



VintageVoice

Jan/Feb 2016

Volume 41 • Number 1

The Vintage Volkswagen Club of America Newsletter • Established 1976



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Director's FORUM

Michael Epstein

Hello, long time friends. This is by far the hardest thing I've ever written and it only took 2 weeks to get up the nerve to do it.

A good friend of mine for 21 years now and someone I met right here in Kansas City at our car show and the President of this wonderful club has passed away at the tender age of 62 years young due to complications with some health issues, a real surprise to all of us.

Since I knew him from a distance, talked to him somewhat regularly but always seemed to be VW related, and then became more closely involved with the club again when he elected me Vice-President, I didn't feel that I knew him properly enough to really write a story about Howard Query, the man. I could tell you he loved his family, his job, and his hobby, Volkswagens, but most who knew him could tell you that. I could have asked Mary Lou his wife, Jason or Justin his sons, but that would have been a Howard no one knew and a burden on the family they don't need, instead I asked another good friend who used to do the newsletter for the VVWCA Daisy Hutzell-Rodman who lives close to Howard, and saw him more often and dealt with him and a little bit more personally when she was doing this for the club and she said yes. I would see Howard every year at least once unless he didn't make it to Kansas City and before I started to go to Eureka Springs, Arkansas about 8 years ago, then we saw each other twice a year. Though we each had

our own agenda, mine being taking the photos for the article in the Voice and doing the story for the Kansas City Show and now the Eureka Springs show 2nd year in a row and for now on for as long as I go it looks like. But, I won't be seeing my friend Howard there which will be a big part of the reason to go, so things just won't be the same, in fact he was ill and couldn't make it to Eureka Springs this year and it felt really odd, like there was something I was supposed to do, but I couldn't figure out.

I've heard from a lot of people so far and have a lot of support. We know we are really behind on our Vintage



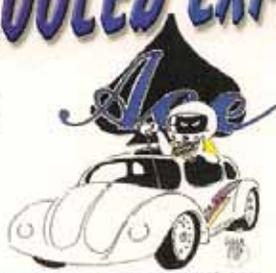
Voice schedule, heck I was on Howard's back so much about it that I feel horrible now, but it's true and we need to do something about it. If you're reading this, it's the best thing that could happen to the club in a long time because that means we were able to find everything we needed from Howard's desk and computer and we're back in business even if it did take a few extra months and the only thing I can say is THANKS for your immense patience, WE will do all we can to not only get us caught up, but put on a schedule similar to other magazines, but it will take time and more than that, and you've heard Howard ask about this, if you can't send us stuff to put in the Voice, you will either get a small Voice or NO Voice!!!! But we will be on schedule, it's all up to you, I just can't keep asking the same 4+ people to give us enough material to put together the Vintage Voice every two months with something fresh and I'll bet you're getting tired of seeing my postcard collection.

I know Howard has mentioned this too, we who volunteer to do what we do for the VVWCA, do it because we love it and we think it's worth it. The few people you see listed on our website as or in the Vintage Voice as "Officers" was really 4 people, Howard Query, President, Vice President, Membership Coordinator, Banker, Secretary, Advertising Editor, Salesman, Etc., Website, Designer, PayPal account Manager, and answered e-mails off the web site from subscribers, Mike Epstein, Vice President, (Title only, no job to do), Kimberly van Mourik, Newsletter Editor, what you get is what she does, amazing job don't you think, more like a magazine than a newsletter, and Heinz Schneider, Club Historian, mostly wrote articles and was involved in answering e-mails that had to do with historical questions from subscribers off the internet web page which Howard would field first then send on to Heinz. Heinz does incredible work as well, his knowledge about Volkswagen is second to none in my book. The greatest thing is he actually worked for Volkswagen in Germany and in Mexico for years, amassed quite a library and reads, reads, reads. The other two people you see, Justin Howard and Betty Lou Brinkman, no one, Howard was doing more than any one person should have to do and until I get things straightened out, it'll be somewhat similar but delegation is what I'm all about in order to get the job done more smoothly and quickly as long as we don't lose the integrity.

I do have something special to ask of those who knew Howard or some kind of a special VW relationship with him. If you have a story about you and Howard, however insignificant you think it is or how small, please send it to us at president@vwwca.com and if you have any photos, please send them at the best resolution you can, preferably 300 dpi, and don't be embarrassed, if you don't know how to use your scanner, e-mail me and I'll help if I can.

To keep with tradition: Thanks for being a member and supporting the VVWCA. I hope to hear from you soon. ■

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HANS MAYR

Giving the final shape to the Volkswagen Beetle

Once in 1934 Porsche was given the go ahead to design the affordable car for the German people, he realized it would have to be manufactured using American production methods. Hitler, a great admirer of Henry Ford also realized the same and encouraged Porsche to go to the US, see Henry Ford, and see what he could learn. Porsche went once, looked around and realized he had to go again. On his second trip he had the authorization to get needed experts to advise him and to help to set up manufacturing tools he was buying from the US. The engineers he was looking for had to speak German to be able to communicate with the workers in Germany. For that reason Porsche asked the German consulate in Detroit to approach German-American automotive experts and to make generous offers to entice them to return to the fatherland.

About 20 made the move. I say about, because strangely enough nobody seems to have bothered to make an actual list. One of the ones who was hired by Porsche in 1937 was Hans Mayr who was working at the time at the body assembly department at Ford USA. Mayr had become an American citizen in 1928. The unusual spelling of his last name probably came about as he applied to become an American citizen. As it was common in many cases, an immigration officer most likely dropped the "e" in Mayer and he became Mayr. This is probably the reason why his name is often spelled two different ways in many of the books dealing with Volkswagen.

While at Ford in Detroit, Mayr was in charge of the body stamping department. On his return to Germany he joined Porsche September 1st 1937. There he played a major part in giving the Beetle its final shape. Because of his experience at Ford he introduced many of the changes to the Volkswagen body, needed to make the Volkswagen suitable for mass production. The early Erwin Kommenda designed prototypes would have been a nightmare to mass produce, the original design was overly complicated. As someone described it best,

Mayr and many of his American colleagues made Porsche's Volkswagen manufacturable.

Ferry Porsche, the son of Ferdinand, not usually inclined to give credit to anyone involved with the development of the Volkswagen, in his first autobiography, written in 1976, admitted that Mayr, the sheet metal specialist as he called him, made all the final changes to the car resulting in its final body shape. One example of the many major changes was to move the rear window to the outside. This change, besides many others, greatly simplified the whole manufacturing and assembly process.

In 1938 Mayr was put in charge of setting up production at the factory under construction at the time by installing imported American body stamping presses and dies at the Volkswagen factory. He also introduced spot welding a technique not used in Germany up to his arrival. In 1941 he held the position of technical director at the factory and in 1943 he was promoted and put in charge of the main factory in Wolfsburg. During the war years, he unsuccessfully tried to bring some order to the confusion and turmoil at the factory. As it was later described, Mayr could not understand why the Germans would let go to waste all the valuable manufacturing capacity existing at the VW factory for their war effort. He is quoted as saying that the inefficiency of the available Germans during the war came to him as a surprise. After many years at Ford in the US he was used to better management

On April 10 1945, just before American soldiers arrived to occupy Wolfsburg, Porsche's son in law Anton Piëch, who had up until then been the administrator at Wolfsburg took all of VW's money and a bunch of cars and fled to Austria to join his father in law Ferdinand Porsche and left Mayr in charge of the entire factory. That is where the first American officer who arrived at the factory found him. As it was later described by the New York Times, Mayr was trying to assemble some Kübelwagen in the rubble of the factory with a couple hundred workers under his supervision. The New York Times mentioned at the time, that Mayr told the Americans that the war time production had reached its peak in the month of May of 1944 with the

production of 1,000 Type 166 Schwimmwagen, 1,800 Type 82 Kübelwagen, 1,200 of the "V1" the "Revenge Weapons", 100,000 land mines and the repair of 30 JU 88s bombers.

Mayr was dismissed as a Volkswagen manager by the Americans on May 28th and arrested. He was accused by some forced laborers at VW of mistreatment. On June 18th 1945 he testified admitting having known about the mistreatment of babies born to forced labor women and about other mistreatment of workers at the factory, especially the ones coming from Eastern European countries. About 350 to 400 children of forced laborer women had died at the VW hospital of neglect by German doctors and nurses. During interviews by US investigators, Mayr made some unfortunate statements implying that the mistreatment of Russian prisoners of war at the factory was justified because these were inferior people. As a manager at the factory he could have used his influence to soften the miserable conditions of these poor people. From his testimonies at the trial we know that he was indeed a convinced Nazi and subscribed to their racial policies causing misery and death to many at VW. Maybe because of this attitude and the fact that he as an American had worked for the German war effort made the American occupiers suspicious. They refused to let him return to the factory, despite of the fact that he was being recommended by some of the labor representatives, the unions, at VW.

I was not able to find out what happened to him after he was dismissed in 1945. Some reports have it, but not very reliable ones, that being an American citizen, he tried to return to the US in late 1945. Other information claims that he died the same year. There is no information on how or why. Since he was born in 1890 he would have been only 55 years old.

THE KARMANN-GHIA

Over sixty years ago, on July 14 1955, the Karmann-Ghia was introduced to the media at a fancy Castle in Northern Germany, not far from the factory in Osnabrück where they were assembled. Original plans

were to introduce the new VW model two weeks before the bi-annual Frankfurt Auto Show scheduled to begin August 27. Production had already started weeks before and storage lots were overflowing with new KGs. Nordhoff was afraid some media people would find out about the "New" Volkswagen and that someone would steal his thunder. He wanted to have the privilege to be the first one to make the announcement to the media, for that reason he pulled in the introduction ahead.

The invited media's reaction at the introduction was very positive. Its looks especially impressed most. The general public who had a chance to see the actual car at the 1955 Frankfurt International Auto Show was equally enthusiastic. Germany had just come out of a disastrous war and the car market had still not come out with anything new and exciting yet. Having this new attractive car was proof that things really would get better. The car was an immediate success. Original plans and calculations were to produce about 50 cars a

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month but demand was such that production had to be increased immediately to 250 a month and by the time the second year was over production reached over 700 a month. Long waiting lists existed right from the start. The situation here in the US was not much different. According to Road & Track, buyers had to wait up to two years for delivery during the first few years. By the time K-G production stopped in early 1974, when it was replaced by the Volkswagen Scirocco, 364,398 had been built according to the VW historian Bernd Wiersch, a remarkable number for those days.

It all started in 1951 when Heinrich Nordhoff and his sales chief kicked around the idea of a sporty car with Dr. Wilhelm Karmann Jr. After having successfully introduced the Type 2, the bus and the convertibles in 1949, VW was ready for a sporty car. Many independent body specialists in Germany and Austria had already started to put sporty bodies on the Beetle chassis. In Berlin, in 1949, Rometch had started and in Austria Denzel built handmade sporty Volkswagens. There were others but not as prominent, like for instance by Dannhauser-Strauss and Karl Mayer. The Beetle chassis was an ideal basis for the installation of different bodies. As we know, as early as 1938 Porsche had already developed a competition car, the Porsche Project # 64, for the Berlin-Rom-Berlin race using many Beetle components. The after war Porsche sports car, the 356 also was using many Volkswagen parts. The first British officer to arrive first at Wolfsburg after the war, Colonel McEvoy, pointed out to Major Ivan Hirst how easy it would be to put a sporty body on the Beetle undercarriage and suggested that he do so. Hirst was however too busy to keep production going of regular Volkswagens for the Allies. He just had a convertible built for him and one for his boss.

Volkswagen in the late forties asked Karmann and Porsche to come up with some ideas for a Beetle replacement, and also to develop a "Kleinsportwagen", a small sporty car, based on the Volkswagen. A prototype, the Porsche Project # 534, was actually built. It looked a lot like miniature Porsche sports car. Nordhoff and his management rejected it just as they did all other Karmann proposals.

Wilhelm Karmann did not give up, he liked to visit a lot Automobile shows in Europe, like the ones in Paris, Geneva and Turin and was friends with a lot of Italian designers and especially with Luigi Segre, who had just purchased Carrozzeria Ghia. To Segre, Karmann brought up his struggles to come up with a sporty car design acceptable to Volkswagen. Segre, just having taken over Ghia, obviously smelled a business opportunity and independently contacted Volkswagen directly to request a Beetle chassis, which he never received. Perhaps he did not sent his request to the right address at VW. Volkswagen did at the same time work with another Italian designer, Pinin Farina. Farina had submitted a prototype Beetle replacement the EA 41, which looked a lot like the Porsche 'Kleinsportwagen' but much better proportioned.

Not getting a chassis from Volkswagen Luigi Segre went to the French importer of VW and secretly bought a Beetle and took it to Italy. Within three months his people finished a sporty body based on an idea he had already drawn up earlier. He sent this finished car back to the French importer and when Karmann went to the 1953 Paris Auto show, Segre and the French importer surprised him with a completed Prototype. Later the chief of VW sales also had a chance to see and so did Nordhoff. While Nordhoff liked the car he had doubts that it could be built at a reasonable price. Also Segre was requested to supply a number of other prototypes, 6 different versions were mentioned which all differed in small details. And he had to add two openings in front of the car to guide some fresh air to the interior. Using vent windows would have spoiled the profile appearance of the car. The fresh air ducts also strengthened the front body section. Some pictures of the different version were published in the Mar/Apr 2015 "Vintage Voice" supplied by Michael Epstein.

After the KG became very successful there were claims that it looks originated with a coupe designed by the Chrysler design head, that Segre just copied the Chrysler coupe. Indeed both cars looked very much alike and both cars were built by Ghia. However most people credit Luigi Segre for the design of both cars.

After Karmann calculated the cost of the K-G, Nordhoff accepted the price and production started.

The first KGs to come to the US was in 1956 and 2,452 were sold that first year, but demand was much higher. A very successful convertible version of the Karmann Ghia was introduced September 1957. The price at introduction was \$2,395 for the coupe at the east coast and \$2,475 in the west. Because production was much higher as originally calculated the unit price was much lower and gradually the price was lowered to \$2,235 in 1966. For the east and west coast. In 1961 the first exterior changes were made to the KG and its lines more sharpened and focused. Over the years all mechanical changes introduced to the type 1, (the Beetle) were also introduced in the KG. In its last year in 1974 about 800 were sold here out of total of 1,500 produced that year.



Badly outdated mechanically and lacking modern safety features the end of the KG came with the introduction of the Scirocco in 1974. It had reached its highest yearly sales in 1970 with 38,000. Total production in 29 years reached 364,398. 283,501 K-G coupes and 80,897 convertibles. ■

Vol 41 No 1
Jan/Feb 2016
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VWCA Inc.

website: www.vvwca.com

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New Memberships: \$24

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Online Edition Only: \$12.00

The VWCA is a registered non-profit organization. All positions are volunteer.

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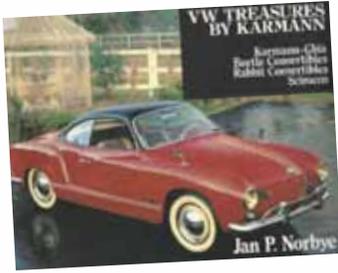
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The Volkswagen Library



VW TREASURES BY KARMANN **Karmann-Ghia, Beetle Convertibles, Rabbit** **Convertible and Scirocco**

*By Jan P Norbye, Published in 1985 by Motorbooks International,
Osceola, Wisconsin 54020, 170 pages Paperback. ISBN 0-87938-202-3.*

We are fortunate that the author of this book had a chance to talk to many of the principals involved with the geneses of the Karmann-Ghia and how the other Volkswagen products built over the years by Karmann for Volkswagen came about. We do not have to depend on so much unfounded information out there. Unfortunately all the people the author Norbye interviewed for this book are no longer with us.

The relationship between Karmann and Volkswagen goes back to the forties while VW was still run by the British. Before the war no German car company built their own bodies, with the exception of Opel and a few built by Daimler-Benz in their own shops. The rest relied on outside body builders. The names of some of these specialists are familiar to us. There is obviously Reutter in Stuttgart, a Porsche collaborator and later bought by Porsche. We know Hebmüller of the VW two seat convertible fame, Weinberg is another one of many and also the American company Ambi Budd. Ambi Budd was involved with the original body tools for the Beetle and would eventually supply the bodies for the Volkswagen Kübelwagen and Schwimmwagen. Karmann was another one who supplied bodies, mostly to the Adler Works in Frankfurt, to Ford of Germany, BMW and others. As the war ended, Adler decided not to build cars anymore and Ford had not started up production again. It was time for Karmann to look to other car manufacturers for work.

The Karmann Company was located in Osnabrück in the British zone of occupations and was supervised by the same Control Commission for Germany, the CCG for short, just as Hebmüller and Volkswagen was. Wilhelm Karmann Jr approached the British and inquired about the possibility of getting a Volkswagen Beetle for conversion into a Convertible and perhaps get additional work. Volkswagen was the only German car Company building cars at the time and for that reason the only place to get a new car from.

At the time it was difficult for a German to buy any cars since all cars were assigned to the Allies. However, one British officer, Wing commander Richard Berryman, made it possible for Karmann to get a car, he was eager that eventually Karmann could built a few convertibles. The talk was of about ten for the British occupiers to drive around Europe. The car Karmann got for conversion was the 10.000th Volkswagen built after the war. That particular car is very famous because many pictures of it exist, while still sitting on the assembly line. Hungry disgruntled VW workers had painted it slogans requesting more food while sitting with the car.

Eventually the idea of convertibles was nixed by the higher ups, except for one for Colonel Radclyffe and one for Major Ivan Hirst who had their convertibles built at the VW factory by a man named Rudolf Ringel. A two seat one for Radclyffe and a four seater for Hirst.

After Nordhoff arrived 1948 in Wolfsburg, in 1949 he authorized for Hebmüller to build 2.000 of two seat convertibles and asked Karmann to build 1.000 four seat ones to be sold through the VW organization. Volkswagen assumed that the Hebmüller cars would be more popular. We know what happened. Hebmüller went bankrupt and Karmann became the only supplier of Convertibles. During the following 30 years Karmann built 331,847 of them. For many years it was the most popular convertible in the world until the VW Golf convertible came along.



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Having been as successful with the Beetle convertible, once a coupe was needed Karmann was asked to build the Karmann-Ghia. Another successful collaboration between Karmann and Volkswagen. Besides, it would become the only car build by Karmann that carried the Karmann name. And so it went for many years. Once Volkswagen changed to water cooled engine cars, Karmann again build the Golf Convertible, which eventually outsold the Beetle convertible with 600.765 built, almost double Beetle convertible sales.

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This book is full of other interesting information and shows many prototypes for VW never introduced. Not mentioned but what eventually happened is that Karmann went bankrupt in April 2009 because of the than world wide economic crises and bad decisions by the third generation Karmann family. Volkswagen decided to take over the Karmann works in November 2009 and the factory is now called "Volkswagen Osnabrück" named after the city where the Karmann works are located. At this time they are building the Golf convertibles there and some special cars for Porsche, like the Boxter and the Cayman. ■

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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.

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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: roberthimsl@comcast.net

Project 66 Daily Driver

By Brent St. Louis
st.louis_brent@yahoo.com



The car (left): 1966 VW Beetle. I should warn you it is not a car show car, just a good candidate for daily driving and to be restored after the year of driving.

12V Electrical, 1600cc 1974 engine
Probably original transaxle
35 MPG at 60 MPH on a hot day but 22.5 MPG cold day of city driving. Average driving per week is about 100 miles



Day 1



Day 3

I don't build them for a living just for fun and I should in no way be considered an expert mechanic or body guy what so ever (or a professional writer also).

Here is a selection of photos and the daily log from day 1 to 80.

Sep 9, 2014, Day 1: I started the 365 days or so of driving this week. We started out with a Sunday drive to breakfast on a beautiful September day and it was like driving in a car show. We saw a bunch of old cars on the way there and back. These two classic Jags passed us at an intersection so I stepped on it to catch up. By the time I caught up it was too late to slow down and I ended up between them;) We figured they were headed to a car show and they stopped at the same restaurant.

Sep 10, 2014: Now it's back and forth to work and Home Depot lately for tool runs to fix my wife's daily driver during some much needed down time. The rest of this week was to Home Depot for more tools for fixing the wife's car Autozone for a washer squirter motor for this car.

Sep 13, 2014: I took a trip to a nearby hiking trail with the doggy. There I left the headlights on for an hour. Luckily the battery is strong so it started right up. That's why I hate turning them on during the day. I never remember to shut them off. On the way to work Thursday a city bus ran a red light and almost creamed me. Good thing the horn works! It looked like I woke him up blowing

the horn. Maybe too many hours behind the wheel. Then today to lunch at one of our favorite restaurants, WalMart and Then HD for some supplies again.

Sep 20, 2014: Took it to a car show in Washington, CT (Washington Car-B-Que) since Herbie had a clutch problem. Kind of weird taking a car I drive daily to a show.

Sep 22, 2014: To the Farmington river to do some fly fishing, stopped at the Lake McDonough dam on the way back.

Sep 23, 2014: Doctor's office.

Sep 24, 2014: one of my favorite Chinese food places

Sep 25, 2014: Town Hall for a meeting

Sep 26, 2014: Just work.

Monday through Friday to and from work about 175 miles this week. I also installed the washer squirter motor. I made a loop to try and keep the motor from running dry since I mounted it above the reservoir.

Oct 01, 2014, Day 23: Added some oil (oil change due soon) and greased the front beam.

Day 24: First time at night in the rain.

Day 25: Started with a trip to the grocery store and a trip to catch some of the foliage that is just starting around here.

Oct 03, 2014, Day 26: Before heading to work stopped at Autozone to get some parts for the modern car.

Day 27: Put on over twenty miles today to get some welding supplies. It was nice to really get it heated up for a change. The short mileage trips just don't do it.

Oct 7, 2014, Day 28: Took a ride to a friends house for his daughters B Day party

Day 30: Oil change was due.

Oct 11, 2014, Day 32: Swapped the brushes on the generator since they were half gone. I only put 87 miles on it this week.



Day 25

Oct 18, 2014, Week 6: I put on about 116 miles this week, 70 of it last Sunday leaf peeping. Other than that no special trips.

Oct 20, 2014, Day 43: 210 miles of driving to, from and during the CTVWA Foliage Cruise.

Oct 27, 2014: Between the CTVWA Foliage cruise and a 6 day work week I put on about 280 miles last week.

Oct 29, 2014, Day 52: Took advantage of some of this nice fall weather we are having currently and took a 30 mile ride out to Bigalow Hollow state park for an afternoon picnic.

Day 54: Grocery shopping. The wife didn't believe I could fit all the groceries in the trunk. Well most of em anyhow.

Nov 02, 2014: With our little side trip last week I ended



Day 43



Day 43



Day 60



Day 52



Day 78

up putting 149 miles on for week 8.

Nov 05, 2014, Day 60: Today a year ago I drove it on the road for the first time.

Nov 08, 2014, Day 61: Another fine breakfast at the restaurant where we started this great experiment, Hotcakes in South Windsor CT.

Day 62: I replaced the accelerator cable due to the fact that I really didn't know the age of the one that came with the car. The one I got from Airhead Parts was much better. The old one was more like a metal string than a cable like the new one.

Nov 10, 2014: Last week totaled up to 83 miles. That included six trips to Work, a trip to the gas station, a trip to a meeting in town, a trip to my son's school then

Hotcakes for breakfast and a trip to Ocean State Job Lot for some groceries. I adjusted the valves on Saturday.

Nov 15, 2014

125 miles for week 10. We took a trip to Mansfield Drive-in Theatre & Marketplace (Mansfield, CT) last Sunday then work Monday, Wednesday through Friday, post office one day, Home Depot Thursday and Acopulcos today for lunch.

Nov 19, 2014, Day 72: Took a trip to Westbrook, CT. It was about a 125-mile round trip. The weather wasn't the greatest for it, cold and rainy. Something is up with the wipers or wiper motor/linkages. They started to skip across the windshield and squeak as soon as they are turned on. I'm not sure if the Rain X has anything to do with it or maybe one of the wiper arms is bent funny (The driver's side was mangled when I got it). I tried

readjusting it but can't replicate the problem yet.

Nov 20, 2014, Day 75: Yesterday I noticed the front signal light seals are starting to crack. Last week I noticed the tail light seals are just as bad. Not really a big deal since I did get the cheap body seal set from Jbugs. Oddly enough the trunk and deck lid seals are still in fine shape from that same body kit.

Nov 22, 2014: 179 miles for week 11. The car doesn't love the cold but it's still chugging along.

Nov 28, 2014, Day 78: We took the current project to look at the next possible project and some small planes as well in Ellington CT. Unfortunately I had to walk away from that car. It was a cool chop top 64 vert on a 69 or later pan. Just wasn't enough car there for me and a lot of work.

Day 80: The Abominable snowmobette just didn't care about that snowstorm. I didn't realize the manual drum brakes are kind of like anti-lock brakes when stopping. They aren't touchy so no sliding to a stop. The only concern I had was visibility with the windows fogging up. It seemed that 35 on the flat straight roads in third kept the RPMs up enough to keep the windows relatively clear. ■

To follow the weekly events see
www.thesamba.com/vw/forum/viewtopic.php?t=538786&postdays=0&postorder=asc&start=0



Day 80



Day 185: Follow up to Day 185 and beyond on www.thesamba.com, Project 66 Daily Driver.

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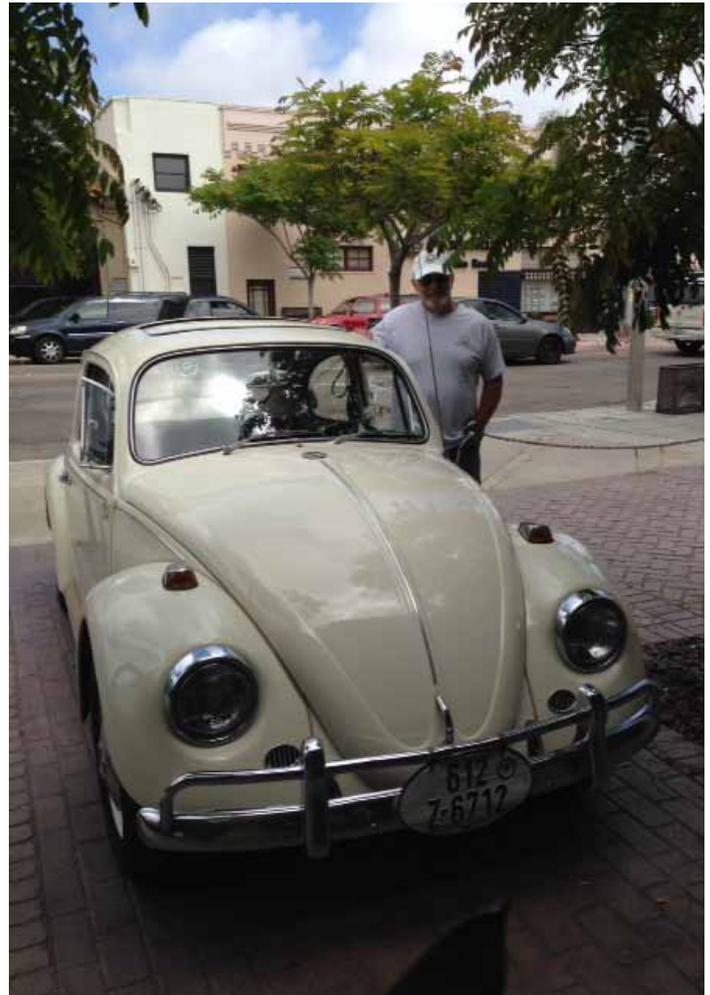
<http://home.comcast.net/~commonsteve/CGMain.html>

Survivors

By David A. Young
San Diego, CA

I recently read an article in *Dune Buggies and Hot VWs* wherein the author lamented the desecration/molestation of original VWs by folks who altered them in any way from their original condition -- whatever that condition may have been. Despite the proliferation of “barn finds” and “survivors I see listed on the Samba, I doubt that there are many vintage VWs of any type out there that are completely original and unrestored/unaltered. It is simply unrealistic for any vehicle, even a VW, to survive up to almost 70 years without some work, mechanical and cosmetic. I applaud those who have and cherish completely unmolested original VDubs, but I have a hunch that this is a very small group, a collector elite, who cherish their historical treasures and drive them little, if at all. For most of us, there will be no “barn finds” or “survivors” (with Porsche Fuchs and lowered stance?) And we who are original owners of vintage VWs don’t care about what the latest trend in restoration (or nonrestoration) is. We simply want to enjoy our vehicles as much as possible. And I have thoroughly enjoyed mine. Even though it has undergone some changes in the interests of safety and practicality, it still looks the same as it did when I first drove it.

In June of 1966, I ordered a white sunroof sedan from a storefront sales office in Saigon, RVN. I was finishing my tour and the ‘66 was supposed to be delivered to San Francisco in time for me to drive it up to the University of Oregon where I would continue my education and be reunited with the girl who would become my wife. The car didn’t show up; all I got in response to many queries was that they appreciated my patronage and a car would be forthcoming. It became obvious that since they had my \$1700.00 dollars, they had no intention of following through on my order with VWwerke in Wolfsburg. To them I was just another sucker G.I. After much travail and frustration and pre-internet communication, I was informed by VWwerke that a lotus white (L282) 1967 sunroof sedan would arrive on the “Norse Lady” in



San Francisco in April of 1967. My Dad picked it up, cleaned off the cosmoline and drove it until I could come down to get it. I still remember my first drive, blasting up the Bayshore freeway at night with the sunroof open, howling at the moon (or whatever was above my sunroof).

Forty-seven years later that ‘67 sits in my garage (next to my ‘01 NB “Sport” daily driver). Since I live



in San Diego, I can drive the '67 year round. But this being Southern California, I have had to make some concessions to the exigencies of the frenetic pace of travel in these parts. San Diego may have a "laid back" reputation, but it doesn't translate to the highways/freeways where anyone driving a vintage VW is, for the most part, considered a nuisance. Over the years, my bug has suffered "the slings and arrows" of various and sundry miscreants in and out of motor vehicles, so some cosmetic improvements have been necessary. While I have maintained the original bumpers with their original chrome, there are dents in them (each one a story); the original hupcaps are a bit scraped around the VW logo (carelessness while changing tires); my original backup lights were stolen in the early 70's (they were coveted by baja buggy builders on a tight budget); fortunately, I could get OEM replacements then, and I had the mounting nuts welded to preclude losing another pair. The original door panels and back boot liner show their age are still serviceable, but the driver's side door pocket sags severely (but so does most of me). I did replace the headliner because my surfboard skeg ripped the original. After the only respray (done in '91) I had the original off-white fender beading reinstalled, and it still looks great. Likewise the runningboards were recovered in the original beige. After 258,000 miles, the "H" case and trans. are original. (Incidentally, every family car we have had has suffered at least one trans. failure in far fewer miles, yet the '67's has suffered no more than the loss of 2nd gear synchro in all those years and miles -- someone once told

me that the '67 trans. was "bulletproof;" I believe it.

This being 2014 and me in my 70's, I decided (actually this "deciding" has been going on for a few years -- as time and money permitted) to do some things to the car that would help to ensure that both of us would return from our cruises intact -- or as close to intact as possible. Since I am lucky if I can check the oil without damaging car or self, I have experts take care of my '67, and they have never disappointed me. They have installed a pertronix ignition, an external oil cooler and filter, valves to tolerate unleaded gas in the 1500 SP engine, disc front brakes, three point seat belts and four new tires (Vredesteins that I ordered from Coker). Sure, technically speaking, I have "molested" my car; it no longer has that great patina that resulted from me polishing it so much that I went through the paint to the primer. It no longer has that original ripped headliner smudged by surf wax (still got the original sunvisors though), more importantly, it no longer has a tendency to run red lights because the driver doesn't want to slam on those "iffy" drum brakes. I consider myself fortunate to be the original owner of this '67 model 117, and I am proud that it retains its original body parts, pan and chrome and still looks very much as it did when it left the factory. I can only wish that the same could be said for me. Still, I would consider us both survivors.

One picture shows my wife and I leaving on our honeymoon in 1969; the other is of me and my Bug in front of my wife's office in 2014. ■

FLASHER RELAYS--HOW THEY WORK ...AND WHY THEY DON'T

By Jack Ashcraft

Flasher relays come in a variety of styles and sizes. If you take a look at the flasher relay for directional signals or four-way warning signals, you'll find that the relays are generally two or three contact types and are usually in a round case. There is quite a variety, with each manufacturer taking a slightly different approach.



Here is a two contact flasher relay with the can removed. When you move the direction signal lever one way or the other, the flasher contacts immediately connect and the signal lamps for that side of the vehicle come on. Soon the bi-metal strip heats up and breaks contact by bending the metal plate it is attached to. As soon as the contacts open, current stops flowing, and the lights on that side of the car go out. The thin bi-metal strip cools down, the contacts re-connect and the lights on that side of the car come on again. This is the cycle of the direction signals.

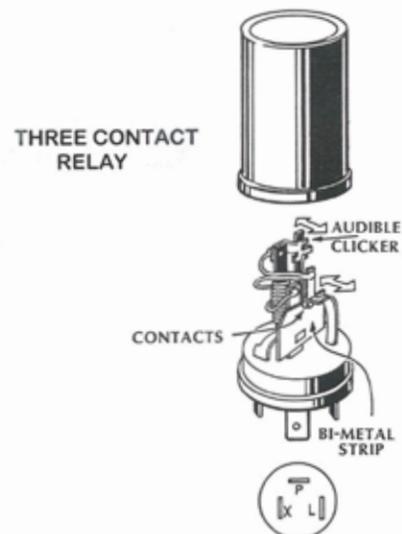
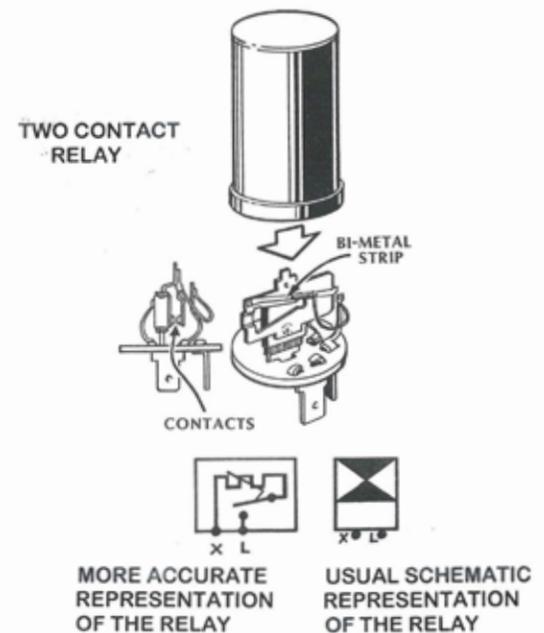
This is a flasher relay with three contacts. It works exactly the same as the two contact flasher but has two more features. The first is the long arm that extends to the top of the structure and moves back and forth as the bi-metal strip heats and cools. This produces the familiar "click" you hear when the signals are on. The second feature is an output terminal that is used to break the current that is fed to the monitor lamp in the instrument panel.

The reason these relays DON'T work is simply that they get old and tired [like a lot of us humans]. The contacts burn with time and will no longer pass current, or the bi-metal strip finally bends one time too many and breaks. One way or the other it went West.

Flasher relays are easy to trouble shoot. Just check for voltage going to them at their "X" terminal, when the signal lever is moved one way or the other. If you have voltage present at the "X" terminal and no output voltage at the "L" [Load] terminal, the relay is bad. Period.

If you have a bulb burned out on one side, the flasher will ordinarily flash at a higher frequency [more flashes per minute] than normal when you select the other side. Change the burned out bulb and the system should work fine again.

On three connector flashers, if the outside bulbs work properly but the indicator bulb in the instrument panel does not, check the bulb in the panel [Look at the bulb, or check for a short across the bulb with an ohmmeter]. If the bulb is OK, check for voltage at the P terminal. If there IS [on-off] voltage there, you have a wiring problem, and it could be lack of ground for the bulb in the panel. If there is no on-off voltage there, you have a bad relay.



Painting your VW—Part II

By Peter and Terri Triandafillou
trian@myfairpoint.net

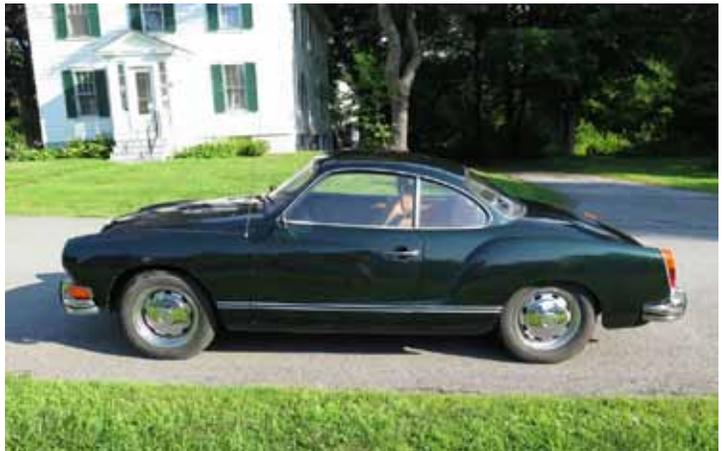
In a previous issue of the *VintageVoice*, (Vol 39, Number 4), I discussed some of the things to consider if your beloved VW has a worn out paint job. This article will briefly describe the process I went through to paint my VW. The purpose is to pique your interest in painting and give you some pointers. Bear in mind that you'll need to do much more research to do a good job. As to my paint job: I invested a reasonable amount of time, had fun, and came away with a finish I was proud of.

I covered necessary tools and research in the previous article. To review, there are five necessary elements to doing a new paint job: 1) Safety – get the right gear and wear it; 2) Make friends with the people at the professional auto paint store; 3) Get the right tools, and buy most of them at the pro-paint store; 4) Take your time and avoid deadlines; and 5) Remember – you're not building a show car! You're making a car with an old finish look much better. Take your time and get good advice. You will be surprised and proud of the results.

You'll get better results, and an easier job, if you take off all the exterior accessories. I spent a half day taking off everything I could: bumpers, headlights, signal lights, door handles and mirrors, and trim and logos. Besides yielding superior results, this will give you the opportunity to diagnose and fix any parts or lights. Use the John Muir method of putting every screw and small part in a labeled plastic bag. I also took numerous photos, as what seems obvious today may be a mystery weeks later when you're ready to reassemble everything.

Once the car is stripped, clean the surface with the solvent you get from the paint store to remove waxes, oils and other contaminants. Next, take your pneumatic random orbital sander (also known as a "DA" in the trade) and lightly sand the entire car. If you find old rust repairs, be prepared for things to be worse than they look. You will need to assess your situation objectively, but if the problem isn't structural, I'd press on.

The high gloss of new paint will accentuate any defects in the sheet metal of the car. You therefore want to fill in dings and dents so they hopefully disappear. This is done by mixing small amounts of lightweight body filler and pressing it over the dents with a plastic spreader. Sand



the filler by hand, using a rubber block and adhesive sandpaper designed for the purpose. Hand sanding with a block yields a flatter surface than machine sanding. You can fill the last tiny dents and scratches with glaze, which is a thin body filler.

The filling and sanding stage can take a long time. I spent twenty hours at it, and it was tedious at times. However, persevere – the results will be worth it. Painting is the next step, and there's no going back.

Mask all your glass and the light and vent openings, including the engine lid vents. Paint gets everywhere! Use the tape and masking paper sold at the paint store; automotive paints have aggressive solvents. Clean the car again with the cleaning solvent. Set up your spray booth – mine has plastic sheeting along the walls that I keep rolled up in the rafters, and I roll rosin paper on the floor. I also cover the tires and wheel well areas with drop cloths.

You'll come home from the paint store with "high build" primer, primer/sealer, color base, clear coat (I'm assuming that's the system you'll use), and the reducers

and catalysts that go with them. Expect to fork over a tidy sum. Get mixing cups and make sure you know how to use them to get the ratios right. Ask the paint people about mixing ratios and their recommendations for pressure settings at the gun. Both are very important. Put on all your safety gear before mixing any paint.

There are entire books on the subject, but here's the quick story on spray painting. Load the gun and test some paint on plywood or another scrap surface. The paint pros will get you started on the right pressure and gun settings; fine tune them as necessary. Paint the car a section at a time. I start on the roof, then the trunk, then the left side of the car, one panel at a time, then the engine lid, then the right side. Move at a steady and consistent rate, and start the gun a bit before paint contact with the car, and continue a bit beyond. Keep the gun about eight inches away from and perpendicular to the surface. Overlap each pass about 50%. It sounds easy, but it isn't. It takes practice and a steady hand. When done, clean the gun right away by wiping out the cup and running lacquer thinner through it.

The first paint is "high build" primer, which goes over areas with body work. It's designed to fill the last imperfections and coarse sanding scratches. It's easy paint to spray, and a good way to practice. This is also a good time to make sure your spray booth setup and hose lengths are correct. Apply the recommended number of coats, and sand, probably finishing with 360 grit. Carefully look over the car, looking for scratches or small dings. You can re-spray and sand the primer. If you don't plan to paint the car for several days, remove the masking tape and paper.

Clean the car again to remove any sanding dust, and re-mask if necessary. Dedicate a day for painting; all the coats have to go on within twenty four hours or you'll need to sand, and you don't want to do that. In all cases, pay attention to the recommended "flash" times between coats. They will likely be different for each coating. It is critical not to rush things, but don't wait too long, or you'll run out of time and energy.

Mix and spray the coat of primer/sealer. This will give you a consistent color under your new paint and guarantee a good bond. Your goal is consistent color without drips.

After the appropriate flash time for the primer, mix and spray the color coats. Depending on the brand of paint, you'll apply between two and four or five coats. If

you're doing well with your gun control, the car should now look great.

The last paint step is the clear coat. It's the most important layer, so concentrate. Apply the recommended number of coats (probably two). You should be more comfortable with your technique by now, but if you get a few drips, don't worry. Too much orange peel texture in the final coat (you'll get some), or a sandy look means you're not applying enough material. Drips obviously mean too much. My paint mentors told me that drips are better than not enough coating. You can sand most drips out. When you're done, step back and admire your new, shiny paint job. You should be elated.

The final step is wet sanding and buffing. It may seem like madness to sand the new finish dull, but this will remove dust nibs and most orange peel. If your paint job looks good enough for you, you can skip this step. However, a good buffing job will make your paint job look much better. You don't have to do the whole car; concentrate on the roof, lids and upper parts. Wait a few days to a week to allow the paint to adequately harden. Carefully attack any drips by hand, and then wet sand, using your DA, with 2500 grit, followed by 3000 grit (that's the right number of zeros!). Check your progress frequently, as you don't want to sand through the clear coat. Buff the car, a section at a time, using a variable speed buffer with the cutting and polishing compounds you got at the paint store. You need to be careful – if the surface gets too hot, or you overdo it, you can cut through the clear coat. I was too conservative and had to buff the car twice, but it's not hard work. Take your time, and marvel at how good the polished surface looks.

All that's left is to put all the exterior accessories back on. I'd replace all the signal light lenses, and any chrome that's dented. You're done! Yes, there will be mistakes, but overall, your VW should look shiny and beautiful.

I spent 48 hours on my paint job, with 12 hours on disassembly and assembly, 20 hours on body work, 5 hours painting, and 11 on buffing. You could skip the body work and buffing. The finish won't look as good, but it will take less time.

Was it a lot of work to paint my Ghia? Yes, it was. Did I have fun? I did, and I learned some useful new skills. Was it worth it? Absolutely! ■

New Orleans VW Events

By Barry Zanca
VWCA member

The two VW Clubs in the New Orleans area met together on Saturday, November 28, 2015, to discuss upcoming events. These two clubs are the NEW ORLEANS AIR COOLERS and the KREWE of KAFERS. The Krewe of Kafers consists mainly of those VW aficionados who are retired and can do events during the week, while the NOAC is made up of everyone in both clubs. The NOAC is led by Justin Hebert and the Krewe of Kafers has Jack Falcon at its helm.

The monthly meeting is held every fourth Saturday from 4–5:30 p.m. at the FROSTOP on Clearview Parkway in Metairie, Louisiana. Usually, after the meeting the clubs caravan over to Clearview Shopping Center where they participate in the Crescent City Cruisers monthly Cruise Nite. However, because the Cruise Nites are over for the season, at the November meeting, two events were decided on: The Christmas Parade put on by the KREWE of JINGLE in New Orleans; the other event is strictly VW oriented – this is a Cruise to view the Holiday Lights in the greater New Orleans area.

There are light displays in City Park (Celebration in the Oaks) in New Orleans proper; then on to Metairie: Lafrenier Park's light display (which consists of the collection of Copeland's Enterprises—founder





of Popeye's Fried Chicken). Finally, there are many competitive neighborhood light displays in the nearby city of Kenner, LA to be viewed.

Here are a few pictures from the November, 2015 meeting of the two VW Clubs from the New Orleans area; the meeting was held at the Frostop restaurant in Metairie at the regular time: the Fourth Saturday of the month at 4 p.m., the Krewe of Jingle Christmas parade in the city of New Orleans and the Holiday Lights Cruise in Kenner and Metairie, LA. ■





It Came from the Swap Meet

**Eureka Springs
3 Day VW Festival,
Swap Meet and Tourcade,
“The Year of The Swapmeet”**

By Mike Epstein

Here I am again in beautiful Eureka Springs, Arkansas where the North West Arkansas Volkswagen Association put on their annual Show & Shine. I'm so glad someone talked me into coming down here some 6 years ago, it's a great town with incredible ambiance and beauty, a little hot this time of year but the people and place make you forget all about that, almost!

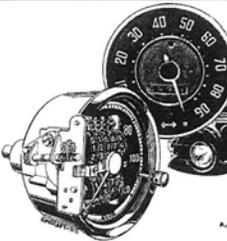
As usual the show was a huge success though there were fewer cars this year due to another club that thought it might help take a load off the already overloaded show by doing their own thing down the road and probably took about one hundred cars or less away. But between the shows I notice there were a few less of some of the standards I've known to always be there in particular the vintage crowd of splits windows which was disappointing to me. Oh well, they must have had their reason. Maybe next year!

The swap was no smaller though I can tell you this, it stretched from the top of the entrance all the way to the show area and filled the inside of the visitors center as usual with a few more interesting items than the usual. One guy in particular did some incredible

art I might point out, his name is Steve, “Steve’s Vee-Dub Art” I didn’t get a last name but you can see his art at steveartdesign@gmail.com or contact him, there is a photo of him with one of his pieces in the article, amazing artwork. Another young lady in the outside swap area with her art work, of whom I did not get a name from, did some great stuff too. Lots of artists these days doing VW art work.

I want to congratulate one of our own long time VVWCA members who celebrated his 50th wedding anniversary this weekend and was proud to display it on his 1954 Oval, Charles and Patty Peterson, congratulations you two and many more. I was asked to take a few photos of the lucky couple while in the Springs this weekend which I was proud to do. His son Jim also celebrated his birthday on Friday while down there as well so it was a big deal for the whole family including sister Pam and all the kids and grandkids. They always bring their 54 Oval and 60 Single Cab and make a great display of it. You can see it in the photos either here or online on our Facebook page at the Vintage Volkswagen Club of America.





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Jack Ashcraft's

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Some amazing one off cars and kit cars grace d the show this year as well as you'll see in the photos, some really incredible and unique ideas from people who really put some time and effort into their rides. The Porsche people were out in strength too, 3 Speedsters were there. I had the pleasure of talking to one of the owners a Al Shapiro with a beautiful red Speedster that is more Porsche than VW, many times he had to remind me to wipe the drool off my chin while talking to him, I hope he'll send us a little something we can write up in an upcoming Voice for you all, it's incredible.

One of the things I always mention when I'm out of town at a show is the fact that I get to see people that I normally don't see and that is one of things that make traveling to shows such a pleasure I think you'll all agree on. Once again coming to Eureka Springs allows me to see the friends I've made here as well as run into the many people I've met here and in Kansas or even all the way out in California like my friend Dean Kirsten

from *Hot VWs Magazine*. We were able to spend a few minutes sitting on a curb in downtown talking before the parade started and I really appreciate the years that I've known Dean and the staff at *Hot VWs*, those were years that meant a lot to me back in the late 80s and early 90s when I free-lanced for them in Northern California.

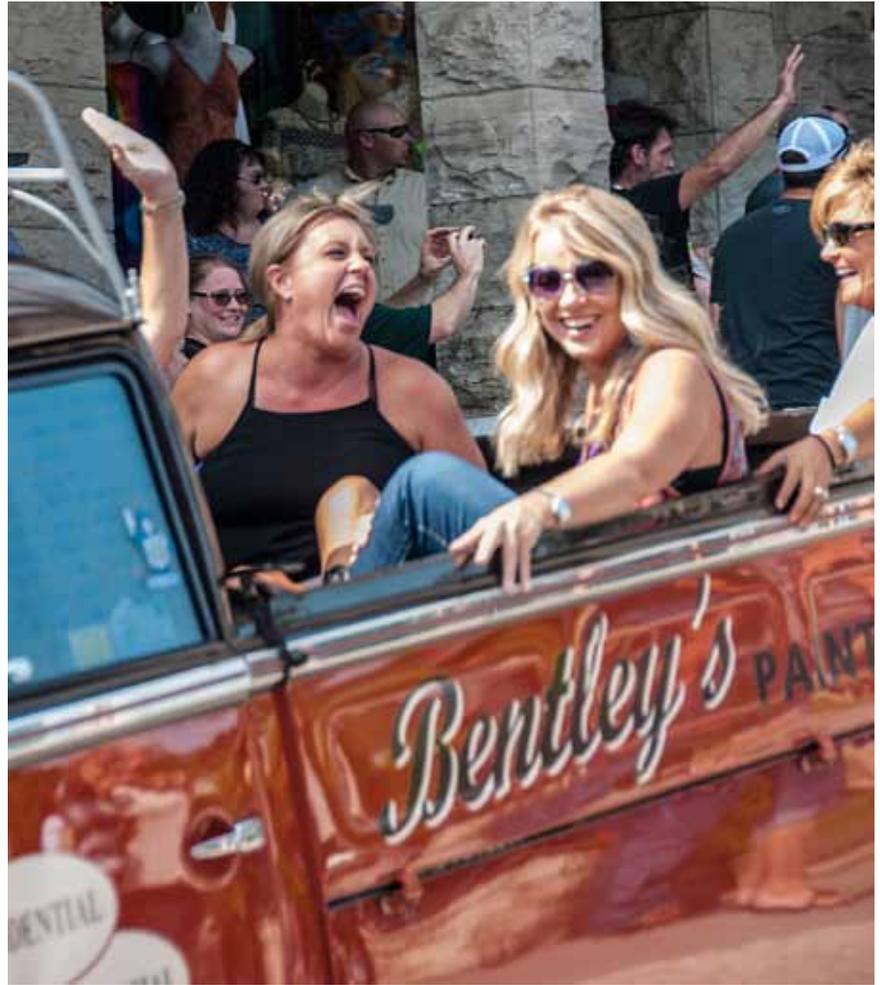
The people who have put the Eureka Springs show on for more than 2 decades deserve a huge hand when it comes to putting on this show and even though it changed hands a few years back, it's still a great show, so much so that it gets the attention of a big magazine like Hot VWs to come back year after year, and that's saying something. But I would be re-miss if I didn't





mention the other show that went on this weekend down the road right across the street from where I was staying put on by the Foul Air VW Club. Foul Air Volkswagen Club is a group that was organized and started by Speedy Arnett of Pryor, OK and Jason Sellars of Kansas, OK. It's a bunch of down to earth VW enthusiasts, friends, and others who like to get together on occasion. The show drew close to or around 100 cars and the trophies were really cool and were well thought out, someone went and did some real work on these pieces of art. The cars in most cases didn't seem to be the Best of Show types but were peoples pride and joys none the less. Congratulations to them, by the way, this wasn't their first show.

Of course, the height of the days activities, depending on who you talk to, would be the parade that starts at the top of the town along Hwy 62 and ends on Main Street in downtown, wowing the crowds as always, that is the drivers of the show cars, throwing their beaded necklaces





and candy from their cars to all the people who line the streets, it's a nice break for some of the shopkeepers and restaurant owners and shopping & eating is really heavy right before and after the parade as downtown is full! Music is played all weekend through the evening on the street making this a great place to be.

All in all, it was a wonderful show, not too crowded and not as hot as last year, lots of great cars, beautiful people and a great time for all and of course one of the most beautiful little mountain towns in the Ozark mountains you could be in, tons of shopping and eating and things to do for everyone, you should make this a destination for you and your family sometime. The show is the weekend before Labor Day weekend every year so be there next year. Thanks for your time.

Best of Show: 1951 Green Beetle, Jason Abernathy, Fort Smith, AR.

Best Paint: 1973 Black Ghia Convertible, Pokie Parkman, Fort Worth, TX.

Best Interior: 1951 Green Beetle, Jason Abernathy
Fort Smith, AR.

Best Engine: 1952 Yellow & Orange Beetle, Bob Faulk, Sioux City, IA ■



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