

VintageVoice

May/June 2011

Volume 36 • Number 3

The Vintage Volkswagen Club of America Newsletter • Established 1976



The Story of My 1967 VW Beetle,
By Eric Shoemaker, p. 10

INSIDE:

- 2 Director's Forum
- 4 Volks Woman
- 6 Of Life, Love, and a VW
- 9 VW Beetle in 1991
- 10 The Story of My 1967 VW Beetle
- 12 Barrett-Jackson Lot: 363.2
- 14 VWCA Is Going Green
- 15 VW in Lexington, Nebraska
- 16 A Reader's Responses
- 18 Bugfest 2011
- 20 The Historian's Corner
- 22 Static Engine Timing
- 24 Modification to Later Brake Drum
for Fitment to Early Cars
- 26 The Volkswagen Library

PRSRST STD
U.S. POSTAGE
PAID
PERMIT No. 901
Waterloo, IA



Director's FORUM

by howard query

Burtonwood@vwwca.com

I was struggling yesterday trying to complete my column for this period's "Director's Corner," when I'd received a late afternoon call from the President of one of our Chapter Clubs who had something he wanted to discuss. Actually, I had fully intended on writing something on a lighter topic (Sorry, Bob C.), but our conversation touched on a sore point with me...so I thought I might pass along my thoughts concerning the topic of our conversation.

Now...think about this for a moment: By the time you read this story, half the VW car show season will have passed us by. I, for one, have difficulty understanding where the summer has gone and am holding onto the hope that, in a few more months, we'll once again weather the perils of fall-winter weather.

But nonetheless, our certainty of the conversation was both welcomed and very friendly...it started out something like this:

"Howard, I've got a question concerning the Vintage Voice. Now don't get me wrong. It's one of the best newsletters I've seen, but it is sorely lacking tech tip information and stories concerning those events put on by our clubs across the country," he intoned. "Secondly, I'm wondering why I hardly ever see anything in the newsletter about personal experiences of our members and their favorite ride. Could you tell me what the VVWCA is doing to change this?"

Before I go on, I cannot tell you how many times I receive questions or comments of this nature. As I've gotten older, questions such as this are often received with a bit of a bite. But still, it's a fair question and deserved an answer.

"Good question, and one that is often asked," I responded. "But before I answer... Didn't your club sponsor a huge event a month or so ago?"

"Yes, we did," he quickly responded. "It was well-attended. Lots of VWs. I'll bet there were cars there from three or four different states. My '64 VW took 1st place in its class and best interior."

"That's wonderful," I added. "Would you have any idea when I might receive a copy of the story you'd written of the event, along with photos for our website and newsletter?"

I admit that my question was both loaded and appropriate.

Suddenly, there was nothing to be heard but a dead silence.

"Story? Eh, what do you mean?"

Now you ask, what is the point? We have thousands of family members belonging to the Vintage Volkswagen Club of America. So far this year, I'll bet a couple hundred or more VW shows have already been held across the country...and there's got to be just as many personal stories that can be, whether relating to tech tips or personal VW experiences. It's a disappointing situation I face in that we all want the club to exist and flourish, yet there's not many of our membership who are willing to contribute.

Take a look again at the last 12 issues of the Vintage Voice. You'll often find that the majority of the stories we publish have been written by those we hear from most often. Mike

Epstein, Lois Grace, Heinz Schneider, Jerry Spellman, Sherri Corrao and a small handful of others have helped make the Vintage Voice what it is today.

Imagine how many stories we would have about VW events if just one member of that club would submit just one story. We've got thousands of family members out there who have all got a story to tell. The air-cooled experience we have available to us is probably immeasurable. But yet, we receive so little from our membership.

Understand: This is not to suggest that the valued members of the VVWCA and likewise subscribers of the Vintage Voice don't have commitments to address. Annually, the rather devoted members of this association work full-time. And when they're not working full-time, they're devoting a significant portion of their time to their families. And when they still have time...whatever time is left...to devote to something they love, they're devoting it to the automobiles that make the VVWCA and the Vintage Voice necessary.

That necessity is one of celebration.

And just as the celebration began with the organization of the VVWCA, so too does its long life require the continued celebration of those that make the VVWCA possible.

Perhaps this month's letter reads more like a request to hear from you, VW enthusiast and reader, when I and many other fellow readers acknowledge that we've all got our hands full: with our jobs, with our families, and with the vehicle or vehicles that we've come to know as a member of the family.

I ask you today, just as you reflect on the memories of your family, to reflect and share with others your memories of your VW, because there are others that want to read them, as surely as those memories are shared with others at the annual events that a number of enthusiasts cannot attend.

And for those that can't share their stories...face-to-face...over a cup of iced tea or a bag of popped corn, the published stories printed here represent everyone's opportunity to demonstrate what the VW (our most metallic member of the family) means to us.

Now, the VVWCA will go on without the publication of these stories that demand to be heard, just as most of us know that our cherished vehicles will go on...at least until the time that should be devoted to their upkeep exceeds the hours that a loving owner will devote to them.

So today, we can only encourage others to step up and help us with our mission.

I don't know of any one of us that is a professional author. I know I'm not...and yet that fact doesn't appear to matter here. All that matters here is that we have stories to share—of our first experience in a VW, the one that we will never recapture and yet never forget; of our first trial with a VW, of which I'm confident there were many; of our first success, of which it and the Vintage Voice is not the last. We're not looking for polished work; rather, we're looking for anything you might have to send our way that captures the love of this lifelong endeavor as much as seeing the familiar and not-so-familiar faces of a summertime event.

Send us a photo of your favorite ride along with a brief message. Believe us: we'll print it for others to read. Restoring a VW? Email us a story along with some photos. Your submission can be as elaborate as you'd like or as short as a sentence or two. Please, we'd like to hear from you.

This is your club, and the club's members would like to hear from you.

Applying the elbow grease and paint and polish to our VWs so that the ride that we parade through our local streets has become such a valuable experience—singularly—for all of us.

I, for one, would like to think that the local streets are not the final destination for the hard work and love we've put into these vehicles, a cornerstone of our lives and the life we would like to share with others, whether at the scalding events of the summer months or in the warm pages of this publication.

Both of those destinations remain for you. Until we hear from you soon, we'll keep the headlights on.

THE FRATLINE

"The Voice of VolksWomen Everywhere"

Now enjoying our 11th Year
A VW enthusiasts' newsletter

All the Vintage (and other!) **VW** news to print!
5476 Demerest Lane, San Jose, CA 95138-1501
Send a business-sized SASE with one .44 cent stamp.

It's for guys too!



VolksWoman

by Lois Grace
vlkswmn@sbcglobal.net



Sad '67 Bug

OH NO. I've got it again. Sure, I've been sick before with this, but I've always recovered in fine form. This time, though, it feels different. It feels as if it's out of control. I've got THE BUG. Again.

When I restored Vernon, I figured I'd be happy with just finishing him. All I wanted was to see him whole again, resurrected to his original condition. OK, if he came out a bit better than original, so what, I wouldn't complain. I got all that, and more. Winning trophies didn't hurt either. I never entertained the idea of giving Vernon a sibling, not at that point. One vintage VW was enough for me. Then, a couple years after Vern was completed, I was still feeling pretty happy about all this. Until a trip to the mall. There, sitting in the parking lot while I waited for Rob to join me, I looked across the street and saw IT. It was a VW convertible, it was old, and it was for sale. Now, bearing in mind that I had NO intentions whatsoever of owning another car, I just went over to "look" at it. It looked fine from a distance, but upon closer inspection it was obvious it needed someone to care about it. Still, I had no desire at all to restore yet another vintage VW, and even more importantly, I had no MONEY to restore another vintage VW. Vernon had eaten up all my savings and I was still recovering. Still, this particular convertible called to me so I looked it over. The more I looked, the more this car fixed me with as pathetic a stare as it could muster. I called about it that night and drove it a couple days later, still never thinking I would actually buy the thing. It called to me to take it home, begged me to care about it, and like a fool, I listened. Within a week, it came home with me and became Oscar. Now, a couple years after this momentous occasion, I fear it is about to happen yet again.

As these things usually happen, I was driving along, minding my own business and there IT was. This time, It was a '67 Beetle, sitting in someone's driveway. I'd seen

this car before - I'd been keeping an eye on it for a few years. It had sat covered up, in front of this particular garage, for years. As a matter of fact, it had been there so long that the canvas tarp covering it had rotted completely off of it the last time I'd seen it. Now, as I drove by, it was not in its usual spot but had been dragged (kicking and screaming by the looks of things) to the curb. On the front was a large white sign: FOR SALE - MAKE OFFER. Famous last words, right? Now, keeping in mind here that I do not WANT another car or another project right now, and knowing that my poor hubby would probably toss me out in the street if I showed even the slightest interest in this Bug, I did what any calm, responsible person would do: I made an immediate U-turn to go back and look at it. When I bought Oscar, I told Rob that it had followed me home - I doubted this explanation was going to work twice. Going back, the poor Bug did not look any better close up than it had from across the street. It was obvious that this Beetle would need some tender loving care.

It had been some sort of dark color, most likely blue, and looked as if it were now painted over with dark blue. The body itself was no great beauty, but neither did it seem rusted or abused. It looked remarkably whole, and mostly straight. The few small dents I saw here and there would be easily fixable. The bumpers were horrid. They looked as if they'd been taken off the car, set out to rust, then wrapped neatly around a small tree and reinstalled on the car. I couldn't imagine how they'd gotten into this terrible condition, still attached! The nose was straight and undamaged, and the car looked as if it were all there. Upon further inspection, I could find only one thing missing and that was one headlight rim. Other than that, all the important stuff was there: inside trim, '67-only backup lights, running boards, door handles, decklid, it was all there.

Looking inside, it had no interior to speak of, unless you

want to count one back seat rest and numerous assorted unidentifiable front seat components, all laying in a jumble on the floor behind what would have been the front seats, if it had had any. I peered further inside, and noted the glove box door in fine shape, along with a stock-looking radio and the chrome dash trim. The speedo said three-thousand-and-something, and given the looks of this poor beast, I was not inclined to mistake those miles for original. It had no windshield, just an empty hole in front. The engine was in it, but I didn't look under the deck lid - sticking out in back were a couple of very sad-looking, rusty pea shooters that had bent themselves into a pitiful downwards droop. A couple of almost-flat tires completed this appealing picture. The door handle was begging me to give it a pull, so I could really look further inside, but I didn't dare. To TOUCH this creature would be to create the bond necessary for adoption. I wasn't sure I was ready for that commitment yet, or how Rob might react to the news that I'd take yet another one "under my wing".

The best thing about this car was the fact that it seemed to be all there (have I said that a few times yet?). Anyone contemplating a purchase of a '67 Bug knows that if they do, they'd better make sure the car is complete. Finding parts for a '67 can be difficult, since many items are one-year-only and unique to a '67. Things like the door handles, mirrors, and back up lights are such items. These are also things that were easily removed and replaced with others, if they broke. If you just want to drive the car, it's no big deal if it has '65 fenders, but if you plan a restoration of a '67, it's best to assure that as much of the car is as original as possible. This poor Bug was so sadly neglected that it looked as if it were a car that someone would have bolted just about anything onto, just to keep it functioning. And, when that eventually failed, they just parked it and left it. The nice thing about it seemed to be that since it probably hadn't been a functioning vehicle for quite some time, no one had bothered to screw it up further. So, neglect can be a good thing in some cases.

Now, you might ask, WHAT ON EARTH COULD SHE BE THINKING?? And, I have the answer for you: I wasn't thinking. I was reacting. All I could see was that this Bug needed a new home. I was going by gut instinct, a very dangerous thing with me. My gut never lies. I've learned to trust it and it has led me down many a merry, cost-intensive lane. It led me first down the No Return Road of Transporter Restoration, and the last time my gut kicked up I ended up with a nifty little '58 Cabriolet. So, this time it happened at a very vulnerable time in my life: I am without a project. For the first time in 10 years, I've got nothing to restore or take apart (unless you want to count that spare 36hp engine in the garage I keep intending to rebuild). I am adrift, awash in seas of show-car glaze, Windex, and tire



shine. Instead of being immersed up to my elbows in paint stripper and sandpaper, I'm fiddling with clean white terry towels and other assorted trinkets designed to keep two very pampered show cars looking good. I didn't even KNOW I longed for Rust Mort and primer again! Just when the pride and joy of your life is done, finished, along comes another project that needs you. That project is completed, and the natural progression is to find another. My "babies" get finished and I'm left with the old no-more-rust-to-weep-over syndrome. This is not a place that many others would envy, I'm sure, but for some reason I thrive on this. But really, this time, I didn't WANT another Bug, what I really lust after is a '63 23-window Deluxe (among other things). And, until I find that Bus, I've promised myself (and my long-suffering husband) that I won't buy any more cars. I'll have to just say NO! No more Volkswagens! No more Saabs! No Citroens, no Nash Metropolitans, no nothing! And, I managed to get a grip on myself somehow that day and told this '67 Bug NO. I felt terrible doing it, the poor thing looked so dejected, but I had to. Common sense won out and I lived through it. Sure, I still have the urge to drive by and see if it's still there. (it was) I find myself wondering who will end up with this little gem-in-the-rough, and what they will do with it. Will they appreciate it? Will they part it out? Will they restore it and drive it? SIGH. I avoided driving down this street for a long while after this. The way I figure it is the more I hung around this grungy little guy, the more likely it was that it would end up in my driveway. I've often cherished thoughts of my Dream Garage containing (among other things) a Navy blue '67 Bug, with white interior. I just hadn't thought I'd find it so soon after "growing" my last project to completion. Yet there it was, mine for the asking. Well, I'd had my heart set on a sunroof anyway, so I guess it's all for the best. Unless, of course, we could MAKE this one into a sunroof. HMMMM, I wonder...

Of Life, Love, and a VW

(That Almost Wasn't)



By David A. Young
San Diego, California

It was 1954 or '55 when I saw my first VW Bug. A friend of my Dad's had driven it to our house to show it off. It was black; and to my 11 or 12 year old eyes, it was wondrously weird: tiny as it sat next to our '52 Plymouth, beetle shaped with a small oval rear window, a strange looking engine in back, and no radiator in front. It sounded funny, too. Little did I know then that a descendant of that car would become an integral part of my life, a touchstone for many happy moments.

Fast forward to the summer of 1963; that's when I met the girl I knew I wanted (someday) to marry. Jean had just turned 16; I was 20, a junior college graduate and a soon-to-be U.S. Army private. I had enlisted in June and would ship to Basic Training in September at Fort Ord, near Monterey, California which was only about an hour's drive from where Jean and I lived. Yet, it was a world away. I was a "prisoner" of Uncle Sam.

Letters sustained me, especially those sent by Jean. We continued to correspond as she progressed through high school and I through my post-Basic training in Georgia, Kentucky, and North Carolina. By this time I had driven and ridden in a friend's '58 Bug and a sergeant's '64 sunroof (that he had brought back from Germany). I had sold my '55 Mercury when I left California and now thought a VW Bug would suit me just fine. But my Army pay at that point was not sufficient to swing the deal. That would change.

Summer of 1964 found me at Fort Bragg, N.C., a member of the 3rd Special Forces Group. (I had volunteered for Special Forces while in Basic because its small unit structure appealed to me.) Shortly after arriving, I began hearing more about a place called Vietnam – some of our NCO's had already done tours there. Although my Group was training to deploy to Africa to counter threats to friendly governments, several of us who were trained in code and communications got orders to join the 5th Special Forces Group in Vietnam. So, in late summer, 1965, as Jean prepared for her first year of college, I, a newly minted sergeant, trained for Vietnam. I didn't know it, but I was getting closer to my very own VW.

September of 1965 found me in Nha Trang, South Vietnam: Special Forces H.Q. I worked in the communications center, pulled patrol duty, and wrote to Jean about my environment – the beautiful beaches, large rats, assorted snakes, trigger happy Vietnamese soldiers, but, fortunately, no ugly encounters with the V.C. After a few months, I was ordered to Saigon (now Ho Chi Minh City) to run the Com. Center in our compound there.

Saigon in 1965-'66 was still heavily tinged with French influences – no VWs but lots of Renaults (plus scooters and ox carts). My pay was a princely \$500.00/month, tax free, and I was sending most of it to my bank back home. By the summer of 1966, nearing the end of my enlistment, I had over \$4,000.00 in savings, enough for a new VW and a start at the University of Oregon, which had accepted

me and where Jean was studying. I was stoked, so stoked that I decided to order my new VW right in Saigon.

After checking things out (or so I thought), I put in my order for a white, 1966 sunroof sedan at "Navy Auto Sales," a storefront auto sales place in downtown Saigon. An ex-G.I. worked there, so I couldn't go wrong, right? Wrong! Of course I paid the full purchase price of \$1,700.00 up front so the car could be built and shipped in time for me to pick it up in San Francisco, load it up, and drive north to join Jean at the U. of O. When I told her what I had done, she was thrilled. In fact, she wished she had a VW herself instead of the problematic Opel "Kadett" she was driving.



I got home late summer of 1966. While I anxiously awaited word that my VW had arrived in San Francisco, Jean, home for the summer, braved a few dates with me in my Dad's '59 Rambler American. September rolled around quickly – still no word about my V-Dub. Something was obviously awry. Jean had already gone back to school. I could wait for my car no longer; I drove the Rambler north, rather unhappily.

There ensued, amid the hustle-bustle of college life, a months long letter writing campaign by me, my father, and a couple of government officials to find out why I had not received the VW I had paid for. It became obvious that the parent company of "Navy Auto Sales," an outfit based in Hong Kong, had happily taken my money with no intention of placing the order with Volkswagenwerk. Support the troops?... yeah, right. On Valentine's Day, 1967, Jean presented me with a steel Tonka VW Bug to assuage my growing despair. Would I ever see MY CAR?

Perseverance finally paid off when in April of 1967 I received word that my car – now a lotus white 1967 sunroof sedan – would arrive in San Francisco aboard the S.S. Norse Lady in mid May. FINALLY, almost a year

#3 CYLINDER OVERHEATING?



**YOU NEED
THE ORIGINAL...**



TOP CYLINDER LUBRICATOR

for 25, 36 & 40 HP VW's
including carb injector plate

\$89.00 Post Paid

- Free Brochure -

AMPCO LUBRICATORS LLC
Phone: 860-355-5706 Fax: 860-355-8357
Email: info@ampcolubes.com
www.ampcolubes.com

FINAL CLEARANCE OVER 53% OFF



VWCA MEMBER'S ONLY PRICING

We've decided to clear out these silk-screened brass plated bumper badges far below our cost. This offer is made exclusively to our members only.

The face of this badge measures 3 inches in diameter. Overall, this badge stands 4-7/8" in height from top to bottom.

Originally priced online for **\$23.95**, you can order yours at a savings of **53%**.



STAINLESS STEEL BADGE MOUNTING BRACKET

Our mounting bracket easily attaches to your front or rear bumper bracket on all Beetles up through model year **1967**.

Normally priced on our website at **\$13.95**, you save over **28% off** the bracket when ordering this item in combination with our

**Commemorative Brass
Bumper Badge.**



Installation by a VWCA Board Director is not advised.

Quantity	Item	Price	Total
	Bumper Badge and Bumper Bracket	\$10.95 <u>\$10.05</u>	
	Total Combination Price	\$21.00	
Shipping			\$7.50
Total Enclosed			

Shipped USPS Priority Express. Mail your order (check, or money order in USA funds only) to:

Vintage Volkswagen Club of America
PO Box 1842 Mason City, Iowa 50402-1842
Please allow 3-4 weeks for processing.

This offer is not available online

after I had paid for the car, it would be in my possession. Dad took delivery, cleaned off the cosmoline himself, and drove the car till I could come down to get it. I came home on a weekend, drove straight through—600 miles. Got the VW and headed right back north, smiling all the way.

I was 24, Jean, 20, that summer of 1967; for us it was indeed a “summer of love” (even though Hippies we were not). Our relationship bloomed as we joyfully explored Oregon in my shiny white Bug, transistor radio dangling from the quarter panel latch (I hadn’t ordered a factory radio.) – trips to the coast, Portland, picnics and parties along the McKenzie River. It became our escape from the stress of studies and exams. It was in that car that we decided, as graduation approached in 1969, to get married. That August, we did, and blasted off from the reception with a big “Love Bug” sign affixed to the decklid.

Suddenly, it’s almost 42 years later – almost 45 since the VW entered our lives. I’m happy to report that the Bug is still shiny, Jean is still beautiful, and we still enjoy crankin’ back the sunroof and cruising along the coast near our home in San Diego. The Bug has covered more than a quarter million miles; except for one respray, some interior refreshment (including a Sapphire V AM radio) and a couple of engine rebuilds, it’s as it came from the factory: original chrome, hubcaps, engine case, etc. It’s our time machine; it rekindles memories of events that have shaped our lives – a touchstone for many happy and formative experiences, for us and our two daughters who both logged many miles as passengers in the “way back.”

All of you who still wander those roads “less traveled” in vintage VWs know the power of your air-cooled treasures to elicit positive feelings: not only in you, but also in your families and among your friends. Our rather anachronistic conveyances have proved the truth of that old ad.: “It’s not a car. It’s a Volkswagen.” All of us lovers of the inimitable sound and smell of an air-cooled flat four can attest to the “good vibrations” we spread on our journeys down the roads of our lives. And even though those roads may sometimes be clogged with “gottabethereanhourago” distracted drivers, we in our slower Bugs and Busses can revel in our difference from those who merely drive cars. As with you, when Jean and I putter off somewhere in the old VW, we are touching a part of our lives that has formed us into the people we are today – all that loving and living wrapped up in a little white Volkswagen, truly a touchstone.

Volkswagen Beetle in 1991

Another good year for Beetles in Mexico

by Heinz Schneider s.heinzo@verizon.net

Mexico produced 85 681 Beetles in 1992. Sales were still benefitting from the agreement reached in August of 1998, which kept prices low and had made the Beetle the lowest priced car available in Mexico by far.

Chassis numbers for the 1991 model started with 11M 0 000 001, the letter M standing for the 1991 model year. The Beetle had always been what today would be described in the US a gross polluter. Its emissions were high to start with and at the high altitude cities of Mexico it was even worse, especially in Mexico City. The city government put pressure on Volkswagen to reduce pollution and requested Volkswagen to do something about and insisted for the Beetle to have a catalytic converter. Surprisingly after the catalytic converter was added to the Beetle engine the power output remained the same. Despite of that the rest of the engine was not modified. It did not get an electronic ignition; neither did it get fuel injection. The introduction of a catalytic converter required the use of unleaded gas and for that reason the fuel tank inlet pipe received a restrictor to enforce the use of unleaded gasoline and avoid getting the converter contaminated by leaded gasoline. With these pollution control changes the Beetles as it was used as Mini-Taxis in Mexico City, by mandate of the city government, had to be painted green. The idea behind this was to encourage ecological consciences taxi users to use the "green" ones.

A generator was still used instead of the by that time more common alternators. Automatic adjustable front seat safety belts were introduced. Volkswagen claimed that the dashboard was new for 1991. It looked however more like it was just covered with some more black vinyl. A low brake fluid indicator light for dual brake system was installed and the headlight switch relocated.

Other changes to the 1991 model were the introduction of an alarm system as standard equipment that would sound the horn when the engine compartment or the front trunk lid was opened. Theft of Volkswagen Beetles was a big problem in Mexico. Especially the insurance companies were complaining. Insuring a Beetle became very expensive because of the high theft rate. It even started to worry Volkswagen. During a meeting with Insurance companies, years earlier, an executive of Volkswagen claimed that with

the introduction of the new ignition lock it would take a thief about seven hours to steal a Beetle. After I indicated that I knew it would take only minutes I was asked by this high ranking executive to demonstrate how long it would actually take. After locking the car and the ignition lock I handed the keys to him. Taking my time, it took me less than 7 minutes as he watched to get into the car, start it and drive it away. He just shook his head and walked away without saying anything. From then on, whenever he saw me he jokingly called me a thief.

Other VW News in 1991: Volkswagen combined their operations in Canada, Mexico and the United States into one unit, called the: "North American Region". This did put another layer of management on top of existing ones. – In China, after a slow start in 1988 Volkswagen in 1991 added another production company to its presents set up. Volkswagen was the first larger car company to get involved in China where it eventually became the largest one. – Volkswagen and Audi signed an agreement with Toyota to distribute Volkswagen and Audi cars in Japan. - In Portugal Volkswagen enters into a joint production agreement with Ford to build a mini van. It was called the Sharan as a Volkswagen model and Alhambra by SEAT. Ford called its version the Galaxy. – In January a jury of 100 motoring journalists voted the Beetle to be the car of the century, second place went to the "Model T". - In July Volkswagen signed an agreement with Toyota to distribute Volkswagen/Audi cars in Japan. Total Volkswagen Group world wide production reached 3,128,338 in 1991.



**COMMON
GEAR
ANTIQUE
VOLKSWAGEN
SOCIETY**

A VVWCA AFFILIATE

<http://home.comcast.net/~commonsteve/CGMain.html>

The story of my 1967 VW Beetle

By Eric Shoemaker

As some may know, I own an original 1967 Volkswagen Beetle. My grandfather purchased it in Jan of 67 for around \$1,200.00.

"For many VW enthusiasts, the model year 1967 holds a special attraction. It's been long bantered about as the best year of the Beetle. It was the first year for the 1500cc engine, first year for 12 volt electrics, first year for the standard upright headlights, and the last year for the smaller bumpers and painted dash. There are many one year only parts on the 67 model year, especially the US spec versions and all of these attributes create what is one of the most recognizeable and desireable Beetles out there."

It got to a point where he did not drive the car much anymore. In fact, it sat in his garage for up to a year at a time. One day, I called him up asking what he was going to do with it long term. "Come over, and let's talk about it." Long story short, he gave it to me.

I'll never forget when he went downstairs to collect a folder full of records. "I believe this is everything," he said. I could not believe it. The original bill of sale, ALL service records, things you could not even read anymore. Amazing!

He signed things over. I now owned the family Volkswagen.

Boy did it run rough. I remember driving home, worried if I'd make it or catch on fire in the process. The car had all types of issues. Incorrect and old fuel lines, filters, clamps, worn out seats and carpet, bad clutch, a crappy Brazilian front bumper, low engine compression, weak pan areas, etc. I could go on and on. At the time, I had no idea all the work that was in front of me. Actually, I did not even have plans of restoring it at first; I just wanted to drive the car and enjoy it.

I admit, I was never really a VW fanatic. I'd often heard stories about people's families having a VW and how great these air cooled gems were. Not me, not my family. It just so happens that my grandfather always had this car around. I don't even think he used to take good care of it. As a kid, he'd often tell me "I just changed the oil in the Honda, and I put it in the VW."

Fast forward about 4 years. I'm completley in love with bringing it back to its true beauty. It started with the pop-out window rubber, then the tail light seals; next, an engine rebuild. The more I got into it, the more I really became interested in what these cars are all about.

As an artist, I can't even begin to tell you how much I enjoy restoring this car. It's so rewarding to see it come back to life. It also reminds me of my childhood; seeing my grandma smile, going on "rain rides" in the VW with my dad and sister. If I could restore these air cooled cars for a living, I'd probably do it. There is nothing more satisfying to me than creating with my hands.



Grandfather and the car





I have to thank **everyone** I've come in contact with during my restoration. Mostly, Ron Bengry at **Wolfsburg West**. A little about Wolfsburg West: "Celebrating 20 years of high quality, Wolfsburg West is the ultimate source for Volkswagen Beetle and Volkswagen Bus restoration parts. Our comprehensive parts inventory exceeds 5000, making us the largest "stock" Volkswagen parts dealer in the world. At Wolfsburg West, we offer only the highest quality parts available, including O.E.M. German parts, new old stock (N.O.S.) parts, and quality reproduction parts. It is through our commitment to quality, which has allowed Wolfsburg West to be the leading manufacturer of reproduction VW Bug, and VW Bus parts. Each member of our staff is expert in the field of air-cooled VW's and can assist you by providing product installation tips and procedures, as well as suggesting additional parts that may be needed to properly complete your project."

Lastly, I have to thank **Corey Beaman** for talking me into getting the car from my grandfather in the first place.

Eric Shoemaker is an Art director and visual designer living in San Francisco, CA with his wife Amanda.



Connect

eric@ericshoemaker.com
http://1967beetle.com
http://ericshoemaker.com
http://twitter.com/erokCom



Barrett-Jackson Lot: 363.2

1963 Volkswagen 23 Window Bus

There are times in life when some things just don't seem logical. This is one of them. Evidently a few VW buys found out what it was like recently to get caught up in the "Barrett-Jackson" auction experience. Regardless of rising bus values, I suppose all it takes in a situation like this is two guys bidding against each other with excessively deep pockets. Brains might be required prior to writing the check.

As the dust settle and the smoke cleared, a winning bid was placed for \$198,000. Least we not mention that fact that with buyer's fees assessed, the buyer had to write a check for the absurd price of \$217,800. Even if the engine had been gold plated, I for one would still find it difficult to drive this one home and say to my wife, "look honey at what I bought, it's your new daily driver."

Lot Number: 363.2

Auction: ORANGE COUNTY 2011

Status: SOLD

Sale Type: NO RESERVE

Price: *\$217,800.00

Year: 1963

Make: VOLKSWAGEN

Model: 23 WINDOW

Style: BUS

VIN: 1049669

Exterior Color: MOUSE GREY

Interior Color: BALSAMIC GREY

Cylinders: 4

Engine Size: 1500CC

Transmission: MANUAL

Summary: This 1963 23 window bus is one of the most desirable vehicles in the world. This is one of the highest quality restorations on a VW bus in the last decade. This bus has documentation from the VW factory in Germany to prove its authenticity.

Details: This 23 window deluxe sunroof bus is the ultimate VW. This was a 7 year long high end restoration. This bus is the rare original color scheme of Mouse Grey and Pearl White. Every part on this bus was completely rebuilt and detailed to the highest level possible. The interior has a German mohair headliner, original German balsamic grey interior, all original latches, handles ashtrays and luggage rails restored to perfection. Many NOS parts were used on this build like the speedometer and clock. The entire inside of this bus is beautiful. Every detail down to the original radio is correct. The paint and body work on this bus are some of the first details you notice. The entire undercarriage of this bus is as detailed as the rest of it. Not only does everything on this bus look great underneath but it runs and drives like it would have when you drove it off the lot in 1963. This bus is museum quality and has every correct detail down to every correct little decal on the engine. This bus just won the best bus award at the biggest annual VW show in the United States, The VW Classic. The 23 window deluxe sunroof bus is one of the most enjoyable vehicles you can cruise down the coast in.

Source: Barrett-Jackson





Hey Howard,

Just sending a photo of our bus finished last year. Hope to make the show 2011 Eureka Springs Show. Hope to see you.

Walter Wright, ww5776@gmail.com

Director's Note: Providing all the Missouri flooding subsides by then, we should be there. I'll be driving our '69 Westfalia.

FINAL CLEARANCE OVER 53% OFF



We've decided to clear out these silk-screen bumper badges far below our cost. This offer is made exclusive to **VVWCA** members only.

The face of this commemorative badge measures 3 inches in diameter. Overall, this badge stands 4-7/8" in height from top to bottom.

Originally priced at **\$23.95**, you can order yours today for only: **\$10.95, plus \$4.95 shipping per order. You save over 53%.** Mail your order (check, or money order in USA funds only) to:

Vintage Volkswagen Club of America
PO Box 1842 Mason City, Iowa 50402-1842
This offer is not available online

Vintage Parts Inc.



STOCK RESTORATION PARTS FOR BUG & BUS 1949 - 1967 "IN STOCK" SINCE 1972

25hp - 1600 Engine Parts
Fuel Tank - Exhaust - Heating -
Split Case Transmission
Steering - Front Axle - Rear Axle
Wheels - Brakes - Frame - Hand Lever System
Body Parts - Weatherstrip - Trim - Interior
Ignition - Headlights - Tail Lights
License Lights - Turn Signal - Wiring Looms
Accessories - Books - Stickers

VVWCA MEMBERS RECEIVE 10% DISCOUNT

Phone Hours *Vintage Parts, Inc.*
Monday Thru Friday 25011 Ave. Standord Unit C
8:30 - 5:00 pst Velencia, CA 91355

Phone (818) 661-295-3927 Fax 661-295-3928
Toll Free Order Line 1-800-898- VNTG (8684)
Email VintageVWs@aol.com www.VintagePartsInc.com



VVWCA Is Going Green With Online Only Memberships

Since we'd started the Vintage Voice E-Edition, I've been a bit overwhelmed with our members begging for ONLINE ONLY E-EDITION MEMBERSHIPS. Since we believe in going green just as much as the next person, we're pleased to offer an online only membership to our newsletter. Members of the VVWCA can now opt for two different ways to receive their Vintage Voice. They can receive the printed version of the Voice and the online version or they can opt out of the printed version and access the printed version electronically only. Those who opt for the online only version of the Vintage Voice; pay only \$12.00 a year for their renewals and can enjoy all the full benefits of. If you've not tried our E-Edition, try it at www.vvwca.com/eissue. Use the current login and password that appears in the Vintage Voice.

Common Questions:

Q. Does this mean that someday the printed version of the Vintage Voice will no longer be off?

A. As far as we know, we'll always offer a printed version of the Voice.

Q. I have the complete membership. When can I switch over to the online membership version only?

A. After your current membership expires. Sorry, but at this price we cannot switch over and prorate memberships. Primarily because our accountant still uses an abacus, which is way too confusing for him.

Q. Will I have to look to each issue of the Vintage Voice for my password?

A. No, you get to select your own which remains permanent for 1 year.

Q. What if I forget my password?

A. Email us and we can retrieve it for you.

Q. How many issues of the Vintage Voice am I able to see read?

A. The current issue and the past 5.

Q. Can I download the electronic version of the Voice?

A. You can print the electronic version, but downloading is currently not available.

HOT RODDIN' IN EUREKA SPRINGS

Friday, Saturday and Sunday * August 26, 27th and 28th
Eureka Springs, Arkansas

19th Annual Volkswagen Weekend 3 Fun Filled Days!

Pre-Registration includes all events:

Show Pin * Cook-out * Car Show * Parade * Tourcade

*An event benefiting
the food banks of Eureka Springs. Donations of
Food and/or Cash are encouraged and
greatly appreciated!!*

25 Show Categories Plus 4 Additional Specialty Awards
Don't Wait Register NOW!!

Entries are limited to only 300 Volkswagens!

For more information and registration form:

www.nwavwa.com



DasVolks Vintage Volkswagen Gruppe

Long Island's Aircooled Only **Vintage Volkswagen** owners club,
invites all aircooled Volkswagens to "Long Island Air Raid" on
August 8th, 2011.

**Location: Harbor Front Park, Port Jefferson Village on
Historic Long Island, New York**

Gates open 9 am, judging and people's choice at 1 pm. with people's choice and club favorite judging ending at 1pm. walk along historic Main Street overlooking the harbor on a cool summer day. For more details, information on area lodging and camping accommodations visit: <http://www.LongIslandAirRaid.com>



VW in Lexington, Nebraska

By Dan Hotka, dhotka@earthlink.net

This is a war museum along I-80 in Nebraska. The Lexington Exit (exit 237) to be exact. You cannot miss it. Visible from the interstate and well-marked before you get to it. I had time on this particular day in February. It had a free-will offering for an entrance fee. They have quite a collection of war artifacts. Complete collections and posters of the Jeep, various 6x6 trucks, tanks, helicopters, guns and munitions of all kinds...a very enjoyable visit!

The real find was the 2 German war booties...a real Kuebel-wagon Type 82 (rough interpretation "bucket car") and a real Schwimm-wagon Type 166!!! I could not believe it when I saw these 2 VW's sitting here! Both have been nicely restored and both are WWII vintage machines. This vehicle was manufactured in Germany on November 12, 1944. It is an ambulance version and of of 50,000 type 82's made between 1939 and 1945. Developed from the pre-war 'Volkswagen' or "Peoples Car" that was designed by Ferdinand Porsche, these tough and reliable vehicles were used by the German Army in North Africa and throughout Russia and Europe. The engine is a standard 25 hp (flat 4 air-cooled) VW engine that was developed for the original beetle.



The American troops also used this vehicle. The German army abandoned many vehicles when retreating. Often, they were low on fuel supplies so many of these vehicles were commandeered and used by the allied forces. The allies found them to be very dependable and put up a service manual to repair them in the field. Parts, of course, were difficult to get. No JC Whitney catalog during WWII!!!



This vehicle is the amphibious version of the Kuebel-Wagen. It was manufactured between 1942 and 1944 and 14,000 or so were made. This one was manufactured on July 5, 1943. Few made it to the end of the war. The life expectancy of this vehicle was only 4 weeks! I had read stories of where our tank crews would find one, push it into a lake and use it for target practice.

These are worth over \$50,000 restored!!! I would like to make a replica someday...This is a 4-wheel drive vehicle, 5 speed transmission with the same 25 hp VW motor powering it. The propeller sat down and ran directly from the end of the motor shaft! This vehicle would go about 6 mph in the water.

Director's Note: Don Hotika has provide with a treasurechest of World War vehiclces. There are far too many excellent photos than we could include in this issue of the Vintage Voice. To view Don's entire submission, please download his story from the www.vvwca.com/membersonly area of our website. For those of you who might enjoy World War II historical artifacts, the story ... complete with some great photos is a must read.



A reader's responses to a previous article about VW Campers:

Ragnar Kuehnert, Reno, NV wrote:

Allow me to point out a slight inaccuracy in regards to "What ever happened to the VW Westfalia Campers?" in the Sep/Oct 09 issue of the "Voice".

In the late 90's and until 2003 VW imported the EuroVan to the US., Equipped with a 2.8 liter V6 developing 201 hp and was offered with 4 speed automatic transmission only. One version of this minivan, the MV (Multivan) came with the weekender package: Pop top, a table, a little electric cooler under one of the seats and seats that converted into double beds. This version has the Westfalia logo clearly marked on the roof, front and rear. I doubt that it was done by VW in house. How do I know? I own a 2003 EuroVan MV. Somewhere I read that the conversion was done in Hannover. In Germany, as you pointed out, it is called the California, has a Diesel engine and a 6 speed manual transmission. Not long ago Mercedes spun off Westfalia, which soon after went out of business.

VW also sold a longer wheelbase version which was the sold to Winnebago and turned into a full camper by them

with cabinets, stove, refrigerator etc. and sold as a mini motor home.

Heinz's response to Ragnar: You are correct Ragnar; Volkswagen did import to the US a few EuroVans with long wheelbase. Some were converted by Winnebago into fully equipped pop top campers similar to the Westfalias and sold through the VW dealer network. As at the same time EuroVan weekender models were sold also at VW dealerships and these carried the Westfalia logo. These Westfalia models used the regular wheelbase MV. There were three other conversions made by Winnebago using the long wheelbase Volkswagen Multivan chassis, cab and drive train. The most popular was the Rialto, and there were also the Vista and the Sunstar.

After Westfalia was acquired by Daimler/Chrysler all European VW Campers were built by VW in house in Hannover. These Campers, now called California and California Beach, are still available everywhere except the US.

Westfalia still exists, after changing owners a few times. It still builds Camper conversions for different European car manufacturers except Volkswagen the most popular is available on a Fiat chassis. For a while even Karman got into the VW Camper business based on the MV; however they got into financial troubles too and had to give up.

Having enjoyed traveling and camping for over 9 years in a 1971 Volkswagen pop top Westfalia camper I again express my lament about the absence of Volkswagen campers in the US at the present time.

Ragnar's answer:

Hello Heinz. Nice to hear from you. I am familiar with the Rialto. I had only heard of it until I met a couple of German tourists in a Death Valley Campground in 2003. Theirs was a rental.

My experience with VW vans goes back to the 1960s when, while living in Oregon, I bought a 1955 Microbus for \$ 650 with, I believe, 23 windows, a sunroof, a folding table and back seats that made into a bed. It also had an auxiliary gasoline heater that left me with a drained battery in the morning while camping on a ski vacation. It was versatile but slow, thirsty, and terrible in crosswinds.

I am quite happy with my 03 EuroVan MV. It drives like a car, is comfortable on long trips and great for hauling people, a washing machine, a 4'x 8' sheet of plywood or camping. It exceeds its EPA highway rating of 20 mpg. On a 1,700 mile roundtrip to Seattle last summer I averaged 23.6 miles to the gallon. During almost seven years of ownership and 44,000 miles I haven't had any mechanical problems.

Not all EuroVans are trouble free. In late 2002 I bought a brand new 2001 EuroVan from a dealer in San Juan Capistrano, California. When I picked it up on Jan 2 2003, I took a test drive and settled the financials and took off for the 500 miles home to Reno, NV. The tachometer had 70 miles on it. After cruising at 65mph with the AC off, a warning chime rang a red light flashed and the temperature gauge was in the danger zone. I eased off the freeway, checked under the hood: No steam, no broken hoses, no leaks and no indication of dangerous overheating. I called roadside assistance and was promptly hauled to a dealer in Corona only six miles away. The odometer now read 121 miles. At first the mechanic could not find anything wrong. "Must be a computer problem, I'll do another test". Ten minutes later he came sprinting from the shop "Sir you better come with me, your van just blew up" The cooling fan had exploded, parts of it went through the radiator, and several hoses were cut and leaking. Five days later my vehicle still was not repaired. A certain flange was needed that was not available in North America. I went home in a rental car and contacted VWoA headquarters.

At first I was promised a replacement vehicle. A few days later VW rescinded its promise offered a full refund instead. I resisted: Fix it or replace it. VW refused to budge. I had no choice and finally accepted the refund. Later I bought my current van from a local dealer at a higher price. Overall my southern California adventure cost me \$ 5,000 since VW never fully reimbursed me for my forced 5 day stay in Southern California.

I did stay in touch with the service manager in Corona and he told me after they had repaired my ex van, they drove it hard on the freeway, it overheated due to blocked heating passages and the valves got bent. EuroVans never were big seller for VW. If I remember correctly, sales in the US amounted only to about 5,000 annually, including the Westfalia versions. This may have been intentional since I never saw them advertised. Customer Reports never tested them and only mentioned them as an oddity with an awkward driving position and only one sliding door. I also mourn the absence of the Westfalia Campers. However, due to their scarcity they have excellent resale value and are a good investment. It is also interesting that over the years no other manufacturer ever offered a Westfalia type vehicle. There are aftermarket conversions, most of them are very expensive, many do not fit into garages and none are as versatile as a VW in my opinion.



**VWCA MEMBERS RECEIVE
10% DISCOUNT OFF
YOUR STAY AT OVER 1,000
LOCATIONS**

**We'll Leave the Light
on for You®**

**Make reservations at motel6.com
or 800-671-2089. Reference
CP545833 when making reser-
vations or checking in. We
appreciate your business and look
forward to serving you!**

Bugfest 2011

By Jerry Spellman, Photos by Wilma Spellman

My how time flies. Here in northeastern Illinois we have been waiting for Spring. If it came, it went. Summer is here and, along with Fox Valley VW of West Chicago, the Northeast Illinois Volkswagen Association presented its annual family fun, all VW car show, providing trophies, dash plaques, information, DJ music, and ample food. The dealer generously opened up all his facilities, car movements before and after, plus a hefty supply of help to pull off the show.

A small fee gained car entry to display or a swap setup space, while all spectators were admitted free. Roughly 85 cars filled in the sixteen regular classes, winners of such were ascertained via participant judging. There was plenty of eye candy with classes available for Beetles, Ghias, Type IIIs, Buses, Things, Buggies and Rails over all the range of years, early to late. Water-cooled of early, mid, late were allotted classes as well as was Special Interest. (This year again there was a real live Kubelwagen.) Top prizes winners at three levels were announced mid-afternoon along with best of show. Consult nivaclub.org for better information.

Besides the cars on view there were many enthusiasts to share stories with and swappers to share parts with as well as advice and how to's. There are more shows coming in this neck of the woods, so keep your eyes peeled and remember to support those local shows, far and near.





Vol 36, No 3
May/June 2011
Copyright 2011
VWCA Inc.

website: www.vwca.com

USA

New Membership \$24.00
Renewals ... \$18.00

Foreign Memberships (E-
Edition only)
Membership/Renewal ...
\$21.00

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

VWCA

Leadership Board President,
and all around busy guy:
Howard Query,
629 S. Mississippi Ave.,
Mason City, Iowa 50401,
641-421-0965,
burtonwood@vwca.com

Membership Coordinator:
Russell Cordell, 1441 Forest
Street, Springdale, AR 72764
479-750-6380, (7:00 am to
4:00 pm CST M-F), member-
ship@vwca.com

Newsletter Editor,
Kimberly van Mourik,
Website: www.36-hp.com,
VWCA_Editor@36-hp.com.

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

Official Event Photographer:
Michael Epstein
mikenwuf@yahoo.com

Renewal and Membership
Info: Memberships and renew-
als should be received by
the 15th of the proceeding
month.

Display and classified ads:
For display advertising rates,
placement information, and
for classified ads submis-
sion contact: Howard Query,
VWCA, PO Box 1842,
Mason City, Iowa 50402-1842,
(641) 421-0965 burtonwood@vwca.com

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

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

Reprinting material: All mate-
rial in the Vintage Voice is
the property of the VWCA.
Unauthorized use is prohib-
ited. If you wish to reprint
material, please contact the
editor. The VWCA will not
knowing reprint materi-
als from other publications
without written permission of
the author or without provid-
ing credit for the source of
published works. It is assumed
that all content submitted for
printing is the original work
of the author who shall bear
all responsibility for copyright
violations.

Passwords

Member's Only Area
Login access: doyle
password: dane

E-Edition

Login access: samba
password: beetle

Adolf Rosenberger Aka Allen Roberts

The Jewish financier of Porsche

One person not mentioned a lot by people writing about the Volkswagen and Porsche history is Adolf Rosenberger. His money put Ferdinand Porsche and his development team in business in 1930. He was their supplier of money, business administrator and handled all of their financial affairs. Interestingly enough, he was also the only Non-Austrian and only Jewish person on the whole team.

When Porsche decided to open his design office in Stuttgart in 1931 he had a lot of ideas but no money. As von Franken wrote in his book "Porsche, the man and his cars" ISBN 0-8376-0329-3: "Dr. Porsche was not a very commercial minded man and he knew that himself. It was therefore important to find money and engage a sound commercial manager and he found all of this in the person of Adolf Rosenberger". Rosenberger had not an easy time with Porsche, as von Franken points out further in his above mentioned book. Dr Porsche and his staff had to be tamed whenever this over-enthusiastic group of engineers got carried away too far, many of their projects made no commercial sense at all. By the way, Porsches dismissive attitude towards financial reasoning was precisely the reason he got into trouble many times before with his previous employers and the main reason to start out on his own to get away from having to justify his ideas.

Fortunately for Porsche, Rosenberger was a race car fanatic and raced Mercedes race cars very successfully. He finished in top positions many times between 1925 and 1929. Driving his personally owned Mercedes SSKK, he finished second in the Grand Prix of Germany in 1929. More importantly he also had a good amount of money and knew Porsche well because race cars were also a passion of Porsche. For his investment in the Porsche Company Rosenberger received 15% ownership of the newly formed Porsche office. Porsche held 70% and his Austrian son in law, Anton Piëch, the remaining 15%. Ferdinand Porsche's son Ferry did not get any shares.

Besides his part ownership of the Porsche Company, Rosenberger financed a separate company that he and Porsche formed on November 8th 1932 for the specific reason of developing a formula one race car with the idea of selling it to the newly formed Auto Union Company.

Most of the engineering work was done including using for the first time of a torsion bar suspension and putting the engine in the rear. However, because of the lack of money at Auto-Union, the project had to be put on hold. It would later be revived after Hitler offered to subsidize German Formula One race car efforts. It is ironic that the Jew Adolf Rosenberger had put up the seed money for a car design that eventually would successfully demonstrate the technical superiority of the Nazi sponsored Auto Union built race cars.

In 1933, after Hitler got into power, Rosenberger sold his shares of the Porsche Company to a friend of Porsche's son in law and lawyer Anton Piëch. Anton Piëch is the father of Ferdinand Piëch, today's prominent head manipulator of the Volkswagen/Porsche Company. No reason is given for Rosenberger selling his part, is that he had a hunch of what was coming to Jews in the new Germany of Hitler. In a recent autobiography by Ferdinand Piëch, Piëch speculates that Rosenberg sold because of a pending lawsuit. During a car race in Berlin Rosenberg had lost control of his car, crashed and killed three people. Eventually, in 1935, Rosenberger, who was born in a small town in southern Germany in 1900, was arrested and put in a concentration camp accused of having a relationship with a Non-Jewish woman, which was considered a crime under new racial laws.

The person who had bought his Porsche shares paid a lawyer to get him out of the camp. He was let go under the provision to leave Germany. The Porsche family would later claim, a claim that was never confirmed, that it was their influence that resulted in dismissal of the charges against him.

Rosenberger, by way of France and Great Britain, made it to the USA in 1939. He became a US citizen in 1944 and changed his name to Allan Arthur Robert. In 1946 he returned to Germany to see whether he could recover any assets left behind. The real estate in his home town had however been wiped out during an air raid by the allies, just a few days before wars end that destroyed 83% of the little old town. After the war, Rosenberger filed a lawsuit against the Porsche's because, as he stated, he had to sell his part in the Porsche Company in 1933 under duress and should have received more. Ferry Porsche claims this particular lawsuit caused his company not to get back to

their Stuttgart facilities for many years. Eventually, an arbitrator forced a settlement where Rosenberg was offered a new Porsche or 50,000 marks and a VW Beetle. He took the money and the Beetle.

Back in the USA, in 1950 Rosenberger married an ex-secretary of Porsche who was lucky enough to have escaped Germany like Rosenberg in 1939. He established himself in Southern California, where he would continue to indulge in his passion of racing cars. Rosenberger died in 1967, 67 years old. In 1982 His widow donated his personal assets to the German town of Pforzheim, the town where he was born. There is still a number of Rosenberger's living in Pforzheim and according to Google in 2011, the mayor of the town's name is Peter Rosenberger.

A Miscellaneous Collection of Facts, Opinions and an Offer.

The 2009 clunker tax break in Germany, which was similar to the one initiated in the US, had surprising results and disappointing ones to many VW Beetle fans. Of the clunkers turned in to be junked, 170 were vintage Volkswagen Beetles. Too bad there were no provisions in the law to save some of these vintage cars. As the German automotive fan magazine Auto Motor und Sport reports, the Volkswagen Beetle were not the only vintage cars going into the crusher, for instance, among many others there were also 5 VW/Porsche 914s.

Even though the Porsche Company, up until now owned by the Porsche/Piëch families, failed to swallow the whole Volkswagen Company as they had intended because of the economic recession, they will nevertheless end up coming out of the situation in pretty good shape. That is with many billions of Volkswagen dollars in their pockets. In a stunning reversal instead of Porsche buying Volkswagen, Volkswagen will buy 42% of the Porsche Company for about 7.5 billion dollars. Many in financial circles believe this is much more than Porsche shares are actual worth. Behind all of this maneuvering, most people assume, is the grandson of Ferdinand Porsche, the hard-hitting Ferdinand Piëch, at present chairman of the board of VW. While again the Porsche/Piëch families will greatly benefit from this deal it should also be good for Volkswagens prestige to have Porsches name attached to

it. Since Ferdinand Piëch has increased his influence at Volkswagen, the company has steadily increased its world wide market share and has started again to build exiting cars.

Volkswagen is building a new pick up truck. For many months now there have been rumors about a new pick up from Volkswagen. At first the project was known as the "Robust" but it appears the new name will be "Amarok". Volkswagen decided the final production site to be in Argentina. No other details as to size or whether it will have a ¾ ton or one ton payload capacity are known yet. Pictures show the truck with four doors, meaning it is a double cab unit. In appearance it looks a lot like the Honda Ridgeline. It will be exported from Argentina to most other Latin American countries and to some European ones. Whether the truck will be imported to the US has not been decided yet but probably not, since imported trucks coming to the US are charged a 25 % import duty, the so-called chicken tax, the reason VW stopped importing pick ups in 1962.

More billions going to the Porsche/Piëch families. At the end of February 2011 Volkswagen bought the Austrian Volkswagen and Porsche distributorship from the Porsche/Piëch families for 5 billion dollars. The Austrian Porsche Holding Company was the exclusive distributor of all Volkswagen, Audi and Porsche cars in Austria since 1948. It was one of the presents handed by Nordhoff to the Porsches to get them out of having any say at Volkswagen, since Nordhoff wanted to call all shot at VW himself. With the eventual success of VW and Porsche the Porsche holding became the largest car distributor in the world. And a cash cow for the two families, especially after it in addition also received the exclusive rights to also sell VWs and Porsches in Hungary, Slovenia, Slovakia, Bulgaria and Romania. In one way or another Porsche Holding was involved in another 18 businesses around the world including China and had a total turnover of close to 20 billion dollars in 2010. This most recent takeover is another step in the Volkswagen quest to become number one in the world. According to "Automotive News" in 2010 Volkswagen already made more profit than any other car company in the world.



Static Engine Timing

How to set timing with the engine turned off

By Nate Morse, Nate's AircooledTech.com,
www.aircooledtech.com

Static timing is setting the engine's ignition timing without the engine actually being run. This may sound impossible, but I assure you it's EASY and very accurate. This method is an easy way to get a new motor timed prior to starting it for the first time. Unless you removed the distributor & clamp together as a single unit when the engine was disassembled prior to the rebuild, you really have no other way to get it timed for the initial run-up. I always do it with new motors and I've never had one fail to start on the first or second try (knock on wood!). This procedure is also what you do if you're out on a road-trip away from home and you have to swap your distributor for your back-up. You DO carry a fully functional back-up don't you?? If you're timing an engine that's NOT new, warm it fully before doing this. Those of you with brand new motors, you will probably need to re-check the timing again once your engine goes through its initial break-in and is warmed. Warming a motor before setting timing (if you can) is important because thermal expansion of an engine's internal parts WILL have an effect on timing.

Tools you will need to accomplish this will be:

- A 10 mm socket & ratchet OR a 10 mm wrench.
- A simple test light.

With those simple tools in hand, head out to your VW and follow these 10 simple steps:

1. Consult your repair manual as to what your engine timing should be set at (ie - TDC, 5 degrees BTDC etc.). Pictured the typical 4 settings for timing a VW engine statically in order, they are: 7.5 deg. BTDC, 5 deg. BTDC, TDC & 5 deg ATDC.



2. Hand crank the engine clockwise (CW) so that the #1 piston is in firing position and set it to where your timing should be set for the type of distributor you have. You will need to align the correct timing mark on the crank pulley with the seam in the case where the two case halves are joined together. If you accidentally pass the correct timing mark; no worries. Just turn the engine counter-clockwise (CCW) about 30 degrees and again slowly crank the engine CW until that mark is right in the case-half seam.
3. Remove the distributor cap and position it out of the way. Look at where the rotor is pointing. On the rim



of the distributor's metal body (where the distributor cap sits), there is a small mark machined in there. This indicates where the rotor "should" be pointing when the #1 piston is in firing position. I say "should" since that really depends on whether the distributor drive gear was put in correctly when the engine was built.

4. Loosen the distributor drive clamp bolt.
5. Turn the vehicle's ignition switch to the "ON" position. **DO NOT ENGAGE THE STARTER!!** If you accidentally hit the starter, go back and redo step 2.
6. Connect the ground wire of your test light to a good ground and touch the positive spike to the spade connector on the ignition points. The light should be "ON".
7. Rotate the distributor CW until the light goes out.
8. Now rotate the distributor CCW very slowly until the light JUST comes on. Repeat steps 7 & 8 again to ensure you stopped the distributor JUST as the light came on.
9. Tighten the distributor clamp.
10. Test your good work by turning the engine 1/4 turn CCW and slowly turning it back CW. The light should come back on JUST as the degree mark in which you previously had the crank set to gets to the case half. If it does, your engine is now timed. If it doesn't, repeat this entire procedure until it does.



EXCLUSIVE VWCA SWEATSHIRT



Available in **large** and **extra-large** only.
Color: **Ash Grey**

These sweatshirts are not yet offered on our website, but are available now by special order for our members only for only **\$23.95**, a savings of **30% OFF**.

Warm up in our stylin' Jerzees Supersweats Heavyweight 50/50 cotton/polyester sweatshirt. Thick (but not bulky), for maximum comfort and durability whether you're working out or drivin' your cherished VW.

- Black breast logo, full color back logo
- Standard fit in large or X-Large.
- Spandex trim in cuffs and waistband.

THESE SWEATSHIRTS ARE IN LIMITED QUANTITY

Quantity	Item	Price	Total
	Large Sweat Shirt	\$23.95	
	XL Large Sweat Shirt	\$23.95	
Shipping			\$7.50
Total Enclosed			

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

Vintage Volkswagen Club of America
PO Box 1842 Mason City, Iowa 50402-1842
Please allow 4 weeks for processing.

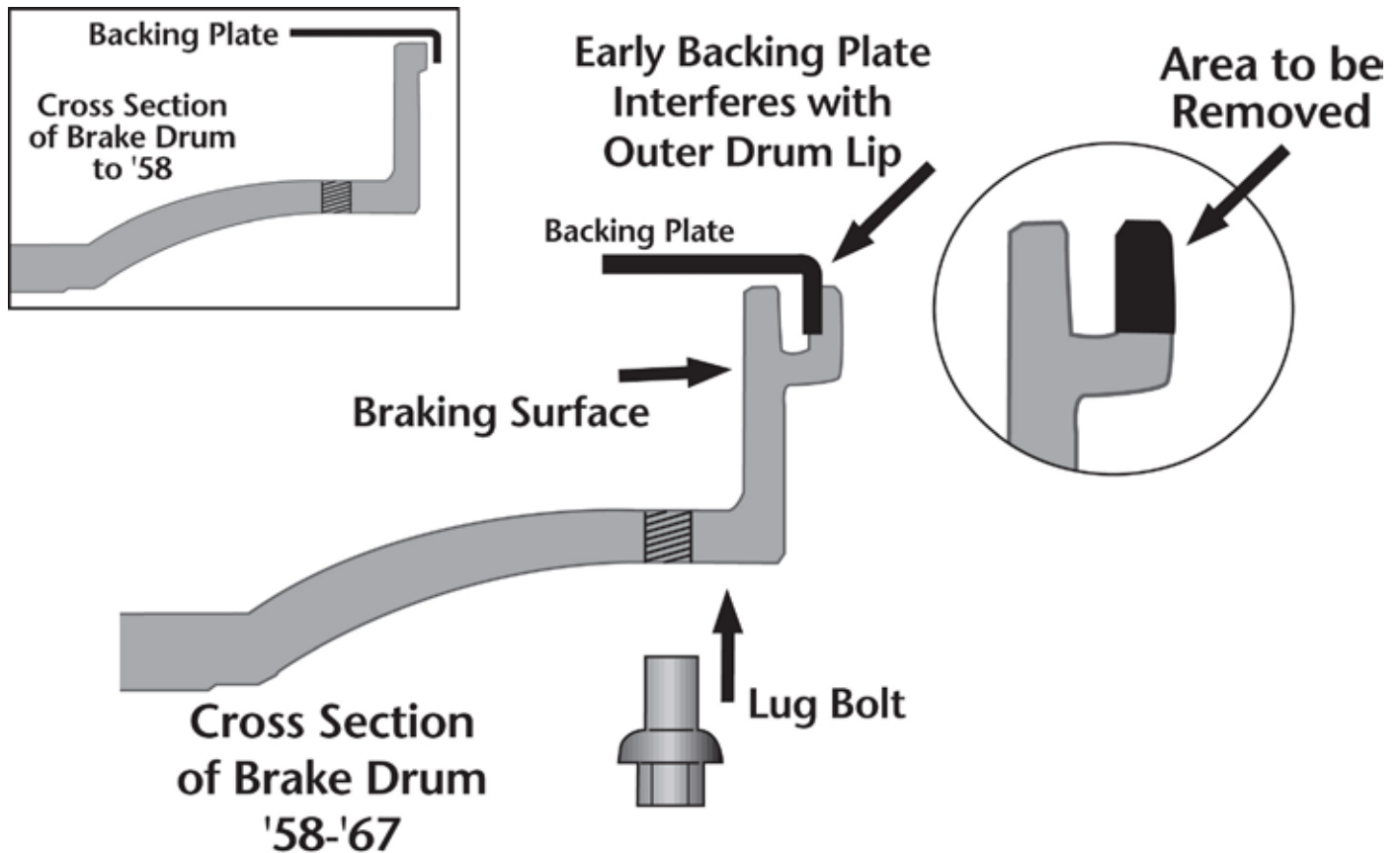
This offer is not available online

Modification to Later Brake Drum for Fitment to Early Cars

By Jon Lane

My rear brake drums were warped causing the brake pedal to dance under my foot. Under hard braking the shoes would 'catch' the high spot and the wheel would lock up. The brake cylinder for the drum in question gave out quickly as well, as every time the drum turned under braking the seals got a workout leading to premature failure and leakage. What to do? Have the drums turned. The thing is, with the age of our cars, there isn't much metal left, and the thinner metal just warps again. Ever try to find an NOS early brake drum for our Ovals and Splits? Uh Uh, Nope, Nada. How long do you wanna look? ...Bad Camberg is 4 years away ... Sure used ones are out there, but you're going to get the same problem all over again, and this time you paid money for that headache.

There is a solution. Call your favorite parts supplier and ask for a 58-67 drum. There are both German and Brazilian readily available. Ignore the parts guy when he says it won't work, you now know better. Take the drums to a local brake shop and have the outer lip removed as per the diagram. Any brake shop can do this, it is no more difficult than turning a disk or rotor. Voila Slap those puppies on and enjoy smooth stopping. One other bonus, as the splines are brand new, the drum fits very snugly and doesn't wobble, allowing you to get much better torque on the nut, and your wheels have a squared up surface to mount to. And if you are having trouble keeping rear wheel bearing seals from leaking, the non-square mounting face and loose splines is the cause - even though you've torqued the hell out of the nut. I'd like to thank Tony and Ron at Wolfsburg West for the brake cylinders, drums and the original idea to try this. Got a tech tip? Lived through something you'd not like to see your buddies suffer through?



Classifieds

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

MAXIMUM LENGTH: 75 Words

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

LIMITATIONS: Ads are published on a space available basis. Copy submissions must be typed or legibility hand written. ONLY VW parts, cars, toys or literature will be accepted. No cars for sale newer than 1982 can be accepted. VVWCA accepts no liability relating to the purchase of an advertised item.

RECOMMENDATIONS: Start your advertisement with the name of the item you're selling. Be sure to include the price and your phone number or an email address. Please do not use abbreviations. Your item will sell fasted if you clearly indicate the condition of the item

ADVERTISING DEADLINE: All advertisements must be received prior to the 10th of the Jan, Mar, May, Jul, Sep, Nov for the following newsletter.

SUBMIT YOUR AD TO: Howard Query, VVWCA, PO Box 1842, Mason City, Iowa 50402-1842

CARS FOR SALE

1956 VW 113 Sedan. Older resto. Lacquer paint. Black. Sec. acc., maintained turn key car. Nothing to do except drive and enjoy. \$19,500. Contact Phil (Hotdog) Weiner. If faxing (same number) call first. 305-552-0982.

1961 VW Beetle. Completely restored. L-380 Turquoise, many first place trophies. Runs and drives perfect. Call for details. \$8,800.00. Ralph Johnson. 302-220-6322. Bear, Delaware. Two good Volkswagens at newly reduced prices. Call me for info and mail fliers. 1.) 1982 Westfalia/Vanagon pop-top camper. Very good California. Mostly original & new brakes, tune, tires. Now \$6,000.00. Shows well and fund camper. Air cooled. 2.) 1982 Rabbit convertible. Very good driver. New Brakes, radiator, tires. Good original interior and top. Enjoy summer sun. Decent car now \$3000.00. Both need to be sold. Don Bowker. 330-274-8872. N.E. Ohio. Call before 10 pm EST. (June 2011)

FA complete VW Hobby. 1946 VW Model. New & used parts. Model cars. A VW Library. VW factory parts books. 3 cars for parts. Special tools. 860-868-2568. Everything VW related – one price. \$15K OBO. Garth Collins. Marble Dale, CT. (June 2011)

1968 Beetle. White with black interior. Needs nothing. Comes w/detachable tow bar. 207-460-3375. (Me.) Kenneth Taplin. ktaplin@wiinet. \$5000.00. (Aug 2011)

OTHER

Patches, Pins, stickers, decals for sale. 99% VW related. Prices start at \$1.00. 100 mil gas tank, in box and ready to ship. Koch resto. \$275.00 Condition 1-10, a good 10. After forty five years , it's time to unload. If it's VW Vintage, I'm sure I can help you. Call & lets chat. All times & shipping. Call Phil Weiner. 305-552-0982. Willing to part or sell it all cheap. (August 2011)

Way Out Salvage

Your Volkswagen's Best Friend

NEW AND USED VW PARTS



Home of the Baja Truck

See it online!

Bus & Beetle Parts

Engine Rebuilding

Over 500 Cars/Busses



823 Madison 3665 Kingston, Arkansas 72742

(479)-665-4126

www.wayoutsalvage.com

RESTORATION PARTS
Beetle
Karmann Ghia
Rabbits and Cabriolets

www.mtmfg.com

M & T Mfg. Co. 30 Hopkins Lane
S.Kingstown, RI 02879

Many parts of our own
manufacture.



MIDWEST VINTAGE

Providing Expert Service to the
Vintage VW Community for over 30 years

"DR" DARBY
MILNOR

847-417-5671

oldbugs@comcast.net

- Restoration
- Interiors
- Parts
- Service
- Consultation

Located in Lake in the Hills, IL 45 Miles N/W of Chicago
Local and Long Distance inquiry's welcome.

The Volkswagen Library



Volkswagen T3

Transporter, Caravelle, Camper, and Vanagon 1979 - 1992

By Richard Copping. First published in 2011 by The Crowood Press Ltd. Ramsbury, Marlborough, Wilshire SNB 2HR, England. >www.crowood.com<, ISBN 978 1 84797 239 2. Amazon Price: \$ 23.07. Hardcover, 127 pages, many colored high quality pictures and some black and white as well as many detailed drawings.

When Amazon notified me about a new book about Volkswagen by Richard Copping coming out I immediately reserved one. First of all, judging from past books by Copping I knew he has a better understanding of Volkswagen, the cars, its history and the inner workings at the factory and its management than just about any other author writing about Volkswagen. Obviously I was curious to see whether this brand new 2011 book had any new information, and I was very interested to know about the Vanagon the car this book is all about. I had a 1985 Vanagon and it was the best Volkswagen I ever had, more about that later.

The T3 was sold in the US as the Vanagon. It was the third version of the VW Transporter hence the designation T3. This book tells us the interesting story how this car came all about. We can read about all the internal struggles because of the lack of money at VW at the time and about how it was decided how best to handle the transition from air cooled engines to water cooled ones. As the book shows 12 different engine placements were considered for the T3. The Transporter that replaced the out going T2, known generally as the bay window Transporter because it had the large windshield instead of the previous split.

From the very detailed information in this book we find out that the Volkswagen management was completely confused about what engines to use and where to put it. It knew the old model, already 11 years in production had to be replaced because of its lack of power and being inefficient by using too much fuel, being too noisy and not having any decent heating and ventilation system. Diesel engines had to be considered too because these were becoming ever more popular in Europe and especially in Germany.

Despite all the arguments and discussions and all the meetings and proposals, the old 2 liter air cooled engine putting out 67HP was used again initially. It was the one used for the VW-Porsche 914 and the Type 4 previously. It was completely inadequate for the T3. It was realized at the time its introduction that there was no way Volkswagen could avoid going with water cooled engines all around after all other Volkswagens models had already switched to water cooling years before.

After two years a four cylinder, water cooled, 1600cc, 60 HP Diesel engine became available for Europe. Eventually in 1985 the diesel was turbocharged and produced 70HP. Why Volkswagen did not install a more powerful water-cooled engine as used for the Golf and Passat models, which would have made a lot of sense, the author never found out. What happened instead was that by 1985 an

opposed, flat four cylinder water cooled engine, generally known as the waterboxer, putting out 87HP, became available. That was also the engine used for the US.

One thing missing in this book is information about the fact that Volkswagen had actually developed a flat six cylinder water cooled engine with almost three liter displacement for the T3. The tools for this engine were bought by the German conversion specialist Oettinger, who made it available to general public. Some German fan magazines had some write-ups about this installation that were very positive.

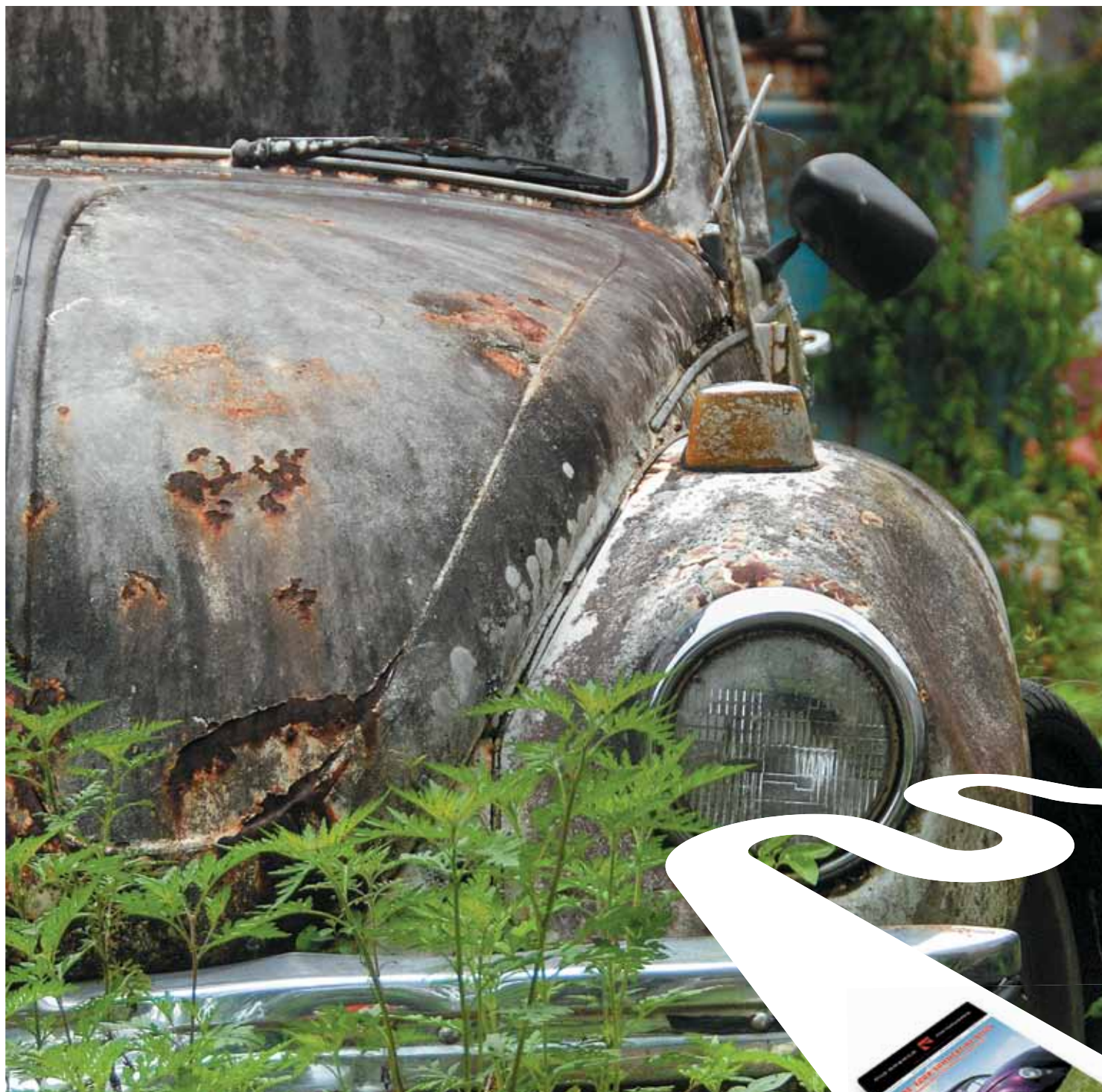
In 1986 I bought a silver Vanagon weekend edition. Weekend edition means the rear seat could be folded down making for a very comfortable bed. It had power steering and an almost always functioning air conditioner, a luxury I had never experienced in any of my Volkswagens before. Because I felt the Vanagon needed more power I contacted Oettinger by phone and in writing to get the six cylinder engine. They agreed to sell one to me. I went to Germany to buy the highly praised 6 cylinder engine. At Oettinger I was practically thrown out. Between the front door and the front desk an engineer told me to get lost because they did not sell anything to Americans because of legality problems and they were afraid of being sued. I would have paid almost any price to get this engine but should consider myself lucky because I later found out that this engine had a lot of problems with overheating. Besides, it probably would have caused problems with the DMV over here because of pollution requirements.

I used the Vanagon to take my four granddaughters on trips, many of them to California skiing areas. To have a decent heating system and air conditioning that almost always worked was a big plus. Claiming up the mountains was however always a struggle. Carrying 6 people with their skiing equipment was just too much. The 1.9 liter engine just did not produce enough power. And on level roads at legal speed the four speed transmission made the engine rev up to a frightening constant 4000 Rpm. Why the five speed transmission available in Europe was not available in the US is another mystery. The T3 was good car except for the lack of power and five speed transmission. It was roomy, very sturdy, designed with safety in mind, even using thicker than normal gauge sheet metal for the body.

Anyway, the T3/Vanagon was discontinued in 1990 with the T4 that finally had a more powerful 5 cylinder engine in front driving the front wheels.

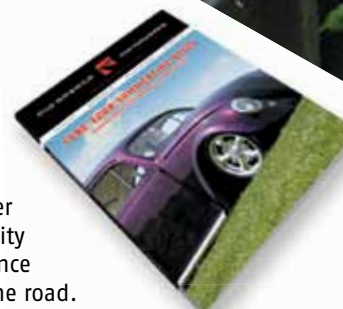
This book shows the immense knowledge of the author of all subjects dealing with Volkswagen as I had been aware of and mentioned before. He knows what he is writing about. It is not just only an assemblage of numbers and of well-known historical pictures, as many other books dealing with the Volkswagen subject too often are.

Heinz Schneider



We see what you see.

Trust Mid America Motorworks to help restore your hidden treasure to its former glory. With more than 40,000 high quality restoration, maintenance and performance products, we can get your VW back on the road.



**MID AMERICA
MOTORWORKS™**

Pursue your passion here®

**AIR-COOLED VW PARTS & ACCESSORIES
FREE CATALOG. REQUEST YOURS TODAY!
Call Toll Free: 866.377.2259 or Shop
volkswagen.mamotorworks.com**

17082 N. US HWY 45, P.O. Box 1368, Effingham, IL 62401
©2011 Mid America Motorworks, Inc. All rights reserved.

Key code VCN11