



VintageVoice

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The Vintage Volkswagen Club of America Newsletter • Established 1976



INSIDE:

- 2 Member Guidelines
- 3 President's Forum
- 4 Volkswagen Manufactured 7.2 Million Sausages in 2015!
- 6 Painting the Volkswagen, Part 2
- 9 VolksWorld's Winter Driving Tips
- 10 Letters
- 12 Press Release: Prospero's Garage
- 14 Press Release: Volkswagen Engineer Pleads Guilty
- 15 Book Review: VolksWagen cars 1936-1956
- 16 Volksweston 2016 (cover)
- 26 Reisen mit Rico, Travels with Rico
- 28 Fishheadlouie's Funnies
- 29 Meet the Modern-Day Volkswagen Dune Buggy
- 30 Building Oil Drain Canisters for Type II



To become and/or remain a member of the Vintage Volkswagen Club of America, the following rules and regulations must be observed at all times:

REGULATIONS:

A. Members of this organization will be classified into two groups:

ACTIVE MEMBER

- Members who own one or more cars that are 25 years or older that are registered with the VVWCA. Cars that are registered do not have to be in running condition. The owner may be in the process of rebuilding or restoring their car(s).

ASSOCIATE MEMBER

- Members who do not presently own a car that is 25 years or older, but wish to participate within the VVWCA. All associate members will become active members automatically, when their car(s) turn 25 years or older and is registered with the club under that members name.

B. Members will try to help (to the best of their ability) any and all members in the club who are having trouble or problems with their cars. An example is when a member is attending a club function and his/her car breaks down. Members will attempt to help anyway possible to get that members car up a running.

C. No member at any time will attempt or try to cheat, vandalize, slander, or steal from another member in the VVWCA, no matter what the circumstances leading to this action may be.

D. No member will cause any type of dangerous or reckless situation with their cars either by themselves or with any other members inside or outside of any club related functions.

E. Members will conduct themselves in an adult civilized manner at all times, during all club related events. Members will also present good manners at all other Volkswagen related events as long as they are representing themselves as a member of the VVWCA.

These guidelines were created to help govern the members of the VVWCA. These guidelines will be upheld by ALL members within our organization at all times. The governing body of the VVWCA will have the responsibility of enforcing these guidelines. Any member that is guilty of any wrong doings against the club or any of its members will have their membership suspended or revoked.

We are proud of the VVWCA and it's members, and we intend to keep a good reputation for our club and it's members. It is intended with your cooperation and enthusiasm as a member, that we can have one of the finest and most exciting Volkswagen clubs in the world.

It's been a long time since this was printed, it's time to be reminded what we stand for. Mike.

Hello everyone!

I hope you all enjoyed your Summer and had lots of time to play with your favorite Volkswagen and go to as many shows as you could, of course it's not over yet, still so many to go and some that never stop depending on where you live.

I cannot complain at all this year except I did miss the Eureka Springs show which I have not missed in 9 years, but I think I have a great excuse.

I was fortunate enough to attend two very nice gatherings of Volkswagen heavy metal. The first was the 28th Annual Kubel Korps Reunion in Pioneer, Ohio where I got to drive shotgun all day with Randy Smith, Obercommander of the group, in his 1943 Schwimmwagen and every and any question I had about the WWII vehicle was answered in detail plus a few questions answered I didn't ask, he's also quite educated about the Kubelwagen. You'll hear more on this reunion in the November/December issue with lots of photos.

I just got back from a trip to the Southern California area where I attended the show in Solvang, California put on by the Golden Gate Chapter of the Vintage Volkswagen Club of America. This is a bi-annual show and has been in this quaint little Danish town since 1992 I think. I hadn't seen these folks in 16 years and it was a blast, I even got to drive a 1944 Kubelwagen owned by Kimbel Ritch, thanks Kimbel! I'll be doing a very nice write up on this show as well with lots of photos. Some of the highlights were 3 of the 4 VWs brought out by Mark Merrill, his 1950 Beetle convertible, originally owned at one point by Robert Wharton, sold to Bruce Braun and then picked up by Mark a number of years ago. I remember taking a drive in this car when it was living in Seattle, Wa when I met Robert Wharton for the first time back in about '89, still looks beautiful. Then he had his Dannehauer & Stauss and his Rometsch 4-Door taxi there, all three took home awards. Better keep quiet, I have a story to write about this yet.

Like I said, I had more fun than anyone should have at shows this year and of course I attended our local show here in the Kansas City area which was another record breaker for us and a fine show to attend if you're in the area in mid May.

Would you believe that this year we welcome the 1991 Volkswagen line up to the Vintage Volkswagen Club of America! That's right, which is why you may see a few

articles about VW's problem with this diesel ordeal. It's news and should be reported after all, VW has been using diesel engines a long time, it hasn't been a big issue until recently when demands for cleaner running engines have been made a big deal by our governments and they needed to pass certain restrictions. VW has already paid out about 16.5 Billion dollars on this but it doesn't end there, more on that to come as well.

A couple of issues ago I brought to your attention the lack of advertisers with the VVWCA's *Vintage Voice*, well I'm now happy to say that we have started to correct that. We took out a very ambitious media onslaught to every VW after market supplier I could find if they had anything to do with vintage VWs, and that just about covers anyone these days. I sent them a copy of our new full color issue and a letter on introduction and what our plans for the future are and we now have some advertising. I also asked that you, the membership, do the same thing with your local businesses whether big or small, I'm still asking you to help your club grow, if you still want to see it here for another 10-20, or 40 years, this is very important. What's even more important is that we keep the advertisers we've worked so hard to get. The only way a club like ours can keep putting out a 32 page full color newsletter with raising your membership rates is to have advertising, in order to keep our advertisers, we need you to use them and when you do, you need to let them know you heard about them through the VVWCA newsletter or our Facebook page where I will be posting our advertisers names once a month.

Another new 5 part series that should be starting this issue is called Travels with Rico. Rico was a split window VW bought used by some students who attended Stanford in Germany from 68-71 and all the stories surrounding this little 1953 Beetle as it was handed down from upper classmen to the next class and its final demise. There are 5 parts, so don't let your membership lapse or miss some very good material, these students really know how to write with a lot of humor mixed in, and when you add what can happen in a 1953 Beetle in Germany or Europe year round full of students, stories ensue!

Lots of good stories and material coming in future issues so don't miss out, there are tips and regalia from the VVWCA like our sweatshirts, you'll need one this winter so get it now before I have to reorder and you're without one. Anyway, until next time, Auf Wiedersehen! ■

Mike



Volkswagen Manufactured 7.2 Million Sausages in 2015!

By Heinz Schneider

This is the third time I am writing about this subject. It is kind of an update on what I had written for the *Vintage Voice* before in 2006. Not many know that Volkswagen besides manufacturing and selling cars also produces sausages. At first just to serve them two times a week, Tuesdays and Thursdays in their employee's dining rooms. Presently about 50,000 are consumed on each of those days. While sausages have been on the menu before, after all this is Germany, however in 1972 a different flavored Sausage, the Curry-Wurst was introduced. Spicy curry flavored sausages were nothing new in Germany, but Volkswagen used what they called "Special Secret Natural" ingredients and reduced the fat content by half. A Volkswagen produced spicy catchup-like sauce became also available. It became a big success and many workers wanted their sausages available also outside of the factory. For instance at the Wolfsburg soccer events. Volkswagen has a very successful soccer team. Eventually demand for these flavorful sausages became such that Volkswagen started to provide them to supermarkets and had a refurbished 1971 VW bus with a grill mounted on a trailer drive to sports and other events so nobody would have to miss out on their favorite wurst.

Great efforts are made to make these sausages uniform. It would not be acceptable that one employee would get a smaller sausage than others. The sausages have to be 10 inches long and weigh 170 grams, about 5.5 ounces. Too big to be called hot dogs. The VW sausage even has a part number 199 398 500 A, and is stamped "Originalteil", Original part, translated. By 2007 Volkswagen had to increase production and it went from 2.0 million in 2007, to 7.2 million last year in 2015. An achievement that was duly noted in many parts over the world. To many it came as a surprise that the Volkswagen factory produced more sausages as it sold cars in Germany. One commentator mentioned, that is the most popular Volkswagen product in Germany that does not have any wheels. Another comment I saw on the internet was: "Can this get any wurst for the company? The success of this product, the sausage, has been a big surprise to many and obviously has been the butt of many jokes. The Wall Street Journal, Barons and *Fortune Magazine*, besides others have had write ups.

Even a book has been written and a movie made about this particular sausage. From March 3 to March 29 2016, Volkswagen had a special program and events held at its museum in Wolfsburg to honor the Curry-Wurst.

As I had mentioned a few times before, food always has been a very important part of life at Volkswagen as well as in politics. During the building of the VW factory under the Nazis, a very large and very modern kitchen was included and it was one of the first buildings to be finished. At that time it was also made sure that sufficient acres of agricultural land was included to grow vegetables for the factory kitchen, as well as buildings for the raising of animals, mostly pigs, cows and chicken. Pictures taken of the mess hall showed the walls decorated with historical Germanic paintings.

After the war food was even more important. At that time there was again very little food available in Germany, as there was very little in the rest of Europe. The meal served every day at the factory mess hall was essential for the survival of Volkswagen. For many workers it was the only meal of the day and for many the only reason to show up for work. The meals consisted primarily of soups made from water, potatoes and cabbage. Sometimes it had some not identifiable bits of meat floating in it. The British as well as the German management made great efforts to improve the noon lunch program. They realized the importance of these meals since salaries were practically worthless. One of the British officers, a Mr. McInnis, would later relate that most workers by about 3 p.m. would run out of energy and production came almost to a standstill. He also observed that on days the daily soup contained some protein like meat, production was much better. It was also the time some new Beetles somehow disappeared, showing up days later with a farmer and for the next few days the soup was a little



thicker and had some more fat in it. A German-American who was left over from the Porsches days noted that he used to go to work with an empty stomach and shaky knees and went home after he was even hungrier and his knees even shakier.

Under Major Ivan Hirst, besides utilizing the factory farms, the large piece of land in front of the factory was planted with grains and potatoes. The export of the first Beetles to Holland in 1947 was in large part undertaken to buy foodstuff for the factory kitchen from the Netherlands. Volkswagen did not only provide food for its workers but also provided 3 500 meals a day for the local kindergartens, hospitals and schools of Wolfsburg all below cost or free.

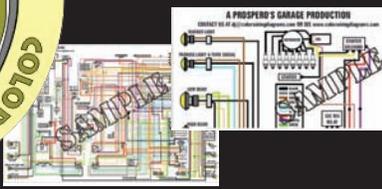
Eventually the food situation in Germany improved considerably. But for Volkswagen, providing a decent meal was an important part of the benefits of working there. As I was working for Volkswagen in Mexico, we would get chefs from Germany to supervise the cooking and I must admit we did get first class food. Some of it was even near gourmet quality. We were also provided, this being Mexico, with plenty of tropical fruit. One of the German chefs from the Mexican Volkswagen factory kitchen I met later here in California where he owned a very successful restaurant, where he prepared some very good and interesting German-Mexican dishes. I used to go there sometimes to eat and we would reminisce about our times at VW in Mexico.

Today at VW, the head butcher responsible for the sausages, Francesco Lo Presti, is supervising 30 butcher helpers to make about 30,000 sausages a day to keep the supply going. 2016 saw for the first time the introduction of Volkswagen the curry sausage for vegetarians and for vegans.

I have never eaten a Curry-Wurst. But according to the latest reports it is now also available in New York. I still have hopes. Maybe like the car, it will eventually find its way west. ■



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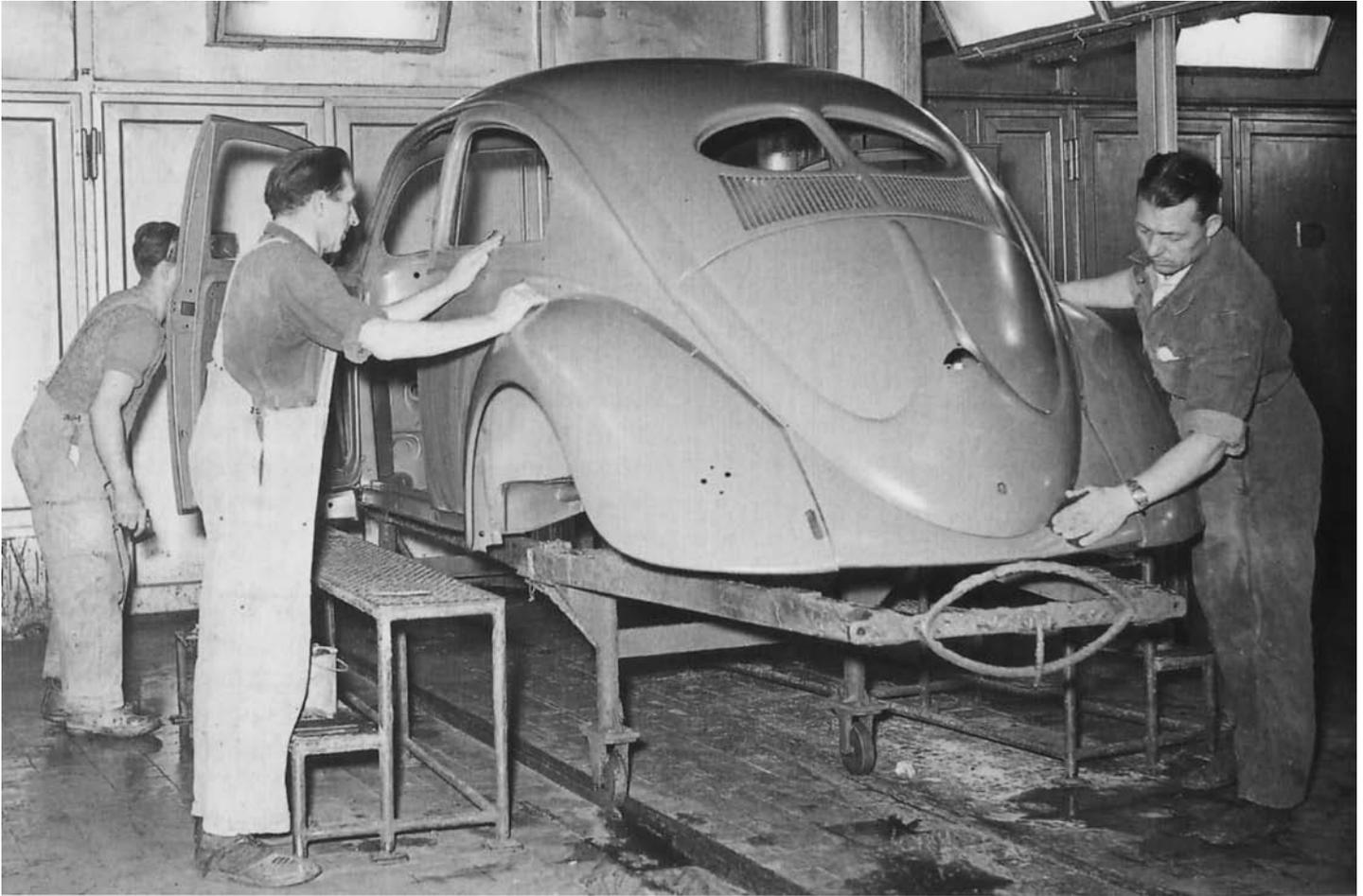
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PAINTING THE VOLKSWAGEN

Part two

When the Volkswagen factory was originally planned, it was designed to use the most modern, advanced painting equipment, including dipping tanks to submerge the unpainted bodies in a cleaning and bonderizing phosphate solution. Unfortunately this was one area of the factory that was destroyed by the bombing attacks in WW2. As a result, by the time after war production started, Volkswagens were not dipped, and large interior areas were not painted at all. It did not help that at the start of after the war production all cars were painted with nitrocellulose lacquer. Enamels were not available, beside all the baking facilities to dry them were not working. Nitrocellulose, which I will from now on just call lacquer, to differentiate it from enamels, was for a long time a material very much liked for painting show cars. What the show car people liked was that when properly applied, it did not leave an orange peel appearance, usual common with enamels.

Lacquers had to be diluted by at least 50% but usually with more therefore necessary to apply many coats. In some case over a hundred to reach an acceptable film thickness. For many years many ignorant people asked: "How many coats of paint does your car have"? This question was justified using lacquer. Some of the owner of show cars did play up the fact that their cars had 100 coats of paint or even more. That is where and why the erroneous notion started that the more coats applied the better.

To make a lacquer painted car look good, it had to be sanded between coats and polished with a rubbing compound. The polishing was a very labor-intensive operation. In the fifties and early sixties after painting a Volkswagen or a Porsche complete, it would take two of us painters to rub down a car with a rubbing compound an entire day - two times eight hours - and that before we applied the wax, which was mandatory. There was no need to go to the Gym to exercise after a day's work like that. After the car was rubbed down with rubbing compound, wax had to be applied to protect the paint from the elements. While show car painters and repair shop painters had to go through a lot of time consuming effort,



the factory used short cuts and the finish on the early new cars were kind of semi glossy or even flat.

Another disadvantage of lacquer was that it was very brittle. For instance, especially the sloping front of the Beetle would catch a lot of gravel. The impact of gravel from the bad roads after the war made the paint just fly off, right down to the bare metal in most cases. Many of these cars, after a trip on bad roads, looked like they were sandblasted. Customers would come and ask us to touch up the paint. We would do this with little brushes and fill in the exposed spots with paint. A service we used to provide free of charge. For many years it was common for car dealers to sell such touch up paint kits through their parts departments.

In some less advanced countries lacquer was used for a long time. While working for Volkswagen in Mexico during the 1970s, I was able to convince the VW dealers to finally switch to enamel paints for the repair of Volkswagens. This was about the last time I encountered nitro-cellulose paint. I doubt that this material could be legally used today. I am sure the EPA would step in quickly

to stop the air contamination with all the lacquer thinners evaporating and saturating the air. Very little of the lacquer material would actually stay on the car; most of it did just evaporate. One advantage Nitro-cellulose had for painters was if there were any runs, or other defects they could easily be corrected by sanding and polishing. Properly applied nitro-cellulose paint looked very good, it gave a mirror like finish at least for a few days, and was for that reason, as I said before, very much liked for show cars.

The big change at Volkswagen, as far as the quality of the paint was concerned, came with the introduction of synthetic enamels on February 6th 1949. This happened just before the introduction of the 1949 Export models and convertibles. Just as the introduction of nitrocellulose was in 1920, enamels were a big improvement. Enamels would give more coat thickness with fewer coat applications and were glossy right from the start. On top of it, enamels were more flexible and more durable. It did however have one disadvantage, it dried slower. At the factory this disadvantage could be overcome by baking the paint. That is where the expression of baked enamel comes from. This baking had the additional effect that when the heat hit the



paint, it became liquefied again and the paint reflowed, thus to some degree diminishing the orange peel, that was normal for enamel, and further increased its gloss. The heat of baking the paint was so intense that many of the cars panels would get distorted and had to be readjusted.

The new painting process that had started on Feb. 1949 at the factory went like this. After the basic body was welded together and most bolt-on parts like the doors, hoods and engine lids were mounted the whole car had to go through a thorough cleaning process to remove all grease and other contaminants to get it ready for the primer application. This was done by submerging the whole body in a cleaning bath for twenty five minutes. The drying after by forced hot air took about eight minutes. After that the body was submerged again into a zinc phosphate solution, a process called bonderizing. This extremely thin coating protected the metal against corrosion and promoted the adhesion of the following primer/filler coats. It left a greyish dull finish that allowed inspectors to visually check for any imperfections of the metal. Next came a primer coat, applied during the early days by hand held spray guns, later as the factory was more modernized the primer would also be applied by also submerging the body in a tank full of a 92% water and 8% primer/pigments

solution. The body was charged with positive electricity and the primer was negative, causing the primer to adhere to the metal in an even and complete coat. In the early days the primer had to be wet sanded to remove small imperfections before the final coat was applied. These final color coats were originally all applied by hand. Later robots were used but the shape of the Beetle did not allow for robots because of all its curves and angles. Today this is done by an electrophoresis process. Robots spray the paint close the surface and the electronically charged car attracts the paint allowing for an evenly covered surface

As the first Beetles with the new enamel paints arrived at the distributor I worked for, we immediately noticed the dramatic improvement in the quality of the finish. For us painters it was a new beginning and we had to learn a new way of painting, which we were eager to try. It took us a long time before we got a handle on how to work with these new materials.

For those who are not too bored yet, we will continue with a lot more information and experiences with painting the Wagen in the future. ■



VolksWorld's Winter Driving Tips

With the snow set to return this week we thought we'd give you a few pointers of what to keep in your car in case you get in a jam. If the weather reports are correct we are in for some serious snow falls towards the end of the week.

We know that many authorities have stressed how important it is to be prepared for heavy snow and some of it is pretty much common sense. But in case you're at a loss what to do if you need to travel in the snow, your car gets stuck or you want to know what to take with you, here are a few pointers.

At all times, it is important to keep a properly inflated spare tyre, wheel wrench and tripod-type jack, tool kit and jump leads in your car. A high visibility vest is highly recommended as well. Snow or know snow, these should already be in your car!

- Keep your fuel tank full at all times (you don't want to get stuck on a quarter full tank for hours. It will soon run out on idle and then you won't have any heat).
- Check brakes, wiring, hoses, adjusting spark plugs and fan belts.
- Check air, fuel and emission filters
- Inspect the battery.
- Inspect tires for air, wear and tread depth.
- Keep fluid levels full, especially antifreeze and wiper fluids.

In case you do get stuck, there are essential things to keep in your car to help until you get out. Make sure to replenish and restock your supplies, keeping things up-to-date. A good winter driving survival kit should include:

- Mobile phone and charger
- Working torch and extra batteries
- High visibility vest / jacket
- Reflective triangles
- First aid kit
- Ice scraper and window brush, window cleaner
- A can of de-icer
- Scissors
- String
- A tow rope
- Small shovel (collapsible ones that the military use are available on eBay)
- Blanket, extra gloves, hats and socks and if you can, those rechargeable hand warmers available from Millets.
- Nuts, hard candy, dried fruit, a small supply of high energy, non-perishable food
- Keep clothing and food in waterproof storage bags
- Bottles of water
- Bag of salt or cat litter is a good idea too. Cat litter is like grit and contains salt.

A lot of people also recommend snow chains, but others say these are more of a hindrance as you are NOT allowed to use them on tarmac with no snow cover so you have to keep stopping to take them off/put them on. It won't hurt to have

them for emergencies but they really only come into play on very deep snow and thick ice. Plus they are known to come off and damage your wheel arches. Not ideal on a lowered Volkswagen eh? Michellin has produced the Easy Grip snow chain which are said to be great for lowered cars. They certainly are better than nothing and could be good in a tight spot. Your best bet, however, is to buy 4 cheap steel wheels and put some decent snow tyres on them. When the winter comes you simply swap your wheels over. These will be good for at least 3 winters. Tall and narrow snow tyres are the best so those with 17-inch wheels could downsize to 16 or 15-inch to get a taller side wall. Remember to put your normal wheels and tyres back on though when the temperature warms up - generally above 10 degrees.

If you do get stuck, try to resist leaving your vehicle. Only do so if you know how far you have to walk until you reach safety.

As for driving on the snow it goes without saying that you **HAVE** to slow down.

- Keep a greater distance from the car ahead
- A car travelling 55 mph covers 81 feet per second. Distance between vehicles should double in marginal conditions, from one car length for every 10 mph of speed to two or three car lengths depending on just how bad conditions are. For example, on snow and ice, cars travelling 40 mph should be eight-to-12 car lengths apart.
- Start slowing sooner for stops and turns
- Don't turn the wheel too fast. Take corners slowly and smoothly.
- Try not to spin the wheels. Use the engines torque to get moving by feathering the clutch.
- Steer into skids - if your car is sliding to the right, turn the wheel to the right until you have control, then gently steer back onto the road. Often there's time to pull off this manoeuvre; sometimes there isn't.
- If a car starts to slide when the brakes are applied, stop braking immediately, and apply the brakes again, but more slowly. If you have ABS, do not pump the brakes, keep your foot down and let the ABS do its thing.

Even with good coolant, snow tires, traction/stability control and 4-wheel drive, keep in mind that driving in snow, sleet, and ice is very treacherous. And even if you maintain control of your car, not everyone else will. So don't ever get lulled into a false sense of security. Do everything slowly and gently and be aware of the conditions and your surroundings.

We found an excellent website which gives you lots of tips from driving in blizzards and on snow and ice to choosing the right snow tyres for your needs.

Check it out here: <http://www.onthesnow.co.uk> ■

Letters

Dear Michael,
Merci Beaucoup for the great work you do for our *Vintage Voice*. My Karmann Ghia was presented in the Concours in July. Great show, beautiful autos, etc. My Ghia was the only VW in the Concours. It was an honor to be there. Thought you might like to see the enclosed.



Bonhams

1963 Volkswagen Karmann Ghia Convertible

Michael Reese II ~ San Francisco CA

As German living standards increased in the mid-1950s, Volkswagen commissioned Wilhelm Karmann, the largest independent automobile manufacturing company in Germany, to build a sporty car based on its Type 1 (Beetle) chassis. Karmann went to Italy's Ghia to create the body design. The Karmann-Ghia was a halo model intended to demonstrate that Volkswagen could build an affordable sports car that retained VW's quality and reliability. The styling by Luigi Segre borrows from Virgil Exner's 1953 Chrysler D'Elegance and Raymond Loewy's designs for Studebaker. It is powered by a 34 hp air-cooled, rear-mounted 1192 cc 4-cylinder boxer engine fed by a single Solex 28 PICT carburetor. New, it could do 0-60 in 18 seconds and had a top speed of 75 mph. There were just 3,387 convertibles produced that model year.

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Congratulations for getting your Karmann Ghia in the concours as some of us know, that isn't an easy task, ask Christopher Vallone of Classic VW Bugs. I've taken the liberty of enclosing the photo you sent as well as the placard that the concours gives you for the car, once again congratulations and by the way folks, if you're ever in the San Francisco area, be sure to stop and see Michael at PUERTO 27, Peruvian Kitchen & Pisco Bar, where Michael is the guest Chef, 525 Crespi Drive, Pacifica, Ca. 94044.

Dear Michael,
I'm enclosing \$36.00 for membership renewal counting on, as I said on the phone yesterday, being around at least 2 more years!

You mentioned helping veteran's widows put Civil War items on eBay-due my age, (85), and the age of my father when I was born, my own grandfather was in that war, (Confederate side-my father was a Mississippian), but I do not have any items from his experiences in it, alas.

Thank you for taking my call and many thanks to all of you-you especially I believe for keeping the VVWCA newsletter going-and growing!

June (Irwin)

Thank you so much June for your wonderful phone call, it means so much to me and all of us to get these kinds of calls of course and especially from someone of your years who is still so interested in their Volkswagen and into



the club and seeing that you still have the interest in its growth, how refreshing! Thank you once again.

Dear Mr. Epstein,
My name is Mirta Cali and I live in Redwood City, California. I have been trying for several months to search for a website that could help me and when I came across the site for Vintage Volkswagen Club of America, I thought perhaps you may be the one that could point me in the right direction.

My father, Juan Arsenian of San Francisco, California, is the proud owner of a 1966 VW Fastback. He purchased his "baby blue" as soon as the dealer called him to say it had finally arrived. It was our family's first car and we enjoyed it every single weekend.

Now, 50 years later, we have finally convinced my father that the time has come for someone else to enjoy this wonderful old car. I'll have you know that this car is in mint condition with all original parts and original paint as well.

All these years my father has taken care of that car as if it were his baby. He just loved it and made sure that everything was running smoothly. It still does. My father is 88 years old and still working. He is considered still as one of the best watchmakers in San Francisco. He has repeatedly received the Certificate of Honor from San Francisco.

At this point in his life, he is still taking care of the car but not really driving it much anymore. It is for that reason that he has decided to sell the car to someone who will appreciate it and continue the care of it.

Mr. Epstein, can you possibly advise me as to how to go about finding someone who might be interested in a vintage VW Fastback. I wasn't sure if perhaps any of the members would have any interest. I appreciate any help you can give to me.

Sincerely, Mirta Cali

I wrote back to Ms. Cali that I thought getting in touch with Rick Spohn of the Golden Gate Chapter was her best bet, maybe he could run an ad in the next Golden Gate Chapter newsletter for her or turn her on to someone in the area. I also told her about TheSamba.com and our Facebook page. I told her about a '67 Fastback I had and wished her luck and that was that. You generally never hear from these people again, but was I in for a surprise!

Dear Mr. Epstein.

I just wanted to thank you once again for directing me to Mr. Rick Spohn. After several emails back and forth he was able to register me at the last minute to the 32nd Annual VW Car Show which was being held in San Jose on April 17th. San Jose is only half an hour from where we live.

Looking at all the cars coming in to the show, my father's was the only Fastback we saw drive in.

Within 2 hours the car was sold. We were shocked. . . happy, but still amazed at how quickly it sold.

The buyer was a wonderful man and his wife who have been collecting VW's but were missing the Type 3 Fastback. What was to be a sad experience for my father to sell his "baby" of 50 years, turned out to be a great one knowing that the person who purchased it was going to take care of it as well as my father had all those years. Thank you again for helping me thru this process and introducing me to Mr. Spohn. It worked!

Take care, Mirta Cali

Dear Mike,

Once again you proved you could do it. Well done. Got done reading it for the second time. I for one (don't do drugs) but my VW addition continues to grow. What a great feeling reading and doing anything connected to a VW. I know it takes a team to do the magazine, but the layout and articles are outstanding. I just got back from my vacation to California and Arizona. A visit to see my grand kids also to go to the Bus Show and vend at the host hotel. We also attended the New Classic at Parado Springs and vended. All in all it was marvelous. We met so many new people from various countries it was mind blowing. Rich Kimball is "The Man". (I couldn't agree with you more). He sure knows how to put on a show. Also my good friend West Leffingwell was there at Parado with my old "51 and Allstate Trailer. I also had the pleasure of handing him #83 accessory to install on the car. All in all I must tell you VW nuts Parado is the place to go around Father's Day for 2017. There were over 1,000 VWs. (Insane!) That's about it for now, once again Mike, well done!

The Weiner Foundation, Phil HotDog Weiner.

Phil, your comments and story submissions have been welcomed since the inception of our club and welcomed and your compliments taken with pride, thanks so much! ■

Mike



Easy-to-use Wiring Diagrams now available for vintage sports car & motorcycle enthusiasts.

Cumberland, RI - Baby-boomer Doug Jacobs works tirelessly to help his fellow car and motorcycle enthusiasts. The problem, as he sees it, is that when a classic car or motorcycle experiences an electrical problem, the wiring diagrams they are forced to turn to can be more work than the wiring. These diagrams appear to be made for people who have never heard an optometrist say "reading glasses."

The 11" x 17" Color Wiring Diagrams from Prospero's Garage were specifically created for car and motorcycle enthusiasts who, because they've crossed the four decade mark, can't read tiny factory wiring diagrams. The type is small and the factory or other aftermarket diagrams are rendered in black and white, while the car's wiring loom exists in Technicolor.

"I'll be the first to tell you, it wasn't that big a problem 25 years ago when I got in this business," says Doug Jacobs, proprietor of Prospero's Garage and once factory trained BMW motorcycle mechanic. "It's not that the factory wiring diagrams, or diagrams from aftermarket repair manuals have gotten worse...it's just guys in their 40s and older can't read these things."

Doubling the size of a diagram is great for older guys, but even more useful to the classic car or motorcycle enthusiast of any age are three other features of the wiring diagrams from Prospero's Garage – Color, Legends and Lamination.

Doug: "Color. That's really one of the hardest things for the shade tree mechanic. All those black wires run together into a mess of electrical spaghetti. The factory manual will say a wire is supposed to be 'N/LGN'*, but what does that mean to the typical guy who does this for fun? So we always use the same colors on the wiring diagram that you see on the wiring loom. It doesn't require translation." *(brown wire with a light green tracer).

Doug: "Legends – or Lack of Legends. Every component on our diagrams are labeled right there on the page. Anyone whose done any electrical de-bugging will tell you – tracing your way through the wires, only to have to turn back four pages to find out what component numbered "142" actually is – well, it's infuriating. You've lost your place and now you have to hunt back through the mess to find it again."

Doug: "Lamination. Big problem – if you're working on your car or bike, your hands are probably dirty. If you're using your original copy, you can bet it'll be useless after one or two sessions. Other guys make 20 copies of the black and white version so they can throw the dirty copy away. Ours are laminated and are, essentially, permanent. Just don't wrap it around a hot header pipe."

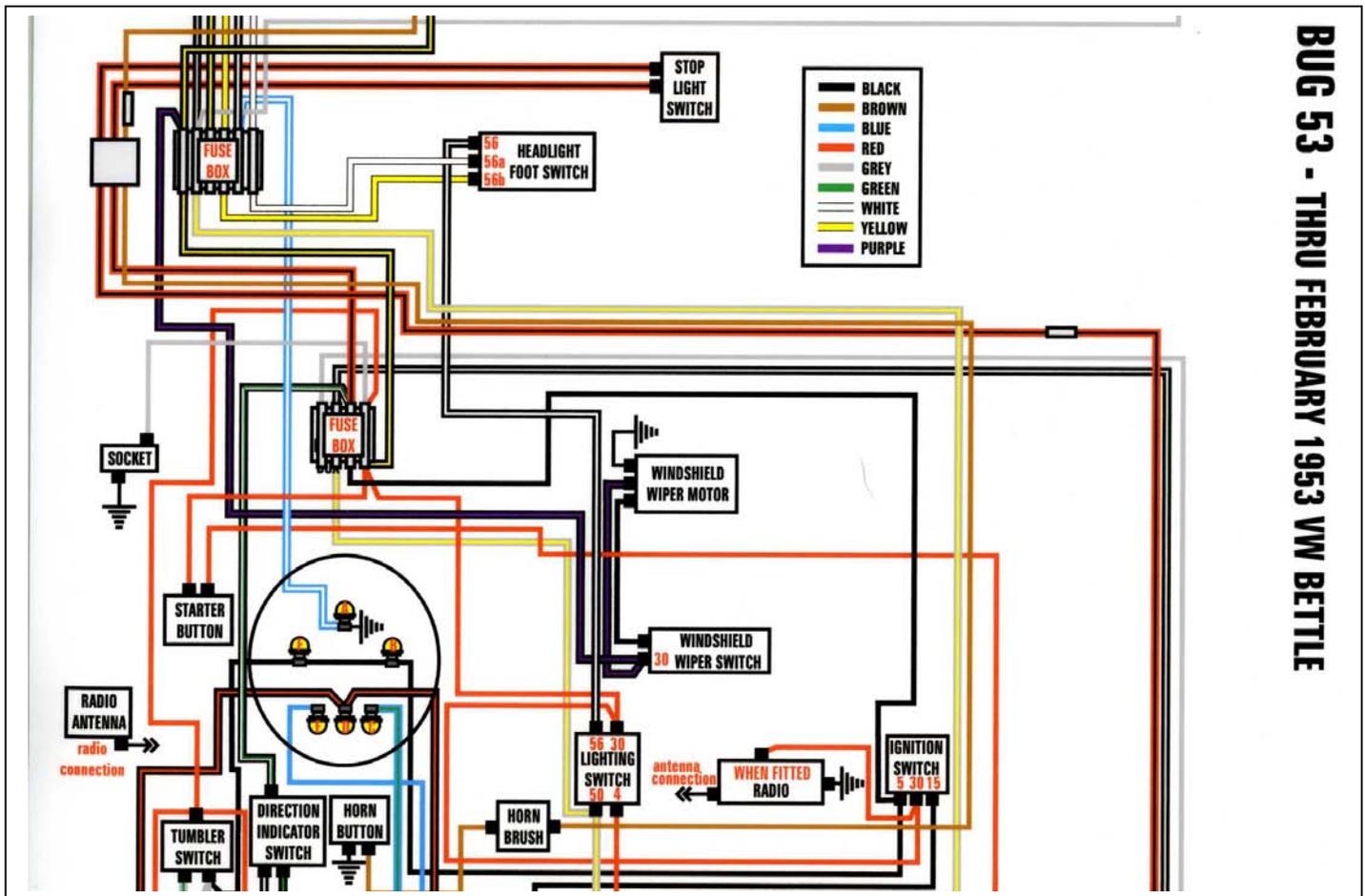
Sales have been brisk at British car shows, motorcycle rallies, through enthusiast groups on the Internet with over 15,000 happy customers.

The wiring diagrams from Prospero's Garage first started out in 1999 as something to help out Mr. Jacob's friends. "A lot of guys I knew had recently acquired BMW Slash 5 motorcycles. A lot of them needed help re-wiring. So I obtained some factory diagrams, and reworked them so they could

be useable." Before long, he began supplying them to other BMW motorcycle enthusiasts, and various BMW car club members.

Once the popularity of their diagrams spread, Prospero's Garage started offering color-coded wiring diagrams for many classic British, German, Italian and Japanese cars, BMW and Harley Davidson motorcycles. They are working constantly to expand the line – often the biggest constraint relates to sourcing the factory diagrams they use for source material. New offerings for 1960's and 70's American muscle cars are in the works, as well as an ever expanding line of European & Asian classic sports cars – and even classic Toyota Land Cruisers!

You can find them on the Web at www.colorwiringdiagrams.com, or you can contact them at prospero@colorwiringdiagrams.com.



These are super nice wiring diagrams, I had then send one for a late 1952, early 1953 VW Beetle or Zwitter. It is very easy to see and use, original wire colors to make it real easy, it's big, 11" x 17" and laminated means it'll last a long time and it'll be easy to keep clean, that'll be nice as I hope a friend of mine is getting close to starting the restoration process on his '52 Zwitter. You really need to have one off these wiring diagrams, check these guys out.

Department of Justice, Office of Public Affairs
Friday, September 9, 2016

Volkswagen Engineer Pleads Guilty for His Role in Conspiracy to Cheat U.S. Emissions Tests

James Robert Liang, a Volkswagen engineer, pleaded guilty today for his role in a nearly 10-year conspiracy to defraud U.S. regulators and U.S. Volkswagen customers by implementing software specifically designed to cheat U.S. emissions tests in hundreds of thousands of Volkswagen “clean diesel” vehicles, the Justice Department announced today. Liang’s plea agreement provides that he will cooperate with the government in its ongoing investigation.

Liang, 62, of Newbury Park, California, pleaded guilty today to one count of conspiracy to defraud the United States, to commit wire fraud and to violate the Clean Air Act. He was indicted under seal on June 1, 2016, by a federal grand jury, and the indictment was unsealed today. The case has been assigned to U.S. District Judge Sean F. Cox of the Eastern District of Michigan.

According to the plea agreement, from 1983 until May 2008, Liang was an employee of Volkswagen AG (VW), working in its diesel development department in Wolfsburg, Germany. Liang admitted that beginning in about 2006, he and his co-conspirators started to design a new “EA 189” diesel engine for sale in the United States. According to Liang’s admissions, when he and his co-conspirators realized that they could not design a diesel engine that would meet the stricter U.S. emissions standards, they designed and implemented software to recognize whether a vehicle was undergoing standard U.S. emissions testing on a dynamometer or being driven on the road under normal driving conditions (the defeat device), in order to cheat the emissions tests. Liang admitted that he used the defeat device while working on the EA 189 and assisted in making the defeat device work. In May 2008, Liang moved to the United States to assist in the launch of VW’s new “clean diesel” vehicles in the U.S. market, according to the plea agreement. While working at VW’s testing facility in Oxnard, California, he has held the title of Leader of Diesel Competence.

According to the plea agreement, employees of VW and its U.S. subsidiary met with the EPA and the California Air Resources Board (CARB) to seek the certifications required to sell each model year of its vehicles to U.S. customers. Liang admitted that during some of these meetings, which he personally attended, his co-conspirators misrepresented that VW diesel vehicles complied with U.S. emissions standards and hid the existence of the defeat device from U.S. regulators.

As part of the certification process for each new model year, including model years 2009 through 2016, the co-conspirators continued to falsely and fraudulently certify to EPA and CARB that VW diesel vehicles met U.S. emissions standards and complied with the Clean Air Act, according to the plea agreement. Liang admitted that during this time, he and his co-conspirators knew that VW marketed its diesel vehicles to the U.S. public as “clean diesel” and environmentally-friendly, and promoted the increased fuel economy. Liang and his co-conspirators knew that these representations were false and that VW’s diesel vehicles were not “clean,” he admitted.

In connection with pleading guilty, Liang admitted that he helped his co-conspirators continue to lie to the EPA, CARB and VW customers even after the regulatory agencies started raising questions about the vehicles’ on-road performance following an independent study commissioned by the International Council on Clean Transportation, which showed that the diesel vehicles’ emissions on the road were up to 40 times higher than shown on the dynamometer.

The FBI’s Detroit Office and EPA-CID are investigating the case. Deputy Chief Benjamin D. Singer and Trial Attorney Alison L. Anderson of the Criminal Division’s Fraud Section, Trial Attorney Jennifer L. Blackwell of the Environment and Natural Resources Division, and Criminal Division Chief Mark Chutkow and Economic Crimes Unit Chief John K. Neal of the U.S. Attorney’s Office of the Eastern District of Michigan are prosecuting the case.

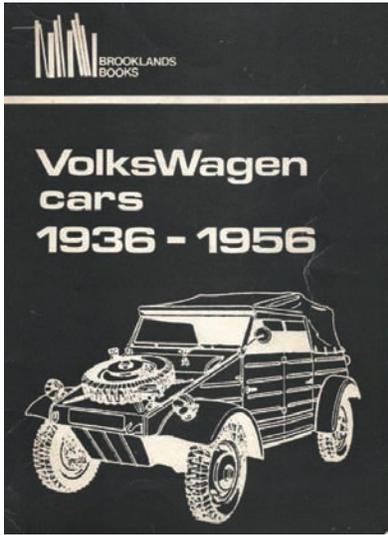
VolksWagen cars 1936-1956

This booklet is a re-publication of 41 articles written about the early years of Volkswagen published in the British and American press between the years 1936 and 1956. The articles appeared in Autocar, Autosport, Das Auto, Car & Driver, Motor, Motor-Kritik, Motoring Life, Light Car, Practical Motorist, Road & Track and Wheels, over an 8 year period. Giving first opinions and impressions about the newly developed Volkswagen. A soft cover 62 page book published by Brooklands Books in England. It includes many black and white photos and drawings.

Image, reading about tests and articles published during the first few years of the Volkswagens appearance on the world stage. This publication is full of them as I have mentioned. I could not find out what year this booklet was first published but did find out and was surprised that 6 used copies of it are still available on Amazon, starting at \$13. Neither do I know what year I acquired this book. Since it is rather thin, 62 pages, it kind of disappeared among all the other books I have. Many years ago I wrote about one of the many articles contained in this book for the Vintage Voice. What caught my eye at the time was that an Englishman made a convincing claim that he had actually designed the Volkswagen engine while he was chief engineer at NSU in 1934/35. As we know the Volkswagen engine was based on the NSU engine after some modifications by Xavier Reimspiess. I will write about it some more since I have become aware of more new details.

Many articles were written by English journalists who were invited to test drive the very new Volkswagen while they were visiting Berlin, Germany, on the occasion of the 1938 and 1939 Berlin Auto shows. At the time of their visits they were given the opportunity to try them out and also the newly build Autobahn and made some comments about them too. One detail of the journalists experiences seem to stand out most, it was the fact that the Volkswagen could be driven for hours with the throttle wide open at top speed. Also an estimated gas mileage of 40 mpg was reported by a few and seen as very favorable.

Others included in their articles in great detail the many new and different technical features the Volkswagen incorporated and whether the British car industry should



study the Volkswagen to get some ideas for a British Volkswagen.

Later articles written during the war started to cover the military VWs. As the war progressed some captured Kübelwagens and Schwimmwagens were closely inspected and tested. Others were used and even enjoyed by the Allies using American or British military markings.

After the end of the war, Volkswagen received even more interesting write-ups in the automotive press, and many are published in this book. The phenomenal success of its exports is noted in many British fan magazines. The Americans press also started to get interested and paid attention to the car and tested and commented on it. However I found one article listed in Contents as having come from Road &Track of July 1955 actually missing.

I found this book very interesting. It takes you on a journey describing the Volkswagen saga starting in 1936 and features opinions and impressions of a diverse bunch of journalists and automotive experts. Many of the articles include very detailed technical analyses not known to many. ■

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VOLKSWESTON 2016

by Mike Epstein

May 21, 2016 saw yet another picture perfect day for the Mo-Kan VW Club's VOLKSWESTON show in the historic pre-civil war town of Weston, Missouri on the banks of the Missouri River just north of the Kansas City area.

This show becomes more and more popular each year as it's centrally located to bring in people from a 6 state area and includes camping for 2 nights in the nearby Weston Bend State Park located near one of the stops along the Missouri River by Lewis and Clark on their way to the Pacific Ocean back in 1803.

A popular area known for growing tobacco and the McCormick distillery, Weston draws travelers from all over for its historic downtown, homes, views, rolling hills, and shopping. It's a real family show with plenty to do for everyone.





This year was no different as we filled all available spots that were open to us and then some. The wonderful people of Weston have invited us to literally take over the historic downtown area and it doesn't hurt their business either.

For the people coming from out of town, as I mentioned we have campsites available, but limited to a first come first serve basis, reservations are encouraged if you plan on coming, so keep that in mind.

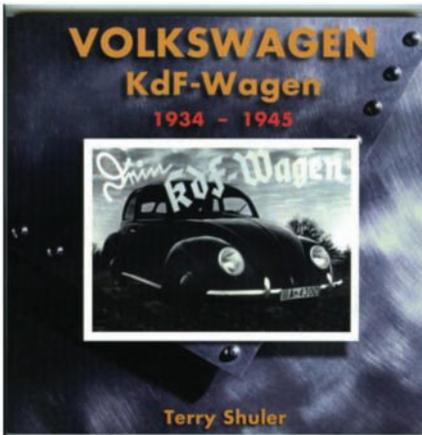
This year, as was last year, the raffle benefits the Farmer's House, a non-profit organization based in Weston, Mo. The first 50 pre-registered entrants received 2 tickets for a free dinner Friday night at The Farmer's House, talk about a great deal!

The Farmer's House, (<https://thefarmershouse.org>), is a combined dream of two families who met at a preschool for children with developmental disabilities. One of their biggest concerns was for their future. Every parent hopes that the future includes a safe environment for their child's individual needs and a fulfilling and valued lifestyle. In 2006 out of these hopes and dreams The Farmer's House, Inc., a not for profit 501(c)(3), was born. The idea of a working farm where children, youth and young adults could live, work, play and grow took shape and the process of learning as much as possible about existing farm or ranch communities for individuals with developmental disabilities was undertaken.









VOLKSWAGEN
Kdf-Wagen
1934 - 1945

Terry Shuler

**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. Send your check to:
Terry Shuler, 2556 Carnegie Dr., St. College, PA 16803





The Mo-Kan VW Club is proud to be able to help out such a worth-while charity and organization as the Farmer's House and hopefully will continue to do so in the future.

The show gets started pretty early, as with most shows, with the volunteers showing up at the crack of dawn and by the way, if you were a volunteer, the Mo-Kan club thanks each and everyone of you because without you, we couldn't do it. All volunteers received a show T-shirt, of course, as did all of sponsors. Sponsors also received their company's name on the T-shirt as well. This years design, as in the past, was a design by our very own Kevin Ott, a real artist in his own right, great job Kevin and thank you for your efforts each year!

Besides all the beautiful show cars, I have to say there seemed to be some more than unusual cars this year and not just the usual cars which was nice, how about a VW powered Cat? Last year we had a plane! No complaints about the variety to say the least, from water-cooled classics to the newest GTi which is something this Vintage VW nut loves as a daily driver. I have to admit though I'm still enjoying my 2005 GTi just like the first day I bought off the showroom floor. It helps to bring it up to 250 hp from its stock 180 hp too! Would I rather have my 1957

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show winner back from Japan, you bet!
What an idiot I was.

Besides the beautiful cars, there was also valve cover racing which is really big at our show, so big that I hear one person's rig was so good, that it almost didn't happen last year because his always won. But it's back with a vengeance. 79 awards were given out in 29 classes including the valve cover races. We filled the 150 registration spaces we had reserved for show cars and more in the overflow lot.

What I love about our show is the fact that even though I've been a member of the club for 23 years now, I find it difficult at best to make our monthly meetings due to my work schedule, this is the only time that I get to see my VW family hear in the Kansas City area.



This year was also different because normally Howard Query has been coming to this event for as long as I've been a member and this year he wasn't there. It was very sad and I miss him very much but it made me stop and talk to people a little differently this year and vice-a-versa.

The Mo-Kan Club would like to thank our sponsors, the Vintage Volkswagen Club of America, Northtowne Volkswagen, Molle Volkswagen, (Thanks for the

raffle prizes), the entire town of Weston, Missouri, The Farmer's House, Wolfsburg West, (Thanks Tony), Mid-America Motorworks, (Thanks Mike), Bud Brown Volkswagen, Vintage Dub, Specialty Buggy Supply, KC Dubs Club, House of Lube, Blair Detail Co., Easy Scrape Auto Detail & Pin Stripping, Lost Tules Restaurant & Cantina, Over The Hill Gang VW Club, Sioux City, IA, J&K Awards, Kustom Creations & Vinyl Design, MST, Paul & Jacks Tavern, and Howard Read.



I would also like to thank the German Car Club of Kansas, a Chapter of the VVWCA for coming out in force from the Salina, Kansas area with their 1974 Super Beetle which was raffled at Sonnenblumen Autofest 2016, the GCCK German car show on Saturday, September 24th.

The Mo-Kan VW Club would also like to thank everyone involved with helping out with the show and everyone who came out to be with us and enjoy each other's company, it was a blast and we all can't wait until next year for what's sure to be an even bigger event. If you find yourself in the Midwest, particularly in the Kansas City area around May, please stop by and see us, you won't be disappointed I guarantee it. Keep on Buggin'. ■

P.S. To see the list of award winners, please see our June issue of the Mo-Kan VW Club newsletter and visit our website at mokanvwclub.org for photos from our past show and for club information and how to join.

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

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

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To buy an old Porsche or pre-68 VW bus, pickup truck, camper, kombi, micro or deluxe. Know of any for sale? If I buy it, I'll pay you a referral fee.
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Very clean stock car, not modified. Runs great. Repainted original color. Always kept in garage. Asking \$5800. Please email: paulab53@yahoo.com or phone: 760-592-9724



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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@vwca.com, Mike Epstein.

REISEN MIT RICO, TRAVELS WITH RICO

An Anthology of Memories, from Landgut Burg, Stanford-in-Germany, 1968-1971
Landgut Burg, Stanford-in-Germany Campus. Beutelsbach, West Germany

Used with permission from Tod Tolan

Editors note: I met Tod through our Facebook page, he had mentioned something about Rico and I got in touch and asked him if there was more to the story, so here it is, some of it is not always about the VW, but I think you'll find the writing quite entertaining all the same.

Acknowledgements: This fun project began as a series of Internet conversations about our respective undergraduate experiences while in Germany. This document represents hours of enjoyment, connecting and sharing from April of 2000 to October of 2001. We'd like to acknowledge Barbara Rust Berring, Linda Gibson Schwall, Tim Gillespie, Phil Olsen and Margaret Chilton Tolan for their monumental editorial contributions. We thank Cammy Mowery, John and Carol Boone Glaser, Jean Grubb Eagleston and Barbara Rust Berring for hosting our wonderful mini-reunion parties. Vielen Dank's go to Nelson Dong, Rob Towner, Larry Bridges and Birgit Kapp for their guidance, legal advice and audio/video contributions. In the Stanford alumni magazine office, we are indebted to Ginny McCormick, Kevin Kool, and Chaney Rankin. Thanks go to class correspondents Margaret Earl Cooper '71, Dave Valesquez '71, and Douglas Adams '72 for their timely "Rico" progress postings. We are grateful to Robert Hamrdla for his years of service to the overseas programs and continued support of this anthology. Thanks go to the alumni office, and especially to Young Boozer '71, Diane Kirk, Lauren Black, and Gaby Tovar. I want to acknowledge my mother, Bettylou Drake Tolan Burget (1916-1983) who, through sacrifice and encouragement, made it possible for me to attend Stanford University and grow from the Landgut Burg experience.

An Anthology of Memories from Landgut Burg, Stanford-in-Germany, (1968-1971)

Travels with Rico traces the exploits of Stanford University undergraduate students on and off their overseas campus near Stuttgart, West Germany in the early 1970's. The extremely popular European campus resided on "Landgut Burg", a vine-covered butte overlooking the Remstal (Rems Valley) and the Dorf (village) of Beutelsbach, Baden-Württemberg (German state), in BRD (Bundesrepublik Deutschland = West Germany). Selected Stanford University students from the graduating classes of 1970-72 spent six-month sessions on this Stanford-in-Germany campus from the summer of 1968 through the spring of 1971.



The Volkswagen automobile success story demonstrated to the world the prowess of German engineering and the impressive economic recovery of post-WWII Germany (Wirtschaftswunder). Central to the story line of Travels with Rico is a tiny 1953 Volkswagen bug that was nicknamed 'Rico' after one of its early owners. This particular representative of the VW family passed from group to group and ferried a series of students throughout the European continent. Rico the automobile assumes a personality and strength of his own which persists until his self-imposed exile and subsequent arrest by overzealous Italian officials in 1971. Our story begins when the car's first student owner, Richard Dinihanian, arrives at Landgut Burg as part of Stanford-in-Germany Group XXI, summer-fall 1968. Richard procures the VW and over the next 6 months becomes a living legend among subsequent student groups. We think you will enjoy these memorable and often humorous offerings from more than two dozen Stanford alumni.

Sincerely,
Tod Tolan '71, Editor
Reisen mit Rico Committee:

RICO AND LANDGUT BURG

By Tod Tolan, Group XXIV

As far as I am able to piece together the story of 'Rico', the 1953 gray VW beetle bug, I believe it starts with Group XXI, in the summer and fall of 1968. Group 21 included such memorable Stanford students as Carol Boone, Mary Townsend, Paul Fink, Pam Gard, Barbara Rust, Tom Colby and Richard Dinihanian. No discussion of Stanford-in-Germany during those years would be complete, however, without mention of the extremely notable and larger than life Frau von Radecki.

Frau Von, as she was usually addressed, was much more than a permanent professor of Hochdeutsch at Landgut Burg. To be sure, she was a primary educator for the most advanced German language students. But Frau Von was so much more than syntax and sentence structure. Frau Von was the self-appointed cultural guru of Landgut Burg. Frau Von was knowledgeable in anthropology, literature, opera, music, dance, architecture, sociology, history, as well as multiple languages. Frau Von influenced the lives of every Stanford-in-Germany student during her tenure on Landgut Burg. Frau Von organized dance lessons followed by an all campus waltz party in the Ratskeller. She hosted groups of students in her home. Frau Von clearly relished her association with the Stanfordites (die Studenten) of Landgut Burg.

As most groups soon learned, Frau Von would hand-select a cadre of students to be her 'pets'. Usually, but not exclusively, these favorite students were the strongest German speakers in each group. Frau Von always included several young men strong of stature and constitution to be part of her inner circle. Landgut Burg students were treated to 3-day weekends every week, plus a 3-week holiday between terms. Travel and exploration were encouraged. Interaction with local families was fostered. For many students, these familial relationships became the focus of their European experience. [See Linda Schwall, Nelson Dong, and George Lawry's chapters. Editor] During the 3-week-break the facilities at Landgut Burg were shut down: no cafeteria, no classes, no Greek maids, gar nights. Students were required to vacate the dorms.

I had known Richard Dinihanian back in grade school. We had attended the same Episcopal communion classes in Portland, Oregon. Richard's outstanding achievements in academics, athletics, and student government were

rewarded by admission to Leland Stanford Jr. University. At some point during that summer of 1968, while at Stanford-in-Germany, Richard acquired a gray 1953 two-door Volkswagen beetle. He had planned to drive the VW during the 3-week mid-term break. Unfortunately Richard also acquired.

scarlet fever, which required bed rest and quarantine. Sorry, Richard, no nation hopping for you! Furthermore, no dorm or meals at Landgut Burg. Professor Frau von Radecki came to the rescue by offering her home for Richard's recuperation.

Richard and Frau Von developed a bond of mutual respect during the 3-week quarantine. Frau Von showed me some of Richard's sketch work when I arrived in Germany a year and a half later. I can still visualize his pen and ink free-hand drawing of a wicker-wrapped water jug. "Perfection by freehand, unbelievable," I thought in amazement.

In gratitude, no doubt, for nursing him back to health, Richard gifted his 1953 VW to Frau Von when he completed his 6-month stay at Landgut Burg. In honor of Richard, Frau Von named the trusty little auto, 'Rico', which was her pet name for him. In the subsequent groups of 22 and 23, Frau Von chose one or more young men to chauffeur her about the town in 'Rico'. In exchange, these fellows were allowed to borrow Rico for weekend trips or 3-week break. Steve Balgrosky and Don Clarke were the 'chosen ones' in Group 22, winter-spring 1969. I knew Steve, Nelson Dong, and Tim Gillespie from freshman dorm at the home campus, in Palo Alto. Like passing a baton, Steve encouraged Frau Von to select Tim Gillespie as her personal driver for Group 23. "He is an artist, and he is sooo sensitive," Steve explained to the professor. Tim politely declined, so Angus Fulton assumed the honor. [See '1953 Volkswagen' by Angus Fulton. Editor]

Tim extended the favor by introducing me to Frau Von. By the time I met Rico, he was in pretty sorry shape. Although strong of constitution, Rico had suffered sadly from lack of regular maintenance. Frau Von recognized that Rico would require expensive repairs in order to be drive-able. Rico had no brakes, no heat, no defrost, badly worn tires and was desperately in need of timing, spark plugs, and a new muffler. Even on my very limited budget, though, I figured I could restore Rico to his former glory. Perhaps because I knew the original 'Rico' (Richard Dinihanian) or because I was willing to take on Rico as a project, Frau Von transferred Rico's title to me, no strings attached.

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Fishheadlouie's Funnies

My name is Tony Madsen and I've owned VWs since 1997, since I was 20. I offered to write some articles for the magazine and this is the first. I hope you'll enjoy my bits of VW lore.

I always loved classic cars as my dad had his silver 914-6 GT since '73 which I grew up around. I knew my first car had to be a cool old one. In 1994, I looked at a junky (but it ran!) black '54 Pontiac Chiefton (aka "The Beast from Lead East") painted with hot rod flames for \$650 and a white '59 Edsel (not running) for \$500 full of bondo that the seller never could produce a title for (bad news in NJ)! VWs seemed to be the more affordable when compared to say a shiny 1957 Chevrolet!! So it was VW I would focus on.

First Bug I looked at was a sunroof pea green 1970s model in Long Valley, NJ, that everything worked and it had no rust. After a lengthy test drive (guy thought we were never coming back) I offered the guy \$1200 (all the money I had), but he sold it to someone later for \$1800. That was strike one.



I found another 70s model in Kenvil, NJ that had again had hot rod flames painted on the front trunk and fenders. It was in my price range (under \$1000) and it ran fine, too. My dad brought in "expert" from church (who previously had seen the Edsel) to check it out, but it didn't pass the inspection because it had JC Whitney fiberglass floors riveted in! Alas, that was strike two.

Fast forward the VCR two summers (June 1997) and a restored 1967 for sale on Netcong Rd. became available in Budd Lake, NJ. It cost \$3550 (all the money I had saved in 6 weeks working at the posh Park Avenue Club in Florham Park). Later the man was offered more, but stuck to the deal we shook on. It sure was a pretty off white with wide whitewalls and had a few small holes in the floor which I promptly treated. In the words of my former high school friend, Craig Bunting, "Tony this is by far the coolest thing you own."

My friend Andrew (whose dad had gotten me a job at the Park Avenue Club), his brother David, my brothers, Tom and Tim and myself couldn't wait to take it out on the town that night. We cruised all over three towns with no license plates, registration, or insurance. When I dropped Andrew & co. off, guess who was waiting there? MY DAD!

"you need to ask Mr. Kieley if you can park it on his lawn until I have time to go to the DMV!" That's exactly where my car stayed for the next two weeks...

I owned that car for little over a year...it brought me a few adventures that will be highlighted next issue. ■

Until soon, TM
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MEET THE MODERN-DAY VOLKSWAGEN DUNE BUGGY

While the VW Bug is hardly the first car a guy aspires to drive on his everyday commute, Volkswagen is up to something strangely appealing with its limited-edition Dune. For the first time in a long while, the brand has given us a Beetle that stands out and actually harkens back to the romanticism of the model's golden years: the mid-1960s, when tricked-out Bugs rally-raced down Mexico's Baja peninsula.

There's no denying the Beetle has grown into a cultural icon since its 1949 U.S. introduction. In the past 67 years, Volkswagen has sold 5.6 million of the cars in the United States, including more than 128,000 of the current third-generation model. But is the Beetle a manly steed? Not so much.

Of course, it was never intended to compete against more serious performers like the Ford Mustang or the BMW 3 Series. Even with the Beetle's 1997 reintroduction in the States after an 18-year hiatus, it's really the car's nostalgic appeal that has driven its fan base.

The 2016 Dune is designed to build on that appeal, with a bolder spin on the Beetle legacy that's intended to give the car more street cred. It's the latest in a line of specialty models, spruced up with features including special "Dune" graphics, polished aluminum sills and a huge rear spoiler.

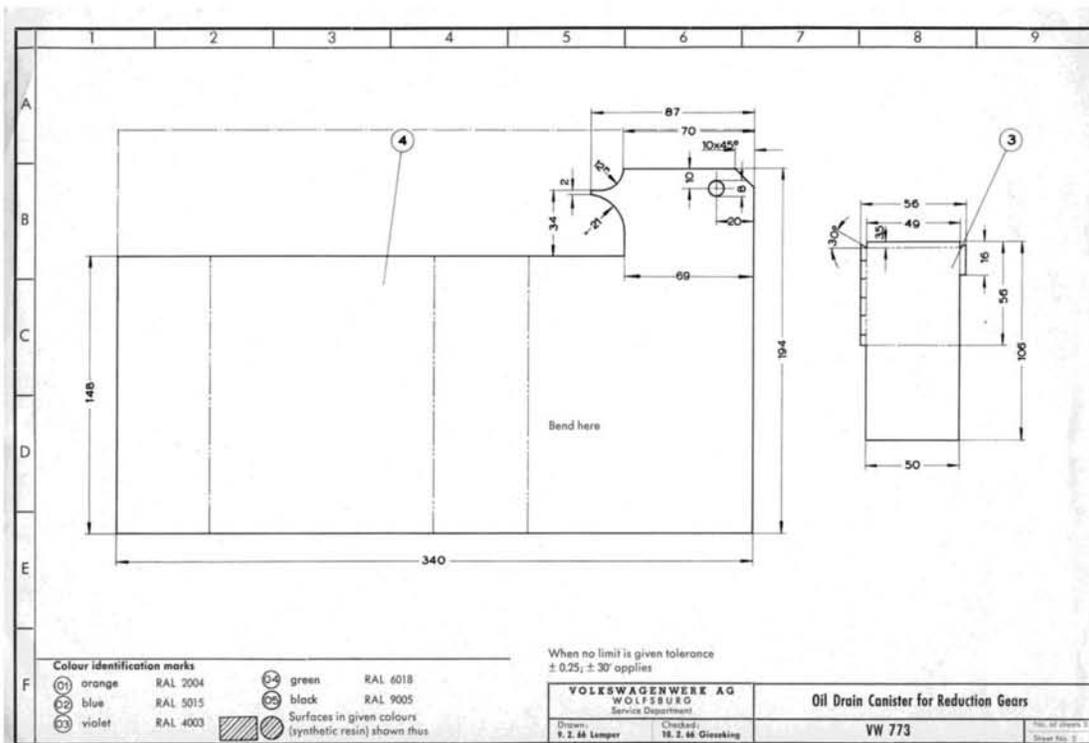
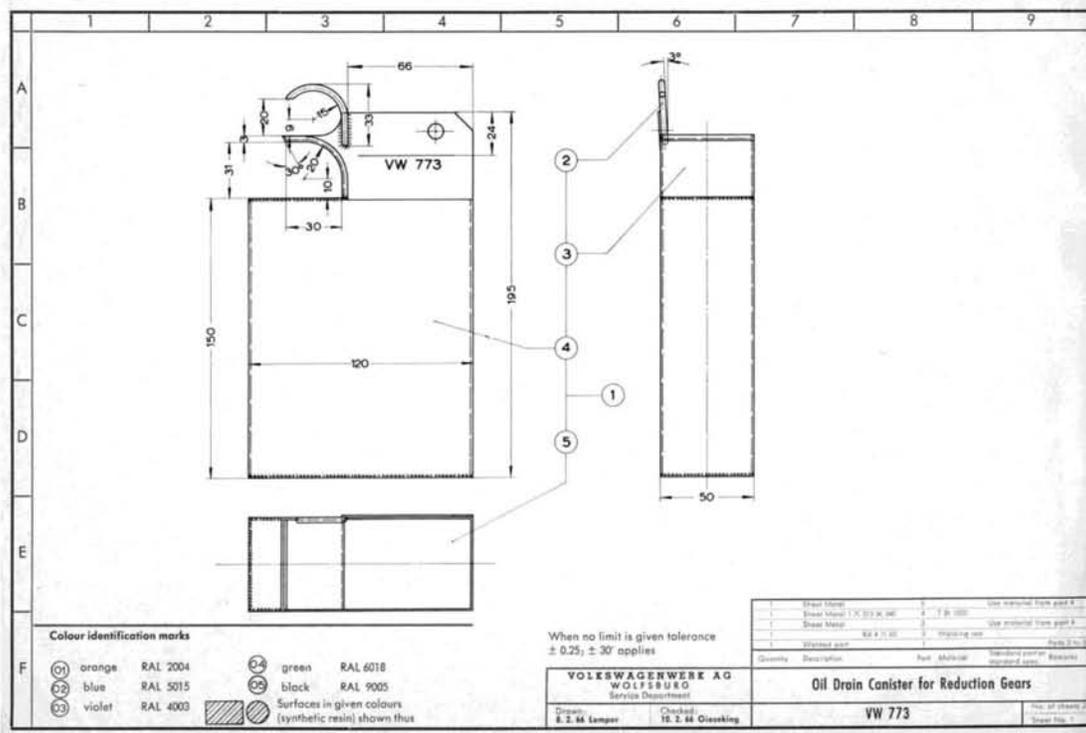
The new decked-out Bug also features a slightly increased ride height and a half-inch-wider body, giving the car a more rugged stance that evokes the true spirit of the Beetles that raced across the desert in the historic inaugural Mexican 1000 race back in 1967. And we have to admit, this modern Beetle looks decidedly masculine.

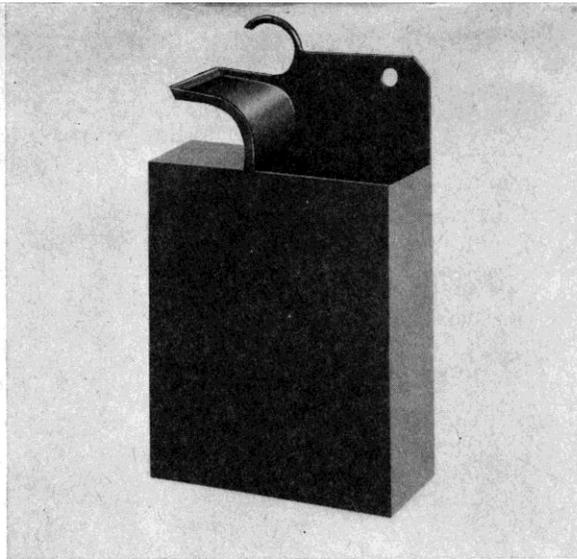
Although the Dune doesn't offer a boosted engine or an improved suspension system—two features that made those 1960s Baja Bugs so iconic—it does have style. Truth be told, the new 170-horsepower high-tech Dune will probably exceed the expectations of most drivers who have never been behind the wheel of a modern-day Beetle. And with a starting price of roughly \$24,000, the Dune is a steal for those looking for a two-door coupe or convertible with a flash of personality.

Building Oil Drain Canisters for Type II

I have some old Volkswagen factory material that I thought would be interesting to share with everyone, most of it comes from a magazine that was put out called "Der Berater, The Spare Parts Advisor", Information for the VW Parts Service. Most of it is from the last 50's to the mid 60's. Some is just the thing that most people have questions on which is the proper part for my year car, this will be very helpful in finding that part you need. I hope you enjoy it, I sure do.

This first article or part is for building the boxes that would be helpful when draining the oil from your reductions gears on a Type II Volkswagen vehicle and is from 1966.

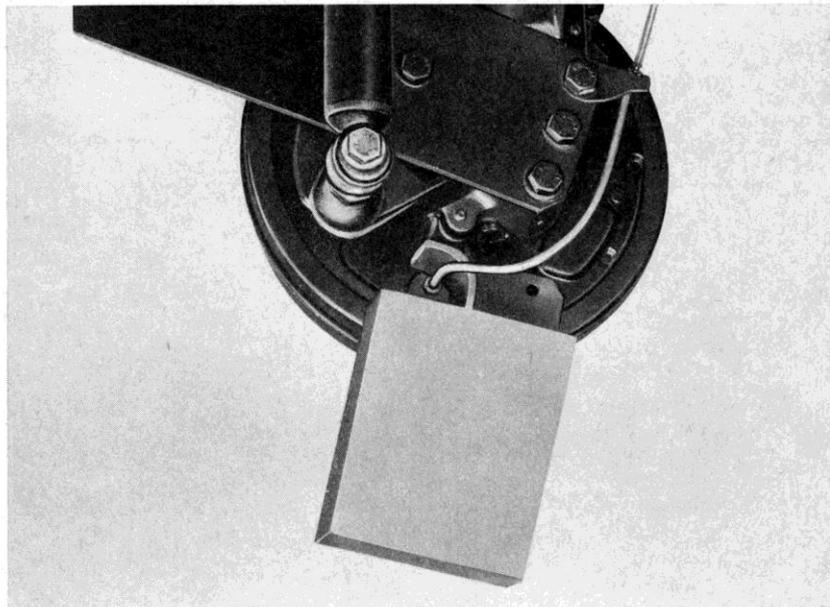




VW 773

Oil Drain Canister for
Reduction Gears
Type 2

The oil drain canister is required when changing the transmission oil. It is intended for catching the old oil. It is recommended that 2 canisters be available so that both reduction gears can be drained at the same time. The rear wheels must be taken off when carrying out the oil change, this facilitates the removal and replacement of the filler plug.
The oil drain canister is attached to the reduction gear housing by a hook in such a manner that the higher side of the canister rests against the brake back plate.



Construction Details for VW 773

- 1 -- Make part 2.
- 2 -- Mark out parts 3 to 5, cut out and drill.
- 3 -- Bend parts 3 and 4 to shape.
- 4 -- Make welded part 1.
- 5 -- Paint canister with VW blue (LKL 633).

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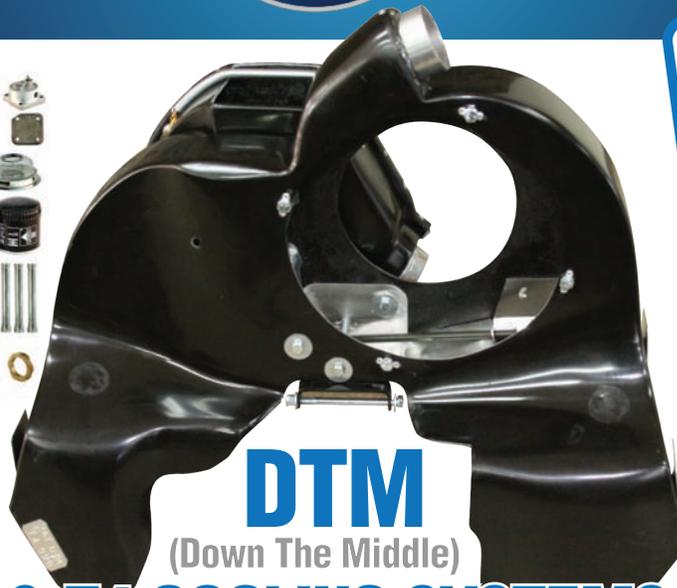
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