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# VintageVoice

November/December 2018

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The Vintage Volkswagen Club of America Newsletter • Established 1976



## Happy Holidays Everyone,

You say it's awfully early, no it isn't, this is the November/December issue just like the big boys and girls magazines and on time I might add. We figured since you're not paying for it, why not skip the one issue that's been the monkey on my back for about 10 years and get it right finally. It doesn't short any issues, it just changes the date and now it makes sense, an issue that's on time and timely with the news of the times.



anytime. Please scan complete brochures, thank you.

Before I forget, don't you forget about your significant other and do some shopping at our online shop through the website, lots of goodies and more on Cafepress.com, even Christmas ornaments, and for once I can actually say this knowing you'll read this long before the holidays are upon us, oh how nice this is! Don't forget the sweatshirts to, show your colors, VVWCA colors that is! Tin signs for the garage or man cave make a great present, I'm ready with boxes, tape, packing, and labels

I also want to thank once again all of those who currently write stories for the Vintage Voice on a regular basis as well as anyone who donates their time and efforts into something we can use in the magazine, if it weren't for you, we wouldn't have the nice mixture of stories we have, admittedly we do have to scour the web and chase stories and beg stories out of people, but we've done very well, and in fact so well, that some of you want to know, what happened to that story I sent in, well, I'm sure I still have it, but we're trying to use the older material first and at the same time find the right mix for you all to have a well rounded magazine. From what I'm hearing, we're doing pretty good.

in hand!

Well that's about it for this issue, I know we've been through a lot of changes and most of them or all of them have been out there or told to you so I won't rehash that, just know you're executive committee is new as well as editor and webmaster/membership coordinator, if you need someone specific, please see our website or contact us at the same e-mail addresses as our website has and the new person will get back to you until the new site is up.

There's a few promises we haven't met and I want to apologize, I haven't had the time to find another decal place do the Speedo-Tach decals yet but I promise to work on that and of course our new web page isn't quite there as of the writing of this column, but I assure you it will be forthcoming. A work in progress, it will be something else someday, full of goodies and once again, anyone with a small or extensive collection of scanned in VW products, dealer brochures etc, we'd be happy to display them in the archive area when we get to it, but send it in anyway,

The Vintage Volkswagen Club of America wishes everyone a happy, merry, wonderful and peaceful holiday season and well catch up with you next year. Not to ruin that beautiful sentiment, but as the president of the club, I do have some perks and one of them is being able to say: GO CHIEFS!!! If you want to talk about your team, write us a story!!!

Later, Mike.

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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: 750+ words. Pictures (2-3) may be included in a 700-800 word column. Feature story: 1000-1500 words, plus up to 10 digital photos. Send to: [editor@vwvca.com](mailto:editor@vwvca.com)

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## FROM THE EDITOR

Welcome to the new Vintage Voice! A fresh feel, familiar features, and more!

As you may have noticed, there have been a lot of changes here at the Vintage Volkswagen Club of America recently. Going hand in hand with those changes is an ongoing refresh of the Vintage Voice bi-monthly newsletter.

You may be accustomed to receiving this in your physical mailbox, delivered to your door by the Post Office. This is where the first big change comes in. The VVWCA is now a FREE club to become a member in, as such we aren't collecting membership dues, which were the main source of income that made printing and mailing the newsletters possible.

Going forward, Vintage Voice will be emailed to your inbox in PDF form, and it will continue to be available on VVWCA.com as well.

Moving to the PDF format gives us a lot of new opportunities which print did not allow for. We can make it bigger with more pages, new & expanded features, show coverage, and plenty more.

In that vein, I would like to invite anyone who would like to contribute to Vintage Voice to reach out to me directly. Writers, photographers, event organizers, collectors and anyone who feels like they can contribute to this newsletter, please do!

You can reach me directly by emailing [editor@vwca.com](mailto:editor@vwca.com)

I would like to see plenty of fresh faces on these pages, so don't be shy. Together, we can take Vintage Voice to places it has never been before.

Let's take this journey together!  
Are you ready? I'm ready.  
Eric Arnold, Editor

## VintageVoice

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## 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 emailed. 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](mailto:editor@vwca.com)

## WANTED

**Wanted: Porsche 356, 911(to 1998), 912, & 914 running or not,** any title status. also interested in Porsche engines, wheels, and memorabilia, Tony, 540-358-0330 VA

## 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](mailto:ppentium100@sbcglobal.net)

## PARTS, ETC. FOR SALE

1) New Threshold Plates with VW logo in center, Door Post guards, Door Panel guards Combe set all 3 sets. 6 pieces includes screws. Normally \$400 - \$3 -- & \$275 each set. 2) I.D. Stamp (front windshield bottom right corner), 1949 - 1999, Priced \$15@. 3) Date Plates & stainless steel stand, 1949-1979, new complete with hardware, \$80. 4) Vent Window Locks, stainless steel, tall top to bottom, spring loaded center lock. Clean and neat. \$30 pr. 5) Fog Lamps, Early bumpers, Roof Racks, Under dash trays, Arm rests, Clocks, Venetian blinds, Rain Guards, Screens, Owners Manuals, Badges, Outside sun visors, Eye lids, Headlights, Taillights, Body moulding, Running Boards, Hubcaps, Tool boxes, Tool box clips, Tools, 15 & 16 inch under seat gas can, Fuel reserve cans & much, much more! ALL ITEMS 10% OFF FOR MEMBERS, Plus Shipping! Contact the Weiner Foundation, aka The VW Guys, 305-552-0982.

## VOLKSWAGEN IN 1939

VOLKSWAGENS TAKEN ON PUBLICITY TOURS. FIRST MILITARY MODELS

After first displaying the final version of the Volkswagen at the time of the laying of the foundation stone in 1938 at Wolfsburg, called KDF-Stadt at that time by Hitler, the next big showing took place at the annual auto show in on February 17th 1939. At that show the same three Volkswagens from the laying of the foundation stone were prominently displayed on both sides of the stage from where Hitler was giving his annual opening speech. In a separate exhibition halls the last version of the VW chassis was also shown and on the outside more Volkswagens were lined up and made available for test-drives by the domestic and international press. They even used special trains to

bring people to Berlin for their first look at the Volkswagen. At the same time a major propaganda effort was started by the government to find more people to sign up into the savings plan to buy the car.

It was also at this auto show in 1939, which took place in Berlin from February 17 to March 5, where the Englishman McEvoy, who later after the war as a colonel would play an important role at Volkswagen, had a chance to drive one of the first Volkswagens. McEvoy was the man who actually had financing and an order for the first after-war Volkswagens arranged before Ivan Hirst arrived in Wolfsburg.

Another person, who took a test ride with Porsche at the wheel, was Ben Pon, who after the war would become the famous Dutch importer of Volkswagen. After the drive, Pon signed a contract with Porsche to make him the sole importer of Volkswagens to the Netherlands. Pon had his eyes on Volkswagen with high hopes for his business. He had done some softening up of Porsche in the previous year with a present of 10,000 tulip bulbs to beautify Porsche's office shack located close to the Volkswagen factory under

construction. Many questioned whether this contract signed between Porsche and Pon was valid. It was of little importance since there were no cars available for export anyway. Not at this time and not for many years to come. It did however demonstrate Pon's eagerness to get in business with Volkswagen. This persistence would pay off big time after the war.

After the cars built previously in 1938, for demonstration and testing purposes, Reutter continued building more Beetles by hand at their plant in Stuttgart. This new group of cars was known as the V 39 series. Nobody seems to know about how many were actually built. Different numbers are recorded. The original order given in late 1938 was for 50 cars. It seems that even at Porsche they did not know the exact number of cars built. Porsche and Reutter were busy building as many as they could for some of the Nazi big shots. The biggest of the Nazis got convertibles, the middle ones

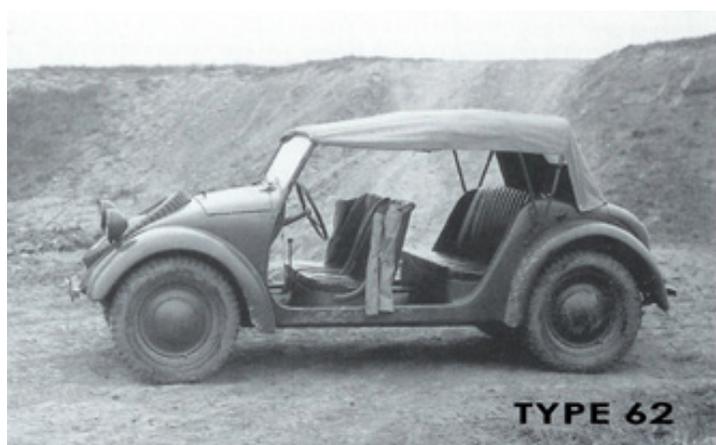
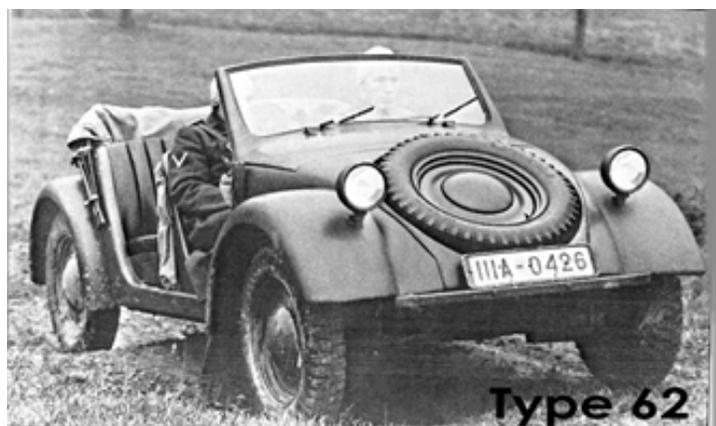




sunroof versions and the ones at the lower level had to do with sedans. It is reported that a large number of these cars had a short live span, being destroyed in accidents by inexperienced drivers. At the same time, other cars were cannibalized and their chassis used for military prototypes, sports cars and early versions of commercial vehicles, like delivery vans etc.

In a recent 2017 book it was reported that Hitler had asked Porsche as early as 1934 to design the Volkswagen in such a way that it could also be in used by the military. Many

have speculated about this and it is not a very well-known fact because Hitler did not want it to be known that he was already planning in 1934 to build up the military at such an early stage of his leadership. But in 1938 at a request by the military arm of the SS, Porsche started to design a car for them, the Type 62. According to its critics it was not looking military enough. For that and a number of other reasons, the Type 62 was extensively redesigned in 1939 and in its final version became the well-known Porsche Type 82, the Kübelwagen. During October, Porsche received an order to build about 25 cars of this newer version for testing. By December, the High Command of the German Army took delivery of two of the newly finished Type 82s for evaluation. With its requested four doors and more ground clearance, it did suit the requirements of the military well. More comfortable seats were installed at the same time. In other words, the final version of the Kübelwagen was now ready. An additional order for 400 Kübelwagen was placed in late 1939. These cars were to be assembled in Wolfsburg with bodies coming from the American Ambi-Bud Company in Berlin and the chassis from Porsche in Stuttgart.



Another project Porsche worked on in 1939 was a sports car, sometimes also referred to as a record car. The idea was to set records and invite challenges by driving these cars from Berlin to Rome and back. That is why they are also known as the Berlin-Rome-Berlin cars. The official designation was Porsche Type 64. The idea was to demonstrate the Volkswagens and gain publicity for it. Three

cars were ready to go when war interfered and the idea had to be scrapped.

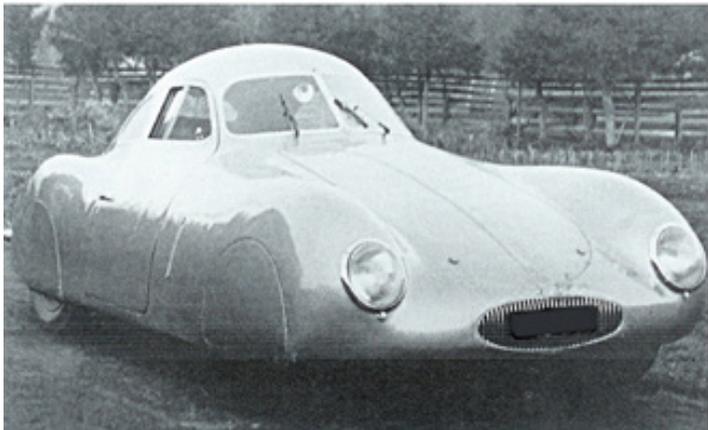
With the invasion of Poland by Germany September 1st, and the subsequent declaration of war on Germany by England and France, the Second World War started. Porsche had always believed that there would be no war, as he had stated many times in front of his employees. He was completely unprepared and so was all the planning at and for Volkswagen. In fact, as per government order, all new construction was to be stopped and all of Germany's resources used for the military effort. Since the Volkswagen plant had not been finished before the war and had not produced anything yet, no attempts had been made to include it in the armament planning by the people responsible for the acquisition of military equipment.

At the same time some of the larger partially finished main halls at the VW factory did not go unnoticed. The people responsible for military production started to think about how to make use of these buildings and all of the most modern machine tools. Many ideas were kicked around but nothing concrete was decided on at the time.

November 7th the first manufacturing tools ordered from the US for the Volkswagen started to arrive. Even though the Second World War had already started the US was not yet a participant and many US companies still honored the tool orders already paid for. As time went on, however some

tools never made it, even some of those already paid for, the US became increasingly belligerent to teach Hitler a lesson and as a good-will gesture towards the British. The US started to confiscate German ships in American harbors some of which were loaded with tools for VW.

The managers at the Volkswagen factory started to install some of the manufacturing tools which had arrived from the US and some of the ones made in Germany. The engine line was soon set up under the guidance of the German-American Joe Werner, and was getting close to



being ready for full production. Construction of buildings at the factory went in spurts, depending on the availability of construction workers and building materials. Nevertheless, it did continue whenever a case could be made to the authorities that it would be useful for future armament production. August was the month with the most construction workers employed building the plant, with 3,703. By November that was down to 2,769 and would eventually hit a low years later with 357 by 1942.

While construction and production was in state of limbo, other bureaucrats made plans for the time civilian Volkswagen cars would actually be available to the savers. Original plans had been to start Volkswagen production in the fall of 1939 and deliveries to start a short time thereafter. Some started to wonder how these cars, once they were available, could be serviced. Mercedes-Benz, always eager to please, offered on August 15 to service Volkswagen cars in their factory outlets in Germany.

By the end of 1939, 272,397 savers had signed up and started to make payments towards the

purchase of a Volkswagen under an innovative savings plan. Some details of the plan had to be fine-tuned. Many questions had come up and after many and long discussions the eligibility rules were simplified. At first, the Saving Plan creators had expected a big demand for the cars and thought to limit eligibility to Union members only and to those who, according to the Nazis, were outstanding citizens. As it turned out, their newly relaxed rules would allow anyone to take part in the plan as long as they were willing to pay the 5 marks a week. To come up with 5 marks was very difficult for the average German worker who earned on the average only 25 to 27 marks in a 48 hour work week. Out of that, he still had to pay his party membership and union dues.

During 1939 Porsche in Stuttgart was very busy and ran out of space with all the finished and unfinished cars. Of the cars built, Porsche made sure his family and his co-workers would keep plenty of them on hand. At the end of 1939, about 60 Volkswagens were registered to Porsche and he had to rent additional space just to park some of them.

#### 1939 DATES.

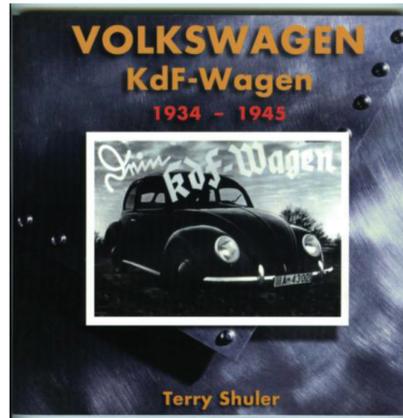
**February 17** Opening of Berlin Show and the start of propaganda efforts to sell the Volkswagen.

**June 7** Hitler visits factory under construction and has first look at the Type 62 the military Volkswagen.

**June 14** Final test conducted and completed of the V38 cars by the Porsches. The test results, if there were any, were never published. But supposedly were excellent. There was no one to disagree.

**September 1** Second World War starts with the invasion of Poland by Germany.

**Nov 7** First machine tools arrive from US.



### 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 1120 Lloyd St., Nanty Glo, PA 15943

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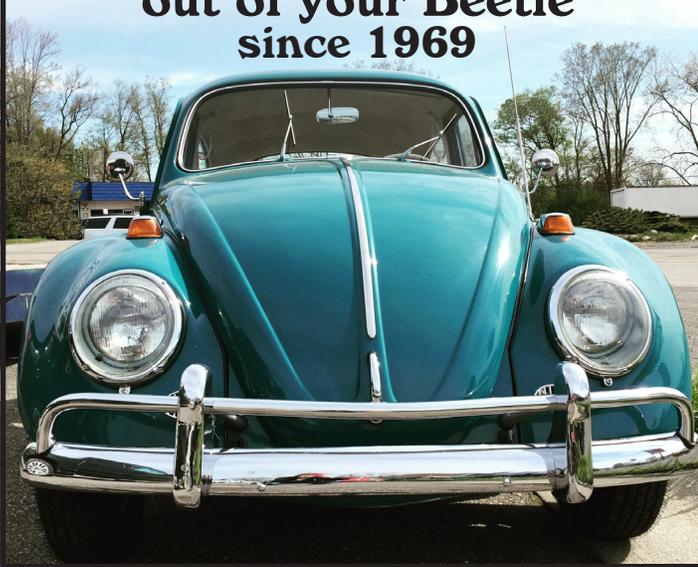
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# Ten Questions with Adam Simpson

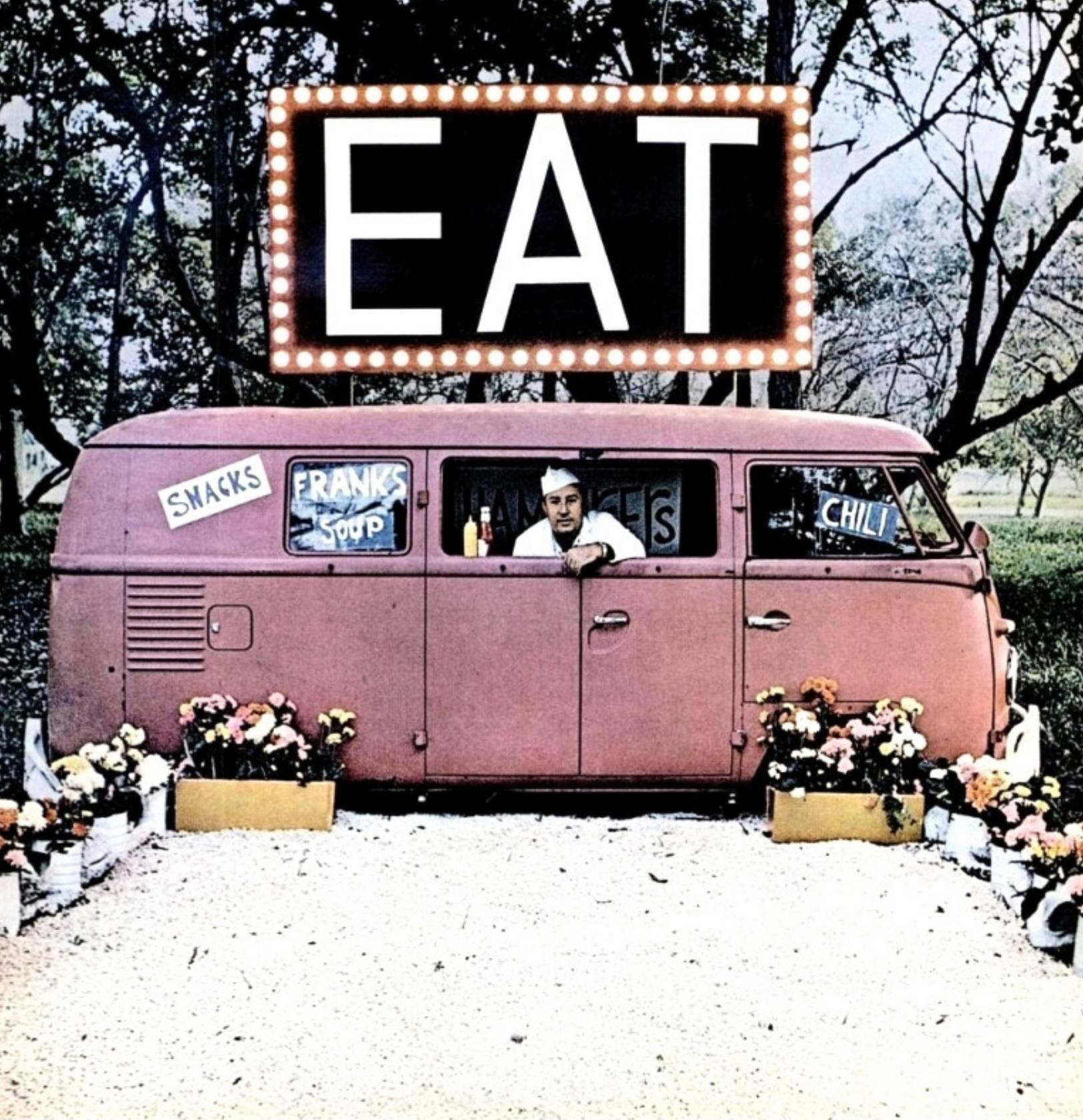
1. **What got you started in the VW hobby?**  
When I was two years old, my teenage Aunt had a Beetle. My family says I became enamored with the car and would excitedly point out other Beetles on the road. That was the mid-80s so there were still quite a few out there. Even in elementary school, I was the kid who loved Volkswagens.
2. **What was your first VW?**  
1959 Euro Beetle. After my Aunt wrecked her Beetle, I would play in it. My Grandfather sold it, and me being spoiled, he bought me a junker Bug for \$60. I got to choose from a few Beetles some guy had sitting around, and I picked the '59. I was three years old, and I still have memories from that day.
3. **What VW(s) do you currently own?**  
1959 Euro Beetle, 1963 Standard Microbus, 1979 Rabbit
4. **What are your favorite VW years/models?**  
1958-59 Beetles and Split Window Buses
5. **What VW would you like to own if you could have any VW ever built?**  
A Barndoor Sunroof Microbus!
6. **What other hobbies do you enjoy?**  
Traveling and photography
7. **What would be your best VW day ever?**  
It already happened! it was the day I was actually able to take my Grandparents for a drive in the '59 Beetle they bought for me; Thanksgiving 2009. I'll never forget it.
8. **Do you know or have you ever owned a copy of John Muir's idiot book?**  
Yes, a relative who owned VWs in his younger days gave it to me as a gift when I was 15.
9. **What is your pet peeve that people do to their cars?**  
Engine swaps. It's just not the same without an aircooled flat four back there.
10. **What is the most treasured VW part, book, or toy?**  
A tattered childrens book about VWs by Ed Radlauer that my Kindergarten teacher saved from the trash pile and gave me in 1991.

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## Old Volkswagen Station Wagons never die.

The things some people can do with an old box.

But then, he didn't start with any old box.

He started with a Volkswagen Station Wagon. Which has about twice the amount of space as an ordinary wagon.

There was room for everything.

A refrigerator, a stove, a table, an in-

stant chili dispenser, and of course, the proverbial kitchen sink.

And a way for it all to get in. The two side doors open into a huge 4' by 4' hole.

Also, its roof may be high compared to other wagons, but its overhead is low. Our Standard VW wagon costs only \$2,337.\*

However, if you're planning to go into

the restaurant business, better not buy one new. (The body's been welded into one solid piece of steel, the tires alone will last for 35,000 miles, and on top of everything else, there are four coats of protective paint.)

It'll take too long to get a new one into bad enough shape.





# MIDWEST LEGEND CLOSING SHOP **BY STEVE SHARP**

WATERTOWN, WI — To be this cantankerous, you'd better be talented, and he is.

At age 80, feisty Connie Holcomb has earned the status of "local legend." With that, he's retiring and closing his Connie's Repair Service shop this summer after almost 60 years keeping foreign cars on the road.

People have come from around the Upper Midwest to have Connie wrench on their foreign-born vehicles. He has been under the hood of almost every model of Volkswagen, Volvo and Honda ever made, and in his free time has restored his own vintage Fords, one of which his father purchased off the lot in 1935.

Hanging out with Connie on his 3.5-acre property is like entering a time machine and pivoting around the 20th Century. His garage and outbuildings contain antiques and beautifully restored automobiles, as well as a 1925 John Deere Model D farm implement that would make collectors drool. Even his boyhood bicycle is there, in great condition.

A self-described "pack rat," Connie moved to his digs on the east side of state Highway 26, about halfway between Watertown and Johnson Creek, in 1965. There, he and his wife, Carolyn, raised two sons and a daughter. His son, who was also into vintage cars

and had a knowledge of all the auto-related and other items in the outbuildings, unfortunately passed away a few years ago. Now, Connie labels many of the curios, so when he passes away Carolyn will be aware of what most of these things are.

"It's a living," Connie said of his time repairing foreign cars as he took a Family & Friends writer/photographer on a tour to the darkest reaches of his compound. The man was born near Eau Claire and at the age of 18 got himself out to North Dakota, where he busted his hump in the wheatfields until he entered the military in December of 1956.

Connie's love affair with the Volkswagen can be traced to the day he purchased his first Beetle in 1959 for what he somehow still recalls was \$1,183 through his military PX near Cambridge, England.

Upon his fall of 1960 return from military service in the U.S. Air Force, where he repaired sheet metal on airplanes, he worked in a Ford garage. He then went on to labor in a Volkswagen garage in La Crosse in 1961.

"Then I popped around from VW garage to VW garage until I got to Watertown," he said, adding it was the Volkswagen garage of the time here that attracted him in 1965.

"Everything was going along good in the spring of 1971, but then the bank locked the doors (of the VW garage) and I was out of a job again," he said, adding his response was to "beg and borrow" as much money as he could and by the fall of that same year he had his own shop running. "And here I am."

Connie started out charging \$5 per hour in 1971 to work on cars. He makes \$75 for the identical labor as he retires.

"The kids were always clothed and had three squares a day," he said. "We weren't living on beans."

Connie seems to take an almost religious approach to vehicles. He owns and drives Fords that have been with him, in some cases, his entire life. As a professional, however, he has worked pretty much exclusively on Volkswagens and Audi's the past several years. In his lifetime he has worked on cars from almost every major country.

Warning: Do not mention the Kia or Hyundai when Connie is within earshot. To him, these are "throwaway cars."

"Every deadbeat I know has got one," he said of the autos, with what came close to venom in his voice. He's also not fond of French cars. Connie said he knows there are quality domestics in 2018, he just doesn't



know much about them.

## CLOSING TIME

Connie has slowly and surely been closing his place, which has been a blow to his many loyal customers who must now seek other sources of help with their foreign cars. Some of his customers would regularly bring their Volvos out from Milwaukee for Connie's special brand of "heavy metal." Families have been taking their vehicles to Connie's shop, in some cases, for three generations.

"I still monkey with my stuff," he said, but when it's hot, my wife and kids hate it when I'm out here because my prostate and heart are bad. The doctor has me on this rat poison (Warfarin, a blood-thinner) and in a month or so, I have to have bypass surgery." Still, Connie helps out his close friends when they have trouble with their foreign vehicles. He is also a regular at the lawyer's office these days, where he is busy dispersing his life's treasures and property to his children and grandchildren.

He worries about his upcoming time on the operating



table but told his doctor he's not scared of the surgery because he rides a Honda Gold Wing motorcycle on today's insane roads. He believes he's more likely to die out on the highway, considering distracted drivers. Connie expressed appreciation for his customers. Well ... most of them.

"I'd say 98 percent of the people I've dealt with have been very nice," he said of his patrons. "Others you couldn't satisfy if you wanted to. But I'm only human and I make mistakes, and when I do, I try to rectify them. Being in the auto business for 58 years you see every trick mankind can come up with and in my years here I haven't lost much. I'm the oldest guy around here still turning wrenches."

Connie offered encouragement to budding young mechanics. It is his belief college is not for everyone. "If you're a certified mechanic and you know what you're doing, you can almost name your own price these days," he said.

Connie never hired anyone to help him in his garage. Friends would offer assistance if he got swamped.

"It was mostly just my son and me," he said. "Maybe I am not the easiest person to get along with. I'm not a

butt-kisser. I'm here to service your car. I don't care what color a guy is-- white, black, purple, green. I don't care how many legs you got. I work on cars. I don't care. But call me a liar and the fur flies. I have cardiac problems. I have five stents in me. I have other health issues. I have a bypass scheduled for September or October. I'm in the care of the VA now. I get tired."

At the mid-July time of our interview, Connie was hoping a 1928 Ford he was working on would be ready for the car show at Riverfest in August. In fact, when Family & Friends arrived at his garage one sunny morning, he was crawling out of the vehicle where he had been working.

"It's 98 percent done," he said of the classic specimen.

Connie owns what he estimated to be nine or 10 vehicles, including the Gold Wing and his 1925 John Deere Model D.

Connie has earned numerous trophies for his restoration of vintage cars. He said he doesn't care to win any more.

"All they do is gather dust," he said dismissively of the

accolades.

Connie prides himself on living a clean lifestyle and on never giving up on a project.

“Don’t tell me I can’t do it, because by the time you do that, I’ll have just done it!” He said with a curmudgeonly chuckle. Another of the Watertown area’s many mad scientists, Connie Holcomb has made cannons and black powder rifles. A trip up the hill from his shop to his house reveals the man’s aptitude for building furniture using one of his favorite woods, black walnut. It seems he has made almost every piece of furniture in his home.

He and Carolyn travel frequently on their motorcycle. They have taken their Volkswagens south on several occasions to shows in Arkansas and Missouri, and up to Canada.

“But you can’t get grandma away from the grandkids,” he complained as he wished for another trip. He plans to get to some thresheres and Volkswagen shows in the near future, but that’s about it, for now.

“We still get out on the motorcycle,” he said. “In my retirement there could be a little travel, but I’m watching my health. It’s been too damn hot lately to go out.”

Connie said he wants at least another four or five years above ground and then he will be laid to rest with minimal fanfare.

“I want to be buried in this uniform right here,” he said of his blue mechanic’s attire, adding he doesn’t want a preacher saying “all sorts of nice things” about him.

“Treat me like a nice person and I’m nice. But if you try to screw me I can be awful ugly.”

He called his life with the Volkswagen “wonderful.”

“We rebuilt fuel pumps, engines, transmissions, all sorts of things. It wasn’t parts-replacement like it is now,” he said.

“We revolutionized.”

As we walked down a hill from a storage building on his prop-



erty, something odd came into view.

“Connie, what is that gray, carved stone? Is that a cemetery headstone over there?”

“No,” Connie said of the large monument deeply etched with an image of a Volkswagen Beetle and an inscription at the bottom. “That is a stone that was on the property of one of the first Volkswagen dealers in the state, in Madison-- Bruns Volkswagen, Inc.-- founded by Clarence Bruns in 1951. They were going to discard it, bury it somewhere, and my son got hold of it.”

It does, however, look like Connie’s passion for the VW Beetle might have gone overboard. Is this man eccentric enough to have actually buried a Volkswagen on his property? Connie has a somewhat dark sense of humor. Perhaps this hard-nosed mechanic has set up future generations for another great Jefferson County myth and mystery -- that of “The Buried Beetle.”

Connie said he simply enjoys “doing this stuff,” referring to collecting and restoring cherished vehicles.

“I have fixed a lot of things no one else would touch,” he said. “I was probably a damn fool, but most people have appreciated it.” - SS



**"DON'T TELL ME I CAN'T DO IT,  
BECAUSE BY THE TIME YOU DO,  
I'LL HAVE JUST DONE IT!"**

This story originally appeared in the Watertown Daily Times, Watertown, Wisconsin. Reprinted with permission by Times Publishing Co. and Steve Sharp.

# VW MODELS FOR GERMANY'S WAR MACHINE, WORLD WAR II

## VW Type 28, Kastenwagen, Reichspost

Overview: Most photographic records show this vehicle as a postwar development, but there is considerable documentation to suggest that it appeared in late 1944. It was, for example, given a wartime Type Number (88) in the Porsche records. The rear and sidewalls were cut down to mount a sheet metal box with twin doors in the rear. As the engine cover was thus rendered inoperable, a hatch was placed in the floor of the box to access the engine. The box van served several roles, including postal delivery, ambulance and delivery truck. Records also show that this could have been designated as a Type 28, Kubelwagen-based closed delivery van or the Type 88, which is the same but an added "Model B" to the type number. I could not find the difference between the two.

Vehicle particulars: Late 1944 Kubelwagen, with crossbars eliminated between tow hooks; no shovel, Notek light, turn signals, or windshield latches; internal wiper cable; short spokes on spare mount; bolted rear cross member; short ribs on engine cover; late exhaust and wide guard; no dimples on right side; welded staggered door hinges and late headlights with external wiring.

Though this model may not reflect all of the changes, I've made it as period and type correct as I can with the information available. My model came with the Notek light so I went ahead and used, with all the changes and details on the different model types of the war, it's entirely possible that one of these would have a Notek light. I do regret the vacuum formed top that was included in the kit, you really don't know exactly where to trim so the windshield does not fit within the soft top as it should. The kit used is from CMK, or Czech Masters, kit No. 3010, it's cast resin and you must be careful while prepping resin parts, that you don't breathe the dust. With resin parts it's also necessary to use Super Glue to make parts stick together. The base kit is Tamiya No.35238, Type 82 Kubelwagen. The kit I used was made for the desert war in North Africa so it came with balloon tyres, you may want to go for one of the other similar kits by them so you get the knobby tyres, I had spares so it was easy for me to change that out. The CMK kit also came with decals for either an ambulance or the Reichspost. The red color is correct.



As with all my models you must be prepared with the tools of the trade and a nicely lighted and well ventilated room for painting, especially spray cans, which can really hurt you if inhaled in



close quarters without proper ventilation. I use all Acrylics based paints unless I'm painting large areas and I have the right color. In that case I will use enamels. You can paint acrylic over enamel but enamel over acrylics! Very important. I use Tamiya spray cans and acrylic paints, though for my airbrush, I'm using Vallejo Air paints. What I like about them is you don't have to thin before putting it in the air brush, they come in just the right consistency. I use oils for washes and to bring detail out as well as powdered pigments to shade and add realistic looks to the models. Lastly, you might be dry brushing the surface details to further bring them and then the final misting of a matte acrylic finish from my air brush and matte clear.



I'm always building and experimenting and trying surpass the last model I made in the looks department. More articles on more models to come.



# SPARKING NEWS!

## A PARTIAL HISTORY OF SPARK PLUGS, WITH IRREVERENT COMMENTS

By Jack Ashcraft

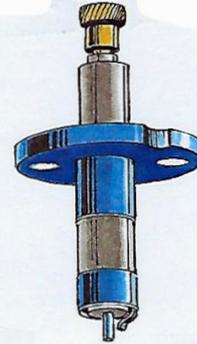
There was a lot of thrashing about, "back in the day" when nascent inventors of primitive automobiles discovered that a spark and petrochemical fuel, when combined in a controlled chamber, would explode and drive a piston downward. The trick was how to produce and control that spark.

Magnetism had been understood for centuries, as is the fact that when electrical current passes through a wire, a magnetic field is produced around that wire. Some hot shot experimenters found out that a lot larger magnetic field is produced when a LOT of wire is wrapped around an iron core. Along came Charles Kettering [around 1908], who used TWO iron wound coils placed in near proximity and encased in a can small enough that their magnetic fields overlapped. He called the thing a "coil", got a patent, and got filthy rich.

Everybody, however, had a hell of a time figuring out how to get the spark that was discharged from the coil to actually ignite the low octane fuel [which, apparently was almost as bad as the corn-drippings laced crap they call gasoline these days] in the low compression cylinders of their primitive engines.

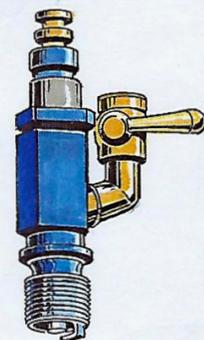
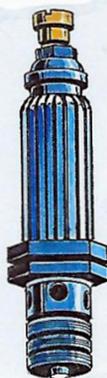
A guy named Lenoir built the first SPARK PLUG that worked in 1860...Yup, 1860.

Lenoir's spark plug is shown here. He used a Hollow brass bolt [which screwed into the cylinder head], cemented a porcelain core, which contained two platinum wires, inside the bolt. The two wires extended from the end of the bolt and [sometimes] fired the questionable mixture in the cylinder. I say "sometimes" because, like all builders of spark plugs, Lenoir fought the problem of insulating 20,000 or so volts AND dealing with conducting HEAT generated by the combustion process away from the plug.



A whole lot of other ideas were tried, and they included different materials for insulating the current carrying core, and sealing the spark plug internally. Below, left to right, are three more examples. The Beru plug, which used a lot of brass parts—1905; the RMV plug of 1910, which could be taken apart for cleaning; the 1910 Champion plug, which had a "priming tap." Apparently a bit of white gasoline had to be dribbled into each cylinder to get the crappy fuel to fire. That was probably a great reason to employ a driver/mechanic/ white gas applier.

I won't attempt to show all the different spark plugs that were offered in the infancy of the spark plug, but here is a page from the Ballou & Wright Automobile Supply Catalog of 1906. Ballou & Wright were based, by the way, in Portland, Oregon.



A while back, I wrote to NGK, asking for technical information on spark plugs and an engineer from NGK responded and sent me a good lot of engineering data, complete with illustrations, many of which are in color.

NGK, like many modern manufacturers, offer a wide variety of spark plugs for industrial as well as automotive applications. Some are shown here.



Conical seat type



Agricultural equipment type



P type  
(projected insulator nose)



Resistor type



Compact type



Projected gap type



Standard type



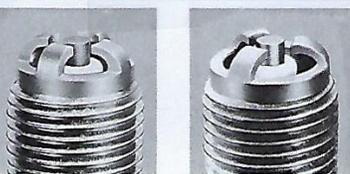
V-grooved  
Center electrode type



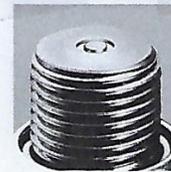
V type



Platinum tipped type



Multiple ground electrode types



Surface discharge type



Semi surface discharge type



Racing types

There are also many electrode end types for a variety of applications.

SPARK PLUGS



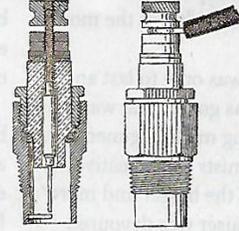
**Dow Mica**

This plug represents the highest class of manufacture in spark plugs ever put on the market. Each  $\frac{1}{2}$ -in. pipe, list...\$1.50 Metric, list...\$1.75



**M. A. C.**

Porcelain Spark Plug.—A high-grade plug at a low price. List, each \$1.00. Extra cores, 25c.



**The B. B.**

In designing this plug an absolutely foul-proof plug has been produced. The sparking points extend well into the cylinder, surrounded by a tube open at the end and forming a part of the plug. Imported porcelain cores. One of our best sellers;  $\frac{1}{2}$  pipe and metric. List, each \$2.00.

List extra cores, each 25c.



**Soot Proof**

Extra quality Porcelain Cores, best material throughout. List, each \$1.50. List extra cores, each 30c.



**Cadillac Cores**

Genuine India mica, best quality. Per pair, \$2.50.



**Utility**

Genuine India mica insulation; platinum contacts; solid brass; no rusting.  $\frac{1}{2}$  pipe and metric.

List, each \$1.50.

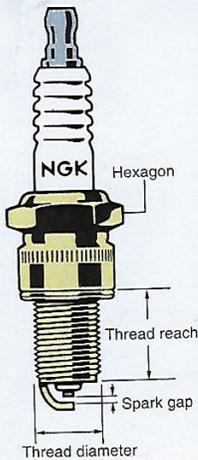
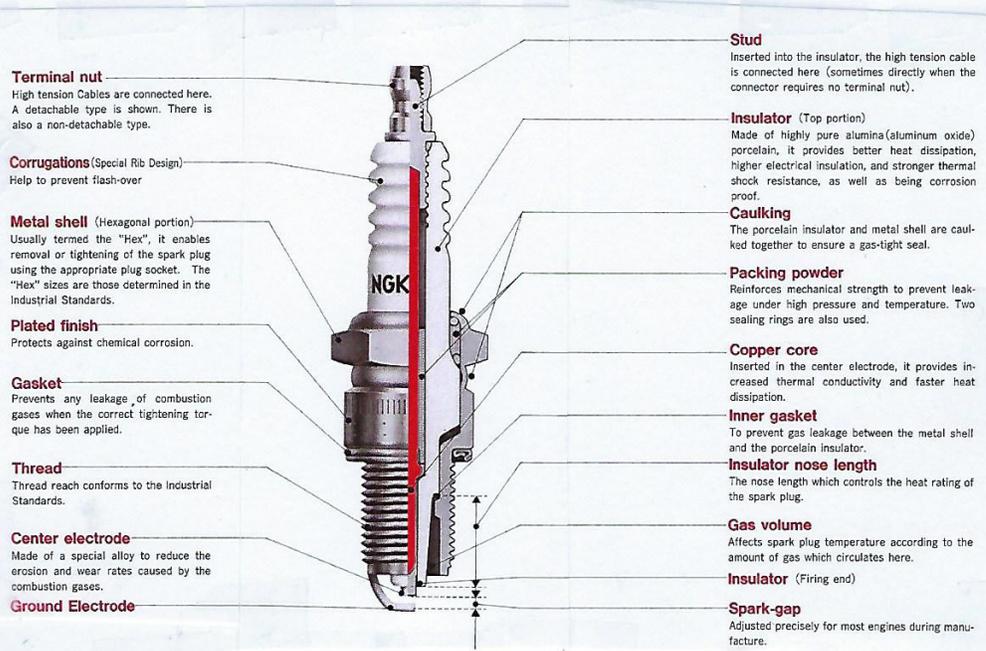
**Winton or Ford Specials**

List, each \$1.75.

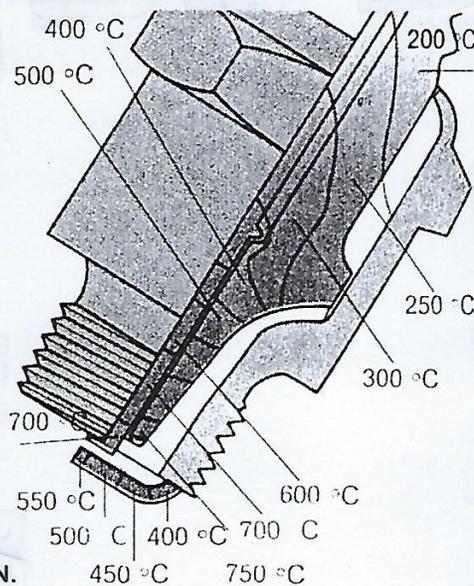
NGK's diagram of the guts of its plugs.



NGK actually have a logical code, stamped on each spark plug.



B	P	5	E	S	-11
Thread diameter	Construction and feature	Heat rating	Thread reach	Construction and feature	Spark gap
A ..... 18mm B ..... 14mm C ..... 10mm D ..... 12mm E ..... 8mm BC ..... 14mm (Hex. size 16mm)	P Projected insulator nose type R Resistor type U Semi-surface or surface discharge type	2 Hotter type 4 5 6 7 8 9 10 11 12 13 Colder type	E 19.0mm H 12.7mm	S Standard type Y V-grooved centre electrode V Centre electrode made of precious metals VX VX type K Two ground electrodes M Two ground electrodes (for Rotary engines) Q Four ground electrodes (for Rotary engines) B For CVCC engines J Two oblique ground electrodes A Special specifications C Oblique ground electrode	9 ..... 0.9mm 10 ..... 1.0mm 11 ..... 1.1mm 13 ..... 1.3mm -L ... Intermediate heat rating -N ... Ground electrode with special dimensions
BK .... BCP type with dimensions that conform to the international standards (ISO). The length from the gasket seat to the end of the terminal nut is shorter by 2.5 mm than BCP type.					



Spark plugs have to operate in some severe temperatures. Electrode temperatures can rise dramatically higher than those shown, if, for example, the fuel mixture in the cylinder suddenly goes LEAN.

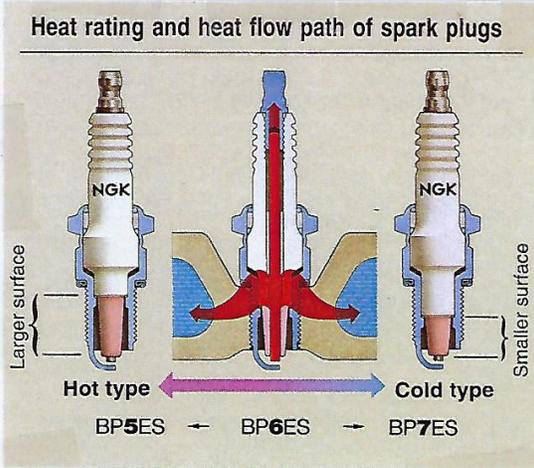
C	F
200	392
250	482
300	572
400	752
450	842
500	932
550	1022
600	1112
700	1292
750	1382

Formula:

$$F = \frac{C \times 9}{5} + 32$$

3

Every car nut has an opinion about spark plug heat ranges, hot or cold, most of which are wrong. The heat range of a spark plug is determined by the plug's ability to transfer heat from the center electrode to the cylinder head. Colder plugs DO NOT make more power, they just live longer under high-load applications. This NGK chart is helpful.



**MEMO**

It is essential to use a spark plug that fits a specific engine and its conditions of use.

When a wrong heat rating is selected,

- **When the heat rating is too high,**
  - ▶ The spark plug temperature remains too low and causes deposits to build up on the firing end; the deposits provide an electrical leakage path that gives rise to loss of sparks.
- **When the heat rating is too low,**
  - ▶ The spark plug temperature rises too high and induces abnormal combustion (pre-ignition); this leads to melting of the spark plug electrodes as well as piston seizure and erosion.

What spark plug brand should I use? you ask. It is best to follow the manufacturer's recommendations, both with regard to heat range and electrode gap. Avoid—like the plague—specialty spark plugs whose manufacturers promise crap like "600% better performance!" or "25% better fuel mileage!" Modern truth in advertising laws have cut a lot of that out, of course, but still the multi-electrode plugs surface and are highly touted by "experts." Remember—an electric spark will ALWAYS jump the shortest distance. The rest of the contacts are just along for the ride and further—they tend to get in the way of the flame front travelling away from the electrodes.

The one plug I DO recommend, with to hesitation, is the copper core NGK, for two main reasons:

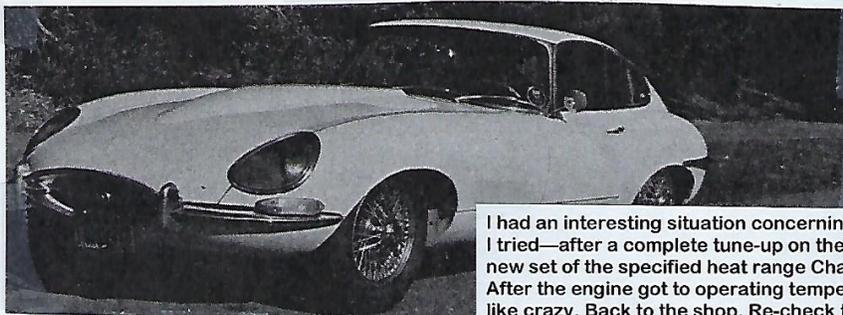
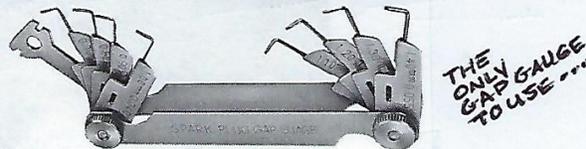
- 1—The copper core widens the heat range of the plug and makes it a better choice for a "warmed-up" engine that is also in a car that gets driven to the supermarket.
- 2—I have used NGK spark plugs in a variety of engines—with 2, 3, 4, 6, 8 and 12 cylinders—for over 50 years and have yet to have an NGK spark plug fail or cause any engine problem whatsoever.

Just use the NGK recommended heat range for your make and model and gap them according to the spec in your vehicle's owner's manual.

Here is a standard torque figure chart. Note there is a slight difference in torques for aluminum head engines, in some cases.

**Recommended tightening torques**

Spark plug type (thread diameter)	Cast iron cylinder head	Aluminum cylinder head
Flat seat type (with gasket)	18φmm	3.5~4.5kg-m (25.3~32.5 lb-ft)
	14φmm	2.5~3.5kg-m (18.0~25.3 lb-ft)
	12φmm	1.5~2.5kg-m (10.8~18.0 lb-ft)
	10φmm	1.0~1.5kg-m (7.2~10.8 lb-ft)
	8φmm	0.8~1.0kg-m (5.8~7.2 lb-ft)
Conical seat type (without gasket)	18φmm	2.0~3.0kg-m (14.5~21.6 lb-ft)
	14φmm	1.5~2.5kg-m (10.8~18.0 lb-ft)



I had an interesting situation concerning the spark plugs in my 1963 Jaguar XK-E... I tried—after a complete tune-up on the 9:1 compression engine—I installed a new set of the specified heat range Champion spark plugs and took it out for a test run. After the engine got to operating temperature, I gave it the spur... and it miss-fired like crazy. Back to the shop. Re-check the timing and mixture—all OK. Tried a second set of new Champions. Road test: same results. Back to the shop. Put in a new set of NGK's. Road test: ran like a striped-arsed...uhh...Jaguar! I never used another Champion spark plug again, in ANY car.

4

# VOLKSWAGEN FAMILY REUNION CAR SHOW

If you happened to be in Anchorage, Alaska on June 17th, 2017, and are a fan of all things Volkswagen, then Arctic Air Cooled Volkswagen Club's 12th annual car show was the place to be. Hosted at the Diamond Center Shopping Mall, The VW Family Reunion Car Show brings together both old and new, and includes all three branches of the Volkswagen family tree- VW, Porsche, and Audi.



Preparations for the car show start weeks ahead of time, and include displaying a vintage VW right in the Diamond Center Shopping Mall. This year Greg Kalal displayed his beautifully restored 1968 VW Beetle. And as you might expect, Greg's Beetle brought many smiles to the folks that happened to come across it while shopping in the mall, and helped stir up interest for our VW car show.

On the automotive side of this year's VW Family Reunion Car Show, as expected there was a strong showing from the VW air cooled crowd.

With models ranging from Meyers Manx, to Squarebacks, Beetles and Buses, there were over 40 vintage VWs making the trip to Anchorage.

AACVW club member Sam Taylor, driving his 1962 single cab, drove the farthest to attend the show. Sam drove all the way from Copper Center, Alaska, which is just under 200 miles from Anchorage. And at 50 mph in his single cab, Sam put in a good half day's work just getting to the show on time! But it was worth Sam's time and effort to bring his '62 single cab to Anchorage as he walked away with this year's Best Beater trophy.

As you might expect, a car show featuring "The People's Car", is very inclusive of the people attending the show. This is accomplished by allowing the folks attending the car show to pick the winners. The only award not decided by 'the people' is Best Of Show, which is decided by AACVW's board of directors.

Taking top honors for the The People's Choice Best VW was Bill Crawford with his 1960 Karmann Ghia. And my-oh-my, were the people correct! Bill's Ghia sports



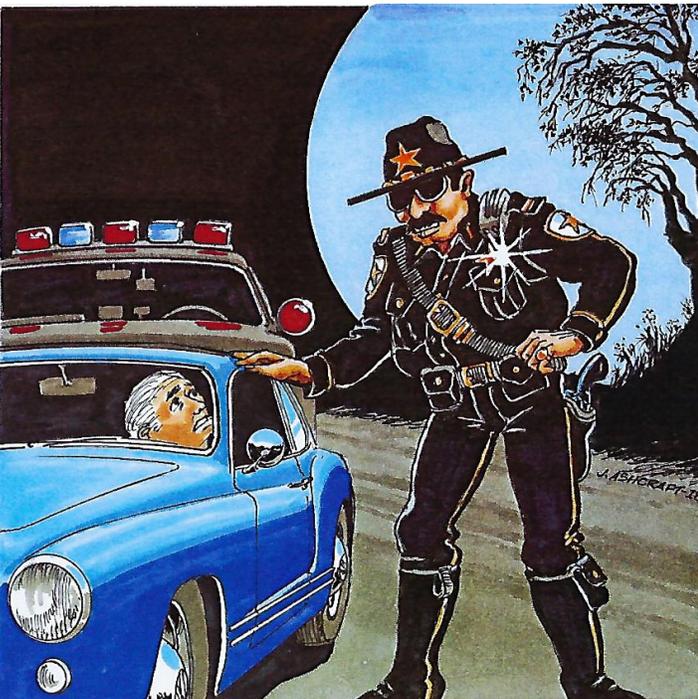
an original Judson Supercharger on a number's matching engine and chassis that was rebuilt by none other than Okrasa Motor Works.

As Bill explains, he's the second owner of this amazing Ghia, the first being Bill's uncle. Since receiving the car from his uncle, Bill has gone to great lengths to keep it looking and running in first class shape!

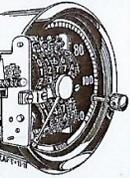
Another car in first class shape, as voted on by the people, was Don Faulkenburry's 2008 Porsche Boxter LE. Don took home The People's Choice Best Porsche with his beautiful orange Boxter LE. And while Don was thrilled to get the top Porsche award, he was more excited to road trip with a local group of Porsche enthusiasts from the Alaska chapter of The Porsche Club of America. Don and his group are driving their Porsches from Alaska to Washington and back to Alaska! What an amazing trip! Hopefully next year Don will give us some details about this mammoth of a road trip.

And finally, the people saw fit to give Best Audi to Lee Metcalf. Lee brought his nicely detailed 2016 blue S3 and ran away with the people's votes for the best Audi trophy.

After much debate among AACVW's board of directors, The Best Of Show came down to Richard Pattee's 1964 21-Window, and



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Jerry Ulmer's meticulously restored 1963 Beetle. While Richard ended up with a photo of himself reflected in the shiny logo of his 21-Window in the local newspaper, Jerry's Beetle took The Best Of Show trophy.

In the end, it was Jerry's attention to detail with his body-off restoration that swayed the vote in his favor. With too many details to list, the photos will have to do the talking for Jerry's amazing '63 Beetle!

After all the great swag from our sponsors was given away, the votes were tallied, and trophies awarded, the 2017 show came to an end with an overnight camping trip. This year's camping trip was 25 miles north in Eagle River and was organized by AACVW's Vice President Daniel Montgomery. Camper's enjoyed a nice evening at the scenic Eagle River Campgrounds with a great fire, good beverages and fantastic company. The relaxed atmosphere and scenic views gave everyone a chance catch up with fellow VW enthusiasts and share inspiring stories of restoration and the instant friendships VWs often create.

But that's just a recap of the automotive side of this year's Volkswagen Family Reunion Car Show. On the human side, we had a very special family reunion which brought AACVW's past president Eddie Hoecher home to Alaska for a Father's Day reunion with his mom, dad and two brothers. During Eddie's tenure as President of the AACVW Club, his emcee abilities took our





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annual car show to new heights. However, due to work circumstances, Eddie had to relocate to Lake Charles, Louisiana in 2015, and his absence was felt in many ways- especially at our car show.

Fortunately for everyone, this year a generous AACVW Club member flew Eddie home for a Father's Day reunion with his family, and The Volkswagen Family Reunion Car Show.

With Eddie behind the microphone working the crowd with VW trivia, and giving out loads of goodies from our fantastic sponsors which include The Diamond Center Mall, Kendall Volkswagen of Anchorage, and The Vintage Volkswagen Club of America, this year's car show was a real success and a true family reunion.



This year's award winners, from left to right:

- Bill Crawford- Best VW
- Don Faulkenburry - Best Porsche
- Lee Metcalf - Best Audi
- Sam Taylor- Best Beater
- Jerry Ulmer- Best Of Show
- AACVW President Mark McArthur

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# TWO 23 WINDOWS FOR \$1500??

BY FISHEAD LOUIE

TWO 23 windows for \$1500? That's correct. It was 2004, in Disputata, VA on US 460 at a place called Mid-Atlantic Volkswagen. Their sign was a flipped VW emblem to which the owner had later told me he received flak from VWoA about.

This is the good ole days, when buses weren't worth so much. In fact, the owner had a total of four "split window" buses on the property along with 100+ Ghias and Beetles. I think "split window" should be reserved for Beetles, but that's me.

He had a panel, a micro, and the two sam-bas. I went there to buy two sets of early quarter pop-out windows for pre-1965 Beetles.

They were \$75/set each and I had to "pick the part," myself while likely risking exposure to the West Nile Virus. I noticed the newly arrived rusty 23 window buses, and took the chrome spears off the rockers as my 21 window bus had had the rockers filled in with Bondo at some point, and whomever had failed to drill holes or replace the rocker trim.

Wayne, the owner, said that the buses were sold and I needed to put the trim back in the buses. I did so. He had sold them for \$1200 and had taken a deposit, but the guy hadn't ever come back. He said to give it a couple more weeks. I



called him in a few weeks and he said I could buy both cars for \$1500. I brought my tools and collected a full set of deluxe trim, sets of Sigla and Sekurit tinted green skylight glasses, clear needle speedometer, a spare high hinge door, and European bumpers with front and rear trim. One bus was missing the skin and had no corner glass and the other had plastic replacements along with plastic tail lights. Both had engines and transmissions, but were likely no good. I took whatever else I could use and listed the buses for sale for \$2500.

A guy from Los Angeles, California bought them and sent a transporter. He never did pay me all the money since he said they were “pieces of junk,” though he had seen many photos. Another guy from CA requested me to pull the roof off one and put it on the other, strap it down, and keep it in my backyard for a while, to which I said my neighbors would not approve. In hindsight, I should’ve went with him, but wanted to honor the first deal.

When the transport arrived, Wayne towed them up from the yard to the driveway on a chain while I steered them, saying “this is the closest you’ll ever get to driving these buses.” I handed the driver a set of Sigla glass and the sunroof assembly so it wouldn’t crack nor blow off on the trip.

I don’t know whatever happened to those VWs, if they were junked or restored or cut up and parted out further. How times have changed. They’d be \$7500-10,000 buses each, today. - FHL



# A Love Letter To An Old Friend

BY LOIS GRACE

**Dear Vern,**

You were 8 years old when Dad brought you home. Only 8 years old and you looked as if you'd seen the worst the world had to offer. At the time, you weren't old enough to qualify as vintage, and you were so beat up that attempts at making you look better seemed a waste of time. Your beautification would come later, although none of us realized it then.

Dad had always wanted one like you, but we figured that once he actually got down to the business of buying, he'd end up with one of what everyone else had - an old Chevy, or maybe even a Ford. We were all amazed that you were what he ended up choosing. Why he picked you remains a mystery - I don't remember ever asking him that. All I know is one evening in 1967, when I was 12 years old, we set out on a short drive after dinner to bring you home. For these past 30 years, you have woven yourself into the fabric of this family's life - you have shared the fun and the pain and the difficult growing-up-times with all 6 of us.

My family thinks it's nutty to feel as strongly as I do about a vehicle - to them, you are a Machine. Sure, they named you and brought you closer to all of us by doing so, but they still regard you as not much more than a giant collection of nuts, bolts, and painted metal. Don't worry about that too much, OK? In their own way, they are fond of you. You have been with us so long that I think even they would hate to think of your leaving. Everyone but Bruce still calls you by name, still thinks of you as the 5th child.

It's hard for me to remember that you had a life (of sorts) before you came to us. You were built in Germany on February 9, 1959, (I think it was fate that made you born on my mother's birthday) and shipped to San Francisco on February 18, 1959. You didn't stay in Germany long, you had probably been

built for export and your destination was determined before your first bolt was ever tightened. Just where you spent the first 8 years of your life and who ordered you from the factory isn't known to me yet. I wish you could talk, and tell me where you were and who had you and what you did. Who was the person that bought you when you were new, and why? I know now that whoever it was ordered you from the factory with the canvas bed cover so sought after by collectors now. Who was it that mistreated you so badly and left you such a wreck? Who owned you for those 8 years before we got you? See? There's so much left unsaid and unknown. When you were first rolled off the ship in San Francisco, Eisenhower was president, Alaska and Hawaii became states, and the minimum wage was \$1.00 an hour. A new house had an average price tag of \$12,400, a gallon of gas cost 25 cents, and Ben Hur won Best Picture of the year. Ford officially declared its Edsel a flop. I was 5 years old, and my baby brother (who is a chef now, lives in Chicago and has 3 children) was a toddler at 2 years old. My mom and dad had only been married for 15 years, and would go on to spend a happy total of 47 years together. Volkswagen was certainly not an unknown in the States at that time, but it was not the presence it would later grow to be. Our family had a TV - a roll-around version - but we rarely watched it. In 1959, we were living in Sudbury, Massachusetts, I was in the first grade and my thoughts were far from driving old trucks like you. It would be another 8 years before I met you, and another 4 years after that before I'd be allowed to legally drive you (although I drove you several times before it was legal!).

Much has happened since Dad and I brought you home that evening in 1967. Once you arrived at our house, I knew you were important to me. I remember taking one look at that broad, blue face of yours and knowing I was in love. I knew then that I would never let you leave, I would never let someone else have the fun that you were and still are. I remember

many happy trips spent with you ticking off the miles. Do you remember that rainy Saturday when you, Dad, Jill and I traveled up to the ranch, 200 miles away? It rained so hard your poor leaky windshields couldn't take it any more and the water ran down the dash until Jill and I stuffed Kleenex in the disintegrating rubber to stop it. Do you remember that horrible, hot July at the same ranch, hauling all of us (except Mom, who refused to ride in your bed) to the ballpark to watch the fireworks? I thought we had the best seats around, sitting on lawn chairs in your bed, high above those sitting on blankets on the ground. I also recall a certain wild-goose chase that Dad made, piloting you up some narrow, unknown dirt road in the rain. Why? Just because you'd never been up there before. The rain got heavier, the road got muddier, and before we knew it, your rump had slipped off one side and your back tires were mired in a ditch. Of course, you had no intention of staying there in that ditch, so with Dad carefully driving and the rest of us easing your heinie out, you crawled out of that muddy ditch on your own and we headed back to safety. You never let us down. OH! And how about that time in San Francisco when your BRAKES went out? That was exciting! Your poor mechanical parts could never seem to keep up with your brave heart. You always had the gumption, it was just sometimes hard for your old parts and pieces to keep pace. So many times you limped home with us inside, and I don't recall ever worrying too much that you might not make it. You always did.

That terrible night in 1973 taught me that you were a real friend - if I doubted it before, I didn't after that. I can remember my surprise at seeing that Toronado come out of nowhere and smash into your side, narrowly missing me in the driver's seat. It was late, around 1AM, and I must have been sleepy to pull out in front of that speeding behemoth. The impact really hurt you, I could tell that immediately. Your side was ripped open, your engine case and battery smashed, your gas tank ruptured. I only remember this in a haze, I was too hysterical at the time. You sat at a crazy angle up against the curb, axle broken, engine destroyed, and driver's door ripped off its hinges. How I hated to go home with Mom and Dad that night, leaving you there. I was sure I had killed you, sure that you would not be able to recover from this last, final insult. After all you'd endured in your life I couldn't believe that I was going to be the one that finally ended that life that was so precious to me. You were so hurt, so mangled, so destroyed, I didn't see any way that you could survive something like this.

But you did. And we both went on, a bit battered and more the worse for wear, but a lot wiser too. That wreck made me a better driver, and made me more determined than ever not to lose you. Cars that arrived



in our driveway since you came to live with us came and went, but you remained. Remember that '68 7-passenger VW Bus Dad bought right after you came home? Barnabus was his name.....he was sold also. Why, I'm not sure. The '63 Jeep Wagoneer you lived with left long ago, traded in with the travel trailer it towed for an Explorer motor home. The Explorer, being a domestic-built vehicle (to say nothing of the fact that it hauled an entire apartment around on its back) had problems and was sold to buy a mercifully-nameless Peugeot 504 wagon. The Peugeot didn't last long (several years, but in our house that was nothing) and I suspect it was due to the fact that its French genes just clashed too much with the overwhelming German-ness of our household. Dad ended up with a 1982 diesel Rabbit pickup named Biff, and my mother happily drove her '71 Datsun 240Z. The unthinkable happened in 1974 and still you persevered: I brought home a usurper to your affections, my '69 VW Bug. Of course, by this time you were getting on in years and needing a lot more than I could comfortably afford. Once I got a real job I needed reliable transportation (and, I thought, a real stereo) and the most logical conclusion was to buy a 'real' car. Dad kept you after this, mostly because I could not bear the thought of you going to someone else after all that time. But, the very sad truth of the matter was that Dad had no need for you then, I appeared to have no need for you then, younger brother David had his '65 Chevy pickup and didn't want an 'imitation pickup' (his words) like you. Dad decided to sell you. I'm not sure I ever told you this, but I was shocked and depressed by this. Could you tell?

Even that horrific event was softened some by the fact that when you were sold, you went to someone I knew: my boyfriend. Rob thought you were cool and needed something to haul his dirt bike around in - the thought of an old ancient VW truck to do it appealed to his sense of the bizarre. Even though I knew I would not see you every day like I had for the past 8 years, I would still get to see you. And, since you were now Rob's truck, I might even get to drive you now and then. Rob took good care of you and was kind to you. You helped him move into his first and second apartments. You helped his brother move. Then, when Rob and I got married, you helped move ME into my new home. Once again, you and I were linked. We had a mostly uneventful life after this, unless you

want to count the time that I tried to sell you. I'm sure you remember this because I knew you were against it right from the start. I had that guy with the Hebmuller wanting to buy you but he must have sensed my hesitation because he didn't give me a deposit right away. He asked me to call him back after we'd made the deal because he wanted to be sure I was OK with selling you. After a week or so of agony - nightmares about you leaving and the like - I called him back. Remember that conversation? I just couldn't do it, you were too important. The dents and the rust and the decay didn't matter to me, YOU mattered to me. I'm glad the guy understood (perhaps he had an old beat up VW at home too) as I felt badly for backing out of our deal.

We won't even talk about your restoration - by the time I borrowed the money to make this happen, you were such a part of me that I couldn't have stopped this if I'd tried. You had waited so long for this! You deserved it! I'm sure I don't need to remind you how it felt to see you sitting there, in Garland's shop, with all your new paint and chrome and that big smile! Did you ever look like a happy truck! I'm sure you hadn't felt that good since you left Germany, all those long years ago. I hope you also felt how much you meant to me, surely you realize that was why I did what I did. Dad died in 1991, but he got to see the fun I had restoring you, and he also got to see the finished result. He saw his old beat-up work truck turned into a glorious work of art. That summer evening he first saw you, he took one look and then looked at me, his pride obvious. I think Dad was about the only one besides Rob that really knew what you mean to me.

I cried a bit when I wrote this, happy tears some, but mostly just from the nostalgia of remembering you. Don't worry, I'm not sad. Vern, the last 30 years have really been a kick - I sure am looking forward to the next 30. Stick around, I guarantee you'll enjoy our ride. And please don't think I'm a sap. No, I'm not a sap, I'm just in love - in love with an old blue truck.

Love Always,  
Lois



***"Need a fourth, lady? I play bridge."***

Dear Members,

My name is Eric Goodman I am your new VP. I am also the President of the VW Thing (Type 181/182) Registry which is a Chapter of the VVWCA. I have many years of experience running a large club. I am honored to be a part of the VVWCA and your VP.

We are making lots of new updates and changes to the organization. As you can see from our new newsletter, board members, website, Facebook page, etc.

Why should you be a member of the VVWCA, If you are already a member of one of our Chapter clubs? You will be supporting the VW hobby across the USA and promoting the club. Best part is membership to the VVWCA is now FREE! We offer lots of benefits to our Chapter clubs. If you are not a member of a Chapter club, you can still join the VVWCA as an individual member. Membership is FREE to everyone. Please join today. [www.vvwca.com](http://www.vvwca.com)

The VVWCA has 37 Chapter clubs across the USA. Since 1976 we have been supporting the VW hobby. As a member you have a network of over 38,000 VW friends. The VVWCA provides liability insurance for our clubs. You can view the list of our Chapter clubs on our website, [www.vvwca.com](http://www.vvwca.com). If you are not a Chapter club, your club can join for a small annual fee and support the VVWCA.

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Please feel free to contact me if you have any ideas or suggestions. Thanks and I look forward to meeting everyone in the future.



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**1956 Sunroof Beetle**  
**Owners: Shane and Troy Child**