



VintageVoice

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The Vintage Volkswagen Club of America Newsletter • Established 1976



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Howdy from the blistering Midwest! How hot is it? That went out with Johnny Carson. Had a great car show here a few weeks ago and I was able to make it, slowly but made it. In past years it's been held at 125 registrations but this year it was opened to 200 and we filled it easily. More on that!

I want to thank all of our chapters and mention the new ones. Los Angeles Chapter of the VVWCA, New Orleans Air Coolers, Rare Air Dub Club from Colorado, VW Club of Austin, and the Long Island Chapter of the VVWCA, welcome all of you and thank you to all the chapters for getting their dues in on time, we have 23 paid chapters of the VVWCA, that's great! You can find information on them on our website and maybe their close to you and can help you with finding a place to call home for a club or a show to go to. Also, check the Face Book page for updates on shows around the country put on by our chapters, I don't run all the time and it's kind of hard to catch them since it's a busy site, but I try to put them up often.

I also want to thank all of you who have sent in photos and stories for the VintageVoice, no, we didn't lose them, it just takes time get them in and when you're bi-monthly, it

seems forever, so please be patient, but once again, thank you and please, don't stop!

I said an awful lot in the last issue and we have to make a decision of one kind or another. Like myself, there are a lot of members who have been with us a long time and we like the print issue, so if we're going to keep it and make it work for the financially, starting January 2019, we will go to a quarterly newsletter of 40 pages for the same cost of \$24.00 a year. There is one more option, help us get more membership and drive the costs down! Even people joining for an electronic newsletter would help tremendously. And that's only \$12 a year with all other benefits.

I apologize, but I'm going to make this a shorty this issue, my mind is elsewhere right now, but I'll be back to like new with the next issue, I promise. Enjoy your summer and keep your membership current, we have some great material to put out, wish we were doing 40 pages now! Your expiration date can be found above your name next to your member number on your mailing label. I apologize, we do not send out reminder cards. Once again, have fun.

Keep it real, Mike ■

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The electronic version can be found at www.vvwca.com in the Members Only section.

Password: Firecracker

Ten Questions with Brian Gammon

- 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 VWs 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?**
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, or toy?**
Set of Art Thraen modified Weber 48 IDA carbs. ■

Classifieds

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

PHOTOGRAPHS: 1 photo per advertisement please. Photos cannot be returned, 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@vwwca.com

WANTED

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

CARS FOR SALE

1950 "Hoffman" split Beetle. Pearl Gray. standard. older restoration. head turner. rebuilt 36hp, \$45,000 obo Tony, 540-358-0330

1972 VW Super Beetle Limousine. Champagne gold paint with black mask around windows. Stretched 4 feet in the late 1980e. Total length 16'3". Starts fine, runs fine, steers fine, stops fine. Stock 1600cc engine rebuilt in late 1990s. Approximately 450 miles on rebuilt engine. 68,376 miles on chassis. With approx 300 lbs of structural steel added in the reconstruction, the body and chassis are more rigid than the original vehicle. That is, no flexing in the reconstructed area. An upholstered roll bar houses an electrically operated glass privacy divider that separates the front and rear compartments. Phone intercom allows passengers to communicate with chauffeur. Presented in several auto shows in mid 1990s. More photos and info available. Asking \$16,900. Serious inquiries only, please. ppentium100@sbcglobal.net

PARTS, ETC. FOR SALE

Lg. Fog light, Grilled, for sale, 6 or 12 Volt, 1-10 (9 1/2), Red Lens, Absolutely delicious! Outside Sunvisor, Australian & Regular, Several Colours, Front & Rear Bumpers, early with or without over riders, very nice 1-10 (9). Split rear glass (2), Original Sekurit, N.O.S.! Oval Glove Box Pull, early to '66, Beautiful. Rain vents, several colours, early to mid '60's, condition 8-9, pairs only. Rain Screen, 1-0 (9), very nice, pairs only. Tool boxes 15" & 16", restored with decals, clocking, original tools, N.O.S. plus tool clips Fuel Reserve Cans, 15" & 16", restored, Killer! Bumper Badges, 1-10 (9 1/2). Mud Flaps, black & white, beautiful! Call for prices, members get the discount. Also we have a great payment plan. Call 305-552-0982 anytime and leave message. The Weiner Foundation, a.k.a. The VW Guys.

Walter Moore

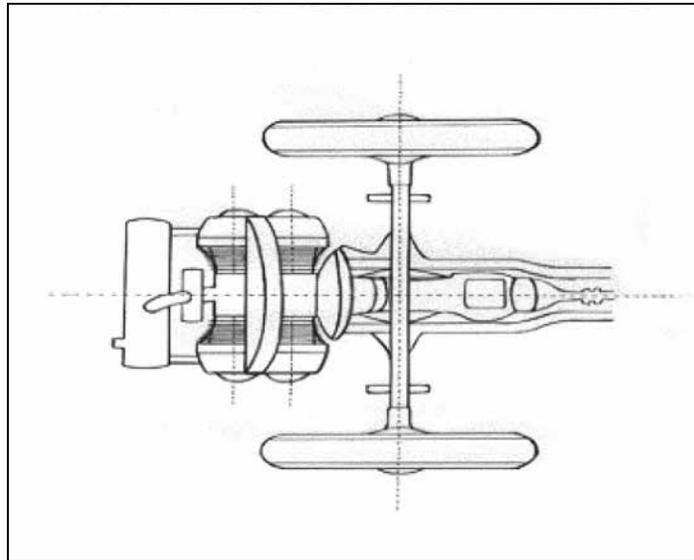
The British Designer of the Volkswagen engine?

Many years ago I wrote about this mostly unknown connection between the design of the Volkswagen engine and the British engineer Walter Moore. Since then I have received additional information, because two young Dutchman did a lot of research preparing to write a book titled "Porsche's Volkswagen". They were especially interested in Walter Moore's connection regarding the work he did on the Porsche Type 32 engine during his time at NSU. I corresponded with these two Dutch authors over a period of many years exchanging a lot of info. Some of it is included in this article.

Walter Moore was the chief engineer of the Norton motorcycle company in England from 1924 to 1929 where he was in charge of developing their motorcycles. For many years Norton dominated motorcycles races in Great Britain and on the Continent. They were equipped with Moore designed engines. NSU, a German motorcycle builder, was very impressed and showed great interest in hiring Moore and made him an offer he could not refuse. After 2 ½ years of contemplating the offer he finally accepted it to go and went to NSU, where he became their chief engineer. Besides receiving a much higher salary he was put up in a luxurious house which included a team of gardeners, all taken care off by NSU.

Shortly after his arrival at NSU, the head of the company asked Moore, that besides working on designing their motorcycles he would also submit some thoughts about building a car with a 1500 cc engine. By the way, the man in charge of NSU was Baron Fritz von Falkenhayn, who I will just call the head of NSU. Moore suggested to use an air cooled engine with 4 opposed cylinders located at the rear. Moore was very familiar with such a layout having previously designed for the British Douglas Motor Company a two cylinder engine with cylinders opposed to each other, a boxer engine.

While NSU gave some thought of building a car it had however to wait until 1933, because of lack of the necessary finances. At that time the head of NSU mentioned his car idea, during a casual meeting with Porsche. Porsche being short on money saw an opportunity to get into business with NSU. At their invitation the head of NSU went to the Porsche offices on August 11th to discuss the matter further and asked for suggestions. Porsche informed him that plans for such a car already



existed. Nine weeks later, on October 10th, the Englishman Moore was sent by NSU to the Porsche office to pick up these plans. Later Moore would explain in an interview published in "The Autocar" a British car magazine on July 9th 1943 that "All I found was a general conception in sketch form, and some fairly elaborate suggestions for the engine layout".

Moore realized that the engine as suggested by Porsche would not work. To him the two weakest areas of that design were that its cylinders were placed exactly opposite each other, not offset as we know from the final Beetle engine. The same engine layout appeared in a drawing submitted in Porsche's proposal for German People's car years later. Moore also realized that the pushrods were, as per Porsche's suggestion, located on top of the engine and not on the bottom as we know today. This layout would not allow for sufficient lubrication to the pushrods. According to Moore the engine as sketched by Porsche would not have worked at all and he made the important changes.

After Moore presented his changes to the Porsche office, they redrew their original technical drawings, integrating Moore's revisions. Interestingly enough, these redesigned drawings were not renumbered as it usually was the case and made to appear as if they were the original Porsche design. The changes Moore made are explained in sketches that appeared with the article published in "Autocar"

By June 27th 1934 NSU had three cars ready for testing and they were driven all over German roads and over the Austrian and Italian Alps putting 150 000 Km on each.

The engines ran flawless, except for being considered too noisy.

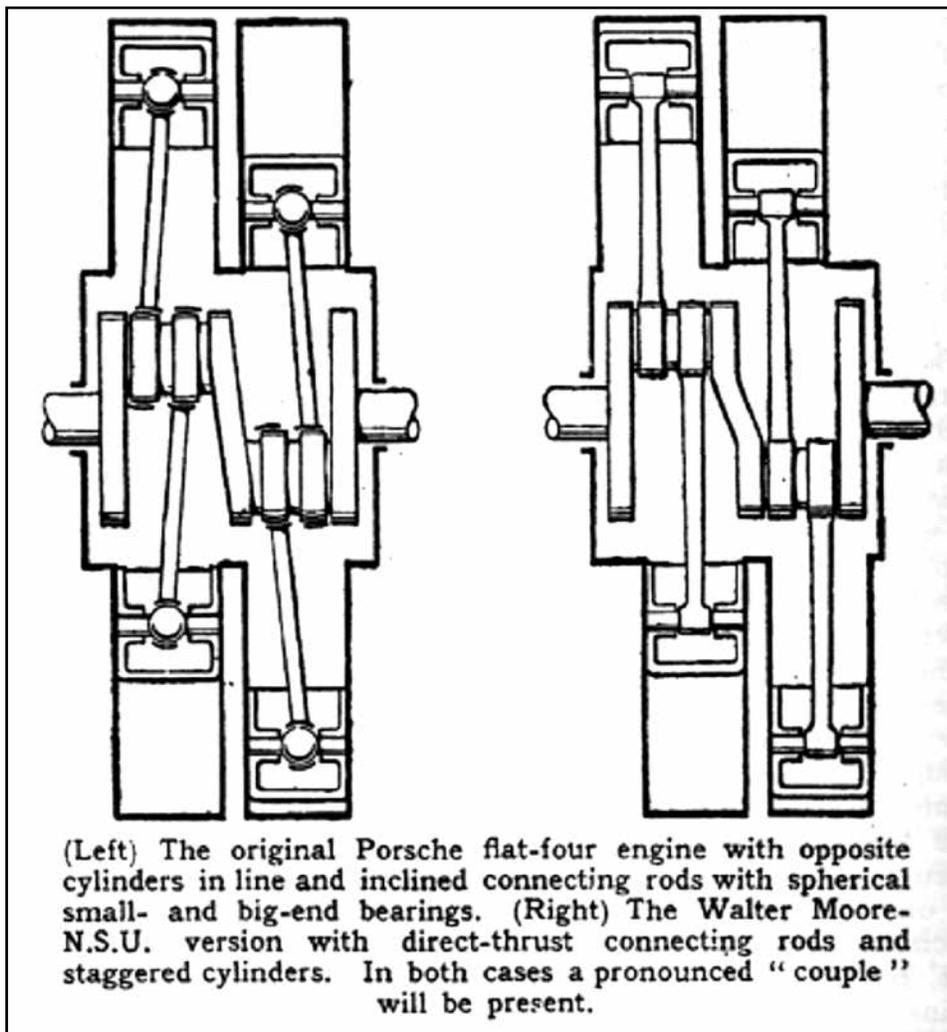
Just a few days before the NSU test cars had gone on the road for testing, Porsche signed the contract to build the German people's car, the Volkswagen, on June 22nd.

While the NSU cars went merrily on to put on miles, Porsche struggled to come up with a workable engine for the People's Car. Over twelve different version were considered. While the tests of the NSU cars were very satisfactory and made ready for production, the CEO of NSU got cold feet. On one hand his motorcycle business was booming resulting in a lack of capacity to build cars. Besides, he had trouble getting enough financing to set up a production line and buy production tools. The fact that Porsche had started to work on the Volkswagen project did not sit well with him either. Falkenhayn saw only conflicts ahead to compete with the Porsche/Hitler Volkswagen. To use his own words: "I had no desire to get involved in this wasp's nest". Giving up, NSU returned all technical drawings to Porsche in 1936.

At Porsche the struggle to come up with a usable engine for the Volkswagen continued.

Xavier Reimspiess had joined the Porsche team as a latecomer in September of 1934 and primarily worked on the Auto-Union race cars, the cars Porsche was building for the Auto-Union. Soon Reimspiess became aware of the problems Porsche engineers had with the Volkswagen engine and as early as January 1936 suggested to Porsche to use the successful NSU engine as basis for the Volkswagen power plant.

In a meeting with the German Car Manufacturers on February on 24th 1936 Porsche admitted that he did not have an engine reliable enough to start testing the Volkswagen but was now considering a four cylinder engine just to test other components of the car. Porsche is quoted as telling Reimspiess: "Go ahead work over the NSU engine". Reimspiess reduced the displacement from 1500



to 985 cc. He added a downdraft carburetor instead of side draft one, so much loved in England, and used a turbine type fan to push enough air to cool the engine instead of just a plain fan. Actually a picture exists where Reimspiess showed his turbine to Porsche.

Testing of the Volkswagen prototypes could now begin using this NSU engine modified by Reimspiess, from now on called the Reimspiess engine. Porsche at first did not consider this to be the final VW engine but just as an interim provisional engine and had his engineers continue to work on one that would be more economical to build. However the NSU/Reimspiess engine worked fine and was, as we know, the winner.

It appears if we believe Walter Moore that the Volkswagen air cooled engine was based on some sketches supplied by Porsche to NSU and modified by Walter Moore who was the NSU chief engineer at the time and finally reworked by Xavier Reimspiess to become the "Reimspiess engine" as used in the German People's car. ■

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 1937

NOW TO BUILD THE FACTORY

Porsche in his original contract had promised to have one Volkswagen prototype car ready for testing in 10 months for an agreed amount of 200,000 Mark. Instead, by 1937 it had taken almost 30 months and millions of Marks. In 1936 alone he had spent 740,000 Marks and another 462,000. By early 1937 he had built three different prototypes but the car was still not ready for production. After the tests of these original three prototypes in late 1936, the RDA suggested on February 11th to take over the whole VW project from Porsche to eliminate all of the many shortcomings and get it ready for production. Up to now most members of the RDA, the ones who were paying Porsche for the work, had assumed that the whole Volkswagen idea would eventually be cancelled anyway because it would not be possible to build a for the price Hitler had reportedly stipulated.

As I had written about events in 1936, it was decided that the RDA would pay now for an additional 30 prototypes. Meanwhile Daimler-Benz (D-B), being aware that Hitler would not give up on the Volkswagen project, and to make a favorable impression, offered to build these thirty prototypes. Actually they had not even waited for the official go-ahead and started to build them before it was decided of who would pay for them. On March 11th 1937, D-B in appreciation for Porsche for their support getting the contract to build the W30 cars and in anticipation of getting more such contracts later to build additional Volkswagen cars, signed an agreement with the Porsche Company giving them the rights to use all the patents developed by Porsche. This contract paid Porsche 20,000 Mark a month and an additional 80,000 Mark bonus at the end of each year the contract was in effect. This was on top of all the monies the RDA had been paying Porsche to develop the Volkswagen. Porsche must have

forgotten that the contract he had signed to develop the Volkswagen had already given the exclusive rights for the patents to the RDA. The contract with D-B, was obviously in conflict with the earlier contract Porsche had signed in 1935. After many accusations that Porsche was selling the same rights to too many, the contract with D-B was finally cancelled March 11th 1943.

As mentioned, many RDA members believed, that the Volkswagen idea would just die a quiet death because the Volkswagen as designed by Porsche could not be built at an affordable price. Other members advanced the idea that all of the German car manufacturers should be involved in building the Volkswagen after the design was accepted and if it is going to be built. After all they were paying for its development. The suggestion was that the car should be built in a joint effort for the good of the nation. For a while this idea was widely believed the way to go. For instance the head of Ford of Germany had send a telegram to his bosses in Detroit that he was expecting to get a contract to build about 30,000 Volkswagens. As talks progressed the RDA suggested that they could manufacture the car if the government would pay a subsidy of 200 Mark for each. Realizing that building a million cars a year, as the y had planned to do, the subsidy would amount to 200 million. The government realized for that amount they could build a new dedicated factory.

A members of the RDA had pointed out earlier, that to design a car is only one part of having a Volkswagen, manufacturing it is another one and actually to be more complicated. In Germany, up to then, there never had been any cars produced on a large scale. Only Opel, the German General Motors subsidiary, had something of an assembly line and even built their own bodies. Other car German manufacturers did not even build their own bodies and sublet them to companies like Reutter and Karman for instance.

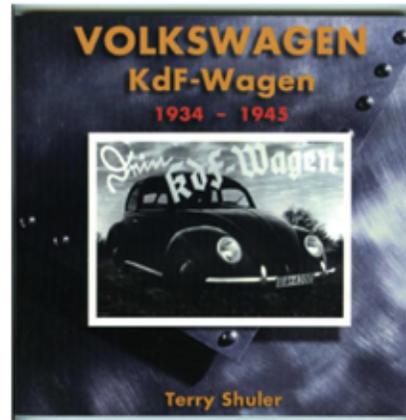
At the 1936 yearly Berlin Auto show Hitler had already warned the car manufacturers that if they would not come through with building a Volkswagen, the government would do it. What the manufacturers did not know was the idea of building a factory by the Government was already secretly in its early planning stages. In the fall 1936 Porsche had visited the US, at the suggestion of Hitler, to look into how the Americans were doing mass production. Not much is known about this trip but we know that Porsche realized the Volkswagen could only be built at a reasonable price by using the most modern tools and with the help of experienced production experts

in an integrated and dedicated factory and he realized that only the US had both. Another problem still to be resolved at this stage was where to get the money to build the factory from.

After the Nazi's took over power in 1933, they outlawed all independent unions and confiscated their property and made membership for all German workers mandatory to join the German Workers Front ("The "Deutsche Arbeits Front" the DAF for short). Part of the dues collected were provided to entertain workers, and resort style living, concerts and cruise ships for vacations all provided by an affiliated organization known as the KDF its name translated into English as "Strengths through Joy". The value of all the confiscated property from the old unions and all the accumulated dues amounted to hundreds of millions of marks. Eager to please his Führer, the head of the KDF offered to finance the Volkswagen factory and pay for the continued development of the Volkswagen with the explanation that the Volkswagen would mostly benefit the German workers anyway. The KDF formed a Company jointly with Porsche for the continued development of the Volkswagen and the factory for it.

Porsche having now almost unlimited funds available went to the US again in 1937, this time to buy advanced machine tools and to hire German-Americans with experience in car manufacturing. Actually, at the beginning most key positions at VW were held by these German-Americans. It is unfortunate that these people were hardly given enough credit for their contributions to the VW endeavor. One German-American, Fritz Kuntze, came even before Porsche went on his second trip. Kuntze who had a major part in the building of a new Ford factory in Detroit and was in charge of their power plant, returned in early 1937 to Germany to look for a job at the General Motors Opel factory. Not landing a job at Opel he went to see Porsche in Stuttgart where on May 9th he was hired instantly and started to sketch out the plans for the Volkswagen factory, based on his experiences at Ford in the US.

Before the year 1937 ended, the new company formed to get the Volkswagen ready for production the GEZUVOR had already paid 1.7 million marks to Porsche for Volkswagen work. According to one accountant at Volkswagen, Porsche just sent in the bills and GEZUVOR paid without Porsche having ever been asked for



**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! 120 Lloyd St., Nanty Glo, PA 15943

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The Historian's Corner continued

an accounting or an audit. By the time the year 1937 year ended, Porsche decided to reorganize the legal status of his own company. Ferdinand Porsche, the father, would now owned 70% of the Porsche AG, his son Ferry 15%; his son in law Anton Piëch would get 10% and Porsche's daughter Louise 5%.

By December, the plans for the factory were final. The site for the building of the factory had been selected. Manufacturing tools ordered by Porsche from USA companies were on their way to Germany. In Stuttgart, Reutter was getting ready to build three more Beetles which would now receive their final shape based on a wooden mock up built with the help of the newly arrived German-American Hans Mayr. By this time, all systems were go, and everything and everybody was ready to proceed to the next phase, the start of building of the factory in 1938.

Important 1937 VW Dates

January 26: Result of the findings of the tests of the first three prototypes handed to the German car manufacturers association, the RDA

February 20: Hitler in his speech at the annual show threatened the RDA that he would have a factory for the Volkswagen built without them.

May 28: A new company, known as the GEZUVOR, formed to finance the continuing development work on the Volkswagen car and to build the factory.

December 31: Test of the additional 30 prototypes, known as the V30 series, completed after having been driven over 1 million miles. No final report ever made published. ■

Vintage Munk's

Taking the bugs out of your Beetle since 1969

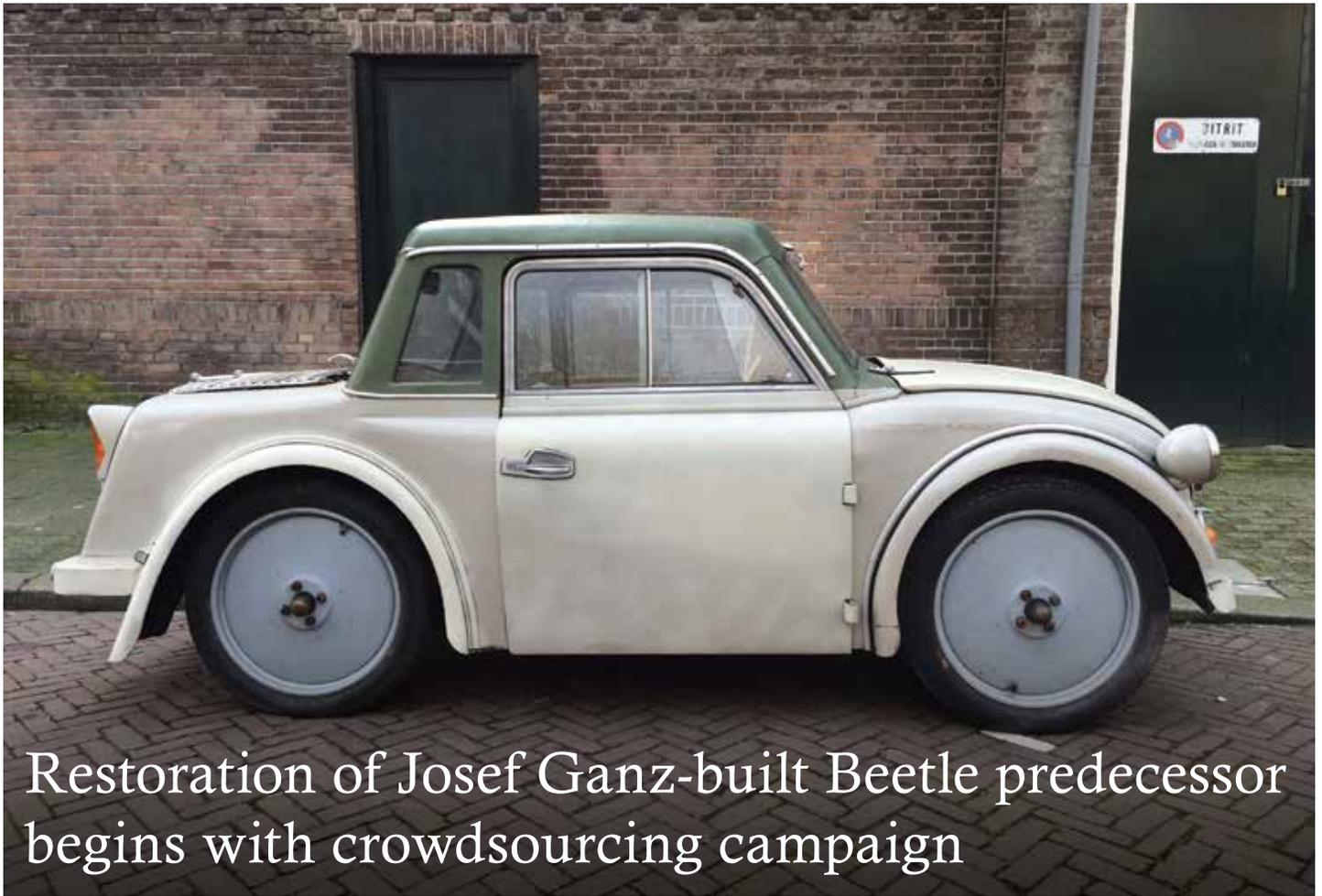


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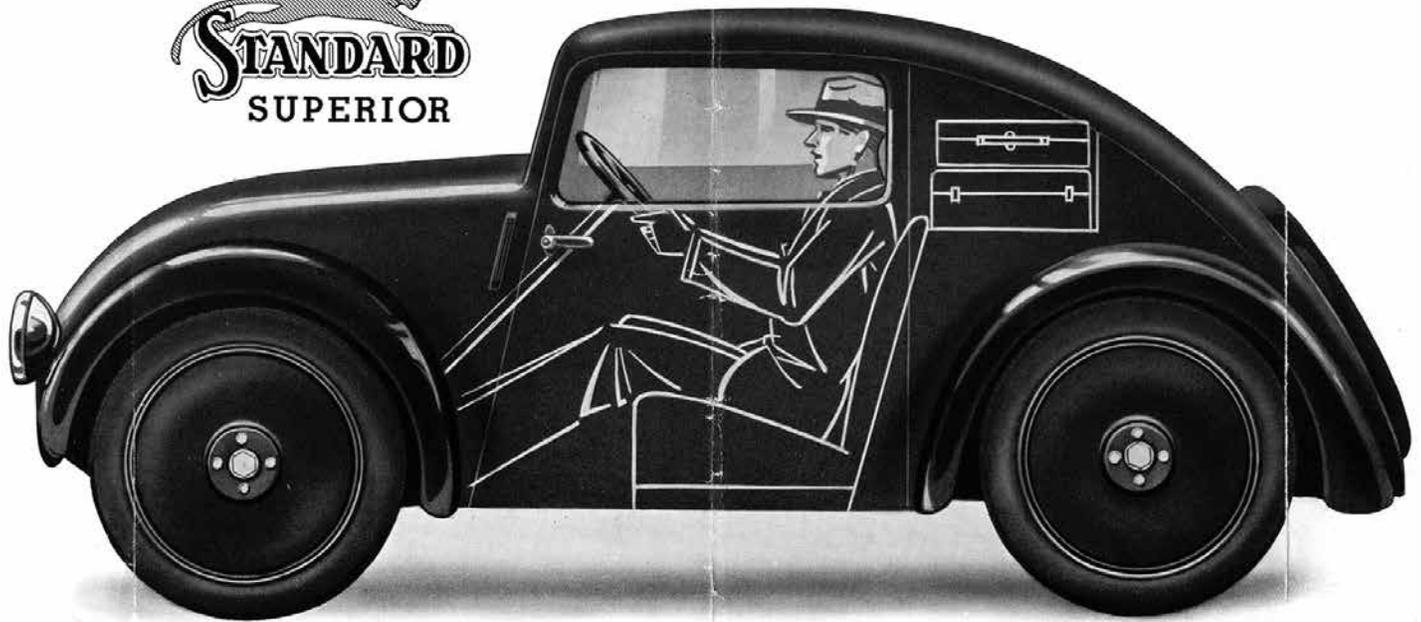
Restoration of Josef Ganz-built Beetle predecessor begins with crowdsourcing campaign

Daniel Strohl on Apr 14th, 2017 for Hemming's Daily
Photos courtesy Paul Schilperoord and Lorenz Schmid.
These days it looks more like a child's drawing of a generic car come to life with its inartful blend of boxy body and round hood, but a pair of Europeans know that under that body lies the chassis of a Standard Superior, one of the direct influences on the Volkswagen, and they're turning to the public for assistance with the car's restoration.

Paul Schilperoord of the Netherlands and Lorenz Schmid of Switzerland may be the world's two foremost experts on not only the Standard Superior but also its designer, Josef Ganz. The two met when Schilperoord, research-



STANDARD
SUPERIOR



Der sicherste und leistungsfähigste Kleinwagen

ing his book on Ganz, tracked down Schmid, a descendant of Ganz's uncle, leading the pair to embark on a quest to track down and restore one of Ganz's remaining cars in order to spread the word about Ganz.

That's a quest easier said than done. Ganz, a Hungarian Jew who relocated with his family to Germany in 1916 at the age of 17 and studied mechanical engineering, had plenty of ideas about how automobiles should be built but only found a handful of small carmakers to implement his designs. Which is not to day that his ideas weren't well-circulated: In 1927, he became the editor-in-chief of Klein-Motor-Sport, which he later renamed Motor-Kritik and in which he agitated for smaller and more affordable automobiles (which he called "Deutschen Volkswagen") and railed against the large, powerful, and expensive automobiles of the day.

"The cars that came closest to his ideal were the air-cooled Czech Tatras with their backbone frames and independent rear suspensions," Karl Ludvigsen wrote in his book "Battle for the Beetle."

Ganz's antagonism of the German auto industry resulted in plenty of lawsuits, charges of slander, and boycotts,



according to Schilperoord and Schmid's website on Ganz. But it also led many in Germany to consider his ideas more carefully. Zündapp first examined and then passed on Ganz's designs for a light and inexpensive car in 1929; fellow motorcycle builder Ardie a year later allowed Ganz to build a prototype swing-axle, mid-engine, backbone-chassis, independent-suspension automobile in its shops, the chassis of which appeared on the cover of Motor-Kritik.

While Ardie didn't pursue the project with Ganz (though, according to Ganz's account, printed in Terry Shuler's "The Origin and Evolution of the VW Beetle," Ardie later on brought in Ferdinand Porsche to develop Ganz's prototype), Adler hired him on as a technical consul-



tant, charged with building his “Volkswagen” prototype, which he completed in May 1931 and called the Mai-käfer. From Adler, Ganz then consulted for Daimler-Benz and BMW before he convinced Standard Fahrzeugfabrik in Ludwigsburg – yet another motorcycle manufacturer – to let him continue to develop his “Volkswagen.”

Unlike the previous two prototypes, barely a step up from cyclecars, the resulting Standard Superior, while still small and inexpensive, had some substance to it. A transverse air-cooled 500cc twin sat ahead of the rear axle centerline. Swing arms and independent suspension controlled the wheels. A price of about 1,500 to 1,600 Reichsmarks undercut the cheapest Opels. And probably more important, the coupe body atop the Standard Superior’s backbone chassis sloped in one uninterrupted line from windshield to tail.

The Superior entered production in 1933, with a pre-production example appearing at that year’s Berlin automobile show, which newly appointed German Chancellor Adolf Hitler attended. As Ganz recalled in “Origin and Evolution,” Hitler stopped to talk to Standard executives “and seemed quite impressed by what they told him of the car’s performance, handling, and price.”

Standard went into modest production with the Superior – according to Ludvigsen, 195 built in 1933, 185 in 1934, and a handful in 1935, spread over two body styles, the Mark I and Mark II – and even advertised the Superior as “the fastest and cheapest German Volkswagen.” Ganz, however, didn’t remain with Superior for long: In May 1933, after Nazi authorities discovered Ganz’s Jewish heritage, the Gestapo jailed him on falsified charges of blackmailing the German auto industry via Motor-Kritik. Though released a month later (and, as Schilperoord and Schmid note, able to prove his innocence), he was forced to resign from both the magazine and from Standard. Nazi decrees forbade his byline as well as any association of his name with any technical design; meanwhile, Nazi officials began to work with Porsche on the design and specifications of what would become the Volkswagen Beetle.

In June 1934, Ganz fled Germany, first for Liechtenstein and then for Switzerland, where he continued to develop his designs for the Swiss government and Rapid Motor-mäher, which built lawnmowers. Production plans for the so-called “Swiss Volkswagen” – which included licensing production in France to Max Hoffman – fell through thanks to further Gestapo involvement and Hitler’s invasion of France.



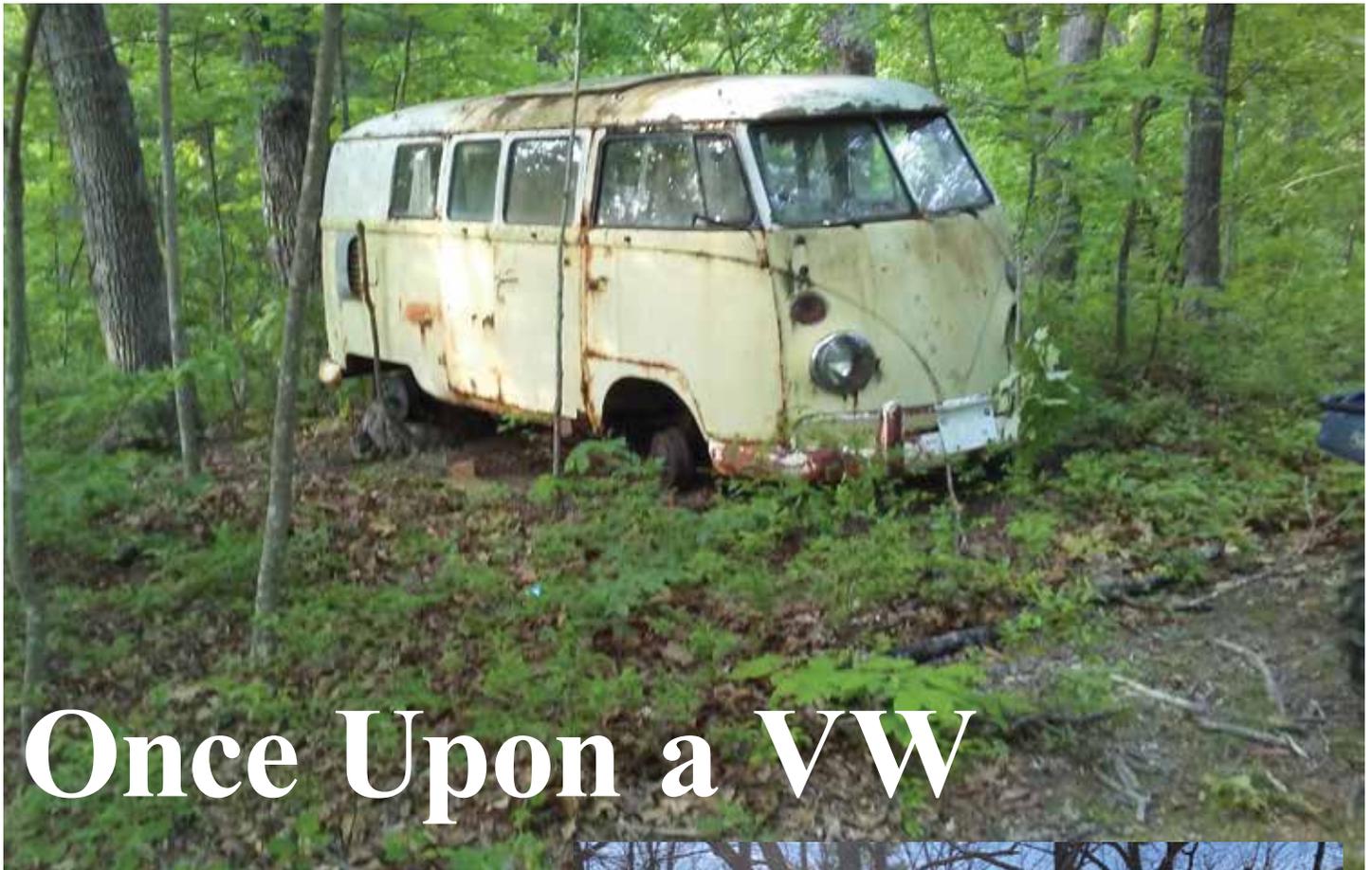
Ganz spent the war years in Switzerland suing the Swiss government, then later moved to France and ultimately Australia, where he died in 1967. Of the cars he built, according to Schilperoord and Schmid, the Ardie-Ganz is believed to be destroyed, the Maikäfer resides in a German museum, three of the “Swiss Volkswagens” still exist, and two chassis (one of which Schilperoord owns) and two complete cars exist of the Standard Superior production run.

The Mark I Standard Superior that Schilperoord and Schmid intend to restore somehow survived decades of use in East Germany, though at some point in the Fifties or Sixties had its original Beetle-shaped body replaced with one comprised largely of bits from a Trabant P50 for reasons unknown. The chassis and drivetrain, however, remains original, so Schilperoord and Schmid plan to remove the Trabant-ified body and commission Stellmacherei Thiede in Burgtonna, Germany, to replicate the original Mark I body in leather-covered wood. Restoration should begin in the fall of this year and wrap up sometime in the summer or fall of next year if everything goes according to plan. Once complete, they intend to unveil the Superior at the Louwman Museum in The Netherlands, which has one of the “Swiss Volkswagens” in its permanent collection.

To do so, however, the pair need to raise about €45,000, which they’ve decided to do through crowdfunding site Indiegogo. The campaign is expected to last through June. ■

*For more information, visit JosefGanz.org.
Courtesy of Hemmings Daily at www.hemmings.com/newsletter/*





Once Upon a VW

Fish Head Louie

Once upon a VW, a woman contacted me about an old VW bus that was on her Dad's property. I asked her what year it was, but she didn't know. She sent me a photo a few hours later and I gave her my phone number immediately as it was an early one. Her dad called me later that evening. He told me that his uncle who used to perform at folk festivals had bought it from some hippies in 1977. He drove it home to 30 minutes outside Roanoke, VA. The uncle parked it on the top of a hill, dropped the engine out and put it in his dune buggy and also robbed it of its wheels. The family used the bus as a hunting blind and "to get out of the rain." "Some of the guys took their old ladies up there," he added.

I arrived the next day, and he drove me to the spot deep in the woods. I took many photos as I like to show "as found pictures." The vin tag had "SO 23" on it. "SO" stands for the German words for special model. Not all special models are campers. VW sold fire trucks, ambulances, cherry pickers, side loader pickups, school buses, along with many versions of the camper by Westfalia.





Above: VIN tag in engine bay: note so 23

M-PLATE

1959-1967

08 00 1	361	05H	131	15K		
					231	626445

Unlock my M-Plate

Forum link to my M-Plate

08 00 1	167	05H	131	15K		
					231	626445

-1962-

M-Plate decoded by www.VO-MPLATE.com

Forum signature link to my M-Plate

08 00 1	167	05H	131	15K		
					231	626445

-1962-

M-Plate decoded by www.VO-MPLATE.com

M-Plate content

Model	Type 2 (T1) West, 231 - F0800 - Cargo doors right - LHD
Chassis number	826645
Serial number	2322645
Modelyear	1962
Planned production date	September 08, 1961
Paint color	L345 - Light Grey
Interior color (doorpanels and seats)	*** Unknown***
Destination	Germany

M-CODES

M-Code	Description	Concerned models	From chassis number	To chassis number
006	Steeringknobs lock	-		
139	Stained beam headlights, red tail light lenses	Export		
156	Stained rear view mirror	-		
156	Larger oil bath air filter	211-274		
367	Package including M201 plus M20, M24 MINI-MFAS, M175	-		
020	MPH speedometer	Export		
024	Stained beam head lamps and red tail lights	USA, Canada		
024	Stained beam head lamps and red taillights, side turn signals, back-up lights	Export		
090	Windshields with safety laminated glass	Export		
142	Side windows of safety laminated glass	Kombi, Microbus, Export		
142	Sliding door on both sides	-		
168	88 ampere-hour battery (8V)	-		
178	Rain protector (bumper with guards)	Except types 26		
181	Chrome hubcaps	-		
192	Body ready to be utilized as a camper	-		
198	Seat belt mounting points	-		
199	Stained driver's seat	Panel Van, Camper, Kombi. Also used on Flipseat Newfield campers		

Left: M code decoded

The owner and I settled on a price and we signed a bill of sale. We got my tools and removed the rear drums because the e-brake had been on for forty years. I installed all four wheels and a chain so the former owner could pull me out of the forest while I steered-all the way holding the door closed as the latch was rusted. Before were on our way, I had to get this odd seat, moved from against the steering wheel. We lubed and torched it, being careful not to ignite the whole dry wood panel interior. I was later to find out, that this is known as a "flipseat, SO-34." A flipseat refers to the front seat which has a center mount on each side bolted to the sheet metal which allows the backrest to be rotated 180 degrees so it can be used for a seat at the westy table or driver's seat or "floating in the air" as a support for the kid cot.



Top: Later green vinyl adorns original cushions

Above: before after ice box

Left: 40 generations of mice living in the cabinets



Above: View with table set up



Left: Cabinet faces cleaned up pretty good despite speaker holes

Page 17

Top: Side view of front flipseat

Bottom: Birch panels replaced on doors & subhatch



On the way home, I went to the dollar car wash to pressure wash my “new 1962 camper.” The next day, I investigated my new find. It had its complete flip seat as aforementioned, and three original cushions. It had the table, the table stand, 90% of the cabinetry, and ice box.

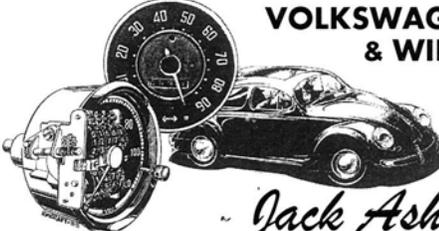
The vacuuming started as the bus was full of mice nests, their excrement, beer cans, and even 3-4 live mice. I tried to get them out, but I ran back up the tire well. I put mouse poison in the spare well, and they feasted on two full cubes in two days time. I used bleach and spic n span to clean the interior. I had to use a screw driver to pry the passenger door open as the mech was rusted. I had to remove and regrease the cargo door mechanisms. I tore the green vinyl off the seats to remove much original orange plaid, abet worn upholstery. Most recently, I redid the birch paneling on the cargo doors, subhatch, kick panels, bottom of the table, and tailgate. Under the subhatch was a colony of ants which had to be sprayed. The wood reinforcement for the hatch hinges was rotted away so I fashioned two small cubish supports for the subhatch hinge studs to go through. I used silicone, but alas still leaks when rains.





Above left: Subhatch selfie

Above right: Treasure at the end of the rainbow



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I may or may not put an engine on it. I could just tow it to shows and campouts with my reliable Japanese pickup. Of late, I secured an original tire mount stand which enables the table to be set up outside the camper. I am still in search of a tent, awning, or privy tent, poles, hanging chandelier, some original upholstery, door spice cabinet & mirror, water jugs, drinking cups, and wash basin. email mefishheadlouie@yahoo.com if you have such treasures. ■

Tony Madsen, fishheadlouie@yahoo.com



Chef Joel Gamoran, of Sur laTable, Travels in his 1963 VW Bus all Over the US to Teach Us Not To Waste

FYI is joining forces with Sur La Table for a new culinary series called “Scraps” that will be executive produced by Katie Couric, Variety has learned.

The series will follow national Sur La Table Chef Joel Gamoran as he travels across the U.S. creating incredible feasts in unexpected places, using food waste and scraps, like banana peels and chicken bones. The network has ordered ten half-hour episodes that are slated to premiere beginning May 21 at 10:30pm.

From roadside foraging, to chocolate roasting, to oyster hunting—viewers will follow Joel on a one-of-a-kind food sourcing adventure in his refurbished but not restored 1963 Volkswagen bus, which doubles as his mobile kitchen. The new KitchenAid(R) Artisan(R) Mini Mixer, Stand Mixer attachments and high-performance Pro Line(R) Series Blender will be used in the series to make everything from fresh pasta to veggie noodles and more.

“Food waste is such a huge problem in this country and more and more people want to do something about it,”

said Couric. “I’m so excited for Chef Joel Gamoran to introduce viewers to wonderful places and delicious recipes using ingredients we never imagined could taste so good. Joel’s energy and enthusiasm are infectious.”

FYI and Sur La Table will also partner to offer ten online cooking classes, giving viewers the opportunity to learn more in depth techniques and incorporate scraps in their cooking. The cooking classes will be available for purchase on Sur La Table’s website after each episode of “Scraps” airs. Additionally, a sweepstakes will offer viewers the chance to win KitchenAid products and Sur La Table cooking classes.

“Scraps” is produced by Katie Couric Media and RAIN for FYI. The show’s digital format was developed by production partner RAIN, a NY-based digital consultancy. Timothy Whitney and Brian Edelman are executive producers for RAIN. Gena McCarthy and Jordan Harman serve as executive producers for FYI. ■



VW MODELS FOR GERMANY'S WAR MACHINE WORLD WAR II

Kubelwagen w/Leichter Infanteriekarren 1/35th Scale by Dragon

By Mike Epstein

HISTORY

VW Kubelwagen Type 82 was the work-horse of the German Army through all of WWII. It was used on all of the theatres in different terrains and climate conditions. Dunes of Africa as well as mud and deep snow of Russia showed the need to improve its off-road capabilities. In 1942, work began at VW's Stuttgart-Zuffenhausen factory.

The Leichter Infanteriekarren or light infantry cart is just what it sounds like and was really handy in carrying extra fuel, ammo and such for the forward skirmishers in a battle. The only change to the Kubelwagen was the tow hook on the back.

For this build, I've combined the Dragon Kit No. 9034 with the enclosed Kit No. 9050 Cart with a Decal Star resin closed top and Bits Krieg Kubelwagen wheel caps for something a little different and as far as the top goes, much more realism.

Before any model build you want to be sure you have all the tools and paints you'll need, so gather everything up and get situated. I always read through the instructions first, really I do, I know it says so and in model building, it really helps to see what goes where first and where you can cut corners and what you can do at the same time to save time. Models like this even though only 1/35th scale can take a long time when you only have so much time and you put this much detail into it.

Here's something philosophical for you. I'm guilty of this as much as anyone and that's detailing the you know what out of everything, even if you can't see it. Last night I was reading my newest Fine Scale Modeler Magazine and this guy writes in that he's lost his interest in building models, his reason, what happens to them when you die? All that hard work and who cares after you're gone, they just get thrown away or maybe Mike Wolfe will buy them at a garage sale! So, do you detail what can't be seen or enjoy building the model and making it look nice from the outside, your choice!



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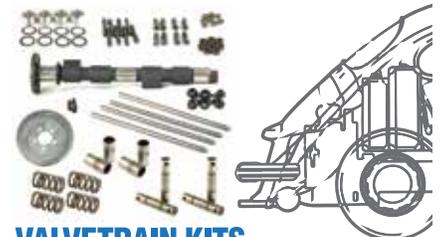
ENGINE KITS:

Camper Special,
2056cc, 2270cc, 2563cc



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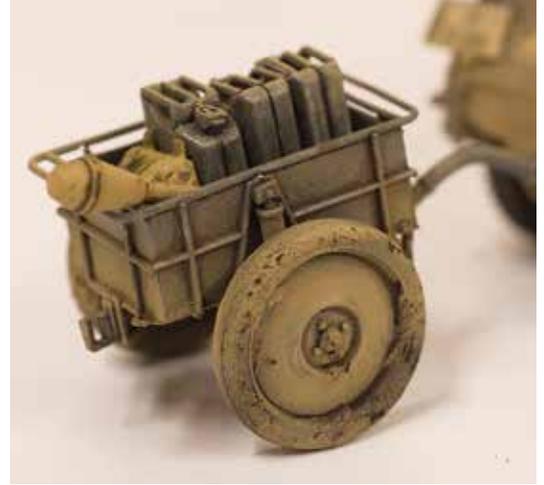


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I detailed the interior, weathered the seats, did a real nice dash, driver is as detailed as officer, etc. After spraying the RLM 66 on the body came the decals then the mud which is water and Vallejo pigments caked on with a brush. The top was done separately with RLM 79 as a base and then going lighter and darker with my air brush. After that I used oil washes for definition and pastels for highlighting. The body also got the oil washes and after drying thoroughly and sprayed both pieces with Testor's Buff starting at the bottom of the model and going up the model sides but leaving the color heavier at the bottom to simulate dust.



The officer got basically the same treatment with shading in the creases of his uniform and highlights on the high areas, a scaled down map and a little dirt. The sharp tip of a pin helped give him eyes that actually look at you, though hard to see at this scale.

Anyway, it was a fun build, I thought the mud and dust came out great and it'll make a nice addition to the model collection that someone will throw away someday! ■



From Bloomberg

The VW Story

A Look back at the successes and flops of Europe's biggest car maker

Marty Bernstein, 2006

The Early Years -- the 1930's

The time: sixty-nine years ago, May 28th, 1937. The place: Germany. The event: Automotive history was made with the founding of a new automobile company, the Gesellschaft zur Vorbereitung des Deutschen Volkswagens GmbH, that, a little over a year later, became Volkswagenwerk GmbH. Thus began the formal story of Volkswagen.

For many this date, indeed this event, marked the end of Germany's World War I economic depression, but for many it was the beginning a very dark time. The clouds of World War II were forming, the subjugation and subsequent death of millions was only months away.

According to unimpeachable sources, the real history of the Volkswagen began a few years earlier, on February 11, 1933. That is when Adolf Hitler, the new Chancellor of Germany made his first public speaking appearance at the Berlin Auto Show. Before a crowd of auto executives and the media (some things never change do they?), Hitler revealed his plan for the "motorization" of Germany. The linchpins of this plan were construction of the first superhighway, the autobahn, and the idea of a new affordable car for everyone.

Almost simultaneously, a talented German automotive designer, Ferdinand Porsche, was designing and building a prototype of an inexpensive, odd looking, yet sleek design, rear engine, air cooled, little vehicle that could hold five people.

Porsche and Hitler had fateful meetings in 1933 and 1934, with Porsche promising to deliver proto-types within the year. Three handmade cars were delivered for testing and 30 more were built by Mercedes-Benz two years later.

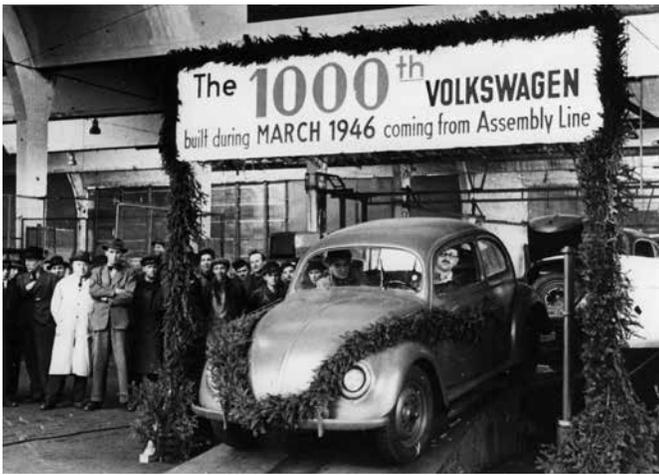
Then in 1938, after testing was approved building began for a new factory to manufacture the new Volkswagens. But in fact, few were produced; rather, military vehicles which included the Kubelwagen – literally, the German Jeep – was built in the new factory by slave labor. These vehicles did not carry the now famous VW circle logo with the V resting inside the W; they were known as KdF, the acronym for the German slogan, kraft durch freude, which means strength through joy.

The War Is Over, Rebuilding Begins – the 1940's

During WWII, the factory, a source of military vehicles, was obviously a prime target for Allied bombers and did sustain heavy damage, but surprisingly was not destroyed. After the war was over, the British Army took control of the damaged factory under the supervision of Major Ivan Hirst. Under his watch, machines were rebuilt and repaired, the line reestablished, and the factory was brought up to speed. In an amazing feat of accomplishment, 2,000 vehicles were built in 1945 from parts found in the factory's rubble.

The following year, the Brit's had pushed production up to 10,000 vehicles, renamed the





company Volkswagen, and gave the factory town the name Wolfsburg, which was taken from the name of a local castle.

But in typical end-of-war attitude, the British wanted to get out of the automobile business and sought to give control of the company to a qualified company. And here's where it gets really interesting...

Among those astute companies who turned down the open offer to take control of the company was the Ford Motor Company, who thought it would be a money drain. The French government gave an emphatic "mai no," as did a long-gone British auto company, even Fiat said they'd pass.

Bottom line? They could not give away the company to a going business. So, in 1949, they gave the whole kit and caboodle to the new German government in trust.

With a new vigor and commitment, aided in part by the U.S. Marshall Plan, VW became a viable growing business. Factory improvements were made, new models were introduced (including, the Transporter aka the VW Bus), sales in Germany grew, exports to other European nations were developed, production steadily increased and new workers were hired. Life was getting good.

Then, in 1949, the first VW's were imported to the U.S. by an entrepreneur named Ben Pon, unfortunately, with little success. The reasons were many: American's did not want a car that looked like a bug, the vehicle made a lot of noise, did not have a synchromesh transmission, much less chrome trim, nor did it have a radio or gas gauge, it wasn't heated, and similar to Ford's "Tin Lizzie," it was only available in one color, grey. Sales were nil, partially due to a still lingering anti-German sentiment following the war. Big was better, bolder and more beautiful. American brands were the ranking royalty.

Those Fantastic, Fabulous Days – The 1950's in America

Undaunted by its initial lack of success, Volkswagen made another effort in the early '50's to sell in the U.S. market teaming up with the Hoffman Company, which began to import Volkswagen Beetles to America.

This second attempt again resulted in little success, despite the fact a new export model had been introduced with chrome trim, various colors were available, as was a radio and manifold heater, but it still lacked a gas gauge. It did have a minuscule reserve tank, which was manually operated to switch from the regular tank when empty.

It was in the mid-fifties that America and Americans underwent a significant change. It was a change in attitudes, mores, entertainment, customs and former habits that led to the enjoyment of peacetime and a vibrant economy. Times were good, even amid the Cold War and the Iron Curtain. The move to the suburbs had begun, the first shopping center was built, a college education was no longer unusual, the Dow Jones was in the low hundreds, the low hundreds!



What is now called the Golden Age of Television – great variety, drama, kids shows and westerns – was underway on black and white sets, without remote controls. Limited broadcasts in color began in 1953. The NFL was barely mentioned on sports pages, baseball was king of sports broadcasting, boxing came in at a close second. The news lasted just 15 minutes. Presidential press



conferences were not televised. Elvis cut his first Sun Record and rock and roll began. Broadway introduced musicals that still appear today.

It was a period of consumer innovation and invention. Bell Labs created the first telephone answering machine, Super Glue came to the market, the double helix of DNA was discovered, the ubiquitous bar code, Velcro, the remote control and birth control pills were patented, the hula hoop was introduced, and man walked on the moon.

Cars were more than a mode of transportation; Detroit proffered, presented and promoted them as a means of communicating status, wealth, position, and comfort albeit with tailfin design excess. The Edsel

was introduced, as was power steering and radial tires.

But it was also the beginning of non-conformity to an egalitarian norm. Sputnik beat America to space. The first Beatniks appeared on college campuses. Dirty books were no longer dirty, they were best selling, Pulitzer prize winning novels or books of poetry. Art was paintings of soup cans and splashes of paint.

Then suddenly, almost miraculously and without any advertising, VW's started to sell; first in college towns, then in a few major metro areas. Sales jumped from 2,000 units in 1953 to 150,000 in 1959.

Who was buying Beetles? Trendsetters (early adapters we'd call 'em today), iconoclasts, college professors and recent grads and people who demanded value, quality and function over style, design and perceived image.

The VW business was better than good in Germany, it was booming, which was a boon to the West German economy that heavily relied on exports. Beetle's, as they were then called, were being sold in Denmark, Sweden, Luxembourg, Belgium, Switzerland and the UK. New factories had been built in South Africa and Brazil to meet the growing demand.

Then, in late 1959, Volkswagen decided to hire an advertising agency and ...

Automotive and Advertising History is Made – The 60's

A little known, New York advertising agency, Doyle Dane Bernbach (DDB), whose claim to fame was a few ads they had created for the opening of a VW dealer on Long Island, and a handful of unique ads created by a Jewish owned agency for primarily Jewish clients – Orbach's, a discount department store, Levy's Rye Bread, El Al Airlines – won the Volkswagen account over more traditional ad agencies.

A German company and a Jewish agency...conventional wisdom said, this was not a match, much less a marriage made in heaven. But this was not a conventional agency or a conventional

client. The non-conformist VW executive in America who made this momentous decision was Carl Hahn, a man who several years later gained a Ghosn-like reputation and stature.

Most automotive print advertising in those days was an imagined expression of what car companies and their ad agencies thought the world, automobiles and the people who owned and drove the specific brand should look like.

Stretch it. Imagine, indeed invent a lovely situation and venue. Show beautiful people doing wonderful things in stylish, scenic or bucolic surroundings, and of course, all while they're next



to a car. Reality be damned. Look at All American Ads - 60's edited by Jim Heimann and published by Taschen, you'll see I'm not exaggerating.

To the 50's automotive advertising world of splashy colors, exaggerated drawings, paintings and renderings of vehicles that were married to dreary copy, laden with facts and clichés as well as features and perceived benefits, Doyle Dane brought not just freshness, but they invented a new form of advertising. One that is alive and thriving today.

But then they had to. VW in the '60's was essentially unknown. Those who had read or heard about the company knew it was German, the car inspired by Hitler, was founded to make cars for the Germans, using slave and concentration camp labor to build military vehicles during the war. This was not a minor obstacle to overcome or surmount back then as resentment still smoldered from WWII. So, how did DDB overcome this impediment to success?

In a stroke of marketing super-genius ... they ignored it! That's right, not one VW ad from DDB ever spoke of its German heritage, history and association. The brand was literally invented in America in 1960 by the advertising – primarily print – at the time. There was no historical frame of reference ever. Contrast that with today, when German automotive heritage is a highly valued expression of excellence.

The assets and attributes of the Beetle were simple: It was a cute (some called it an ugly car), well-made, durable little car that was inexpensive and represented a good value. The ads DDB created used these facts to create conversations with consumers that never used the words themselves, just the concepts.

DDB was the first agency to use a creative team of writers and art directors, in most agencies the functions were separate. Teams of exceptional talents worked seamlessly to create amazing advertising. Even today, these Volkswagen Advertising Hall of Fame ads would still stand out and cut through the clutter. Just click on these links:

Immediately, American consumers responded to the advertising by buying Beetles in ever-increasing numbers. Naturally, DDB kept up the onslaught of non-conventional, conversational advertising that has been called the greatest ad campaign ever. They were creative, unique and ideal for the time, circumstances and inherent issues.

By the late '60's, VW was producing over 1 million Beetles a year around the world.

In 1968, a great year for VW, the brand had a 5% share of the U.S. new car market. But all good things must come to an end or at least a slow down.

The World Was Changing but VW Was Slow to React – The '70's & '80s

The '70's started out very well for Volkswagen. In 1970, VW sold 569,000 Beetles, the all-time high, which obviously made Volkswagen dealers happy and profitable. But not the manufacturers and dealers of domestic vehicles. Using their combined political clout, influence and pressure, trade quotas and tariffs were installed to stem the tide of imported vehicles. Yet, VW dealers responded in kind.





During the record-setting year of 1970, 15 VW dealers met in Washington, D.C. to form the Volkswagen American Dealers Association. The purpose? To preserve a free market for imported international automobiles through political pressure and lobbying.

It's grown some since then. Today, this 11,000 member organization is known as the American International Automobile Dealers Association, or as most readers know it, AIADA.

Even with slowing sales in America, on February 17, 1972, the Volkswagen Beetle broke

the world car production record with an amazing 15,007,034 units produced worldwide. The Beetle had surpassed the legendary mark achieved by the Ford Motor Company's famous Model T in quantity and in fewer years of production.

But like Ford in the 1930's, Volkswagen, 40 years later, needed to rev-up their bread and butter. And so it goes, the much gussied-up Super Beetles were introduced with lots of American touches, including air conditioning and McPherson struts.

But a combination of the emergence of new competitors from Asia, the gas shortage in the early '70's and a recession did not help the high mpg VW. Increasing governmental demands and regulations pushed the VW Beetle to the maximum a 40+ year old design could take.

In 1977, production of the Beetle stopped and two years later production on the convertible also ceased in Germany. Oddly, the VW factory in Brazil kept making Beetles until the early '90's and Mexico was making Beetles and shipping them to Germany almost until the end of the century.

A near miss with bankruptcy in the early '70's pushed the now public Volkswagen AG to develop new, more contemporary designs for both Europe and the U.S. markets. And thus, the Passat became the first of a new generation of VW's.

It was followed in 1974 by the Golf, which was known as the Rabbit in the U.S. (and whose return was just recently announced), the sporty Scirocco, Jetta and the GTI. Sales were on the rebound, but not to the extent or impact of the Beetle. The last Beetle in America was sold in 1977.



Years of Coma and Malaise – The '80's and '90's

In terms of historical reference to VW in America, these two decades were the least favorable, with the '80's being the worst. The new VW vehicles suffered from intense competition from Toyota and Honda, whose cars were less expensive and rated higher in quality, reliability and durability.

VW's expensive factory in Pennsylvania was closed due to poor quality and low sales. The Golf 2 (Rabbit) was introduced as was the Corrado, with little success. Overall sales slipped badly, the company lost dealers. An odd advertising campaign based on a fake German word, "fahrvergnugen," did not resonate with the public.

Then in 1982, Carl Hahn the VW exec who had hired DDB as the agency years before was made



president of the company. Under his watch, change and progress, often a slow process, began.

The '90's were transitional to Volkswagen; Germany was unified as a nation, but experienced labor unrest from guest workers from Turkey who feared for their jobs swelled. A memorial to workers during the war was unveiled in Wolfsburg and financial settlements were made to over 2,500 wartime workers in 26 nations. In 1991, a new design studio was opened in California with talented designers who would have a major impact a few years later. Business in America was still not good.

But 1993, two major events occurred: Ferdinand Piech was made chief operating officer of Volkswagen and the two key designers at the California studio had developed designs for a new Beetle. After much internal discussion, the designs were approved.

One year later at the 1994 North American International Automobile Show in Detroit, the newly designed Concept One was introduced. The reaction was amazing among automotive writers and the public. But it took over two years until 1996, before production began on the new Beetle.

Internal planning for the launch of the new Beetle was handled by Steve Wilhite (now Nissan's global vice president for marketing) and Liz Vanzura (who moved to head the intro of Hummer and now leads Cadillac's marketing) and a new advertising agency, Arnold of Boston.

A unique, innovative campaign with the theme, "Drivers Wanted" was launched, prior to the public introduction of the car in order to stimulate interest. In 1998, the New Beetle was debuted to the press and to the public. In just the first year, 55,802 New Beetles were sold in the U.S., and in 1999, the first full-year of production, 83,434 were sold.

The car was a success, but had an added halo benefit – it changed the way American's thought about VW – and correspondingly, helped to energize sales of the Passat and Jetta.

The New Century: New Challenges, New Opportunities

Momentum had been established, then sales of the New Beetle started to drop – a couple thousand in 2000 to 81,134 and the next year sales plummeted to 60,891. The momentum was stalling. Updates and new models were introduced, including a new SUV called the Touareg and an uber-luxury VW sedan called the Phaeton.

April 2006 sales just announced for VW are 20,528 units, a gain of 11.2% over 2005 April sales. First quarter sales were 73,824, an increase of 20.4 percent over prior year sales of 61,336. The Jetta continues to be the volume car for Volkswagen, selling 9,929 units, up 32.4 percent as compared to last year's sales of 7,498. With an increase of 52.9 percent, the Passat sedan posted sales of 3,466.

Changes in U.S. senior management were announced late last year, and just this year, two new model Volkswagens have been introduced, the GTI and a new Rabbit. Both have been launched with controversial advertising from a new advertising agency.

Although, internal strife and management problems at VW headquarters in Germany have caused a bit of news coverage in recent months, last week a new management contract was signed by Dr. Bernd Pischetsrieder, chairman of the board of management, good thru April 16, 2012. Thus, resolving some of the issues.



Is Volkswagen's Past a Prologue to the Future?

As the title of this summary history stipulated, Volkswagen has suffered trials and tribulations and enjoyed triumphs in its corporate history. Like the ancient legend of the Phoenix, VW seems to always rise from the ashes and adversity. Often to greater heights. Will the past be prologue? I think so.

Authors Acknowledgments:

In writing this summary history of Volkswagen, I have relied upon numerous sources of information, data and expertise, including my own experience as owner of brand new 1960 and 1963 Volkswagens. Hours have been spent searching many of the thousands of sites devoted to VW history via Google, the company's own websites to **the Vintage Volkswagen Club of America** historian **Heinz Schneider**. Special thanks and appreciation to Phil Patton for his book, *Bug: The Strange Mutations of the World's Most Famous Automobile* and to Dave Kiley for his book, *Getting the Bugs Out: The rise, fall and come-back of Volkswagen in America*. Both were in my library prior to writing this article and are highly recommended reads to seeking a great source of information in the fascinating history of automobiles.



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Get a full view of the traffic behind and to the side. Chrome finished mirrors are hinged and fully adjustable. Available for left and right side.

Choice of clear or tinted glass, and tear-drop or round shape for Sedans and Convertibles.



			Round-shaped, to 7/67		
			Part No.	Suitable	Reference
	ZVW 151 101	Type 1 except KG	Tinted glass, left		
	ZVW 151 101C	Type 1 except KG	Clear glass, left		
			Tear-drop shaped, to 7/67		
			ZVW 151 105	Type 1 except KG	Tinted glass, left
	ZVW 151 105C	Type 1 except KG	Clear glass, left		
Supplied as single parts:					
For Mirrors ZVW 151 101/101C/					
Part No.	Description				
ZVW 151 501	Cap Nut				
ZVW 151 503	Pressure Stud				
ZVW 151 505	Lock Nut				
ZVW 151 507	Mirror Head, tinted glass				
ZVW 151 507C	Mirror Head, clear glass				
For Mirrors ZVW 151 105/105C					
Part No.	Description				
ZVW 151 509C	Mirror Head, clear glass				

NIVA VW-Fest Another Sunny Success

By Jim Schield, photos by Ray Van Tilburg and Jim

The Northeast Illinois VW Association put on another great show on September 17, 2017 at Volkswagen of Crystal Lake. The weather forecast hinted rain, but only the sun shined for the 150 cars registered in the show. About 110 of the entered vehicles were air cooled, with the balance an assortment of water cooled cars.

The swap had an exceptional collection of used parts, clothes, and new parts from G&H from Oaklawn, IL. Proceeds from the 50/50 raffle this year went to the Red Cross for disaster relief. Fuzzy Dice provided the music, and food was available from the Cottage Pub, and Dave Durocher's restored Good Humor truck.

Participants judged the cars in 17 classes, with T shirts and trophy's designed by Ryan Schultz. NIVA puts on two fun shows a year. Plan on coming out for their June event.

Keep up with what's going on in the NIVA club on Facebook.

2017 VW-Fest Show Winners

Best of Show: Larry and Carrie Simmons 1960 Double Cab

Early Beetle: Scott Kurtz 1957

Late Beetle: Kim and Jim Larson 1969

Beetle Convertible: Jon Brannan 1955

Super Beetle: Stefanie Anderson 1974

Ghia: Tina and Gary Panek 1972

Type 3 and 4: Kenin Vega 1977 Brasilia

Split Window Bus: Guy Malpica 1967

Bay Window Bus: Jeff Bayer 1975

Vanagon/Eurovan/Routan: Fritz Heffinger 1987 Syncro Camper

Early Water cooled (to 1998): Chris Walsh 1979 Scirocco

Mid Water cooled (1999 to 2008) Halle Spasovski 1992

Corrado

Late Water cooled (2009 on): Jaime Perez 2012 CC R-Line

Water cooled Beetle: Jesus Perez 2000

Thing: Tom Chrusciel 1974





