



VintageVoice

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Sad loss of a long time friend and great guy...

It was with a lot of sadness that we heard on Sunday morning of this past Thanksgiving weekend that our old friend Gordi Davis had passed away the previous day (which would have been Saturday, November 30th).

There are very few people in the old car hobby who have meant as much to Diane and I as Gordi, and he was extremely well-liked by many, many people, both in the old car hobby, and also in the Keene State College community (where he worked), in the general Keene, New Hampshire area (where he was a long time manager at the old Patriot Motors VW dealership, and later running his own "4EVER4" independent car repair business), and especially loved by his family and his dear companion Suzanne.

Gordi Davis always told it like he saw it, in his own unique & colorful way, but was always respectful of others' opinions and viewpoints. Gordi helped Diane and I out in innumerable ways over the 30 or so years we knew him (initially through the old-VW hobby), and we are so pleased to have been able to remain close friends with him all along the way.

Close friends of Gordi arranged a memorial get-together on the Saturday following his passing (11/7/2013), at a large hotel ballroom in Keene, New Hampshire, and Diane and I were very pleased to be able to attend. There were tons of people, loving tribute after loving tribute, tons of great old photos & stories, food, drinks, and music. Gordi I'm sure was smiling down from heaven. I took a picture of one of the hundreds and hundreds of old photos that were displayed at the gathering, showing a happy Gordi posing with the superb Inca Red '57 Convertible that was his pride and joy for many years.

Please view Gordi's Facebook page for many photos and tributes: <https://www.facebook.com/gordi.davis>



Gordi's obituary was published Tuesday, December 3rd, 2013, online by the Keene Sentinel, and reads as follows:

"...Gordon B. Davis, 64, of West Swanzey passed away Nov. 30, 2013, at his home. He was born in Englewood, N.J., on March 3, 1949. He cherished his friends and devoted his life to all things Volkswagen. He was a master storyteller, and those who knew him well will be left with many fond memories. His final remarks were a nod to Frank Sinatra: 'Regrets ... I've had a few, and then again too few to mention.' And a final nod to his most loved expression: 'What a long strange trip it's been.' Survivors include his significant other and travel partner, Suzanne Jahn; his sisters, Allison Grieg and Nancy Palm; brother, Malcom Davis; and Jennifer Buzel, Kimberly Gardner and Ryan Duhaime. A celebration of his life will be held Saturday from 11 a.m. to 3 p.m. at the Best Western Hotel in Keene. Foley Funeral Home of Keene is assisting the family with arrangements..."

R.I.P. Gordi. You will be missed.

Submitted by VVWCA member Steve Mierz, Stony Creek, CT, December 10, 2013



Director's FORUM

There are many times when I feel a bit challenged. I suppose one of those odd moments hit me right smack dab in the forehead as the Polar Vortex settled over the Midwest, dropping temperatures well below -21 degrees below zero.

First of all, why is a Polar Vortex and was is the media using this phrase in every other sentence? Can't they simply state that it's going to be absolutely frigid outside? For me, all they need to do is that of forewarning me what I'm in for and leave out all those fancy words. Heck, at first I thought a Polar Vortex was something you'd hear of from an episode of Star Trek.

Whatever you call it, it's been horribly cold here in North Iowa recently. Wind chills brought the temperate to a breath stopping -51 degrees below zero. So, what I do? I decide it just might be a good time to take my '58 out for a drive around town.

When as I attending high school years ago, it was not uncommon for me to drive during such extremes and not really think much of it. Sure it was cold and you really had to bundle up as Volkswagens weren't known for producing heat. Nonetheless, we drove them everywhere ... regardless of the temperatures and conditions.

Naturally, my wife thought I was out of my mind as did my neighbors when they saw me take off down the road, drudging through some freshly fallen snow. I have to remember for a moment the Beetle had been sitting in the garage, which at the time was much warmer than the outside air. However, it only took a matter of seconds before the temperature inside my car dropped to about the same temperature outside my car.

As I drove down the street, I notice that with every breath I took ... more and more frost would form on the inside of the windshield. It was easy to figure out that my heater was struggling to produce any heat. I had forgotten that 40 years ago, we'd always travel with two windshield scrappers; one for the outside of the car and a much scrapper for the inside windows. Life seemed so much easier back then. We didn't really think much about the cold. After all, the man that drove the snowplow got to the snowplow driving a Volkswagen.

But, I've aged a bit since then. I seemed to have much more stamina then I do now. Cold temps didn't affect my joints back then as it does now and I've realized that as we grow older, we become much more complacent to stay at home, huddled next to the fire. Or, more at ease jumping into our cars and turning the heater up to full blast. As our newspaper reported the other day, we've all become "weather weenies".

And I suppose, if you're going to drive a vintage VW on a day as cold as this ... you've got to expect a bit of discomfort. After the first 30 minutes of driving, the cold didn't seem quite as bad. While most people in town stayed within the warmth of their homes, I was one of the few to brave the temps in a VW. Surprisingly, it was a fun ride ... bringing back many memories of when I'd head out for school at 7:00 am each morning in my VW.

While technology has changed our lives and automobiles have become much more complex, we sometimes tend to forget what life was like and what we had to endure as we were growing up.

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During my venture through town, I'd stopped at a gas station to fill. When I'd stepped inside, the clerk asked whether that old VW was all I had to drive and whether or not I was freezing. Actually, I felt pretty warm at the moment.

Upon returning home and pulling back into the garage, I couldn't help but smile as turned the car off and decided again to make the same trip across town, but this time in my '73 VW Thing. Yes, my wife thinks I'm a bit challenged at times, as I always tell her "any day is a good day to drive a Volkswagen".

AIR COOLED EXPRESS

Mike Carroll 689-1815

A stylized logo for Air Cooled Express featuring a white Volkswagen Beetle with a large black oil drop above it, and a person in a racing helmet sitting in the driver's seat.

Greg Sloma 578-8100

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The Deep Freeze and the Turkeys



Here in California we have finally had some weather. As the rest of the US held its collective breath and wondered if we would dry up and crumble off the edge of the map from lack of water, we dusted off our umbrellas and actually got RAINED on not too long ago. Yes, water fell from the sky and made the lawns grow once again, turned out dust to lovely wet mud, and made a general mess out of cars we hadn't had to wash for 6 months. But don't think we don't appreciate it! No, we needed that water so badly that the rain came just in time - our state slogan was in danger of being changed from "The Golden State" to "The Semi Arid State".

But our weather actually began in December, when the Arctic Express below through and treated us to some of what the rest of you enjoy all winter: sub-freezing temperatures. This was the coldest weather for California in over 70 years. I know what you're thinking. "HAH! Probably on the high side of 50 degrees, and she's COMPLAINING?" Well, I've heard it all before and I'm not looking for sympathy so you don't need to write. For those of you who live in the Rust-Riddled East, warm is anything above freezing. For us here on the West coast, freezing is something that happens only in that small unit on top of your refrigerator. Freezing most certainly does not happen OUTDOORS, for Pete's sake, that's why we live HERE. But on December 20th we woke up to a strange white coating all over everything outside. I'm told this is known as frost and happens only when the temperature outside reaches approximately the same needed to keep an igloo intact. Needless to say, this is not a common occurrence around here and we all suffered. The plants froze, the pipes froze, and the dog's water bucket froze. The mercury said it was 19. 19 WHAT? Degrees?? Surely not, since everyone knows there's no such thing as temperatures below about 50 or so. Dang that thermometer, must be broken. But no, it was true, and

it never got above freezing (is that 32 degrees?) all day. Our pipes never did thaw out, by the way. Bogart has had his share of problems this winter. I'm not sure I can blame any of them on the weather but I know one of them was due to the cold temps. He's always been such an accommodating little guy and things don't usually bother him. Besides being easygoing, he's considerate too, never pulling more than one stunt at a time. He's approaching 22 years old so things are bound to wear out and I try to keep this in mind. However, this winter he's had one thing after another go haywire.

Bogart was not impressed with the cold. He started hard and ran rough. He lodged his first complaint by instructing his heater cable (of all things) to take a vacation. The right side simply stopped working, no hot air came out. I was told it was probably a broken cable. Since I didn't feel like rolling around on cold concrete under the decidedly LOW fanny of a Bug, wrestling with a broken cable, I did the obvious and ignored it. I thought it a tad rude of him to do this right in the middle of this Not-For-Human-Habitation weather, but the heater worked so well that I found I didn't really need both sides anyway. After all, who drives from the RIGHT side of the car? The left side still worked fine so I stayed nice and warm. I think I'm the only one that thinks there's no room for improvement in a VW heater. With both sides working, I usually had to run it at half mast anyway to keep from sweating to death. So, the broken heater cable didn't bother me much.

What came next was a bit more annoying. The turkeys took up residence in his speedometer. The cold must have affected his speedometer much the way it affected me - shocked me into hibernation - because one morning I started out for work and I heard IT. GOBBLE GOBBLE GOBBLE, the distinct and plaintive sound of a captive turkey. At least it SOUNDED like a turkey.

And it was coming from the middle of the speedo. Hmmmmm. The speedo worked just fine, it's just that I had trouble hearing my radio above the din. After about 5 miles of this, I pulled to the side of the expressway and solved the problem by unhooking the cable from the back of the speedo. Presto! No more noise! Of course, I had no more speedo either, so something had to be done. I at first thought that the cable was breaking (after all, hadn't we just gone one round with a cable of some sort?) but the speedometer continuing to work normally scratched that idea. Once the weather warmed up to tolerable levels, I squirted some good liquid lubricant down both ends of the cable and solved my problem. I hooked it back up and it's been fine ever since. The turkeys are gone, probably to warmer climes.

About a month or so ago, the rains began and with them came Bogart's leaks. Not the regular garden-variety, water leaks, oh no. Nothing so mundane as that. Bogart has always had a flair for the dramatic, and chose his leak carefully. I'm talking every VW owners' nightmare here - a GASOLINE LEAK. I began smelling raw fuel one day when I turned on the one remaining heater vent. The scent of Eau de Unleaded Supreme wafted in gently, insidiously, until I turned off the heater. Then it disappeared. After getting out of the car one day, I noticed the smell near his rear end. It got so bad I had to abandon using the heater altogether. By now I was getting pretty tired of these high jinks and was about to investigate (don't wanna rush these things) when he began to run funny. Time after time, I'd look in the engine, expecting to see something obvious and finding nothing out of the ordinary. Time after time, there was nothing other than the strong smell of unburned gasoline in there, not even anything particularly wet. So, I'd shut the lid and off we'd go. This went on for a couple weeks until one particularly threatening day he began to sputter. He died at lights. He didn't wanna GO. I'd restart him. He'd die again. At one stoplight he died and I never did get him started again so I crawled out into the rain and pushed him over to the curb wondering what I was going to do next. A well-meaning guy passing by offered to push-start Bogie and we tried this and he started. He ran just long enough to get me to a nearby gas station, coasting in and leaving a trail of rainbow-colored puddles on the wet pavement behind him. Something was definitely not right here. I opened the deck lid to be greeted by a most alarming sight - gasoline drenched every square inch of my hot engine. Wet, smelly gasoline hissed off the hot manifold and worst of all, the line

from the fuel pump dangled and dripped directly above the distributor. One spark and I'd have been Bugless and probably without eyebrows to boot. WOW! Talk about scary! Gasoline dripped off the open deck lid to run in a current onto his rear fenders. The top fitting on the left side of the carburetor had blown completely out. The fitting itself was still firmly clamped into the hose from the fuel pump. Once my heart started beating again and I could breathe, I grabbed my Halon extinguisher and a towel and dried things off in there. I hammered the fitting back into place with the end of my pliers, put everything back together and drove back to work with the Halon on my lap. I ended up epoxying all the fittings I could find once I got home, and things have been fine since then. No more gas leaks, unless you want to count what happened after this.

Last week I began to smell the gas AGAIN. After the usual looking-under-the-hood routine and seeing nothing (as usual) I let him sit for a few days, thinking that he'd come to his senses and knock off this behavior. Silly me. Oddly enough these things don't usually fix themselves. After those few days I drove him once more and this time, without waiting for something dire to happen, I thought about the symptoms: starts fine cold, cranks over and over without starting when warm. Gassy smell. Runs like he's flooded. Black smoke from the tailpipe. All these symptoms told me he was getting too much fuel, running too rich. Once again I looked under the hood and pleaded with his 1600 to give me a clue as to what was wrong. It was sulking and didn't answer me. I noticed the top of the carburetor was once again wet. The gasket looked like it was leaking. Since I'd just rebuilt the carb not too long before this, I decided to take the top off and have a look inside to see if I forgot to put something back in, like maybe a float or something. As soon as I had the top off, I noticed that the needle valve was spinning around loosely instead of being screwed tightly down. It was FINGER TIGHT, and allowing gas to leak out the threads and all over the top of the carb. SIGH. After tightening everything up and reassembling him, Bogie ran just fine. That was a couple days ago. Before the Generator Light Incident.

I suspect that sometimes, Bogart sits in the garage, in the deep darkness of the long still night, dreaming of ways to confound me. With one problem solved, he usually manages to present me with yet another test of my fix-it-myself will. Does Vernon put these ideas into his head, or does he think of these things all by himself?

I have no idea, but I do think he enjoys finding ways to stump me. Fortunately, he usually spaces out these episodes so I don't get too impatient with him. Not this year. Now that I fixed that latest nagging little problem, he's thought of yet another: the generator light keeps coming on. The fan belt is brand new, and tight. The light only comes on at high speeds; below about 30MPH or at an idle, it goes out. Voltage regulator? Generator itself? Who knows, but I'm not driving him till I find the culprit. I guess most of the latest snafus have been fuel-related, if you don't count the FOWL noise in the speedometer. Odd, isn't it? Things generally come in threes, so I guess I'm due for some peace a quite now, once I get this present problem fixed. I hope. And Bogie? What does he think of all this attention? He seems to have a tiny half smile on his face, all the time now. Well, maybe that isn't a smile after all, maybe it's ONLY GAS.

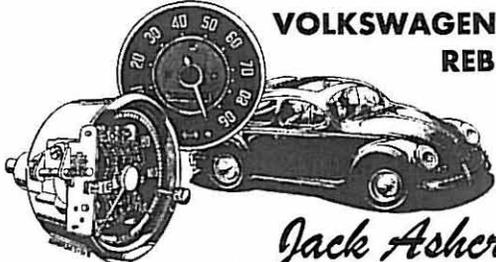
UPDATE: You know, it's really funny. I can't, for the life of me, remember what that generator light incident was all about. I'm sure it got fixed, it really did, because Bogie isn't doing this anymore. Of course, he's now had almost 5 years to think up new ways to confound me. But I rewarded him anyway, last October, with a brand new 1600cc single port engine. His old one made it almost to the 200,000 mile mark before it gave out, due to a crack in the case. So far, so good. I don't really mind, all his little idiosyncrasies make him more lovable. There's something about an older car that's so endearing - I think it's that gassy smile.



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We Need Your Stories

It's a fact; we're begging and pleading with you at the moment to send us your favorite story of how you might have acquired your VW. Or maybe a note or two concerning the hobby in general. Or one about your most God-awful restoration. Maybe even a photo of you sitting alongside or favored VW. We're sure there are probably a thousand stories you could share with our members. If you can't come up with a thousand stories, one or two will do the trick. Remember, this newsletter is for our members ... written by our members. Your contributions would be well appreciated and enjoyed by others for their reading pleasure. If you've got a story to share, please email me at: burtonwood.vvwca@q.com.

Micro USB Cards

Hey Howard: I had read somewhat that micro-USB computer storage cards are now available in various VW models and colors. Do you know anything about this?

Dan Curtis, OK.

Director's note: Michael Epstein tells me that they are available in various sizes and models. You can purchase various Beetles and VW Buses in a variety of colors and sizes. For more information, go here: <http://vwusb.com/19-volkswagen-usb>

Replacement Owner's Manual

I bought a '72 Beetle and would like to find an owner's manual for it. Is there anyone I can contact?

Paula Shield, MN

Director's Note: You could keep an eye out for one on eBay, but be prepared to pay a high price. If this will work for you, check out the Samba's website. You'll find a wealth of information here along with the owner's manual you're looking for. Go to: <http://www.thesamba.com/vw/archives/info/>

Steering Wheel Installation

I was at a garage sale a few months back and was able to latch on to an early Bat-Wing steering wheel for a fairly reasonable price. It's got a few marks on it, but I'm sure it would still look good installed in my '74 Super Beetle. What sort of installation problems should I anticipate?

Mark Hansen, IL.

Director's Note: My advice is simple ... don't put out the effort as it will not fit. The steering column for a '74 is larger than those used in the earlier Beetles. If I were you, I would restore the steering and put it up for sale. Or save it for the day when you might be ready to use it.

Old Reprints

I'm not sure whether to address this to you or Michael, so .. here goes. I've heard that the two of you have quite a collection of old VW post cards, advertisements, sales literature and etc. While I really enjoy member submissions, I was wondering if you've ever considered reprinting some of these items from the past. I would for one, would really enjoy them.

Jeff Burns, AL.

Director's Note: I think we could consider reprinting some items, however we need to remember that VWaG still retains ownership for sales literature and other items of interest. Speaking for both Michael Epstein and myself, I think we could fill volumes with what we've collected over the years and would be more than happy reprinting samples of our collection from the past.

Warning Not to Use E15 Gas in Your Car: FOX Business - YouTube

Have seen this before but worth the listen again? All my vehicles are old! So am I! Grace and Peace you all! JEM http://m.youtube.com/watch?v=ceW9Nc1hVHU&desktop_uri=%2Fwatch%3Fv%3DceW9Nc1hVHU

John Morrison

Director's Note: John, thanks. Great info. For some, this hyper link may be a bit lengthy to type out. For a shortcut, go to www.youtube.com. In the search box, type E15 Gas. Here you'll find many reasons not to use ethanol mixes in your cars.

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. Submissions from our members are always welcomed.



Dispute about classic cars: Volkswagen urges from spare parts

By Kai Kolwitz

Between Volkswagen and free retailers offering parts for classic cars of VW, an evil conflict has broken out. For decades, held a tight-knit scene cars like Beetle or the Bulli bus spare parts alive. Now VW wants to take over the supply of parts again and urges from the industry.

Old sheet is booming. Hardly a car magazine comes out without vintage special edition, even in the economic parts of large newspapers keep historic cars and their stunning statistics on the performance of regular feeder. And the German manufacturer fueling this trend, maintain their own Classic departments and advertise with their old icons. Meanwhile, the supply of parts is an economic factor for classics. Therefore, there are more and more often fight over who is allowed to sell what. On the one side are independent traders who have supplied many lovers for decades. On the other hand, there are manufacturers who have now also discovered her love of old tin. With the trademark they hold a tool in your hands, allowing them to prohibit independent parts distributors to sell parts. Almost every car manufacturer carries out legal disputes

with vendors that use protected terms, logos or designs in their view, unjustified. Particularly entrenched seem the fronts but between VW and the free traders for classic car parts and merchandise to be the brand that covers the Group with a barrage of warnings.

Rigorous action against former partner

“For us it was about camping dishes and barbecue aprons on which VW buses were ready,” reports about Olaf Kuntze by bus ok. From the Lower Rhine Willich Kuntze is with spare parts for historic Volkswagen vans, but also offers other merchandise. His misfortune was that the manufacturer has made to protect the shape of many models as so-called three-dimensional marks. Whoever offers so printed t-shirts or calendars with Bulli, Beetle or Golf 1 and commercially, embarks at least on new territory - even if they are trusted photographed his own cars. Kuntze is for more than ten years in the business and also supplies the factory VW Classic Parts Center with spare parts for historical VW buses. What rankles him to the confrontation with the group especially, the style is: No warning, no letter from the legal department in advance -

the amount in dispute put the opposite side fixed at 250,000 euros (\$341,900) due to the large value of the mark infringed. This caused immense legal fees and court costs. Volkswagen is known for his aggressive approach in terms of brand protection. That got among other things already the Axel Springer Group because of his “people” campaign to feel a car rental company called Berlin Bulli and a VW fan who had shown on his website double-wobber.de old VW Golf brochures. Once primarily a shit storm in the network because of the double-Wobber case had concocted, Volkswagen backpedaled at least in this case, but goes against the Parts Dealers apparently more rigorously before.

Lawsuit threats, omissions, injunctions

Many of them report of injunctions, threats of legal action and cease and desist, whose dispute of pages of VW is so high that many traders do not only go into the legal battle, but to back down. It is a rule to parts that the manufacturer can be protected under trademark law itself - to model lettering or even to hubcaps bearing the VW logo. Legally, that is waterproof. However, “If all VW parts could offer itself, then I would approach even understand,” commented Jens Warzecha the situation. He himself was not involved in legal disputes with the manufacturer. But he is dealing for 36 years with beetle parts and has a good look at the scene. “It would be great if you could get everything in good quality at VW.”

Manufacturer and the scene are in a dilemma: The beetle and the first generation of the VW bus were among the first post-war cars at all, around which formed a lover scene. For VW even the Altautoschrauber in the seventies and early eighties, however, were not of interest to many factory parts were no longer available for older models.

An unfriendly act

To remedy this, the scene itself was active, many enthusiasts organized reproductions, imported on their own spare parts from Mexico or Brazil, where VW the beetle still produced, and hid treasures from the scrap metal containers from the factory and dealers: “At that time you could see the truckloads of goods to take to the scrap price, “one insider recalls.

More and more people began to restore old Beetles and buses, some of the parts buyer professionalized itself, some grew to medium-sized businesses. VW tolerated over decades and even bought even in the outdoors to replenish their own stocks.

But then the manufacturer built its own Classic Parts Center - and a few years ago, the wind shifted. “From the fact that

VW long remained inactive, no common law for others can be derived,” said attorney John Richard of the Rostock office Langhoff, Dr. Schaarschmidt & Associates, which has represented several vendors, who were reprimanded by VW. The fact that the manufacturer is legally in the right, it can be no doubt. “But still you can see it as an unfriendly act,” he says, “when a group tolerates some thirty years, and then it skin without warning so.”

Replicas from China sold by VW

Among the dealers there are some who speculate VW try with the warnings and urge the high amounts in dispute competitors out of business. “Speculation” is called the Jörn-law of the VW Classic Parts Center. “However, their veracity is also increased by frequent repetition is not. Fact is that Volkswagen Classic Parts behalf of the manufacturer secures the best possible supply of spare parts over the entire vehicle lifecycle.”

At the same time, there are cases that suggest this assumption. So let, for example, shut down the online store and the site of one of the largest and oldest dealer for classic parts for the brand by injunction for several weeks: The Heussner Stauber GmbH & Co. KG was renamed at that time for a good ten years as a “people’s department store” - but also the “people” is a registered trademark of the VW Group. The loss of sales by the interim order for the company, which now “drive 34” is likely to have lain in the six figures.

A part of the legal action against traders established VW also with allegedly poor quality of the goods offered by them. “For Volkswagen is critical that our customers can always rely on tested and approved replacement parts according to their function in the intended model,” commented VW man Eric Felber this aspect.

If the wolf is only a puppy

The problem is that it does not seem to take quite as accurate VW with their own quality standards: In the forums pictures are circulating of distributor caps made in China, VW badge and horn buttons, which were sold by Volkswagen itself, but significant deviations from the original part have. From the proud Wolfsburg-Wolf on the latter has become on the replica of a pretty poor pooch.

Director’s Note: This article was written by: Kai Kolwitz and previously published on Spiegel Online (<http://www.spiegel.de/>) The translation was made from the original content at: (<http://www.spiegel.de/auto/aktuell/vw-mahnt-ersatzteilhaendler-ab-im-streit-um-oldtimer-a-925529.html#>)

Volkswagen Again Warns Off "Indies"

Bert Knupp bert.knupp@comcast.net
Nashville, Tennessee

Just before Christmas, an article in the German news magazine *Der Spiegel* informed the world that the Volkswagen Group has again declared war on independent suppliers of parts and accessories for classic Volkswagens. After having slowed down its efforts in recent years aimed at controlling the parts aftermarket using trademark infringement laws, the Volkswagenwerk has now warned that they will again vigorously pursue efforts to "protect the trademark." What has changed? Officially, nothing. However, Kai Kolwitz, author of the *Spiegel* article, noted that the aftermarket parts business has become a highly lucrative profit center now that all VW Type 1 and Type 2 production has ended, and that Volkswagen has created a "VW Classic Parts Center" to cash in on the demand from collectors, restorers, repair shops, and daily drivers of VW old-timers, and they hope to exterminate the competition.

There is no dispute that the Volkswagen Group has a right, and a legal duty, to "protect its trademark" by going after parts counterfeiters – operators faking various VW logos, using trademarked type fonts (such as Memphis Bold), and suggesting that their goods are factory-authorized when they are not. Over the years, however, Volkswagen has quietly acquired trademark protection for its "iconic shape," referring to even vaguely suggested outlines of beetle cars, bullis, and even Rabbit/Golf shapes as "three-dimensional trademarks." Case law has even prohibited individuals from putting pictures of their own personal vehicles on T-shirts and mugs. One small mom-and-pop business in Germany printed bug and bus outlines on their line of barbecue aprons – and was sued for damages of 250,000 euros for "the great value of the injured marque." Worse, the guy received no warning, no letter from the legal department, or any advance warning: only a huge suit, requiring hiring an attorney and incurring prohibitive legal expenses just to defend himself. Reports of restraining orders, judicial complaints, and cease-and-desist orders are now coming in regularly. They regularly threaten with fines or damage claims so high as to discourage the firms from even fighting back.

If the VW Classic Car Center were offering to provide replica or original-style OEM parts, at market prices, for old-timers there would be little complaint. Many customers who have purchased parts, in boxes clearly marked "VW Original-Ersatzteile" from the VW CCC report that some parts are nothing like the originals. Many come from Chinese and third-world suppliers and bear little resemblance to originals. The VW factory only comments that they work, and are warranted. The factory's speaker

Jörn Schweiger takes issue with the complaints saying, their truthfulness just is not enhanced by their frequent repetition. Fact is, Volkswagen Classic Parts is insuring the best possible replacement-parts delivery for the vehicle's entire life cycle, as the manufacturer demands. The response does not deal with the restorers' need for genuine original and NOS parts, or at least convincing look-alikes.

Many American old-timer fans will recall the Bad Old Days in the VW hobby when VWoA lawyers came calling whenever an independent garage or parts supplier posted a sign saying "We Repair Volkswagens," or "Bug Fixers," or "Folks Warehouse." The factory claimed sole right to use the word "Volks-" in any automotive connotation, or the term "Bug" or "Beetle" without factory licensure (which was not usually issued). It is an interesting contrast with the ways in which other car manufacturers support their fan bases. Think of the myriad Ford and Chevrolet-logo items available online or at any auto-supply store. The factories long ago learned that their last customer is their best customer, and that happy customers become loyal fans. May we hope that the Volkswagen Group undergoes a major change of heart and re-defines what a trademark is – and who a customer is.

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SWF Windshield Wiper Motors For Beetles

By Jack Ashcraft

Volkswagen used windshield wiper motors manufactured by a several manufacturers. I described the Bosch units used in Beetles, busses, etc, in the July/August issue. SWF sold Volkswagen a ton of wiper motors, too, in one and two speed versions.

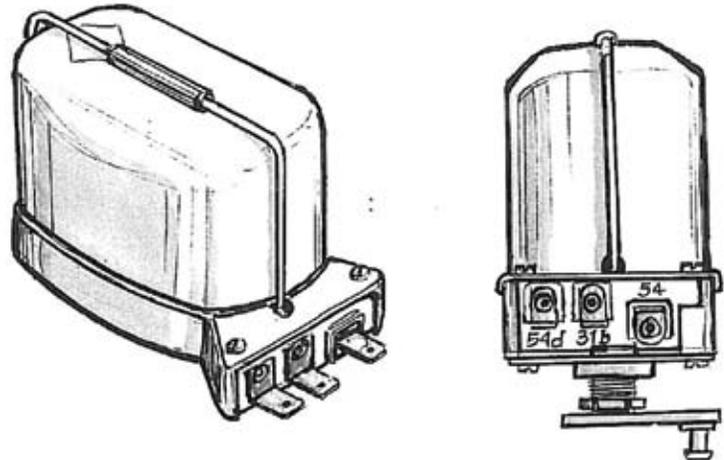
The exploded view shows the parts with the retaining clip and aluminum cover removed. The major parts are identified in the illustration. The brush assembly at the top left is shown with three brushes mounted up. This is for the TWO speed version. ONE speed versions don't have the high speed brush. A detail of the brush holder is shown at top right. There is a spring inside the brush holder that maintains brush tension so good contact is always made on the commutator portion of the armature.

The tricky part of the SWF unit is in the self-park contact plate. The large gearwheel (shown at the bottom of the illustration) has a cam mounted on it that, as the gearwheel rotates, moves a push rod, which in turn pushes against a contact arm in the contact plate assembly. What happens is described in HOW IT WORKS, below.

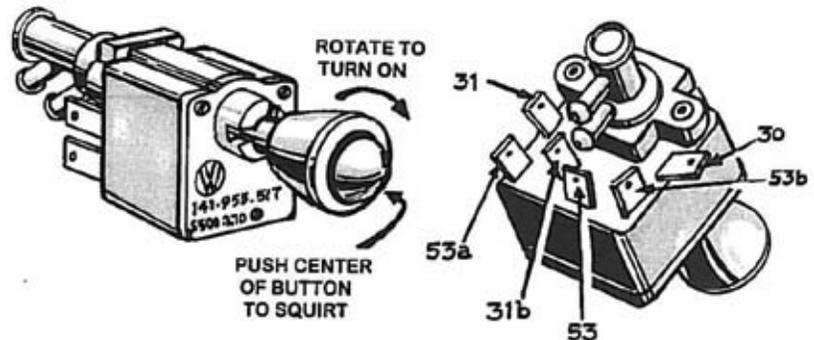
It is worth noting that the ONE speed SWF motor has only three push-on connectors, the TWO speed has four. I added several views of the contact plate to make the operation of the motor more understandable.

HOW IT WORKS

Look at the drawing of the electrical circuit, which is for a two speed motor. To operate the wipers, the ignition switch must be turned ON and the wiper switch pulled ON. Let's assume it is pulled ON to the first (low speed) position. With the gearwheel 2 and the cam 3 in the position shown, current will flow through the fuse to the motor in TWO paths. First to terminal 30 on the wiper switch, then thru the switch, out the LO connection to terminal 53 of the motor. Current can also pass PAST terminal 30 of the



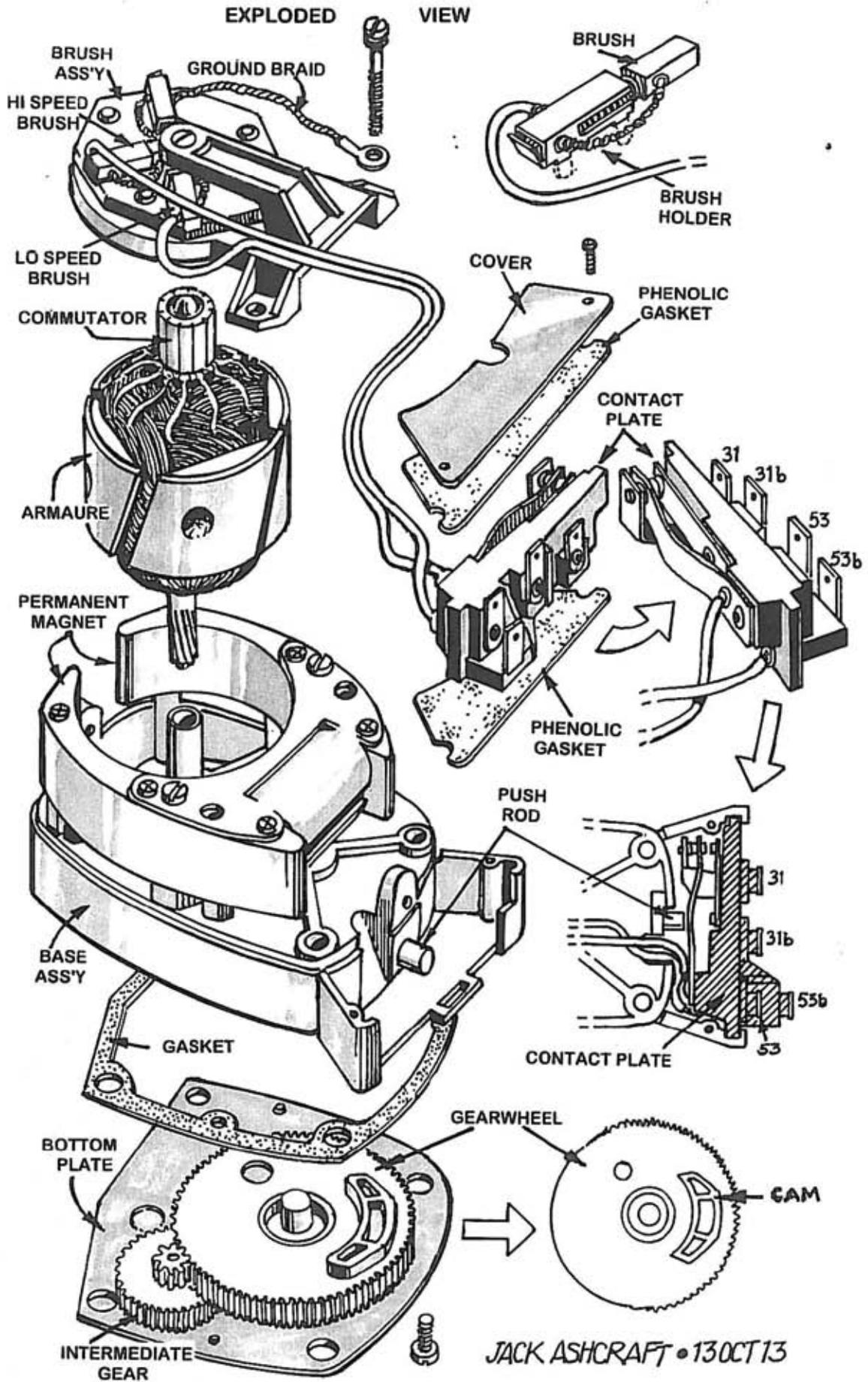
V W WINDSHIELD WIPER/WASHER SWITCH
TWO SPEED SWITCH



switch to terminal 31 of the motor, then thru contacts 6 and 5 to terminal 53 of the motor. Having two paths of current makes no difference to the motor. Current flows from terminal 53 to the low speed brush, through the armature windings and out the ground brush to ground, completing the circuit. The armature is excited by the current passing through it and the magnetic field from the permanent magnet causes the armature to rotate, the gearset to rotate and the wipers to wipe. So far so good.

The cam rotates with the gearwheel and as it rotates to the 180 degree arc (in this drawing) it pushes the push rod, which pushes the contact arm, breaking contact between contacts 5 and 6 and making contact between 6 and 7. This contact changeover makes no difference to the motor at all, in this instance and it keeps right on running because there is still current flowing from the switch LO connector to

SWF WINDSHIELD WIPER MOTOR



terminal 53 of the motor and thru the wire to the low speed brush.

When the wiper switch is pulled to high speed, current flows from terminal 30 thru the switch, out the HI speed connection to terminal 53b of the motor, thru the wire to the high speed brush. Current no longer flows to the low speed brush. The motor--and the wipers--run at high speed.

Rain stops and the wiper switch is turned OFF, though the wipers probably are not "parked". The motor still runs, at slow speed, because current is still passing past terminal 30 of the switch to terminal 53 of the motor, thru the armature and out the ground brush to ground. When the gearwheel and cam reach the 180 degree point (in this drawing) the cam pushes the push rod, which pushes the contact arm, making contact at 6 and 7. Two things happen now: 1] current is broken to both terminal 53 and 31 of the motor, and 2] GROUND is applied thru the switch--terminals 31 and 31b--to terminal 31b of the motor, then thru the now closed contacts 6 and 7, to terminal 53, and to the low speed brush. The other side of the commutator is already grounded. This action grounds the armature which stops armature rotation. The wipers stop where they are supposed to PARK.

Motors with just one speed operate exactly the same EXCEPT they do not have the second (high speed) brush and the wiper switch does not have the extra set of contacts for high speed.

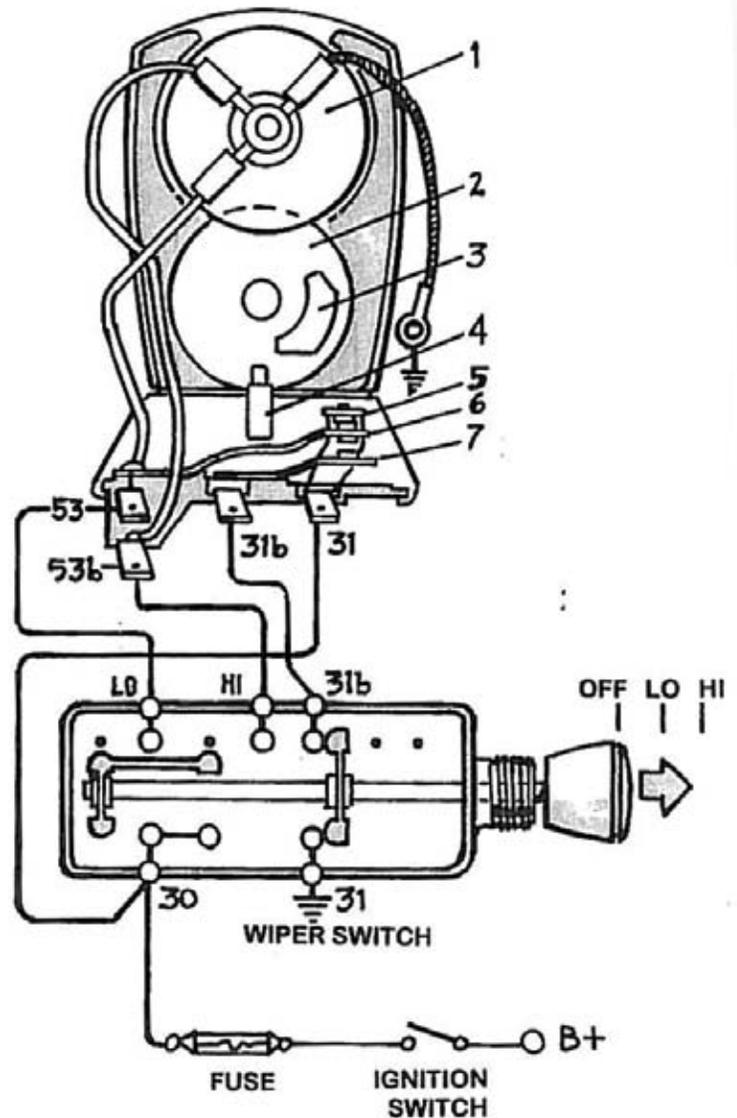
THE WIPER SWITCH

Volkswagen decided it was cheaper to add a pressure tank in the spare tire area (on Beetles) than to add a tank and a motor and pump for windshield washing. The switch had the appropriate electrical connections and at the back, a little plastic valve. When you have pressure in the squirter tank all you have to do was push on the center button of the switch and the little valve opens, allowing washer fluid to pass and squirt on the windshield.

PROBLEMS WITH THESE MOTORS

Mostly, the motors are a touch too small for the job. If a lot of other "users" are turned on, like headlights, and if the weather is real hot or real cold or there was snow on the windshield, these motors tend to overheat. The armature commutators are very small and so are the brushes. Cummutators tend to groove badly and the permanent magnets tend to warp. There is little clearance between

SWF WINDSHIELD WIPER MOTOR ELECTRICAL CIRCUIT

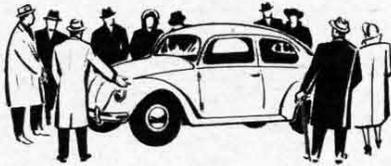


the armature and the permanent magnet to start with and if the magnet warps, it usually warps INWARD, which collects the armature and stops it and with current still being applied to the brushes, something burns out, usually the armature, unless you are lucky enough that the fuse goes first. Happily enough, there are larger, more robust 12-VOLT armatures that can be retrofitted to the old motor to keep it in service, though the supply of these armatures is limited and they are a bit spendy.

You can test an armature with an ohmmeter to see if it is OK. If the brushes are not too short and if the commutator isn't too grooved, you may be able to just clean the unit up carefully, add NEW, non-hardening, temperature stable grease to the shafts and gears, clean up the contacts, reassemble, and let the little bugger run the wipers on your bug. Have fun!

FOLKEVOGNETEN VW

Fremragende køreegenskaber, god indvendig plads, fornuftig kørselsøkonomi og rimelig anskaffelsespris. Det er de ting, man forlanger af en ideal familievogn. Og det er de egenskaber, som har gjort folkevognen VW så populær. De kan se den her på udstillingen — og De kan få leveret den hurtigt mod købstilladelse.



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STRICTLY
VINTAGE VW's



VW in America

Years ago I wrote an article which appeared in the *Vintage Voice* explaining how the US Volkswagen organization was established and thrived. It is a very interesting and complex story. One article can not really do justice, actually neither can two. Nevertheless here is some more info that may be of interest.

VW convertibles in America. The first officially four seat Karmann Beetle convertibles sold in the US were 33 in 1953. The emphasis is on officially imported, because VW convertibles were available in the US before 1953. We know that, because a list by the New York importer Max Hoffmann of Volkswagens for sale in the US in 1950 listed a convertible at \$1,995 in 1950. The very same year, 1953, in when 33 convertibles were sold here, 47 were sold in Canada. That was the only year that more VW convertibles were sold in any other country but the US. After the 33 sold in 1953 sales increased to 271 in 1954, 2,452 in 1955 and would increase every year until it hit a peak of 15,828 in 1971. After that sales declined rapidly until 1980 the last year when 512 were sold. The last convertibles sold in 1980 were 1979 models. 53% of the total Karmann VW Beetle convertible production came to the US for a total of 176,509. Hebmüller Convertibles were never officially imported to the US.

Karmann-Ghia in the US. Unlike other Volkswagen models, the Karmann-Ghia coupe came with a bang, 2,452 were sold during its first year of introduction in 1956. The convertible version came in 1958, with sales of that model hitting 1,325 that first year. Highest KG sales were in 1970, with 32,952 coupes and 5,873 convertibles. An astonishing 288,651 KG's of both models, coupés and convertibles, were sold in the US by the time sales of these models ended in 1974. Out of a total production of 443,466, again an overwhelming majority went to the US. It is too bad that the power of this car never matched its looks.

Transporters coming to the US. Of the 330 cars Hoffmann imported in 1950, two of them are identified as being Transporters.

Beetles sales. The most Beetles, the Type 1, excluding convertibles and K-G's ever sold in the US in one year, were 390,079 in 1968, an astonishing over 1,000 a day. Total official Beetle sales in the US from 1949 to 1977 were 4,516,129. On top of that many tens of

Tourist deliveries. Starting in the early fifties many Americans picked up their Volkswagens in Germany under a tourist delivery program. I was working at the time for the VW distributor in Frankfurt, Germany. This dealer had to build a special building just for the delivery of cars to US tourists. The program was of great advantage for anyone wanting to visit Europe. For a little over a thousand dollars, a tourist could buy a Volkswagen and pick it up anywhere in Germany. Later pick up points were located in all of the major European cities. One could drive it for a few weeks with a special oval shaped license plate, which also included insurance for the first two weeks. After the trip, cars were shipped free of charge to a by the buyer selected US VW dealer. In many cases the owners of the cars on their return were able to sell their tourist delivery car with a profit. What a deal. In 1955, 8,000 cars were delivered that way. The program reached its peak in 1965 with 18,010 cars delivered to tourists. Since most Volkswagen products available today in the US come from Mexico no more tourist delivery cars are available, except for Audi. BMW, Mercedes, Porsche and Volvo also still have a tourist delivery program.

The Gray market. As I have written before, because of the shortage of cars for potential buyers in the US a gray market for Volkswagens developed. It is estimated that as early as 1956, 40,000 cars came to the US that way and by the early sixties gray market cars came in by the tenths of thousands every year. Carl Hahn the CEO of VWoA from 1959 to 1965 claims the gray market figure to have been hundreds of thousands. The factory was frantically trying to increase production to keep up with US demand. It tried to give the US market special preference and with that created a shortage of cars in Europe. Especially in Germany where there was a 2 year waiting period. Many Germans selling their Volkswagens to US buyers were able to make a thousand marks, sometimes more profit. This situation forced Volkswagen to concentrate all its efforts on production and as is it turned out and as Nordhoff later admitted, left not enough time to develop a Beetle successor.

The advertising campaign. Demand for Volkswagen were for a long time such that the factory could not keep up with production. In the meantime US companies had developed and were ready to introduce smaller cars on the market in the late fifties. The head of Chevrolet had announced in 1958 that in two years Volkswagen would be out of the US market. These announcements of trying to stop the inflow of Volkswagens into the US market made some at Volkswagen wonder whether they should start advertising. It was unpredictable

what these new small US cars would do to Volkswagen. To be on the save side and to be prepared to fight the compact US cars, and also because of the planed massive increase of production in Germany which would make a lot more cars available for sale by 1960, advertising was considered.

Another factor considering advertising was the pressure by US VW dealers. Many of these dealers had started to do their own advertising. The new head of VW in the US, Carl Hahn, realized it was time to act. It was now necessary to take control of all of these diverse efforts by VW distributors and dealers and start a unified approach in advertising. Fortunately the New York VW distributor Stanton knew well the Doyle, Dole and Bernbach advertising agency best known as DDB. They had already developed a full page ad for Stanton to be placed in the New York Times on the occasion of the opening of a new dealership in the New York City area. Hahn liked what he saw and the rest is history. There never has been an as well made advertising campaign for cars as the one developed by DDB for Volkswagen. Many believe the whole Volkswagen advertising did not only change car advertising but revolutionized advertising in general. Many books have been written about this very subject.

Reasons for buying a Volkswagen. There were some who believed buyers bought them to amuse themselves, their friends and neighbors, or just to be different, to get attention, because the car looked so different and so cute. In Germany a lot of VW executives were afraid that VW overly relied on the US market. In an effort to find out the reason behind the Volkswagens great success, Fortune magazine in 1957 did some studies. It turned out there were three principal reasons for Americans to buy Volkswagens: 1) Economy of ownership, 2) Ease of handling and parking and 3) Low initial costs. They did not detect any emotional motives as many observers had assumed. At least buyers did not admit it and claimed a practical motive for buying it, a not uncommon behavior. Fortune calculated that a VW buyer saved about \$200 a year on maintenance and another \$170 on fuel compared to a typical US car. These are 1957 Dollars, a considerable savings at the time. Maneuverability was another big advantage. With its more direct steering and four-speed transmission, it could at certain occasions easily

outmaneuver the larger cars of its days. It just did not have the brute power of the larger cars. Actually, the lack of power was for years the biggest complaint Beetle owners expressed. Today there are many people who think that people must have been nuts for buying Beetles. They can not put themselves in the situation as it existed in the fifties and sixties and do not realize that the Beetle was a real and economical alternative to other cars of its time.

How many early Volkswagens are still around in the US?

I am talking about cars from the forties. There must be or should be a register. I know in 1977, Road & Track tested a 1946 owned by the Pacific region of VWoA. Terry Shuler founder of the VVWCA rebuild a 1946 for VWoA in the east, which is now at the VW Museum in Germany. The Ford Motor Co. Museum supposedly has one in Dearborn. A private individual in El Cajon California owned a 1949 and a Volkswagen dealer in California owned a 1949 with VIN 1-105 879. Where are they now? VVWCA should start a register.

Volkswagen in California. California was a big part of the success of Volkswagen in the US. It has always bothered me to see that it never received enough respect from the snobs at VWoA living on the east and from the arrogant people at Wolfsburg. For many years, Volkswagen outsold all other model cars in California with sales of 70,000 a year during the late sixties and the early seventies.

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The Volkswagen Library



Living in Fear

Four Jews, three forced laborers and one with false papers describe their lives of fear at the Volkswagen factory during 1943 to 1945

A book published in 2005 by the Volkswagen Historical Department. 98 pages and many black and white historical photos of the four Jews telling their stories. ISBN 3-935112-22-X.

It was a subject long ignored, but during the seventies it finally came up. What finally had to be confronted was the treatment of the people who were forced to work at the VW factory during the war. Some groups, especially in Poland and the US, started to make claims for compensation against the successful and rich Volkswagen Company. During the seventies, most people at Volkswagen or anywhere really had no idea or had conveniently forgotten what really happened to those poor people forced to work during the early forties at what is now known as Wolfsburg.

It was an embarrassing subject, but to finally get some clarity, the man in charge at VW at the time hired a well known German historian to research those almost forgotten events. The man, Professor Doctor Hans Mommsen, with a team of selected assistants and generously financed by VW, left no stone unturned as they say. The research resulted in a large 1055 page book published in 1997. ISBN 3-430-43016785-X. Unfortunately, only available in German so far. The translated title is: "The Volkswagen Factory and its Workers during the Third Reich". An English version was contemplated but supposedly Ferdinand Porsche's grandson, Ferdinand Piëch, stopped the project with the word "To whom is this of any use". It is said that he did not like the fact that his grandfather and his father did not look too good in this book. It is also noteworthy that all documents taken from VW to Austria by Piëch's father at the end of the war never were made available for this research.

Besides this major book, a number of other books were published by VW at the same time about the workers who had to endure the war years at VW. Some are personal accounts, one by a Frenchman; others were by a Dutchman, one by three Poles and the one I am reviewing here, a book by four Jewish survivors. What these four people have to say is just horrible and one has to wonder how humans can treat fellow humans this way, sheer madness.

These four Jews tell their stories on how they grew up, how they endured the war years and finally how they assimilated themselves in new surroundings, most having lost their entire families. To go into more details of their stories would really not do any justice of what they have to say.

I would say that this book is necessary reading so as to not forget what really happened, even though, the present day success of Volkswagen really has nothing to do with what happened during the war and Volkswagen since has donated many millions to youth groups in Israel, Poland and the Ukraine.

We forget too easily, for many years' survivors and their families told us to "Never Forget", a statement I have not heard for many years now. We have to remind us to remember and not forget what cruelties a dictator can make a nation's people do with his hate. It is interesting to note, that no democracy has ever committed such atrocities. This book reminds us that we have to appreciate what we have and protect it.

The book can be obtained through the Historical Department at Volkswagen and is also posted in its entirety by Howard on our VVWCA website.

Director's Note: Access of this publication is available only to active members of the VVWCA in the archives of our electronic edition of the Vintage Voice. To download, go here: www.vvwca.com/voice/type181. (Adobe PDF viewer required)

Batteries



Director's note: This article had been previously appeared in an earlier version of the Vintage Voice, The DKF Newsletter and is often requested as a reprint by our members. We are pleased to reprint for you as originally published.

By Bruce Braun

Bruce Braun's rules for batteries:

1) Take batteries out of the car in winter when you store a car in a cold climate. The battery will become discharged, become less acidic (more water) and may freeze then expand and crack.

2) Keep your battery watered during very long drives and during very warm weather.

3) Batteries will last longer in more stable climates (San Diego, Seattle, etc.). Batteries will live shorter lives in extreme climates (Minnesota, Phoenix).

4) Cold weather reduces the output voltage (less cranking power). Hot weather increases the output voltage but decreases longevity.

5) If possible, avoid allowing AAA to jump start your old VW with their huge truck-mounted battery packs. They can blow fuses and bulbs and even melt wires if connected long enough.

6) If you do not own a 6 volt battery charger, buy one. Use it monthly during periods when you do not drive your car. Check the water level before you start to charge the battery. Use distilled water.

6.3) A battery left to sit for three months will form a barrier on the exterior of the lead plates which makes it difficult for the battery to take a good deep charging.

6.5) Avoid the little "tender" chargers which supposedly trickle charge your battery and keep it healthy. These devices will dry-out your battery and cause an early death. I have heard this story over and over again from friends and family.

7) When buying a six volt battery for your old VW, first try calling a battery wholesaler in the Yellow Pages. He should have a FRESH battery in stock (fresh means that he has dry batteries ready for acid to be installed). Tractor and farm supply stores are also another source.

7.5) Try not buy a pre-filled battery that is dusty from sitting on the shelf for months or maybe even a year; it's as good as half-dead from the day you buy it. Remember, acid starts eating that lead as soon as it is poured into the battery.

8) If you have a couple of VW's, buy a spare 6 volt battery and keep it in your garage charged for emergencies (like finding that you left your headlights on just minutes before you plan to leave for a VW show or picnic). I pay \$28 for a good 6 volt battery. Do not pay more than \$38.

9) Find a good source for 6 volt replacement batteries before you actually need to buy one. Sears is not a good place to look when you are in a hurry. Don't waste your time looking for a maintenance-free six volt battery, unless you want an "Optima" brand battery for racing or baja. Buy the battery with three little round caps on top. If it has six caps, don't buy it.

10) Wash your hands after handling a battery. Do not touch your eyes (stings) or clothing (holes).

This article was in response to Jon Lane's question about using an 8 volt battery in a 6 volt car. The thought being an extra 2 volts wouldn't hurt and would allow for brighter lights, faster blinking turn signals and all the rest. But what about the voltage regulator?

Here's Bruce's response: Some newer Bosch voltage regulators (after early 1960's?) are adjustable but may not be correct for the year of car you own. It is your choice.

Regarding battery life, a new six volt flooded lead battery starts its life with three cells, each with 2.0 to 2.3 vpc (volts per cell) or 6 to 7 volts per six volt block. A new eight volt lead battery starts its life with 2.0-2.3 vpc but it has four cells or 8 to 9.2 volts total.

You can run a six volt battery block up to eight volts by opening the regulator to eight volts. On the flipside, you can run an eight volt battery block at 6 volts by using your six volt regulator and limiting the state of charge.

Example: 6 volt block becomes an 8 volt block (three cells x 2.667 vpc = 8 volts)

8 volt block becomes a 6 volt block (four cells x 1.5 vpc = 6 volts)

The eight volt block battery, after a short time of driving, will

become a six volt battery block because the battery will only see six volts from the regulator. (i.e. six volts DC charge voltage divided by 4 cells = 1.5VDC per cell when it originally measured 2VDC per cell when it left the battery factory).

Not only does it become a six volt battery but it also loses at least 25% of the cranking capacity that you were looking for from the start. This is because it never reaches its full charge.

The six volt battery will almost immediately operate at eight volts if the voltage regulator is pumping out eight volts. The downside is that the battery will get warm, spew acid water and become dehydrated much faster than you like. I really worry about the corrosion factor more than I care about ruining the battery.

The Bosch six volt regulator knocks-down the generator output to about 6-7 volts. Some generators can put out over eight volts DC when measured before the regulator. The regulator is there to keep the battery charged AND from being overcharged which can cause "boiling", "gassing" or basically drying-up.

Flooded-style batteries can take higher charges and deeper

discharges because they can be watered. Maintenance-free wet cells or gel cells batteries that are sealed will see an earlier death because you cannot water them. Batteries gas or boil the most when they are seeing a high state of charge or discharge. I worry that battery acid could be splashing out and eating the paint near my battery.

Water is life for the lead battery; it is the blood through which electrons flow from lead-pasted plate to lead-pasted plate.

Jon Lane writes: The battery questions led me to look at my generator, as my 2 month old battery had lost some of its zip. At a comfortable idle my generator was putting out 6.25 volts, at high speed; 6.75. Definitely not up to snuff - turning on the headlights brought it down to below 6. Wolfsburg West came through with a rebuilt unit. Problem solved. 7 volts at idle, 8 with the wick turned up. The voltage regulator will now have a job. Turn signals now blink with the headlights on, the horn sounds fierce even at idle. And with a hotter spark, the car literally runs more smoothly and starts more easily. Umm, 10 more horsepower? Well, that's wishful thinking...

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 faster 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.

SPORTS CAR POSTERS Our favorite sports cars and other vintage cars in nostalgic scenes of the 1930s, 50s, 60s and 70s, such as drive-ins, period gas stations, car magazine covers and more. Each full color 18x24 poster is an original design and individually signed by the artist. See all 16 posters on my website at www.bobmaurer.com 330-316-8697 bobmaurerartist@gmail.com Bob Maurer

"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.

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

As I was doing some organizing of my VW library, I have found I am missing some 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.

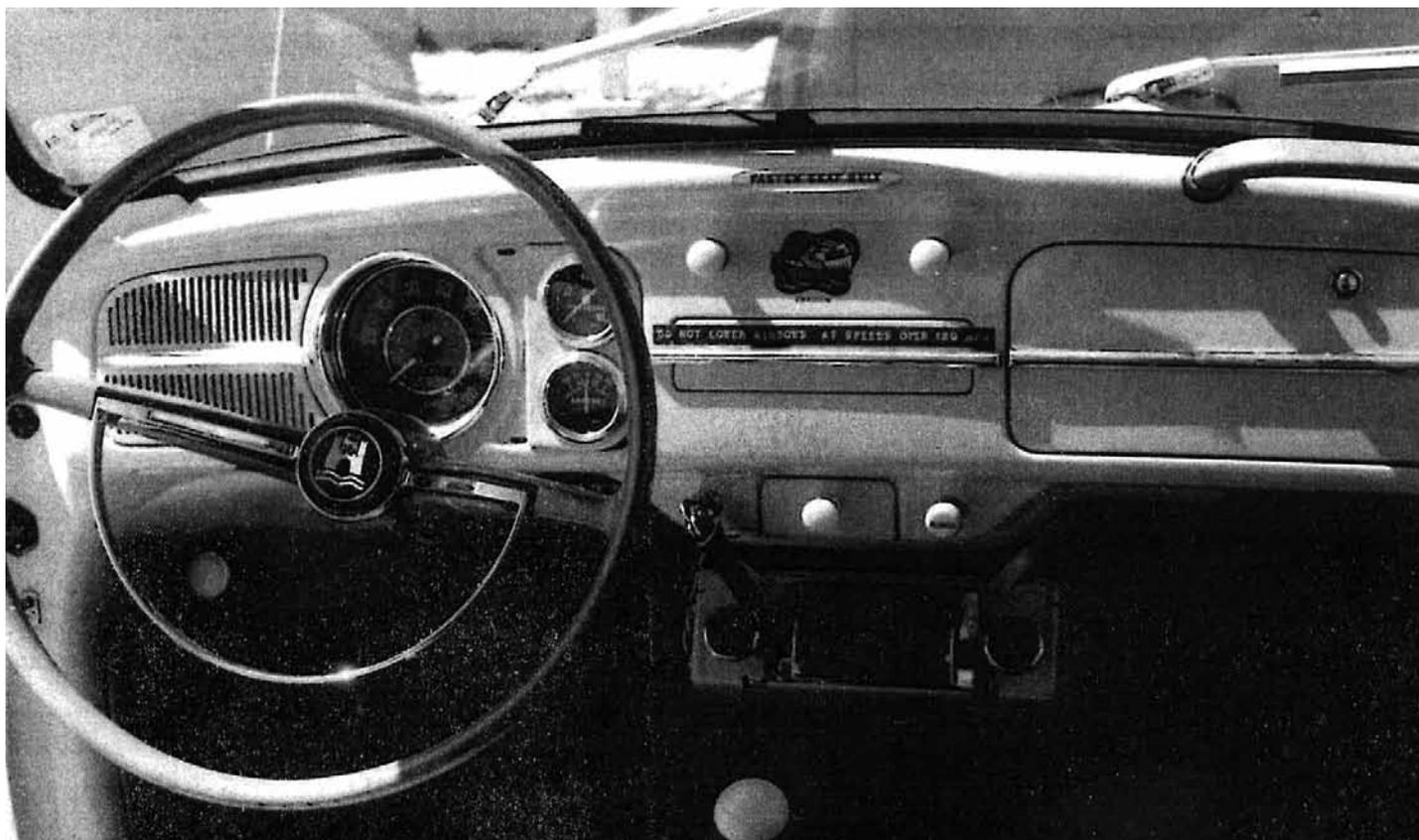
CARS SALE

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.

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 know. New boom tube, no baffles. Numerous new parts. White comp. stripes. Have to see to appreciate. Have tow bar. \$9500 firm. 219-879-8761.

1971 Westphalia Camper. Very clean California camper with well-maintained, 1600-duel port engine. 123,835 miles. Comes with many extras; The original ownership card with name or the original owner and the Northern California dealer (who I personally knew), VW Maintenance Log Book that is stamped and recorded up to the 100,000 mile service, factory side tent included and great condition with a complete set of poles, and more! \$15,500. Email: roberthmsl@comcast.net





Beetle: No Defrost? No Problem!

By Jack Ashcraft

I had--by the early 1960's--owned a number of cars [Fords and Volvos come to mind] that actually had [Gasp!] HEATERS! I had a nice, low mileage '61 Beetle that I had bought for a second car. Our "main" car was a 1960 Jaguar 3.8 MK II sedan, but this is about freezing my arse off in the Beetle. I went down to a local "breaking yard" [as our Brit friends call them] and reefered out the heater blower unit and a couple of instruments from a 1949 Mercury.

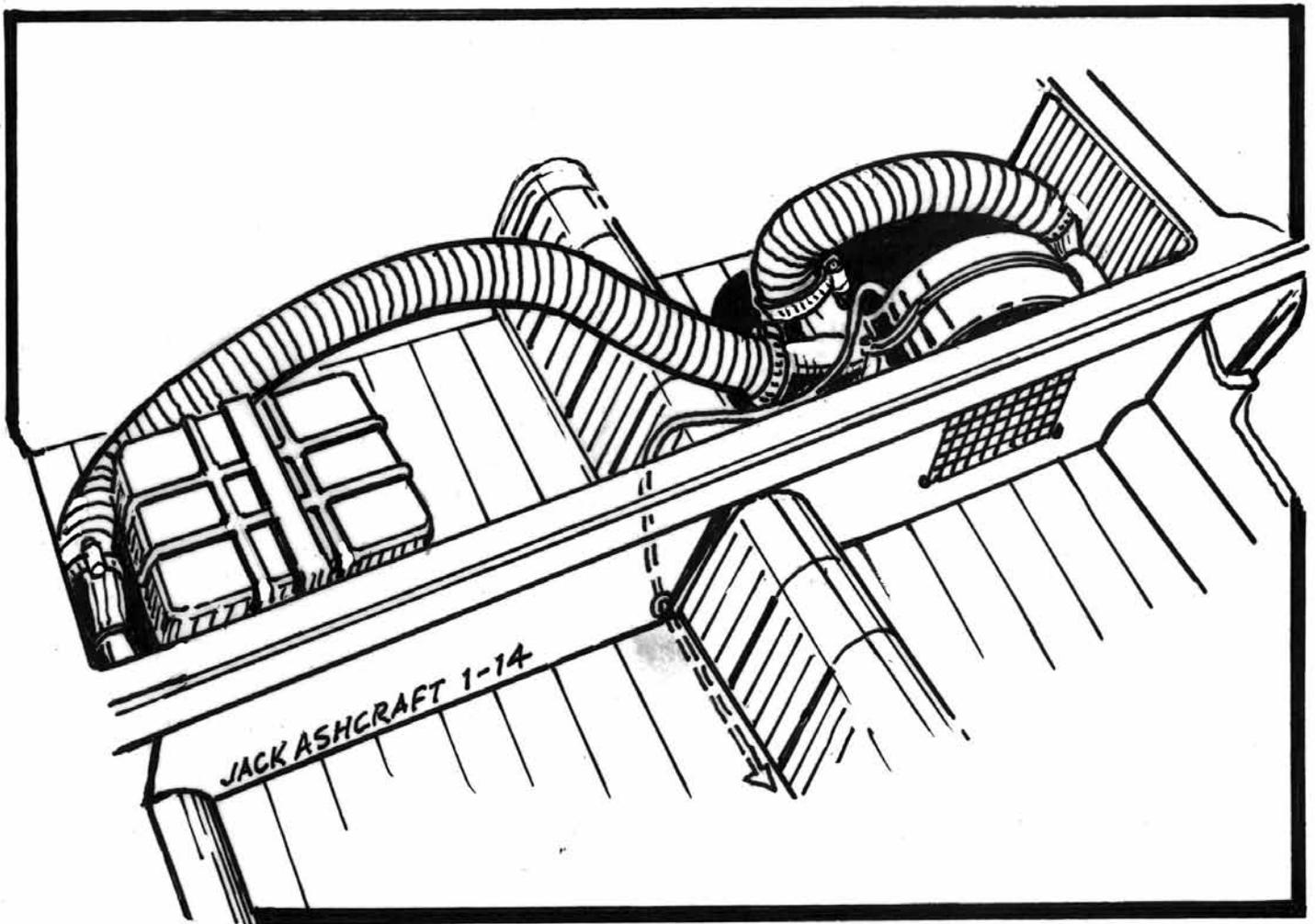
Out came the back seat and with some hack and saber saw work, in went the Merc's blower unit. I cut into the steel heater--if you could call them that--tubes on each side, added an appropriately sized piece of pipe, and attached the outlets of the blower to each existing heater pipe with a length of flexible Mercury defroster tubing.

As you can see in the drawing, I cut a rectangular hole in the vertical panel under the front of the back seat on the driver's side and covered it with 1/4" screen. I ran the electrical wire forward alongside the tunnel, then up

through what passes for a firewall and finally to a two-position pull switch installed to the right of the ash tray [see the photo of the instrument panel]. I pulled the power off the B+ wire leading to the headlight switch, added an 8 amp in line fuse and connected the wire to the new switch.

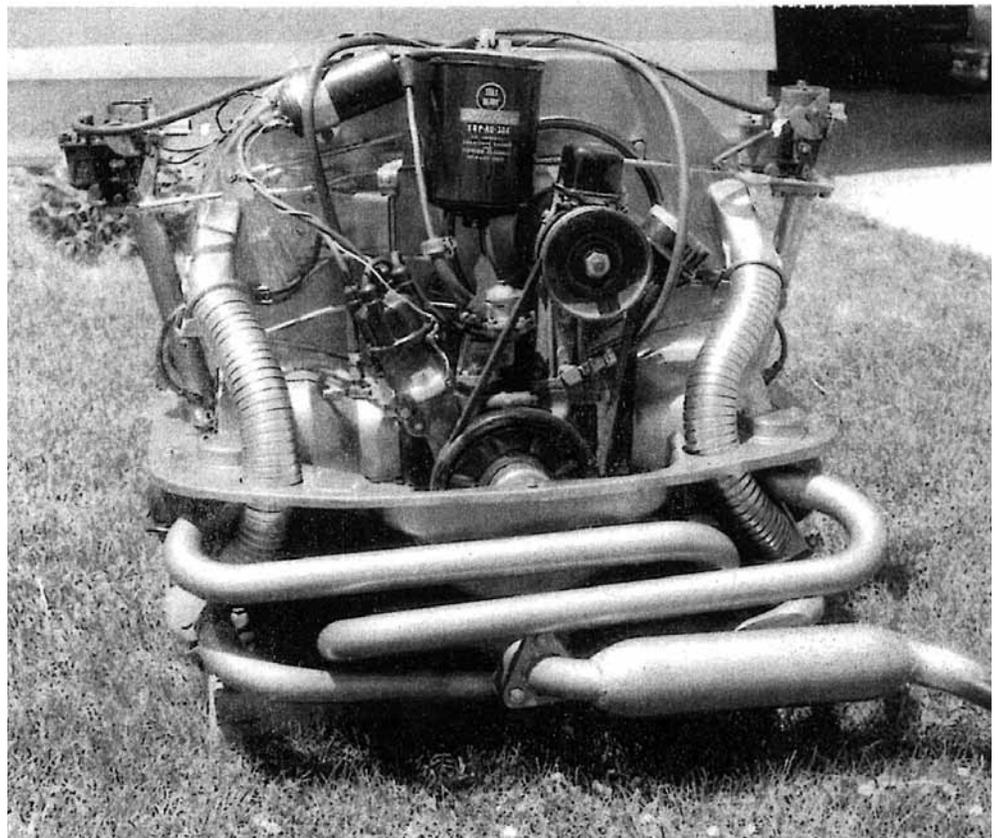
NOW the sucker blew prodigious amounts of air over the windshield, and exactly what amount I could control by opening or closing the little slide covers on the floor air delivery outlets and by the speed of the blower fan. This was one HUGE improvement...but...what about the actual temperature of the delivered air?

Check out the photo of the engine for the car. I added the second stock Solex carb [both mounted on a high rise manifold and a Burch extractor exhaust. I balanced and blueprinted the engine, even to the point of opening up both the intake and exhaust ports in the heads. The result was about a 40% increase in horsepower. From a physics standpoint, remember that horsepower = heat, so as BHP



goes UP, so does BTU of heat, and in this instance I got a good boost in the temperature of air delivered forward. A fairly simple fix that worked really well, with no bad side effects.

You can see, in the instrument panel photo, the two Mercury gauges--engine temperature and oil pressure--that I added. Oh... and the little strip of press-tape in the center of the dash with the unreadable saying? It reads, "DO NOT LOWER WINDOWS AT SPEEDS IN EXCESS OF 120 MPH". The car WOULD just touch 90 on the level, given several miles run, but 120? The only time this car ever saw that velocity was when it was being towed by the Jaguar 3.8....a true story, but one for another day.





A Dark and Stormy Night

by Bill Pierson
Photos by Chip Beck

It was a dark and stormy night... Event planners for a car show the next morning, Saturday, September 28th, tried to overcome their concerns and get some sleep. Fortunately, the rain stopped by 7 am, and the skies cleared by late morning, encouraging a goodly number of folks in the region to bring their German vehicles to Sonnenblumen AutoFest 2013. While it did

rain all day in Kansas City, preventing the expected contingent of Mo-Kan VW Club friends from making the trip, that was offset somewhat by a number of entrants from Nebraska who gambled on better weather to the south and helped make our "Sunflower Car Show" a success. Mention should also be made of the valiant effort by Richard and Luci Gouin, who







hauled their historic 1955 Type II through the night's storm all the way from McLoud, Oklahoma.

Downtown Salina's Oakdale Park was once again the venue for the German Car Club of Kansas' 6th annual event. While our club and show are open to any vehicle of mainly German origin or design, including modern Minis, German Fords and Amphicars, entrees to our show tend to be predominantly some variation on the Volkswagen theme. This year's turnout was no exception, with VW's comprising at least two-thirds of the vehicles on display.

Our club works hard to arrange for a multitude of activities to entertain the whole family. Capitalizing on one such opportunity, a dozen vehicles from the show were driven in the nearby Smoky Hill Museum's street fair parade. Apparently three other entrants from Nebraska, whose identities shall not be revealed in this accounting, happened onto the parade while checking out the downtown scene on their bicycles, and proceeded to become unofficial entrants in the parade! There was plenty to do within the confines of Oakdale Park. Two local rock groups and an area German band entertained us throughout the day. Representatives of the Kansas Auto Model Society set up a display of their handiwork, including a number of VW models. A local chapter of the AMBUCS service organization once again provided us with a beer garden. This year we also invited members of the Salina Brewer's Guild to demonstrate their craft for all to see. Alas, they were unable to offer samples of their product, but we're working on that for next year!

Food has always been a challenge to secure for car shows, but this time we really struck the mother lode! Not only did we find two willing and talented local vendors, but one of them volunteered to provide breakfast fare for early entrants and show workers,



and the other, normally a purveyor of Mexican food, added several delectable German dishes to her menu for the day! Capping our string of good luck, we connected with a group of EMTs and firefighters who wanted to share our park for their fundraiser: A BBQ contest. For a charitable donation of five dollars, showgoers could sample fantastic barbeque offerings from fifteen contestants. There was no reason to go hungry or thirsty at this car show.

Two other activities were added to our show for this year. One was fairly brief: The Military Affairs committee of our local chamber of commerce held a fundraiser for military families, which involved local politicians and personalities volunteering to take a pie in the face for a good cause, much to the delight of the audience. The other event lasted much of the day. GCCK President Leland Powers, head of the art department at nearby Ft. Hays State University, arranged for some of his students to design and cast our Best of Show trophy. Fellow faculty member Toby Flores and some students brought their equipment to our show to demonstrate how they pour aluminum to cast such objects. The designs of several area artists associated with our club were cast at the show, witnessed by quite a number of interested folks. The unique Bug-topped Best of Show award was quite



a hit and we hope to convince the FHSU staff and students to provide us with another work of art for next year's show.

One other aspect which seems to have become an anticipated feature our show is the appearance of our very own "St. Pauli Girls". Throughout the day they welcome entrants, mingle with show-goers, pose for photos, and help hand out the awards to class winners. We wish we had room to list the names and vehicles of those who took home engraved steins for placing in one of the 16 classes, and the generous sponsors of each class, but let's at least congratulate Paul and Jennifer Buchner of Shubert, Nebraska, who were rewarded with that one-of-a-kind Best of Show trophy for bringing their stunning custom and accessorized 1963 Bug to Salina on what could have been a very stormy day. We hope for good weather again next year, when the German Car Club of Kansas will welcome one and all to Sonnenblumen AutoFest 2014!





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