



# VintageVoice

September/October 2013

Volume 38 • Number 5

The Vintage Volkswagen Club of America Newsletter • Established 1976



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*Disclaimer—I am not a chef, and barely a cook. My idea of dinner these days is grabbing a carton of yogurt out of the fridge before running back out the door again. I enjoy cooking; I simply don't make time to prepare dinners.*

The exception to this rule is when my husband, Jeremy “Wade” Rodman, and I are in our Volkswagen. Wade and I, along with our friends, prepare potluck feasts when we are out in the woods. Wade recently bought a book called the *Camper Van Cookbook* by Martin Dorey. It was printed in England, which means it features many British English

# I am not a chef.

phrases, like “tins” of beans, which would not be printed in an American cookbook. It also contains items that are more often found in England, so Americans

may need to shop at a higher-end grocery store for these recipes. Examples include clotted cream and curry paste.

The book is designed for weekend campers, and organized well. The colored sections designate different mealtimes and snack times, including elevenses, an 11 a.m. break.

Cooking is not a natural talent for me, thus we decided to make a meal from this book at home, where we had a better access to grocery stores (and a fire department down the street) in case of problems. The cooking adventure began at 7:30 a.m. Saturday. Wade and I decided to bake dessert first, as the cookbook indicated that the dessert be made before traveling.

Step one, open cookbook and locate recipe for Sticky Ginger Treacle Cake. Step two, turn oven to 150 degrees Celsius. Step three ... walk downstairs, locate portable computer with Internet connection and find a conversion table so we can complete step two. It's a good thing we looked. My honest guess would have been 350 degrees, and it turned out to be 302 degrees.

“Daisy, do you know what black treacle is?” Wade asked.

“Yes. It's molasses,” I replied.

“How do you know that?”

“Harry Potter's favorite dessert is treacle tart,” I informed my anti-novel reading husband.

We melted together milk, butter and sweeteners, then combined them with the dry ingredients, including something called porridge oats, which I could not find the night before, but according to the Internet is pretty close to rolled oats. The cake went into the oven looking soupy,



and came out looking kind of flat. It was supposed to be crumbly, but ended up stickier than expected and virtually fell apart when Wade dug into it soon after it came out of the oven. Lesson learned – rolled oats are not porridge oats, they are actually closer to oat flour. Incidentally, Sticky Ginger Treacle Cake is basically gingerbread.

Around 3:30 p.m., Wade and I began to make the first course, Spring to Summer Minestrone, using the camp stove. As the soup cooled to allow the flavors to blend, we started cooking the main course, lamb, aubergine and spinach curry. Wade started two pots, a Dutch oven with the lamb and a large stock pot with the aubergines, or eggplants. As he browned the meat, I prepped vegetables, then opened the curry paste and a can of tomatoes.

“Return the lamb to the pan, along with the tinned tomatoes. Fill one of the tomato tins with water ...” I read to Wade. Wait, I thought, one of the cans? I re-read the ingredients list, which, sure enough, said 2 x 400G tins chopped tomatoes. The night before, I was concentrating on finding equivalent grams to ounces, and only bought one can of tomatoes.

I dug through the cupboard and found lots of peach jam and tomato paste, but no chopped tomatoes. I pulled everything out of the cupboard and in the back was one can of whole plum tomatoes.

“Daisy, do you have the tomatoes?” Wade asked. “Because the rest of ingredients are brown.”

“Coming!” I replied. I dug the whole tomatoes out of the can with my clean fingers, then dumped the tomato juice into the pot, along with the can of chopped tomatoes and its juice.

“Hang on, there’s more tomatoes coming!” I announced. I quickly chopped the emergency tomatoes and tossed them into the pot.

With the curry stewing away, we started on the drinks. We chose Jam Jar Mojito for a Summer’s Day to drink with the first course. Neither Wade nor I are big fans of mojitos, but we both determined that we liked this one. It did not taste too much like booze, except for the first sip, which made Wade yelp and promptly pour more club soda into both glasses. It also wasn’t too sweet.

We took the mojitos out to the bus and ladled out steaming bowls of minestrone, topping them with a mixture of Parmesan cheese, basil and mint. The soup tasted like fresh vegetables, with each individual vegetable standing out. What I missed, however, was the complex taste I associate with soup. The recipe states to serve it immediately, but perhaps it would work better if the flavors are allowed to blend together.

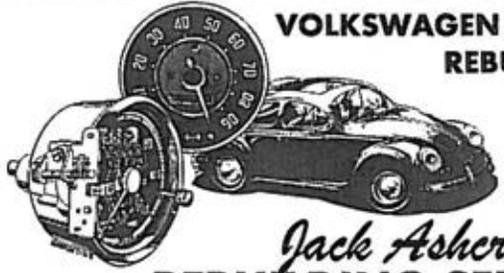
The first course finished, we took the bowls back to the

kitchen. The stew recipe states to add spinach just before serving, so we threw in a package of spinach and ladled the stew onto plates, pairing it with a piece of naan bread. Wade and I were both apprehensive when the recipe said to add 283 grams of curry paste, but the stew was not spicy. Lamb is not a common ingredient in the Midwest, so what lamb I found came pre-marinated in red wine and black pepper. The marinade gave the meat a nice richness, and the eggplant tasted of tomato and garlic. Use fresh spinach for best results. Spooning some plain yogurt into the dish made the sauce smooth instead of runny.

The naan made a good mop for the sauce, but, if burner space is available, consider boiling some rice or couscous to serve as a base on which to place this stew. Wade drank a glass of India Pale Ale while I drank a glass of dry red wine.

Several hours in the refrigerator helped the dessert, making it firm enough to actually be called cake instead of “goo.” Alongside the cake we served a couple of strawberries with sweetened clotted cream and a drink of mulled apple cider. The apple cider was one of the hits of the show, the brandy boiled out and the spices made drink aromatic.

Overall, The Campervan Cookbook caused us to scratch our head and laugh a bit, but we ate a satisfying, somewhat exotic meal. Perhaps next we’ll drink tea and eat a snack at 11 a.m. ■



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# Director's FORUM

**A**round about this time every year, I'll often receive more than a couple dozen questions requesting information as to any recommendations I might have in preparing an air-cooled VW for a long winter's hibernation.

Before I go on, you need to understand that I am not a VW mechanic. What I have gathered over the years concerning the mechanics of my VW has been passed on to me through a vast association of hobbyists much like yourselves.

I had restored my '58 Beetle in 1992. I live in an area where we could experience a snow fall as early as October and as late as the 1st of May. Therefore, preparing my car for a winter's storage entails a bit more than if I were to store it for a shorter period of time. First of all, while I shield by VW from the elements of snow, road salts, ice and other hazards in an enclosed storage unit ... I also subscribe to the idea that I prefer to drive my Beetle as often as I can throughout the course of the winter. Naturally, I avoid winter hazards and only drive the Beetle when roads are free of ice and road salts, but nonetheless ... I start it monthly regardless of how cold it may seem outside. Now, I will have to say that I find a tremendous excitement in taking my VW out on city streets at the first sign of a snowfall. After all, how do you think the man that drives to the snowplow ... gets to the snow plow? To me, there is nothing more satisfying on a winter's drive than to hear the crunch of snow between the tires.

Enough of that .... let's get back on course with this opinion piece for a moment if I could. Naturally there are some steps I take to make sure I'm ready for the winter, and I've always got my keys ready for when I need them.

I do treat winter seriously, and always prep my VWs for the season. I religiously change the oil at the beginning and end of the season. I take the time to fill the tank with a high premium non-alcohol based fuel. Battery acid levels are

checked, brake fluid levels are filled and tires are topped off with the proper amount of air. Furthermore, I always leave my windows partially cranked open and never place a car cover over it unless I really feel a real need to during dusty conditions. Why do I not leave it permanently covered while in store? I prefer to illuminate the possibility that moisture might collect in the confined areas. As a precaution to guard against moisture, I'll often cover the floor of our storage unit with a plastic tarp as I've found that concrete often breeds moisture and/or condensation during cold period warm-ups.

I've never placed the '58 on jack stands and prefer not to remove the battery. Of course some would tell you that the way I prep my '58 for winter is all wrong, and I should go the extra mile if I really intend to take care of my cars. These arguments can be as exhausting as the day is long. But once again, please remember ... I prefer to drive my VWs monthly. I believe that a monthly jaunt helps lubricate the engine, keeps oil seals moisturized and helps maintain the performance of the drive train; brake lines and brake pads. If there's an abundance of snow, ice or salt on the roads ... I'll still run it for a good 45-60 minutes or so until the engine is nice and hot.

I have absolutely nothing against those that winterize their VW to the hilt. I applaud those that take the time to care for their car prior to adverse weather conditions. There are varying degrees of winterization that you can apply. They all are very easy and help ensure you will be able to treasure your VW(s) for years to come. Doing nothing as colder weather sets in upon us is often a perfect recipe for an expensive disaster waiting to happen. With what I've been doing, my VWs have been running throughout the winter ever since I've taken ownership and have taken care of them. They haven't let me down in the past, and I'll bet they'll continue to run for years to come. As they say, an ounce of prevention is often worth more than a pound of cure. ■



# How Old is Your VVWCA Window Sticker?



**L**upe Moya of Round Rock, Texas drives the town in a pristine 1957 Cabrio. Originally purchased in Austria, this VW was brought to the US by an Army Colonel who had retired to the San Francisco Bay area in the early 60s. From what we gather, Lupe acquired ownership while living in San Jose. But what's been more interesting is that his beautiful cabrio has proudly displayed its Vintage Volkswagen Club of America window decal since possibly the late 70s.

From the looks of it, we'd say it's time for an updated window sticker. However, we'd leave this one mounted to the windshield ... after all, how much more original could it be?

**PS:** Replacement window stickers can always be ordered from our website. ;-) ■

Vol 38 No 5  
September/October 2013  
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website: [www.vvwca.com](http://www.vvwca.com)

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The Vintage Voice is published  
bi-monthly at the end of each  
period: Jan/Feb, Mar/Apr, May/  
June, July/Aug, Sept/Oct, Nov/  
Dec.

Editorial Guidelines: To help  
you start writing, please use  
the following word counts to  
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Monthly column: 700-999  
words. Pictures (2-3) may be  
included in a 700-800 word  
column. Feature story: 1000-  
1500 words, plus 3 to 5 digital  
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## Favorites

The first car I ever drove was Vernon, my dad's 1959 VW Single Cab pickup. I was 11 years old and thrilled to be behind the wheel, in control (I use the term loosely) of such a big and (to me) powerful vehicle. A truck! My love affair with trucks had begun the moment I saw Vernon, but driving him sealed the deal. And, once I was an officially licensed driver, I made a point of keeping a running tally in my head of all the cars I have had the pleasure (usually) of driving. Some I drove for just a few blocks, others for a couple hours, but they all made impressions resulting in a permanent entry in my mental library. I added another one recently: a 2005 Toyota Prius. I know, I know. Years ago, when these hybrids (or mutants, as I like to call them) came out I swore you'd never see ME in one. I thought them ugly, expensive and impractical and much preferred my "pocket rocket" GTi. The Golf had the hybrid beat in looks, speed and sheer driving enjoyment. Or so I thought. But more about the Prius later.

Once I'd had the heady pleasure of driving an ancient old VW Transporter, taking Driver's Ed in high school was a piece of cake. Two comrades and I spent Saturday mornings in a brand new 1969 Plymouth Satellite which was notable only for the fact that it had cool little turn signal indicators on top of the front fenders. Other than that, the car was just a big automatic boat, to me. But it was a means to an end: my official California Driver's License. Right before my driver's test, my mother insisted I try out her 1963 Jeep Wagoneer. My impressions? It was a huge, top-heavy box with a monstrous clutch that required two feet to press down. Worst of all, it didn't even pretend to be cute. I never mastered the clutch on that thing, and consequently didn't get too far in it (literally). My mother put so many miles on the beast that she developed thigh muscles like Wile E. Coyote.

Among the others on my Cars I Have Driven List: a 1947 Crosley sedan (terrifyingly fragile-feeling), a 1971 BMW 2002 (incredible power and handling), a 1965 Corvair Monza (beautiful and elegant), a 1971 Datsun 240Z (my mother's "baby" so not really able to try it out sufficiently but very impressive and ornery), a 1995 Saab 900 Turbo Convertible (sublime), my own 1978 Saab 99 GLE (a wonderful, fun and funky car), my Dad's 1968 VW 7-passenger van (typically VW, also fun and funky with a capitol "F"), a 1985 Volvo wagon (yes, a wagon, but

OH! Those Swedes!), a 1967 Ford Mustang (very fast and nimble for a larger car), a 1999 Dodge Stealth

Bi-Turbo (not sure about this one, visibility was dreadful and it wasn't that fast), a 2003 Golf Gti (INCREDIBLY fast), a 1970 Plymouth Barracuda (a classic now, but a daily driver for a friend then. SCARY fast, no handling at all), a 1995 Honda CRX (cute, nimble with horrid brakes), a 1965 Chevrolet pickup (big hulk of a workhorse, nearly unhinged the front end going over a railroad crossing), a 1995 Mustang 5.0 (again, scared myself with this one), and a 1984 VW Westfalia camper (drove it for fellow Autoist correspondent, Don Capestrain. I liked it, heck it was a camper!). Oddly, I never did drive Dad's 20-foot Explorer motorhome. I'm not really sure why. This is just a partial list, but my favorite by far is one I haven't even mentioned yet.

The winner, by any means of measure, is the 1997 Porsche Turbo Carrera convertible I drove a few years ago. I had stopped in to my friendly VW-fixit place for something and admired the black turbo Carrera convertible sitting outside. My buddy Ralph (at the counter) said it belonged to his brother and was there for a few minor adjustments. He tossed me the keys and said "Have fun". I thought he was joking (wouldn't you?). Off I went, in a blaze of shiny black paint and a great roar. But not after giving them all fits of laughter as I tried to "blaze" out of the parking lot and killed the engine three times. Words cannot describe this car adequately. For that you'll have to read "Car and Driver". Maybe "jaw-droppingly fast", and "frighteningly agile" might suffice. I'm a big fan of speed, but I also like to feel in control. With the Porsche, I got both. I whipped out onto an expressway with the top (black Haartz cloth, of course) down and glanced in the rear view mirror. The little "whale tail" was busy coming out of its hiding spot on the decklid. The speedo read an unbelievable 85 mph, which would normally have given me a thrill, except I was in a 45 mph zone at the time. And the Campbell (CA) police are not known for their sense of humor. Reluctantly, I slowed down and headed for the nearest corner to try out



the steering, which turned out to be just as impressive as the gas pedal. I could go on, but since this is not a Porsche newsletter, I won't. Let's just say that this was a few years ago and I still have goose bumps from that Porsche. But, back to the Prius and since this is not a Toyota newsletter either, I'll keep it short and to the point. I seriously doubt that the Prius will make the "Top 10 VolksWoman Favorites" list, but it was fun to drive and interesting to learn about. Of course, everything I drive ends up being compared to Volkswagens - my own and everyone else's. In the interest of fairness, you can't really compare apples and oranges, which is what this ends up being. Which car - the GTi or the Prius - looks more like an apple or orange isn't the point. The point is that in the intervening years between my 1990 Golf and this 2005 Prius, some amazing technology has taken place. Instead of one 4-cylinder gasoline-powered engine (pumped up some here and there by its performance-crazed owner), this Prius sported a 72 hp, 16 valve gasoline engine, plus an electrical motor with about 60 hp. The basic principle is that you start the car, and the electric motor gets you moving. Once you reach speed the electric motor shuts off and the gas motor takes over. The end result (and why these cars are gaining in popularity by the moment) is that the Prius can get upwards of 50 mpg. Some motorcycles don't get that! And, the Prius is not some mechanical slug either. It actually gets up and goes - not like a VR6 Gti, say, but it was certainly very respectable.

The owner of the Prius is the doctor I work for, and while he is not some tree-hugging radical environmentalist he does believe in making the most of things. If there is a car somewhere that can use a gallon of gas more efficiently than he is willing to give it a try. As a former engineer for Ford Motor Company, he has that "automotive curiosity". The whole hybrid thing just makes sense. Of course there are those who think hybrids are hideously ugly, and I was one of them. I have made an exception for the Prius, however, as it seems a bit VW-like in its looks. It's kind of cute, in a weird homely sort of way. Isn't that what people said about the Beetle, when it first arrived? And, we all know how that turned out. Designers will tell you the days of buying a car strictly because of its looks (think big fins or lots of chrome here) are over. The era of socially-responsible, gas saving autos is here. But for those who loved (and still love) the Beetle because of its high mileage ways and yes, its adorable looks, the Prius might be a modern solution to a very sticky problem: how to save gas and look cute while doing it. ■

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July 1943 - German tankette on road near Weisphalen, Germany. Copyright: Bob Sharp



# VW Models For Germany's War Machine, World War II

## Volkswagen Type 82 "Tank" Conversion

Model by: Tamiya & Neo Grade, 1/35th Scale, Japan, Seoul South Korea

By Mike Epstein, vvwca@att.net



**HISTORY:** After embarking on the construction of the "Autobahn" motorway in 1933, development of a "people's car—Volkswagen" was declared

at the following year's Berlin motor show. The "People's Car" project was immediately carried out and in February 1936, Dr. Ferdinand Porsche presented his first prototype, which was the very root of the fabulous Volkswagen "Beetle". However, along with the outbreak of the World War II, all manufacture of the Volkswagen was immediately turned to military production. It was January 1938, when the German Defense Forces presented specifications for a military version of this practical vehicle. In November of the same year, a prototype model was completed and it was

officially designated the Pkw. K1 "Kubelwagen" Type 82. The vehicle used a light but sturdy, monocoque construction with foldable canvas top. The rear mounted, air-cooled 4 cylinder engine had a displacement of 985cc and output of 23.5hp at 3,000rpm, propelling the car up to 80km/h. The four wheels were supported by a torsion bar suspension system. The Kubelwagen was initially deployed to the Reconnaissance battalions. With its reliable engine and heavy duty suspension, the Kubelwagen immediately came to be used by every unit from the scorching desert of Africa to the frozen Russian Eastern Front. About 51,000 Kubelwagens, including several variations, were rolled out from the factory by the end of World War II.

During North Africa operations in World War II, Rommel's "Special" workshop produced a number of strange vehicles for "strategic" purposes. One of them was the camouflaged



Kubelwagen as a light tank. Kubelwagen's shape was perfect to be "transformed" in a light thanks to a light wooden cage covered by a sheet. Also added was a piece of wood resembling a 2cm cannon meanwhile another piece of wood was tied with chains on the back of the Kubelwagen created a dust cloud as a tank's tracks would. All these things helped a simple Kubelwagen to look like a Pz.II.

For this article we will be dealing with 2 model kits. The first one is the Tamiya Series No. 312 Type 82 Kubelwagen which comes with one figure and markings for France, Summer 1944, Russia, 1943-1944, and Leichte Division, Italy, 1943. The other kit is from NeoGrade and is a resin kit with parts to make this into a fake tank that was used by the Rommel in the North African Desert. This one also comes with lots of accessories. Note, some of the resin parts; like the hooks for the piece of wood that's dragged behind to create dust like a tank were so small, they were unusable, so I had to get creative.

The making of the model is straight forward. Make the Kubelwagen according to instructions; you will leave of the side semaphores, side mirror, headlamps, and Notek light. You can fold the windshield down and leave on.

The body of the tank will need some extensive grinding from the inside to fit down over the body correctly where the hood fits in as well as the fenders all around. I used a Dremel tool with a grinding stone and worked great. Be sure to wear a mask as resin dust is not fun to breathe nor recommended.

I did not go with the painting scheme shown on the box, but did my own thing. The kit did not come with decals either so I had to dig through my spare decals to come up with something similar to what you see on the box, which I did. I did find an original photo of the dummy tank and it did have knobby tires but in hind sight maybe I should have used the Afrika Korp kit with the balloon tyres since it was used in the desert. Once again it's your call.

Weathering was done both with washes and pastels brushed on then sprayed with a coat of matte finish to seal it.

And there you have it! ■



**Hey Howard:** Bob Shaill's past comment about only the driver's door being unlockable with a key reminded me of the time, somewhere in the early 1960s, when a very clever parts clerk, known to me only as "Lefty," at Oliver's VW in Berkeley, CA found the necessary parts to replace the passenger's side blank push button with one that had a key slot, and without too much difficulty, I rearranged its internal bits to accept my ignition + door key. That removed the "social awkwardness" of having to open the driver's door, reach inside to the opposite handle, and then go around and open the door for a passenger. Probably these few parts are no longer available separately, but at least for that 1962 Beetle and some others (including my present 1963); an entire driver's side handle can be substituted. I forgot to include, when sending this note a short while ago, that occasionally it became necessary to remind friends with earlier VW experience not to be "helpful" by pushing the interior handle to the locked position when leaving the car, since there is no connection between it and the exterior push button.

Thanks, Milford Brown—[mgbrown3243@att.net](mailto:mgbrown3243@att.net)

**Director's note:** *Bob and Milford, thanks for the tech tip. We had restored our '58 in the early 90' and to this day, my wife continues to complain about the driver's side door handle. You've given me ... and others a great idea here.*

### ELECTRICAL ISSUES

**Howard:** When I'd bought my '59 VW Beetle, it ran great. Now it's a dead as a rock. I have absolutely no electrical current at all and can't seem to find the problem. I've replaced the battery, replaced battery cables and even cleaned all contacts to the generator, started, etc. I live in a small town and have virtually no one available to help troubleshoot electrical issues. Any suggestions would be greatly appreciated.

Dave Hansen—Nebraska

**Director's note:** *Dave, it seems as though you've checked the obvious and would imagine that you've checked the voltage regulator and coil as well. From what you've described, I'd recommend first that you remove all the fuses and thoroughly clean the contacts and ends of each fuse with emery cloth. Once you've done that, check the wiring and contacts to the headlight switch. I had the same problem with my '58 Beetle a few years back. I had ordered a new highlight switch from Vintage Parts and now it's running great.*

### VW BIRTH CERTIFICATE

Have you ever wondered when your VW was actually manufactured? Finding out is a lot easier than you might think. You'll need an internet connection, credit card and of course the identification number of your VW. Depending on the exchange rate of the Euro, the cost for the certificate can average between \$60.00 - \$65.00. For check access to the **Volkswagen Automuseum**, go our website at [www.vvwca.com](http://www.vvwca.com). Once you're there, click on the **links** button in the upper left hand side of our webpage. From there, simply scroll down the page for the link you need or you can type the address directly into your browser: <http://automuseum.volkswagen.de/index.php?id=12&L=1>

### VINTAGE VOICE ONLINE

I have a question and a compliment concerning the online version of the *Vintage Voice*. First, you should know that I really appreciate being able to access the newsletter from my computer and I love reading past issues of the *Voice*. I can easily access the *Voice* online from my desktop computer, but I can't seem to login using my iPad. I've tried to bookmark the location of the newsletters, but find that the link I place in my bookmarks tab seems to expire from time to time. Is there something I am doing wrong?

Mark Stevens—Mt. Judea, Arkansas

**Director's note:** *Unfortunately, the login page on our website for the online version of the Vintage Voice requires an Adobe Flash Plug-in. As of yet, the iPad and various smartphones do not support this application. You could mark the site location of the newsletters, but as you found ... the bookmark expires and changes every 45 days. We are strongly considering changing our e-edition publication whereas members would be allowed to download the newsletter directly to their PC, tablet or smartphone using an Adobe reader application. Most tablets, laptops, desktops & tablets we know of accept a \*.PDF reader/plug-in of this type. Plus, making this change ... allows for downloading and archiving each edition of the Voice. Plus, the process becomes much easier. More to come on this in the next issue.*

### BACK ISSUES

I'd like to find out if I could purchase any back issues you might have. Is there a list of what's available that you could mail or email to me?

Mark Swenson—San Jose, CA

**Director's note:** Mark, usually we retain only but 20-25 copies of the past 3 or 4 past issues of the Voice in the event of missed postal delivery. We've got back issues in \*.PDF format from 1998 up to the most current issue. We are in the process of slowly (this is a long tedious job) of scanning past newsletters and archiving them for retrieval purposes. If there is a particular issue you might be interested in, please email me at [burtonwood.vvwca@q.com](mailto:burtonwood.vvwca@q.com) and I'll see what I can do for you. We provide copies of past issues for members from the anniversary date of their membership.

### REMINDER MEMBERSHIP NOTIFICATION CARDS

Howard, I remember a time when I would receive a notice by postal card that my membership was expiring. I don't remember receiving one in a long time. I'd recently noticed my membership had lapsed for the last couple of months and hadn't received a renewal notice in the mail, has there been a change in policy or process?

David Crimmons—Fort Worth, Texas

**Director's note:** It has been more than 3-4 years since we've stopped mailing all reminder cards to those whose membership was about to expire. Increasing costs in postage and printing forced us to rethink how we notify our members of membership due dates. The process has been changed whereas you will receive notification by email when your membership is about to expire. If we do not have an email address on file, we will mail a postal reminder. However, please remember ... your month of expiration always appears on the postal label that appears on the front of the Vintage Voice. If you have changed your email address recently or question whether our records might be accurate, please email me an update at [burtonwood.vvwca@q.com](mailto:burtonwood.vvwca@q.com).

### MAKING TRAVEL PLANS FOR THE 2014 VW SHOW SEASON

I live in Southern Iowa and have just joined the Volkswagen scene. I've been told that you frequent many of the VW Car Shows/Events held here in the Midwest. I would like to ask which events you've attended this last year or which events within a day's driving distance of Ottumwa, IA you might recommend. Thanks. Jason Stevens, IA.

**Director's comment:** Jason, I have had to cut back on attending event this past year to do health issues. I've

only attended the Mokaan VW Show and Event in Missouri and the Eureka Springs, VW Show and Event in Eureka Springs, AR. However, there are many great events held throughout the Midwest sponsored by VVWCA Chapter Clubs worth attending. I have attended most all of these at one time or another. Sponsors: Omaha VW Club, NE., Michigan Vintage VW Club, MI., Harsh Winters VW Club, IL., State Line VW Club, Rockford, IL., Mokaan VW Club, MO., German Car Club of Kansas., KS., Eureka Springs VW Event and Festival, AR. Mid-South VW Club, TN. Remember, we have Chapter Clubs throughout the country and there are some really great events to attend to the South, East and West. In actuality, most all VW events are worth attending and supporting. For a better list of what's coming up, be sure to visit [www.thesamba.com](http://www.thesamba.com).

### VINTAGE VOICE PUBLISHING SCHEDULE

I'm a bit confused as to when the Vintage Voice actually publishes. I look forward to reading it but am not sure as to your publishing cycle.

Dan O'Connor—Texas

**Director's comments:** Dan, I get this question a lot. The Vintage Voice most often goes to the printer on the 15<sup>th</sup> of the month, following a two month period. For example; the November-December Vintage Voice will go to the printer around the 15<sup>th</sup> of January. It is usually printed within 5 days and deposited in the mail for distribution. There are occasions when printing might be delayed due to a lack of content or we're awaiting for a major story to arrive. The sooner we can fill it up, the sooner Kimberly and I can get it printed and in your hands. ■

Got a question, tech tip, story, photo or comment you'd like to share with us? Drop me an email at [burtonwood.vvwca@q.com](mailto:burtonwood.vvwca@q.com). Submissions from our members are always welcomed.

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# Valve Adjustment 101

By Glenn Ring, glenn@glenn-ring.com

One of the best things about owning a ACVW (Air Cooled VW) is how easy they are to maintain. Regular valve adjustment will greatly increase the life of your engine. All you need are some simple tools, a jack and about 1 hour of time. The VW manual says to adjust them every 3000 miles, but do a valve adjustment at least once a year... usually in the spring when I get the car ready for the warmer weather.

I'll describe how to do it on a late model Beetle, but this generally applies for early Beetles, Ghias, T3 and Busses. You need the following tools:

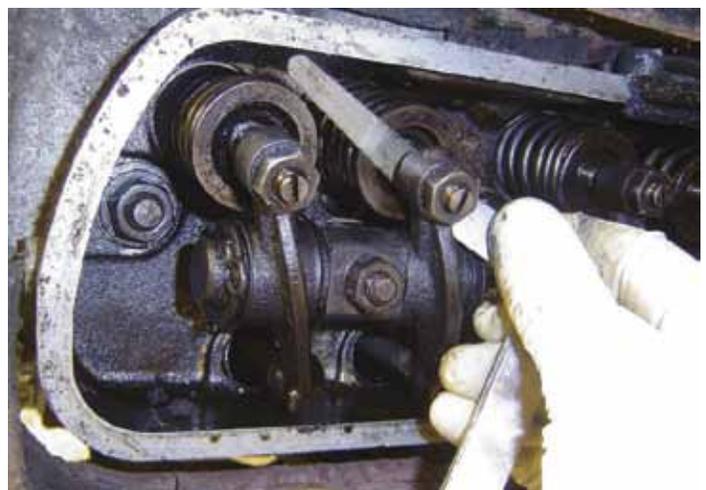
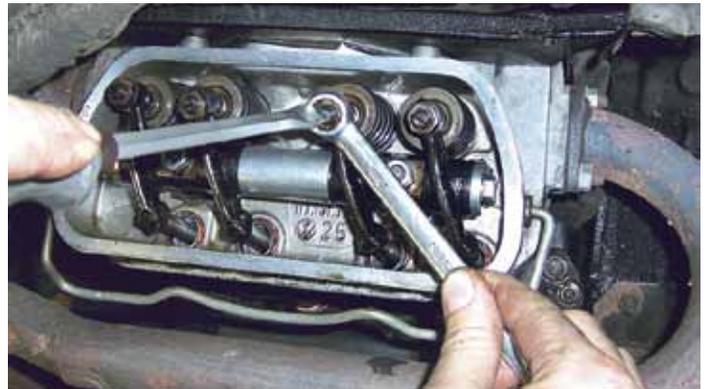
- 13 mm Box Wrench
- 19 mm Box Wrench
- Slotted Tip Screwdriver
- Feeler Gauge
- Valve Cover Gaskets (2)

The valves should only be done with the engine COLD. That means you should do it only after the engine has been sitting overnight. You can adjust the valves with the car on the ground, but if you have access to a floor jack and jack stands it will save your back. You need to know that cylinder #1 is on the passenger side toward the front of the car. #2 is behind it on the passenger side with #3 being on the driver's side toward the front of the car and #4 on the driver's side toward the rear of the car.

The first thing you need to do is get #1 at TDC (Top Dead Center). Use your slotted screwdriver and remove the 2 clips that hold the distributor cap on. Under the cap the distributor has a filed slot that indicates #1. You need to rotate the engine until the tip of the rotor points to that mark. To rotate the engine use your 19 mm box wrench to turn the generator or alternator pulley. That will cause the crank pulley to turn also. You will notice a notch on the crank pulley. That also indicates TDC.

When #1 is at TDC you need to remove both valve covers. Use your slotted screwdriver to pull the valve cover bail down and the valve covers can be pulled off. At this time you should examine the cork gaskets. If they need to be replaced, remove them and clean the mating surface of the valve cover. Apply a thin coat of Permatex gasket adhesive to the valve cover only... not to the head.

Now you are ready to adjust the valves. Using your feeler gauge check the clearance of both intake and exhaust valves of cylinder #1. I set mine to 0.006", but some early cars use 0.004" and some aftermarket cams use other specs. If they are OK, you can leave them. If they need to be adjusted use you 13 mm wrench to unlock the jam nut and use the slotted



screwdriver to adjust the clearance. When it's at 0.006" tighten the jam nut and then recheck with the feeler gauge.

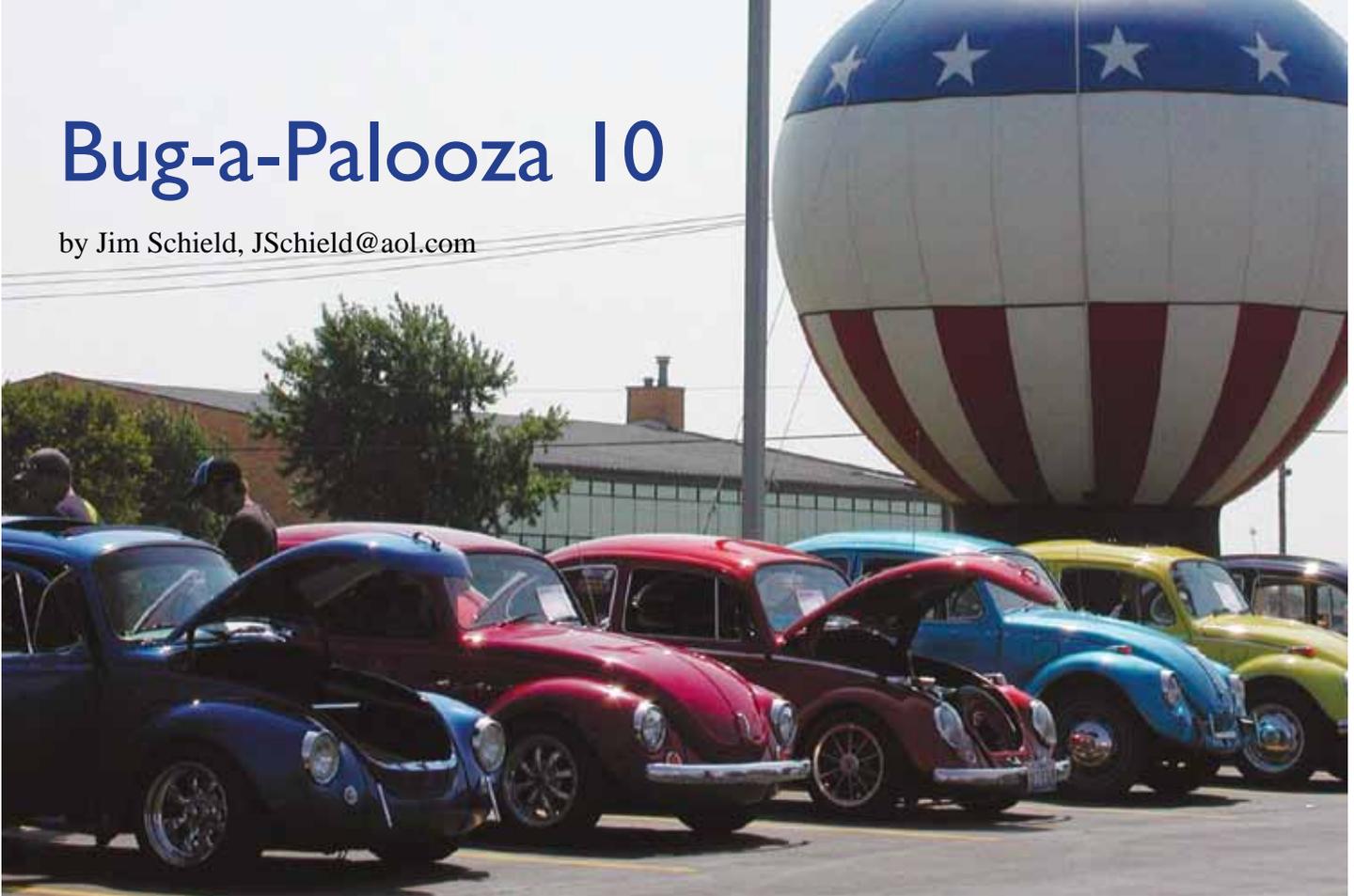
Now turn the gen/alt pulley nut counterclockwise 180 degrees. A degreed pulley makes this easy, but if you have a stock pulley, just turn it until the TDC mark is at the bottom. Now you are ready to adjust #2. You do it the same as #1. When that's done turn the pulley another 180 degrees and #3 should be at TDC. Adjust #3 like the others and turn the pulley a final 180 degrees and #4 will be at TDC. When #4 is done you should reinstall the valve covers and reinstall the distributor cap.

That's it... just clean up and you're ready to go. ■

*For more information on Volkswagen Maintenance, go to: [www.glenn-ring.com](http://www.glenn-ring.com)*

# Bug-a-Palooza 10

by Jim Schield, JSchield@aol.com



Great weather blessed the 10th annual Bug-a-Palooza Show for the Harsh Winters Club. 106 folks registered their cars in the show, with more that chose to park in the spectator lot. Again held at D'Arcy VW on West Jefferson Street in Joliet, IL, attendees enjoyed the Chalk-a-Bug, a jumper for kids, and the lunch that was provided by D'Arcy.

Swappers did well, leaving with far fewer parts than they brought. Whether you needed a new tee shirt, or that special part, you likely could find it at the show. Those that entered their cars (and trucks) in the show received an event tee shirt designed and produced by club member Ray Van Tilburg, owner of Off World Designs, a dash plaque, and other goodies.





This year's show was not without a little drama. One show attendee blew their motor as they pulled into the dealership, Eddie Figus announced his engagement, and more than a few left with sunburns. Much better than the steady rain we had for last year's show. Wish Jason Reed and his soon to be wife Meagan good luck as they drive Jason's '63 Bug from the Chicago Metro area to the Florida Keys on their honeymoon.



The Harsh Winters Club supports Gigi's Playhouse, a Down's syndrome awareness center in Aurora, IL. BAP10 was able to earn over \$4,000.00 for this great cause.



Please put the 2014 show on your calendar. It will be again held at D'Arcy VW in Joliet on Sunday August 24, 2014. You and your family will have a great time!

Check out our web site for all the cars that entered the show at [www.harshwintersvw.com](http://www.harshwintersvw.com).



## Show results

Voting for the awards is only done by the attendees. Harsh Winters Club members do not vote.

**Best of show:** Ted Kieffer, South Bend, In.  
'67 white Double cab

**Best Engine:** Eric & Annie Mosak Crown Point, IN  
'72 Yellow Super Beetle

**Best Paint:** Mark Kuntze, '73 multi colored Ghia

**Best Interior:** Tom Kravcar, Winfield, IL  
R&W camper

**Piece of crap:** William Page, Lake Villa, IL '62 Panel

**Gigi's Choice:** Tom Miller, Joliet, IL Yellow buggy

**D'Arcy's Choice:** Tom Kravcar's R&W camper

## Top 15: (in no particular order)

Jason Reed, Joliet, IL '63 tan beetle

Tom Kravcar, Winfield, IL R&W camper

Eiler Casia, Barrington, IL yellow square back

Neil Pickett, Chicago, IL '58 Brown & Red Microbus

Luis Velazquez, Plainfield, IL, blue Beetle

Jack Bietall, Lansing, IL white Bugatti kit car

Mark Rajcevich, Elgin, IL black Beetle

Charles Anderson, River Forest, IL '69 red Ghia

Doug Narczewski, Spring Valley, IL '66 BL&W Type 34

Mark Salazar, Franklin Park, IL '70 Type 3 Squareback

Raul Dravjo-Herver, Chicago IL Red Brasilia

Tom Cooper, St Charles, IL '73 Blue Super Beetle

Jim Weiderman, green and white Bus

Jerry Mannino, '69 pearl white and red Beetle

Randy Lewis, Naperville, IL '60 sealing wax 23 window

## Raffles:

Unfortunately, we Harsh Winters folks were too tired at the end of the show to capture the names of the winners. The lucky folks won a '42 wide screen TV, a rebuilt 1600CC long block, and two VW bicycles that were donated by D'Arcy. Lots of door prizes were given away as well.

We would like to give a big thank you to the D'Arcy folks for their support in making the show happen. They are the best. Thanks also to Bug-a-Palooza committee members, including Nick Shiro the chairman, Luis De La Torre the club president, Gina and Joe Hauge, Rick Braun, Dan and John Nocher, Jon Finney, Eric Storbeck, Brad Nelson, and Sal Calbrera for their hard work on the committee. ■





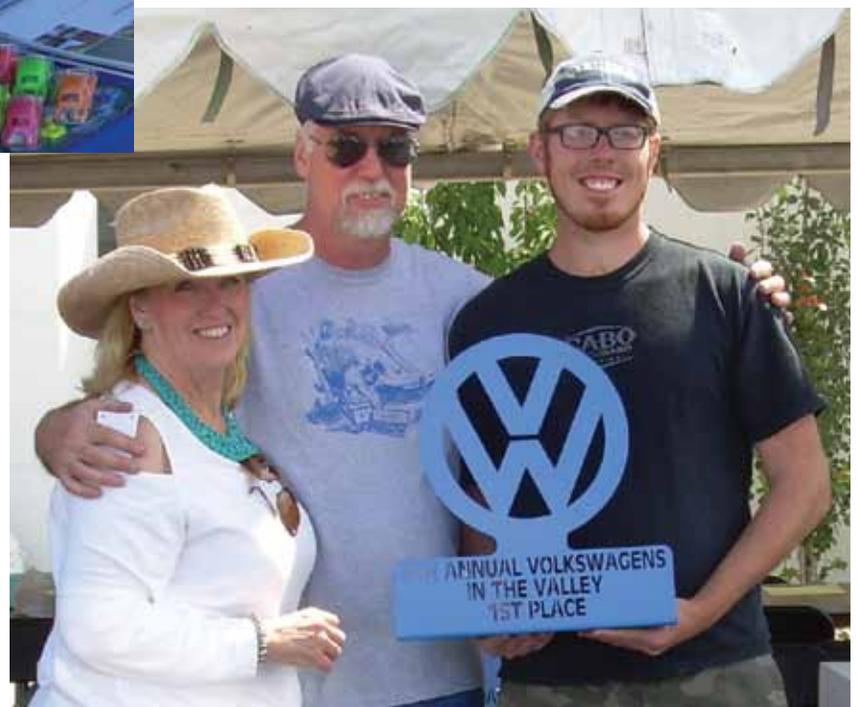
# Volkswagens in the Valley 2013

By Joel Herman, [joel@redrivervwclub.com](mailto:joel@redrivervwclub.com)

On Saturday, July 27th, 2013, the Red River Volkswagen Club held their 8th Annual Volkswagens in the Valley Car show in Fargo, North Dakota. Fargo, which is at the intersection of Interstates I-29 and I-94, is the largest city in North Dakota at just over 100,000 people. This annual show is the only all VW show held in the state. The show is also always the last weekend of July, which usually always a great, sun-filled weekend. On the night before the show, the club always hosts a kick-off party for all participants of the show. This year, we met at my house, just north of town. It was a beautiful night which we shared with great company. Lots of people from around the region including Minnesota, South Dakota, Manitoba, and North Dakota joined us for the fun-filled evening. We grilled, had a bonfire, which included burning half a VW case, relaxed and enjoyed each other's company. It's always a great way to meet the people that have come from outside the area to join us for this special event. Without them, we would never be able to hold such an event like this.

Saturday brought more great weather, great people, and great cars. Our event has progressively been pulling in more and more vehicles every year. As the word gets out about our show here in Fargo, we see cars coming from farther distances. This year, we had 53 cars total come out to the event. That is about what we had last year as well. Valley Imports, where the event is held, is a major supporter of ours. They've been with us since the beginning and we are grateful for all the support that they give our club and the show. It is greatly appreciated.





A major highlight of this year's show was Bill Borkowski's 1952 Zwitter that he finished hours before driving it to the show Saturday. Bill has put great effort into the spot-on restoration of this car and he certainly has made it something special to see. Bill has had this car for many years as the restoration has taken him the better part of 25 years to finish up.

Every year, we pick a local charity to donate money to. This year, we raised \$462 for the Red River Valley Autism and Asperger Network. We were glad to have them participate in the show this year. They had two individuals join us all day long to talk with people and educate them about Autism and Asperger awareness.

We had 6 categories for trophies. Farthest Distance, Dealer's Choice, People's Choice, 1-3 Participant's Choice. Winners:

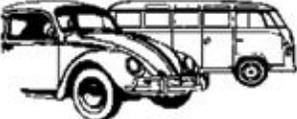
- Farthest Distance:** Jerry Johnson, Spencer, IA  
1964 Karmann Ghia
- Dealer's Choice:** Mike Berry, St. Paul, MN  
1960 Beetle
- People's Choice:** Peggy Skaffen, West Fargo, ND  
1955 Beetle
- Participant's Choice 1st:** Bill Borkowski, West Fargo, ND  
1952 Beetle
- Participant's Choice 2nd:** Jayson Ackerson, Fargo, ND  
1970 Beetle
- Participant's Choice 3rd:** Nancy Lorntson, Stillwater, MN  
1962 Beetle



We would like to thank everyone who traveled to Fargo this year. We couldn't do it without you. I would also like to personally thank Everett and Jennipher Barnes with thesamba.com. They have made it much easier to promote great events like this, which tightens up the Volkswagen community worldwide.

Next year's show will be on July 26th, 2014 with the kick-off party on the Friday night before the show, the 25th. To keep up with the latest and greatest Volkswagen news around the upper Midwest, go to our website which is <http://www.redrivervwclub.com>. ■

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# The Volkswagen Beetle is the Most Popular Classic Car in Germany



The Beetle takes the top spot in the rankings of vehicles over 30 years old seventh place taken by the VW bus of the T1 to T3 series

The popularity of officially registered classic vehicles in Germany continues to increase, with the total stock in the country increasing by ten percent over the previous year. The undisputed leader among the currently officially approved 254,053 vintage cars in Germany is the Beetle with 27,002 examples, followed by the Volkswagen “Bulli” – the name given by German fans for the Volkswagen Bus and Transporter – in seventh place with 4,418 vehicles.

In Germany today there are 254,053 vintage cars that are running on ‘H-plates’ – license plates that feature an H suffix indicating ‘historic’ status. Applications for these plates can be made for cars that are over 30 years old and provide owners with tax breaks and exemption from the ban in environmental zones. There are also a further 162,000 cars of the same age which can potentially apply for H-plates but have yet to do so. In addition, the numbers of classic cars over 30 years old that are temporarily unlicensed or registered off road are in the region of 300,000. Although classic cars are likely to be noticed on the streets or in a driveway, the reality is that they have a share of less the one per cent of the total vehicle population of 43 million in Germany.

It may come as no surprise, but the Volkswagen Beetle takes top spot among the classics, with 27,002 H-approved examples, way ahead of the next popular, the Mercedes-Benz W 123 with 8,869. At number five on the stats of classics built up until 1983 is the Porsche 911. The number of Transporters with H-plates is increasing year on year by 23 percent to 4,418 units, putting it into seventh place. Ranked 15 is the Volkswagen Karmann Ghia with 2,332 entries. The Mk.1 Golf, Mk.1 Sirocco and Mk.1 Passat are not yet included in the top ranks of these statistics because most of these vehicles are currently approved for daily use without H-suffix plates.

Each year on behalf of the Association of German Automobile Manufacturers (VDA), the Federal Motor Vehicle Office issues a detailed analysis of vehicles with H-plates. Eligible vehicles must be 30 years old or more, be in original unmodified condition and well maintained. ■

*Article Submitted as originally posted on [www.bbt4vw.com](http://www.bbt4vw.com)*

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### **The One Millionth Volkswagen Celebrations**

I had written about this event before and also received emails at that time asking me for more details about this particular one millionth car. Fortunately the man who had been in charge of the Volkswagen Museum, Dr. Bernd Wiersch, where the millionth Beetle is displayed, recently wrote a book "Die Käfer-Chronik" where he gives us a few more details about it, the car and the events surrounding the celebration.

The milestone was reached August 5th 1955. About ten years after Beetle production had started after the war. By reaching one million, Volkswagen became the first German car company to ever build one million cars, perhaps also the first European manufacturer to do so. It was a major accomplishment. It was not only one million cars by the same company but also one million of the same model. VW's PR chief and Nordhoff's confidant, Frank Novotny, did not spare any of Volkswagen's money to put on special events lasting three days. Special brochures were printed listing the three day program including which included many special presentations for the invited media, dealers and the factory workers. About 1000 foreign guests from media and VW distributors were flown to the closest airport in Hannover and picked up by buses to go to Wolfsburg. For those who came by ship travels started weeks before, like for instance the ones coming from South Africa and South America which included groups of musicians and dancers to entertain the Volks at Volkswagen. Especially the scantily clad young ladies from Brazil dancing to Latin rhythms did prove to be very popular.

Novotny, the PR man knew how to throw a party, he was aware that the big bash would get world wide attention and pay off better than spending millions on media advertising. The world's media was invited to take notice and to write glowing reports. It immensely enhanced the prestige of

Volkswagen because, as they say, nothing succeeds like success. In those days Volkswagen was not doing any actual advertising to sell their cars, they were selling their success. The waiting lists for Volkswagens just kept on getting longer and longer. The attention given to the production of the millionth Beetle enhanced Volkswagen's image immensely.

The featured on millionth car was especially prepared for the event. The exterior had a gold metallic finish. According to the retired head of Volkswagen's archives and Museum, Dr. Bernd Wiersch, the gold effect of the paint on this car was achieved by grinding up gold fish scales. I have my doubts about that, because I believe by that time Volkswagen was using gold colored metal flakes to get the desired gold color effect. Instead of having black rubber for the windows the car used off-white rubber seals. The seats were covered with special red brocade in what VW called a Jaguar design imported from France and the chrome parts had small glass crystal particles imbedded to give a Rhinestone glistening effect. The last time I saw this car in Wolfsburg a lot of the glass crystals had been scratched off by fingernails by the many visitors. Newer reports have it that the glass crystals have been restored.

The ID plate behind the spare tire was made from 333 karat gold. Nordhoff himself attached the plate under the applause of assembly line workers. I have tried to find out what that ID/Chassis number was but without any results. According to official VW numbers Volkswagen had built 929 746 Beetles by August 1st 1955. Apparently the 'One Millionth' was the first 1956 model since supposedly it was built August 4th 1955 when 1956 model production started.

The question I have is, how did Volkswagen arrive at the one million number? This number does not include commercial Volkswagens. But it probably does the 27 117 Karmann four seat convertibles. Do the figures include the 630 Beetles built before the war's end and the many cars stolen off the assembly line at the collapse of Germany? Anyway, this is probably just nitpicking on my part because by December 31, 1956, Beetle production had reached 1 060 929.

### **The Struggle To Replace The Beetle (3) The Efforts by Rudolf Ringel**

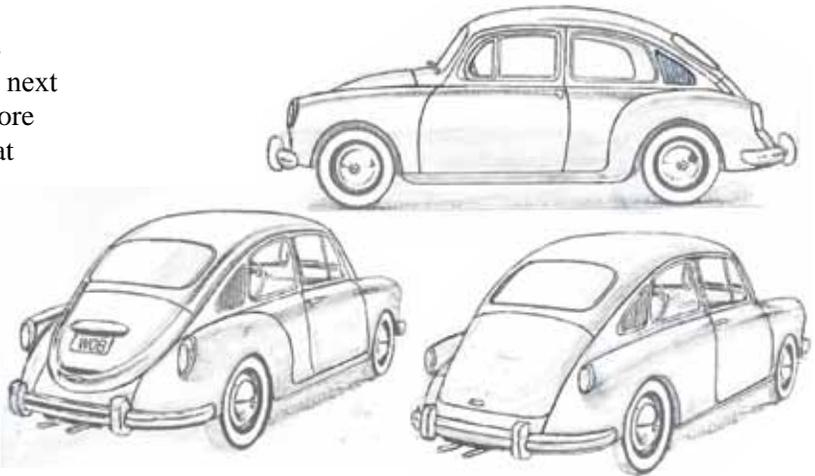
As early as 1948, while the Porsches were still living in Austria, Nordhoff asked them to submit ideas about a Beetle replacement. At that same time same time Volkswagen's own technical development department

were also asked to look into what they could do. The request was, as it had been and as it would be for the next twenty years, to come up with a more attractive, a more comfortable Volkswagen with more interior room that according to Nordhoff would have a better chance in the marketplace and if at all possible also to be a car less expensive to manufacture.

One man who was busy at VW to improve the Beetle's looks was Rudolf Ringel a leftover from the Porsche days at Wolfsburg. Ringel started out originally at the Porsche works in Stuttgart where he was employed during the thirties and forties. That was just the time Ferdinand Porsche was working on coming up with an affordable car for the German people. Ringel first worked together with Xavier Reimspiess in Stuttgart on the Kübelwagen project. Later he did transfer to Wolfsburg to help getting the production of this car going. After the war, at the time of the arrival of American troops, he was busy with a small group of about 200 workers to finish about 120 partially assembled cars still sitting on the assembly line from left over parts. These cars were delivered to the American Motor Pool. Later, once the British arrived, Major Ivan Hirst requested to him to build a two seat roadster for his boss Coronel Charles Radclyffe, the British officer in charge of motorized production in Germany. That convertible became known as the 'Radclyffe Roadster'. A car that would eventually inspire the well-known Hebmüller coupe. At the same time Ringel also converted a regular Beetle into a four seat convertible for Major Ivan Hirst. To keep Ringel busy, Hirst also had him built two four wheel drive Beetles, previously called Kommandeurwagen. The French Military had shown a lot of interest in such a four wheel drive vehicle and since Volkswagen depended on getting steel from the French, Hirst was eager to please them. Unfortunately that project did not go through because important 4WD suspension parts could not be obtained to build more than two demonstrators. One of them is now displayed at the VW Museum in Wolfsburg.

Once Heinrich Nordhoff arrived at Wolfsburg in 1948, Ringel was again put to work, this time on Beetle replacements. He worked not only on one but on several.

At that time almost all in house work for a Beetle replacement were assigned Volkswagens own number designation which differed from Porsche's project numbers, in Ringel's case it was the EA 97. Over the years there were a number of EA 97 prototypes developed and one almost made it into production in 1965 after 200 pre-production test cars had been built.



The bodies of the early Ringel versions were easily recognizable as Beetles. Mechanically they were identical to the Beetle with its 1200 cc engine, and transaxle at the rear and the front axle tubes with trailing arms. The normal Beetle chassis platform was widened as it later would be used for the Karmann Ghia and the Type 3. This widened chassis allowed for more interior room, one of the requested features for a Beetle replacement. Pictures of two versions of the Ringel developed cars exist. I tried to make a couple of drawings, for which I apologize, but it may give the reader an idea how they looked like. These cars were junked after they were turned down by Nordhoff.

The Ringel developments were not bad looking. Some of their design details, especially the doors, roofline and the windshield, later were used for the Type 3. As with all Beetle replacement prototypes, and as Ringel himself readily admitted, they were just too heavy to be seriously considered as a replacement for the Beetle. Besides, there were no savings in manufacturing costs another stipulated requirement. The struggle to come up with a Beetle replacement went on for many years. We will look a at some more of these soon. ■

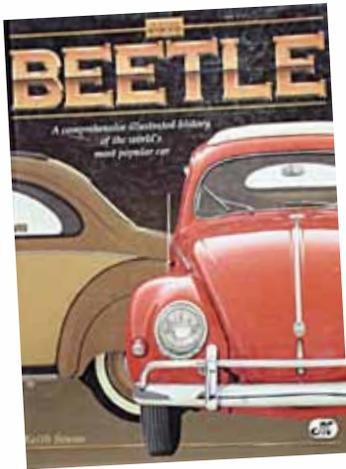
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*A very large format, 37 by 28 cm (14/5 by 11 inches). 160 page hardcover book. Every page has very good pictures, as it should be it is after all called an illustrated history. Published in 1997, by Motorbooks International Publishers and Wholesalers. 729 Prospect Avenue, PO Box 1, Osceola, WI 54020 0001. [www.motorbooks.com](http://www.motorbooks.com) ISBN 07603-0430-0.*

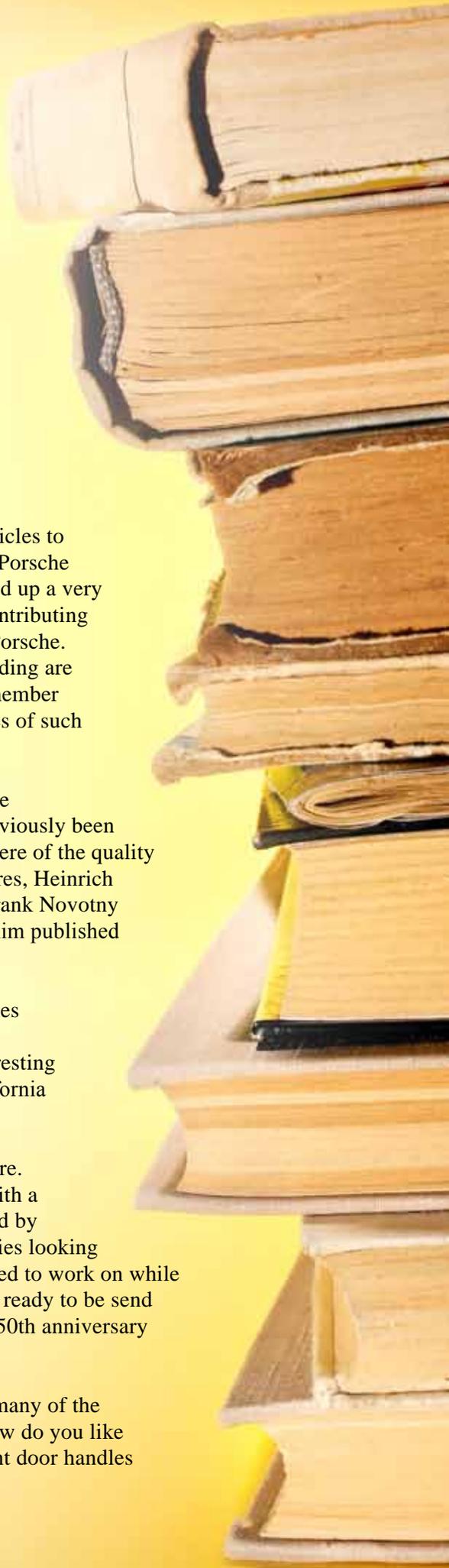
Over the years the author of this book, Keith Seume, has contributed many articles to British, American and Japanese magazines writing about the Volkswagen and Porsche history and as I understand makes a good living doing so. Just recently I picked up a very fancy and expensive "Porsche World" magazine published by him. Besides contributing to media, he also wrote a number of books, all dealing with Volkswagen and Porsche. I know of 6 and have 3. What makes this book being reviewed here so outstanding are its many excellent high quality pictures in large format. Actually I can not remember any books about VW, and I have many of them, which show that many pictures of such outstanding quality.

There are many of the well known historical pictures, the ones taken during the thirties and kept in the Volkswagen and Porsche archives, all of which had previously been published in many books dealing with Volkswagen's history. However none were of the quality reproduction as they are here. It is interesting to note that in some of the pictures, Heinrich Nordhoff's right hand man, who was in charge of public relations, the great Frank Novotny is shown but never identified. Years ago our "Vintage Voice" had a profile of him published where he is described as Nordhoff's shadow.

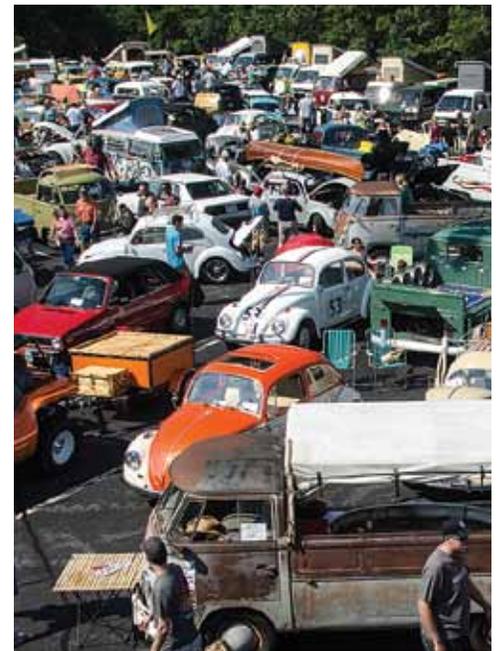
Obviously, the great bulk of pictures cover the regular production model Beetles starting with cars from 1947. Most of them right hand drive, since most of the pictures are of cars restored in Great Britain, all in their historical correct interesting original colors. Apparently the British did not go for the highly modified California look in a big way as we do over here.

Some pictures are of cars and situations most likely never seen anywhere before. Here is a list of some of them: A restored 1952 Stoll coupe, a special Beetle with a notch back by an independent German body specialist. A Kübelwagen captured by American troops loaded with 8 GIs. A Renault prototype developed in the forties looking almost like a Volkswagen Beetle. This is the one Porsche supposedly was forced to work on while in French prison. And there is one showing the Pope blessing a line of Beetles ready to be send to the US. Ivan Hirst is shown signing a special Beetle on the occasion of the 50th anniversary of Volkswagen.

If that is not enough the last pages of the book show in close up and in detail many of the changes some Beetle parts underwent over the years, many long forgotten. How do you like to see the 14 different inside rear view mirrors? And how about all the different door handles and hub caps? For that alone the book is highly interesting! ■



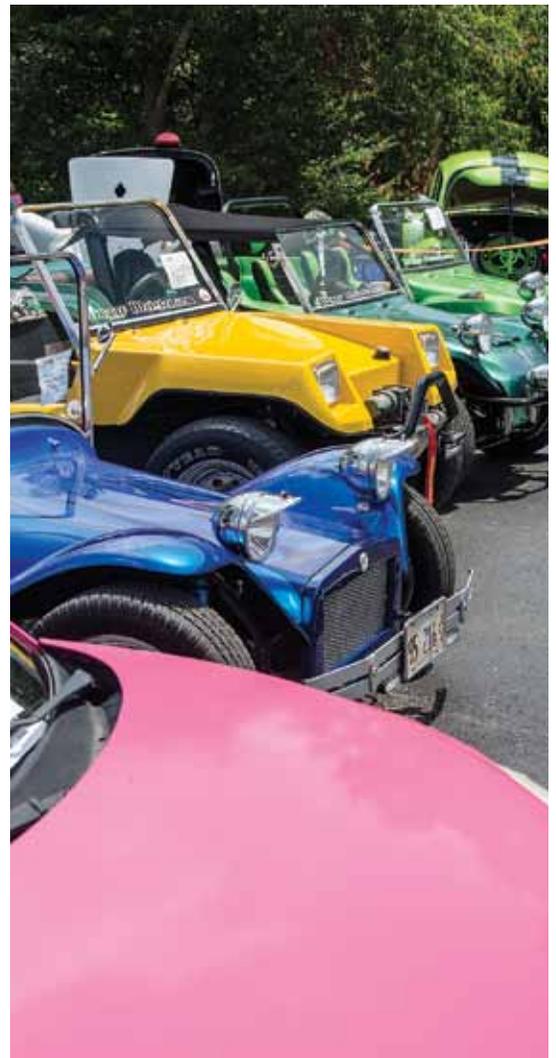
# Eureka Springs 2013



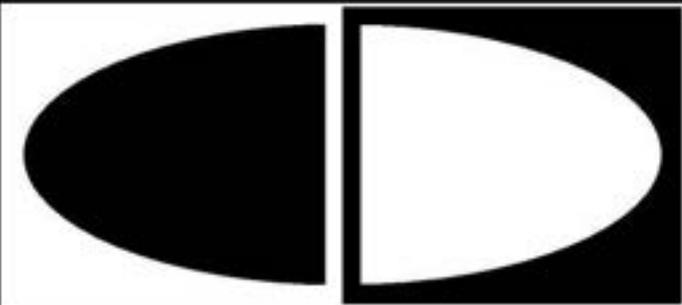
For 21 years now, Eureka Springs, Arkansas has served as host of one of the most popular and larger VW events and Festivals held in the Midwest. The event originally was given birth by the minds of Michael Mount Joy and Dave Heilemann who both had a fond passion for air-cooled Volkswagens. As the event began to grow in the beginning years, assistance from the Arkansas Volkswagen Volksmeisters and others was needed as the convergence of Volkswagens upon the small community of Eureka Springs got larger with each passing year.

Located in the Upper Northwest area of Arkansas, Eureka Springs was originally founded as a result of the healing properties of its mineral springs. Over the years the small community flourished as both a center of health and as an ever growing center of tourism.





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Home today to some of the finer restaurants in NW Arkansas, Eureka Springs continues to thrive as a well cherished destination spot for relaxation, fine dining, shopping and Volkswagen fair.

Held every year during the later part of August, this event had always been managed and championed by Dave Heilemann until coordination and management of the event could be turned over to close friend: Denis Dodson. Achieving a point of a well-deserved retirement, Dave passed the event and event responsibilities over Denis prior to his move to the sunny islands of Hawaii.

It was not uncommon that a cloud of speculation hovered over this year's event, as many were in doubt that Dave's success could be replicated by another. But nonetheless, Denis rose to the occasion and harvested a superb VW festival enjoyed by all. Newcomers to the event had little if any knowledge that Dave Heilemann was no longer at the helm. For those who have repeatedly attended this VW festival, little could be detected that Denis Dodson was in charge of a whole new experience for the very first time.

Naturally, with like this in management responsibilities, I would be a bit remiss if I were not to mention that a few minor bumps and bruises had occurred along the way, but to the average attendee, very few one would have known the difference.

Spectators alike were blessed with sunny skies and better than normal temperatures. More than 280 Volkswagens



of all shapes and sizes were on display for the public to enjoy. At 3:00 Saturday afternoon, VWs lined up in the parking lot at the Best Western Inn of the Ozarks as they readied themselves to participate in the annual VW parade that would wind through the small community of Eureka Springs. Lead by a Police escort, each VW took its place in single file. Surrounded and cheered on by both residents and tourists visiting the community, the grand event was sure hit for all.



The Sunday wrap-up of this great event included a voluntary two hour tour through the scenic mountain sides of NW Arkansas. At the end of the day, VW enthusiasts shook hands with their friends, said their goodbyes and eagerly gave each other hugs as they all departed for a long voyage home. In passing you could hear many say, “great event” “we had a super time” and “see you again next year.”

If you stuck around long enough, you just might happen to founder event Dave Heilemann standing in the shadows sporting a hearty grin of enjoyment. Although he now lives in Hawaii, he too was proud of what Denis Dodson and others had achieved and the legacy they had upheld. It probably goes without saying that Denis Dodson and the Arkansas Volksmeisters are already planning for a bigger and better event this next year. ■

## 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 . Reg members only \$10, one time offer \$8.

Empi Pull down with (VW). One time offer. Reg \$200. Members only \$100 with hardware.

Beer Pull with (VW). One time offer. Reg \$125. Members only \$95.

Vent Window Locks (Stainless Steel) Piece of mind. Reg \$125. Members only \$95.

Center arm rest in blur or white piping. (Your arm won't fall of 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.

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

“Volkswagen KDF-Wagen 1934-1945”, \$30.00 each plus shipping.  
 “Volkswagen Then, Now and Forever”, \$50.00 each plus shipping. “VW Sales Performance – Board”, 24”x57” - \$300.00 plus shipping. Books signed by the author at your request. For information, please call Terry Schuler, 814-243-8859.

1952-1982 VW Factory Shop Manuals.: \$29.95-\$99.95. Aftermarket VW shop manuals (6 different publishers): \$9.95-\$34.95. 54-79 VW Restoration Manual \$37.95. Alex Voss, 4850 37th Ave So., Seattle WA. 98118. Tel: 206-721-3077 toll free 888-380-9277.

## WANTED

VVWCA Newsletters from 76 through 81 and 84 through 87 so I can make a comprehensive history of the VVWCA for our website. Would be willing to pay all shipping costs. Contact me at vvwca@att.net or 913-831-6225. My address is also listed under the Chapter Reps for the state of Kansas on our website. Thank you, Mike Epstein.

As I was doing some organizing of my VW library, I have found I am back issues of the Vintage Voice to include: Mar./Apr., Sept./Oct., and Nov./Dec. for the year 2011. If you have these issues and would care to part with them, I would be more than willing to offer reimbursement for shipping. Thank you, Steve Briscoe, 1111 South Coast Dr, Unit E-102, Costa Mesa, Calif. 92626.

## CARS SALE

1961 VW Beetle. Completely restored. L-380 Turquoise, many first place trophies. Runs and drives perfect. Call for details. \$8,800.00. Ralph Johnson. 302-220-6322. Bear, Delaware.

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# Happy Holidays



*Kimberly van Noord*

*Michael Epstein*

*10/10/10*

*Kimberly*

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