



VintageVoice

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Everyone has a great VW story to tell, why not have it printed in the Wall Street Journal?

A.J. Blaine writes a column for the Wall Street Journal about interesting people who own interesting cars and asked me if I would ask everyone who would like to share a VW story to send him an e-mail, maybe this will be your 15 minutes of fame. You can reach A.J. at abaime@gmail.com.

On a similar note, the owner, Billie Clifton, of Backroom Brewery in Warren, County, VA. Is having a music festival on 40 acres of land featuring cover bands of all the bands that were at Woodstock and would love to see someone volunteer to try to make this a Vintage Volkswagen event there, anyone interested in trying to put something together should reach out to local clubs and VW people to see if it couldn't happen. I'll be laid up later this year and won't be able to attend and I live in Kansas City so it's hard for me to really help this happen.

Please contact Billie if you need more info and how much space we would have or other amenities. I really hope someone can make this happen and send us a few photos and small story on your experience. Billie can be reached at billieclifton@earthlink.net.

Over the years, one of the biggest pains we've had is in the department of our membership, keeping it up to date, following through with it, contacting people, sending out thank you letters etc. We'd like to put an end to this once and for all. Of course nothing is perfect, but we think we may have found the next best thing. From this point on, we're going to ask everyone to please use the PayPal way of paying for your membership instead of snail mail, that's one sure way of getting it done right and not getting it lost or misplaced. There is always an electronic receipt and a way to trace it and there's never a lost letter and no one to blame but me.

One thing that everyone should be aware of is that with your membership, you always receive an e-mail each time a new issue is released that has the new password in it allowing you to view the newsletter before you receive your hard copy if you have the full membership. I've noticed that there are quite a lot of you who we don't have e-mails for which means you don't get an e-mail from us, you're really missing out so please contact Jim Howland, the membership coordinator at membership@vwca.com with your e-mail address as soon as you can so we can update

our records as soon as possible so you can enjoy all the perks we offer. Thank you, we hope this will make a huge difference and take care of most all of the problems we've had in the past. We will of course still accept checks but, unfortunately we must change the address once again because for some reason we are having issues with the newer address in Virginia. So please start sending checks again to: P.O. Box 119, McLean, VA, 22101, that's in c/o VVW-CA. Please don't forget to send us or e-mail us an update if you move or change your e-mail address to membership@vwca.com, we can't be responsible to get you your newsletter if you don't tell us you've moved or changed contact information, this is so important, you wouldn't believe the amount of e-mails received because of this.

If for any reason you have not received your password or *VintageVoice* and think you should have, please contact the membership coordinator first, his name is Jim Howland and can be reached at membership@vwca.com, I do not have the most current database and usually cannot answer questions for you as to why you haven't received anything yet, though I can check to see if your PayPal payment has been received.

I would like to mention a joint venture between the Type 181 Registry and the Golden Gate Chapter, both, chapters in the VVWCA. Stand by for a special, a decal I believe it is. In the mean time, check out the upcoming Things West Show coming in June of this year. Here are the particulars: <https://sites.google.com/site/jeffgilleland/thingswest>, <http://vwthingregistry.com/>. Check it out and be there or be square.

We would like to run a new column in the *VintageVoice* if we can get enough response since some people still don't like using the web for stuff like this. It would take a few volunteers to answers technical questions put forth by our membership. What I like about this is that if this question comes up on our Facebook page and you don't see it with a minute or two, it's too far down to see for it to help you, now we'll have it in print for you to refer to anytime in our archive section of the member's only area on the website. I'll inform you all when I get a few volunteers and we're ready for questions, volunteers, I would come to whoever feels most confident at answering the particular question.

Enjoy the car season and hope to see you at the shows, don't forget to take lots of photos and write stories about the events you go to for YOUR club! Thanks! ■



BIRTHDAY GIFT

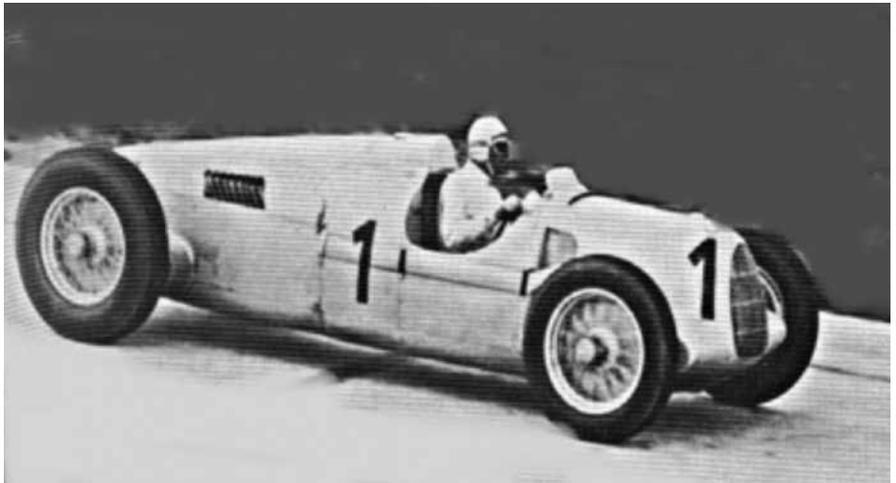
In 1995 I asked my wife what she might like for her 50th birthday. She responded that she didn't need anything but after a few silent moments went by she responded that the only thing she ever lusted for, which an old boy friend had, was a robin's egg blue (not the factory name) VW Beetle convertible with a white top. Now how was I going to find that. Well, thank goodness for the Internet as a search come up with one in Palm Beach. Turns out this person was a car collector and had just what I was looking for. A 1979 Robins Egg blue one with a white top. Even better, he had never titled it and there was only 67 miles on the odometer. We made the deal and I had it trucked to our home on the West coast of Florida and put in a garage with a huge red bow and ribbon around the car to surprise my wife on the day of her 50th. And was she surprised!!!

We still have the car and it now has only 9300 miles on it and it is kept in a humidity controlled garage year round and it is all original and perfect. It is my wife's pride and joy and turns heads every time she drives it. Everyone wants to purchase it but she will never part with it and has already promised it to our daughter.

The car was delivered through the Port of Houston in February 1980 to VW Intermountain in Salt Lake City. The original sticker shows a color code of J1V3LL and has a Vin of 1592041829. The MSRP shows \$7622 including destination charge of \$300. The collector I purchased it from said it was the last VW convertible produced in Germany and delivered into the US. I have tried to document that through VW but they do not have records going back to 1979. ■

Jay Proops

About 20 years ago I started writing for the VintageVoice a series of articles about "Volkswagen by the Years", covering the history of the Volkswagen organization and its cars, from 1931 until the end of Beetle production in 2003. Since then I have continued researching the VW history and have found details not included in my original articles. Now I am in the process of updating the original information, encouraged by our club's president and by others. We know there are members new to the VVWCA and others who missed the stories the first time around and may be interested in updated versions.



Volkswagen in 1936

TWO PRE-PROTOTYPES ON THE ROAD - AGREEMENT TO PAY FOR 30 MORE

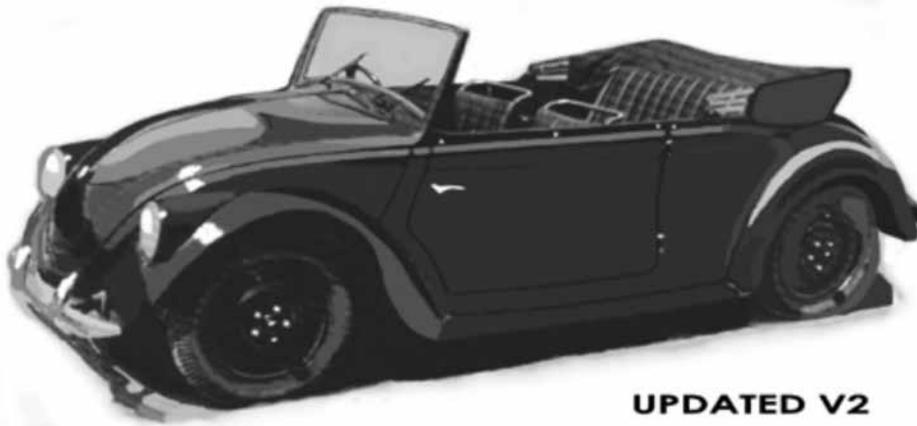
In 1936 The Auto Union race cars designed by Porsche and built by Auto-Union were winning almost every race they entered. It was the most successful season for the Auto Union racing cars for which Porsche received all the credit. This, most certainly made many and especially Hitler overlook the many problems and the slow progress with the Volkswagen project.

In early 1936 after being aware of the many complaints by the German car manufacturers, the RDA, the people paying Porsche to develop a Volkswagen, even Hitler wanted to know more about its progress and wanted to see the car. Eventually the V1 was shown to him. After the showing, the manufacturers, the RDA, got upset because they thought they should have been the ones to get the car to be shown first, since they after all, were footing the bill. In an internal secret report dated February 7th, the car manufacturers stated their unhappiness with Porsche and the general lack of communication and progress. They were upset that Porsche informed Hitler about the progress of the Volkswagen but not them. This supposedly secret internal memo by the RDA was outright nasty. It pointed to the many problems Porsche had in the past with all the different car companies he had worked for. The memo further stated that the two cylinder engines Porsche worked on to be used for the Volkswagen were completely

inadequate. It was further suggested the whole Volkswagen project should be stopped to cut their losses. What Porsche had come up with so far was completely useless! Even if such a car could somehow be made to work, it would cost at least 1,500 marks and not the 1,000 Hitler had wanted to sell it for. It was implied further that Porsche so far just wasted time in order to extend the payments he received for his work. The RDA was desperately trying to get the attention of Hitler. The annual auto show was pending in February and they claimed that they wanted to spare Hitler the embarrassment of making a false statement to the public. Hitler refused to acknowledge the whole matter and just ignored it.

The Auto Show opened February 15th and Hitler announced publicly that the brilliant auto designer Porsche was working on the preliminary design of a Volkswagen. This showed that Hitler was not willing to give up on the Volkswagen idea and the RDA really had no choice but to continue paying Porsche to assure that he could keep on working on the project and they had to pacify Hitler, no matter what.





UPDATED V2

All this whining on the part of the RDA did at least result in the first two prototypes, the not running V1 and the V2, being presented to Government officials and Automobile manufacturer's representatives on February 24th. During discussions taking place after the showing the same day, Porsche promised to make a decision regarding the engine within about one week. He preferred two cylinder engines but after extensive testing, he realized that perhaps only a four would produce enough power.

Pictures taken in February of the V1 and V2 at an outing in the Black Forest may have been the first pictures taken ever of these two cars showing Ferry Porsche and Herbert Keas with two ladies, probably their wives.

On June 11th two updated prototypes, now with the headlight placed in the front fenders were shown to Hitler at his summer retreat in Bavaria. At the same time Hitler ordered 30 more test cars to be built. The RDA agreed to pay for the building of the 30 additional cars after Hitler announced he would pay for them himself if they would not come through. The RDA declared at the same time that this was it and they did not want to have anything to do with the Volkswagen project after. This suited Hitler just fine. Hitler had already been thinking about how to pay for a Volkswagen factory and to pay for the further testing of the prototypes.

July 28th, Daimler-Benz received the official contract to build the 30 additional cars not that they had waited for the order. They had already updated the first prototypes and started to build the additional 30. While the RDA agreed to pay for the building of these additional cars, their testing was paid for by the newly formed organization to organize the building of the Volkswagen factory and the cars.

It is interesting to note that the additional 30 cars were

built without anyone one of the first prototypes really tested. This was completely against the original agreement between Porsche and the car manufacturers. The reason given was that it was not possible to come up with accurate price calculations more cars had to be built. We do not know how Porsche manipulated that.

In the fall, two of the cars the updated V1 and the V3 were driven around under their own power. First, they were taken to Berlin and later driven around the Bavarian Alps. In the meantime, the University of Stuttgart had finalized the design of the chassis.

October 5th, finally the third car the V3 was ready and joined the other two for testing. Porsche had agreed to this tests many months ago. Many problems showed up during the tests but eventually the cars put on their 50,000 km as had been asked for by the RDA. One of the testers remarked that he did not realize that as many things could go wrong with a car as with these first cars.

The test were completed according to Ferry Porsche December 19th, others have given different dates. A report about the test results and its conclusions was written January 26th of the next year. The man writing the final report had a difficult job. Being paid by the RDA he had to bring up the many problems. On the other hand, he did not want to say that the car had no future, knowing how much Hitler wanted it. The Porsches had to be kept happy too, a most difficult job and not an enviable job. The report used a very diplomatic language, saying that the car showed a lot potential but much further work was needed.

1936 DATES:

February 15: Hitler promises an affordable car for millions of German.

Late June: The car manufacturers under pressure from Hitler agreed to finance 30 more prototype cars.

July 11: Two running Volkswagen prototypes shown to Hitler at his retreat in the Alps.

October 8: At Hitler's suggestion, Porsche takes his first trip to the US to study mass production.

October 12: The requested tests by the car manufactures of three Volkswagen prototypes begins.

December 23: Tests, of the now called V3 prototypes end completed after each car had covered about 50 000 km, 32 000 miles. ■



Lindberg M32

I have had a number of Studebakers over the years, including a nice Lark convertible and a hot rodded pickup truck. I'd sold those in an attempt to down-size, but that left me with no winter project. My wife referred to it as "empty garage syndrome."

Anything I choose had to be intriguing, potentially fun to drive and above all cheap. I was in no hurry. One day at work I was driving with some guys and passed a small car for sale in a front yard. They all said "Wow, that's a cool looking old car!" I said it wasn't what they were thinking; it was just a VW based kit car, not some antique roadster. I wasn't interested.

Not long after I was passing that way again and there was a new sign. "Must sell-\$2,500." Hmm. Not a bad price. Interesting looking car. Cheap parts. I decided to call and see if it was running. The seller said it was, I'd just need to bring a battery and I could drive it home. When I went the following day he had put in his own battery and the thing was running. Sounded good. Deal made.

Next day I went to pick it up bringing my own battery. No start, not even crank. Hmm, not good. Sitting in it I discovered the pedal cluster was frozen with rust, clutch and throttle wouldn't move. Not good. But it was mine now. Called the wrecker and hauled it home.

A new starter and solenoid got it running. It is now in pieces getting new pedals and cables and complete new electric wiring. And seat upholstery. My winter projects.

Now about the car itself. It is called a Lindberg M32; built by the Lindberg Engineering Company of Toll House, Calif. It is supposed to be modeled after a 1932 Mercedes Benz 500 roadster. A very generous eye might say they bear a resemblance. But it is cute. The kit is installed on a 1969 Beetle chassis. It seems to be a full length chassis with the shift lever moved back on the tunnel about 16-18



inches. It's a roadster with the seats roughly where the back seats had been on the Bug.

Some research turned up that the Lindberg Engineering Company, a machine shop which made a variety of products, had gone belly-up in the '90s. At the end it had been run by the son of the founder and I was able to find an address for him still in Toll House. I wrote to him about the car but didn't receive an answer for several months.. The answer came from the brother of the man to whom I'd written. He told me that Lindberg had produced this model and two others starting in about 1977 and ending in 1985. He believed that in that time they had produced no more than 25 M32s and that mine was the only survivor of which he was aware

On a funny note. In order to be registered in New Hampshire, a kit car like this must be inspected by a DOT trooper and given an assigned VIN. The car will then carry that VIN and be listed as a "reconstructed" vehicle. Whoever put the car together told the trooper that it was modeled after a 1932 Mercedes so that is how it is registered. Not as a Mercedes but as a 1932 Reconstructed. So if anyone out there knows anything about the Lindberg cars, or this one in particular, I'd love to hear from you.

John Henne
oyvez@yahoo.com
Shelburne, NH

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Kdf-Wagen
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By Terry Shuler

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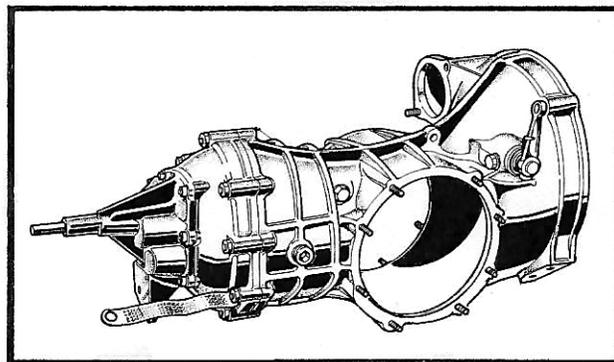
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BLAST IT, ANYHOW!

By Jack Ashcraft



If you regularly get your knuckles skinned and grease under your fingernails, you probably have also sworn a lot as you attempted to get grease and general grunge off of various parts. I have found that a 50-50 mix of full strength Simple Green and solvent [paint thinner] does quite a good job. I DO confess to taking a much easier path on a lot of occasions by simply taking the nasty parts to my local machine shop and having them run through the “sheep dip”—their chemical cleaning tanks.

I received a transmission the other day [yes, rebuilding transmissions for vintage Saab cars is one of my other evils] that had been, believe it or not, sand or bead blasted. I don't know which, but I can tell you it was one dumb, dumb idea.

You all know that when you use a center punch to mark the exact place where you are going to drill a hole in metal, the punch area, if you look at it with a magnifying glass, causes a minor eruption of the metal all around the actual punch crater. The entire transmission case [and some of the internal parts as well] suffered that

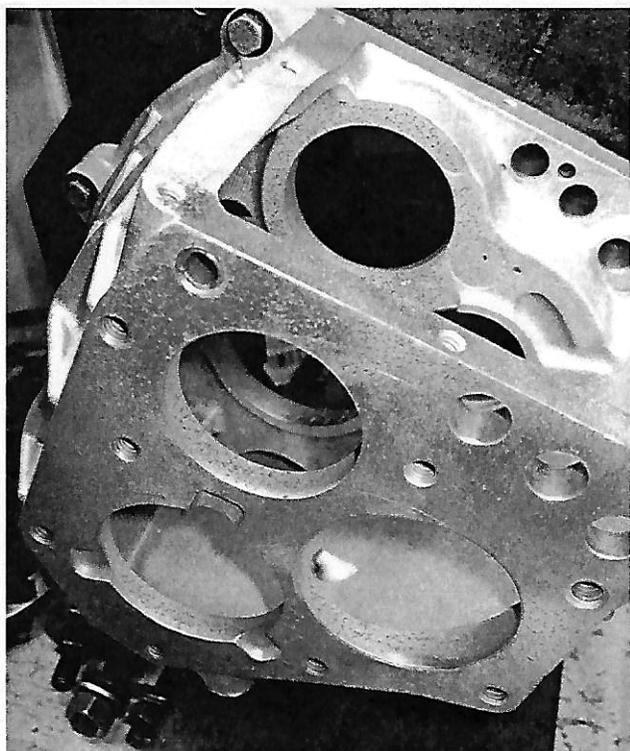


PHOTO 1

exact damage, but multiplied by about six jillion [see photo 1]. Six jillion craters of the moon on the outside of the case meant that it would soon look like it lived in a dirt and grease environment within a few miles. That was bad enough.

The real problem was in the exposed, machined openings for bearings [see photo 2].

The blasting DECREASED the inside diameter of these machined openings so there was absolutely no way a bearing could be installed there. There were two solutions: pay a machinist some serious money to have the transmission case line bored back to the correct inside diameters for the bearing openings, or replace the

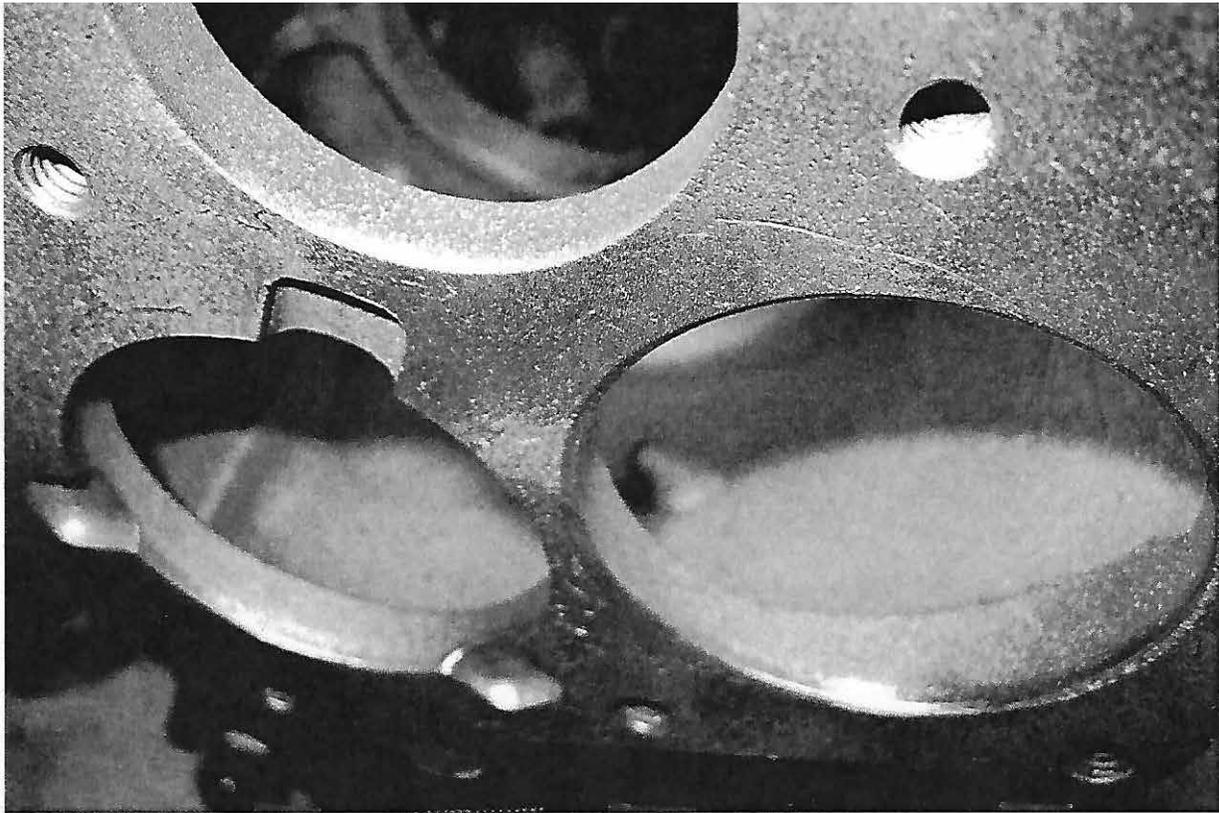


PHOTO 2

transmission case entirely. I chose the latter, as it was FAR less expensive for the [dumb] owner, and that allowed a far quicker turn-around for the transmission reconditioning job.

Sand or bead blasting some parts—like maybe the frame for a Model A Ford—might be just the ticket, but for most other things, a chemical hot tank job, or just some old-fashioned elbow grease with a brush, putty knife and the 50-50 Simple Green/solvent combo may be FAR better. Those of us who are involved with restoring vintage cars should remember—many of the parts we have to clean are made of that mysterious material, “unobtanium.”

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 your membership. Please send your change of address and e-mail to: Jim Howland, Membership Coordinator, P.O. Box 119, McLean, VA, 22101, that's in c/o VVWCA, or e-mail Jim at membership@vwwca.com first, we'll work out the rest. Thank you for making our job a little easier.

Fishheadlouie

Once upon a VW, I was on the way to the Bug Out in Manassass, VA, in 2011 in my '67 beetle. In between his glares down my gf's shirt from behind (low seat backs), my back seat passenger said, "I know where one of those split window bugs is." The next day, I went to scope out this backyard location in close by Bridgewater, VA. There it was: A coral red 1957 oval window with its original 36 hp engine with a quarter inch worth of saw dust on it from the bees or termites burrowing in the frame of the carport it had been under since 1987. My friend James and I knocked on the guy's back porch door asking if the car was for sale. James had my video camera because I wanted to record the scene as the owner, Ron, didn't seem to mind. I thought it might be a YouTube sensation, but of late, I have never edited and posted it, alas the best made plans of me and VWs sometimes go awry. Ron told us that he had seen this car in the mid-80s, but he had lost it, having stopped at a traffic light. The next time that he saw it, a few months or years later, he ran every red light to follow, "Mrs. Jones," home.

The story with the car went that the little old lady from Harrisonburg's husband, Baxter Jones (born: July 6, 1909-died: April 1, 1982) of 139



1. (Above) 1957 mummified with sawdust since 1987.



2. (Left) Bubble wrap covered trunk and sunken tires.



3. (Left) Saving Gas since 1957 or 1987 (while sitting for 26 years.)

4. (Below) Battery area below rear seat.

Crescent Drive, Harrisonburg, VA, was the winner of the “Live Like A King Contest” for selling the most Siegler heating oil in a given period (Did their majesties drive the cheapest horse in medieval times?). The car was purchased by Siegler from North Import Motors Inc. at 3638 N. Southport Ave in Chicago on 7/31/1957 for \$1610.39 plus \$48.31 in tax (2.5%) for a total of \$1658.70. The dealer’s name was Joseph N. Koehler. Mr. Jones won the contest and flew or drove his Desoto to Chicago, and was presented his prize by Ben F. Ostergren, on August 2, 1957, and presumably drove the Bug all the way home to Harrisonburg, VA. Someone even got a snapshot of the affair. He registered it the 5th of August 1957, replacing his relatively new, ‘56 Desoto 2 door sedan.



one repaint, a non-original trunk, and peanut blinkers installed on the bullet fenders.

By the time, I discovered the car, the battery had rusted out the battery tray. In addition, the tires were sunk into the ground to below the rim bead. Apparently Ron had placed bubble wrap to cover the front of the trunk which was exposed to the rain. Unfortunately, it trapped moisture and rusted the bottom of the front boot. At least the



5. (Left) Sweaty me as that day, May 31, 2011, was very hot.

6. (Below left) The 36 hp engine hand turns to my surprise.

7. (Below) 2nd Owner, Ron, seeing if the old bias ply whitewalls hold air, while the camera rolls.



8. (Left) Its first car wash in almost a 1/4 century.



9. (Left) Much better view from afar while Ron shows me his photo album.

10. (Below) One happy 3rd owner!

Wolfsburg crest was intact.

As we unentombed the car, investigated the inside, hand-turned the engine, and washed the car, Ron shared his theories of pyramids on and aliens visiting from planets Mars and Earth in ancient times. He also showed us the aforementioned photo of the car being delivered, brand-new and photos at the past Bug Outs of the mid-eighties, when he showed off the car, all the time mentioning how valuable old VWs are at Barrett Jackson auctions on TV.

The conversation progressed and investigation continued, and asking price lowered as the battery area was rotten, the rear shock points were crunchy and spare well was gone. I paid the magic number after a month or two and dropped the car off at Smitty's in Richmond for a stabilization and revitalization. He patched the floor with sheet metal, pop rivets and roofing tar, rebuilt the fuel pump, carb., and brake cylinders, tuned it up and replaced the gas reserve valve.



He reported, "Whomever rebuilt this Volkswagen engine knew what they were doing."

That little car was one of the most dependable cars, I ever owned. I even tracked down the son of the man who rebuilt the engine and learned he was trained by VW. The only time that I broke down, was when I forgot to

push in the choke! I wish that I kept that car because and to quote, Ron, "You can't find provenance like that anywhere." I am happy to report that the car went to California and received a \$30,000 restoration. I hope the new owner doesn't use bubble wrap and an open-air carport in which to store it, now! ■

Tony Madsen, fishheadlouie@yahoo.com

10. On August 2, 1957, "Carport Find" oval presented to first owner, Baxter Jones in Chicago.



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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

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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. VVWCA 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

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Porsche 911, 912, 914-6, or 356-any model. Serious buyer. Rusty or no title or parts cars ok. Also interested in misc wheels, engines, & trans. Tony, 540-358-0330

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mid 1990s. More photos and info available. Asking \$16,900. Serious inquiries only, please. ppentium100@sbcglobal.net

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“The extraordinary life of Josef Ganz, the Jewish engineer behind Hitler’s Volkswagen” by Paul Schilperoord

RVP Publishers, New York, 2012
274 pages, plus 128 unnumbered pages with photos

By Kees van der Veen

This book by Dutch journalist and free-lance writer Paul Schilperoord is an expanded translation of a book that appeared in 2008 in the Netherlands (*Het ware verhaal van de Kever*). Schilperoord, who has a degree in mechanical engineering, has been fascinated by Volkswagens since childhood. He became interested in Josef Ganz after reading a story in *Automobile Quarterly* describing how Ganz developed a Volkswagen with the typical characteristics: rear-mounted engine, backbone chassis, swinging rear half-axes, and streamlining. Much of Ganz's ideas were published in the German journal *Klein-Motor-Sport*, renamed *Motor-Kritik* in 1929, of which Ganz was editor-in-chief from 1928 until his dismissal (at the instigation of the Nazis) in 1933; these articles provided Schilperoord with the first glimpses into Ganz's role in the development of the infamous Beetle. Early results of Schilperoord's research were published in 2005 in the Dutch technology magazine *De Ingenieur*. Since then, the author has unearthed more relevant material including, most importantly, what remained of the archive left by Ganz after his death in 1988.

Josef Ganz, born 1898 in Budapest, showed an early propensity for technology and received his first patent (for a electrical safety system) at the young age of twelve. In September 1921, Ganz attended the Berlin car show where the streamlined Tropfenwagen designed by Edmund Rumpler made a great impression on him, spurring his ideas for developing a small, reliable car that would be affordable for ordinary people. Early the following year, he sent a letter to the magazine *Klein-Motor-Sport* outlining the basics of the small car he envisioned: “air-cooled, four-stroke, rear-mounted horizontally opposed or boxer engine made of lightweight alloy, built as a single unit, with a clutch and three-speed gearbox.” In 1923, while enrolled at the Darmstadt Technical College, he designed what he called the Ganz-Klein-Wagen (“really small car”), a word play on his last name, and had a friend draw a perspective for this automobile. The first prototype designed by Ganz was built in 1930 at the Adler factory in Neuenberg, and featured a backbone chassis, swinging rear half-axes, and the engine and gearbox mounted in front of the rear axle. In May 1931, Ganz completed his second prototype at the Adler factory in Frankfurt, and named this the *Motikler* (Moy Bug). The first car designed by Ganz that was taken in production was the Standard Superior, introduced in February 1933 at the Internationale Automobi- und Motorenindustrieausstellung in Berlin. This car featured the backbone chassis, independent wheel suspension with swing axles, and a two-cylinder two-stroke air-cooled engine (400 or 500 cc) placed in front of the rear axle, and was built by the Standard Fahrzeugfabrik in Ludwigshurg (not to be confused with the Standard Motor Company Ltd in Coventry, England). Ganz also acted as technical advisor for the Mercedes-Benz 170 and the BMW AM1, both aiming to be a “Volkswagen.”



Josef Ganz at his drawing board, 1930.

As a Jewish engineer working and living in Germany, Ganz's life became increasingly difficult after Adolf Hitler was sworn in as chancellor in January 1933. Hitler's plans to motorize the German people by developing a Volkswagen were revealed in his opening speech at the 1934 Berlin automobile show. Clearly, there was no room for a Jewish engineer in these plans and pressure on Ganz increased and, after being arrested in 1933 and being detained for several weeks, Ganz escaped to Switzerland where he continued to develop cars according to the Volkswagen concept. In October, 1950, Ganz learned that his Swiss residence permit would not be renewed, accused of being a “Communist secret agent.” After living for several months in Paris, Ganz emigrated to Austria where he died in poor health on July 20, 1957, his work mostly relegated to obscurity.

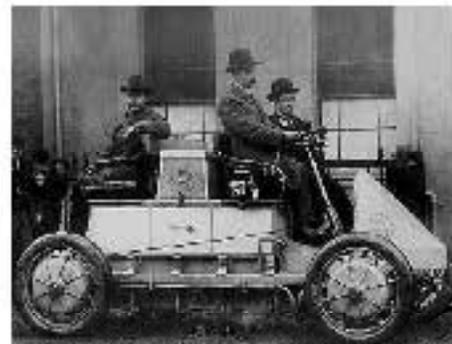
This book represents the first major effort to rehabilitate Josef Ganz and acknowledge his contributions to the development of the Volkswagen. It should be mandatory reading for every VW enthusiast. Written in narrative form, the book is entertaining to read and not excessively cluttered with technical details or minutia about various patents. Yet, readers should be aware that while the book is advertised as “the astonishing biography of Josef Ganz” it would be more correct to refer to this as an autobiography. In part this is because of the narrative style. Sentences such as “Josef Ganz felt a thrill of excitement when the large black express train from Frankfurt steamed into Berlin’s main station several hours later” (page 113) strongly suggest a first-person account of events or recollections from someone who witnessed these events. More importantly, the book is surprisingly

devoid of any critical assessment of Gatz's work and ideas, and of his role in the German automotive industry in the decade prior to the Second World War. Instead, we are led to believe that "it is no exaggeration to say that the immensely popular VW Beetle would never have existed without Josef Gatz" (page 4).



Josef Gatz in the Arallo-Gatz prototype, 1930.

As documented in this book, the designs of Josef Gatz were inspired by earlier cars such as the 1821 Tropfenwagen and the 1823 Tatra 11 designed by Hans Ledwinka. The Tatra 11, in particular, is viewed by many VW enthusiasts as forerunner of the Volkswagen, with its air-cooled engine (although placed in the front), backbone chassis, and swing axle. Schilperoord summarily dismisses Ledwinka's ideas and designs as "not entirely new" (page 23). Strictly speaking, this assessment is correct – the backbone chassis was patented in 1901 by Georg Kingenberg and used in the K-Wagen, built at the start of the twentieth century, while the swing axle was first used on aircraft as early as 1910. By the same token then, one must conclude that the Gatz designs were not entirely new either. As for the infamous Beetle shape, this design was almost inevitable as it most closely resembles a drop of water, which is aerodynamically the most optimal shape (hence the name "Tropfenwagen"), and several engineers, including Ferdinand Porsche, had experimented with aerodynamic designs well before Gatz. The front of the world's first functional hybrid automobile, the Semper Vivus designed by Porsche in 1900, showed an early attempt at aerodynamic design.



Left to right: 1900 Porsche Semper Vivus Hybrid, 1921 Flugler Tropfenwagen, and 1924 Tatra 11



Josef Gatz in the Meddöller prototype, 1931

At the time Gatz was advocating the idea of a volkswagen, the concept was not exactly novel. The Ford Model T was introduced in 1908 and 18 years later, the 15 millionth Thin Lizzy rolled off the assembly line in Highland Park, Michigan. It took the Beetle 27 years to overtake the Model T as the most produced single model car on February 17, 1972. In his 1822 autobiography Ford wrote: "I will build a car for the great multitude. It will be large enough for the family, but small enough for the individual to run and care for. It will be constructed of the best materials, by the best man to be hired, after the simplest designs that modern engineering can design. But it will be so low in price that no man making a good salary will be unable to own one." The conclusion, which is hardly ever addressed, arises from the use of the German noun "volkswagen" which translates to "people's car."

In German, the first letter of nouns is capitalized so that where we would write "volkswagen" as short for "affordable car for the masses" this would be written as "Volkswagen" in German which is, of course, easily confused with the brand name – in this regard, the fact that Schilperoord writes "Volkswagen" throughout the book to refer to the concept of a people's car is somewhat tendentious. The brand name "Volkswagen" was not used until later in the 1930s.

In a nutshell, the *Maikäfer* is considered by Schilperoord to be the standard on which the Volkswagen is based: backbone chassis, rear-mounted engine, independent suspension with swinging rear half-axes, and streamlined body. And it even has "Bug" or "Beetle" in its name! Yet why this design is optimal for a small "people's car" is not made clear. The swing axle allows for independent wheel suspension but has certain disadvantages that can seriously impact maneuverability (remember the first generation of Corvair?) unless compensated by certain engineering options such as the anti-roll bar. Already in 1810, Ferdinand Porsche was experimenting with a swinging rear axle, but realized that their use was not ideal unless an alternative to the then-common leaf springs could be found. Whether or how Ganz addressed this problem is not made clear in the book. Further, Ganz advocated placing the engine in front of the rear axle (for better handling) and devised the Mercedes 130H with its engine behind the rear axle as "an automobile with an 'outboard motor'" (page 100). As we all know, the Volkswagen ended up with such an 'outboard motor.'

The Standard Superior indeed looks very similar to the later Beetle and was advertised as the "deutschen Volkswagen." With a length of 305 cm the Standard was significantly shorter than the later Beetle (408 cm or 161 inches). And with the engine placed in front of the rear axle, one might question whether this was truly a "family car" ("Platz genug für vier" according to the sales brochure). Nevertheless, according to Schilperoord, the car was received enthusiastically by the press and at 1590 Reichsmarks one of the cheapest automobiles available at the time. This then begs the question why the Superior did not become the successful people's car – or, for that matter, why earlier attempts such as the Mercedes 130 (of which only about 4300 were sold) failed to match the success of the Model T. Only after the Second World War did small, affordable cars gain popularity in Europe, not only the Beetle, but also the Fiat 500, Citroën 2CV, and numerous other small models. Maybe this fell outside the scope of this book, but some discussion about why the Beetle especially gained such sustained popularity around the world would have been a welcome addition.



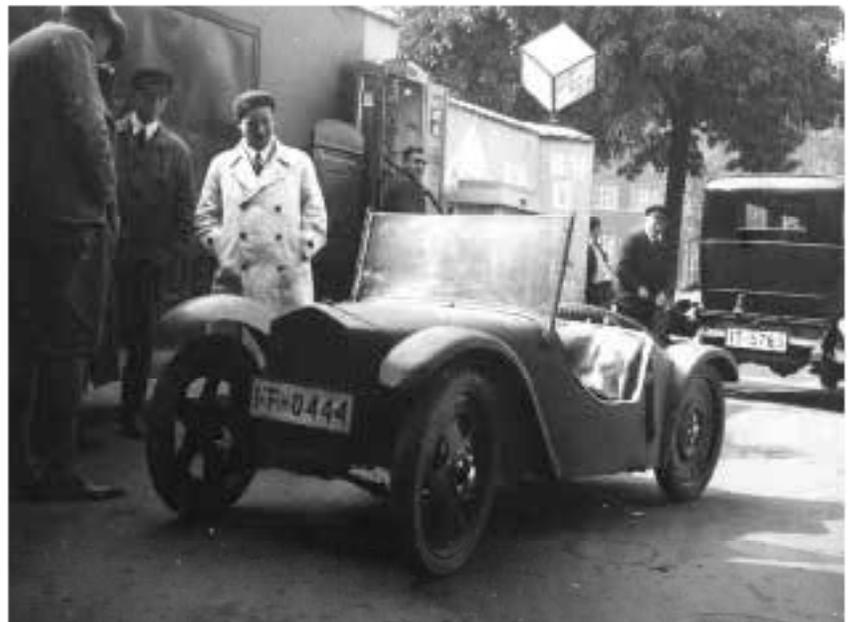
deutschen Volkswagen
STANDARD „SUPERIOR“
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Left: Standard Superior, 1933 (top) and 1934 (bottom); above: brochure for the Standard Superior, 1934

Surprisingly, Schilperoord's book does not mention much – if anything – about engine design and development. Apparently, Ganz used engines available at the time, but who developed these is not made clear in the book. This omission is all the more surprising since Ferdinand Porsche spent years trying to perfect the air-cooled engine – as early as 1812, he developed a horizontally-opposed ("boxer"), four cylinder, air-cooled engine. Of course, many car designers at the time used "off-the-shelf" parts. Yet, in a book claiming that Joseph Ganz was the engineer who invented the Beetle and, in the same breath, portraying Porsche as the one who "stole" every idea and concept, and yet who ended up in the history books as the "father of the Volkswagen" requires a more balanced and fair approach than adopted by Schilperoord.

One question that keeps nagging me is how much of the eradication from history of Joseph Ganz was because he was a Jewish engineer in pre-WW2 Germany, and how much was due to his apparently confrontational writing style. I have not made the trek to the Deutsches Museum in Munich to read back issues of *Motor-Kritik*, but from the excerpts in Schilperoord's book, it becomes quite clear that Ganz was quite outspoken and cynical in his criticisms of the German automobile industry of the times ("no progress without criticism" was one of the by-lines of *Motor-Kritik*). Such a confrontational approach is bound to make enemies and, apparently, bad blood against Ganz and his magazine started before the Nazis came to power. Perhaps Ganz's ideas would have gained more acceptance sooner had he been less of an outspoken critic.

Paul Schilperoord spent five years researching this book, unearthing many valuable documents, including a wealth of vintage photographs. Anyone with an interest in the history of the Beetle should appreciate his detective work. The story of Josef Ganz is intriguing indeed and this book offers the first complete account of Ganz's life and work. Is the book biased? I think it is, for



Left: cover of Motor-Kritik, February 1933; above: Mittelalter prototype, 1931

the above-mentioned reasons, but this bias is understandable. It is easy to get wrapped up in a story and lose the broader perspective. Moreover, a by-line like "Now the Nazis stole the design of the Volkswagen from a Jewish engineer" would be too tempting for anyone to resist and guarantee world-wide media attention – indeed, reviews of Schilpeword's book appeared in newspapers around the world. If read as an autobiography, this is an excellent book and required reading for everyone who owns an aircooled Bug. This is not the final word in the history of the Volkswagen. It leaves too many questions unanswered.

On a final note, I found the much shorter article in the Dutch magazine *De Ingenieur* much more convincing in arguing a case for Joseph Ganz than this book.

Did Josef Ganz play an important role in pre-war German Automotive design? Yes.

Did Ferdinand Porsche and Hans Ledwinka "steal" some of Ganz's ideas? Probably.

Would the Beetle have existed without Josef Ganz? No doubt it would have.



Josef Ganz, 1946



1934 Mercedes Benz 130H



1955 Bug

My father bought this bug in 1955 from Allred Bros. in Glendale CA. Fortunately for me, when they bought the car my mother thought the semaphores were cute, so they got the older model without the “new” bullet turn signals. I still have fond memories of being carted around town lying down behind the back seat while my sister was in the back seat. It’s amazing we survived without airbags.

My dad drove this car as his daily driver for years during which time he had the car painted Earl Scheib white and added on turn signals because the state of California made the semaphores illegal. He and I rebuilt the engine in about 1970, which it still runs on today, for about \$80.00. This included a valve job, new





bearings and rings. The case did not need to be align bored; these old 36 hp engines are pretty rugged.

After I got out of high school I sold my '59 bug and bought a 1967 Austin Healy 3000. I guess the need for speed and sport hits most young men. After a year in college, my need for money out weighed my need for speed, so I traded the Austin Healy for cash and the trusty old '55 Bug. I went on to become a professional mechanic, worked on Porsche and Audi, moved and opened my own garage which I ran for over 30 years and then sold to my son-in-law.

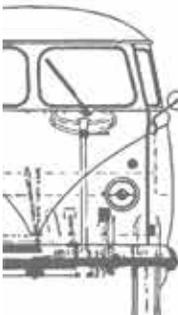
In that time I have owned dozens of cars, many VWs including Bugs of many years, Buses, both air and water cooled, Karmann Ghias, and even an early 60s crew cab truck. The only VW I still have is the 1955; this car is so attached to this family I don't see it going anywhere. The pictures are one of my Dad in front of the car in the early 1960s and pictures of the car now with a paint job done a little over 25 years ago in the original color, still the original engine with that one rebuild, original transaxle etc. I still drive the car occasionally, took off the add-on turn signals, and as you know the semaphores get a lot of attention. California has been good for this car, very few rust issues, and a small hole under the battery from a battery issue when the car was less than 2 years old. (I think that always bothered my Dad.) ■

John Neiswanger

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‘No New Souls’

– Brendon Tatman, Owner, Daften Classic VW Parts

An exploration into the spirit of VW Restoration

Deals and Lemmerz Wheels

“If the deal sounds too good to be true... That means it is”
~ Unknown

I’m no stranger to wheeling and dealing. At time of this writing I’m proud of holding a personal record of 2 hours to flip a California car across the country, pocket some good money in doing so, and moving on to the next one. “Re-homing Bugs” as I call it, in respect the character of any given bug. Each VW Beetle that comes around has a different soul that resonates in it’s sheet metal, and a story to tell. Part of that story is told in a car’s price and advertisement.

Enter the elusive \$1000 deals. Here in Los Angeles, \$1000 –might- get you a decent stock used motor, don’t even consider a car for less than \$3k if you want to stay on good terms with your wallet. There’s no way \$1000 will get you a running, driving Super Beetle. But alas, in sub-rural western Oregon, Craigslist yielded such a machine. Blue with some gold up front, the passenger fender being a darker blue. Obvious front end collision damage, and a curved windshield with some cracks. Some silly looking stripes completed the picture under the bold title: 1973 Super Beetle Runs Good \$1000.

If it weren’t for the location being very close to my parent’s new home, with just enough space and love for their son to consider holding onto (another) project car, this story could easily have ended. But fortunately settling into

their new home, with plenty of property on which another small car’s footprint isn’t too much, my father agreed to test drive the thing and if nothing else, we’d have enough cores to make some money with.

The motor ran well enough, but leaked more than usual. Surprising for Oregon, the Grim Reaper had not come to infect the pans with rust. But, none of the lights worked. A tell tale sign of corrosion, someone’s failed attempt at electrical engineering, or both. “Runs Good” described that it sure would make it to 55 mph, if it didn’t catch fire.

It was the bucket seats that sealed the deal. Of all the Bugs that come and go, I have #1 that is mine forever. A Baja Champion SE with Honda seats I welded to stock brackets but look ugly and fit too close together. I’ll do the same with these I suppose, try and convert from the ’73 style brackets to the earlier sliders.

Onto the internet to research why a Bug would have “factory” bucket seats – and the rabbit hole opened beneath me. Swallowing hours whole, I found out that not only was the Sports Bug another release in the sequence of sales gimmicks, but that this Sports Bug was also meant to be Marathon Blue like my ’72. Copies of old ads showed the bucket seats, as well as a chunky 3 spoke steering wheel, Lemmerz wheels, flared Exhaust tips, and those “silly” stripes running down the sides, accentuating black trim in place of the usual deluxe Chrome.



The VIN confirmed it. We had taken possession of a 1973 Sports Bug, showing its age but still complete except for the Formula Vee style shifter that was a dealer installed option.

I'm no stranger to wheeling and dealing. Now it has a Superior FV shifter like the pictures, too!

Lost Connections

Months have gone by since we bought the '73. The wisdom of deals that are too good to be true emerged from the ether to collect its ransom; the car had a lien on it for nearly 20 years from one Mr. Eyerly, of Eyerly Volkswagen in Salem. The car once was sold to their mechanic before bouncing to and from who knows how many owners. Eyerly VW has been gone almost as long as I've been alive, with trace family remnants and a legacy of stories in the local lore. We secured the title, but only after a lot of phone calls and making the case to the Oregon DMV that there is, in fact, no one alive with a claim to the title.

This car, too, then must have some history. Its last registered owners are long on the lam and gone. It's been through the local shops, by unsuspecting newbies thinking they either found the German equivalent of a Hemi Cuda in the special edition package, or a valuable collector's item in the least sought after of Type 1s, the curved screen super. Long time Salem VW enthusiasts seem to know more about the car then they would tell me when asked, so I don't know why the car was painted in a wholly different shade and style of blue but had the original stickers made up.

I do know that the 2017 Treffen, a long run from Port Orchard, WA to nearly San Diego, CA is coming this summer though, and if this car did drive as well as father says it does with some new tires, I need to get up and get to work. Fly in Friday night, spend Saturday and Sunday diagnosing, starting repairs, and making a list of parts needed before a Monday flight home to LA. Maybe we'll make it!



And there I was, in the drivers' seat for the first time for this car. Father had some problem with the car stalling when hot, but still managed to put some miles under its new tires and it was my job to figure that out, too. Turn the key, both bright red warning lights come on. Good. Key off, two pumps of gas, key back on and craa-VROOM in immediate ignition.



High idle dropped to mid-idle and didn't actively drip any oil before I hoisted up and did a quick pump of the brakes, feel-out on the clutch, and a blip of the throttle. All feel good, smooth under my shoes. Slowly back out, exit the driveway for the green, wet Oregon hills.

1st, Shift, 2nd. Shift, 3rd. Stop sign, 1st gear, 2nd, 3rd, 4th up a slight grade at 45 mph. When it gets steeper, back to 3rd. The engine is purring perfectly and runs up strong. Everything good until about 2 miles in, the engine hiccups and dies. Flashers on, (good time to see if they work) as I coast into a convenient turnout and get out to check.

One flashing bulb up front, both in back are working as I lift the lid and look immediately for signs of fuel starvation perhaps... None. The carb. is spraying, and the filter before the bowl is full. Tap the carb. with a screw driver anyway for good luck, and no change.

Pop the distributor cap off for inspection, it's components look worn but not worn out. Coil is hooked up, it wouldn't run if it wasn't. Condenser wire is good and seated on the



coil, the choke is too for that matter. What else is there besides, of course. The idle solenoid. Sure enough the wire connector was loosely sitting against the spade, not on it. Voila.

The car fires up immediately like it should, and back to the shop it goes for a light circuit diagnosis and fuse panel clean-up and to make up a list of parts the car needs, taking it to fetch more parts and inevitably see if it stumbles and stalls again.

After pick-n-pulling and a couple more stalls trying to get back home, the problem was solved with sand paper and cleaning each terminal in the ignition circuit. A decent

day's work, the conditions are recorded as follows. Oil leaking on cool down, check. Terminals are corroded, check. I moved the headlight grounds from the front gold apron, spot welded onto the car, to share it's body connection with another ground. Lots of loose and broken connections made right have seemed to go a long way.

Lesson learned: even connectors that are "plugged" need to be inspected.

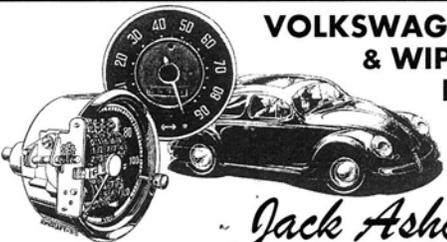
No New Souls

Come Sunday, the car fires up faithfully again so I can take it on a quick run to get some photos. Oregon mornings are the best for this, quiet, bright sunlight shines on the trees and grasses, well hydrated after a stormy winter. The most peaceful time of day, in a peaceful corner of the world. The clarity of the air and zen of the atmosphere beckons the clattering of the humble air cooled engine on a rural road, No stumbles or stalls today, no bad lights or mechanical failures. Only the car and the driver, making a quick jaunt to take some pictures and then home again before the feeling subsides.

But they don't subside. I say I'm unsatisfied with the photos to make an excuse to take the car out again that evening, before settling in for an early night and even earlier

flight home the next morning. A window arrives and I take it, to chase that feeling again in the warm spring evening, when the day's business is done and everyone else is eating dinner. I take the car down dirty gravel roads, feeling out for a little slip or slide around the corner. A cow pasture on a west-facing hill serves for an excellent back drop for more photos, regardless of how muddy my shoes will get. Then a river bank, followed by a crop field. Each stint between stops opening up the car a little more and feeling it out a little more.

When the car starts to sing, it begins to speak. It says to stay off the highway, but take it down River Road. A road I'm familiar with, a road that twists and turns like a race track with plenty of corners perfectly suited to a Beetle's limits. Kissing the apexes and unafraid to start winding the motor out, the car responds with a spirit it hasn't released in ages. No understeer, no oversteer. I find myself rev matching and apex hunting and it darts in and out of each corner; sprightly. It's happy, it's excited. It's ecstatic to be in it's element. A big loop into Polk County and into the hills, and it eagerly chases down the road. It's talking to me, and nothing else. The engine noise reverberating through the shell, like an old hound that found the energy of a puppy again, can we go again? Can we do that again? Another corner! Go!



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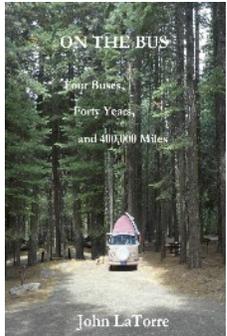
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These cars keep me coming back because they have that “it” factor that most people call character, attributing to the aesthetics of Porsche’s design. But there’s more to it, these cars have a soul to them that comes out you listen; soul and wisdom and desire. When I got my last shots, I couldn’t help but admire how this thing stood up tall and proud, not slouched in the front. Mismatched panels and streaky colors and all, this car was still happy and ready for another go.

Don’t judge by appearances, these cars are far more than their frog eyes and big foreheads. They have smooth tongues and much to say. Each dent is a story and each shift and stretch of road is a chapter. At 45 years old, this bug is oozing with a history and pacing down roads as old as it is, whole volumes published in it’s treads in this town.

So, the “Too Good To Be True” purchase really was a good one. It’s solid. It’s a great driver. Needed some rehabilitation but then it ran like a champion. Needs some metal work, needs a windshield, and yes the paint is the wrong color, but as the ad states, this Super Runs Good. What’s left to address is, do we restore this car?

It’s a trendy thing to do, pick up an old car with some beat up sheet metal and a worn down motor and strip it down. Make it flashy, make it faster, make it what it’s owner wanted in high school. It’s something I enjoy doing and helping others do. But something that is lost, I’m afraid, is the soul of the car. The history sanded away, painted over and replaced with new carpet. The engine is built with some new components that work, but aren’t quite the same. New

engines don’t seem to have that cra-VROOM instant fire that this one does, that indeed all unrestored cars have.

Some cars had their soul ripped away a long time ago. Our beloved VWs know this all too well, a car that changes hands to a new owner who can hack it up, break it down, drive the wheels off of it, and if it’s lucky it might get parted out before the scrap man comes. This Too-good-to-be-true car, however is not that. It’s soul is intact. It’s stories spread in the minds of those who know it as that Eyerly bug, scribbled through it’s decades old odometer. Some cars get restored, the soul removed, and the story reset. But this one, I think, is too rich to just get rid of.

Is it a restoration if we just dust off the cover and try to fill in the blanks of faded ink? Laminating the body in a new coat of Marathon Blue surely isn’t the end-all of a restoration. Perhaps a revitalization is a better term, and what this car deserves. There are new panels, new interiors, and almost-new Beetles but there are no new souls. Do we add a few more chapters or do we write a whole new book from the ashes of what we may, figuratively burn down?

I’m back in LA again, having just purchased tickets to head up north for another few days to spend with the car. It’s a decision we need to make soon if we’re going to add a California-bound Journey to this car’s magnum opus.

As of May, 2017, 3 parts have been written. Brendon Tatman is the owner of Daften Classic VW Parts based in Los Angeles and will return to Oregon in August for more documenting the story of the “Eyerly Bug.” ■

Bugfest 2017

Another Sunny Success

By Jim Schield
Photos by Jerry Spellman and Jim Schield

On June 25, 2017 Northeast Illinois VW Club held their spring show at Baltria Vintage Auto Gallery in St. Charles, IL. 98 vehicles were on display, with more in the parking lots around the venue. 75 of the vehicles were air cooled, while 23 of the cars and vans were water cooled. Some very unusual special interest cars were on display, including a Puma, and a New Beetle that was stretched and converted into a pick up. Check out NIVA Club on their Facebook page for their complete listing of coming events.









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NIVA's Bugfest 2017 Show Results

Early Beetle

1st	Fernando Martinez	1956
2nd	Tony Serno	1965
3rd	Orcesto Leap	1961

Late Beetle

1st	Louis & Sara Lively	1970
2nd	Ryan Schulz	1968
3rd	Mark Jackowiak	1970

Beetle Convertible

1st	Jon Brannan	1955
2nd	Dave Rutter	1963
3rd	Tim Tuggle	1966

Super Beetle

1st	Lynida & Shell Tomlin	1974
2nd	Ed Hendle	1974
3rd	Adam Roess	1971

Ghia

1st	Kevin Shilling	1972
2nd	Tina & Gary Panek	1972
3rd	Joel Penzick	1974

Type III

1st	Lance McDonald	1971
2nd	Raul Aravjo	1977
3rd	AJ Bell	1964

Split Window Bus

1st	Ted Kieffer	1967 Dblcab
2nd	Tom Kravcar	1965 Westy
3rd	Jim Manak	1965 Bus

Bay Window Bus

1st	Manuel Bejar	1978 Cpgn Ed
2nd	Jackie & Jim Petty	1971 Westy
3rd	Jeff Bayer	1975 Bus

Vanagon / Eurovan

1st	Gary Hanson	1986 Dblcab
2nd	Ali Yetgen	1990 Westy
3rd	Arian Bagwell	1981 Westy

Early Water Cooled

1st	Becky & Noel Janssen	1991 Golf
2nd	Mario Arzate	1980 Rabbit
3rd	Carlos Matias	1988 Golf

Mid Water Cooled

1st	Erik Sandberg	2004 R32
2nd	Omar Malpica	2008 GTI
3rd	Daniel Gonzalez	2000 Cabrio

Late Water Cooled

1st	Ramon Robles	2012 Golf R
2nd	Noycakes	2014 GTI
3rd	Zach Kaloustian	2016 GTI

Water Cooled Beetle

1st	Mark Salazar	1998
2nd	Jesus Perez	2000
3rd	Martin Ramirez	2001

Thing

1st	Jerry Robison	1974
2nd	Leigh Carlson	1973
3rd	Francisco Barroso	1972

Dune Buggy & Sand Rail

1st	Alex Mulligan	1972 Baja
2nd	Wendy & Larry Ohler	1966 DB
3rd	Dave Ahrens	1963 DB

Special Interest

1st	Pete Weston	2005 NB Pickup
2nd	Lance McDonald	1978 Puma GTE
3rd	Michael Tolf	1972 Btl Pickup

Best of Show

Leon Duros	1977 Bay Window Bus & Trailer
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