

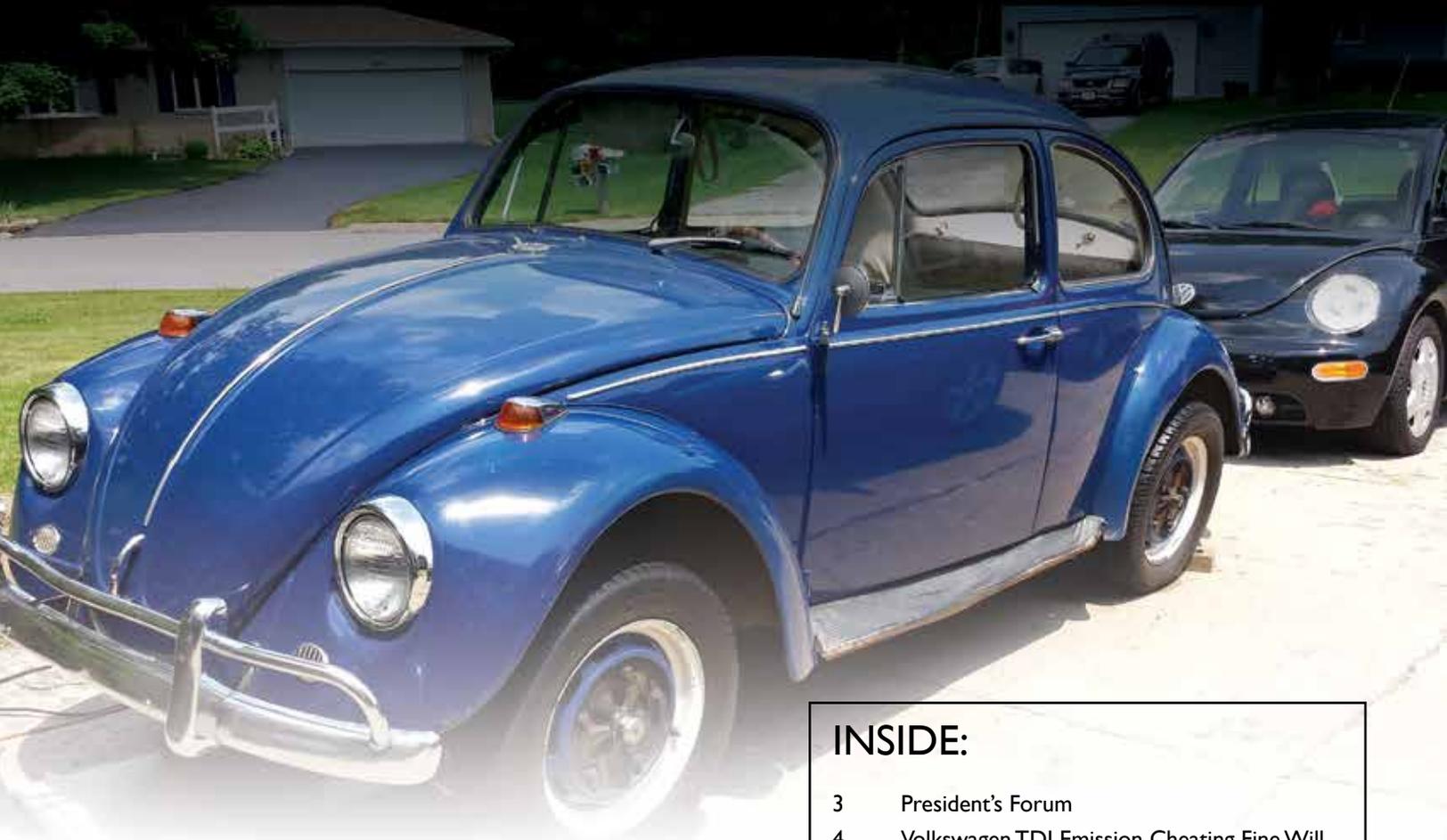


# VintageVoice

July/August 2016

Volume 41 • Number 4

The Vintage Volkswagen Club of America Newsletter • Established 1976



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**NEW**

# The Volkswagen Bus Book

A Veloce Classic Reprint

By Malcolm Bobbitt

V4995 -25x20.7cm-208 pages-258 colour and b&w pictures

ISBN: 7978-1-845849-95-5

£ 19.99 (for eBooks this varies and delivery is free) [convert currency](#)

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## Features

- Complete History of The VW Bus
- New Veloce Classic Reprint of acclaimed book first published in 1997
- Details the many different camping versions
- Traces the ancestry of the versatile of all vehicles
- Examines the social history of the VW Bus
- Discusses the vehicle technical evolution
- Appendices provide production details
- Full specification data
- Buying advice

## Description

The story of VW's Transporter, Bus and Camper, from origins to the present day, and why it's one of the world's most familiar vehicles.

## Synopsis

This is the story of VW's timeless classic, the Type 2 Transporter, universally known as the "Bus". It is sixty years since the idea of VW's Transporter was conceived by Dutchman Ben Pon after seeing motorized trollies conveying components around the British-managed Wolfsburg factory in the mid-1940s. With blueprints complete by November 1948, the "Bulli" as it was known in Germany went into production a year later. The 100,000th Transporter was built in October 1954, the millionth in 1961 and the 3 millionth in 1971, the total number of vehicles exceeding 6.5 million. The Transporter changed little in concept throughout decades of production, and remained in production in Brazil until very recently, nearly six decades after its postwar German debut.

Researched in incredible detail, this book explores the story of the VW bus, from early origins through to the present day. This entirely new edition includes details of many of the different camper conversions, and examines the social history and the T2's evolution. Including full specifications, production figures and buying advice, this totally reworked classic is an interesting, highly informative read and a must for any VW enthusiast.

## Independent Reviews

Reviews for the previous editions

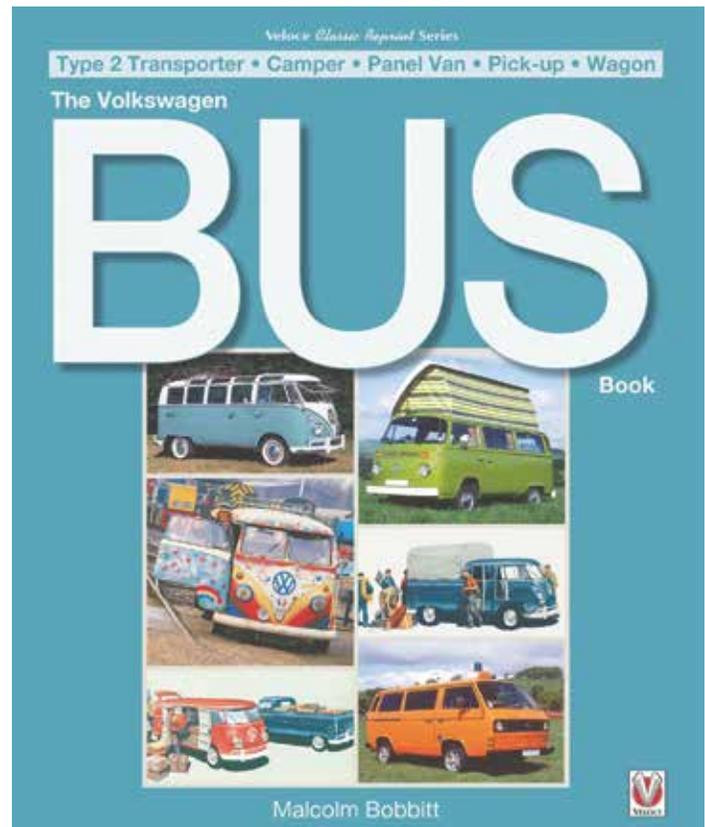
Review from Wheelspin magazine, May 2007:

*A truly international vehicle, this is the story of VW's timeless classic, the Type 2 Transporter, Bus and Camper. From its origins to the present day, the history of this familiar and much-loved vehicle is chronicled in an evocative and detailed style.*

*Once more Veloce has come up trumps with another great read. Packed with plenty of amazing photos from stock to custom, splittie to wedge, it has everything you need to know about Volkswagen's versatile vehicle.*

Review from Volks World magazine, March 2007:

*Veloce Publishing have released a new title for the VW Bus enthusiast.*



*This book, written by Malcolm Bobbitt, is full of good facts, history and loads of colour photographs. Malcolm tells the story of Volkswagen's Transporter, Bus and Camper, from their origins to the present day, as well as depicting why the Bus is one of the world's most familiar vehicles.*

*He also details the many different camping conversions, examines the social history of the Bus, looks at its technical evolution and gives some good buying advice.*

*This is a great book for any Bus fan or anyone wanting to find out a bit more about this much-loved classic.*

Review from Volkswagen Camper & Commercial, March 2007:  
*Volkswagen Bus, by Malcolm Bobbitt, is an entirely new edition of the much acclaimed book first published in 1997.*

*This new edition is in full colour with over 200 pictures and 208 pages. Completely revised and updated with beautiful photos (many of which come from Ken Cservenka's huge archive), this is a must have bus book. It traces the history and development of all generations of VW Bus (so for once, plenty of stuff for you T3 > fans) and examines the social history of the bus as well as its technical evolution. Chapters also cover Camper conversions, the custom scene, living with a Transporter and Transporters from around the world, with appendices covering original specifications and clubs and specialist firms.*

*I thoroughly enjoyed reading this informative and entertaining book and heartily recommend it for your bookshelf or coffee table.*

## Additional Information

A truly international vehicle, this is the story of VW's timeless classic, the 'Bus' (all Type 2 Transporters, Campers, Vans, Pick-ups & Wagons).

This thoroughly researched book explores the VW bus' story, from its origins to the present day - the history of this familiar and much-loved vehicle is chronicled in an evocative style.

A new Classic Reprint edition of the acclaimed book first published in 1997 and reprinted many times, includes full specifications, production details and buying advice.

Hello, I hope everyone is enjoying their summer, school breaks, vacations and of course, all the VW shows everywhere. By the time this comes out, I should have hit at least 2 big shows. Our own local MoKan VW Show called Volksweston, our 5<sup>th</sup> Annual in the pre-Civil War town of Weston, Missouri, and the annual Kubel Korps gathering in Ohio put on by Steve Smith and by invitation only. I feel honored to have been invited and can't wait to show you my photos from that trip, should be a real once in a lifetime trip for me! One more I hope, the bi-annual Solvang International VW Veteranentreffen in the little town of Solvang, California. Solvang is a town styled after a Dutch town and known for its architecture, wine, vineyards, and Danish bakeries. That's probably as close as I'll ever get to Bad Camberg or Hessisch Oldendorf.

I would also like to thank those of you who took the time to send us comments on our newest *VintageVoice*. I was really excited about this last issue and hope that everyone liked it too. I think the full color really made a big difference and the change in paper weight made the whole Voice feel like a real magazine as did receiving it in a poly bag to cut down on damage caused by the Post Office. At this moment there are no plans to raise the rate of membership to compensate for the cost in production of a full color newsletter but I assume that at some point that may be something we will have to address with the membership and those who advertise with us.

Speaking of advertising, you may have noticed a lack of advertising in this issue, no, it's not something we wanted to do, it's just how things are right now, long story and I don't need to involve everyone with it, needless to say, we need advertising in order to afford to be able to give you a full color 32 page magazine if we expect to continue with it. So here's what I would like to ask you to do if possible for the club.

Some of you may live nearby some of the larger and or smaller after market VW parts places. Anymore these days, everyone who sells VW parts sells parts for vintage VW cars let's face it; any air-cooled VW is vintage so they would benefit from advertising with us I would think. Next time you're in there, take in this latest issue and show it to the big boss there and suggest he take a look at our new format and suggest they advertise with us, if they show interest, let me know and I'd be happy to send them an advertising package. I'm going to try to do this on my own, but I have no idea how many of these businesses exist out there and I could really use your help. If you would just like to suggest some places instead of going in yourself, that would be great too. Please send me their name and address

and if possible a contact person so my package, including a copy of our newsletter doesn't just get thrown in the trash. I thank you in advance for helping your club out and continue with the higher quality of magazine I'd like to see continue as I'm sure you would too.

As you go to your VW shows this year, please keep in mind that the VVWCA and the *VintageVoice* welcomes your story, maybe it would be the traveling to and from that's the interesting part of that trip or just the show itself or you entered your car and it placed, think about writing something for us and don't forget to include a few high quality photos to go with it, those stories and photos can be sent to either myself at [president@vwwca.com](mailto:president@vwwca.com) or Kim at [editor@vwwca.com](mailto:editor@vwwca.com).

Also, you may want to join our Book of Faces page where you can ask fellow VW nuts like ourselves anything you want about your VW or just share an experience or show off a car you saw or your own. I have to admit, people have a little fun on there and some can be a little rude, but Mike Klem our Vice-President does a wonderful job at cleaning out the riff-raff so you don't have to see that stuff, so give it a whirl and let us know you're there and you care.

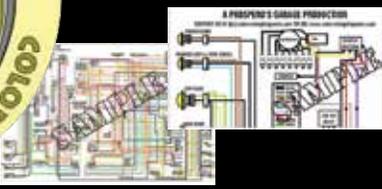
Also, when you go to our website to buy your VVWCA regalia like T-shirts and stuff, please use the members check-out for your 10% discount, I've been seeing some orders coming through for people I know are members not showing that discount, so please check carefully that you're in the right area or contact us for help in getting there.

Change you oil often, your valves adjusted, your tire pressure checked and drive carefully. Enjoy your vintage Volkswagen, we want you around for a long time. ■

### Keep on Buggin'



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**VOLKSWAGEN TDI EMISSION CHEATING FINE  
WILL SET A PRECEDENT FOR YEARS TO COME**  
June, 2016

The deadline for a formal agreement between Volkswagen and U.S. authorities has been extended by a week as the parties draft a complex deal that will determine the remedies and recall process for some 480,000 diesel vehicles sold in the U.S. The presentation of the agreement to the U.S. District Court was originally scheduled for June 21, though the court has given the parties another week to finalize details.

“U.S. District Court Judge Charles Breyer, who presides over the Multi-District Litigation proceedings in San Francisco, announced that given the highly technical nature of the proposed settlements in these complex proceedings, and at the request of Settlement Master Robert S. Mueller III, the Court has given the parties an additional week until 12 p.m. PST on June 28, 2016 to submit the associated documents to the Court.”



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SPEEDO  
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Volkswagen said in a statement. “We thank our customers for their continued patience as the process of finalizing agreements moves forward.”

The agreement is expected to outline a recall process, in addition to giving owners the option of selling their cars back to Volkswagen. A deal in principle was reached in late April, though the specifics of the agreement have been under discussion between Volkswagen and other parties to the federal suit over the past several weeks.

Volkswagen is expected to make a detailed statement to the press after the agreement is entered into by the parties, which will outline the recall/buyback and compensation process for owners of the affected vehicles. The automaker has not made any preliminary statements detailing the agreement or the negotiations, as is usual in such cases. Some of the larger unknowns of the upcoming agreement are the amount of monetary compensation for owners who decide to sell their cars back to VW, what will be done with cars that are sold back to the automaker and the amount of compensation to owners who elect to have their cars repaired. While the agreement is expected to offer the buyback option for all 480,000 vehicles, it is not known at this time what the EPA and the California Air Resources Board will allow the automaker to do with cars that are sold back instead of being repaired; will VW be allowed to repair them and sell them as used vehicles?

Another major variable concerns the 3.0-liter diesel models, which will not be part of this agreement. The deal that the automaker will enter into is not expected to detail a recall or compensation process for Audi, Porsche and VW models equipped with the larger TDI engine -- a more straightforward recall with a software update is expected for these vehicles.

Finally, the biggest variable in purely monetary terms is the amount of the fines that VW is expected to pay to the various government entities. The automaker has committed a total of \$18.2 billion to its worldwide diesel recall efforts, but it is still not known what the U.S. government will ask of the automaker. A year ago VW expected the fallout from the defeat device controversy to cost the automaker approximately \$100 million in fines and recall procedures -- this number is expected to be surpassed as part of the agreement with the Department of Justice, the EPA and the California Air Resources Board.

The amount of the fine is expected to reset the precedent for penalties paid by automakers, and in many ways it will define future crises of this type in terms of the monetary penalty, court-ratified remediation efforts and deterrent effect. Will the U.S. government make an example of Volkswagen, or will it agree to limit the financial toll for its actions? ■

# TEN Questions

Here's a little something we did years ago, I'll admit, part of this is for some filler in the *VintageVoice*, and the other is purely interest in how other people feel about their Volkswagens and the hobby, it's always fun reading the answers and seeing how other embrace their love for their Volkswagens. So, if you have a moment, make a copy of this, fill it out and mail it or scan and e-mail it to: [president@vwwca.com](mailto:president@vwwca.com).

1. What got you started in the vw hobby?
2. What was your first vw?
3. What vw(s) do you currently own?
4. What are your favorite vw years/models?
5. What vw would you like to own if you could have any vw ever built?
6. What other hobbies do you enjoy besides vws?
7. What would be your best vw day ever?
8. Do you know or have you ever owned a copy of john muir's idiot book?
9. What is your pet peeve that people do to their cars?
10. What is the most treasured vw part, book, magazine or toy? ■

OCT 15th, 2016

## 20th Annual Rare Air VW Car Show and Swap Meet

Gates Open at 8am, Show concludes at or Around 3 or 4pm, Free Entry for Spectators. Located at 5 Flags Speedway 7451 Pine Forest Rd, Pensacola, Florida  
25+ Classes, Fully Judged ,Trophies, Awarded for 1st,2nd, 3rd Places, Best of Show, Best Paint, Best Interior, Best Engine, Best Display, Furthest Distance Driven, Rain or Shine, Primitive Camping Available at Show site on Friday Oct.14th  
Large Swap Meet and over 108+ Show Cars Last Year, Kids Corner, Raffles, 50/50, Family Atmosphere ! Dogs welcomed if you bag their business.

More info on

Facebook: <https://www.facebook.com/events/470691869783514/>

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## WIN THIS CAR!

1974 Super Beetle  
Restored by GCCK &  
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At This Show!  
**SONNENBLUMEN AUTOFEST 2016**  
**GCCK German Car Show**

September 24, 2016  
Oakdale Park - Salina, Kansas

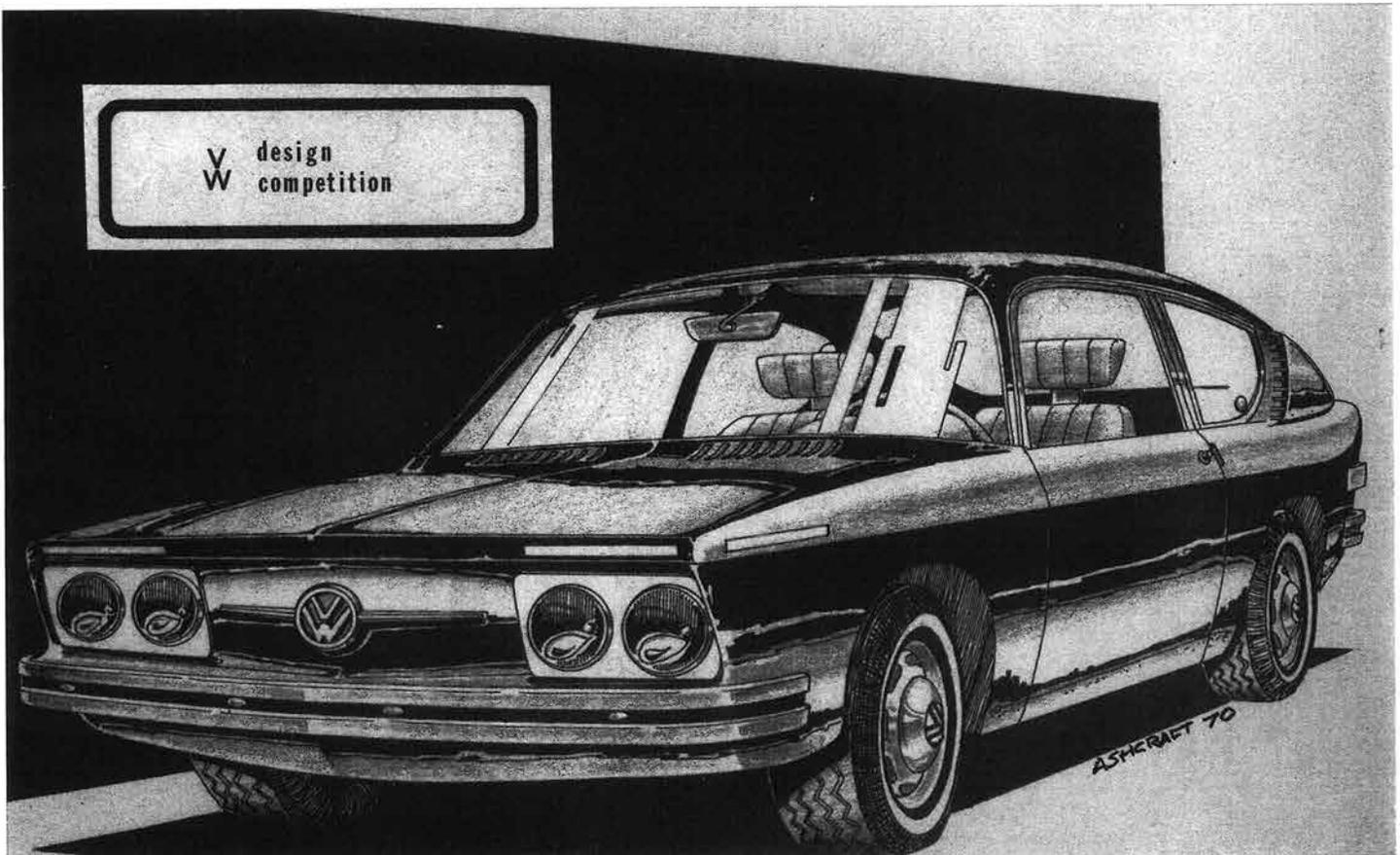
16 Awards Classes - Free Camping - Parade  
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## A DAY LATE AND A DOLLAR SHORT...

By Jack Ashcraft

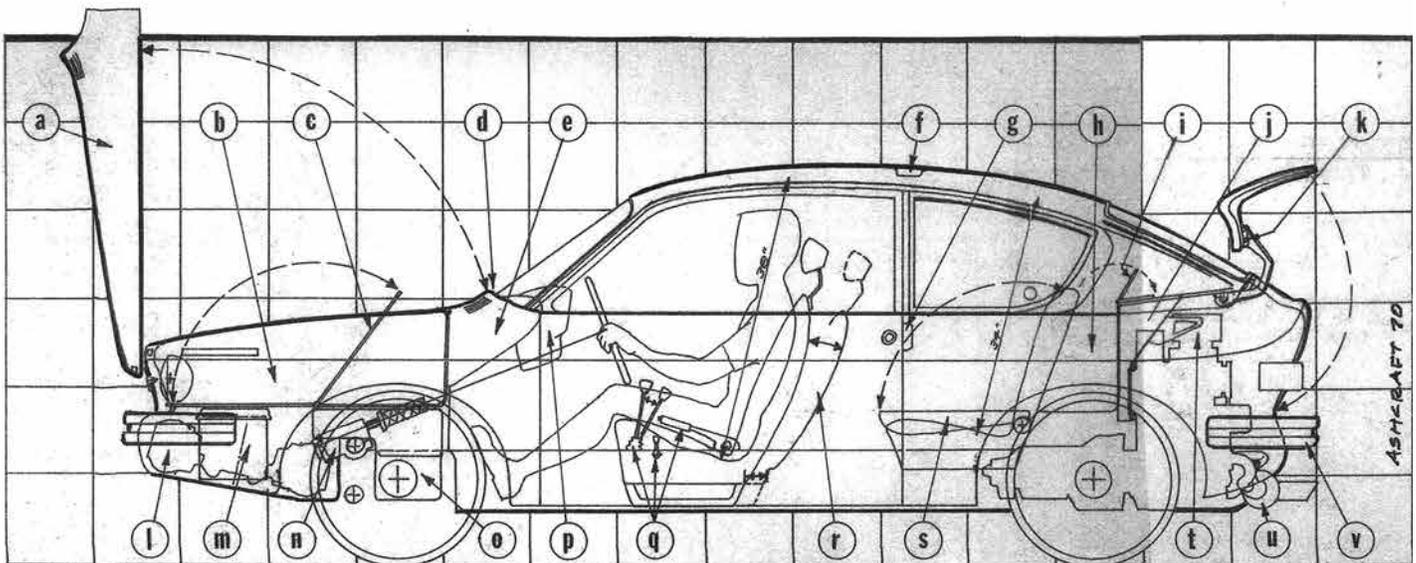
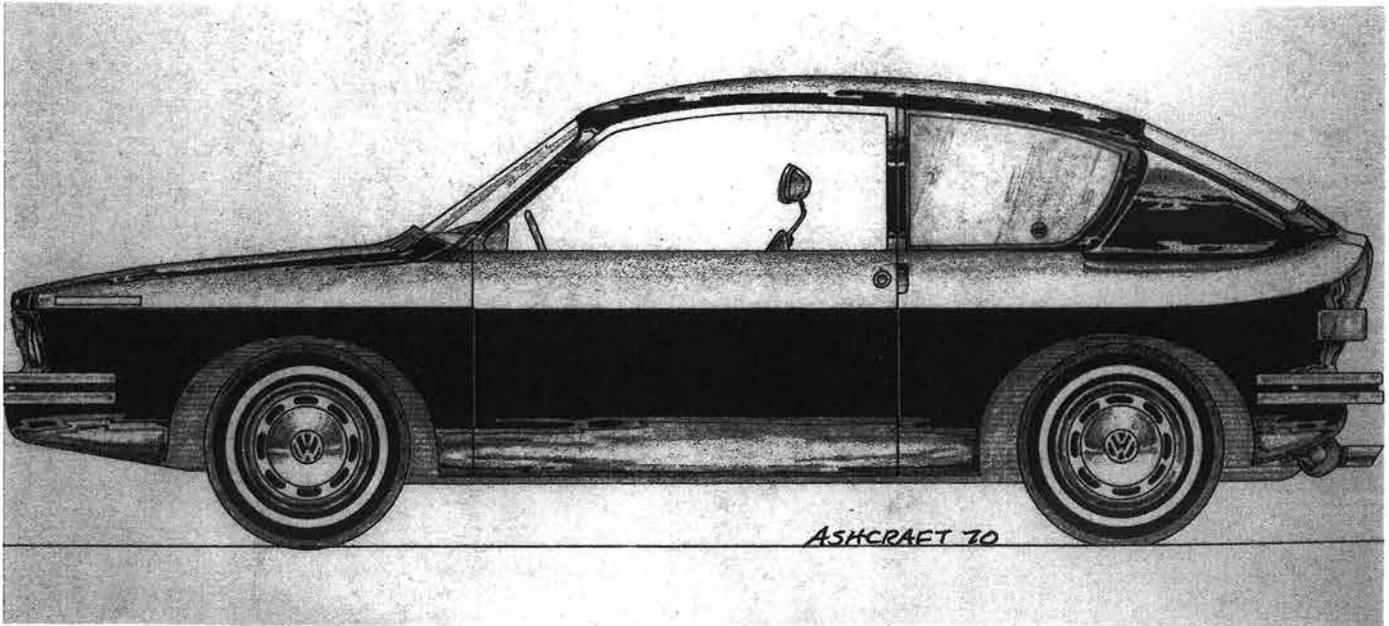
1970 was a very good but very busy year for us--for my first wife Betty and me--because our furrin' car dealership--Pacific Motor Imports in San Luis Obispo, California--was going pretty well. We had new models from our three new car franchisers--Saab, Fiat and Citroen--and two quite successful company race cars.



New models meant new service schools. I was the Service Manager so I attended all of them, which meant I kept the road hot between SloTown and the L.A. area. I always managed to drive "other company cars" to those schools--a Fiat Spider to a Saab school, a Citroen DS to a Saab school, etc. I'm like that...

We were constantly improving the two race cars--a lowered '69 Saab 96V4 with twice the stock horsepower, and a '69 Fiat 850 coupe with a one litre Abarth engine of about 100 horsepower. "Improving" means we spent a lot of after-hours wrenching time and a lot of money. And it follows that we spent a lot of weekend time racing in local autocross events and local and out-of-the-area performance rallies.

Somehow we also managed to keep the Service Department humming along, servicing all makes of imported cars, which included a lot of British machinery and a TON of Volkswagens. We got so two of us could do a complete Beetle clutch job in just under one hour, and because we kept a couple of sets of reconditioned VW cylinder heads on the shelf, a complete valve job in just over two hours. It became apparent to me--since VW Beetles tended to eat their exhaust valves at regular intervals, it would cut valve job time a lot if it were possible to pop off the cylinder heads WITHOUT taking the engine out of the car...

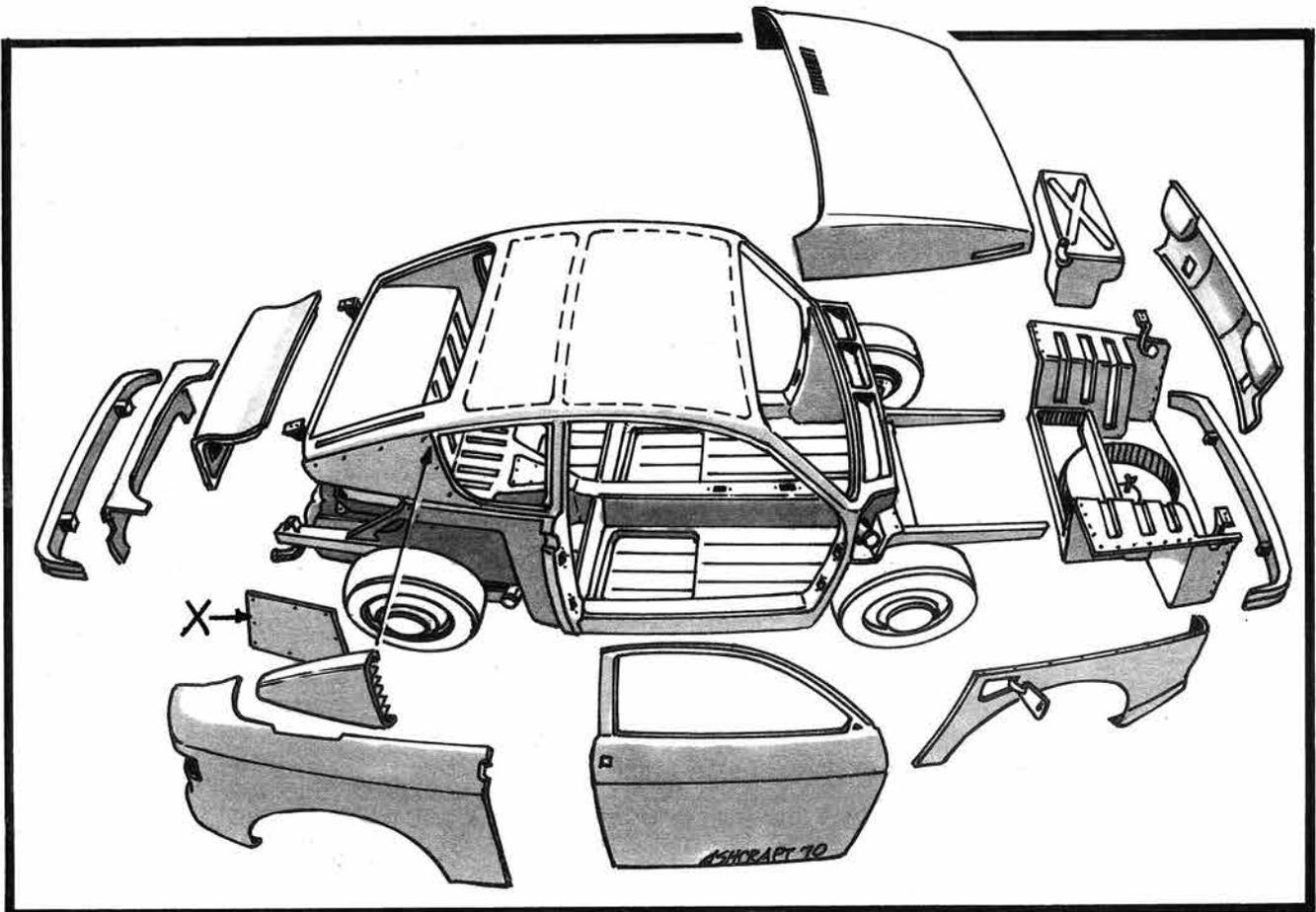
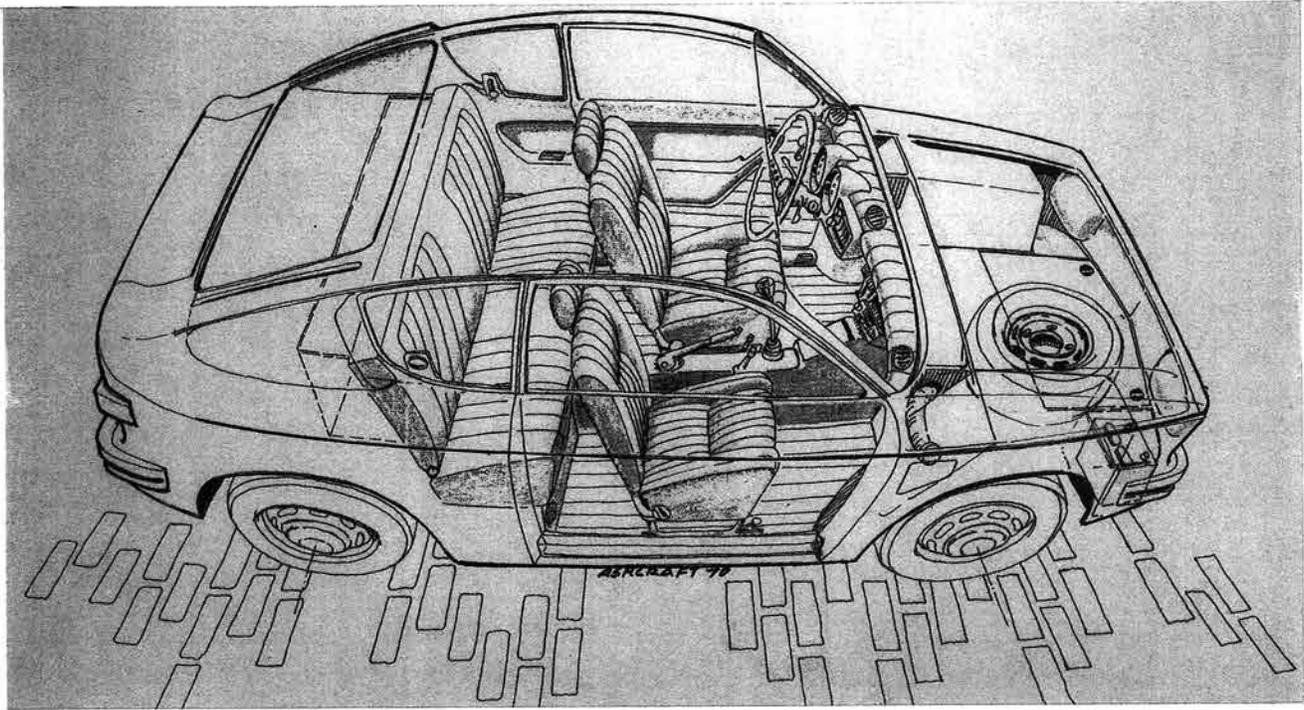


A popular magazine at the time, *DUNE BUGGIES & HOT VW'S*, announced at some point early in 1970 a competition for a re-design of the VW Beetle. That sounded interesting to me so I started making sketches. The finished ink drawings you see on these pages represent my final thoughts (a LOT of in-process design sketches always wind up in the round file...).

Between service schools, dealership work (the rent still had to be paid...DRAT!) and racing, I finally got the final design drawings inked, packaged up and sent off to the magazine.

My design for the car was about a foot longer, half a foot wider and four inches lower than the then current Beetle. The drawing above shows some of details for the new car:

- a--Tilt forward hood with quick release pins to allow quick hood removal.
- b--Nearly square 8.7 cubic foot luggage area. More storage below, around spare tire.
- c--Flip-up lid for access to spare tire/tools area.
- d--Hidden wipers in cowl area.
- e--Area for air ducts, blower fan, hydraulic cylinders and fuse box.
- f--Built-in roll cage system.

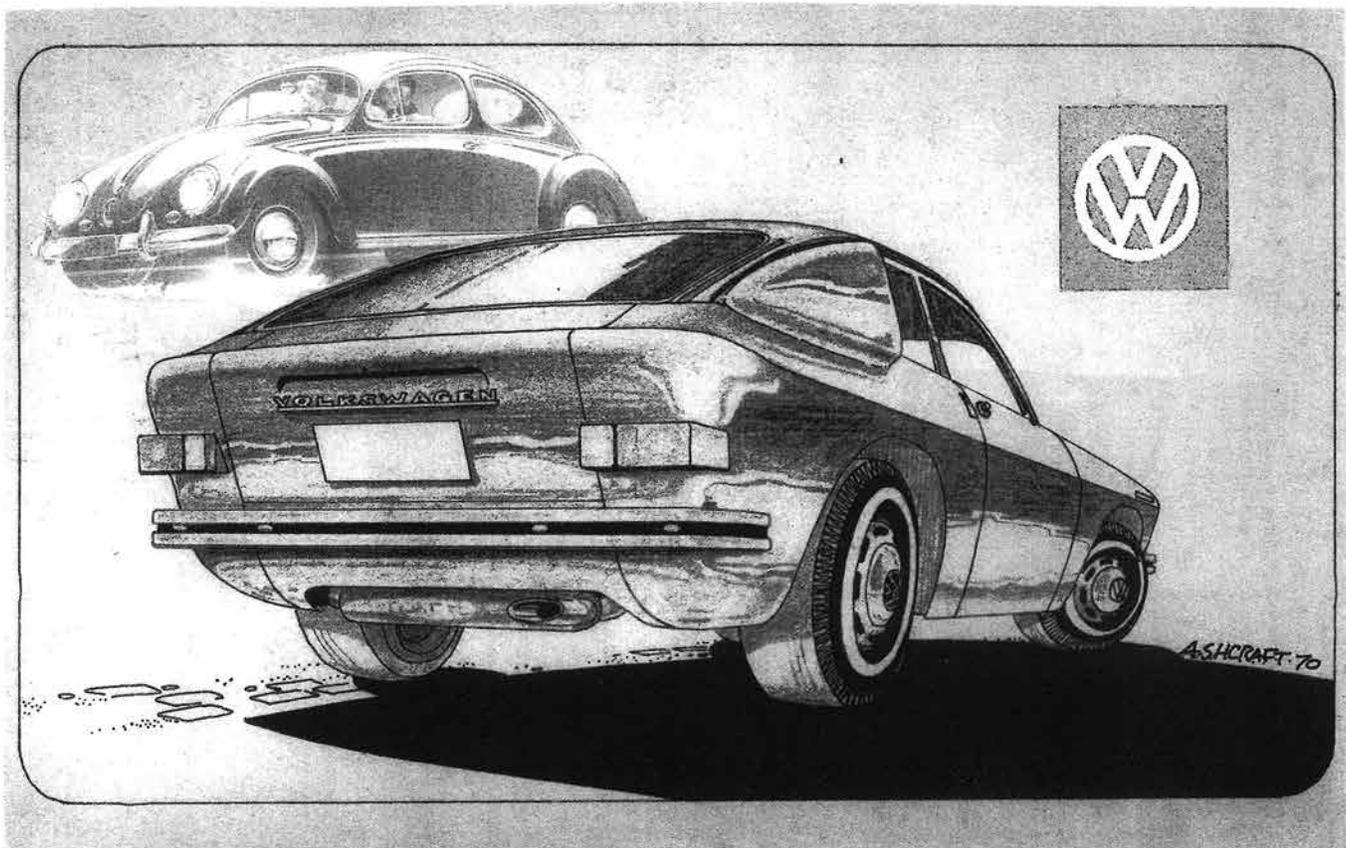


**X**--Removable panel that allows cylinder heads to be removed with engine in car.

- g--Recessed "finger" area and push button latch release. OK--I stole this one from Fiat.
- h--4.4 cubic foot auxiliary storage area behind the rear seat, with seat back "UP."
- i--Lid for the storage area. Folds back flat when seat back is "DOWN."
- j--Cold air inlet plenum--for engine cooling and carburetor.
- k--Quick release pins for engine bay door.
- l--Spare tire. Low placement for lower center of gravity of the car. Absorbs crash energy.
- m--Battery up front for better weight distribution.
- n--Standard V W steering wheel, but with added collapsible section.
- o--Thirteen gallon fuel tank. Placed low for safety, lowers car's center of gravity.
- p--Pod style instrument cluster. Remove with six screws for service.
- q--Standard V W controls--shifter, emergency brake, (heater control is a lever, not a knob).
- r--Light fiberglass thin shell seats with steel frames give better rear seat leg room.
- s--Rear seat back folds flat, has hard back for durability.
- t--Weber 2-barrel carburetor for better performance, fuel economy.
- u--Extractor exhaust, built into muffler system, for better performance, fuel economy.
- v--Front and rear bumpers identical, to reduce costs.

I was WAY too busy to spend time biting my nails about how I might place in the re-design contest (whose grand prize was a two year free subscription to *DUNE BUGGIES & HOT VW'S*). When I received a response from the magazine editor there was good news and bad news. The good news was that I would have taken first place except for the (bad news) fact that they had not received my submission before the deadline had passed. The editor said he "despaired" that they had received my design drawings too late. But all was not lost...as a consolation prize they awarded me a ONE year free subscription to the magazine, anyhow.

I learned to pay a lot more attention to deadlines after that. Enjoy the art, of "what might have been."



## THE STRUGGLE TO REPLACE THE BEETLE

### Finally, the Golf

Because of some unfortunate personal circumstances I did not get back to write about the car that actually replaced the Beetle until now. Here I will finish the series about the major efforts made by many over twenty years, at the factory level itself or by contractors paid by VW, to find a suitable car to replace the Beetle. Over the last few months I covered all of the major cars that almost made it into production in my series about the "Struggle to Replace the Beetle." Volkswagen did save most of these and stored them in a large hall called the Valhalla. Some of them are now displayed at the Volkswagen Museum. All of these prototypes were mechanically more or less the same - the Beetle undercarriage with different bodies. Nordhoff just did not have the courage to let go of the old concept.

The change all started with Kurt Lotz, the successor to Nordhoff. When he took over in 1968, the Porsche design with the engine under the rear seat, a development I mentioned before, was the one to replace the Beetle. Two hundred pre-production cars were already built and in final testing stages, with tooling ordered, and ready to be introduced in 1972. Lotz did not feel right about it for a number of reasons, including its high production cost, the fact that it was difficult to service, and its engine location that did not allow for a four door or a station wagon version. Besides, it did not look attractive enough to him. Neither did it meet the strict US safety regulation because of its fragile front end. Because of all these negatives he did consider it only an interim car, and believed it could not be stopped because of all the money already spent/. It had to do until a better replacement could be developed.

To work on a more suitable car, Lotz had VW start to develop a front-engine one in 1969. A first one had an air-cooled Beetle engine, and another at the same time had a water-cooled one. Both cars were extremely unattractive. So, while at the 1969 Turin, Italy, auto show, he made a list of six cars he considered most attractive. It turned out that four out of the six cars on his list were designed by a Giorgio Giugiaro who just had started his own design business called ItalDesign. While still at the show, Lotz asked Giugiaro to design a future line of cars for Volkswagen, one to replace the Type 3 and Type 4, later to become the Passat, and one to take over the main role that the Beetle used to play (eventually the Golf) and

a sporty variant to replace the VW-Porsche (914 in the US) and the Karmann-Ghia, the eventual Scirocco. At the same Giugiaro was also asked to design a car for Audi. Lotz went all out with Giugiaro; as he later recalled, he was flown daily by private plane from Turin to Wolfsburg to work with Volkswagen engineers on the cars he had designed. Mechanically the cars were based on some in-house development and some Audi technology. A hint of what future cars would be like came from England where Alex Issigonis had designed the very successful Mini.

But no good deed goes unpunished, and Lotz, not even three years at the helm of VW, was fired in late 1971 by VW's supervisory board, claiming the transition from air-cooled cars to water-cooled ones was just too expensive, instead of blaming Nordhoff for sleeping too long at the wheel and not asking for changes sooner. Having the oversight of VW the supervisory board was also responsible for not asking for change while plenty of money reserves were still available. To save face they blamed Lotz and fired him, putting Rudolf Leiding in charge.

Rudolf Leiding was at the time running Audi. He was known for resurrecting VW of Brazil when it was in a bad crisis years before, as well as for making Audi profitable after having been mismanaged for many years. Rudolf Leiding did not like Carl Hahn, the VW sales chief, and neither did he like Ferry Porsche, who was the supplier of many of the prototypes that VW had contracted for and rejected for being unsuitable. Once in control, Leiding without much ado threw out the design by Porsche with its engine under the rear seat that was considered as the 1972 Beetle replacement. Instead he placed Volkswagen's future on Giugiaro-designed and Audi mechanically-influenced cars. Hundreds of millions of marks, maybe over a billion, and very precious time, had been wasted over a period of 24 years by VW on prototypes and pre-production cars, all of which had no chance of replacing the Beetle. The final successful successor, the Golf (initially Rabbit in the US), a much superior car, was developed at less time, a much lower cost and with a much less complicated design, and therefore was much less expensive to produce and service.

It was on March 2, 1974 when the first Golf came off the assembly lines at Wolfsburg. It had been a long struggle to get there. In 1974 nobody had any idea whether the Golf would be able to replace the iconic Beetle, but they had to try. When the original decision was made to put the future of Volkswagen on the Golf, still known as the EA 337 at the time, many employees at Wolfsburg and at the dealer organization crossed their fingers and wondered whether



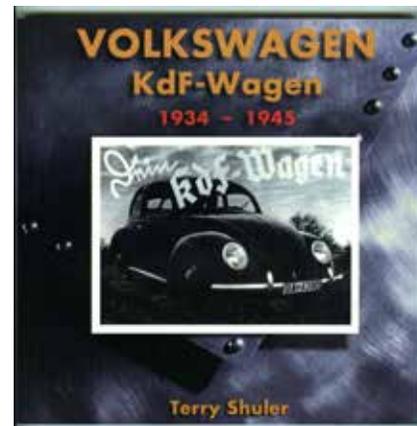
Volkswagen would survive. Tens of thousands of people's future depended on its success.

They should not have worried. In May 1973 the previously-introduced Audi-based VW Passat (Dasher in the US), and the Scirocco, based on the Golf and introduced earlier on Feb 25, 1974, already were an overwhelming success wherever they were sold. The Golf was a superior car, meeting all US and European safety standards. Unfortunately the Golf had to be rushed into production and at first suffered from a lot of teething problems. It did not help that for Volkswagen this was a completely new type of vehicle to build. On the bright side was the fact that it was less costly to produce. VW started to make money again after three years. In only 18 years the Golf eclipsed the record-breaking production numbers that took the Beetle 55 years to reach.

The Golf demonstrated that it was a mistake to believe for too many years that any Beetle successor had to be unique. People bought the Golf for the same reasons they bought the Beetle - for its reasonable price, its economical operation, and ready availability of parts and services. This were exactly the same reasons that VW's own research had known. But still at VWoA they could not help themselves but believe that for the US they had to give the Golf a funny name: Rabbit. After the Beetle name, it was thought that they had to come up with another animal name instead of using Golf as was used in the rest of the world.

The success of the Golf has been nothing but astonishing. Even with many quality issues over the years. It was not

only a sales leader but over the years has been recognized as an outstanding car in drivability and value. In 2014 it received "Car of the Year Awards" by two major automotive fan magazines here in the US. It still is an excellent car, despite the present diesel shenanigans. That's not the car's fault. ■



**Volkswagen Kdf-Wagen 1934 - 1945**  
By Terry Shuler

The story of design and development of the world's most recognizable automobile, including the prototypes and early production models is told

with large historic photos and text by Terry Shuler.

Included are photos of prototype production and rigorous testing program before the war and the many wartime models and modifications to Hitler's Strength Through Joy car. Exclusive Porsche family insider photos never previously published are also contained. The book concludes with the British Army's restarting of the makeshift VW assembly line in the bombed out Wolfsburg factory in occupied Germany. A must for any VW enthusiast or automotive history buff. *Almost sold out!*

Softbound, 150 pages, 138 photographs.

\$25.00 Shipping included worldwide.

Terry Shuler, 2556 Carnegie Dr., St. College, PA 16803

### Member Contributions

I've been a Club Member since 1976 when Jim Siegfried started the "FRONTDRIVER" & have been associated with VWs since 1957, 58 years!

Members:

Send a simple E-Mail telling why your life is so complicated that can not find the time, just once a year, to relate a FUN experience you've had with "your VW" or share a technical article or request for member help with a problem. If you haven't had one, then MAKE-UP a story. People like reading fiction as well as real life experiences.

If you can not contribute anything else, just submit a short e-mail telling fellow members why you originally purchased a VW. VW club members ARE interested! How long can it take to send a short e-mail??

My personal excuse is simple but inexcusable, I DO NOT LIKE TO TYPE. And sadly, I feel that the technical content and members' personal experiences as the basis of articles are MORE important than the format, grammar and punctuation and the length of the article.

However, this is a club about how "WE" real live people enjoy and have made VWs a part of our lives—not just a means of transportation. A club is about PEOPLE, not an accumulation of articles that for too long we have selfishly delegated to be done by a few.

I, like most members, enjoy reading the magazine. Unfortunately as a result of very little member participation, this experience has stopped being a club experience. Now it has become a compilation of excellent articles contributed by a few dedicated, long term VOLUNTEER officers. Unfortunately OUR CLUB magazine has become a magazine of the quality of a professionally published work. A magazine like *HOT VWs* that we buy, read and file, but no longer do we feel we are a part of.

Members: Send an e-mail. Be honest, unselfish. Should the unappreciated efforts of a few volunteers continue to be the basis of OUR club? Without member contribution this is NO longer OUR club!!!

This is a good place for me to end my first article.

*Doug Koutek  
Valparaiso, IN  
8/7/2015*



### If it wasn't for Howard

I just wanted to write this and let everyone know what this article and the fact that Howard Query most likely was the reason why my old '60 bug made the cover, and made my day beyond expectations. When I pulled the magazine out of the mail box I broke down and cried I was so happy. I knew deep down Howard made this happen and I was so very appreciative.

My wife Paula and I have been attending Eureka Springs car shows since 1999 and have missed only 1 event in 2013 when we did the border to border Treffen cruise. Over those years I got to know Howard on personal basis and he was true gentleman. He would always get to Eureka Springs early and we would get to visit. I told Howard back 2007 that I was restoring another car a 1960 Bug and it was going to take a few more years to finish it. I did finish the car August and took it to it's very 1st show Eureka Springs where it was best in show. That is probably an emotional high that I will never forget and I will never forget that old beater made the cover *VintageVoice* and now is best of show. Clyde the Volks on the cover in 2010 inspired me to make Clyde very special machine.

The picture on the next page is me and previous owner Phil Oestricher, who was the very 1st F-16 test pilot. I had taken Clyde over to his house to let him see the finish car and take him for a ride. The old bug was his transportation to and from Edwards Air Force base back in the early 70s.

I did retire from Lockheed Martin on February 1, 2015 after 3 years and I am so glad. Sadly to say but Phil Oestricher passed away at 84 years of age. If you want to pull up something cool on Mr. Oestricher check out (You Tube video YF-16 Flight Zero). Inside the glove bug of old Clyde was the flight data run card from F-16 #1 flight number 11. Check *Hot VWs magazine* July 2013 vintage issue and you will see my little 60 featured.



Here are a couple of our other rides, a '68 Euro spec Beetle and a 1967 resto custom..

*God Speed Howard  
Ray Decker*

**Keeping My Promise!**

Many years ago my wife and I were members, many changes have taken place during those years and I recently became a member once again.

In 1972 my fiancee purchased a new VW Super Beetle, her first car and yellow of course. We married in 1975 and this car had already made an "auto train" trip to Fla. After that it was driven locally to commute to work in NJ It eventually became a third car and was and was used only in good weather for personal drives.

My wife passed away in 1995 (age 46) she asked me never to sell the car. I've kept that promise and still drive it weekends in good weather. With only 31,000 original miles, the only parts replaced was the muffler and four tires, due to cracking (dry rot) paint is all original as is the original interior. With the exception of a few shopping cart dings (no matter how far I park it in a parking lot, it is like a magnet) some people just don't appreciate special/classic cars. It turns heads wherever I go.

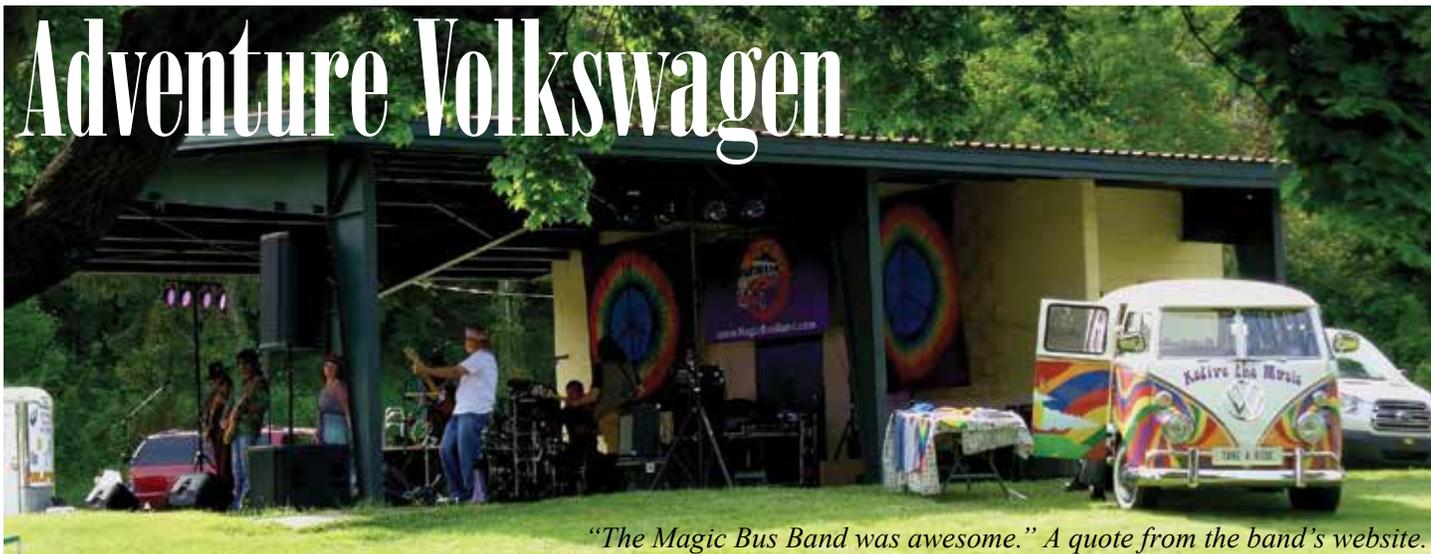
It will soon reside in another heated garage at our home in Maine. I know of only one other VW in the area so I know it will attract a lot of attention and still rides and performs as only a VW could. Let's keep that *VintageVoice* publication going.

*Best regards,  
John M. Miller*

P.S. I should explain the reference to the vanity plates. My late wife Sue was called Suz by her friends (pronounced Suuzzz) short for Susie which is what I and family members called her. Hence the Suz 72 on the plates.

P.S.S. Her mother had a 1964, no longer around which is what Susie learned to drive on in 1965-6. ■

# Adventure Volkswagen



*"The Magic Bus Band was awesome." A quote from the band's website.*

**Whether you are going to the corner store, or going around the world, it is always an adventure in a Volkswagen.**

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

This year the Michigan Vintage Volkswagen Club's 29th Annual Festival included all Volkswagens both Air-cooled and Water-cooled.

Saturday morning we met at the Riverside park at 9:30 am and caravanned to the Yankee Air Museum Willow Run Airport (YIP), 47884 D Street, Belleville, MI 48111 At the Museum we had a Slow Speed Slalom set up. We had fun on a small timed course of cones that averaged around 30 mph and gave us a chance to show our driving skills, and was a lot of fun for all. After we got the thrill of driving our fine German machines around the course we caravanned back to Riverside Park for a Concert by the Magic Bus Band.

"Psychedelic Music, The Sixties and Seventies. Do you remember the Woodstock era? It was a period of musical and creative energy that has never been equaled before or since! If you are too young to remember that magical time, you can now be transported back there instantly with the one and only "Magic Bus." Come and take a psychedelic ride with us. Let Magic Bus re-create the atmosphere for you! Their incredible musical abilities and authentic look will transcend the modern and jet you back to the Haight-Ashbury District of San Francisco in 1967. It was a time of true Rock and Roll as it was meant to be!" They most definitely fulfilled their statements.

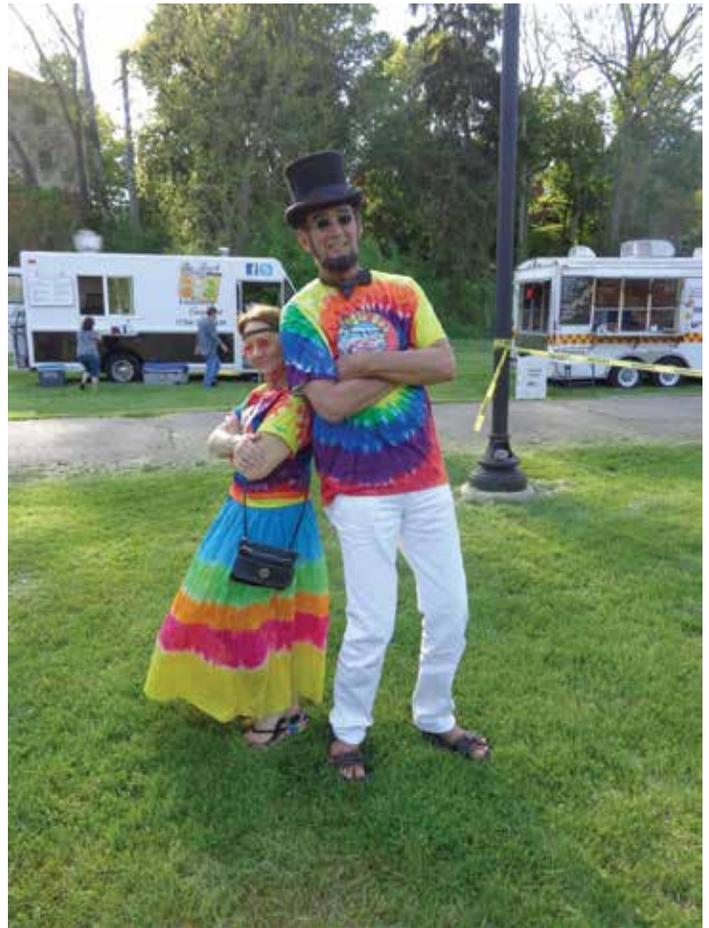
Club members were allowed to display their cars in the park during the concert, to draw interest to the Show/



Festival the next day. There were food vendors available during the concert.

Sunday, brought another gorgeous day, and the 29th Annual Michigan Vintage Volkswagen Festival got under way. The Festival is held in beautiful Riverside Park in Ypsilanti, MI, a great venue. Even Herbie decided to check out the event. Beside the chance to view the many Vintage Volkswagens (we had 200+ cars in attendance), there was a swap space with close to 50 swappers.

On Sunday, vehicle Registration of \$15.00 at the gate automatically paid dues for the rest of this year either renewal or New Membership. Active dues paid members were let in the show for free.



We had the “Once More” VW Beetle (1955) that went around the world 3 times and is still being driven today at both the slalom, concert and the Festival.

There was a pass and review so people could describe their car and give information about its history.

Under the main tents, some of our sponsors set up tables and had information about their business, for the visitors to check out, other sponsors had their own displays set up around the main tents.

A special thank you to all of our Sponsors, Ypsilanti Visitor and Convention Bureau, Ralph Thayer Volkswagen, Munk’s Motors, State of Mind Customs, Hagerty Insurance, Steve’s European and B&D Custom Performance. Also under the tent was the Michigan Vintage Volkswagen Club booth, where you could pick up your club t-shirts, hoodies, and other merchandise. The general consensus of the visitors, vendors and car owners was that the atmosphere was festive and that they all had a wonderful day at the Michigan Vintage Volkswagen Festival. ■





# The Karmann Ghia Saga (2010-2016)

By Les Garringer

In 2010, I decided to purchase a Karmann Ghia. I spent months browsing the Internet, looking at descriptions and photos and finally came across the following:

“Reduced!! 1970 Restored Karmann Ghia. Very nice stock show quality restored Ghia. Restored with attention to detail. Original matching numbers car. Original engine, driven only 3 to 4 times a year to car shows. Original seat covers front and rear. Original door panels and rear quarter panels. Yokohama tires with 90% tread left. Everything re chromed, polished, or painted as needed to bring this German gem to look as good as new.”

I contacted the seller in California and had the “show quality restored Ghia” transported to Florida in an enclosed carrier. After all, one has to take special care when the car is a “German gem.”

My first driving experience with the Ghia when it arrived in Tallahassee was just that – an experience. After the Ghia was off-loaded from the transport, I noticed the front bumper appeared to be pushed down and was not level. I thought the bumper brackets needed adjusting but was not too concerned. I could not fully roll down the driver’s side window. It stopped half way down. The dash was

covered with what looked like a piece of carpet, but it was impossible to see what lurked underneath. The car rattled like every bolt was loose during the four mile drive home. The glass shook inside the doors. The horns did not work. I did not expect the clock to work. I was not disappointed. It didn’t. Without a working fuel gauge, I prayed there was enough gas to make it home.

When I arrived home, I inspected the car. The Yokohama tires did have 90% of their tread left. However, the tires were severely dry rotted. I opened the trunk to check the spare tire. No problem – there was no spare. There was no trunk insert. It was easy to see why the fuel gauge did not work. The wire from the sending unit to the fuel tank had been severed.

I purchased five new tires and a new steel wheel for the spare. When I attempted to insert the spare tire into the wheel well, it would not fit. Even deflating the tire didn’t work. Looking inside the trunk area revealed that the Ghia had sustained major front end damage sometime in the past that had crumpled the sides of the compartment and squashed the wheel well. No wonder the front bumper was bent downward.



A few days later, I drove the Ghia to Radical Car Care, a very knowledgeable Volkswagen repair shop in town for an oil change and valve adjustment. It began to rain. I turned on the wipers and the right wiper blade arm fell off the car. The wiper arms were not the correct size for the car.

I started ordering parts. I bought a nice car cover. I ordered German window wiper arms, a rear deck release cable, a battery cable, an original German steering wheel, a used German jack, tailpipes, etc. I drove the Ghia once a week on short excursions. It was during one of these trips that the car stopped running. I had it towed to Radical. It was determined that it was out of gas because there was a hole in the gas tank. We removed the tank and poured out a mound of rust. I purchased another gas tank. When installing the new tank, the cable that opens the trunk compartment broke. I bought a new cable. A week later, the cable from the glove box to the fuel tank flap broke. I bought yet another cable. The cable worked but the fuel filler flap would not stay closed. The engine deck lid would not seat properly. I learned later that the deck did not belong on a 70 Ghia. I replaced the fuel sending unit, had the master cylinder replaced, torqued the heads, replaced the points and condenser, put in a new fuel pump, replaced the cracked glove box, and adjusted the clutch and steering box. A few months after the purchase, the paint on the roof of the car began to peel.

## Vintage Munk's Taking the bugs out of your Beetle since 1969



3088 Huron St. (M-59)  
Waterford, Michigan  
service@munks.com  
248-335-5424

A year had passed since I purchased the Ghia. I decided to remove the “dash cover” to see what was underneath. There really wasn’t much of anything underneath – just giant holes. There was no problem with the knee pad under the dash. It did not exist. A large piece of the simulated wooden dash was missing. The radio antenna started listing to one side. The Sapphire XI radio did not work.

In spite of the extraordinary list of problems with the Ghia, I was attached to the car. I kept thinking that the old gal could someday really be beautiful. I just needed to keep at it. I had Curt rebuild the original engine. I ordered a NOS German Solex carburetor. I added the proper German condenser and German points along with the factory German distributor, and added a set of four original German hubcaps. I purchased a reconditioned 1970 Sapphire XII AM/FM radio. All of these parts came from Dave at Bug City in Connecticut. I located an original Superior 500 wood grain steering wheel that was a dealer option in 1970. I even found an original Wolfsburg West wooden shift knob. I started contacting body shops in Tallahassee. No one had ever worked on a Karmann Ghia.

I called a shop in Orlando and one in Miami that were listed as restoration experts with Volkswagens. Both shops advised that it would be difficult to give an estimate for a restoration, but replacing the front end would be very



expensive. Both shops set an hourly labor rate of \$75.00. I was told that the unibody construction of the Ghia causes the number of hours to be much greater than working on a Beetle. After describing what I had observed, both shops said I should prepare for at least 500 hours of work on

the car. I did the math. 500 hours times \$75.00 an hour is \$37,500, excluding parts. It dawned on me that it might have been wiser to buy all the expensive parts after I had an estimate to restore the car. I still loved the car, but

maybe not quite as much as before. But I had gone too far to quit now. The only reasonable solution, if I was going to keep the car, was to have it restored.



After considerable Internet searching, I contacted Mike Gregory at House of Ghia in Salem, Oregon. I had already purchased numerous parts from Mike for the Ghia, and after talking with him, decided to ship the Ghia (in an open transport) to his shop to be restored. Mike sent videos and photographs during the process which allowed me to have a photo gallery of all the restoration work done on the car. When the work was completed, I had the Ghia shipped in an enclosed carrier.

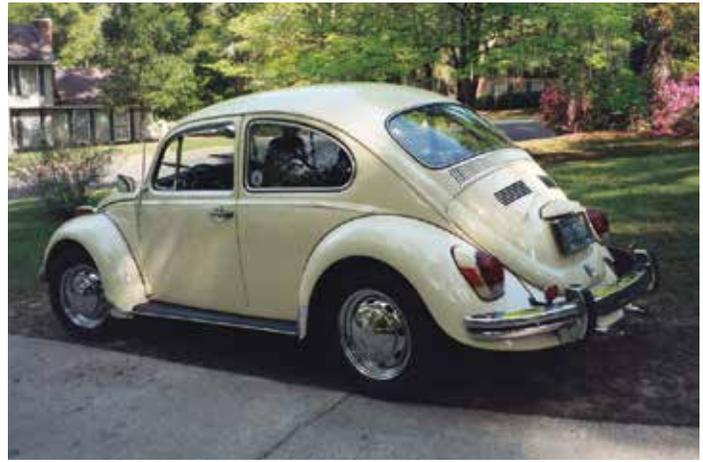
First and foremost, I would recommend never buying a Karmann Ghia without first inspecting the vehicle. Purchasing sight unseen is a really bad idea. Okay, it is a stupid idea. Photographs and seller descriptions just don't tell the whole story. If you can't inspect the car yourself, have someone who really knows the ins and outs of a Karmann Ghia do it for you. Have the engine, trans axle, brakes, and other mechanical parts of the car inspected and tested. Pay particular attention to the fit, especially in the nose and engine compartment. Check everywhere for rust. Know your parts. If the engine block is German, there will be letters, or letters and numbers engraved on the base just below the carburetor. It is easy to check these numbers on the Internet and determine if the engine is the correct year for the car. You can also inspect the plate in



the trunk area and door panel that will give you the serial number of the car. You will need to decide if you want German parts or are satisfied with parts made in Brazil, Mexico, or another country. It is getting increasingly difficult to find German parts and if you do, expect to pay a premium for them.

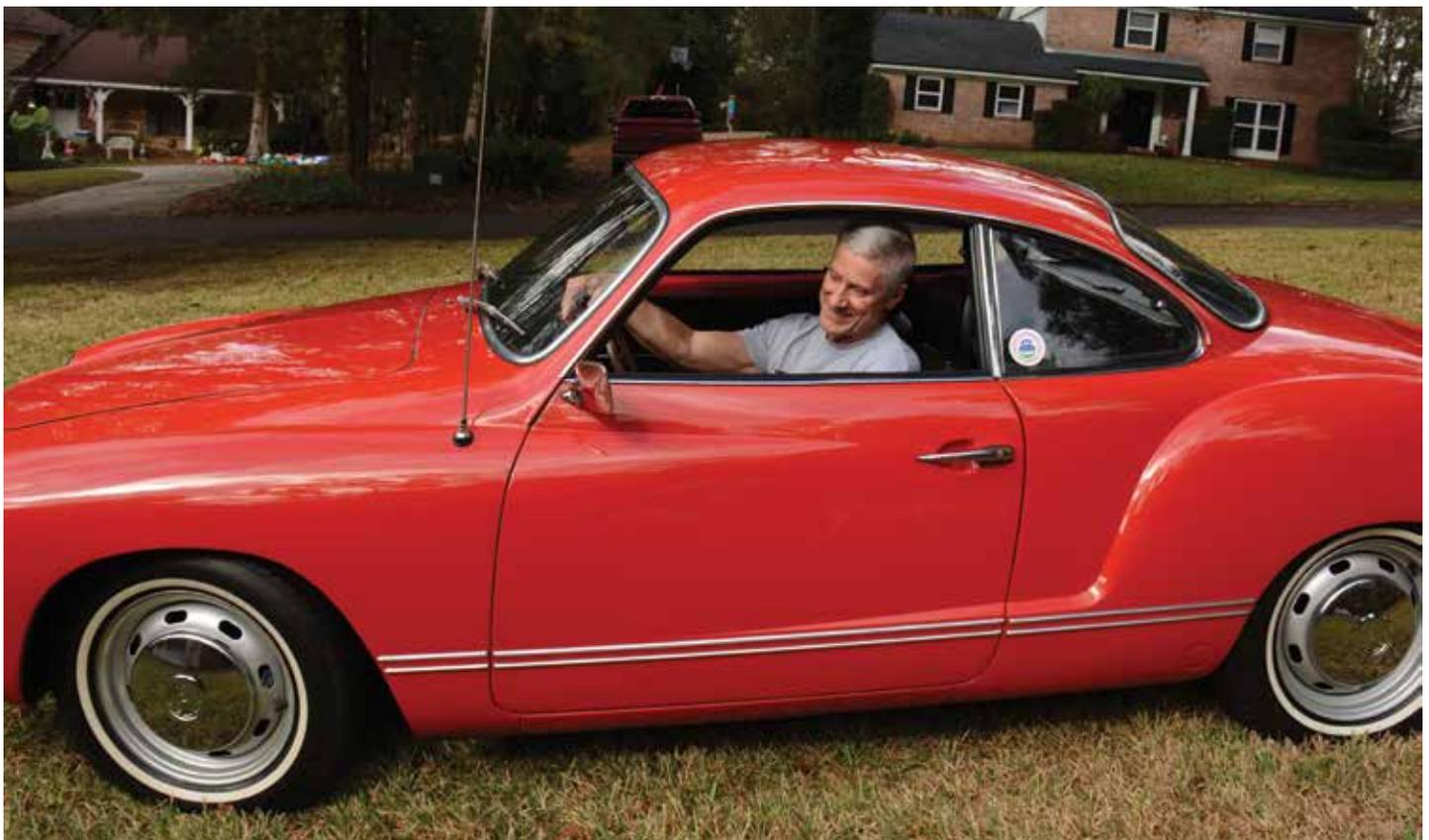
Volkswagen did a great job of marking their parts “Made in Germany” or just “Germany.” All of the glass in the car will have a stamp displaying the VW emblem. The carburetor, distributor, coil, condenser, and voltage regulator will be marked “Made in Germany” or just have the name “Germany” on them. The same applies for the front and rear lenses. The steel wheels will have markings on them indicating they are German made.

If you decide on a restoration, do your homework and find the right shop that has experience in restoring a Karmann Ghia. You don’t just add and subtract pieces of a Ghia. The unibody construction requires welding and shaping, and the right body parts. If you choose a shop too far away to regularly visit, have the owner send photos and videos each month. Get an estimate after the car is inspected. You may decide that the dollar investment is just too great to go forward. The toughest decision is to commit to a restoration cost that you can afford, and still have the kind of car you are proud to drive. It is highly unlikely that you will ever recoup the expense of a correct restoration if you sell the car – at least in the foreseeable future. Since shops work on an hourly basis, have a written contract that spells



out the cost per hour. Agree in writing as to the number of hours that will be dedicated per month to the project and have the owner invoice you with a detailed description of the work done. Pay for the work on a monthly basis, rather than commit funds for a longer period of time. After the work is completed, have the Ghia inspected and test driven again. Be prepared to have the car away from home for at least a year. Experts like Mike work on several cars at one time and the restoration process is very time consuming.

One has to ask: Was it worth the expense and angst to return a Ghia to her original condition? Each morning I look at her parked the garage next to my beloved 1970 Beetle. They make a perfect couple. The answer to the question, at least for me was yes. Check out the before and after photographs and see if you agree. ■



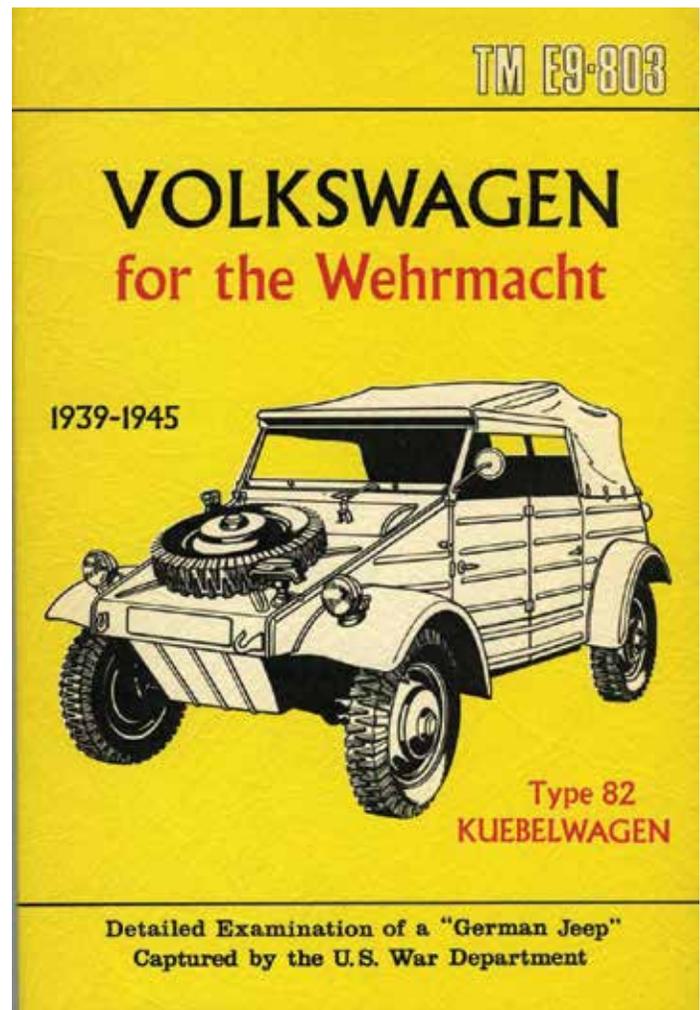
# The Kubelwagen Technical Manual

By Milford Brown

In the Jan/Feb 2011 *VintageVoice*, VVWCA Historian Heinz Schneider reviewed the interesting but little-known book titled “Volkswagen for the Wehrmacht,” which was a reprint of the U.S. Army’s TM E9-803 Technical Manual for use, care, and repair of an abandoned Kubelwagen that might be found by US army personnel in Europe. This was the small German vehicle that served the Germans like the Jeep did for US soldiers. The name initially was Kubelsitzwagen (bucket-seat car), although apparently only the original prototype had the sort of seats that resulted in that name. However, as sometimes happens, the name, in its shortened version, remained with this VW-based vehicle. Apparently enough of them were abandoned that the “powers-that-be” here thought that with the addition of fuel, or possibly after minor field repairs, our personnel could have another useful vehicle. To help make this possible, a captured or recovered Kubelwagen was sent to the army’s Aberdeen Proving Ground in Maryland (about 30 miles north of Baltimore), where it was examined, dissected, and described in a “Technical Manual” that was distributed to military units where such vehicles might be found. Some of the details of the vehicle on which this very detailed analysis was based can be seen in Karl Ludvigsen’s book “Battle for the Beetle.”

I found this whole story particularly interesting because my father began working at the Aberdeen Proving Ground shortly before the beginning of World War II, although unfortunately not in the section where this Kubelwagen analysis and TM writing were done. Because of wartime security considerations, employees there were instructed not to discuss the work they did, so even if he might have had friends who were involved, I am sure he never knew about the strange German vehicle that had been sent there; otherwise I would have heard about it when I bought the first of my 4 Beetles in the summer of 1954 (described in a recent *Vintage Voice*), or when he bought his first Beetle several years later.

Several years ago I was fortunate enough to find a copy of this publication, and like Heinz, I was greatly impressed by the extent of its details. The first repair manual for U.S. Beetle owners was published by Floyd Clymer in 1956, prefaced by a strong statement that it was primarily intended to show owners of this unique vehicle that it would be best to have it repaired by a properly-trained mechanic. In the early 1950s, Volkswagen’s staff was apparently very concerned about the possibility that some



“amateur” mechanic’s mistake might result in failure, possibly with one of their products being stranded at the side of the road. That could suggest poor product quality, maybe discouraging a potential buyer. Eventually excellent product quality became well-known (remember the ads about the number of inspectors in the factory, as well as the later question about why they weren’t put together properly the first time?) and the Germans must have learned that their philosophy of having anything repaired only by a professional did not exist in the U.S. Thus it was worthwhile to have detailed service publications available here. Obviously the writers of the TM understood that US GIs might have sufficient experience in automotive repair to be able to get an abandoned Kubelwagen back in operation for their own use. Although the Technical Manual did not cover actual repair of the engine and transmission, for the obvious reason that those were beyond what might be done with an abandoned vehicle discovered during the course of the war, the remainder of the manual is every bit as detailed as that first Clymer publication that guided me through a timing gear replacement during my poor student days.

I found my copy of this TM reprint from one of the many book dealers who sell through Amazon. Now

(February 2016) there are 4 copies there from US dealers, priced at \$60 to \$70. Fortunately the copy that I bought was cheaper than any of those. There are several other books with similar titles, so be sure to look for the exact title "Volkswagen for the Wehrmacht" and if possible, an illustration of the yellow cover, a reference to Post-Era Books, the copyright holder Dan R. Post, or the ISBN 911160-43-4.

On careful reading, I discovered a number of interesting bits of information. There are extensive sections on troubleshooting, and when necessary, repair at various "echelons" of service. Routine maintenance is described with intervals specified in miles, although certainly all of these vehicles would have had an odometer that read distances in kilometers! Replaced parts were to be returned to some unspecified "higher authority."

I mentioned the absence of detailed internal engine and transmission work, but there are details of replacing the crankcase oil seal between the two units, although with no mention of where to find a new seal. I can't imagine why, but there are two pages of dimensions of the internal parts of the engine, presented in both metric and inch measurements.

Since U.S. vehicles used only fittings sized in fractions of an inch, a necessary set of tools for working on this metric-dimensioned vehicle would have to be sized in 1/64" increments (the 13 mm - 1/2 inch dimension was not as common on early VWs as it became later). There is also a list of "American equipment which will be found valuable and useful for proper operation and maintenance of the vehicle," including both "automobile type" and "crescent type" wrenches, as well as an ax and a shovel. Other missing equipment was to be replaced by "cannibalization."

The Controls and Instruments section fails to mention, unfortunately, that the red light on the instrument panel not only indicates "trouble in the generating circuit," but can also show loss of the belt that drives both the generator and fan, at which point we all know the engine should be stopped immediately.

The usual carburetor and ignition system maintenance and tune-up are of course described thoroughly, as is valve adjustment.

In addition to engine and trans axle removal and replacement, there are R&R details of all of the external accessories - carburetor and manifold, generator, and distributor. There is even a recommendation for care of the "cranking motor," as the starter was called (was that term actually common among US drivers of the 1940s?) at 6000 mile intervals, including washing the bearings with solvent and regreasing them - something that I doubt many

present owners have ever done. As with the crankcase seal, new replacement seals (from where?) are suggested for the oil cooler and oil pump cover. Also at 6000 mile intervals, the generator bearings should be washed with solvent and regreased. My experience with my 1953 Zwitter suggests that such lubrication would probably have been needed eventually, although possibly not that frequently. I attributed this to the poor quality of German lubricants in the early postwar years, which led to separation of the bearing grease into a more fluid portion that eventually disappeared, and a remainder in the form of a dry cake that didn't lubricate the bearings. I recognized the resulting noise in mine soon enough that I was able to remove the generator, flush out the solids from the bearings, and then lubricate them with a better-quality U.S. grease so that they continued to function properly for at least the following five or six years that I owned or knew about the car.

Early in the manual there is a section on cold weather operation, including suggestions to drain the crankcase oil and keep it in a warm place, after placing a warning sign in the vehicle that the engine has no oil. If that could not be done, several low-viscosity additives were suggested, such as gasoline or diesel fuel. Since these would evaporate during continuous use, there was the additional suggestion to check the oil level after several hours of driving, and refill as needed. If necessary, the engine was to be warmed with some sort of "firepot" or kerosene lantern so that it could be started later with the cranking motor. Denatured alcohol was suggested as a fuel additive to prevent freezing of any water that might be present in the fuel system. It might even be necessary to warm the brakes with a blow torch if they are frozen. Note that this is not a reference to the modern propane torch sometimes given that name; the blow torch of earlier years was a liquid-fueled device that functioned somewhat like a Coleman camp stove to vaporize the liquid so that the pressurized vapor would "blow" the flame.

It would be interesting to know if those responsible for writing the low-temperature part of the manual communicated with the group from Aberdeen Proving Ground that spent a winter in central Canada testing U.S. military equipment at extreme low temperatures (my father was one of that group).

Under normal weather conditions, the preferred fuel was 80 octane gasoline diluted with 20% kerosene for "smoothest carburetor operation and most economical operation." I wonder who thought of trying such a mixture?

Brakes of that era (and early post-war also) were mechanically operated by four cables that were connected to a plate between the front torsion bars that was pushed by both the brake pedal and the emergency/parking brake lever. With the addition of hydraulic brakes (as in

my Zwitter), the two parking brake cables were initially connected to a similar plate. In later models they were shortened to attach directly to the brake lever. Brakes had linings riveted to the metal shoes (as did my 1953 Zwitter), and those linings were to be replaced when worn to the rivet heads; again, the source of those was not specified. I find it interesting that some of the shoes I have used in my present daily-driver - a 1963 Beetle - also have rivet holes even though there are no rivets to retain the lining. Haynes manuals as late as 1991 still specified a wear limit as down to the rivet heads, rather than a minimum lining thickness.

The rear axles had reduction gears at the wheels much like those of the later Type 2 vehicles, increasing the torque at the wheels and providing greater ground clearance. Although everything else was basically where any present-day VW owner or mechanic might expect to find it, there were two mufflers in this vehicle, located just forward and outboard of the front two cylinders, with the rear cylinder exhaust fed to each by a J-tube similar to the ones used for the front cylinders of the civilian Volkswagen. At one point the terminology is a bit confusing because those are counted as tailpipes. The actual two tailpipes, as we know them - the exhaust outlets from the mufflers to the atmosphere - are long and pass above the valve rocker covers. No doubt this configuration was chosen to provide more ground clearance at the rear of the vehicle.

Instead of the rubber floor mats of civilian VWs, the Kubel's floors had wooden grates held in place by the front seat brackets.

If a copy can be found at a reasonable price, this book is an interesting addition to a Volkswagen library, and readers will find more details to wonder about, or possibly use when maintaining their own older VWs. ■

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We have been working on Volkswagens in Oakland County, Michigan since 1969 and our mission remains the same. We treat our clients like friends and family. We show you what we find, encourage you to get involved, and work with you ...both quality and budget wise.

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service@munks.com  
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VWCA  
President:  
Michael Epstein  
[president@vwca.com](mailto:president@vwca.com)  
PO Box 8559  
Prairie Village KS 66208-8559  
913-831-6225

Vice President:  
Mike Klem  
[vp@vwca.com](mailto:vp@vwca.com)

Membership Coordinator:  
Jim Howland, P.O. Box 119,  
McLean, VA 22101  
[membership@vwca.com](mailto:membership@vwca.com)  
Newsletter & Website:  
Kimberly van Mourik,  
[editor@vwca.com](mailto:editor@vwca.com)

Historian:  
Heinz Schneider, 2304 Via Pinale,  
Palos Verdes Estates, California  
90274, 310-373-7820, [s.heinzo@verizon.net](mailto:s.heinzo@verizon.net)

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FallCruise



# '67 VW BEETLE RESTORATION REPAIRS

This 1967 VW Beetle was found from an ad in the Vintage Volkswagen Club of America Newsletter in June or July, 2004 listed by the Original Owner located in Colorado who was looking for someone to provide a Good Home. The 1967 VW Beetle has the original Dark Blue exterior color. I purchased the Beetle sight unseen from the Original Owner in October, 2004. The Beetle was the Owner's Daily Driver with 200,000 miles. Included was the original factory window Sticker. The Beetle arrived by carrier transport truck from Colorado – it's original Home. The Beetle has 5000 miles on the third engine (professional rebuilt), 5000 miles on the rebuilt original transmission, 5000 miles on new Front axle beam assembly and rebuilt suspension components – all done while owned by the Original Owner. The Beetle was repainted in 1984, in the original factory color as a high school Vocational project. This re-paint resulted in a very professional job. Minor hand re-paint of dings was done by the owner over the years. The Beetle was NEVER in an accident. There was some rust-through in the rear body panels where the body attaches to the rear suspension. New bumpers were installed. The original interior has the original aftermarket vinyl seat covers and home made floor carpets. Headliner is original and in nice shape.





The Beetle started immediately upon arrival and drove beautifully. This is truly an Original VW Beetle – not re-fabricated from several cars!

I have chosen to restore this VW Beetle as a functionally restored vehicle – to be a reliable running vehicle without repainting the body at this time; and with interior restorations just to supplement the “as purchased by me” condition.

The FUN of this vehicle is the driving and people experience without worrying about body dings or finger marks!

Due to health concerns and business activities, my 67 Beetle sat in the garage for 10 years before the restoration work started. The car did not experience any significant deterioration during this time.

Restoration to date:

**ENGINE:** Stock 1967 1500 cc.

The rear main seal dried during the storage period. The engine was removed, rear seal, clutch pressure plate, disc, through-out bearing were replaced. Electric fuel pump removed; new mechanical pump, new vacuum advance distributor and new Solex carburetor were installed. New clutch and accelerator cables were installed. Gasoline hoses were replaced with clamps installed. Tune-up done. (SAE 30 viscosity, mineral oil installed).



**TRANSMISSION:**

The existing transmission mounts were replaced.

**BRAKES:**

Complete replacement. New hydraulic Master cylinder, wheel cylinders, brake hardware, steel brake lines, hoses, shoes, re-surfaced 4 brake drums, re-built Clutch / Brake Pedal assembly, system bled and road tested.

**EXTERIOR BODY:**

Windshield replaced, all new German quality rubber window seals were installed. Doors removed, hinges re-machined to original tight hinge specs, door window, vent window and door rubber seals were installed. Locks were cleaned and lubricated. When doors are closed now the “Original air-tightness” when doors were closed was re-established.



Rebuilt windshield wiper motor, new mechanical shafts, wiper arms and blades fitted. New Driver side and Passenger side mirrors installed. New German quality running boards with chrome strips were installed. A new horn was installed. (Beep – Beep).

The rusted Spare Tire bottom well was cut-out; a prefabricated panel was purchased, welded-in, primed, painted and undercoated with rubber undercoating product.

The rusted rear panels under the rear fenders that attach the body to the rear suspension were cut-out. Rust-free replacement panels were purchased from a California Salvage yard. The replacement panels were cut-out from a rust-free 67 VW Beetle. When they arrived, they were original gauge thickness panels, rust-free with the original undercoating in tact. These panels were cleaned, fitted, welded-in, primed, painted and undercoated with rubber undercoating product.

A new Roof Rack purchased from Wolfsburg West was assembled and installed. :-)

#### SUSPENSION:

The 4 Shock absorbers were originally replaced with “Gas” shocks which proved to be too stiff for the light weight car. Hydraulic oil shocks were purchased from Wolfsburg West and installed which restored the smooth Beetle ride.

The Steering box was adjusted, front suspension components adjusted and aligned.

#### INTERIOR:

I essentially kept the interior in the “as purchased by me” condition. The aftermarket off-white vinyl seat covers, original interior side panels and vinyl headliner were cleaned to a very acceptable condition. The home made carpets were cleaned and retained. A new interior light assembly was installed. A new turn signal assembly was installed; the fuse box terminals were cleaned and new German style fuses were installed. The Emergency flasher electrical unit was replaced. A new 12 volt Battery was installed. The original Beetle had no factory radio. The Owner installed an aftermarket radio. This has now been replaced with a NOS 12 Volt AM VW Squareback radio.

#### WHEELS & TIRES:

Five (5) BRM Gloss Black Cast Aluminum Wheels with Chrome wheel bolts and Firestone F-560, 165R15 tires were purchased. Upon installation, the bolt holes in the rim would not accept the heads of the 22 mm bolts furnished. Awaiting re-shipment of 19 mm chrome bolts.

This is the scope of work to date.

I started the restoration work myself in the summer of 2014, and quickly found that my health limited my activity. I was very happy to find a self trained VW mechanic who also restores vehicles. He was kind enough to offer help with the majority of the restoration project during the winters of 2014 and 2015; just completing the scope of work now. I will always be grateful for his friendship, his time and his excellent work. This Beetle in my opinion is an excellent example of a FUN Daily Driver that I intend to enjoy for many years. ■

# Steps to Take After a Car Club Accident

Car clubs are wonderful fun for any lover of classic, rare, or collectible vehicles. Whether you're showing off your own collection, viewing others, or even making a few deals, it's a great place to connect with people who share your passion.

At least until you watch in horror as someone hits your beloved classic car with their minivan. It happens, as we all know. Auto accidents can happen anywhere, and a car show is no exception. Even if you're completely safe and careful, someone else might not be. With a collectible car, a crash can mean an irrevocable loss in value. Add in repairs to other vehicles and even medical bills, and the expenses pile up fast.

Fortunately, it's not hopeless. This is why people have auto insurance policies, and in most states everyone is required to hold one. You can file a personal injury claim and have your expenses covered, even car repairs and medical bills.

The key is knowing how the process works, and knowing what to do right after the crash.

## What is Fault

Most states have a fault-based system for determining liability in car collisions. This means that in every accident, the insurance companies or the court make a decision on who caused the accident. The accident is always considered to be the fault of one driver or the other, and are never blameless.

Some states have what is called a comparative fault law. This means that fault can be shared between multiple drivers. For example, one driver might be found to be 30% at fault for an accident, with the other driver 70% at fault.

All of this is important to understand when considering a personal injury claim. If an accident was your fault, then you are not able to claim any damages. In a comparative fault state, your damages are reduced by your percentage of fault.

In some states, being over 50% at fault also disqualifies you from receiving any damage compensation. Fortunately, being a responsible driver also greatly reduces the chance you will be found at fault in an accident. Basically, you just need to follow the rules of the road and exercise some common sense. Obey the law, drive safely, and it's not likely that you will be found at

fault.

Here are some common factors that can be used to determine fault, and how to avoid them.

- Driving too fast. Obey the speed limit!
- Making an illegal turn. Only make turns from a legal turn lane!
- Disobeying a posted traffic sign. Keep your eyes open!
- Making a turn without signaling. Use those turn signals!
- Driving an unsafe car, such as one with failing brakes. Keep your car in good working order!
- Being the rear driver in a rear-end collision. Again, stay alert!

After a crash, the insurance companies will make an initial decision of who is at fault. To make this determination, they look at the official police report, the statements of any bystanders or witnesses along with both drivers, damage to the vehicles, and the surrounding road conditions. It's a little like detective work, and they will even take into account things like skid marks on the road. Skid marks can show where a driver slammed their brakes and tried to avoid the accident.

At a car show, many cars are simply parked the entire day. Striking a parked car is a good way to be found at fault.

## No-Fault States

Some states don't have a fault law for car collisions, or allow for insurance that does not recognize fault. In these states, you won't be able to file a claim against the other driver's insurance. You can only be paid by your own insurance for medical bills and car repairs. You may still have the option to file a lawsuit for things like pain and suffering, or lost wages. If you believe you have a claim for these types of damages, you should contact a personal injury lawyer.

The "no-fault states" are:

- Florida
- Michigan
- New Jersey
- New York
- Pennsylvania
- Hawaii
- Kansas
- Kentucky
- Massachusetts
- Minnesota
- North Dakota
- Utah

## First Steps After the Accident

Because the assignment of fault is based on evidence, it's important that you gather as much of it as you can. If you need to file a personal injury claim, you will need to be able to describe what happened, why it wasn't your fault. Most of all, you will need to prove it.

In states that do have a fault law, which is most of them, you need to prepare yourself for a personal injury claim. This means equipping yourself to prove you were not at fault in the accident. To do this, you have to gather evidence and understand exactly what happened in the crash. Even if it wasn't your fault, you need to be able to prove that to the insurance companies.

Therefore, you should do the following right after the accident, as long as you're not injured.

- **Talk to Witnesses** – At a car show, there are likely plenty of people standing around who saw the crash. Speak with everyone you can, including event staff, and take down their contact information. Anyone who can add their perspective and information on the circumstances of the accident could be valuable.
- **Exchange Information with the Other Driver** – Just like in any car accident, talk to the other driver and exchange contact information. Write down their driver's license information and insurance company information.
- **Take Plenty of Photos** – Use a camera or your phone to take pictures of every aspect of the accident. This includes the damage to both cars as well as their positions. Take pictures of any debris on the ground, any nearby walls or fences that may have been damaged, and the ground around both cars. Try to get a picture with both cars in frame, to show their position in relation to each other. If you are hurt at all, take a picture of the injury.
- **Speak with the Police** – When the police arrive to take official statements and create their accident report, be prepared. Everything you say will go on the official record, so have your facts ready. Do not lie, but be sure to tell the officer everything that might be relevant and useful in establishing fault.
- **See a Doctor** – If were in or near the car when the crash occurred, go to the doctor. It doesn't matter if you're in pain or not. An injury could take some time to develop

symptoms, and it's important to have the doctor give an evaluation of your condition after the accident. If you need to file a personal injury claim later on, it will be very helpful to show that you were, in fact, injured.

## Special Insurance for Collectible Cars

There is a special type of auto insurance designed for collectible cars. Many car show exhibitors hold collectible car insurance policies, and it's a good idea to understand them.

Primarily, a collectible car insurance policy doesn't drop in value as the car ages. Collectible cars don't depreciate over time, and so the policy guarantees a certain payout if there is a total loss.

This type of policy also may include special medical provisions during car shows. If you slip or are otherwise hurt while viewing a car at a show, the car owner's insurance may cover your medical expenses even if there technically was no collision. These policies may also offer coverage in a collision even if the policyholder wasn't the one driving the car.

The point is, ask the other driver if they have collectible car insurance. It's actually a good thing in most cases, and will likely make the claim process easier.

## Beginning Your Personal Injury Claim

After you get home from the doctor, you should start thinking about filing a personal injury claim. You might be surprised how the expenses start mounting after a collision or injury, and it's best to get started early.

The best way to start is to write a demand letter to the other driver's insurance company (unless you live in a no-fault state.) In the letter, explain the sequence of events and how it was caused by the other driver. Back this up with police reports, photos, and eyewitness testimony.

Conclude with a breakdown of your expected costs to fix your car, medical bills, and any other expenses you might incur as a result of the incident. The sum of these costs is the amount of money you demand.

Hopefully, the insurance company will agree with your assessment and pay the damages. If not, then it might be time to contact an attorney and file a lawsuit. ■

## About the Author

Personal Injury Help is an independent organization that provides information about Auto Accident, Slip and Fall Accidents, and general personal injury information. To learn more, please visit [www.personalinjury-law.org](http://www.personalinjury-law.org) for more information.

## Moving?

Don't move without telling us! We don't want you to miss a single issue of the *VintageVoice* and get left behind wondering what happened to my membership. Please send your change of address and e-mail to: Jim Howland, Membership Coordinator, P.O. Box 119, Mclean, VA 22101, or e-mail Jim at [membership@vwca.com](mailto:membership@vwca.com) first, we'll work out the rest. Thank you for making our job a little easier.



## Vintage Picnic '16



By Jerry Spellman

Stateline Vintage Folks provided their annual Vintage Picnic at Alpine Park in Rockford, Illinois. Those guys and gals never tire. They don't own the park, but it seems to favor them again and again. The weather dandy, the temperature just right, the breezes refreshing, the show cars super, the campus (landscape, shade, grass, trees, picnic grove, display parking), all were just right and adequate. The staff was welcoming and helpful, while the participants were most enjoyable with their sharing and commenting.





The annual Volks Folks show was this year joined as part of the 61st annual VWCA Convention. The setup involved 11 classes for near 50 cars (beetles, buses, water-coolers, buggies, Ghias, customers) plus best of show. The people involved were all types and so awesome “neat” (to borrow a 50s word). Besides checking out the cars, learning some maintenance tricks, enjoying the family picnics, judging winners, and gathering donation prizes. WOW! Fun was had, typical at Volks Folks gatherings.

By the way, the clocks at the clock tower still don't agree! Support those local shows, far and near. ■

## 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 *VintageVoice*.

**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 1991 can be accepted. VVWCA accepts no liability relating to the purchase of an advertised item.

**ADVERTISING DEADLINE:** All advertisements must be received prior to the 15th of the Jan, Mar, May, Jul, Sep, Nov for the following newsletter. SUBMIT YOUR AD TO: editor@vwwca.com

## WANTED

**VVWCA Newsletters for project.** I would like to put together a chronological history of the VVWCA and the people who ran the club and when major changes in the looks of the newsletter took place compared to other major changes in VW itself, and big project and I'm only missing a few pieces of the puzzle. I still need May, June and 1976, May, July, & August, 1979, and March of 1984. That's only 6 issues, I'd be happy to pay postage and handling. Please contact Mike Epstein at president@vwwca.com or 913-831-6225. Thanks so much.

## CARS FOR SALE

**1956 VW convertible** Shetland gray, 26k original miles, same owner since 1977. Documented history, ten year professional, Restoration of solid car to OEM Specs. Museum quality, Details available 65k, Ecmccausland @comcast.net

**1961 Karmann Ghia convertible,** Rust-free documented, example with Stayfast top by Chuck's (original patterns, bows by M&T.), Pacific Blue with light green leatherette interior and square weave carpet as original , VW brochures included. 35K , Ecmccausland @comcast.net

**1966 Volkswagen Beetle,** Total restoration to showroom condition. Rare color combination of Pearl White exterior with Pigalle Red interior. One owner vehicle prior to restoration, purchased at Barrett/Jackson Las Vegas Auction. This California Black Plate vehicle is currently inspected and registered in Pennsylvania. Asking price \$ 18,500. Call Bob at 717-263-5390, email penguins@pa.net



### 1959 Volkswagen beetle Sunroof Sedan,

The bug has had a complete restoration and is beautiful. Artic Blue with a terra cotta interior. Car is located in Illinois. Steve, 708 772 5404, sbcinc@aol.com. \$24900.

## PARTS, ETC. FOR SALE

**Vintage Voice past issues** by the year. 1990 complete 12 issues, 1991 complete 12 issues, 1992 missing April, 11 issues, 1993 missing Dec, 10 issues., 1994-complete 10 issues, 1995 complete 12 issues, 1996 complete 12 issues, 1997 complete 12 issues, 1998 missing October, 11 issues, 1999 complete 12 issues, 2000 complete 12 issues, 2001 complete 12 issues, 2002 complete 12 issues, 2003 complete 12 issues, 2004 complete 12 issues, 2005 complete 7 issues, 2006 missing Nov/Dec, 5 issues, 2007 missing Mar/Apr , 5 issues, 2008 missing Mar/Apr, 5 issues, 2009 missing Sept/Oct, 5 issues, 2010 complete 6 issues, 2011 complete 6 issues, 2012 complete 6 issues, tear in upper front page of one issue, 2013 complete 6 issues, 2014/2015 includes Jan-Aug 2014 & Jan-Apr 2015 6 issues. All are in used condition but are very good. Cost: 5 issue package \$8.00 postage, 6 issue package \$9.50, 7 issue package \$10.50. 10 issue package \$13.50, 11 issue package \$14.50, 12 issue package \$16.00 postage paid Media Mail. Please contact president@vwwca.com, Mike Epstein.

**License plate frames:** Call first, \$80.00 @. I.D. Stamps, (Front Windshield, Right Corner Bottom, (Members only) \$10.00@. Vent Window Locks, Stainless Steel, Top to Bottom, Spring Loaded, \$25.00 a pair. Date Plates, Install Right Rear Bumper Bracket on Small Override Clamp. Plate 1949 – 1985 w/Bracket, \$80.00@. Patches, Hundreds to choose from. Small \$12.00@, Medium \$16.00@, Large \$20.00@. VW Jacket w/11 Patches, \$225.00@. All items plus shipping. Phil HotDog Weiner, 9625 SW 15th St., Miami, FL 33174, 305-552-0982.

**Betriebsanleitung December '52 Manual:** Nice original Zwitter Instruction Manual in German for the late 1952 model year. There is some writing in pen on front cover, at some point in its life the back cover was cut on the top so it slid into a later blue vinyl manual cover meant for the smaller 50s manuals. There is some yellowing on the pages, a few light grease smears here and there, a little edge wear, but otherwise no real issues and the pages are overall in very good condition. The cover is firmly attached and the foldout is present and in good condition. This doesn't feel frail or worn at all and is in very good condition considering its age. I did not see any other writing in the manual other than on the cover. Nice rare manual in very good condition. \$175 shipped, email kim@36-hp.com for photos.

12th Annual New England  
Connecticut Volkswagen Association

# VOLKS-MEET

Westbrook Elks Club

Westbrook, CT

*\*New Date\**

Sept. 25, 2016

9:00 - 2:00

[www.ctvwa.org](http://www.ctvwa.org)

***A portion of the proceeds will go to support  
the American Warrior Foundation. [www.americanwarrior.us](http://www.americanwarrior.us)***

**Time: Gates open at 9am, awards by 2pm (show held RAIN or SHINE)**

**Admission: \$10 for show cars, passengers and spectators FREE!**

**Vendor Spaces: \$20 for swap space**

**For Directions, Accommodations & off site camping details contact  
Bill Arute at [bill@ctvwa.org](mailto:bill@ctvwa.org), 860.396.9964, Chris Fox at [chris@ctvwa.org](mailto:chris@ctvwa.org)  
or go to our website [www.ctvwa.org](http://www.ctvwa.org)**