



VintageVoice

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INSIDE:

- 2 Director's Forum
- 3 Bosch Windshield Wiper Motor for Beetles
- 11 Vintage V,A Parody
- 6 Volkswoman
- 8 Drum Brake Shoes: Replacement and Adjustment
- 10 Gutenberg's Books
- 13 NIVA's Bugfest Road Trip 2013 and Stateline Volksfolks Vintage Picnic
- 18 Impressions of a Car Show
- 20 Historian's Corner
- 22 VW Type 18-A Revival: Chapter Five
- 25 First Came Air / Then Came Water

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Director's FORUM

Most of you will receive this newsletter closer to the later part of the month as we place another blanket on the bed and turn up the thermostat for the colder weather ahead of us.

For most of us here in the Northern area of the country, we know it's time to consider preparing our VWs for a long winter's nap. It's hard to believe that the season has flown past us so quickly. As I look out our back door window, I'm surprised to see that the leaves on the trees are beginning to change color and find it hard to believe that the summer has escaped us so quickly.

I am probably no different than you as I had hoped to accomplish so much more this year than I had in the past. Our '58 Beetle needs a fender repaired and of course ... the '69 Westfalia camper bus is begging for a bit more attention than I can afford to give it. But I've quickly come to realize that the weekends have slipped by us all too quickly and that there just weren't enough days in the week for me to accomplish it all. As I discuss with my wife all those VW chores facing me in the weeks to come, she reminds me that the '58 Beetle didn't get its' fender fixed and our '69 still runs as rough as it did earlier this year. I'm continually asked to clean the garage and pick up all those VW parts I've got scattered from one wall to the other; while being told that I must throw out those old and musty VW magazines I've got collecting in corner of our lower level family room.

You've probably got similar stories to tell of how your best laid plans had to be placed on the burner for another day. It seems we all have good intentions and despite the criticisms of our loved ones, we never make as much progress on all those projects as we've had planned.

While I hadn't worked on my cars as much as I had hoped

for, I can state that the year was not a total loss after all.

As I reflect back upon the past several months, I would have to state that 2013 has been a great year for developing new friends within the hobby across the county. I've enjoyed new experiences, learned a few new tricks along the way and have had the opportunity to meet up with some friends I've not seen in years.

In the months to come I'll share some of those experiences with you. I'll share stories with you of how I'd found a VW bus that serves up as a hotdog stand in Nashville, Tennessee. I'll share a story of how I'd bought a VW thing ... a purchase fueled by emotion ... and of course I attempted to justify my purchase with vague bits and pieces of logic.

There's also a story I can share with you of a man I had met while I was held in captivity at our local hospital ... who lays claim to have actually worked on a VW assembly line in Germany. I can share with you as well why it's a wise decision to carry with you a spare parts kit when heading off to one of your favorite VW events.

2013 was a good year. Although I nowhere near accomplished what I had hope to in preparing my VWs for the season, I gained so much more in sharing my time with those far more experienced than I in the hobby and those who were longing to learn much more for the very first time.

As 2013 comes to a close, I hope you have the time to prepare yourself for the months to come. As you do, please take a moment to reflect back upon your experiences during this past season and make sure you take a moment to make plans for what you'd like to accomplish in the coming next year.

Bosch Windshield Wiper Motor for Beetles

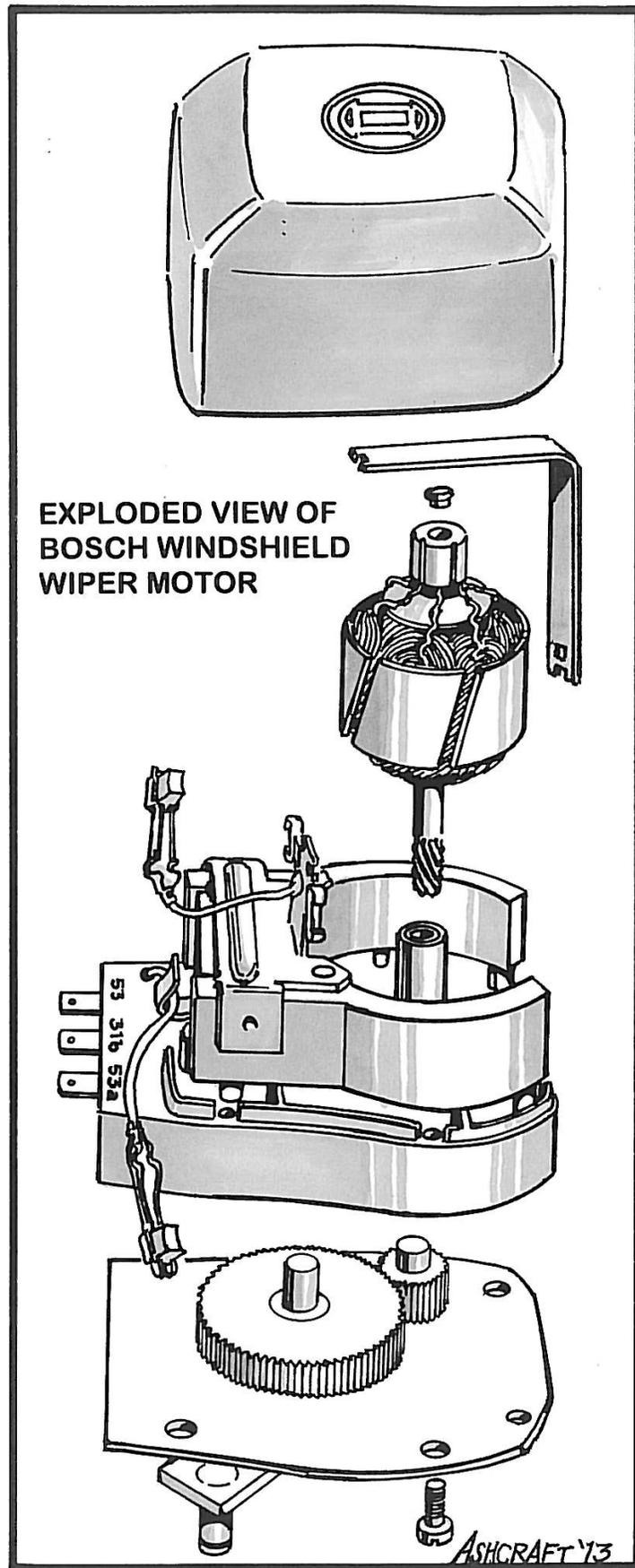
By Jack Ashcraft
jacksonashcraft@gmail.com

Windshield wiper motors are basically pretty simple, but do have some interesting quirks. The Bosch wiper motor used in early VW Beetles was a one speed affair with a provision for self parking once the wiper switch was pushed in, to OFF. The basic motor is simple as you will see. The self parking mechanism ... not so much.

The exploded view shows the parts. From the top, the aluminum cover, then the bent steel armature retainer clip. The armature itself is a five segment winding with the commutator [where the brushes contact] at the top. Next is the main frame of the motor assembly showing the permanent magnet [that surrounds the armature when the armature is in place], the brushes [shown moved away from the assembly for clarity] and the main base of the unit. At the bottom is the base plate with the large steel drive gear, one of the smaller plastic gears, and just peeking out from the bottom, the actual wiper drive arm assembly.

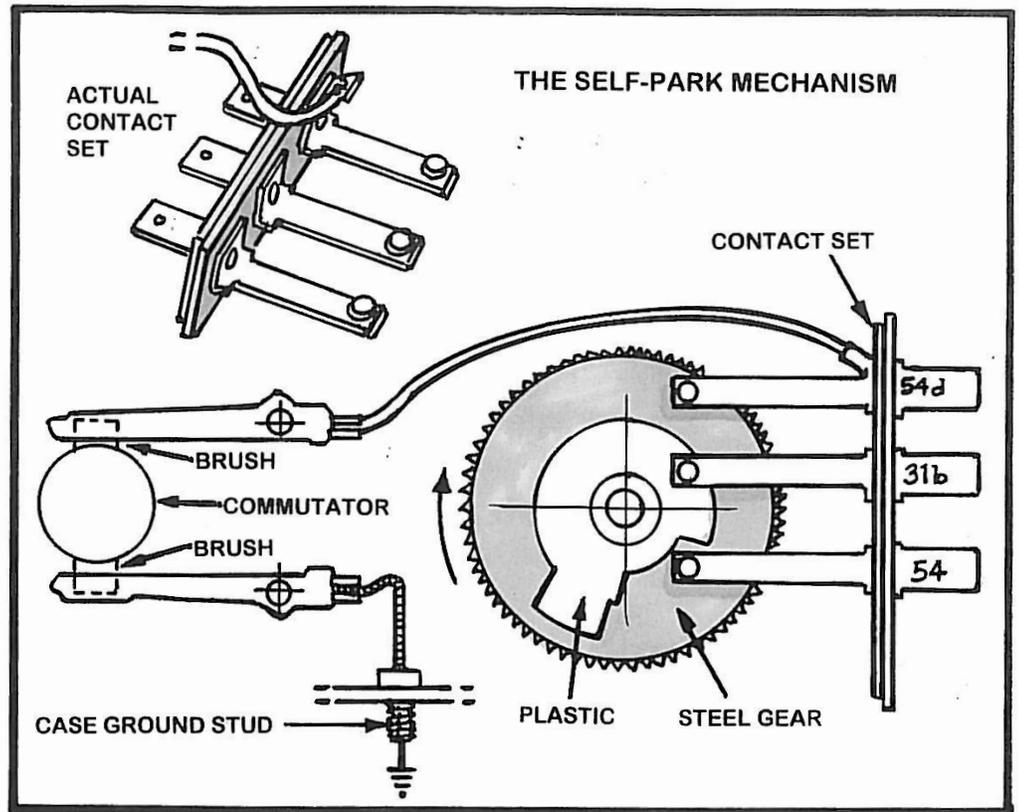
Note the three push-on electrical connectors at the left end of the base. The numbers shown are stamped into the base. NONE of these numbers correspond to the actual electrical connector numbers, which are stamped into the phenolic mount of the contact set. This sort of thing is common where one manufacturer--Bosch in this case--builds one base assembly that will work in a number of applications. The actual numbers we're concerned with are shown in the drawing of the self-park mechanism, so take a look at that drawing.

The top left drawing shows the actual contact set. The drawing below diagrams how the mechanism WORKS. The separate wiring diagram shows the current flow through the system. When the wiper switch is pulled ON [and assuming the ignition switch is turned ON], current flows from the positive terminal of the battery to-and past--the light switch, past a fuse in the fuse box, to terminal 30 of the ignition switch. With that switch ON, current flows out terminal 15/54 to--and through--a fuse, then to terminal 54 of the wiper switch. Note that whether or not the wiper switch is turned on, voltage is felt at terminal 54 of the wiper motor. More on that later. With the wiper switch ON, current flows



out terminal 54d of the wiper switch to terminal 54d of the wiper motor.

Now look at the self park mechanism drawing. The drive gear is steel, so it is quite happy to conduct electricity. The CENTER of the drive gear is plastic, including the gear's center bushing so the gear itself is insulated from the drive motor housing. With the gear in the position shown, the motor WILL run, because voltage is felt on terminal 54 any time the ignition switch is ON and the steel gear will carry current to the tab of terminal 54d, which is connected to the wire leading to the positive brush. BUT it will only run until the outer extension of the plastic center rotates around to the tab for terminal 54d, then the motor will stop, and it will stop in the park position.

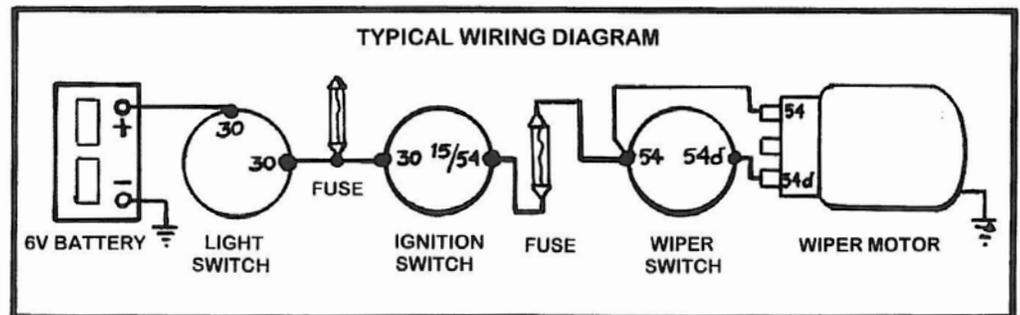


Now for a normal start. Current flows from terminal 54d of the wiper switch to 54d of the motor, then thru the wire to the positive brush. The flow of current through the armature inside the magnetic field of the permanent magnet causes the armature to turn

[wonders of electrical gim-gazzery]. The steel drive gear rotates and the wipers do their thing. The motor will continue to operate so long as the wiper switch is pulled ON.

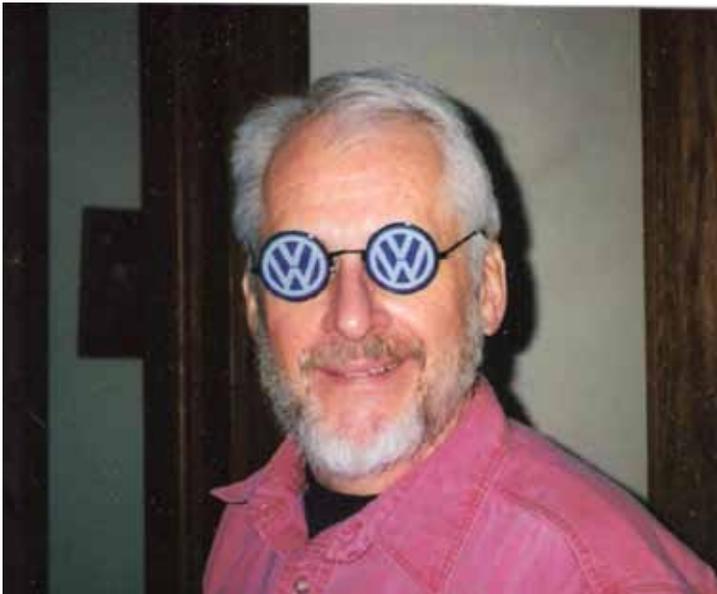
When the wiper switch is pushed in [OFF] current is cut off to terminal 54d, BUT is still felt at terminal 54, so the motor continues to turn until the outer portion of the plastic center gets under terminal 54d. At that time, all current is cut off to the motor and it stops, in PARK position. Interesting, eh?

So what gives with the tab for terminal 31b, you ask. In this application--zip. It is not used. In applications where 31b IS USED, a different steel gear with a different plastic center is installed. It is good to keep this in mind if you happen to find another old motor--it may or may not work in your particular car because of this very difference in steel drive gears.



What goes wrong with these little motors? Usually it is worn out brushes, a damaged or gunk-coated commutator, or so much old, hardened grease and crud on the steel drive gear that it no longer conducts electricity. The last several motors I took apart were really gunked up, and had badly worn brushes. Cleaning the commutator, replacing the brushes and in general cleaning up the unit cured the motor's problems.

I've heard horror stories about replacement Chinese wiper motors only lasting about 9 swipes of the wipers before they burn up, seize up, or generally screw up. Some VW repair shops swear that the "new" Chinese wiper motors have something on the order of 70% failure rate, though I cannot personally verify those estimates. It does seem reasonable to consider rebuilding an original motor--they only seemed to fail after about 40 years of driving and maybe six jillion swipes of the wiper blades. Your choice....



Vintage V *A Parody*

I think that I shall never see
 An auto lovely as a V,
 A V that in her very prime
 Was Porsche's dream and paradigm.
 The people's car, the humble bug
 So plain, so cute, so small and snug.
 Transporter too, the boxy bus
 Quite versatile and still no fuss,
 The double cabs, the singles and
 The schwimmwagen for sea or land.
 And Ghias with cosmetic chic
 Plus engine power at its peak.
 It's true I've loved all gorgeous V's
 So God, I ask, indulge me please:
 If cars have virtues V's are saints;
 In heaven I'll have no complaints
 If only I can see a V
 Near You for all eternity.

Wilma M. Spellman

AIR COOLED EXPRESS

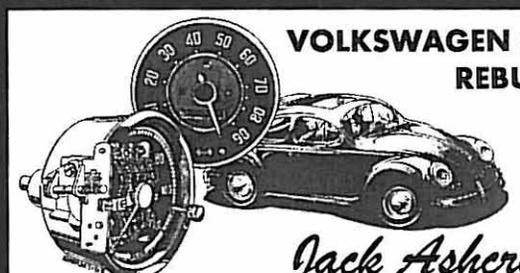
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My Car the Movie Star

Until now, the apex of my “media career” has been writing this column (since 1989 or so, I think) and my column

for *VW Trends* magazine. My ramblings have also appeared in other VW newsletters, a fact that still amazes me. But Bogie, my 1969 Beetle Sedan, has been recruited to appear in a movie. Yes, an actual movie, with a script and actors and everything! Bogie’s part is small, and neither of us (Bogie or me) has any lines to memorize. The only makeup either of us will need will be a good wash and a coat of wax. Even though this is a thrilling thought to me and Bogie, it happened in a very normal way.

Rick Spohn, is often contacted by people who need VWs for some purpose. It’s usually movies, or weddings, or for a commercial of some kind. I have always been a bit leery of allowing my cars to be used for such things, as I have heard horror stories of the aftermath. Sometimes old cars aren’t treated with the loving care we owners give them. Dents and scratches appear on previously-perfect vintage treasures. Window glass gets removed for better camera angles without glare. PAINT schemes change (although in all fairness I doubt any company would do this without

the knowledge of the owner)! While Bogie isn’t perfect by any means, he is an excellent example of his kind in near-original condition. That means he still has his original paint and color scheme. His interior is stock. And as such, I’d hate to goober him up in any way. I decided a long time ago that I was not going to restore him, the way Vernon (my 1959 Single Cab, originally belonging to my dad) and Oscar (my 1958 Beetle Cabrio I’ve owned for nearly 25 years) were. No, my two oldest are show cars and look the part. I have no desire for yet another show car I need to worry about keeping nice! I want to keep Bogie as a nice driver, a car that I am not afraid to take out. Because of this, I was reluctant to say yes to such an opportunity. But after much thought and some carefully-placed questions I started to come around. It could be a lot of fun, plus my Bogie gets immortalized on film! Maybe it would be worth the risk.

When Rick was asked by a movie production company in Great Britain if our club had any members who owned an early-70’s white Beetle Sedan, he naturally thought of me and sent the email on to me. I contacted the producer and got the details, then did several weeks of careful thinking about what I was getting myself (and Bogie) into if I accepted their offer. I emailed the producer a week ago and told him to count me in. Bogie is now a movie star, on the edge of discovery!

OK, so it’s a bit part. He’s not the main character, and he has no lines to memorize. For that matter neither do I (thank goodness). And, best of all for the production company, Bogie is a self-sufficient star. He doesn’t need a makeup crew, a hairstylist, or costumes. He’s not temperamental and fussy and won’t need his own private dressing room. But for one brief, shining moment, Bogie will be photographed cruising down (up?) Highway 1, on the coast near Big Sur. The “driver” will be the main character, a traveler who picks up a surfing hitchhiker while on a trip. The film is - from what I can gather - a short story by Jack Kerouac and will be Part 4 of a four-part series made by this British production company. The camera used will be a small digital model that will attach to my car with suction cups. The film crew itself is small, and they don’t want their actor driving Bogie. Instead, he will be towed behind a tow vehicle for the close shots, and filmed from afar by a - helicopter offshore?? I actually have no idea how they’re going to do this. For the





far away scenes they want me to drive him. That means that technically, I will be “in” the movie also, driving my own car as long as the shot is far enough away for the viewer to not be able to tell that it’s me behind the wheel and not the actor. The contract with all these details has not come yet, but I am expecting it later as filming will begin sometime between August this year and Easter next year. I am not really sure what to expect as I’ve never done anything like this before. This production company, and the director behind it, has done his best to reassure me. He has given me details of every description, including the perks I can look forward to if I take part in this adventure. I can’t help worrying just a little.

Bogie’s not old, not in the traditional, antique sense. At least here on the West coast he is not considered that old. In 1969, the year he was born, Volkswagen made some 365,000 models just like him. He’s not unique, like a convertible might be. He’s not a Herbie replica, or even a noteworthy model. He’s just a plain white Beetle, like the one on Abbey Road in the photo on the Beatles’ album cover of the same name. Nothing that special. But he’s MY nothing special and after he appears in this short film, he’ll be even more special. To me, anyway.....to the rest of the people who might see this film, he’ll be one more white Beetle. Only a select few will know he is my car, the Movie Star. Stay tuned, I’ll keep you posted.



Director’s Note: Thanks Lois for sharing this with us and with our friends at Volkswagen Club of America.

Drum Brake Shoes Replacement and Adjustment

Warning: The dust created by the brake system may contain asbestos, which is harmful to your health. Never use compressed air to blow it out with and don't inhale any of it. Wear an OSHA-approved filtering mask when working on the brakes. Don't, under any circumstances, use petroleum-based solvents to clean brake parts. Use brake cleaner or denatured alcohol only. Always replace drum brake shoes in pairs, front or rear) - never replace the shoes on only one wheel. Work on one brake assembly at a time so you don't mix up parts.

Caution: Whenever the brake shoes are replaced, the retractor and hold-down springs should also be replaced. They lose their tension over a period of time and may allow the shoes to drag on the drum and wear at a faster rate than normal, due to continuous heating/cooling cycle that the springs are subjected to. When replacing the brake shoes, use only high quality, nationally recognized brand-name parts.

Replacement

Raise the front or rear of the vehicle and place it securely on jack-stands after loosening the wheel lug bolts. Block the wheel on the ground. Apply the parking brake to keep the vehicle from rolling, if you're removing the front wheels. Now take off the wheels. Remove the clip which secures the speedometer cable to the left dust cap, on the left front wheel. Pry off the dust cap that protects the wheel bearing on all wheels.

Look over for cracks, score marks, deep scratches and hard spots, which will appear as small discolored areas, before reinstalling the drum. Remove hard spots with fine emery cloth. Have the drum turned by an automotive machine shop, if that doesn't do it or if any of

the other conditions described above are evident. Note: Professionals recommend resurfacing the drums every time you do a brake job. Resurfacing eliminates the possibility of out-of-round drums. If the drums are worn so much that they can't be resurfaced without exceeding the maximum allowable diameter (stamped or cast into the drum), replace them. Remove the glazing from the surface with emery cloth or sandpaper, using a swirling motion, if you decide to skip resurfacing.

Now put the brake drum in. Install the bearing, the thrust washer and the axle nut and adjust the bearing, on front wheels.

Mount the wheel, hand tighten the lug bolts and lower the vehicle. Tighten the wheel lug bolts to the torque. Tighten the axle nut to the torque on rear wheels.

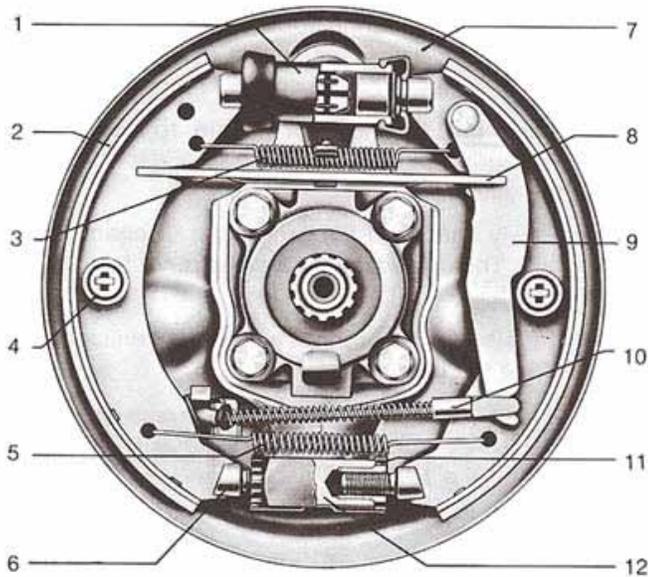
Adjustment

Raise the vehicle and support it securely on jack stands. If you're adjusting the rear brakes, release the parking brake.

Using firm pressure, depress the brake pedal several times, to center the brake shoes in the drum. Rotate the wheel until the hole in the brake drum is aligned with one of the star wheel adjusters, on 1969 and earlier models. Remove the rubber plugs from the brake backing plate on 1970 and later models.

Turn the star wheel of the adjuster, while rotating the





- | | |
|----------------------------|--------------------|
| 1. Wheel cylinder | 7. Backing plate |
| 2. Brake shoe with lining | 8. Connecting link |
| 3. Upper return spring | 9. Lever |
| 4. Spring with cup and pin | 10. Brake cable |
| 5. Lower return spring (2) | 11. Adjuster |
| 6. Adjuster screw | 12. Anchor block |

wheel, using a brake adjusting tool or a screwdriver, until the brake shoe slightly drags on the drum. Note: It may be necessary to press on the brake pedal to center the shoes once or twice during the adjustment procedure, if the brakes are way out of adjustment. Now, turn the star wheel in the opposite direction three or four clicks so the wheel can turn freely.

Repeat the previous step on the star wheel of the other brake shoe, and then perform the adjustment procedure to the rest of the wheels.

You want to check brake operation before driving the vehicle in traffic.

Wheel cylinder - removal, overhaul and installation

Note: If an overhaul is indicated (usually because of fluid leakage or sticky operation) explore all options before beginning the job. New wheel cylinder will make this job quite easy. If you decided to rebuild the wheel cylinder, make sure that a rebuild kit is available before continuing. Always rebuild or replace them in pairs (front or rear).

Removal

Loosen the lug wheel nuts. Raise the front, or rear, of the vehicle and support it on jack stands. Make sure to block the wheels still on the ground to keep the vehicle from rolling. Now remove the wheel(s).

Take off the brake drum and the brake shoes.

Get rid of all dirt and foreign material from around the wheel cylinder.

Unscrew the brake line fitting. Don't pull the brake line away from the wheel cylinder.

Remove the wheel cylinder mounting bolt(s).

Unhook the wheel cylinder from the brake backing plate and place it on a clean workbench. Unplug the brake line to prevent fluid loss and contamination, RIGHT AWAY! Note: If the brake shoe linings are contaminated with brake fluid, install new brake shoes.

Overhaul

Take off the bleeder valve, cups, pistons, boots and spring assembly from the wheel cylinder body.

Using brake fluid, clean the wheel cylinder, denatured alcohol or brake system cleaner. Warning: Do not, under any circumstances, use petroleum-based solvents to clean brake parts!

Using compressed air, remove excess fluid from the wheel cylinder and to blow out the passages.

Look over the cylinder bore for corrosion and score marks. You can use crocus cloth to remove light corrosion and stains, but the cylinder must be replaced with a new one if the defects can't be taken off easily, or if the bore is scored.

Lubricate the new cups with brake fluid.

Assemble the wheel cylinder components and make sure the cup lips face in.

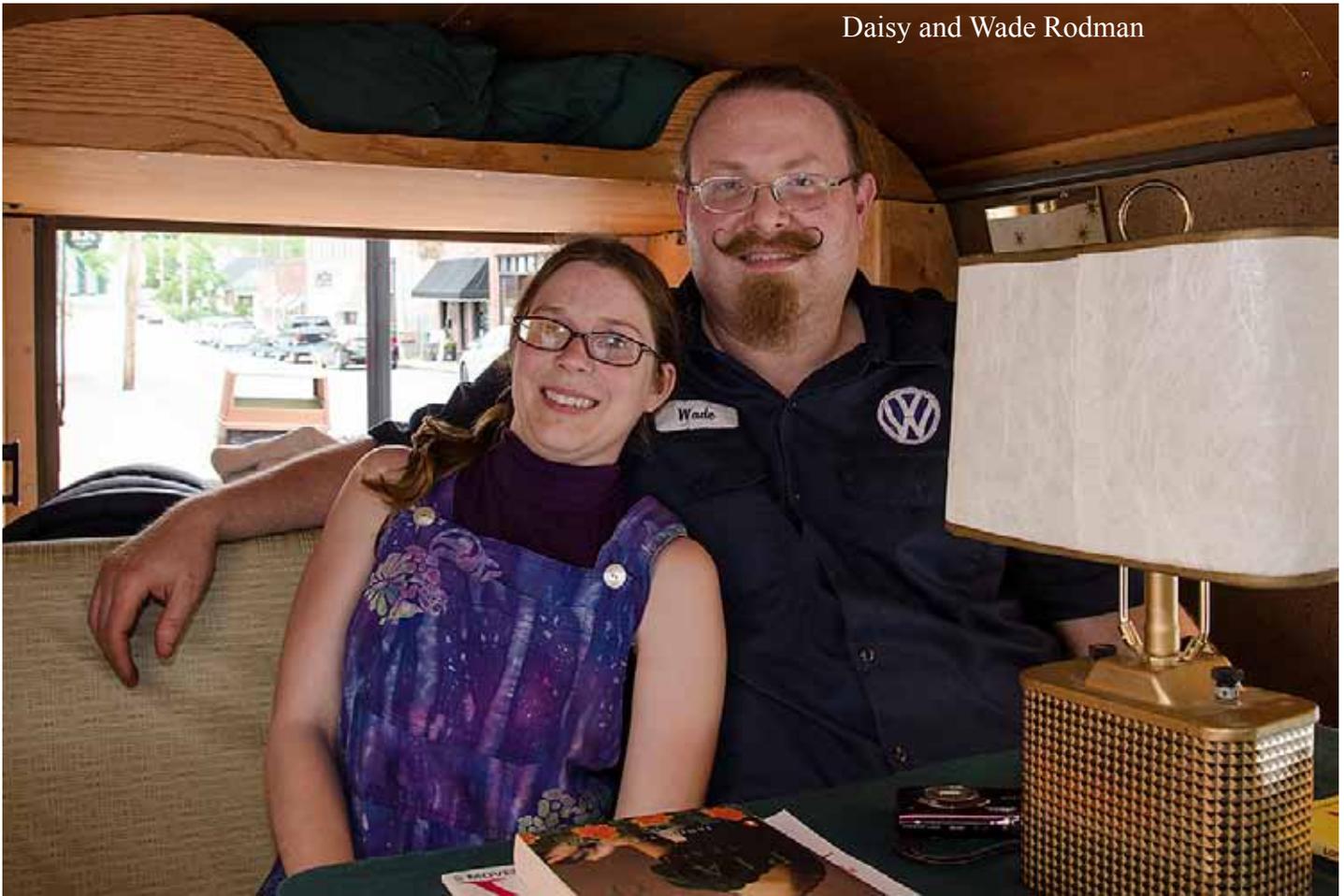
Installation

Install the bolt(s) loosely, after placing the wheel cylinder in position.

Connect the brake line, but don't tighten it yet. Tighten the wheel cylinder bolt(s) securely, and then tighten the brake line fitting. Now put in the brake shoes and the brake drum.

Now bleed the brakes. Check brake operation before you drive the vehicle into traffic.

Tech Tip Submitted: Originally appeared on the Chirco.com website.



Gutenberg's Books

By Daisy Hutzell-Rodman , daisyhutzellrodman@gmail.com

Summer 2004 was the personal summer of love for two twenty-something Volkswagen enthusiasts. That year, my husband, Jeremy “Wade” Rodman, and I traveled around the country in our 1979 Type 4 Westfalia. The bus was decorated in every color of the rainbow and affectionately named the “Psychedelic Sweet Pea.” As we traveled from Volkswagen shows to concerts, we discovered ourselves as individuals and as a couple. We planned to see more concerts and more Volkswagen shows in continuing years.

We didn’t get this chance. We came back to Omaha that fall and got jobs that demanded a lot of our time, but paid decently. We moved to a bigger house. The Psychedelic Sweet Pea was sold at the same time we moved; we began to spend more time at the office and less time with our Volkswagen friends. We retained the 1962 Beetle, but without a bus, camping wasn’t quite the same. A friend’s Westy floated into our lives for about a year, during

which we had too much going on to go camping, then his fortunes changed and we sold it back to him. A vanagon came into our lives next, but it just wasn’t the same.

Without a bus, we had become a couple of drab fools.

In 2009 Wade conceptualized an idea that would combine our loves in life – my love of books with his love of working on busses, and our love of travel.

“Why don’t we start a book mobile?” Wade said one summer day as we sat around missing our Volkswagen friends.

He drew up the plans for a bookstore in a panel van, showing me bookshelves, a table with reading lamps and a cash register. The plans had bookshelves running along all four cargo doors. It even had a name – Gutenberg’s



Books.

Four doors. Wade did not just want a panel van for this project, he wanted a double-door panel van, which is not as easy to find, especially in the Midwest. We told our VW friends about the idea in August 2010, and asked if they would keep their eyes open. We expected it would take several years to find exactly the right bus, during which time we would put the money into a bus fund and have everything ready when the time came.

The time came sooner than expected. In October, Matt Biggs, a fellow Buskatier, said he needed to sell some of his stock, and he had been thinking hard about whether or not to sell his double-door panel. He said if we wanted it, he would sell it to us. We picked up and traveled from Glenwood, Iowa, to Lincoln, Neb. (about an hour and a half), and looked at it. The vehicle had no engine, but it also had no rust outside of surface rust. The metal was solid, with one notable exception.

This bus had been used as a shed. A former owner had his own carpentry business and used the bus for business. At one point in this bus' life, a hole had been cut into the back passenger side so the carpenter could drive in to a work site and hook up to electricity by dropping a cord

through the bus.

By the end of our visit, we knew three things for certain. We knew that a double-door panel without rust wasn't going to appear in our lives again for a long time. We knew that our friend was offering a fair price. We also knew the holidays were coming, which made us wary of spending a lot of money on a bus at that point. We walked away stating that we would think about it.

The winter blew through the Midwest, and as the snow and ice thawed, our minds again turned to the idea of Volkswagens and camping. Biggs called in March and said he needed us to make a decision on the bus, and this time, we were ready to answer affirmatively. In March 2011, we enlisted the help of our friend Dick Bozarth Sr. of Omaha, and the three of us traveled with a trailer to Biggs' home to pick up the rolling shell.

The bus sat in Wade's garage while he took stock of his available VW parts. Wade put together an engine that spring, and by autumn, we were roaring down the road in a large aluminum can. Bustoberfest was one of the first campouts we attended with the Psychedelic Sweet Pea, and it remains dear to our hearts. This is a three-day camping event in late October, and we always had the advantage of a Type 4 Westfalia, with lovely cushioned

seats, closets, and a gas heater. Bustoferfest 2011 was a different experience for us. There was no insulation in the bus, no seats and certainly no heater. We took plenty of clothes, an air mattress, two sleeping bags and two extra blankets. Each time the wind blew we became deaf from the noise. Trying to talk to each other on the road was not even a possibility. The one accessory we did have for the bus at this point was an awning for each side.

The end of October passed, and the bus went back to the garage for the winter. Our wanderlust returned with the warm weather, and our second year with Gutenberg became about creating the interior. We had a blank notebook at this point – a turquoise and black cover with nothing inside.

Wade, being 6’4” tall, had previously slept in split-window busses with beds that were too small for him. He also knew that the designs called for space for a table and benches so people can sit and read in the bus if desired. Therefore, he created the bed out of one Westy seat and one flip seat, which meet in the middle to make one long bed that runs the length of the bus. The table folds completely out of the way, and the books shelves are on the backs of all four door panels.

In May 2012 we loaded the shelves and took it to the Omaha VW Club’s spring campout at Waubonsie State Park. Greg Sloma bought Steinbeck’s “The Grapes of Wrath,” a favorite of mine from high school.

The books on the shelves are eclectic, and they are all for sale. There are VW-related books, from picture books to instruction manuals, children’s books suitable from 18 months old to 18 years old, and a variety of fiction and nonfiction for adults. I strive to have read all of the fiction, so if see a book but are unsure about buying it, please ask.

We are once again on the road, and while we are not able to travel as a career right now, spending time with our Volkswagen friends makes us happier and healthier than not spending time with them.

With a bus, we have gone from being a couple of drab fools to becoming the aloof bards that we truly are – thus the palindrome displayed on the front of the bus.

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<p>VWCA Leadership Board President, and all around busy guy: Howard Query, 629 S. Mississippi Ave., Mason City, Iowa 50401, 641-421-0965, burtonwood.vwca@q.com</p>	<p>Historian: Heinz Schneider, 2304 Via Pinale, Palos Verdes Estates, California 90274, 310-373- 7820, s.heinzo@verizon.net</p>		
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NIVA's Bugfest Road Trip 2013 and Stateline Volksfolks Vintage Picnic

By Jerry Spellman
jspellman@loy.org

It was plenty roomy at FOX VALLEY VW for NIVA'S Bugfest Road Trip 2013, its annual early summer car show in northeast Illinois. The weather was improved over what it's been in the last few weeks. Early June has its demands for graduations and such. Nevertheless this VW show had its interesting show cars, interesting owners, and interesting spectators. Along with that, there were commentators, praisers, questioners, debaters, and jokers. There were beetles, buses, and many of the

varieties of VWs. There were many varieties of people as well: large, small, young, old, male, female. There was music, food, old parts, new parts, and much to please anyone. Raffles, trophies, tee shirts, and prizes were ready for many.

FOX VALLEY VW supplied the hospitality. NIVA members supplied the staff. People supplied the good time for all.





In the Rockford area, there is Alpine Inn, Alpine Bank, Alpine Pool, Alpine Hills Golf, Alpine Family Eye Care, Alpine Home Air Products, Alpine auto center, Alpine academy, Alpine Road, Alpine this or that. But the important Alpine worth noting is **Alpine Park!** Here's why: Stateline Volksfolks VW Club had its 26th annual Vintage Picnic. The club, participants, spectators, visitors like the ambience (shade, breezes, people) that the park provides. So many VWs (vintage, air cooled, water cooled, new, old) graced the spot at the hilltop. On site, talented body, paint, and custom workmanship was displayed, and along with camaraderie, advice was shared with veterans and rookies, both young and old.

The show was sponsored by the Lou Bachrodt WV Group. Organization, staffing, and hospitality was provided by Stateline members. Besides the nostalgia of the past, cars were glistening under the sun with a wide selection of colors. The people were friendly, happy to be there, and had a great day.

Judging was pursued by participants in 10 classes of beetles, buses, Ghias, Type 3s, customs, and water cooled, plus best of show (and such work was a tuff call I can attest). Awards were given winners following the various drawings popular with the Stateline Club. The park provides car space, open space, picnic space, gathering space, lounging space, and learning space. That's why this show is so popular!







Support those local shows, far and near.

Impressions of a Car Show

By Curt White

c.white@centurytel.net

You know you've been around the VW scene a long time when you go to the next car show or event looking for the weird and unusual. I mean that in the Car sense but yes that can be applied to people watching as well, both of which I find fascinating. I recently attended the 20th year of the Cascade Kombis VW meet located at Shoreline Community College Washington St. and was not disappointed in my quest for the unusual and bizarre.

I am happy to report that this show has continued to grow over the years and has finally outgrown the Shoreline college location and next year will be at the larger North Seattle Community College (7-19-2014)

Chatting with both fans and members of the Cascade Kombis club, I believe the reason for the show's continued success is that it has a relaxed small town, family event feel to the show even though many car classes and swap meet area were well represented with not much room for more (always a good sign) and as much fun was being had chatting and reconnecting with friends as actually looking at the cars and hunting for parts. The club was well organized and kept things interesting and busy all day with raffles, prizes, live music and food vendor booths. I met a delightful pair of ladies who ran their own coffee business and were very much VW fans talking favorite models while making the best coffee I have had in a very long time. (And that's saying a lot as this is the Seattle area known for its coffee) The laughter they generated was guaranteed to make your day.

My niece who also helps me with my Polar Silver 57' Bug accompanied me to the show and this being her first VW event, I can tell you it made quite an impression. The swap meet alone with its diversity of people, parts and even artists creating crafts, artwork and jewelry surprised and amused her. She got quite a laugh at the displays of VW advertising with its' satirical promotional slogans such as the photo of the VW Bus and the statement "A face only a mother could love". If you've never gone to a VW event with someone who has never been to one, invite them and do it! It's a unique experience and shares the joy of our hobby. She asked all kinds of questions that people like myself who grew up with these quirky fun cars hadn't considered in many a year. It makes you look at our beloved cars with new eyes as I tried to explain why there is a fuel reserve lever, what a semaphore is, and how even though many models look identical, they can





be very different. Her first impression of a show seems to have sparked her imagination as she is convinced now that she wants a mid-60's camper. Captivated by the woodwork interior of a green '66 with a beautiful grey and yellow striped tent awning and folding picnic table. I admit it was a favorite of mine as well and I suspect we will be in the hunt for one soon for us to work on together and do a road trip.



We were both intrigued by a VW powered snow cat machine. Working VW's and VW powered machines have always been a fascination of mine so I spend part of every show seeking them out. I also look for accessory items designed for VW's and was not disappointed spotting a coral red '57 Oval pulling a colour matched trailer with scooter, all sporting wide white-wall tyres. Other strange cars included a bay window bus stretched to nearly 24 feet and adding additional roof sections from both busses and a beetle to make a solarium touring van. My niece did make the observation that a VW is like a piece of rolling origami which could be turned into just about any shape or function that you could think of to which I heartily agreed. While we saw many examples of hot rods and cars with whacky themes, there were many that were unmodified originals, complete with horse hair padding poking out of the seats, falling headliners, worn dinged bodies, greasy engines and rusty bumpers. For both of us I think seeing the VW in its original condition and native habitat as a very well loved and reliable daily driver was just as rewarding as seeing the show cars with thousands of hours of labor and better than factory paint.



I'm sure there will be many more VW events for my niece and I in the future. We enjoy working together on my Oval and now she wants a camper of her own. I don't think she will ever forget her first VW show with colourful cars, crazy busy swap meet, the scent of grilled food and chance to meet great people. Thank you to the Cascade Kombis for putting on another great show and giving my niece and I a wonderful experience together. Keep up the great work!
Cheers,

Curt White & niece Erica, Forks & Des Moines
Washington.

First Military Volkswagens coming to the USA

Since very few civilian Volkswagens, meaning Beetles, were built before the end of the war but quite a few military ones, it is understandable that it would be a military one to be the first to come to the US. The British had studied captured military Volkswagens, meaning the Kübelwagen, since the Schwimmwagen was not in production yet, since early 1941. Apparently some of these same cars came to the US officially, to be studied and evaluated here by the US Army.

Other Kübelwagens were brought over by GIs by using very creative ways. The different ways and how many came over is not exactly known, since it was against all military rules for any GI to bring a car over privately at the time while the war was still going on. These clandestine cars had to be brought in, in night and fog operations so to speak. This makes it hard to verify some of the stories out there and to verify whether they are not just urban legends and to separate facts from fiction. I had mentioned a report in my recent "Coming to the USA" article how an enterprising pilot loaded a Volkswagen, probably a Kübelwagen, in his air transport to bring it home on his way from Europe. Everything was planned at this side of the ocean and people were informed to help to cover up the illegal operation. For never explained reasons the plane was diverted and in order to protect his rear end and not to get into any trouble, the pilot had to jettison the car through the bomb bay into the Atlantic.

Doing some research recently, I run across another interesting story, this time an article published in *Road & Track*, December 1960. Apparently, one of the 9,646 Kübelwagen built in 1943, made it to these shores in 1944. As the article explains, this car created quite a stir as someone drove it still with the original German military color and insignia one night through the upstate New York area. Since its muffler had been shut off, it made quite a racket and the populace felt they were being invaded. What made it look even more suspicious was that the young driver of this car was driving in his pajamas. He was consequently arrested by the police. I turned out that he was a Navy public relations man stationed at Navy public relations facilities, who decided to take the car out for a spin.

How this car ended up at the Sampson, New York, Navy Public relation facilities is another story. As the story has it, the car had been liberated in Italy by using a few cases of beer to facilitate the transaction. From Italy it was sent in a returning ship to Staten Island and was sitting at a Navy pier for a few weeks where it caught the attention of a lieutenant who decided to make it part of the Navy's inventory.

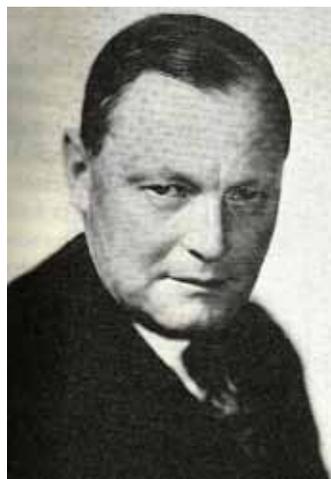
Since that included a lot of paperwork, we know a few details about the car. It had chassis number 2-019591 and engine # 685. Apparently, it was in bad shape because an estimate was made to see what it would take to bring it up to Navy's standards. It needed a lot, including tires, battery, windshield, canvas top and more.

Somehow, the car did not quite fit in where it was at and as a result of further questionable dealings, the car ended up again with the public relations people in upstate New York, where the incident with the young man being arrested happened. The story did not end there. Somehow the father of the young man who got the car on the ship from Italy in the first place, recognized it as it was being driven around. Nobody knows how he finagled it, but eventually it ended up with the original liberator again and that is how the story ends, at least for now. It somehow disappeared here from the public eye. Maybe it is still sitting in some barn somewhere. Maybe someone will recognize the car by its serial number? This may be the first Volkswagen ever to have come to the shores of the US.

In the meantime, a number of others Volkswagens from the wartime area are circulating and appearing at car shows all over the US. It appears all of these have come in later, after the end of the war or maybe not?

Jakob Werlin

After Hitler took power, Jan 30 1933, Jakob Werlin became Hitler's advisor on all things automotive, while at the same time kept a seat on the supervisory board of Mercedes-Benz. One day in the fall of 1933 coming from Berlin, on his way to M-B in Stuttgart, he had some time on his hand and decided to drop in on his fellow Austrian and former associate at M-B, Ferdinand Porsche. They talked at first about Formula One racing, Porsche was at the time working a on a F1 race car for Auto-Union, Mercedes Benz and Auto-Union were competitors. Both these efforts were subsidized by Hitler's government.



As the story has been told, Porsche not wanting to reveal too much about his work on the A-U cars tried to change the conversation to an idea he had about designing an affordable car. He mentioned that Hitler had asked German car manufacturers to come up with such a car. Porsche speculated that if the government would pay him, like it did for the M-B and A-U Formula One race cars, he could design such

a car and the German car manufacturers could build it.

This was what could be called the birth of the Volkswagen as we know it. Here, for the first time, the idea of a government sponsored design for an affordable car came up. Porsche was in great need for money and the idea of getting paid by the government for another project he could design such a car and later be able to collect fees for the patents he would integrate and a commission on each car build, would really help him out of his financial situation.

Supposedly, Werlin thought the idea of a universal small car designed by Porsche had potential and on his return to Berlin told Hitler about it. Hitler had already earlier at the 1933 Berlin Auto show talked to the Czech engineer Hans Ledwinka about affordable cars. Hitler had admired Ledwinka's small car designs for Tatra. Once Werlin told him about Porsche's ideas he was immediately intrigued and wanted to know more details of what Porsche had in mind. A few days later, Hitler requested Porsche to come to Berlin and explain his ideas. At that meeting, the three Austrians, Porsche, Hitler and Werlin discussed the Volkswagen idea, with Hitler making a number of suggestions and drawings and requested Porsche to put down his ideas on paper and submit it to his government.

This led to the famous January 17th 1934 proposal delivered to the Ministry of Transportation about Porsche's "Ideas about the construction of a German People's Car". A small detail not usually mentioned about this document was that it was submitted by the patent department of the Porsche company, clearly showing Porsche's attempt to cash in on his patents, the ones he planned to integrate into the Volkswagen. During all these preliminary discussions Werlin played a major role by constantly supporting Porsche's idea.

Back to Werlin, as a young man, he had raced Puch motorcycles in his native Austria. Just as many other ambitious Austrians of that time, he looked for opportunities offered in the automotive field in Germany. Apparently he did well because soon he ran the Mercedes factory sales and service outlet in München from 1920 to 1925 and later joined the board of directors at M-B. It so happened that the same building in Munich where Mercedes-Benz was located was also the national headquarters of the emerging Nazi party. Hitler would frequently strut around the showroom to look at the latest Daimler-Benz offerings. Werlin and Hitler became close friends. One day Hitler emptied the party's coffers and bought a Mercedes from Werlin. A smart move since it protected the Nazi money from the ravages of the impending great inflation. Hitler used the car well and was driven in it from one party conference to another; since he never had a driver license. A love affair with Mercedes had begun that continued until Hitler's end. At one time Hitler, in front of witnesses, told Werlin that he was actually the one responsible for him to have succeeded in becoming the conqueror of

Germany. It was the Mercedes that Werlin sold him that made it possible for him to travel around the country to the many Nazi party meetings to give his fiery speeches in the twenties and thirties. As a token of appreciation he gave Werlin a special very valuable Gold watch for Christmas in 1937.

Years back, Werlin's close relationship with the Nazis during the early thirties did get him into trouble with Mercedes management. Many Mercedes customers were Jewish and they did not look favorably at Werlin's close connection to the anti-Semitic Nazis. Werlin was demoted; some claim he was actually fired. That was until Hitler became chancellor and Werlin became an advisor to him in matters automotive. Mercedes management thought it to be beneficial to have a man with good connections to the government and Werlin was reinstated.

Regarding the Volkswagen project, it was Werlin who always backed Porsche with the help of Hitler. Werlin even had Mercedes build some of the Volkswagen prototype cars without even waiting for any authorization by the people who eventually had to pay for them. Later he was able to work out a contract between Porsche and Mercedes which paid Porsche for development work and gave M-B the rights to use all of the patents developed for the Volkswagen by Porsche.

While Werlin's influence and connections were essential for the Volkswagen development, strangely enough he eventually started to fade out of the Volkswagen picture. While Hitler at the laying of the foundation stone for the VW factory profusely thanked many people, Werlin was not one of them. As time went on, Werlin still functioned as an advisor to Hitler but played only a minor role at Volkswagen. Maybe he was upset for not getting as much recognition as others did who were fighting for the limelight.

At the end of the war Werlin was captured and put in an American internment camp for three years. After his release he returned to Austria where he operated two Mercedes dealerships. He died in 1965, 79 years old.

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VW Type 18-A Revival

Chapter Five

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

Project car # 2

In 2007 two thirds way through the 1972 prototype conversion and with self confidence I went out and purchased another Beetle for a second conversion. This new car turned out to be a rare 1985 Mexican 'Sunny Bug' of which only 1800 were manufactured. The bodywork was very good except for a damaged front quarter panel. Both front quarter panels were soon replaced using genuine VW NOS items.

The chassis looked good, even the floors were solid and rust free. Sadly after totally stripping the car the inside chassis tunnel was not as good as I hoped which was a bit of a surprise as it looked very sound under all that factory under-seal. I was forced to replace it with a spare solid chassis of a 1985 Mexican 'Jubilee' Beetle. [For the record 3150 'Jubilee' Beetles were manufactured in 1985 and this turned out to be production number 2109].

The four-door conversion was carried out in the same manner as before but this time with all the mystery and stress levels taken out of the equation. Over the next 12 months all went very well and according to plan - well almost. You no-doubt noticed the Porsche 911 wheels and the Autobahn text on the doors of this car. Well this conversion was going to be a bit different as far as the drive-train was concerned. I had a spare low mileage Porsche 912 engine, and had intentions of fitting it into this second vehicle. I also intended to carry out all the necessary improvements to suspension and brakes etc, and even replace the standard gearbox. However a 912 owner convinced me his need for the engine was far greater than mine, and finally relieved me of it. So with the 911 wheels and the [go faster] autobahn text on the doors are the only reminder today of what it might have been!

Paint work.

[Photo # 4] By 2009 both vehicles were identical as far as the bodywork was concerned. Another eight months went by and finally both bare body shells were again removed from their chassis and made ready for paint. I decided to paint the 1972 in semi-gloss or egg-shell finish, whilst the other vehicle was to be painted in gloss. After much research the correct paint colour for each period vehicle was found and mixed by my local paint dealer. The '72 I painted myself, but left the '85 model to my old school friend Peter Price to complete. Both



1. Before – only 1800 Sunny Bugs were manufactured in 1985 and this excellent example was the bases for my second 18-A conversion.



2. After – the finished example was painted in the correct Polizei colour for the period of the car. Apparently the car is popular with the local Sussex police as I often get a smile and the occasional thumbs up!

vehicles were painted in the original Polizei colour schemes reflecting the period of each car.

Seating and the upholsterers.

The front seats remained unaltered, however the rear seats squabs had to be made new from scratch. Papler used wood and metal frames in their construction so I had to replicate them using the cars originals, but I had to make them a little larger to suit the later style bodywork.

First vehicle to go to the upholsterers was the '72 prototype,



3. There was a good reason for the Porsche 911 wheels, and the Autobahn Polizei text on the doors. It was going to be powered by a Porsche 912 engine! However a 912 owner changed my plans.



This is an original Police hand held warning sign that works with three batteries. These industrial use batteries are not available over the counter, so it had to be modified slightly to accept modern batteries.



4. This rare photo shows both '72 and '85 together before paint and upholstery. It will give a glimpse on how these cars were constructed.



My all new 1970 Hebmüller four canvas door version! This will be my last type 18-A model, and is pictured awaiting its turn to go to my local upholstery firm.

followed six weeks later by the 1985 model. Both vehicles had new roof lining fitted using top quality black 'Mohair' triple layer acrylic material. All the original seat material was removed and completely re-covered in black, along with the manufacture of the special folding rear hood bag for each vehicle.

Door side screens.

The removable door side screens are identical to the originals, although 25mm higher to meet the higher late model windscreen surround. These side screens were made using flat metal plate bars and covered in the same Mercedes Benz roof material. I decided the plastic windows, including the rear window, should be done using samples with a light green tint. At first the upholsterer didn't agree with my choice but when completed he agreed it looked tasteful and went well with the green and white paintwork. The two

large horns on the front bumper are functional, but they are not wired up as two-tone sirens. However four blue flashing lights do work correctly in unison and are all original NOS police units.

In November 2009 with both Type 18-A vehicles were now completed, but only the '72 model was then road legal. The 1985 being a German import, had to be re-registered for use in the UK. As an extra finishing touch I managed to purchase and register the car with the registration number A18 TYP, [Type 18-A in reverse]? Sadly TYP 18A [a 1963 year plate number] was not available, and if it were it could not have been transferred onto this particular year model Beetle anyway!

Unlike the car, the German Polizei uniform I'm seen wearing

is 100% original. When driving the car around the response from other road users is very interesting. Most seem very wary, especially when I'm in uniform - they don't understand what is going on. They were probably wondering - what the hell a German policeman doing in England. On the other hand when dressed up like this, one must expect the odd 'earthy' remark too?

All new Hebmüller version!

In 2010, after a 10 month break I decided to build one more, but this one had to be different!

I decided to construct an all new upgraded version of the 1949 four-canvas-door Hebmüller!

This example is based on a 1970 1300cc Beetle saloon that was imported from Germany.

I knew this one was going to be a much less of a challenge this time around, as it was going to be more of a total reconstruction than a conversion. Reason, as about 90% of the body is all brand new using a full collection genuine VW NOS body panels. Of course even a Karmann windscreen frame was found and fitted.

Although it's not exactly like the original canvas door



This is me [Bob Shail] with part of my VW collection. The 1939 VW-Steyr seen in the background [left] is a one-off vehicle and is still my daily transport and has been for the past nine odd years. I have owned this vehicle for over two decades.

Hebmüller, it's my interpretation of what the four canvas-door Hebmüller may have looked like if they continued production into the 1970's.

As you can see, I have included several of my own body style improvements and upgrades to suit today's road conditions.

Today the car is near completion and is currently in dry storage along with my other two 18-A's. The car is waiting its turn at my local upholstery firm to have new seats and roof covering, also four canvas doors, and chain covers, etc.

This has not been some sort of business venture; it's just something I felt I needed to do whilst in semi-retirement. This Hebmüller model will be my last four-door conversion; [I've now got it all out of my system]. I have managed to build all three Beetles single handily over a nine year period, and not in some crummy rented industrial unit, they were all constructed in the comfort of my wooden workshop at the bottom of my Garden!

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First Came Air / Then Came Water

By Wayne Burling – Festival Co-Chair, and Club Secretary.
wayne@mvmc.net

This year the Michigan Vintage Volkswagen Club's 26th Annual Festival included all Vintage Volkswagens older than 25 years. This included both Air-cooled and Water-cooled Volkswagens.

On Saturday morning members and friends gathered in Ypsilanti's Depot Town at Miller Motors, the only operating Hudson Dealership and Ypsilanti Automotive Heritage Museum. The group lined up with their Vintage VWs to go on our pre-festival cruise of 98 miles around the area making stops for lunch and a mini car show at an A&W in Dexter, then a stop at the Chelsea Teddy Bear Factory for a tour of the Factory and a chance to purchase a special Teddy Bear with our club logo printed on its T-Shirt.

Saturday evening brought members, sponsors, and friends together at the "Ladies Literary Club" a beautiful 100+ year old building to have a wonderful meal at the clubs pre-festival banquet. After eating, Lynn Anderson announced the winners of the "Heroes of Antique Volkswagening Award" as has been done every year at our festival since it was established in 1999. The MVVC Festival has traditionally been the venue for the announcement of the annual "Heroes" honorees, ever since noted MI-based restorer Dave Compton received the first honor at the 1999 Festival. We then had an auction of part of the VW collection of our past president "Beetle" Bob Case who passed away during the past year. The collection was donated to the club by Bob's family. Bob Case was the second president of the club from 1992 thru 1999 and an inspiration to club members with his Selfless Involvement, Passion for the Hobby, and his Leadership & Initiative. Proceeds from the auction will be divided between three charities, Pulmonary Fibrosis Society, S.O.S. Community Services, and Starfish Family Services. Later that evening many of the members and friends met at the Host Hotel's (Comfort Inn and Days Inn) shared parking lot to check out

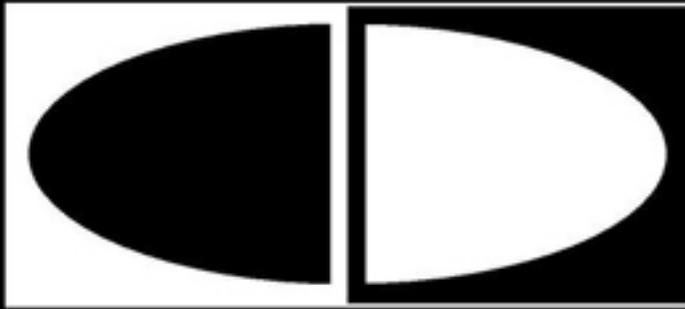


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their Volkswagens and visit with other members and friends for several hours into the late night.

Sunday, brought another gorgeous day, and the 26th Annual Michigan Vintage Volkswagen Festival got under way. The Festival is held in beautiful Riverside Park in Ypsilanti, MI, a great venue. Even Herbie decided to check out the event. Beside the chance to view the many Vintage Volkswagens (we had 150+ cars in attendance), there was a swap space with close to 50 swappers, a Hot Wheel track for the kids to race Volkswagen Hot Wheel cars for fun, a silent auction with proceeds going to the same 3 charities (Pulmonary Fibrosis Society, S.O.S. Community Services, and Starfish Family Services), a Pass and Review for car owners to tell everyone

Classifieds

COST: Members receive 2 free classified ads. Limit of two per issue. Non-members: \$10.00. Each ad will appear in two issues of the Vintage Voice.

MAXIMUM LENGTH: 75 Words

PHOTOGRAPHS: 1 photo per advertisement please. Photos cannot be returned.

LIMITATIONS: Ads are published on a space available basis. Copy submissions must be typed or legibility hand written. ONLY VW parts, cars, toys or literature will be accepted. No cars for sale newer than 1987 can be accepted. VVWCA

accepts no liability relating to the purchase of an advertised item.

RECOMMENDATIONS: Start your advertisement with the name of the item you're selling. Be sure to include the price and your phone number or an email address. Please do not use abbreviations. Your item will sell fastest if you clearly indicate the condition of the item

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

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

PARTS AND SUCH FOR SALE

ID STAMPS (Blue back ground). While lettering, Date year of car. \$12.00. Members special \$10.00. Goes on front windshield bottom right corner. Peel-Seal-Forever.

Oval glove box door (ensemble). 1.) 8 day clock. 2.) Beer pull with VW 3.) AOAC Badge, year of car. \$875.00. Members: \$775.00.

Center arm rest in blur or white piping. (Your arm won't fall off this one). Pipe & chrome clamp. \$875.00. Members: \$775.00. Contact Phil Weiner. 9625 SW 15th ST., Miami Florida. 33174. T: 305-552-3982. Fax: Same. Call first.

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1973 VW Thing. Gas heater, 11,000 original miles. Excellent top. White spoke rims, like new tires. Arizona car. Stored in heated garage for 2 years. Driven often last 3 years. New electric fuel pump. Full pump block off pate. New gear shift knob. New boom tube, no baffles. Numerous new parts. White comp. stripes. Have to see to appreciate. Have tow bar. \$9500 firm. 219-879-8761.

about their cars. We had over 1000 walk in visitors during the day which made this a great festival.

During the day, awards were presented to former Club President, "Beetle" Bob Case's family members present at the festival with Bob's '61 VW Beetle "Pearl". Also the first Annual Bob Case Tribute Award was presented to our past President and his wife, Rick and Christine Cramer for their Selfless Involvement, Passion for the Hobby, and their Leadership & Initiative.

Under the main tents, most of our sponsors set up tables and had information about their business, for the visitors to check

out. A special thank you to all of our Sponsors, Ypsilanti Visitor and Convention Bureau, Ralph Thayer Volkswagen, MOFOCO, State of Mind Customs, Munk's Motors, Steve's European, and Car Art by John. Also under the tent was the MVVC club booth, where you could register your car(s), pick up your goody bag, renew your membership or join the club, and purchase club merchandise and festival t-shirts.

The general consensus of the visitors, vendors and car owners was that the atmosphere was festive and that they all had a wonderful day at the Vintage Volkswagen Festival.





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