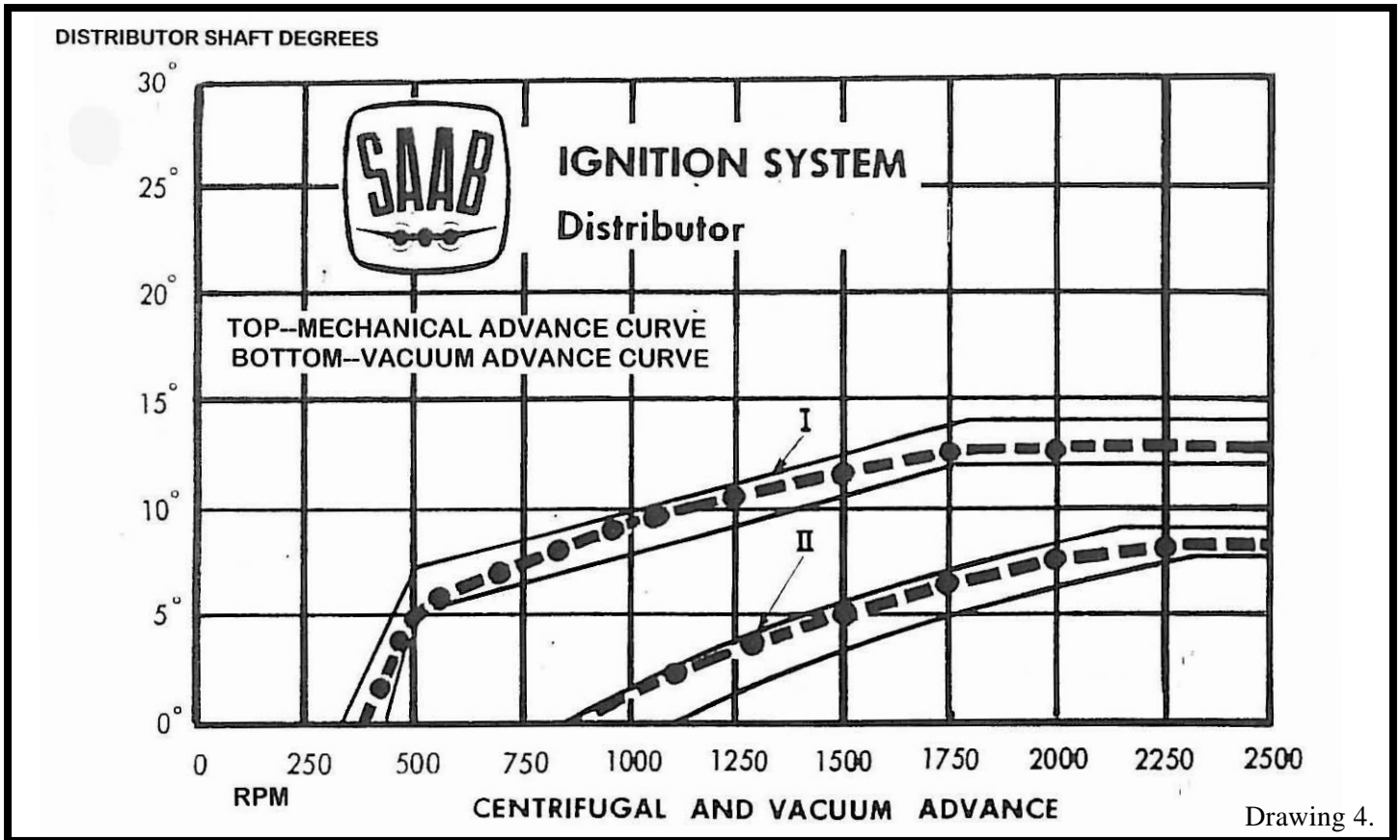
Drawing 3.

Drawing 4 shows typical advance curves for Bosch distributors used in Ford V4 engines that were sold in considerable quantity to Saab [1967-80]. The solid lines are the upper and lower limits for each curve as specified by Ford. The dashed lines indicate the actual curves which I plotted by operating the reconditioned distributor on my SUN machine. The curves I recoded for the VW distributor shown were only marginally different.

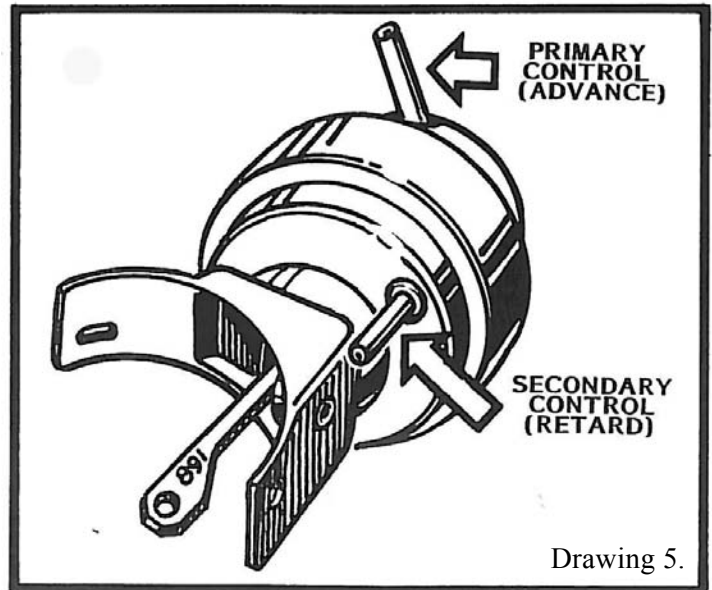
Demand for more horsepower brings with it more challenges. Ancient hot rodders [like me] used to say it was “the three C’s” for more power--Camshaft, Carburetion and Compression. When you are dealing with an air cooled engine, you have to add another “C”--COOLING, which puts a real limit on the first three. Add in the boxer engine configuration and you have other problems--long fuel/air travel [carburetor to cylinder], siamese intake ports and firing order. Obviously, as V W increased displacement to get more power, they had to try a lot of trickery in the distributor area to make it all work without serious hesitation and flat spots in the driving cycle. A look at the tune-up chart in any decent service manual on air cooled VW’s shows a minimum of a dozen different basic [static] timing settings and nearly as many different distributors. Many LOOK the same, but as always, the devil is in the details.

Drawing 2 is shows an exploded view of a typical Bosch distributor. This one is for a Ford engine as used in a variety of Ford 4-cylinder engines. Drawing 3 is of a Bosch distributor used in a Volkswagen. The internal parts are nearly identical for both distributors. Variations in advance curves are made by varying the primary and secondary springs [for centrifugal advance] and by changing the vacuum advance units.





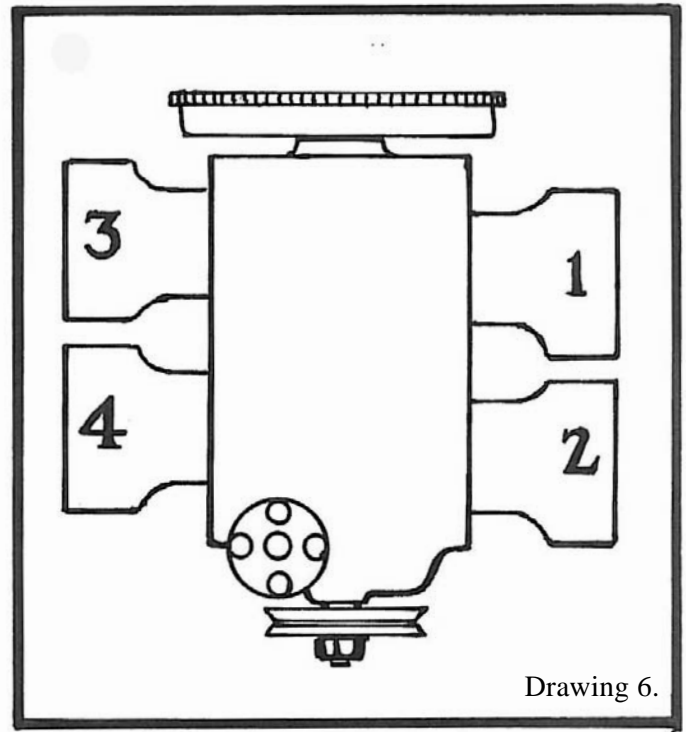
One of the devils is emission controls. Around 1970, Bosch introduced a vacuum control unit with two internal diaphragms--one for ADVANCE, one for RETARD--to help reduce emissions [see Drawing 5]. The advance side is connected by a hose to PORTED vacuum--from that part of the carburetor body ABOVE the throttle plate and BELOW the venturi. The retard side is connected to MANIFOLD vacuum--the intake manifold below the throttle plate. With the engine at idle, ported vacuum is very low, but manifold vacuum is high because the pistons are trying to suck in fuel/air mixture from an almost closed chamber. So the engine is running with spark retarded some amount [again--measurable on the SUN machine]. As the throttle is opened, vacuum conditions reverse--manifold vacuum drops and ported vacuum increases a bit. At full throttle, both areas experience almost NO vacuum because now the pistons are getting the full amount of fuel/air mixture and the velocity of air through the carburetor is very high.



mixture to the cylinders is instantaneously lean.

As rpm increases and the engine reaches cruise condition, both manifold and ported vacuum values go up, but the dual chamber advance mechanism allows the advance side to have more effect. Centrifugal advance has linearly increased and the engine is running at an optimum firing point, even though a lot of fudging about has taken place to keep it there.

I mentioned firing order as one of the problems the boxer engine designer faces. As you look at the VW engine from behind the car, cylinders 1 & 2 are on the right, cylinders 3 & 4 are on the left, with the odd numbered cylinders forward [see Drawing 6]. The firing order is 1-4-3-2. If we shift the sequence it is 4-3-2-1, and cylinders on either bank fire in sequence. There is always some valve overlap, meaning that while one cylinder on a bank has fired and is pumping out burned mixture, the adjoining cylinder is filling, and a certain amount of mixing is taking place between cylinders, and contributes to the hesitation problem of the VW engine. This sort of thing simply doesn't take place, say, on an in-line four cylinder engine with a cross-flow head [four ports in, four ports out] like those found on a twin camshaft FIAT or Alfa-Romeo engine with twin dual-choke Weber carburetors.



VW attempted to resolve the problem by using two carburetors on the first of the type 3 cars, which was an improvement, though that effort was limited by the short overhead space in the engine bay. In terms of air cooled, carbureted [not fuel injected] VW engines, probably the best solution is dual carburetors, but placed as high--away from the intake valves--in the engine bay as feasible, while still allowing a decent air cleaner. Intake manifold icing in high humidity conditions has to be considered, so

some form of intake manifold warming must be included. A number of twin carburetor kits are available, which is a step in the right direction, but most are still located LOW [so a fancy air cleaner can be used]. This ignores, rather than solves the problem caused by neighboring cylinders and valve overlap.



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This foray into carburetion and engine layout is meant to give a broader view of the job a distributor has to do. Every auto engine designer has spent a lot of head-scratching time trying to figure out how to keep that two millisecond firing point right where it needs to be at all times for a specific engine. Making that happen at the right time under a nearly unlimited set of conditions is the job of the distributor. I think it is the single most important part of an engine. Because....if the distributor goes wonky on you, your engine won't be far behind.



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# Close your eyes and think *summer...*

It is a Sunday morning in August on Long Island and even before 8AM you can tell the day is going to be hot and humid, probably going to top 90°. The date is August 5, 2012 and the location is the perimeter of Republic Airport in Farmingdale, NY.

Standing in the parking lot there's a long straight half mile of roadway ahead and even in the morning sun the heat wave is shimmering down the stretch. In the distance just rounding the turn at the intersection there's a pop of color. It is red and it is approaching fast. As it gets closer the distinctive outline of a VW beetle takes shape. Closer yet









the lines tell it is a '65 and it is slammed. And so starts the procession for the Second Annual Das Volks Gruppe "Long Island Air Raid". It began with the '65 leading the way and by the close of registration it was 75 VW's later. The stock and modified bugs, buses with all the comforts of home, Things in every color, and dune buggies shiny and sleek, all made a presence.

And so begins what turned out to be an incredible day for a car show. The venue this year was the 56th Fighter Squadron in Farmingdale, NY. It is a restaurant whose theme was memorabilia of WW II fighter pilots, and invoked the scenes and music of a different era. Aircraft that they used to win the war are displayed on the grounds and the rear windows look over the airstrip of Republic Airport. This location was the perfect setting for the DVG "Air Raid" and added layers of ambiance for the show.

The venue gave the car owners the opportunity to showcase their VW's amid the tree covered fields, with brick fireplaces and stone patios intertwined. The guests of the show could meander along a wandering path of VW's and then relax at picnic tables to enjoy the view and get a bite to eat.

This show was a great success and more importantly loads of fun. It gave the participants a whole new type of venue to experience the camaraderie of being a VW owner and the spectators who attended got a real treat in seeing these beloved cars up close and personal. The "Long Island Air Raid" was not a judged show but "trophies" were awarded by people's choice voting. In keeping with the "Long Island Air Raid" theme and to honor those in service, the winners of the 7 categories selected by voting were given a green army helmet that had the award name decaled on the front.

The Das Volks Gruppe is proud of the show that was presented 2012 and hopes to continue the tradition of providing an interesting venue to VW aficionados. Look forward to seeing you in 2013.

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### The Struggle to Replace the Beetle, First Ideas

#### The Porsche project #402

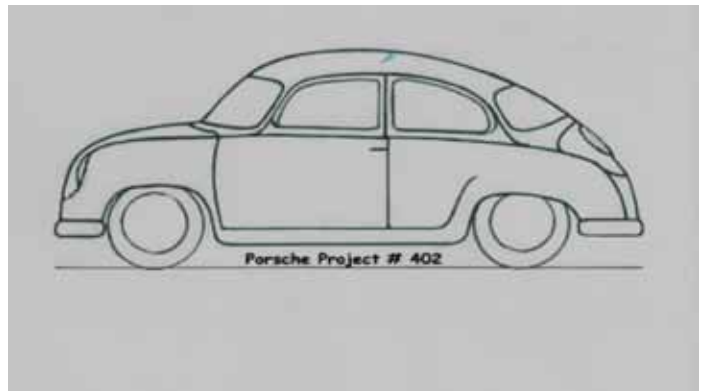
Ivan Hirst's comments regarding the Beetle were, as it was published in "Automobile Quarterly" Volume 28, No 2. Page 184: "...whereas the original VW, perhaps due to Porsche's attachment to the backbone chassis and swing axles, was somewhat retrograde in having a separate frame with a body bolted on". This, Hirst felt: "was wasteful of materials and man-hours in manufacturing. It also left the rear and the front of the car with a flimsy overhang. For a variety of reasons, however the Beetle, as found by the British, lent itself to sweeping improvements".

Arthur Railton in his book "The Beetle" "A Most Unlikely Story", states: "The Beetle body was the most expensive mass produced car body ever built. Porsche, in his determination that his small car must be as strong as a large car, had the engineers create a structure of many small parts that, as a geodesic dome, when welded together formed a structure as rigid as one much larger. This design made the Beetle not only expensive to build but very difficult to change. More than 6,000 spot welds were used in the Beetle body. Large American cars required half that number. To make that many welds accurately and economically required expensive tooling, which would be extremely costly to change".

The early head of production at Volkswagen, Mr. Otto Höhne, pointed out the same fact, a long time before the Beetles demise that Volkswagens were very expensive to build. Only in later years, with the introduction of the Golf and Audi, was Volkswagen able to considerably lower production costs. While no official numbers have been published, insiders had told me and many publications have commented on it, that it took only about half the men hours to build a Golf as it did building a Beetle.

Here we have the opinion of Ivan Hirst telling us the front and rear of the Beetle were very flimsy while Arthur Railton opinionated that Porsche designed the Beetle very rigid. While these two did not agree on the rigid/flimsy subject, they agreed however that the Beetle was an expensive car to build.

Heinrich Nordhoff was very much aware of all of these inherent shortcomings and was not in an enviable position in 1948. He was put in charge of running the most modern car factory in Europe with the most up to date tools but the car produced was very expensive to build. The high production cost of the Beetle was acceptable as long as the exchange rate between the Deutsche Mark and the Dollar was in favor of the DM. Also the reason for Nordhoff to prefer selling to dollar currency markets and let the Europeans wait for their cars of



up to two years.

Not being sure what lay ahead for the Beetle with its unusual appearance and expensive to build design, was it any wonder that Nordhoff wanted to replace the Beetle as early as 1948? At a first meeting with Ferry Porsche in the fall of 1948, Nordhoff asked him to look into ideas about a Beetle replacement. Porsche was still in Austria; their facilities in Stuttgart were occupied by the Allies. It would have been very difficult for Porsche to come up with a prototype in Austria. Even though, Porsche claimed in his first autobiography that they had a Beetle replacement ready for production. A statement he later corrected in his second autobiography where admitted that the work in Austria was only a concept study, which never left the drawing boards. However, it did have the project number 402 assigned to it. There is very little known about that first attempt by Porsche. Many historians even questioned whether there actually was such a project. Fortunately there is one place where there is some detailed information. The second volume of Etzold's series of book called the "Chronicles of the People's Car", ISBN 0 85429 845 2, shows two rough primitive sketches and lists some proposed technical details. I made an attempt to redraw these first sketches to give readers some idea how this car was to look like. It looked very much like the 356 Porsche sports car under development, but with an enormous large wrap around windshield and just as large rear glass. No technical details of this project, the # 402, the first attempt to replace the Beetle, are mentioned anywhere. It must be assumed that engines and transaxles were not discussed. Nordhoff may not have wanted to tackle changes to the mechanical concept this early, except for the front suspension.

Interestingly enough a McPherson front suspension for the Beetle had already been considered even before the 402, under project designation # 401. Later, under # 522, another attempt to install a McPherson suspension on a regular Beetle was considered again. That attempt was given up because these struts made the front of the Beetle look too elevated and ungainly. Somehow the front suspension, for unknown reasons, received a lot of attention over the Beetle's lifetime; constant changes were made, however with only limited success.



While the Porsches, in 1948/49 still in Gmünd, Austria, were thinking and drawing up ideas about how to replace the Beetle, people in Wolfsburg also came up with their own ideas of how a future Beetle should be like, we will have a look at those in the future.

## Der Schwimmwagen, the Type 166



The Kübelwagen, the Type 82, the Volkswagen that would eventually become the main small German military vehicle, had not even gone in production, when on June 18 1940 the military expressed interest in an amphibious Kübelwagen. Actually that was how the original efforts were described at first, an amphibious Kübelwagen. Eventually it would become known as the Schwimmwagen. Besides the request of it to being amphibious they also wanted it to have a 4 wheel drive system. It was actually the SS unit of the military which asked for such a vehicle, the same organization that originally initiated the Kübelwagen idea.

Anticipating such a request, Porsche had already started to work on and tested 6 four wheel drive versions of the Kübelwagen known as the Type 87. So it took not too much time to have a floating four wheel drive Kübelwagen ready. At first it was just a matter of welding a watertight body to the Kübelwagen chassis, making this the first Volkswagen with a unitized body. First tests were conducted on September 21 1940 at a lake in the vicinity of Stuttgart. Young Ferry Porsche was doing the driving and the tests worked out sufficiently well. At least the test vehicle did not sink.

By November 1940 two Schwimmwagen models based on the Kübelwagen, now designated the project 128 were ready and extensively tested during November and December. These tests were conducted on highways, dirt roads and under what was called extreme conditions, including floating for 18 hours in water. In all of these tests other manufacturer's vehicles were included for comparison purposes. It was the Volkswagen however that performed by far the best. 175 cars for further

testing were requested and built using now bodies by the Drauz body builder works, while the mechanical parts came from Porsche in Stuttgart.

While all these early tests were satisfactory, the SS insisted that the Schwimmwagen had to be more boat like, have a shorter wheelbase, a smaller track, a five speed transmission and a larger engine displacement. As a result of these requests the Schwimmwagen received its bathtub like looks, was more powerful by increasing the displacement from 985ccs to 1153 gaining 3 DIN hp. The wheelbase was reduced by 4 inches and the track by about 1 inch. To build these cars using regular Kübelwagen chassis would have simplified production considerably; it would have allowed the Schwimmwagen to be assembled on the same assembly line. However, the final version was much more expensive to manufacture. The many newly made changes made it however more maneuverable and easier to navigate in the water.

With the final changes a new and final designation was assigned and the newest version Schwimmwagen became the Porsche Type 166. At first some final assembly work took place at the Porsche facilities in Stuttgart; by 1942 all production shifted to Wolfsburg. At first Wolfsburg used bodies from Ambi Budd in Berlin just as all the Kübelwagen bodies were initially supplied by this same company. A not well known fact is that eventually all bodies and chassis for the Schwimmwagen were built 100% in Wolfsburg.

The fact that it had been decided not to use the Kübelwagen chassis for the Schwimmwagen contributed to the eventual demise of this car after only 14,276 units, representing 21.5% of all military Volkswagens built. During an August 1944 air raid the VW factory was badly damaged and the dedicated assembly line for the Schwimmwagen was mostly destroyed, while at the same time Kübelwagen production was able to continue until 1945.

Like with all cars Porsche worked on, there were many version of the Schwimmwagen built, I like to mention only two additional ones besides the standard version. One remote controlled, was intended to be loaded with explosives to destroy enemy installations. The other one had two tubes attached to the upper side of its body one left and one to the right. Pictures of this one have been published and many have speculated what these tubes were for. Some thought it was to supply air to the carburetor. Finally, in a book by the ex-archivist of Volkswagen, Dr. Bernd Wiersch, published in 2006 it is explained. Those two tubes were actually rockets; they were to assist the Schwimmwagen climbing up steep embankments which, according to Wiersch, they thought was necessary to invade England. During its first test, the testers elected a too steep incline and the car did slide down sideways and was damaged badly, with that putting an end to this strange project.



Following a tradition of outstanding concerts, Funfest for Air-Cooled VW welcomes The Beatles Tribute band, The Return, Saturday, June 1, 2013. The Saturday night concert will have guests singing along to Beatles songs from both Beatlemania/Touring years, as well as Sgt. Peppers era in the band's two-set act.

The Return got its start back 1995 when four friends got together to play their favorite Beatles songs for what they thought would be a onetime show. That show, which was very well received, turned into a regular gig and the group has polished up their act for the highest level of authenticity. Richard Stelling as John, Shane Landers as Paul, Michael Fulop as George and Adam Thurston as Ringo capture the essence of the Beatles themselves with a near-perfect reproduction of the live Beatles concert, down to John Lennon's on-stage gum chewing and using exact replicas of instruments and gear originally used.

"With this year's theme of Magical Mystery Funfest, having The Return as our Saturday entertainment just makes sense. I'm thrilled to welcome one of the most authentic, entertaining and exciting Beatles tribute bands to Effingham and to Funfest," said Mike Yager, Chief Cheerleader and Founder of Mid America Motorworks.

In The Return's career, they have shared the stage with legendary acts such as Little Richard, Jerry Lee Lewis, The

Monkees, Peter Noone, Chubby Checker, Jerry Lewis & The Playboys and 38 Special. The band also headlined the Path Rocks 2009 Paul McCartney pre-party concert and the 40th anniversary celebration of the Beatles' visit to Tokyo, and has been featured nationally on CNN, TBS and VH1.

The Return's first set will consist of black suits similar to those worn on the Ed Sullivan show on Feb. 9, 1964 and include a mixture of #1 hits consisting of I Want to Hold Your Hand, A Hard Day's Night and Day Tripper. The second set will switch over to Sgt. Peppers suits as seen on the album cover for Sgt. Pepper's Lonely Hearts Club Band and include various #1 hits like Hello Goodbye, Revolution and Hey Jude. For more information on The Return, please visit [thereturnonline.com](http://thereturnonline.com).

The concert begins at 7 p.m. Saturday, June 1 on the 14,000 seat amphitheater located on Mid America Motorworks corporate campus in Effingham, Ill. All registered Funfest attendees have automatic admission to the concert.

Mid America Motorworks is celebrating the event's 15th Anniversary with a Magical Mystery Funfest. In addition to the popular Celebrity Choice car judging, slalom races and Saturday night concert, Funfest has added an all new line up of seminars with a new location and will be exhibiting more suppliers and vendors than ever. For the latest updates and to register, visit [www.funfestacvw.com](http://www.funfestacvw.com). All participants registered by May 15, 2013 will receive preferred pricing on weekend





admission and the Funfest t-shirt and a goody bag, while supplies last.

**World Famous WWII Air-Cooled VW Collection on Display**

We're excited to announce that they will welcome a display of rare and unique WWII style vehicles to Funfest for Air-Cooled VW 2013. A selection from the world famous collection of Dr. Mac Jones will make the journey to Effingham, IL for the event.

Included in the display will be a Kübelwagen, Schwimmwagen and KdF-Wagen. All three of these vehicles were produced by VW and used by the German military during WWII. The Volkswagen Kübelwagen, literally translated as "tub truck," for its resemblance to a metal bathtub on wheels, was based heavily on Ferdinand Porsche's early Beetle designs and became a light military vehicle known internally as the Type 82. The VW Thing sold in the 1970s and used by many European countries as a responder and military vehicle was clearly designed along the simple lines of the Kubelwagen. 50,435 Kubels were produced. It is estimated that there are 150 in the United States and approximately 1,000 worldwide.

The Volkswagen Type 166 Schwimmwagen is an amphibious four-wheel drive off-road vehicle used extensively during the war with a unitized bodytub structure for smooth movement through the water. The VW Type 166 is the most numerous mass-produced amphibious car in history. 15,584 "Schwimms" were produced. There are approximately 100 on the Schwimmwagen registry including 1 in New Zealand and another in Japan.




During World War II, German motorcycle (Motorrad) manufacturers produced a wide array of bikes specially designed for the rigorous conditions of combat. Designed to withstand bullets, shrapnel and punishing weather conditions, it's no wonder that many have survived to the present day.

The KdF-Wagen was set up by Hitler's "Strength through Joy" organization as an affordable car for the people. Due to the shift to wartime production, no consumers ever received a KdF-

Wagen; only a few military personnel had possession of the vehicle. After WWII, the vehicles were ordered destroyed which makes them extremely rare. This vehicle was the closest predecessor of what we now know as the Volkswagen Beetle. There are just 50 KdF-Wagens on the register with 5 of them listed under the Dr. Mac Jones collection.



*Mid America Motorworks offers quality aftermarket parts and accessories for Corvette and Air-Cooled VW enthusiasts. For more information on Mid America Motorworks or to request a free catalog, call 1-800-500-1500 or shop online at [www.mamotorworks.com](http://www.mamotorworks.com). Follow us on Facebook and Twitter, and keep up with Mike Yager at [blog.autotainment.com](http://blog.autotainment.com). 17082 N. US Hwy 45 - Effingham, IL 62401 800.500.1500 [www.mamotorworks.com](http://www.mamotorworks.com)*


**June 15, 2013**  
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**Hot VW magazine covered the 2009 show saying "it is truly a fun, kicked back event that is definitely worth attending."**  
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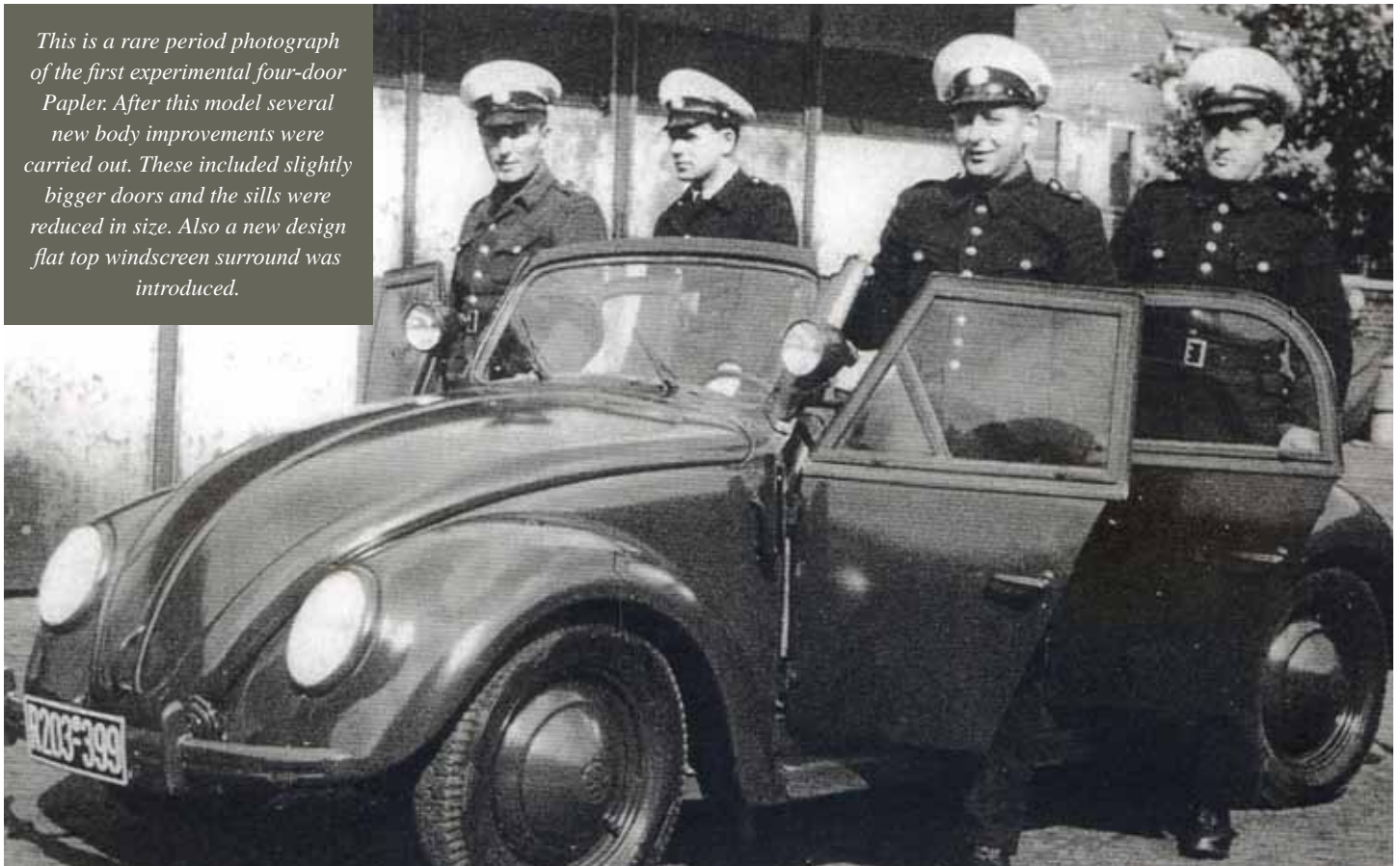


Spectators free Show Car \$20.00 Swap Meet Spaces \$30.00  
**More info go to [OMAHAVWCLUB.COM](http://OMAHAVWCLUB.COM)**





*This is a rare period photograph of the first experimental four-door Papler. After this model several new body improvements were carried out. These included slightly bigger doors and the sills were reduced in size. Also a new design flat top windscreen surround was introduced.*



# My Tribute to the VW Type 18-A

## Chapter Three

By Bob Shaill, [coachbuilt-vw@tiscali.co.uk](mailto:coachbuilt-vw@tiscali.co.uk), Photos: Bob Shaill collection

### **Karosserie Papler**

The first car body from the Franz Papler firm appeared in 1908, but it was 1920 when the well known Cologne undertaking began. They built many very interesting bodies for firms like Rohr, Selve, Mercedes-Benz, Wanderer, and Adler. From 1936 a large series of utility vehicles, and special bodies for military trucks were ordered by neighbouring Ford. During the war years they converted Ford V-8 saloons into small open back troop carriers. These cars came complete with rear fender-skirts and were also used as transport vehicles also for towing German 20mm flak 38 guns.

Another Ford-based vehicle was a test model with the chassis of the American one-ton Ford of 1939, with four-wheel drive and a V-8 motor. This four-door open top body was to be built by Papler in a series of 1500 units, but the order was cancelled and where never built.

After the war Papler began modifying vehicles for the police. Although Hebmüller registered itself bankrupt in 1952, it ceased production of the type 18-A in December 1949. Some 18 months later Papler began production of their own Police VW type 18-A to meet the demands. Not only Beetles were converted, other makes were involved, including the Ford Taunas, and several DKW - Sonder Klasse Cabriolet's. Some special model Fords were also commissioned, - around eight Ford Taunas radio/radar vehicles were made, but these were canvas doors models that were very similar to Hebmüller canvas door design. Unlike Hebmüller and Austro-Tatra, who were commissioned by VW to build these cars, Papler did not, and subsequently they had to find their own vehicles. Some were purchased new, but in most cases bought 'as new' on the second-hand market, which made the conversion far more expensive and time consuming to produce. Who



*A very rare period photograph of three Police officers relaxing in their Papler before the start of duty. It's interesting to note two of the officers are wearing dust-goggles on their hats.*



*This was my first four-door Beetle Cabriolet that I restored. This was a 1951 example that was originally used by the German Police in the city of 'Lemgo'. This was in very poor condition and took me over two years to bring it back to its former glory.*



*Two of my four-door Papler's as seen together berthed in my wooden workshop. Work then was still being carried out on the '52 model. Photo circa, 1999.*

commissioned these police vehicles, is still unknown, probably ordered by the police governing authorities.

The Papler model was, in my opinion, the best thought out design of them all, and worked very well, also they were far more pleasing to the eye. Both the Hebmüller type 14-A and 18-A cabriolet models used the same standard Karmann type 15 cabriolet front windscreen surround and glass. Papler also use the same Karmann screen surround and glass but the outer windscreen surround was very different. They designed and fitted a wider, squared-off outer screen which would then match up with the vertical detachable door screens. The design was far more beneficial to the occupants, especially during the winter months.

### Papler Body numbering

I must point out that none of the Papler's models had the same type of [18-00000] body numbering system as those used by Hebmüller and Austro-Tatra. Because Papler had to use second-hand vehicles all they vehicles retained their original VW factory six figure body numbers system.

Papler only produced around 151 VW Beetle Cabriolet's from the 1951 to the end of 1952. However one extra model was made for a local rich land owner for hunting purposes in and around his estate.



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In 1956 FAUN or [Fahrzeugfabriken Ansbach und Nürnberg] acquired a majority of the Papler firm and Papler moved premises and carried out repair work for all Faun products from road sweepers to NATO tank transporters.

How many of these original Papler Police vehicles have survived today remain unknown, but I know at least six VW examples are known to exist worldwide, of which, I have owned two of them!

Next month we look at one of three VW Type 18-A built in a garden workshop.



*The condition of my second Papler was in much better condition. This 1952 example was used by the police, but when it was decommissioned in 1959 it was taken over by the 'German Red Cross'. I restored it in the 'German Red Cross' colour scheme which made a nice change from Polizei Green!*

## 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

## PARTS AND SUCH FOR SALE

Tool Trolley 166N VW Tool Rollaround. NOS ITB \$1,950 (THE REAL THING). NOS VW Radio for 68 & up with speaker – ant – HDW - & installations \$600. Under seat Gas Cans blue and red, restored – like new \$750. Fuel reserve cans like new, black complete \$950. Center arm rest light blue with white piping, good used, 1-10 – an 8, completely original \$850. Motor Meter 3 gauge panel for an oval, chrome or paint restored \$1500. NOS Hella Spot light (ITB) \$250 – only 3 left. All parts & accessories plus shipping and handling.

**TOOL Boxes:** we now carry in stock all clips, rivets, flocking, decals, stickers. NOS tools. Updated screw drivers. ALSO: we take trades & also do full restorations. Our 15 inch VW tool boxes are \$1500 comp. Our Hazet are \$1650 comp. We also have a complete pay as you go program. Paying out the tool box is no problem at all. A small deposit puts your box aside. Also .. for the select few, we now carry the one & only 16 inch tool box for our split window members. Please remember ... the tool box is, was and will continue to be the #1 accessory on the VW market. All items plus shipping and handling. Contact Phil Weiner. 9625 SW 15th ST., Miami Florida. 33174. T: 305-552-3982. F: Same. Call first.

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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

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

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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.

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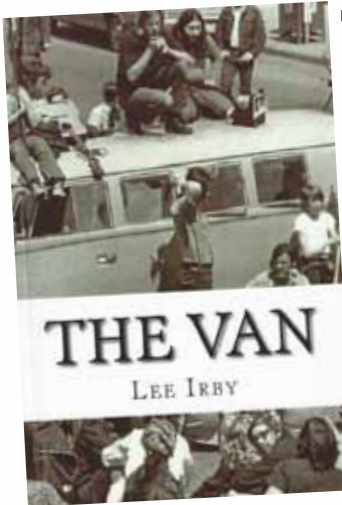
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# The Volkswagen Library



## The Van

*By Lee Irby. Published in the USA in 2012 by Broke down Press, Lexington, Kentucky. ISBN 0615591159. 316 pages, soft cover, no pictures.*

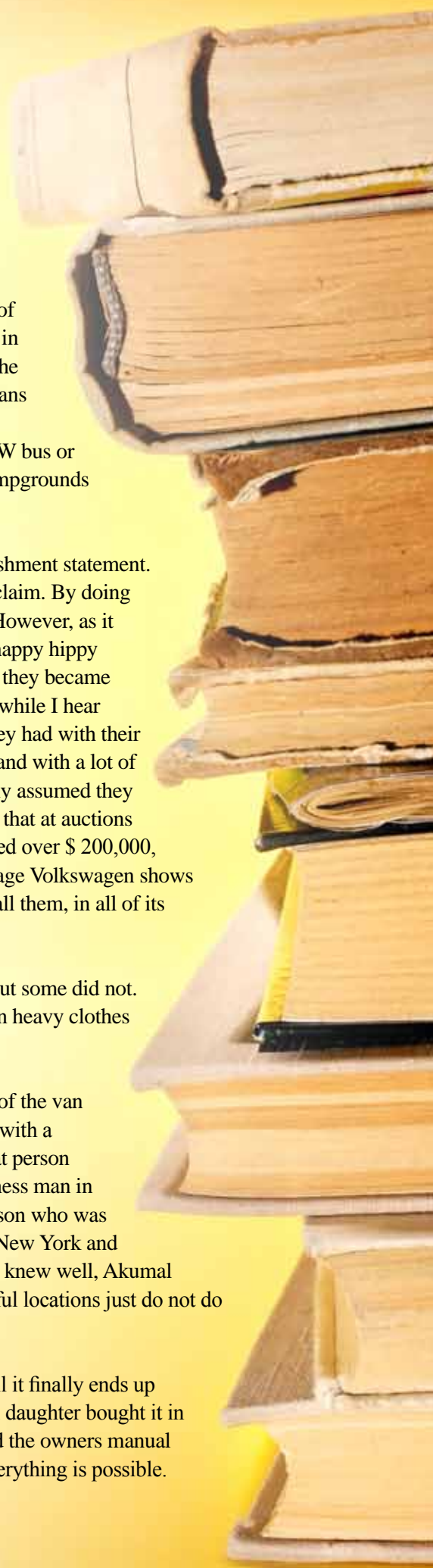
During the sixties and seventies of the last century a lot of young people, if they were not wasting their life's away in Margarita Ville or staying in Hotel California, traveled the US and Mexico in their Volkswagen buses also called vans by some. You could see them everywhere in places like Woodstock etc. Some even went to Europe renting a VW bus or a VW Camper in Holland to hang around European campgrounds and taking in the sights.

It was an economical way to get around and it was also to some degree an antiestablishment statement. Many of these hippy travelers were doing their own thing as they would proudly proclaim. By doing so they did reject, as most young people do, the moral values of established society. However, as it is almost always the case, reality eventually caught up with most and many of these happy hippy campers came to their senses and became part of the establishment. Like for instance they became professionals like doctors, lawyers, investment bankers and entrepreneurs. Once in a while I hear nostalgic comments by some of these very successful people about the good times they had with their VW buses, not having any care in the world. Most of them are now of advanced age and with a lot of money and having their midlife crisis. Instead of getting a red sports car as it is usually assumed they try to return to their younger years by buying an old VW van. Perhaps it is the reason that at auctions used buses command such high prices these days. One 23 window bus recently fetched over \$ 200,000, two hundred thousand that is, at an auction here in Southern California. Visiting Vintage Volkswagen shows recently I noticed that many times these vans or buses or whatever people prefer to call them, in all of its variations often outnumber regular Volkswagen Beetles.

As I have said, many of these traveling young folk became successful in their lives, but some did not. They are now pushing shopping carts along streets in our urban centers, bundled up in heavy clothes even on the hottest of days.

This book seems to try to cash in on the sentiments many ex-hippies have. The story of the van featured in this book starts in 1964 at the Transporter factory in Hannover, Germany, with a story about a man working on the Transporter assembly line and dreaming about what person in the States would buy the vehicle he was working on. As it turned out it was a business man in National City, south of San Diego in Southern California. He bought it for his surfer son who was living in Dallas, Texas, of all places. It goes all over the US with stops in California, New York and again Texas but most of the time in Florida. Two trips went to Mexico to two places I knew well, Akumal and Zihuatanejo. Somehow and unfortunately the two stories, from these two beautiful locations just do not do not reflect any of the local flavors.

The author admits that the book is a work of fiction and the story follows the van until it finally ends up where it all began in 2008, after 44 years and 250.000 miles, in San Diego. A grateful daughter bought it in Florida and had it shipped to her dad living in San Diego. There the new owner found the owners manual in the glove box and realized where it original came from. When you write fiction everything is possible.







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