



VintageVoice

March/April 2017

Volume 42 • Number 2

The Vintage Volkswagen Club of America Newsletter • Established 1976



INSIDE:

- 3 President's Forum
- 6 1937VW30 Alpine Tests
- 12 The Perils of Pertronix
- 14 The Historian's Corner
- 16 10 Questions
- 17 Avoiding Car Burglary and Vehicle Theft
- 22 14th Solvang Veteranentreffen (cover photo)
- 28 The Connecticut Volkswagen Association
2017 Coming Events
- 29 VW Beetle 71st Anniversary
- 30 Reisen mit Rico, Travels with Rico
- 31 Fishheadlouie's Funnies

30th Annual Michigan Vintage Volkswagen Festival

May 20-21, 2017
Riverside Park, Ypsilanti, MI



Saturday, May 20, 2017

Slow Slalom Course

At 12:00 noon we will meet at **Ypsilanti High School**
Corner of Packard and N. Hewitt Road ([new location](#))

We will have a Slow Speed Slalom timed course set up, that will average around 30 mph.

There will be a food vendor there to provide a source for lunch.

After the thrill of driving our fine German machines around the course, we will drive to the Host Hotel for a Pizza Party and Movie.

Sunday, May 21, 2017

30th Annual Michigan Vintage Volkswagen Festival

Gates Open 9:00 am to 3:00 pm

Non-Judged Car Show Celebrating ALL VARIATIONS of VOLKSWAGENS – Originals, restorations, customs, race cars, drag cars, kit cars, dune buggies, trikes, ratrods, daily beaters...

Vehicle Registration of \$15.00 at the gate will automatically pay dues for one year, either renewal or New Membership.

Active paid member's vehicle(s) will be admitted to the show for free. Walk-ins \$5.00 at gate.

Swap Spaces \$15.00 for pre-registration, before May 1, 2017 or \$20.00 the day of the show!

Swap Entrance will only be open 7:00 - 9:00 am, use South gate off Michigan Ave.

Each Swap Space Size is 17 ft by 20 ft.

Any questions please email festival@mvvc.net.



Host Hotel Information

2376 and 2380 Carpenter Road (they share a common parking lot)
US 23 & Washtenaw Ave.
Ann Arbor, MI 48108

We have double rooms reserved at both Comfort Inn and Days Inn for special rates.

Check in 2:00 pm and check out 11:00 am

Comfort Inn (734) 477-9977 rate is \$80.00 a night plus tax

Days Inn (734) 971-0700 rate is \$69.99 per night plus tax

To receive the special rate, you **must call** the hotel and identify that you are with the **Vintage Volkswagen Festival** (online not available).



Hello Everyone,

I hope everyone is enjoying the ever present spring time which must be showing up in everyone's back yard by now. The midwest never ceases to surprise us. One day we can break all records with over 85 degrees and within 48 hours be snowing and below freezing for two days. Got to love the four seasons.

At this time I'd like to thank the chapters of the VVWCA. Being a chapter of the VVWCA is something that goes back before me, and that's 1988. At this time what it means to be a chapter is that you have a club, it can be from any city in the U.S., you have the same common goals as the VVWCA and you want to be connected with something bigger, some one who can help you with certain things, that's where being a chapter of the VVWCA comes in.

If you love VWs and you think like we do then your club can become a chapter. Advantages of being a chapter, you will receive 6 Electronic subscriptions to the *Vintage Voice* to do as you please as long as they go to new members, after all, that's the point, expand our membership, and your club can earn cash back by writing stories with photos for submission to the *Vintage Voice* of which two are required which is something I would like to remind ALL chapters in order to renew your status the next year. The biggest reason clubs like to join the VVWCA, that as a chapter you have the use of our one million dollar insurance policy for each event you have throughout the year from May 1-April 30 each year for a low \$225.00 per year for now.

I'd like to welcome the newest chapters to the club, VW Club of Central New York: Dan Stevens—President; Old VW Lovers of New York—Julio Baudet President; Central Jersey Volkswagen Society—Casey Masterson, President; Arctic Air-Cooled VWs—Daniel Montgomery, President; and VW Thing (Type 181) Registry—Eric Goodman, President.

A lot of you will recognize the Type 181 Registry as I remember it. It seems and well... I think I'll let Eric tell their story because I just want to say that with the addition of this chapter, it brings over 3000 people in as potential minds to meld with, a real feather in the cap. Strength in numbers!



“The VW Thing (Type 181) Registry is back after many years of inactivity. The VW Thing (Type 181) Registry has been around for almost 30 years. Originally the Mid-Atlantic Thing Registry located in Springfield, VA. Bob Miller and his family ran the Registry. It was a self-funded organization when it started as the Registry is today. In the mid 1990s the Millers moved to Riverside, CA (very close to where the Registry is located today) and changed the name to The VW Thing, (Type 181) Registry. Eric Goodman started back the Registry in July of 2016 and is the driving force behind the organization now. As of this now, the Registry already has over 3,000 members worldwide.

By this time the Registry had grown to a worldwide organization and that's why the name was changed. Bob had people from all over the world helping with Registry. They did not track all the Things in the world via the VIN as we do now, but they did keep contact and vehicle information for each member. Later they did start collecting money to join the Registry and it functioned more as a club. They have a quarterly Newsletter called “Things”. This was prior to the Internet. Everything was mailed and communication was harder for members back then. Now we have the Internet, e-mail and Face book to reach the entire world in a matter of minutes!

What the Registry does: They promote the preservation and enjoyment of the Volkswagen Thing, while keeping track of all VW Things around the globe. We track the VIN, owner's information, color and location. This is FREE to all VW Thing owners. Although we don't have formal meetings, membership does provide the opportunity to participate in vari-



VOLKSWAGEN SPEEDO & WIPER MOTOR REBUILDS

Jack Ashcraft's
RECONDITIONING

SPEEDO REBUILD.....\$85.00*
WITHOUT RESETTABLE TRIP ODO

SPEEDO REBUILD.....\$110.00*
WITH RESETTABLE TRIP ODO

WIPER MOTOR REBUILD.\$120.00*
SWF & BOSCH MODELS

**ADD \$20.00 S/H for all items*

I do quality reconditioning and calibration on VDO cable-driven speedometers and SWF/Bosch windshield wiper motors.
I'll make your unit work and look like new!

541-499-0246
jacksonashcraft@gmail.com

ous scheduled Thing activities all over the world. We network through our Face book page and newspaper. We promote Thing and Volkswagen events and sponsor activities like cruises, parades, gatherings, etc. Our activities are made possible by our network of volunteer "Thing Ambassadors" throughout the world. Our members also receive discounts at participating VW businesses that sponsor the Registry.

Please visit our website: www.vwthingregistry.com and register your Thing. Once we have your e-mail address, you will start receiving our newsletter. You can also order Registry stickers, shirts, etc. and your Thing will be listed in the VW Thing, (Type 181) Registry list. Please "like" our Facebook page.

Thank you,

Eric Goodman, President
info@vwthingregistry.com

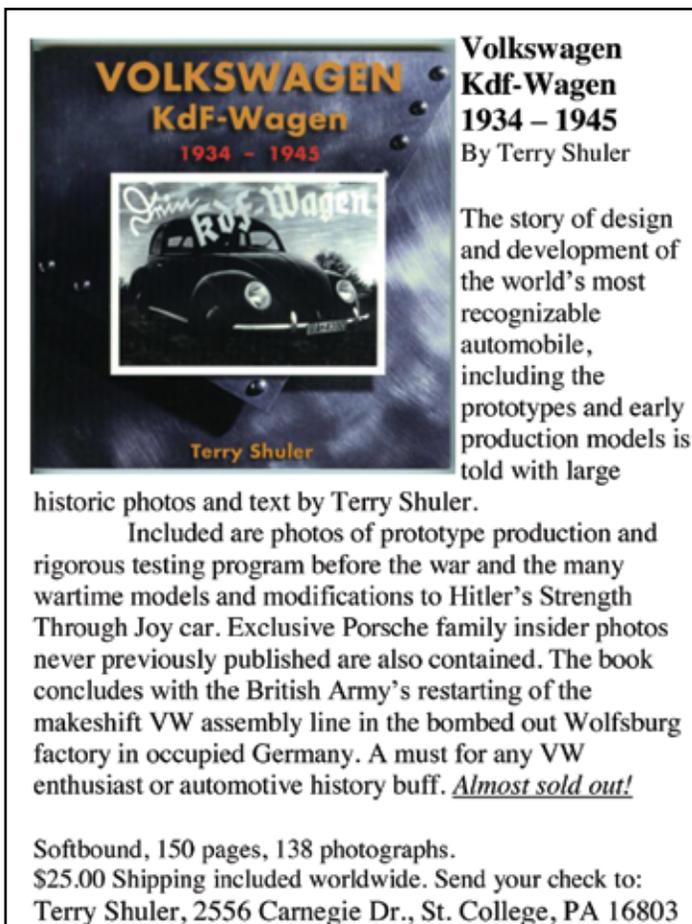
and Jeff Gilleland, VP
jeffgilleland@gmail.com

On an ending note I'd like to go over your mailing label and due date if I may. I'm not sure I explained this but if you were a paid member from the months of May-Dec 2015, you did not receive a newsletter, I don't have to tell you. Once I took over, I extended each and everyone's membership by 8 months to cover that. Now, if you would like to know when you are due, look at the upper right hand corner of your mailing label, it's right there. If you think there is an error, please contact Jim at membership@vwvca.com.

As far as how long it take it get a newsletter, let's face it, the post office doesn't treat this the usual way, I'll let Jim explain it: "The USPS has regional distribution centers for sorting mail. There has been both budget and staffing issues including closing of some postal offices. It is not uncommon for periodicals in batch mailings to be delayed due to reduced staff at some locations. Many club periodicals, not just us, have experienced delays in recent years, we will gladly replace any lost magazine." That's right and I can attest, I live two hours by car from the printer, the last newsletter took 19 days to get to me so please be patient.

Please check out our information page in each newsletter, it's about half page, usually tinted light blue and has all of our pertinent information on it. Thank you and have a great car show season. Look for something new and cool from the VVWCA Regalia page next issue.

Auf Wiedersehen, Mike ■



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

Vol 42 No 2
March/April 2017
Copyright 2017
VWCA Inc.
website: www.vwca.com

USA

New Memberships: \$24
Renewals: \$18
Online Edition Only: \$12.00

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

President: Michael Epstein
president@vwca.com
PO Box 8559
Prairie Village KS 66208-8559
913-831-6225

Vice President: Mike Klem
vp@vwca.com

Newsletter & Website:
Kimberly van Mourik,
editor@vwca.com

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

Renewal and Memberships:
Memberships and renewals should be received by the 15th of the proceeding month. Please send to Jim Howland below.

Membership Coordinator:
Jim Howland, P.O. Box 119,
McLean, VA 22101
membership@vwca.com

Display and classified ads:
For display advertising rates, placement information, and for classified ads submission contact:
Michael Epstein
president@vwca.com
PO Box 8559
Prairie Village KS 66208-8559
913-831-6225

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

Editorial Guidelines: To help you start writing, please use the following word counts to determine the type of article you will submit. Letter to the editor: 500-699 words. Monthly column: 700-999 words. Pictures (2-3) may be included in a 700-800 word column. Feature story: 1000-1500 words, plus 3 to 5 digital pictures. Send to: editor@vwca.com

Important! Articles and advertisements do not necessarily reflect the views of The Vintage Volkswagen Club of America. All material in the Vintage Voice is the property of the VWCA. Unauthorized use of said content may

not be reproduced in any form without written consent. The Vintage Volkswagen Club of America does not assume responsibility for statements or claims made by advertisers, editorials or community contributions. Information gathered by The Vintage Volkswagen Club of America and its resources are considered reliable but accuracy of information cannot be guaranteed. If you wish to reprint the material, please contact the editor at editor@vwca.com. It is assumed that all content submitted for printing is the original work of the author who shall bear all responsibility for copyright violations.

Member's Only Area E-Edition
The electronic version can be found at www.vwca.com in the Members Only section.

Password: SummerBuggin

Classifieds

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

PHOTOGRAPHS: 1 photo per advertisement please. Photos cannot be returned, digital preferred.

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 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@vwca.com

WANTED

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. 540-358-0330



I need to find one 16" Lemmerz wheel date stamped 2/53. Yes I know I am dreaming but if you or anyone you know has a collection of straight wheels I would appreciate any referrals. Thank you dougnaef@aol.com, 503-522-6233

6 volt am/fm radio for my Type 1. Prefer stock type, but open to other options that would fit stock location. Gary Gardner (gardnerg003@hawaii.rr.com)

CARS FOR SALE

1974 Orange Westy with og clean plaid interior. 90% original paint. runs well! All new brakes! No rust \$17500, in VA fishheadlouie@yahoo.com 540-358-0330



1959 Volkswagen beetle Sunroof Sedan

The bug has been restored to showroom condition. Artic Blue with a terra cotta interior. I can email detailed photos to you direct, please feel free to call me. Car is located in Illinois. Steve: 708 772 5404, sbcinc@aol.com.



1972 Super Beetle w-flat windshield.

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

PARTS, ETC. FOR SALE

Tool Box tools NOS, For sale, 15 & 16 inch Box completely restored, decal, flocking & tool stickers, also Hazet Tourister in stock. Trade-ins welcomed! Low-back seat, ready to install, Driver side only. We cater to Ovals & Splits & 1967 Type I & down. 14inch Fuel Reserve can, NOS, never been in a car. Also, 14inch "Thing" Fuel Reserve can, completely restored, shines in the dark! Remember the Thing Fuel Reserve can is the only one with "VW" on it. From 1-10 it's a 15!!! Also in stock 1948-50-52 owner manuals all in good condition & all original. We have a large assortment of parts to at least a 50 year collection accessories are here. Call for prices & shipping. We can put you on a payment plan & do our best to make payments easy for you. Club members get a 10% discount. The Weiner Foundation: AKA, The VW Guys, 305-552-0982, 9625 SW 15th St., Miami, FL 33174.



1937 VW30 Alpine Tests

An interview with one of Porsche's early test drivers

By Terry Shuler

Going on a VW treasure hunt always makes for an interesting and sometimes exciting adventure. You never know what part of VW lore you might find if you turn over the right stones. Sometimes you don't even have to leave the coziness of your own home to participate in a VW treasure hunt. I know this sounds odd, but it does happen. For all treasures don't have to be actual parts, or posters, or toys, or even cars. What I'm talking about is a VW treasure story, especially when it speaks of the early days, the days when the Volkswagen was undergoing its trial period.

As the genius designer Ferdinand Porsche built the Volkswagen prototypes, these vehicles progressed through the V1, V2, & V3 examples from 1934-1936. The next big undertaking was the largest of its kind, that being the designing, building and testing of the VW30 Series in 1936 & 1937. This series consisted of a total of 30 new Volkswagens which were divided into five categories. One group was to be tested around town, one for the highways, one for combination driving, another for experimental

purposes and finally a group for country testing. It's the last group that we'll talk about, the group that took the high road, that being up and over the high passes between Germany and Austria.



One of the test drivers was G.P. Schuck-Kolben; he was born in Austria and grew up in Prague, where his family owned industries that employed about 40,000 people in the late 30's. He learned to drive at an early age. One of the cars he drove was a SSK Mercedes. Another was a Praga, a car that was built in one of his grandfather's factories in Prague. He also drove a friend's 35B Bugatti in various sports car events.

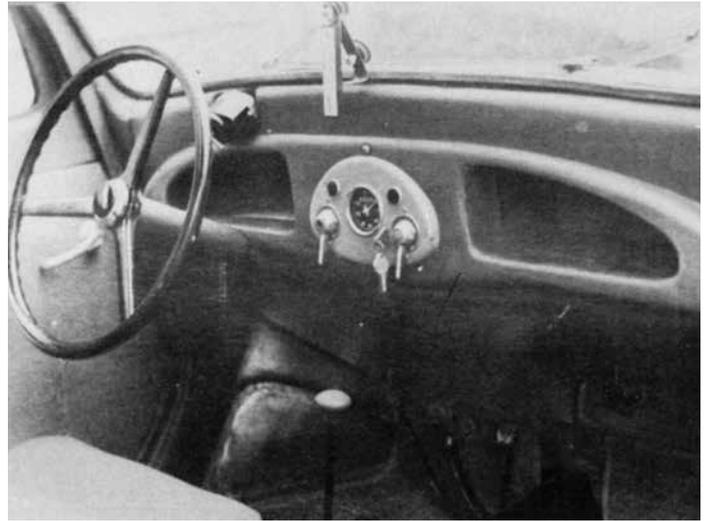
In the summer of 1937, Schuck-Kolben's uncle had returned from one of his many business trips to Germany, where he had been in touch with Dr. Fritz Todt. Todt happened to be Hitler's architect in charge of building the new autobahns (highways) that were to crisscross Germany. This connection made it possible for Schuck-Kolben to help in test driving the new "people's car" (Volkswagen) that was being developed by Professor Ferdinand Porsche.

Plans were made and young Mr. Schuck-Kolben was soon on his way to join up with the test vehicles. Schuck-Kolben was permitted use of the family's 540K Mercedes-Benz and drove to the bottom of the Katschberg Pass, which is located about 100 miles south of Salzburg, Austria.

The Volkswagen test crew shared a large, barracks like room at an inn at the base of the Katschberg Pass. The entire test crew consisted of about 20 people. Interestingly enough, most of them were in uniform - black shirts and pants. These were the NSKK, the National-Sozialistisches Kraftfahrer-Korps (the NS Drivers Corps). The NSKK people were there representing the Government of Germany to help drive and oversee the testing of the Volkswagen prototypes since the project was being financed with public funds.

All drivers soon were given instructions on how to drive the new Volkswagen. The tests started early in the morning and continued all day and all through the night. The Volkswagen engines were kept running constantly, only being shut off for servicing such as to refuel from drums of gasoline, or to check the engine's oil level.

Schuck-Kolben describes that the test route went up and over the mountain, and then turned around and retraced the same route back down. This took only about 20 minutes, but it had to be repeated again and again for shifts of three hours. He doesn't remember having any problems with the new cars. In fact he readily became quite attached to them. As soon as his three hour shift was finished, a new team of drivers would take over and repeat what Schuck-Kolben had just done. At the end of each test period, the team would fill out a report, noting the mileage they had completed and if they had encountered any problems.



Schuck-Kolben recalls that the three test Volkswagens were all 4-speed, but you had to double-clutch through the gears, since there was no synchromesh. There was no rear window in the cars and they all had a stubby front hood. The semaphores were located in the front quarter panels just in front of the suicide opening doors, and none of the cars had bumpers. Two of the cars were painted in a battle-ship gray white color, while the third car was black.

I asked Mr. Schuck-Kolben if he had done any repairs to the prototypes while testing them. He replied that in those days, you had test drivers and you had the mechanics who serviced the cars. And basically they were segregated. The test drivers only did the driving, and the mechanics took care of all the maintenance. This segregation even extended into meal time, as the test drivers all sat together and the mechanics sat at separate tables when they were served food at the hotel.

The route they were using for the tests was the Katschberg Pass. It had grades of 28% which certainly proved a challenge to any car of that era, especially the new Volkswagen. But the Volkswagens proved over and over again that they were up to the task. They passed with flying colors as they drove up the steep grades in first gear. They never boiled over since they were air-cooled and didn't have radiators.

Since the route they were using was a public road, it was blocked off while the Volkswagens were tested. There was little traffic flow in those days, but if it backed up, the test was halted temporarily so traffic could proceed over the pass.

After Schuck-Kolben finished his last day of test driving the new Volkswagens, he returned to his home in Austria in the family's Mercedes-Benz. In time he was able to



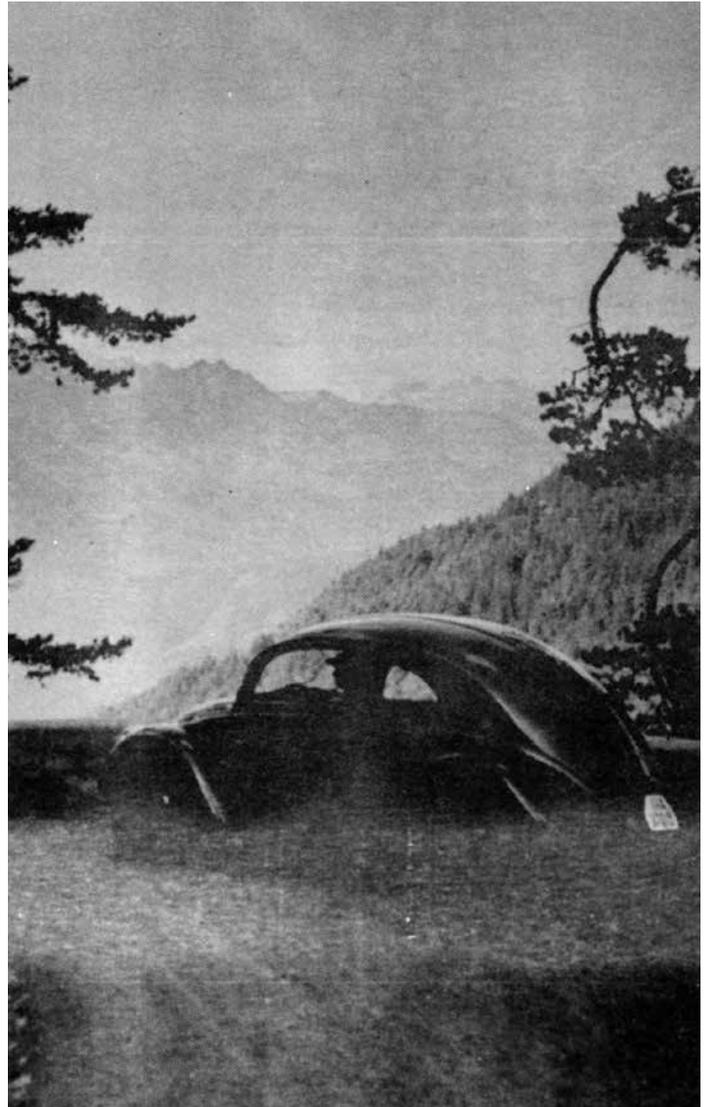
complete high school. As the sounds of the impending war were became louder and louder, Schuck-Kolben escaped to America on board the S.S. Normandy to continue his education at the Massachusetts Institute of Technology. He had to leave Austria because his family had verbally and financially opposed the Hitler regime. His grandfather and other relatives ended up in a concentration camp where many perished. During the summertime, Schuck-Kolben worked part-time at the Westinghouse Corporation in Pittsburgh, Pennsylvania.

By the way, this was the S.S. Normandy's last voyage, for when it docked in New York City, it stayed there. The ship was to be modified to a troop carrier. Unfortunately, a year or so later, it caught fire during its retrofit and sank in New York Harbor.

Schuck-Kolben wanted to fight the German aggressors who had taken his Austrian homeland early in the war. He tried to enlist in the U.S. Army, but since his native land was now a part of Germany, he was turned down. His next approach was to the British Consulate in Pittsburgh, where he enlisted in the (British) Royal Air Force. Schuck-Kolben was then sent to Canada for basic training and aviation flight school. He was trained in various aircraft, including Dehaviland Tiger Moths, PT19's, "Harvards" (AT6s) and Miles Masters.

Schuck-Kolben arrived in England during the Battle of Britain. He flew Hurricanes there and also later in Greece, Crete and the Middle East. His squadron was equipped with Spitfires upon returning to England. Schuck- Kolben flew one of those over Sword Beach on D-Day in 1944, prior to the Allied invasion of France.

Late in WWII, Schuck-Kolben was stationed at Manston, Kent, in the south of England. It so happened that his cousin's B24 squadron also was stationed there. The cousins



managed to room together, and obtained a radio transceiver from a wrecked Lancaster. They used this equipment in their room to harass the Luftwaffe pilots, telling them to "go to Hell," and other such niceties. It helped that his cousin, who was a navigator, had grown up in Berlin. Hence he had a genuine Prussion accent, barking out fake instructions. The cousins hooked up a loudspeaker so that those who assembled in their room daily could hear the incoming German responses.

The British soon picked up these transmissions and located them by triangulation. They considered this not to be "the done thing", and the cousins were informed by their commanding officer that they were to "cease forthwith". This meant: "carry on chaps, but don't get caught." The cousins then put their radio equipment on a trolley (hand truck) which they moved after each brief transmission.

During a break in fighting the war, Schuck- Kolben returned to Pittsburgh, PA on leave. It was there in 1944 that he married his Pittsburgh born wife, Jacqueline Lyon.

KdF-Wagen-Test von 1937

„Der Weltmeister“, so hieß es, als am 17. Februar 1972 der 15007034ste Käfer in Wolfsburg vom Band lief. Wie es dazu kam und wie dieses schon zu Lebzeiten Legende gewordene Auto unsere Massenmotorisierung einläutete, ist wohl allgemein bekannt. Nicht jedem dagegen dürften die historischen Daten und Fakten der Konstruktion und Weiterentwicklung in den dreißiger Jahren in Erinnerung sein. Professor Porsche, der Konstrukteur, ließ die ersten drei Wagen in seiner Stuttgarter Garage bauen und schickte sie sodann auf rund 50000 Testkilometer unter Aufsicht des RDA (Reichsverband der Automobilindustrie e. V.). Dieser bestätigte: „Das Fahrzeug hat demnach Eigenschaften gezeigt, die eine Weiterentwicklung empfehlenswert erscheinen lassen.“ Eine zweite Vorserie von 30 Wagen wurde 1937 gebaut. Alle Erfahrungen des VW-3-Tests verwendend, entstanden die Fahrzeuge bei der Porsche GmbH im Werk 1; die Daimler-Benz AG lieferte die Fahrgestelle und das Karosseriewerk Reutter & Co., unmittelbarer Nachbar Porsches, die aufbauten. Bei den umfangreichen Versuchsfahrten in der

Stadt, auf Autobahnen und Landstraßen wurde den Autos nichts geschenkt. So spulten die Wagen insgesamt gut 2000000 Kilometer ab, und das nicht etwa mit Profis am Lenkrad. Nach Abschluß der Erprobung verschrottete man die Wagen auf höheren Befehl hin. Wie gut, daß es Fotos und andere Dokumente dieses Großversuchs gibt! Ingenieur Herbert Kaes, ein Neffe Porsches, war bei den Tests dabei und hat mit Akribie die Lebensläufe der 30 Wagen zusammengefaßt. Das Ergebnis ist die vorliegende Tabelle, die über alle technischen Vorkommnisse während der Fahrten Auskunft erteilt. Beispielsweise kann man feststellen, daß der Wagen 5 bei km-Stand 76730 einen fehlerhaft montierten Luftklappenzug erneuert bekam, und daß die Mechaniker am Wagen 20 bei Kilometer 16136 wegen eines Unfalles die rechte Gelenkwelle auswechselten. Wagen 00 lief übrigens außer Konkurrenz mit und erlitt bei Stand 22140 einen Unfall, der ihn aus dem Verkehr zog. Das Original dieses einzigartigen Dokumentes ruht im Archiv des Volkswagenwerkes in Wolfsburg. ben



Zeichenerklärung:

- normaler Verschleiss.
- Zwischenkontrolle.
- Versuch.
- Unfall.
- Vorkontrolllage

Autobahn Schwermulde Stadt	A. Schw. Stadt	A. Schw. Stadt	A. Schw.-W. Stadt	Land- strasse
22.140	93.385	19.987	56.790	87.934
00	1	2/30	3	4

After the war Schuck-Kolben boarded the original Queen Elizabeth ship and headed to New York City. From there Schuck-Kolben boarded a train and returned to Pittsburgh and his young bride. It's interesting to note that even though Schuck-Kolben was not a U.S. citizen, the Halifax Agreement permitted anyone who had joined the armed services during the war to return to their place of enlistment. And that place was Pittsburgh for Schuck-Kolben. He became a lecturer in German at the University of Pittsburgh, where he

Streckenführung:

Gesamt km des Wagens: 1540000

Wagen Nr. 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29

Wagen Nr.	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30

Part Name	Quantity	Unit Price	Total Price	Other Price					
Luft-APPARAT	24.110	1.50	36.165	1.50	1.50	1.50	1.50	1.50	1.50
Amalier-Licht	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Amalierberg	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Ausgleichsgehäuse									
Gelenkrollen									
Steine									
Große Räder									
Kleine Ausli-Räder									
Teller									
Hinterachstrieb									
Rotiere									
Dichtungsstulpe									
el. Licht. Dichtung									
zu Hinterachsgehäuse									
Red.-Lager. 6030 N4									
Dichtungsling									
Werkzeug									
Stoßdämpfer hinten									
Bremstrommel hinten									
Hinterachsbremssaggregat									
Bremstrommel vorne									
Bremssattel vorn u. hinten									
Abstützhebel									
Stoßstange an Kugelgelenk									
Kugelgelenk									
Kugelbolzen									
Stoßstange an Achsbolzen									
Stoßstange									
Radstulpe									
Schrauben I 9850 4mm									
Schrauben I 9850 4mm									
Dichtung an Vorderachsbremstrommel									
Propeller									
Lagerbuchsen									
Werkzeuge									
Stoßdämpfer									

taught full-time for six years. Economics then made it necessary for him to work at Consolidation Coal Company Research as head of the information services, where he remained for over 31 years until he retired in 1983. At the same time, however, he continued teaching part-time at the University for some 20 years.

Tracking back a little, after he left Europe, Schuck-Kolben lost track of the progress of the Volkswagen, but he'd heard that a version of it had been used by the German Afrika Corps and also on the Russian front. In the early 50's, Schuck-Kolben owned a British car that was giving him nothing but problems.

And so, he remembered his testing period with the prototype Volkswagens which had proved so reliable. This led him to purchase a slightly used, green 1953 Beetle. For quite some time the '53 Beetle performed well, never failed to start and kept running, day after day, month after month. A few years later, Schuck-Kolben returned to Germany on vacation, where he picked up a new 1956 Beetle that he had ordered. After returning home, he knew he'd have to part with his old trusted '53 Beetle, but it would not be easy.

After advertising the '53 Beetle for sale in the local paper, Schuck-Kolben interviewed six prospective new owners. Finally he was able to decide which one was worthy enough and dependable enough, to take care of his first Beetle. Soon the day



of parting came, the new owner appeared to take his '53 Beetle home. Schuck-Kolben was not a soft guy, but when the new owner started up the '53 Beetle and turned on the lights in the early evening, the car seemed to glow, expressing its warm feelings and good-bye to Schuck-Kolben as it slowly drove away. Many tears flowed forth, as they would from anyone who was saying good-bye to a dear and trusted friend. Mrs. Schuck-Kolben comforted her husband and told him that "Little cars also grow old, and you cannot turn them out to pasture."

Just as no one forgets their first love, Schuck-Kolben never forgot his first Beetle, and never will. Schuck-Kolben and his wife Jacqueline are enjoying their retirement years in the state of South Carolina.

My thanks to the Three Rivers VW Club of Pittsburgh, PA which first published an article in their newsletter by Mr. Schuck-Kolben, which led me to search out this historical and fascinating story.

In conclusion, I wanted to say that I have included 6 photos of an actual exact copy of the actual chart that probably hung in the test building for the 30 vehicles where they logged the actual mileages, where each car drove, how many miles they drove, and what went wrong with the car and at what mileage it happened and which car it was, This chart measures about 4' x 5' and is in color markers which helped show different things. It's very cool to see where each car drove to and how many different parts that failed on each car and when, pretty amazing. The one thing it didn't seem to show was who drove what vehicle, each vehicle was just given a number from "00" to 29, 30 altogether. ■



CVA's 6th Annual Swap & Meet-Up

May 21, 2017

Kubel Treffen West

VW Thing Registry Reunion 2017

June 9th - 11th 2017

El Prado Park
16700 S Euclid Ave.
Chino, California
www.vwthingregistry.com



June 7th - 11th

Camp at Blackstar, Prado Park
Meet and greet

June 10th

Octo show or Prado Park- Cruise, Dinner

June 11th

El Prado Show "Special Thing area"
Awards



Please RSVP to reserve your show spot!

RV spot Contact Steve 909.868.8761

Show Contact: Eric Goodman 909.855.7625 vwthingregistry@yahoo.com
Jeff Gilleland 408.702.2309 jeffgilleland@gmail.com

Show sponsored by: **Thingparts.com**

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



vintage munk's

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

THE PERILS OF PERTRONIX

By Jack Ashcraft

PERTRONIX solid state ignition changeover modules have been around for close to 30 years, and I think I have probably sold a couple hundred of them to my customers. In all that time I know of only ONE failure of the unit. I HAVE had 7 or 8 INSTALLER failures, and that is the main subject of this article, although it turned out to be an installation tutorial in the process.

So let's install one, starting with a typical Bosch distributor as used in a V W Beetle [see Fig 1]. First step is to remove the ignition points.

Remove the condenser by tapping out the condenser connection inside the distributor body with a punch [see Fig 2] and the screw on the side that holds the condenser and one side of the vacuum control unit.

Clean the distributor, then install the mounting plate assembly for the PERTRONIX unit [see Fig 3].

Set the PERTRONIX unit onto the mounting plate and secure it with the two nut/lock washers supplied in the kit. Don't tighten the nuts [see Fig 4]. The sleeve with four actuating magnets is shown above the distributor in this drawing.

The PERTRONIX unit is supplied with a grommet fitted loosely on the rubber through sleeve. Slip that grommet OFF the wires--carefully--and slip the wires down through the hole in the bottom of the distributor body [see Fig 4, again].

Slip the grommet back over the two wires and up onto the rubber through sleeve. Adjust the position of the wires inside the distributor body so they don't rub on anything when the vacuum control unit activates [look at Fig 4 one more time]. Push the grommet up, onto the rubber pass through, until the grommet is firmly against the bottom of the distributor [see Fig 5].

Wiggle the magnetic sleeve down onto the distributor center shaft. The sleeve will fit in any of four positions. Be gentle--the sleeve should go onto the shaft by pushing it with your fingers [see Fig 6]. A small, clear plastic sheet--about 0.030" thick--is supplied with the kit. Use the plastic sheet to set the AIR GAP

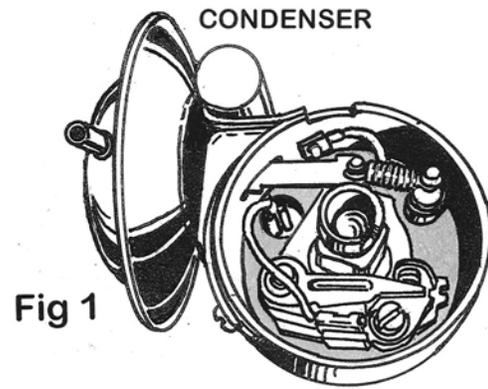


Fig 1

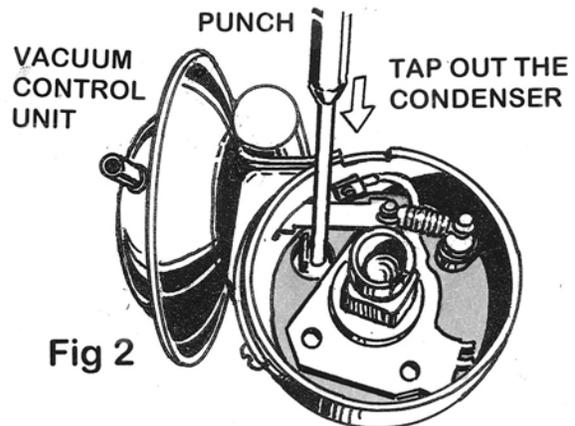


Fig 2

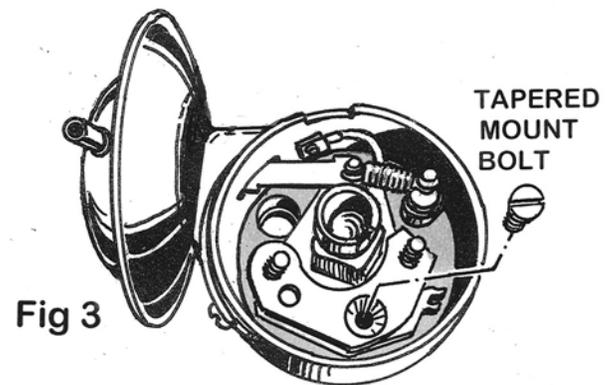


Fig 3

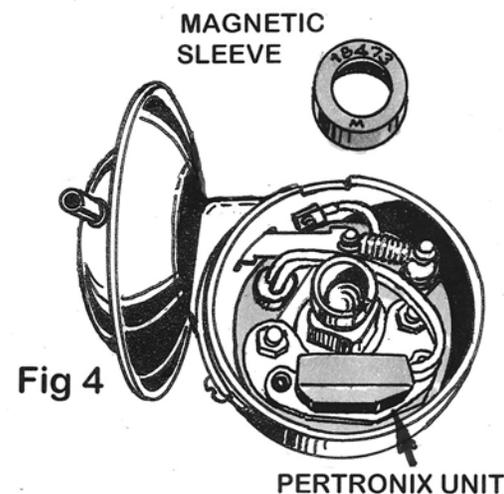


Fig 4

between the magnetic sleeve and the PERTRONIX unit. Tighten the two mount nuts. Slide the rotor onto the center shaft.

The distributor portion of the installation is complete.
NOW FOR THE PERILS....

BOSCH coils are marked in raised letters for PLUS--No. 15--and MINUS--No. 1. [see Fig 7].

You absolutely **MUST** attach the **RED** PERTRONIX wire to 15 and the **BLACK** PERTRONIX wire to 1. If you reverse them, then turn on the ignition switch for even a second, you will burn out the PERTRONIX unit. Any supplier can tell instantly that you screwed up and reversed the connections, because a fat **BLISTER** will appear on the side of the PERTRONIX unit--every time. [see Fig 8]. You then get to buy a second PERTRONIX kit.

I said at the beginning, that 7 or 8 of my customers suffered from this bit of brain fade. Whether they misread the numbers on the coil, or didn't bother to read the special instructions I always include with the kits I sell, I do not know and it really didn't matter. All of them had the pleasure of buying a second PERTRONIX unit.

I know if you have taken the trouble of reading this article, that particular hit to your bank account won't happen to you.....will it???

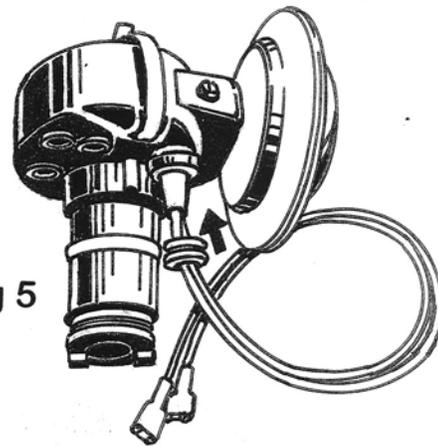


Fig 5

PUSH GROMMET INTO PLACE

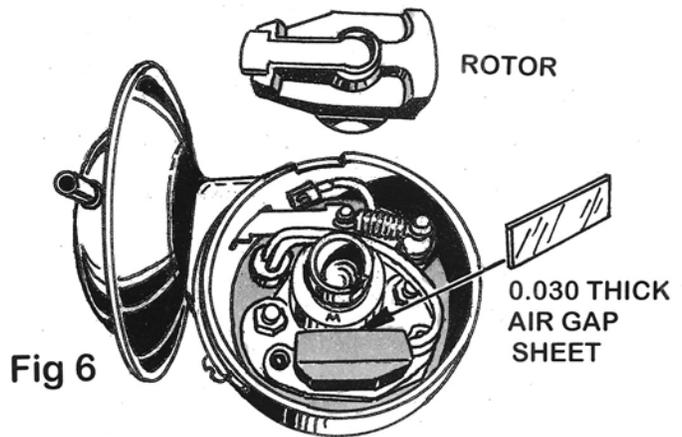


Fig 6

ROTOR

0.030 THICK AIR GAP SHEET

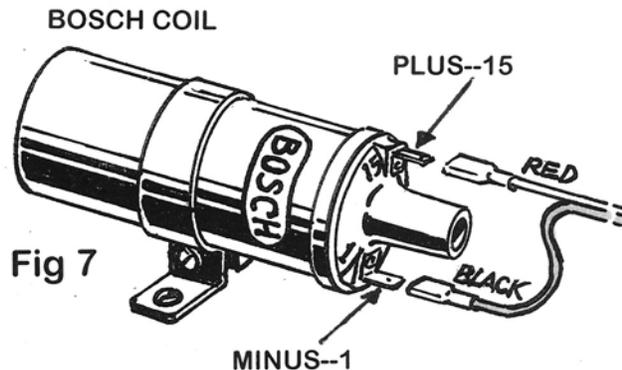


Fig 7

DO NOT MIX THEM UP!

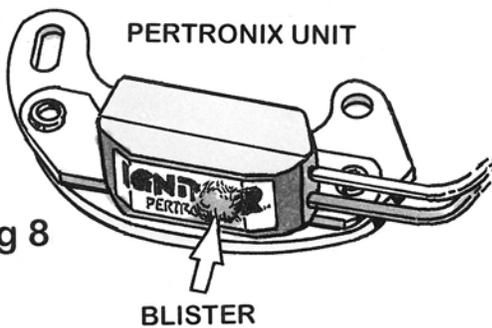


Fig 8

PERTRONIX UNIT

BLISTER



A Hardtop for the Karmann- Ghia

After the surprising success of the Karmann-Ghia coupes and convertibles an attempt was made in 1958 to come up with a removable hardtop version of the K-G.

Mercedes had introduced a car with a removable hardtop, the SL. The Mercedes SL had a very tight fitting removable hard top and also a very thin light soft top which folded completely down giving it a very airy and sporty appearance. In 1958 VW asked Karmann to come up with a similar hardtop for the KG and by the fall of 1958 such a car was converted and ready. It was not as easy as everyone had thought at first. It took some effort to design the original convertible but to make a hardtop fit properly was even more difficult because of body flex. The additional changes necessary would have increased the weight of the car and the price considerably. Since the regular K-Gs in coupe form and as convertible versions were selling much faster as originally expected, did not leave much extra production capacity, it was therefore decided not to introduce the hardtop.

I had no idea that Volkswagen had ever contemplated such a model and when I first read about it in article published in 2005 in a German VW fan magazine called "Käfer Revue" I thought this magazine must be an April issue where sometimes such articles are published to fool people. But no, apparently this was a real attempt in 1958 of getting a hardtop version of the Karmann Ghia.



K-G metal hardtop covered with vinyl

Doing some research on the Samba I found a picture of a hardtop Karmann-Ghia, which looked like what this Ghia designed top may have looked like except it had very limited rear visibility.

Fast forward to 1960: It turns out Karmann did not completely give up on the hardtop idea and in 1960 Wilhelm Karmann had one built for his sister. This car looked very attractive with the top on or off. With the hardtop off, and having the soft top completely folded into the inside of the body gave the car a very sporty appearance. It also appears that the windshield had more of a slant as the regular one adding even more to its attractiveness. Too bad this model was never introduced. I believe, because being so attractive, some customers would have bought them anyway, regardless of price.

Now I just wonder where this one-off car ended up and whether it still exists. ■

VVWCA EST. 1976

VINTAGE VOLKSWAGEN CLUB OF AMERICA MEMBERSHIP APPLICATION 2017



NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____

ZIP: _____ PHONE: _____

EMAIL: _____

CURRENT MEMBER

NUMBER: _____ DATE: _____

VVWCA CHAPTER/AFFILIATED CLUB OR
VW CLUB YOU ARE A MEMBER OF _____

VOLKSWAGENS

CURRENTLY OWNED: _____

New Members	1 Year	2 Years	3 Years	Total
USA – Includes Printed Newsletter & E-Edition	\$24.00	\$42.00	\$60.00	
Foreign Membership E-Edition Only New & Renewal	\$12.00	\$24.00	\$36.00	
Renewals	1 Years	2 Years	3 Years	Total
USA – Includes Printed Newsletter & E-Edition	\$18.00	\$36.00	\$54.00	
E-Edition only New & Renewal	\$12.00	\$24.00	\$36.00	
VVWCA Regalia				
VVWCA Window Decal \$1.00 ea (Includes Postage)				
VVWCA T-Shirt \$12.25(S, M, L, XL), \$14.00 (2XL) PLEASE INDICATE SIZE OF T-SHIRT-REQUIRED (Small, Medium, Large, XL, 2XL)				
Total Enclosed				

Mail your application, and membership funds (check or money order in USA funds only) to:

VINTAGE VOLKSWAGEN CLUB of AMERICA

P.O. Box 8559, Prairie Village, Kansas 66208 e-mail membership@vvwca.com

Please allow 4-6 weeks for processing. Enroll or renew your membership online using our **PayPal** services at:

www.vvwca.com

Ten Questions with Brian Gammon

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.

- 1. What got you started in the VW hobby?** My Granny gave me my uncle's old 1973 Super Beetle. Dad and I towed it from Central Florida to Maryland. Got it running and "dirt tracked it" in the backyard at 14 years old. The same uncle still loves VW's and recently got back into the hobby as have I. My father, both uncles on my Dad's side, and brother have owned air cooled Volkswagens. It's in the blood I suppose.
- 2. What was your first VW?** 1973 Super Beetle
- 3. What VW(s) do you currently own?** (2) 1966 Beetle Sedans & a 2004 Jetta TDI
- 4. What are your favorite VW years/models?** 1966 Beetle of course! Wanting a '72 or earlier, or '90-'91 Camper here lately.
- 5. What VW would you like to own if you could have any VW ever built?** Split Window Pop Top Camper... Doka Tristar pretty appealing too.
- 6. What other hobbies do you enjoy besides VWs?** Boating, bicycling, and home life.
- 7. What would be your best VW day ever?** Upper 60s, low 70s, sunny and the car running perfectly. That kinda weather happens just a few times a year in Houston.
- 8. Do you know or have you ever owned a copy of John Muir's idiot book?** Hasn't everyone? I have one of them now.
- 9. What is your pet peeve that people do to their cars?** Lower (or modify) them to the point they're undrivable. My brother had a '03 Jetta VR6 he kept knocking holes in the oil pan it was so low. That's ridiculous not fahrvergnügen! One of my '66 Beetles is lowered but completely drivable.
- 10. What is the most treasured VW part, book, magazine or toy?** Set of Art Thraen modified Weber 48 IDA carbs. ■

Vintage Munk's Vintage Volkswagen service & restoration since 1969

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.

We are now the oldest "strictly vintage" shop in Michigan. We offer a lifetime workmanship warranty, we are proud of our commitment to quality, and we are die-hard Volkswagen lovers.

We take the bugs out of your Beetle.



vintage munk's

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

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@vwwca.com first, we'll work out the rest. Thank you for making our job a little easier.



AVOIDING CAR BURGLARY AND VEHICLE THEFT

Zane Schwarzlose
Community Liaison, Protect America

Every 46 seconds.

There probably isn't a more heart-sinking feeling than leaving a store, event or activity and walking into a parking lot only to find that your valuables have gone missing from your

vehicle, or worse, your entire vehicle has disappeared on you. Cars are usually stolen to commit another crime, for temporary transport, to take valuable parts from the vehicle and resell them, or to re-sell the car. According to the FBI's Uniform Crime Report, in 2014, a motor vehicle is stolen every 46 seconds in the United States, and if your vehicle isn't at risk itself, your personal belongings within it may be. Both personal and vehicle theft are extremely stressful, but with proper planning and foresight, they are preventable. Motor vehicle theft is similar to home or business burglaries in the fact that these crimes are often "crimes of opportunity." Thieves see an opening and they take advantage. These openings are usually simple things, like leaving a door unlocked, a window or sunroof down, or leaving your valuables out in plain sight.



How do you prevent auto-related theft?

How to avoid having a vehicle stolen

- 1) Never leave keys inside your vehicle.
- 2) Don't leave the garage door opener in plain view (this can be mitigated by not putting a garage door opener in vehicles that will be parked outside).
- 3) Don't leave your car running. If it is necessary due to severe weather, sit with the car. Do not leave it unattended. You can also lock the vehicle and use a duplicate key to enter it after warming.



4) Install kill switches for steering wheels and column lock to deter theft.

5) Don't hide a key in a magnetic key box. If you can find it, so can a burglar. Many online resources tell car owners where magnetic keys for a specific vehicle are located.

6) Don't put any personal information on your car keys. If they are stolen, you will lose vital personal information.

Reminder: Don't warm a vehicle inside of a garage or enclosed space, so you won't fall victim to carbon monoxide poisoning.

How to avoid theft of items inside the vehicle:

- 1) Don't leave valuables with personal information out.
- 2) Don't move valuables to the trunk or other areas of the car while you're in public, so would-be burglars don't see what you have. Move items before you leave the house, or lock itmes in the glove compartment..
- 3) Get a car alarm. This is a sure fire way to attract attention towards anyone who is trying to break into your vehicle.
- 4) Put your vehicle in the garage if possible, but still lock doors and other points of entry.
- 5) If you're out and about, always park in a well lighted and high traffic area and be aware of your surroundings.
- 6) Don't risk hiding items in an SUV. They can be easier to break into because there is no trunk. This means that the driver generally just hides things out of sight and burglars know the common places to look.
- 7) Don't leave belongings in the car overnight. A lot of burglaries occur at night when the vehicle is parked outside of the home, or when a vehicle is parked in a parking lot and unattended for long periods of time.
- 8) Keep the car clean, because even items that aren't valuable can be mistaken as valuable (like an empty shopping bag, boxes, et cetera).



Going, going, gone.

So, you've walked out to the parking lot or your neighborhood and realized your vehicle is gone. Before all panic ensues, take a deep breath, and make sure that your vehicle wasn't simply towed. Check signs in the area for towing companies or parking laws. Towing is never fun, but it's much better than a stolen vehicle. If you've checked the neighborhood signs and reached out to local towing companies to no avail, it's time to deal with the reality of a stolen vehicle.



Quick Fact: The first suspect after a car theft is actually the vehicle owner. Many owners will stage a stolen vehicle incident so that they can collect insurance money, sometimes alongside a sale of the item on the black market. Don't be alarmed when you have to clear yourself as a suspect to law enforcement and your insurance company.

What to do if your vehicle was stolen:

- 1) If your vehicle has a service like Onstar or Lojack, call these companies to see where your car is and where it may be headed.
- 2) If you've been away from your car for a day or more before realizing it's missing, look online to see if it was sold to used car lots.
- 3) See if anyone saw anything suspicious by asking bystanders, local businesses, or any possible security footage in the area.
- 4) Report the theft to law enforcement and the establishment that the burglary happened at. The establishment may have surveillance footage of the incident and be able to catch a suspect or criminal.
Report anyone that you see loitering in a parking lot or messing with vehicles.
- 5) If the entire car is stolen, call the police immediately to file a report. Make sure to provide your vehicle identification number, and if you don't have that then contact your insurance company or financial lender for the information. The VIN will help you locate the vehicle.
- 6) Report the theft to your insurance provider. Even if the loss is not covered, reporting the incident will protect you in case the vehicle causes harm to others after it was stolen. If you can, have the vehicle's title, the location of all keys before the theft, a thorough description of the vehicle and any personal belongings that were stolen from the vehicle.



Who's on the list?

Here's the NICB's list of the most-stolen used cars last year:

- 1) 1996 Honda Accord, 52,244 units stolen last year.
- 2) 1998 Honda Civic, 49,430 units stolen last year.
- 3) 2006 Ford F-Series, 29,396 units stolen last year.
- 4) 2004 Chevrolet Silverado, 27,771 units stolen last year.
- 5) 2014 Toyota Camry, 15,466 units stolen last year.
- 6) 2001 Dodge Ram, 11,212 units stolen last year.
- 7) 2014 Toyota Corolla, 10,547 units stolen last year.
- 8) 2015 Nissan Altima, 10,374 units stolen last year.
- 9) 2002 Dodge Caravan, 9,798 units stolen last year.
- 10) 2008 Chevrolet Impala, 9,225 units stolen last year.

This of course does not mean that if you have one of these vehicles you are in more danger, or that if you don't have one of these vehicles you don't need to worry. The proper safety precautions need to be taken regardless of what kind of automobile you own.

Remember, vehicles are usually stolen to be resold, to go on a joyride, or to be stripped of their parts to sell. Continue to be vigilant and take proper safety precautions.

Share to aid others
in avoiding auto theft.

Resources:

[You'll Never Guess The Number One Suspect of Your Stolen Car](#)

[What To Do When Your Car Gets Stolen](#)

[What to Do If Your Car Is Stolen | Angies List](#)

[OU Police Department \(Campus Auto Burglary\)](#)

[Tips to prevent car break-ins | CNN](#)

[Auto Theft and Burglary Prevention | TX DMV](#)

[Vehicle Security Tips | City of Tallahassee](#)

WOLFGANG INTERNATIONAL

For over 20 years, Wolfgang International has been manufacturing quality VW custom parts at our 15,000sf facility in Redding, California. Along with producing high quality parts, we have been offering the best, no BS, technical advice free of charge.

FIND US ON THE WEB!

See our online catalog & more
at www.WolfgangInt.com



Feel the breeze! SAFARI WINDOWS

This Bug Safari window is constructed as a dual-channel, steel frame that accepts 3/16" safety glass and an outer lip seal. The basic "Assemble-At-Home". Kit comes complete with a bare frame, glass, seals and all necessary hardware. Stainless steel hinge assemblies and sliders are fully polished and have OE style latches that allow total lockability, however wiper pivots are optional and some sunvisor modification is necessary.



Raw Steel
T1 Front (58 64 ONLY) \$495.95
Chrome
T1 Front (58 64 ONLY) \$659.95

From
\$495⁹⁵

GIVE US A CALL TO TALK ABOUT
CUSTOM OPTIONS! (530) 246-4264

WG PRODUCTS

Hoodlum- Stand. & Vert.

Part #1827331

This extension allows you to run the deck lid spring when using the deck lid stand offs.

Reconditioned King Pin Spindles- Pair

These spindles have reconditioned king pins and are ready to bolt back on. They are sold in pairs (on an exchange basis) and they come with instructions on how to pull them off and put them back on.

Reconditioned Ball Joint Arms- Set of 4

These are reconditioned arms with new ball joints pressed in. They are sold on an exchange basis and come with the alignment eccentrics. Just pull your old arms off and install the new ones.



14th Solvang Veteranentreffen

September 2016

I'm really excited, I haven't been to this show in 20 years, haven't seen any of these friends in that long. This really is a picture perfect atmosphere for this show, it looks just like the old postcards I collect from Europe in the 50's and 60's with the old Volkswagens, but in color.

Solvang is unique in that it's built based upon a Danish village complete with windmills of which there are 4 which are well known. Solvang's also known for it's chocolatiers and wineries. There's wine tasting and chocolate tasting everywhere and plenty to do for everyone in the family.

It's also home to the Santa Ines Mission upon whose grounds the Golden Gate Chapter of the Vintage Volkswagen Club of America holds the Solvang Veteranentreffen. The Santa Ines Mission was built in 1804, 19th of 21 missions built along the California coast to protect the Spanish territories from Russia and England. It was absolutely perfect.

The host hotel this year was the King Frederick which was only two blocks from the grounds of the Mission where the car show was, talk about easy. The hotel was very nice also a very accommodating to our club.

I flew into LAX and drove up the coast since I hadn't done



Fig.1

that in more than 20 years and with the exception of the traffic at points along the way, it was beautiful but took longer than expected and wasn't able to play along the way. The ocean was as beautiful as I remember and the sun felt great, nothing like driving the coast, the sites, the smells, the curves in the road, wish I was driving my GTI!

As I drove into town, the Volkswagens got thick but it was beautiful to see them against this beautiful town and architecture, so natural. Found the hotel and got situated. Ran into a couple of really good friends immediately checking in and it was up from there. I was pretty tired since I was on Kansas City time and hadn't eaten since a

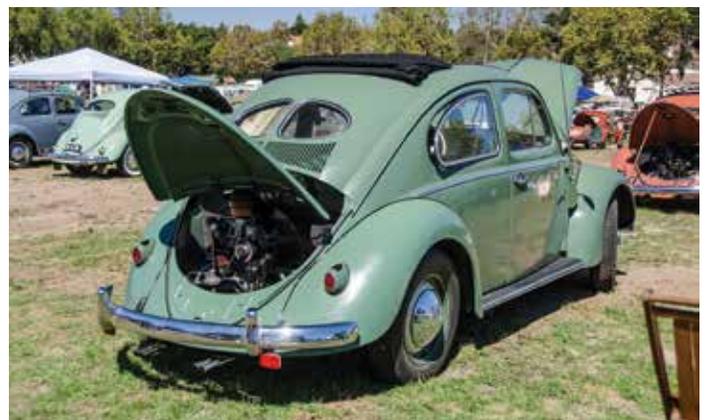
long time, so I wondered around town to a couple places I looked up and decided on a personal pizza, good choice!

Up early the next day as I had always at every Kelley Park Show and the 3 previous Solvang shows, as I'd always worked at the front gate, first shift so I can see all the cars and people come in, and nothing changes. It's great to see the old faces and trying to remember the names, Tony Moore of Wolfsburg West almost got by me.

After my shift was over it was time to check out the beautiful cars, approximately 120. One of things that the Golden Gate Chapter does so well, is the organization of their shows and the parking of their cars in the show. They actually have people helping you to park as well as large signs telling you where your class is and you know, it looks nice and it's easy for the magazine guys as there always is one there like Andy Kimball (Hot VWs), son of Rich Kimball, seems to be following in his father's footsteps and there's nothing wrong with that! Besides meeting Andy, I also got to meet Shin Watanabe who came out with a table top book on Volkswagens which you can get through Amazon of course, it's round and looks like a toolbox kit and comes in a VW parts looking box, very cool. Anyway, it was pretty cool meeting them finally after seeing their names so often in the magazines and on the web.

As always, I met lots of very wonderful people, about 400 paid through the gates, and ran into many people that I knew from the internet. The internet is a pretty amazing place when you think about it, it's brings us together, but it's even better when you get to really meet the person









and you go, so you're the one that sent me that or this. True with two more people, Francois Espi, President of Rare Vintage Air, a group with a good turnout at the show, and Kimbel Ritch both whom I've spoken with on the VVWCA Face Book page and even sent Francois something from our regalia page. Kimbel was so nice he even allowed me to drive his 1944 Kubelwagen around the parking lot a bit, that was the highlight for sure.

After the show was the awards and raffle with Mark Merrill taking home top honors with his newly restored 1953 Dannenhauer & Stauss Convertible (Fig.1), and let me tell you, I really have to say, that is the most beautiful coachbuilt VW I have ever seen! After the show, I helped clean up the show area as usual and went back to hotel to nap and get ready for the evening activities.

We all, those who chose to and made reservations for, met at Anderson's Pea Soup in Buellton just up the road off Hwy 101 that evening for a big get together and food. We had a hearty meal laid out for us cafeteria style with a couple of choices of entrée, sorry I can't remember, should have written this soon as I got home. I sat at a great table with Tom Niederhofer and wife, Mark Merrill and wife Peggy and some other great people, very nice couple, once again, the memory thing going on. VW people are the best! Especially had a great time talking to Mark, always find it fascinating to talk to people who know so much about something or who have so many great stories about their projects and Mark has a few projects he can talk about. I once had a rare opportunity to photograph one of Mark's '46 Beetles in Topeka, Kansas, ask Mark about that story, in fact, that would make a great story for the *Vintage Voice*, don't you all think?

The next day, those who wanted to could get in line for a quick photo shoot around one of the windmills next to the host hotel, but most were lining up where the car tour started down a couple of blocks. The tour would take the group on a loop that takes about 40 minutes to Los Olivos and around and back to town. I got lost of course trying to position myself somewhere to get some great shots, so hopefully I learned something there for the future.

Then an even smaller group of us went off to Ascendant Spirits Distillery. We had a very nice tour, my very first time and it was pretty interesting. They had one vat with 190 proof stuff, bet that would get me drunk with one sniff. After the tour, everyone got to try the different types of liquors they made, I don't drink so I watched and it's a good thing, I still had to navigate the 101 and Hwy 1 all the way back to LAX for the flight home that evening. I had a wonderful time, I can't thank Rick Spohn, his wife Joy, Carmencita Valerio, Dennis Frick, Connie, Tim, Sandy and all of the volunteers of the Golden Gate Chapter

of the VVWCA, it's all you that makes your two shows 2 of the best in the country this and Kelley Park. Now a very special shout out to two of my favorite ladies and I'm sorry if I didn't mention your name, I've already thanked you or told you what a great job you did, but these two ladies have been doing this for I don't how many years, I know one has since 1958 when she bought her first VW in Europe, traveled around in it before bringing it back to the states and still has it today, that would be Lydia Avak and Betty Lukas, it was such a pleasure seeing you two ladies, I sure hope I can see you again.

You should really make this a stop for your bucket list, it's more than a car show, it's a long weekend and so much to do, so many nice restaurants, wines, chocolate, the coastal mountains are beautiful, especially if they have rain, I like it either way. See you in two years!

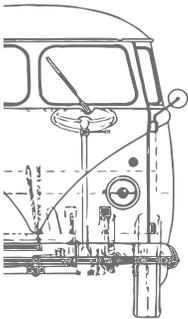
Mike Epstein, stuck in Kansas for awhile.....



Type 4 Conversion. Reliable big bore power.

The **Type IV Store**™

No one knows
Type 4 conversion
parts better than us.



ENGINE KITS:

Camper Special,
2056cc, 2270cc, 2563cc



VALVETRAIN KITS

including Raby Cams

type4store.com | (815)-472-2939
info@type4store.com

facebook.com/type4store



The Connecticut Volkswagen Association 2017 Coming Events

Sunday April 23, 2017–The CVA’s **27th Annual Spring Dust-off**, Mansfield Hollow State Park 195 Bassett Bridge Road, Mansfield, CT from 9am to 3pm. Held rain or shine. This is an informal, non-judged gathering. Dash Plaques to the first 100 cars. Bring a picnic lunch and enjoy a day of cars with your fellow VW comrades! **Please, no alcohol, loud music, vending or burnouts!** For more info: Bill Arute (860) 395-9964 bill@ctvwa.org or Chris Fox chris@ctvwa.org .

Sunday May 21, 2017–The CVA’s **6th Annual Swap and Meet-Up**. Address: **Tanger Outlets 314 Flat Rock Place, Westbrook Ct. 06498**. Open to all **German cars and VW’s** both new and old. Dash plaques, Goody Bags to the first 100 cars. Directions, I-95 North / South take Exit 65, turn south onto Rt.153, turn left onto Flat Rock Place and look for the “VW” signs. **Also, check out our website for Hotel and Off Site Camping information. Don’t miss the FIRST VW Swap Meet in Connecticut for 2017, Vendors Welcomed!**

9am-2pm. \$5 for show cars, \$10 for swap space, and general admission is always FREE! Event held **Rain or Shine**. For more info e-mail Chris Fox chris@ctvwa.org or contact Bill Arute (860) 395-9964 bill@ctvwa.org

Saturday June 10, 2017–**Cardone & Daughter “VW” Day**, Address: Cardone & Daughter Automotive, **4 Custom Dr. Old Saybrook Ct. 06475** www.cardoneanddaughter.com. An informal **open house for all VW’s** and vintage cars from 10-2pm. **Tour the shop and talk with the experts**. Free coffee and donuts to begin our day, then hot dogs and burgers on the grill at noon. For more info contact: Bill Arute (860) 395-9964 bill@ctvwa.org or chris@ctvwa.org .

Saturday July 22, 2017–The CVA’s **4th Annual FROG ROCK Gathering from Noon till 3pm**, Address: **212 Pomfret Rd (Rt. 44) Eastford Ct. 06242**. A social event for all VW’s. Burgers, Hot Dogs, Seafood and Ice Cream available at the food stand. Next we head down the road to the **Tri State Cruiser’s Saturday night cruise from 3 till dark** at the junction of Rt.169 and Rt. 101, Pomfret Center. For more info please call: Bill Arute (860) 395-9964 bill@ctvwa.org or Brent St Louis brent@ctvwa.org

Saturday August 26, 2017–CVA & CT CORSA’s **“Air-Cooled at the Orchard”** Address: **Lymans Orchard 32 Reeds Gap Rd. Middlefield, Ct. 06455** from 9 to 3. (Rain date August 25th) **This show is open to all air-cooled Volkswagens and Corvairs. \$10 for show cars, general admission FREE! No vending.** For more info contact Bill Arute (860) 395-9964 bill@ctvwa.org or Chris Fox chris@ctvwa.org

Sunday September 10, 2017–The CVA’s **13th Annual Volks-Meet**, Address: Westbrook Elks Club 142 Seaside Ave Westbrook Ct. 06498. Show is open to all VW and German cars. Dash plaques and goody bags to the first 100 cars, event held rain or shine. Directions, I-95 North / South take Exit65, turn South onto Rt.153, turn South onto Rt.1, and turn left onto Seaside Ave. **Time: 9am – 2pm, \$10 for show cars, \$20 swap space, general admission FREE! Check out our website for Hotel and Off Site Camping Accommodations** or contact Bill Arute (860) 395-9964 bill@ctvwa.org or Chris Fox chris@ctvwa.org for more information.

Sunday October 15, 2017–The CVA’s **19th Annual Fall Foliage Cruise, from 9am to ???** Held rain or shine this event will begin at **The Country Market – Tony’s Package Store** parking lot, **95 Bridge Rd Haddam Ct (RT82)**. There will be a dinner after the cruise for those who are interested. Come and enjoy the colors of fall with us. For additional info please contact: Bill Arute (860) 395-9964 bill@ctvwa.org or Chris Fox chris@ctvwa.org .

Sunday December 3, 2017–The CVA’s **“Last Hurrah”** Address: 401 Seaside Ave. 06498. Are you crazy enough to go to a VW event in December? Weather permitting we will be gathering again at the Westbrook Town Beach from noon to 3. Afterwards we are invited to participate in the **Westbrook “Tree Lighting Parade”**, decorating is encouraged! Contact Bill Arute (860) 395-9964 or bill@ctvwa.org or Chris Fox chris@ctvwa.org for more info.



VW Beetle 71st Anniversary

Seventy years ago – just after the Christmas following World War II – the very first Volkswagen Beetle rolled off the assembly line in Wolfsburg. And with it began the development of the post-war German automotive industry.

Following the first 630 examples of the KdF-Wagen built during the war, the first VW Type 1 (which would come to be known as the Beetle) was built at the state-of-the-art Wolfsburg plant. The facility was constructed in 1938 specifically for the purpose, but was converted to produce military equipment during the war, and was subsequently bombed out by the Allies. The factory was rebuilt under the command of Major Ivan Hirst of the British Army, who put the Bug into production – as best the available resources could muster – initially to fulfill orders placed by the occupying forces.

Production picked up after the Deutsche mark was reformed in 1948, and the original Beetle remained in production until 2003 when it was finally discontinued in Mexico. By that point the New Beetle had already been introduced, which was, in turn, replaced by the newer Beetle we have today. As for the Wolfsburg site, it remains Volkswagen’s largest plant, the seat of its headquarters, and the home of Autostadt – one of the largest tourist attractions in Europe.





Sunday May 21, 2017
6th Annual
Connecticut Volkswagen Association
VW Swap & Meet Up
All Volkswagen & German Car Show

Tanger Outlets
314 Flat Rock Place
Westbrook, CT 06498
Exit 65 off I-95 & follow VW signs

*A portion of the proceeds will go to support the American Warrior Foundation
www.americanwarrior.us*

Time: Gates open at 9am, awards at 2pm (Show held Rain or Shine)
Admission: \$5 for show cars, passengers and spectators are FREE!!
Vendor Spaces: \$10 for swap space

For more information, accommodations & off-site camping details contact Bill Arute at bill@ctvwa.org
860.395.9964, Chris Fox at chris@ctvwa.org or go to our website www.ctvwa.org

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

Story 8

NICE TO BARCELONA

By Tod Tolan, Group XXIV

The cousins lived up to their part of the bargain. They bought the petrol and I drove Rico. Jane was pleasant enough, but Judith seemed to harbor a negative attitude towards everything. We drove near the famous beaches of Nice. It was early April and still too cool for the renowned 'topless' crowd. Rico carried us westward toward the Pyrenees and Spain.

Suddenly, in Toulon, France, off in the distance I noticed a familiar face—a large familiar face—a very large mosaic familiar face. Rico whirled around directly into the parking lot of the ZigZag Cigarette Paper factory. I didn't have a camera, but Jane kindly agreed to photograph Rico and me standing in front of the two story high ZigZag man.

Back on the road and five hours later, Rico's headlights shown brightly down the two lane French highway. Judith was sitting beside me making the trip as unpleasant as possible with her negative banter. I was exhausted but we were still at least two hours from Barcelona. There were no lodging options nearby as I considered pulling to the side of the road for a brief nap. We passed a wide area on the highway, so I slowed Rico to a stop and shifted into reverse. It was very dark outside, with no street lights whatsoever. I explained to the cousins my desire to rest as we slowly backed up towards the wide part of the road. Suddenly we were sideways! Listing acutely to his right, Rico had encountered a soft gravel shoulder and slid down into the deep roadside ditch. Rico was lying completely on his right side, lights burning bright, and wheels still searching for pavement, like a turtle on its back struggling vainly for leverage.

Inside the cabin, pandemonium reigned. Because Rico was on his right side, I was floundering directly on top of Judith. She was hysterical. She was furious. "How dare you fall on top of me. Get off of me this instant!" she



Rico & Author at ZigZag Cigarette Paper Factory, Toulon, France, 1970

shrilled.

I turned Rico's engine off but left the headlights burning. I climbed up and out the driver's side door. Jane and Judith soon followed. Several autos must have seen our misadventure because folks offering assistance immediately surrounded us. I requested a tow truck, which was dispatched quickly. In due time Rico was disconsolately pulled from the ditch but very much ready to ride, no worse for the wear.

I was so very proud of Rico and conversely so humiliated by my own careless mistake. This episode failed to tarnish the luster of his reputation for persistence. I was no longer fatigued--on the contrary. As we drove on to Barcelona, the cousins were silent. I contemplated the wisdom of sharing this leg of the journey with these ladies. The tow truck cost me the entire amount that the cousins had contributed towards petrol. 'Penny wise and pound foolish', I concluded. A lesson I've had to learn many times since.



After arriving in the Castilian city of Barcelona, the cousins eagerly departed Rico. They were probably relieved to have arrived at their destination in one piece. Although I never saw the ladies again, six months later, Jane sent me a brief note with the ZigZag Factory photo: "Hope you get this photo, Jane." A very brief note indeed. ■

Fishheadlouie's Funnies

Once upon a vw in the Fall of 1998, I had procured my 3rd VW beetle, this time, a metallic teal (not original paint) 1979 convertible and man did that engine run! It had to be over a 1600cc...likely a 1776cc or higher. it had no problem doing 75mph all day long! it had a fair amount of rust where the convertible top meets the rear of the car... lots of problems hiding under the paint bubbles along with a riveted metal floor patch behind the driver's seat. I only had two minor mechanical problems with that car in the 4 months I owned it. the accelerator pedal snapped in my apartment parking lot so I had to pay "Billy," to replace it. at least he managed to do that fine! little did I know the engine for my 71 super bug, he previously sold me would leave me stranded in WV that December (see last issue's article). the other trouble I had was when I was driving on interstate 81 near Front Royal and suddenly the car stalled. I attempted to push it up a slight incline and coast down the exit ramp to a gas station. A Trucker saw me and helped push that car to the crest of the ramp hill. A man noticed me fiddling with the Decklid up and offered to help out. His name was Shawn T and he was an airplane mechanic would had had a few bugs over the years. Anyway, he selflessly donated one of his bolts from his Japanese import to replace the pin that had fallen out of my mechanical fuel pump. He suggested I replace my pump when I got back to JMU and I did just that. That was the first part replacement I did on a beetle and was proud of myself that I had done it myself. I got Shawn's phone number and address and later sent him a thank you card. lesson learned: always travel with an extra fuel pump in your trunk and a basic socket set with extensions. also, make sure you have the correct fuel pump as there are at least 3 different mechanical designs: 25/36 hp, 40hp to 1500 (I think) and 1600 dual port. The 25/36 hp looks different than the other two. I'm going to assume most of the readers whom own a pre 1960 beetle know the look of the pump and that it has metal fuel lines that thread into the pump and carburetor. The other two types can be easily confused as the spring loaded tab that the fuel rod pushes on comes out of the fuel pump bottom in once instance and is almost recessed in the other type. always compare your old fuel pump to your new fuel pump by looking at the bottom of it and noting this



Giving a cruise to Mr. Kieley in the third VW i owned; after all, he let me park my '67 bug on his lawn for a few weeks when my Dad caught us driving without insurance nor registration (see Sept/Oct issue) Fall '98



Andrew Kieley and I doing what I call the "Washington crossing the Delaware" pose in my '79. Fall 1998



My brother, Tom Madsen in Squire Hill Apartment Complex in Harrisonburg, VA, posing with 1979 and 1971 Super Beetles. Note: he's holding my "idiot book." Fall 1998

particular feature. in the photo is my brother Tom between my 79 convertible and my 71 super beetle in fall 1998. ■

Tony Madsen, fishheadlouie@yahoo.com



Your One Stop Shop For Your Aircooled VW

**Free Shipping
on Orders
Over \$100***



**Save Time &
Money With Our
Everyday Special**



5% off any order over \$600
10% off any order over \$1,200
15% off any order over \$1,800*

JBugs.com

800.231.1784

*Certain exclusions apply to our shipping policy. Discounts not applicable to certain items.