



VintageVoice

January/February 2014

Volume 39 • Number 1

The Vintage Volkswagen Club of America Newsletter • Established 1976



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by howard query

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As this year's VW season quickly approaches us, I am reminded to advise you by my conscious and my wife, that should you possibly spot a particular VW you'd love to own, step back, take a deep breath, shake your head several times and rethink the decision you're about to make. Last year, I had the great opportunity to work again with Mike Epstein shooting photos at the Volks-Westin VW Event in Westin, MO. The Mokaan VW Club puts on a great show held last year and this upcoming May scenic city of Westin, MO.

While Michael was busy shooting photos from the North Side of the event, I was scouring of South end of the show. The quality and quantity of the cars at this event was amazing. I'd shot some great photos, met with some folks I'd not visited with in years and then made one of the bigger mistakes of my life.

I often caution people who are interested in purchasing a VW to take it slow and do their research before they write the check. But, I'd pole-vaulted that thought when I'd suddenly spotted a 1973 VW Thing, sitting at the curb sporting a "for sale" sign on the windshield.

In the past, I have owned several Volkswagens of all shapes and sizes. I've owned a few standard Beetles, Ghia Coupe, Ghia Convertible, Super Beetle Convertible and a couple of different VW buses. I've had the opportunity of driving both a Kublewagen and Schwimmwagen. But I've never owned a VW Thing.

For some reason, once I'd spotted this car ... I became blinded to its imperfections. I walked around it car several times; attempting to survey every inch. I could see there were a few issues that needed to be addressed, but felt they were rather insignificant compared to what I'd had to deal with before. At the time, I didn't realize I was falling into my own trap.

The owner had told me that car was free of "visible" rust with exception of where the battery sat. Otherwise the floor pan was solid. He'd stated the car only had a little more than 42,000 miles on it. While there were some areas of repair on the canvas top, I was assured it solid and makes for a great fun in the sun type of vehicle. The gas heater had been repaired with exception of replacing the exhaust pipe ... otherwise it was ready to go.

As the hook sank deeper, I decided I'd buy it just as it sat. My emotions were running wild. This is the point where my conscious should have jumped in and warned we of the mistake I was about to make.

As I think about it now, very little negotiation occurred. A bought the car hook, line and sinker.

Nonetheless, I shook hands with the owner and made arrangements to return and pick up the "Thing" one or two weeks later. At the time, I could not describe the joy I had felt buying my first VW thing. A few weeks later, I'd returned to Missouri and brought it home. This is when the reality of it all set in.

Since I'd bought the car, I've replaced the windshield (I was told it had been in a sandstorm) I replaced the tires, completely rebuilt the engine and gas heater. The floor pan was repaired along with replacing to canvas top and frame. We had to replace a bent shift rod as we continually hit reverse every time I tried to shift into 2nd gear. The old Beetle style exhaust was removed and replaced with a stainless exhaust designed to fit a "Thing". I replaced the speedometer, gas gauge cluster and a few other various odds and ends. Rust repairs will soon be addressed, but will first require that I remove the body off the pan. The list goes on ... but I'm sure by now you get the idea of what I've been up against.

Please don't get the wrong idea; I don't begrudge seller



of the car. He had a VW to sell ... and I'm them moron who bought it. I'm upset with myself for making a mistake I've often warned others not to do. I bought this car allowing my heart to help me quickly make a decision. I then attempted to justify the purchase with logic. In a real world, this is a bad purchasing process. When deciding to make such a purchase, use as many resources available to you and research, research and research some more before writing the check.

Buying a VW can be a great experience. Owning an air-cooled VW will provide hours of enjoyment and a lifetime of pleasure. When you make your purchase, do it for all the right reasons. Do not purchase from the heart. Had I to do it all over again, one might ask if I would I have made the same choice? Probably not as there are far too many other opportunities out there waiting to be found, which probably would result in a lot less heartache and cost.

Almost one year later, the "Thing" runs great. The 1776 we'd built powers it along perfectly and the new set of BRMs gives it a rather classy look for what Volkswagen had referred to as an all-purpose utility vehicle. I'm happy now and I'm sure that once the prior owner cashed the check, he too was as happy as a lark. If you're attending the Weston show this May, look me up. We can discuss all the reasons why you should never allow yourself to buy a car based on emotion.

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 Renewals: \$18
 Online Edition Only: \$12.00

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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.

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The Building of Volkswagenwerks, the Town of KDF-Stadt and the Rebuilding of the Factory

From a Special issue of "Der Spiegel" ("The Mirror") which was a compilation of articles making a history of the Volkswagen, circa 1958.

Contributed by Michael Epstein

Dr. Bodo Lafferentz, Ley's aide from the Strength-Through-Joy office — "travel, hiking and holidays" — searched meanwhile for a suitable site for the factory and the town where the 30,000 workers and their families would live.

Lafferentz regarded this new task as a pleasant diversion from his occupation of organizing Strength-Through-Joy tours to Norway and Madeira. He had a miraculous talent for organization and spoke of himself as "an educated adventurer". But an intimate observer of events later paid him an extraordinary compliment. "Without Lafferentz the VolkswagenWorks, in spite of the Fuhrer's command, would never have been completed, would never perhaps have been built. The nerve with which he disposed of the innumerable bureaucratic difficulties, the bluff he employed to get the required labour and material, defies description. In the summer of 1938 one man alone in Germany was able to bring together thousands of builders and huge quantities of materials earmarked for elsewhere. This man was Lafferentz."

Lafferentz then jumped into a plane to look for a building site. Nearly 200 miles from the coal and iron district, he was captivated by the aerial view of the land on either side of the Mittelland Canal with its ploughed fields and asparagus beds, land which was owned by Count von der Schulenburg, who lived in his renaissance castle "Wolfsburg" near Fallersleben. "That's where it's going to be", declared Lafferentz.



The oak trees had to go. Von Schulenburg's home, Wolfsburg

Output being planned in millions, the distance from the Ruhr (notwithstanding the canal connection) would make it extremely difficult to keep up a steady and sufficiently cheap supply of coal and steel. But there was no room further to the west for the factory and its town. Besides, the planners had the splendid idea of industrializing the waste lands of Lower Saxony. Civilization was to catch up with even this quiet backwater.

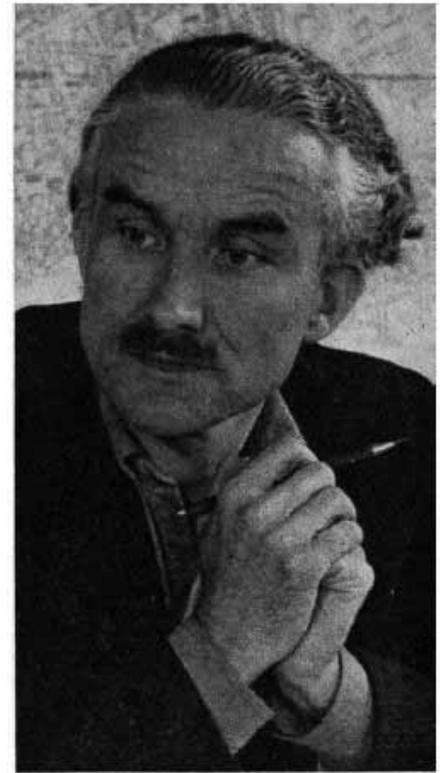
Lafferentz had made his decision by the time Count von der Schulenburg of Wolfsburg found a walking-stick which had been lost on his estate, and identified it as belonging to an airman who had been seen poking around between the autobahn, the railway line and the Mittelland Canal, investigating the area he had seen from the plane.

The count was on good terms with the minister in charge of the allocation of land, Kerrl, who had been born in the nearby village of Fallersleben. The minister knew nothing about it. However, that had no great significance. Lafferentz and Ley had made their choice and decision without consulting him. They consoled the count by saying that only 5,000 acres would be needed, although it must have been clear by then that altogether 15,000 acres were required. Two thirds were to be supplied by the big landowners: 7,600 acres by Count von der Schulenburg, 2,500 acres by Herr von der Wense. In addition, 28 other landowners had to sacrifice their land.

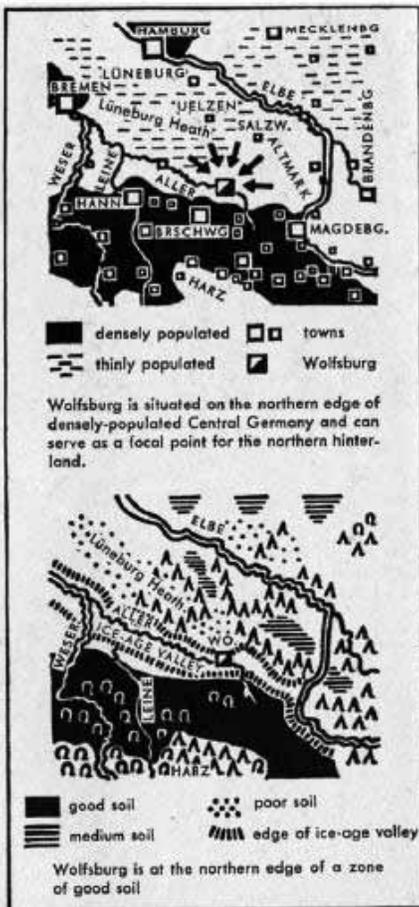
Although Ley brushed aside any opposition to the Wolfsburg project by invoking the Fuhrer ("The Fuhrer has made his decision"), conferences and inspections went on till January 1938. The Ministry of Transport had their doubts on account of the already overburdened double-track Berlin-Cologne railway, near which the factory was to be erected, and also because of increasing traffic on the already very busy Mittelland Canal.

The representative of the Ministry of Forestry regretted the sacrifice of Count von der Schulenburg's rare 80 to 100 year-old oak trees, which were bound to be ruined by the "Strength-Through-Joy" town.

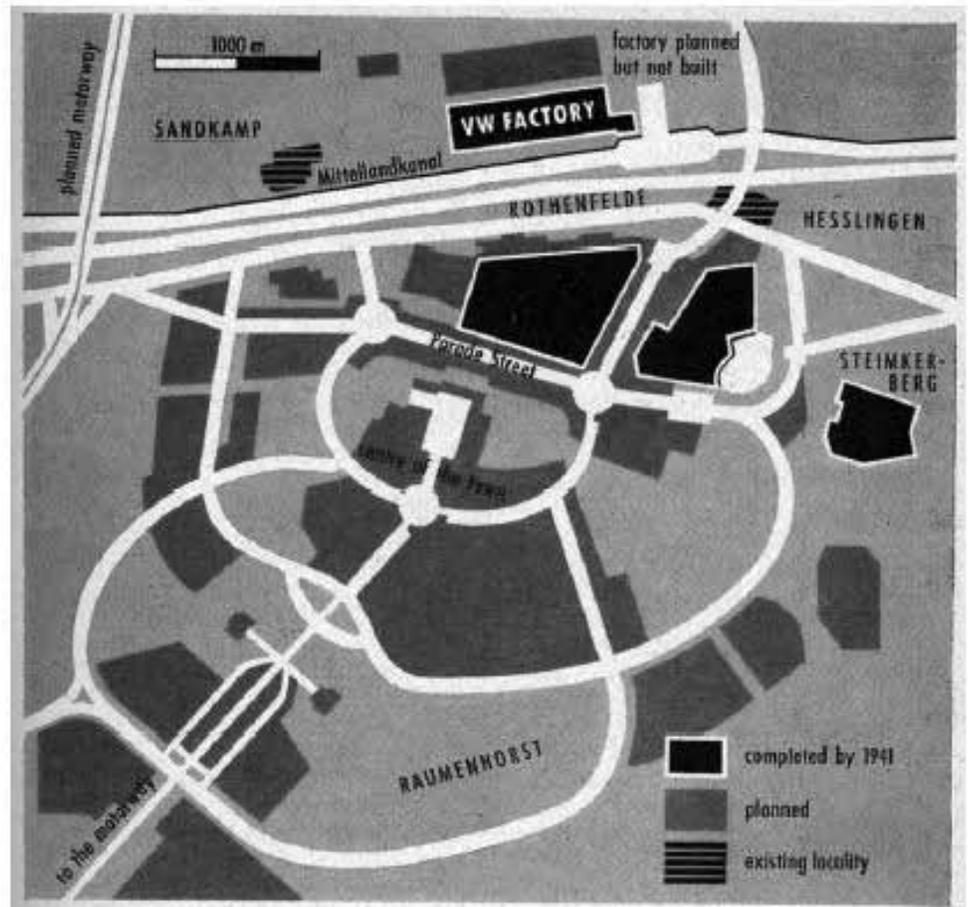
The Luftwaffe were altogether against it: it would be hard to find a more nonsensical spot, since the plant erected there would be a perfect target for air attacks, and any bomb that missed would hit the canal, the railway



"Do you want to build a town?"
Peter Koller who designed Wolfsburg



"Why just here?"
Area Map of Wolfsburg



or the town. (Ley: “The war will be decided in the east.”)

Count and Countess von der Schulenburg who were then spending more time in Berlin’s Eden Hotel close to the ministries than at Wolfsburg, relied alternately on technical arguments and on the help of insects: the Aller Valley and the wooded slopes of the Klieversberg owned by the Count, near which it was proposed to build the town, were so infested with mosquitoes, that no human being could stand it there. But Bodo Lafferentz was not the man to capitulate to mosquitoes. An entomologist was ordered to the Klieversberg, and this gentleman had the time of his life there: he caught over 70 different kinds of mosquitoes, identified them, attacked each species individually and later, when the water level in the earth sank as a result of building operations, exterminated them entirely.

In vain did the Department for the Allocation of Land try to divert Ley and his staff to the Fiirstenwalde-Storkow, Sten-dal-Tangermünde or northern Fallersleben districts. The arguments of Lafferentz and the town and country planner Peter Koller (dipl.-ing.) trumped everything. Tired of the Viennese school, young Peter Koller, who was born in Styria in 1907, had gone to Germany

to study with Berlin town-planners. Speer had not forgotten his young Berlin acquaintance, who had won an international competition for the reconstruction of Agram: when he himself had become a big man under Hitler, he tracked him down in the regional-planning bureau of Augsburg.

Koller was not attracted by the idea of collaborating in the great Berlin replanning project. Speer, as “Generalbau-Inspektor” (general building inspector) was top man there. But when Peter Koller was given the chance to be top man in designing the town of the Strength-Through-Joy car, he seized it.

He was a stubborn defender of the Wolfsburg site, and later he frequently expounded his reasons. “One can build a town only where there isn’t one already, and where no other town nearby would interfere with its growth. A town differs from any other habitation (settlement, colony, industrial village) through its urban functions. To a large extent a town depends for its existence on services —commerce, trade, the professions, culture, administration—which are required from it by those who live in the surrounding countryside. Only where such needs exist in the countryside can a new town grow roots. A glance at the little map will help to illustrate this. The thickly-populated territory of Central Germany lies to the back of us; in front of us is spread out a very thinly populated zone in which there are no towns of any size. There is a sharp border between them, almost without transition.”

“Map 2 shows us an essential condition for any settlement: the soil. Good soil lies behind us in a solid mass. In front of us there are only isolated patches of medium soil. We are therefore situated at the focal point of boundary lines. These natural conditions and their historical consequences, reacting upon each other, explain the existing lack of settlements and towns today. This state of affairs has resulted in favourable conditions for the creation of a genuine town, an act of home colonization.”

“One main condition was a favourable situation near rail, water, road and autobahn, one which would not entail putting too great a strain on the already overloaded junctions. A fundamental requirement of town and country planning is to avoid areas, in selecting a site for a town, where traffic is already heavily concentrated.”



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Koller counted on factors which have not to this day been realized. He counted on a completed autobahn via Wolfsburg, and not on 12 1/2 miles of winding road which separates the Wolfsburg of today from the east-west axis of the autobahn (Berlin-Cologne). He counted on a completed north-south axis through the Wolfsburg region, but this reaches only from Frankfurt to Northeim. No uninterrupted autobahn exists today between Cottingen and Hamburg — therefore Wolfsburg has no easy access to any north-south connection.

Peter Koller had nothing to do with the building-of the factory itself. He planned only the town. His plan was preferred to one made by three Brunswick professors. With the fresh approach of a young man — he was only thirty at the time — he set to work in 1938 to turn his vision of a gigantic plantation of human beings into reality. His urban utopia was a “living machine” for the new man whose existence was conceived of only as a function of the car works on the other side of the canal.

Peter Koller wanted to build, sector by sector, his nightmare of bricks and cement from east to west in the form of a U-shape network of streets, the open side of which looked towards the main road, canal, railway, and the mile-long front of the factory. The main thoroughfare was not meant to be quite so grand as the avenues planned by Speer for Berlin, but it was 100 metres (about 100 yards) wide even so, north of the “crest” of the town — the crest which was designed, like the Acropolis, to rule over Koller’s town, complete with Nazi party buildings, theatre, great hall, palace of culture, and terraces which ran down to the main thoroughfare and the town hall.

On Ascension Day, 26th May 1938, Hitler came to Wolfsburg to lay the foundation stone of the Volkswagen Works, and Bodo Lafferentz on the festive platform surrounded by flags told his Führer: “... the Minister of National Coordination (Reichsorganisationsleiter) has directed that a sum of 50 million marks (£ 21/2 million) shall be put to immediate use. In spite of the

enormous difficulties, we have plunged right into the work. We have given priority to the needs of the designer, Dr. Porsche .. “The price of the Volkswagen is a miracle. It will be only 990 marks (£49 10s) cost price. To ensure a market for this vast under-taking the car must not cost more. It presents therefore one of the most extraordinary and difficult tasks which can only be undertaken by the German Labour Front.” (The German Labour Front was to take over the distribution through its head offices, and thus cut out the middle men.)

“Over there at last our new town is being built. On completion it will have a population of approximately 90,000. The beautiful wooded countryside offers opportunities for excellent urban development so that the town which is growing here will range among the most beautiful in the whole world.”

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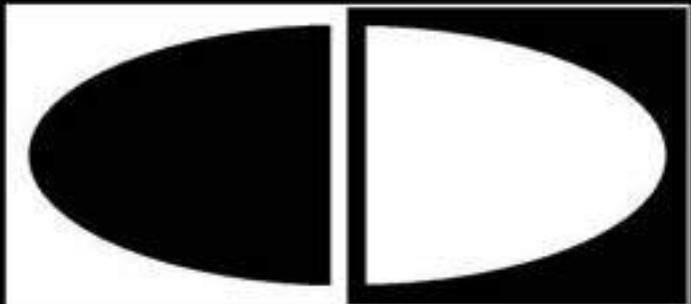


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Hitler: "The car shall be named after the organization which does most towards bringing joy, and therefore strength, to the mass of our people. It is to be called the Strength-Through-Joy car. I lay the foundation stone in the name of the German people. This great work shall be achieved through the strength of the whole German people, and it shall serve to give joy to the German people."

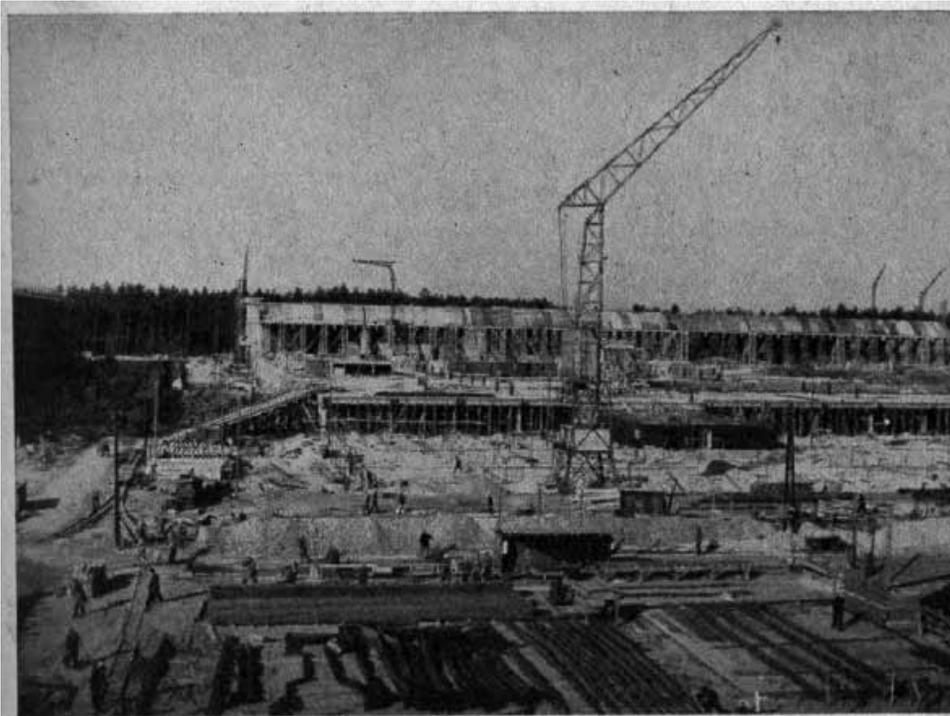
The Führer was taciturn and sullen during that Ascension Day. We have since learnt why. Two days later he gave the order to prepare an armed entry into Czechoslovakia.

The fact was later used as one of the strongest arguments in the action which Volkswagen investors brought against The Volkswagen works, — that the whole Volkswagen programme was an international swindle from the very start. And that the actual defaulter was Hitler himself.

But on Ascension Day, when the foundation stone was laid, quite a different impression was given. District President Dr. Glehn, who was in charge of the district of Wolfsburg, was full of enthusiasm. "Here the high ethic of work, the fountain of every positive approach to life, shall find its perfect expression."

The reporter of the *Hannoverscher Anzeiger*, who was present at the ceremony of laying the foundation stone, had this to say on 27th May 1938: "A small world is being created. The calm of this clear landscape of Lower Saxony was shattered by the fist of a Cyclops. But he is a modern Cyclops, and knows the beauty of work. From this place, one sees beyond the canal the gently undulating wooded hills. There Germany's most modern and most beautiful workers' town will arise. Happy men who one day will find their home there."

For the time being, columns of happy men were mobilized by the Italian Minister of Labour, Cianetti, from the list of the unemployed in Mussolini's Empire. They were stationed in a red-brown barrack town on the highroad between Fallersleben, the birthplace of Hoffman, who



Under the first of Cyclops. Work on the plant has started (1938)



Crowds around the show-piece (1938). From "the circus ..."

wrote the words of Germany's national anthem, and Hesslingen, a little village of 800 souls. The chianti bottle and the knife ruled the scene together with the rhinoceros whip in the wooden tower of the SS-observation camp. In charge of this Babylonian building were those drafted out of German industry.

The publicans and grocers of Fallersleben, Hesslingen and Vorsfelde had turnovers and turnover-taxes greater than they had ever dreamed of. Girls awaited half-Italian children. The peasants of Hesslingen and Wolfsburg-Rothenfelde now paid rent for the soil they worked, for it no longer belonged to them. Konstantin Hierl's labour force tore open the earth to bury sewer pipes beneath it.

By the time the wall of the 1350-metre-long factory front (a little under a mile long) had risen up half-way from the ground — because of the solid cement foundation, the building has no cellar, the equivalent of the basement is the ground floor, production taking place on the floors above — only insignificant excavations had been made for the workers' paradise in the green country on the other side of the canal. The chairman of the Luneburg local government had stated that, because of the current building regulations with respect to flat country, he could not permit the building of the projected three-storyed houses.

Thus time went by with nothing being done until the Society for the Development of the German Volkswagen had succeeded in establishing that the Volkswagen town should be included among those towns to which the law of October 4th 1937 applied — the law respecting the redevelopment of German towns.

The decree was announced on 20th July 1938, but a few days later Hitler gave the signal to begin the construction of the Siegfried Line. From one day to the next, every single builder was ordered to the West. The start on the building of the Strength-



Through-Joy town was postponed once again — this time till September.

In September the building materials were requisitioned. By May 1939, the only completed building in the Strength-Through-Joy car town was a hostel for single people. Another short interval and then the Nazi party's "Peace Day" was suddenly cancelled. War had broken out.

In 1941 the tiny completed corner of the most eastern sector was left, a torso of Peter Koller's drawing-board plan: 2358 flats had been occupied when, in December 1941, the Chancellory decreed that the rebuilding of German towns was no longer essential to the war, and that the personnel was to be transferred to the Wehrmacht and the Todt Organization.

Even in peace time, when Germans were stamping their Strength-Through-Joy saving cards — approximate value 300,000 Volkswagens — the Ministry of Armaments had looked over the shoulders of the designers at Zuffenhausen and made its claims. Porsche's staff must prepare designs for a military Volkswagen.

To switch over from motorizing the people to

motorizing the army did not cause Porsche and his staff any difficulty. Horsepower, planned at 22 to 23, was raised to 25 to satisfy the requirements of the Ministry of Armaments. The cylinder capacity was increased from 1 litre to 1.13 litres.

In 1938 the trials of the Strength-Through-Joy sedan were still dragging on while Ley — to Porsche's annoyance — demonstrated to vast crowds the models which, not without difficulty, he had come by. (Porsche's brief comment on this: "A circus '.) Only experiments with the military Volkswagen, went on systematically.

Not a single Strength-Through-Joy saver has ever been fortunate enough to feel a Volkswagen accelerator under the sole of his shoe. When in 1940 the factory began production, one department alone built the chassis for the military Volkswagen: the bodywork came from Berlin. Later an amphibious version was added. Altogether during the war (1940—1945) 55,000 military VWs and 15,000 amphibious VWs were manufactured. The remaining sector of the Volkswagen works produced spare parts for bombers, mines and all sorts of other weapons.

These military and amphibious Volkswagens proved to be the best vehicles employed in warfare on all fronts. The air-cooled Porsche engine (equipped with an oil cooler which till then only first-class sports cars had possessed) did not get too hot in Rommel's desert, nor too cold in the semi-arctic conditions of Northern Norway or those of Russian winter battles. Where the Horch, BMW and Tatra cross-country vehicles would no longer start, the Porsche engine purred away after the starter had been turned a couple of times.

Where the wheels of heavy vehicles got stuck in the bottomless mire of the central front or failed to grip in the dust of parched sunflower fields, the light Volkswagen churned its way through.

Where the ordinary motorized infantry got stuck and were unable to move their sidecar motor cycles an inch — they had not yet been replaced by the amphibious VW — the motorized SS- infantry with their amphibious Volkswagen reached the day's objective. But the day's objectives grew closer to the German frontier, and bombs and a shot-down bomber fell on the plant from which the cars came. By the spring of 1945, 60% of the workshops were destroyed.

The American armoured cars which thrust into Lower Saxony stopped six and a quarter miles from Wolfsburg: the town of the Strength-Through-Joy car was not marked on their maps. Then four men approached the first jeep patrol, among them a displaced French priest, and a man who, to the surprise of the G.I.s, could speak broad American English — one of those unfortunate Americans from Detroit. The deputation desperately begged them to occupy the no mans' land, for the freed slave workers were running wild and on the verge of taking bloody revenge on the inhabitants of the barrack town.

The Americans found by the Mittelland Canal a smashed, plundered colossus, a petrified chaos. Four weeks later they handed over Lower Saxony, including Wolfsburg, to the British.

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SWF Wiper Motor for Super Beetles

By Jack Ashcraft

Volkswagen used a whole lot of different or slightly different windshield wiper motors over the years, mostly made by either SWF or Bosch. The model shown here is one of the first “barrel” style motors. These are usually more reliable, but in the end get tired and either run slow, erratically or not at all. Age and usage take their toll as do extremes of temperature.

The exploded view drawings show the major parts of this SWF motor assembly.

1. The main barrel. At the back is a bronze bushing. The two opposing permanent magnets are held in place with a pair of steel pins and flat bowtie shaped clips. The opposing modified rectangular holes in the case are for mount tabs that hold the main motor body to the barrel assembly.

2. The armature assembly. The small pin on the extreme left is actually an end thrust bearing that fits

into the end of the armature shaft. The large armature windings are next, then the commutator, and finally the spiral drive screw.

3. The main [assembled] body of the motor. You can see the external wiring and the frame mount. The drive shaft for the wiper mechanism is on the opposite side.

4. The main motor body[disassembled] with the contact plate removed and rotated 90 degrees to the left.

5. Gasket.

6. The contact plate. Note the three contact arms. These are spring brass material and contact the irregular flat plate inside the drum gear and drive shaft assembly [7].

7. The drum gear and drive shaft assembly. The drum gear is a white plastic material. The steel drive shaft is swedged into the plastic gear. The irregular stainless steel contact plate has three tabs that extend through the plastic gear and hold the plate in place. The irregular plate and the three contact arms provide the self parking feature of the motor.

8. Another view of the main motor body. This assembly faces the barrel and is on the back side of the assembly as shown in 3 and 4. There are three brush assemblies that are crimped to a phenolic plate [shown in shaded lines]. The brush on the left is GROUND. The top right brush is for SLOW speed, the bottom right brush for FAST speed. The phenolic plate is located [and insulated from the motor frame] by three rubber stand-off pins.

The electrical circuit is virtually the same as for the earlier SWF wiper motors [see my earlier article in V V on those motors].

The reasons this style of SWF motor give up the ghost are similar to other styles--the brushes wear



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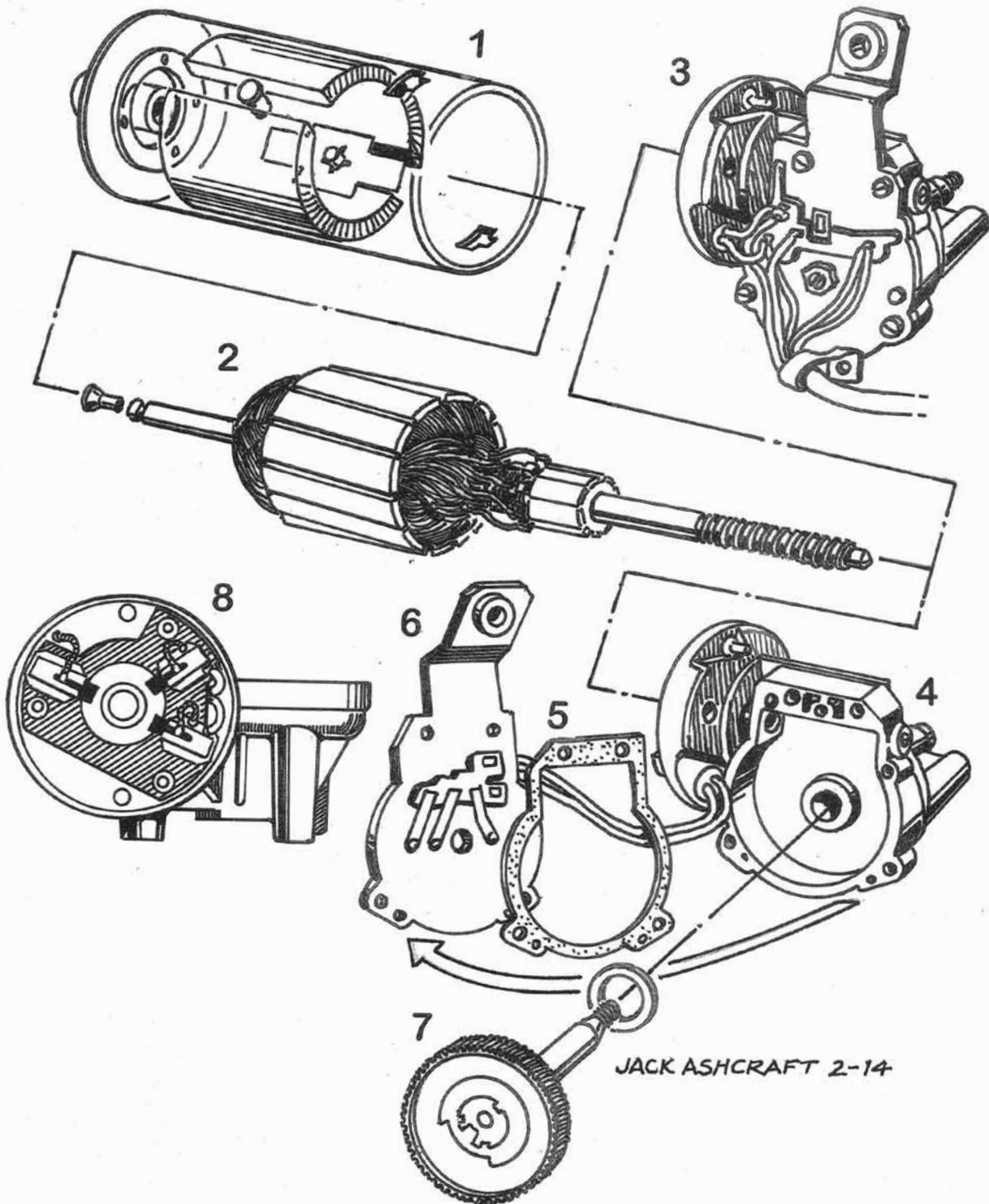
Registration from 8:00AM to 11:00AM. Air-Cooled and Water-Cooled Participant Judged Classes.

Awards presentation around 4:00PM: Water Cooled & Air Cooled Best of Show Awards.

VW Camping at Louisville SRA. For Club Camping Info: Contact Ron Bechdolt: ronbechdolt [at] gmail.com. Friday night campfire festivities including a “bring your own” cookout. Award for the “Best Campsite” Raffle prizes all day long including a 50/50 raffle with proceeds going to Louisville Public Library.

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SWF WIPER MOTOR FOR SUPER BEETLES



out, the commutator gets burned, the old grease hardens with age, or the output shaft gets torn loose from the drum gear. The latter trauma is usually caused by the driver attempting to operate the wipers when the blades are frozen to the windshield. That's the bad news.

The good news is that unless the armature is burned out, the motor can usually be repaired and reconditioned. This could be the sensible way to go, given--according to a number of V W repair shop owners I have talked to-- the rather alarming failure rate of Chinese-built new wiper motors. Your choice, as always.

Window Channels

As part of my volunteer job with the AARP Driver Safety Program, I recently had to drive from Reno, Nevada to Ely NV, a 650 mile roundtrip. It was November. I had to cross seven summits along US Highway 50, described as the loneliest road in America. Knowing that I might encounter snow, I decided to drive my 1974 Beetle with 287,000 miles on the odometer. A proven snow car. I can easily mount chains on it if needed.. It runs well. The engine was overhauled once at 190,000 miles. The car has been in the family for 36 years and in my possession

for 27. I made good time on my trip. The car performed flawlessly and I averaged 31 mpg. On long trips, did you know that my 6'2", 185 lb body finds the seats of an old Beetle decidedly more comfortable than those in a 2007 Subaru Impreza, for example? Newer doesn't necessarily mean better.

The outside window scrapers on my Beetle had deteriorated. New ones are readily available, though not cheap (about \$40 each) since the chrome strip surrounding the door window is part of the replacement assembly. Neither the Haynes manual nor John Muir's "How to Keep your VW Alive" describe how to replace the window scrapers. I started on the driver's door and found it to be a most frustrating and time consuming procedure. The words I used are not fit to print. The other door was easy. Here is the step by step procedure I developed:



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- Remove door panel.
- Remove lower bolt on window regulator. Leave window regulator in place.
- Unbolt door window and slide out carefully through bottom of door.
- Pry out felt channel, clips will probably break, replacements are available.
- Unbolt wing window and drill out hinge rivet. One screw is underneath felt channel.
- Unclip and carefully remove inner scraper before removing wing window.
- Carefully slide out wing window, leave rubber seal in place if it is still in serviceable condition. I replaced the seal on one wing window and find that the window is very difficult to close since the new seal is just a little bit too fat.
- Rip out old outer scraper.
- Clip in new outer scraper.
- Reinstall wing window with rubber seal in place carefully, don't damage scraper and felt channel. Replace the hinge rivet. If you don't have a riveting tool, a small nut and bolt will do, however, this will compromise security.
- Reinstall inner scraper.
- Slide in door window and bolt it in.
- Roll window up and down and make final adjustments.
- Replace plastic sheathing if needed, make sure drain holes on the bottom of the door are clear, reinstall door panel.



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Ragnar Kuehnert
Reno, NV

How to Paint a Beetle for Less Than \$100

My trusted daily driver, a 1974 standard Beetle with close to 300,000 miles, was beginning to look shabby. It had received a quick, inexpensive respray after an accident about 30 years ago. Its orange color would no longer take a shine. There was also some rust along the seams where the fenders join the body. I had been to a few car shows and admired the better than new paint jobs on some refurbished classics. I also learned that they cost thousands of dollars. Then I ran across an article in an auto restoration magazine at the local library where a fellow described how he painted his pickup with a 4" foam roller after reading about an experiment done by Hot Rod Magazine. They took a Ford Falcon needing lots of TLC and refurbished it. It included a new coat of paint applied with a foam roller. The result was quite satisfactory. Complete details including pictures can be found at www.hotrod.com/techarticles/body.

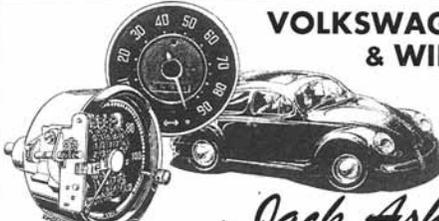
The article recommends the use of Rustoleum oil

based paint. I wanted a color close to the original signal orange, Paint Code 204. This color is not available from Rustoleum. A local paint store custom mixed a gallon described as Ppg True Finish Alkyd, Fiesta Orange, Formula: UO-2X TW-1X MY 8X, at a cost of \$49.97.

In the summer of 2013, I removed the bumpers, fenders, chrome. Lights, outside mirrors, door and trunk handles and went to work on the fenders on an old picnic table in my backyard. Rust repair, sanding and priming was tedious and took a long time. Finally, it was time to paint. Thinning the paint 50/50 with mineral spirits I applied the first two coats. It looked awful. The primed areas still showed through. But with every coat the looks improved. I allowed 24 -36 hours drying time between coats and wet sanded after every 2 coats with ever finer grit ending with 2000 after 8 coats. For areas inaccessible with the roller, I used a small foam brush. I later learned that some paint stores will fill spray cans for you. This would be an improvement over what can be achieved with a foam brush. I then machine buffed all areas first with a foam and last with a wool pad.

The result is quite pleasing even though I was not able to eliminate all orange peel. It looks stunning from 10 feet away. Total cost counting all materials, tools, weather-stripping and new headlights = \$245...

Ragnar Kuehnert
RKuehn5112@aol.com



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THE STRUGGLE TO REPLACE THE BEETLE

The EA 48, a smaller Volkswagen

Many variations of Beetle replacements were under development during the early 1950s. The car we are looking at today was not actually to replace the Beetle but to supplement it. A smaller Volkswagen; some called it a smaller brother. It was assigned development number EA 48. The list of requirements for this new model stipulated for it to be a smaller and easier to manufacture car. Its looks were not considered important; on the contrary, since Volkswagen did not yet have its own testing grounds it had to be tested on public roads. It was thought the less attractive the prototype the less likely it would be recognized as a serious attempt to be eventually produced by VW. I think they succeeded in that respect.

While Beetles were really selling well and the waiting list for them was getting longer, the Beetle was not really a Volkswagen for the ordinary folks in Europe. People with less income had to look somewhere else for transportation. Most Volkswagen sales were to government entities, professionals like doctors, large corporations, or business owners. Very few people in Germany and in the rest of Europe were able to afford a car at all. If they did, it had to be one with a small displacement engine and at a low price. Another factor favoring the purchase of smaller cars was that the German car tax rate was based on the size of the engine calculated in increments of 100 cc. The regular Volkswagen Beetle while not real powerful had a rather large displacement engine. A 1200cc engine was considered more like for a middle class car at the time.

Motorcycles were in great demand making for instance the NSU Company the largest motorcycle manufacturer in the world. But even motorcycles had rather small engines. The



majority having only 98cc or 125cc. Very popular at the time were bicycles with small engines attached. There was even a small 18cc Diesel engine built by a company called Lohman used for that purpose. The joke was that its consumption was measured by how many table spoons of fuel it used. My guess is that it got about 450 miles per gallon. Doing research for this article I was surprised to see how much information about this particular small Diesel engine is still being discussed on the internet, this is after more than 60 years.

The allied occupation powers had instituted a completely free capitalistic enterprise system in occupied Germany, which encouraging every blacksmith, agricultural equipment and bicycle manufacturer to start building cars. I have a book that lists 24 different small or midget cars as many called them.

Some had only a 1 cylinder, two stroke, 200 cc, air cooled engines most of these engines were supplied by two main engine builders, Sachs and ILO. These same engines were also often used to power motorcycles.

Manufactures of these midget cars included ex-airplane designers and manufacturers. Best known of these were Messerschmitt, Dornier and Heinkel, to name three. While most of these small cars sold very few, less than a hundred in some cases, others reached sales of thousands. Even considering the extreme conditions existing after the war all the small vehicles mentioned could only be considered transitional modes of transportation. Most were very primitive, often described as ersatz cars bought by those who could no afford a real car like a Volkswagen for instance.

While Volkswagen did sell all the Beetles it could build, they nevertheless decided that just in case economic conditions would not improve they better had a small car available also. That is why the development of the EA 48 got underway in 1953. The Volkswagen EA 48 did depart from the principal design characteristics of the Beetle. It had a two cylinder air cooled boxer engine located in front of the transaxle driving the front wheels. The body was of a unitized design, a feature desired by Nordhoff because of its lower production cost. According to the author Arthur Railton, in his book "The Beetle", the Volkswagen Beetle had the most expensive body of any mass produced car ever built. For that reason this small car under development did not have a body bolted on a platform like the Beetle. Another interesting feature was that the whole front body, the fenders as well as the hood was formed in one piece, just like the six years later introduced Mini Minor from England. This layout gave excellent accessibility to all the mechanical components in front. The car also had McPherson type coil springs on all four wheels, instead of torsion bars as used for the Beetle.

The engine has often been described as half of a regular Volkswagen engine. That seems to apply only to the number of cylinders, because half a regular Volkswagen 1200 engine would have 600 cc's and probably would not have put out more than 15 hp. In the official Volkswagen Museum catalog the engine is described as having 700 cc, putting out 18 hp at 3000 RPM. Bernard Wiersch, the previous head of the VW museum, in a book he wrote in 2005 claims the car had an 800 cc engine, putting out 23 hp at 3000 rpm. This discrepancy probably is caused because two slightly different engines were under consideration and actually built and tested.

Two EA 48s were built and extensively tested; one survived

and is now on permanent display at the Volkswagen Museum in Wolfsburg, while the other one was junked. I took a number of pictures of this car during one of my visits to the museum; including a shot from underneath because I was curios to know how the independent rear suspension worked, as well I wanted to know what kind of fan they used to cool the engine. I was not successful in getting many of the details I wanted and I guess I may have to wait for my next visit.

The EA48 supposedly drove and handled very well except the engine in front transferred a lot of noise into the passenger compartment. It did have many other advantages that Volkswagen should have pursued. With its front engine layout and its fuel tank under the rear seat made it a safer car. Because of its square back design and its small 13 inch wheels it had a surprisingly large interior, much larger as the Beetle. Many of these features did not appear on a Volkswagen again until more then 20 years later.

By 1955 it became obvious that the market in Germany for midget cars was shrinking. Having only small production runs, these small car manufactures just could not compete pricewise with the mass produced Volkswagen Beetle. To cover their manufacturing costs they had to charge more for their cars as Volkswagen did. As a result, almost all of the small car manufacturers went into receivership. Volkswagen, with the "German Economic Miracle" in full swing, was still not able to fill the demand for its Beetle. Volkswagen management realized that future demand would be for larger cars and that was where most of future VW development work would be concentrated on.

Heinrich Nordhoff

He has been dead now for over 45 years and perhaps it is time to have another look at the man who is credited for having put Volkswagen on the map. At least as far as its after war commercial success went. His public image was largely formed by his very capable public relations man, Frank Novotny, who had considered it his calling to create a very favorable image of him and of Volkswagen. Novotny did not only create Nordhoff's persona for the media and to the public in general, but also to the employees at Volkswagen.



He saw it as a priority for Nordhoff to have the employee's confidence and to motivate them and melt them into a team and it worked. The day Nordhoff died, at the public viewing of his body, Novotny said, "Here goes my best work".

At the time Novotny started to work for Volkswagen, it was important to deflect the Nazi image from the car. The best way was to build up Nordhoff's anti-Nazi stand he had taken throughout his life and make him the great industrial leader by the expert polishing of his reputation by Novotny and his public relations department.

Nordhoff's rise to become the great leader started in 1947. After about two and a half years in charge of running Volkswagen, the British Control Commission of Germany, the CCG, decided to look for a qualified German to handle the day-by-day operations of the VW plant. The search to find the a capable person had been an ongoing problem for Colonel Radclyffe, who was in charge of light industry in the British zone of occupation and Major Ivan Hirst the senior officer at VW. A couple of candidates, Rudolf Brörman, and the lawyer Münch, had been tried, but none of these had worked out. The first one tainted by his alleged Nazi background and the other one for being inept, not having any car experience.

In 1947, Wilhelm Vorwig, who was working in Radclyffe's office as a facilitator between the British representatives and German Industry suggested to Radclyffe to ask Heinrich Nordhoff. Vorwig knew Nordhoff from the time of the development of the original VW prototypes in the thirties were Nordhoff spoke out in opposition to the Volkswagen idea. Nordhoff had represented Opel, the German General Motors Company's opposition to Volkswagen during the many discussions between Porsche and the German car industry. He did not at all like the idea of the government sponsoring a car design and forcing it to be built by the German car industry. He repeatedly pointed out the foolishness of trying to build a government-sponsored car. He had only disdain for the Nazis and he never hesitated to speak his mind. At Wilhelm Vorwig's suggestion, Colonel Radclyffe approached Nordhoff and offered him the position of production manager at Volkswagen. Nordhoff was however reluctant, he still was very much opposed of the Volkswagen idea and Radclyffe had to do some convincing and met Nordhoff a few times before Nordhoff finally agreed to look into it. Nordhoff did spent a few days at Wolfsburg where Hirst introduced him to the PR man Novotny and let him show the factory and the village of Wolfsburg

A friend of Nordhoff took him for this first visit to Wolfsburg, as Nordhoff told the story, his friend refused to drive him close



to the plant because of the bad road conditions. The friend was afraid of damaging the suspension of his car. A good indication of how conditions were at the city of Wolfsburg and at the factory. Nordhoff was surprised to see the primitive barracks of the city itself. It looked like a shantytown to him. He really struggled with himself to come up with a decision. He did not like much what he saw, on top of that, as has been mentioned, he had never liked Volkswagen in the first place, not the car and not the whole idea behind it. This reluctance on his part probably gave him the fortitude to go for it all, and to ask to be put in complete charge of the plant without any outside interference. A kind of take it or leave it attitude. Since Radclyffe felt he had the right man he was willing to give him what he asked for.

It was thought that he British would not give up supervising Volkswagen completely once Nordhoff was installed but in fact they pretty much left Nordhoff alone to run the show as long as he supplied cars to the occupation forces. They liked what he did and kept their distance, it became soon apparent; that with his experience acquired by Opel about American methods of mass manufacturing, they had picked the right man for the job. Hirst did hang around for a while but was transferred to Hamburg 6 months after Nordhoff's arrival. Ivan Hirst had considered Nordhoff an enigma and hard to figure out, "a cat who liked to walk alone". From my research it is obvious that Nordhoff played his cards very close to his chest and did not seem to have many friends.

Nordhoff ran Volkswagen from January 1st 1948 until his death April 12th 1968. Over all of these twenty years he had a free hand running the company as he saw fit. The success of the company he ran was so overwhelming that neither the government nor the unions tried to interfere and they all covered in reference to the great Nordhoff. Nobody dared to criticize him. He, with his strong opinions and decision making skills more than anyone else had left a lasting imprint on the early days of Volkswagen. He convinced everyone that

his way was the only way and that only he knew what was right for Volkswagen. He claimed his biggest achievement was to stick with the Beetle and publicly dismissed ideas of catering to the buying public. It was his opinion that customers' demands or tastes should not have any influence on the cars Volkswagen was building. The engineers, of whom he was one, should be the ones deciding what was right. Another believe he expressed was, after the public demand for cars suitable to be driven at higher speeds on the Autobahn, that the average German driver really was not up to driving at high speeds. May be it was this believe which guided him in his decisions to only reluctantly agreed to increase the power only gradually of Volkswagen cars, even though this was the number one grievance by Volkswagen owners.

In retrospect it needs to be mentioned that Nordhoff was not able to decide on a Volkswagen Beetle successor. Even before his death it had become apparent the Beetle days were running out. His successors had a major struggle on their hands to switch VW from air cooled cars to water cooled ones. With more foresight and with his strong influence a decision could have been taken sooner. It would have saved a lot of grief and money because at his death he left Volkswagen in a very precarious situation.

Letter: VW In America

Reading "VW in America" in the Nov/Dec 13 issue of the *Vintage Voice*, I got thinking when I reached the "reason for buying section". I bought my first Beetle, a nicely kept (except for valve adjustments) second-hand 58 sunroof model, in 1963. I was 20 at the time. Economy of operation was something I was aware of, but it not a big factor. I had access to agricultural gas (illegal, but nobody was looking). Handling and parking? Definitely a factor. Low initial cost? Not really. Buying used, I had a lot of low cost options.

Beyond those three considerations, the other reasons I bought that VW were: I thought (still think) it was beautiful. Not just not ugly—beautiful. Who wants a car is trying to look like a fighter plane or rocket? What are we, children who have to drive fantasy toy? Ugh.

Then there was fit and finish. Many forget now that the surviving American cars of the 50' and 60' have been meticulously (over) restored, how poorly body panels were back then. How badly the trim was fastened on, how poorly the doors opened and closed after a few

thousand miles had gone by? Paint often had flaws just as the interiors.

The Beetle by contrast was a marvel of assembled perfection. Though it was five years old when I got it, it still had to fight a bit to close the doors for as long as I had it, another five years. And this with a fabric sunroof.

I did not think it had too little power – other cars had too much (a difficult concept for most Americans to grasp, I admit) And I enjoyed not having a gas gauge. That lever on the firewall forced to stay alert, kept you on your toes, so to speak. I only ran out of gas once, on the Steel Bridge in Portland Which has steel barriers between each lane, or had, so nobody could pass, until...

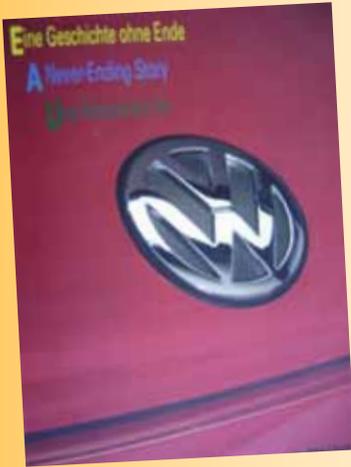
More heat would have been nice, but I just learned to bundle up. Good practice for these latter days when using less and less home heating fuel for the usual reasons, I wear a winter coat and pants indoors in winter...

One thing that *really* bothered me was the inadequate windshield wipers. VW soon made them better; it wouldn't have hurt them to do that a few years earlier. I remember one January night driving south of Reno in heavy sleet when I passed a struggling semi just as its front wheel hit a puddle of slush, sweeping it over the entire windshield of my car. I could hear a faint rumble of the wipers as they passed over the crust, but I couldn't see them or anything else.

Ah, I remember that car well. What a fine piece of machinery, even if it did suck a valve (the original owner's fault). Perhaps I should get the '67 I have out in the weeds back on the street. It only needs an engine, four fenders headlights and taillights, rear deck lid and hinges, gear shift lever, bumpers, tires, front and rear seats, one front brake drum with brake and bearing assemblies. Perhaps some rewiring here and there, a horn and a title. But hey... no rust, it's a Volkswagen.

Thomas Whitehead
PO Box 752
Klamath Falls, OR 97601

The Volkswagen Library



A Never Ending Story, Eine Geschichte Ohne Ende, Una Historia Sin Fin

A Mexican story 1943 to 1945

This is a highly unique and interesting book. It is the only VW book I have that is written in three languages Spanish, English, and German. Published in 1998 by VdM (Volkswagen de Mexico) and printed in Mexico. It has no ISBN number. If you interested in obtaining one, I would not know how you could go about getting it. I had connections and got mine in 1998; since I used to work for VWM from 1972 to 1977. It is also the largest and heaviest VW book I have, 9.5 x 13” and 5.5 pounds.

The history of VdM is recounted on 389 pages, with very interesting pictures of Volkswagen products, of the factory and its environs, and many pictures of Mexican historical buildings and landscapes on every page. Five different Mexican presidents and a few German chancellors and presidents are pictured visiting the plant. Not to mention the many Pictures of ex-executives and managers of VWM, all no longer with VWM or with us on this earth. I did recognize many of them from my time there. I do also recognize pictures of the many Mexican locations, but not all of them and it is unfortunate that so many of these interesting places shown are not identified.

The book recounts experiences of 23 ex-personal of VdM. All were right there at the very beginning of the creation of VdM or they came shortly after. Many of these have died since this book was published. All of them had interesting experiences to recount. What I found most fascinating reading this book now for a second time, is that many of the same stories are told by different individuals from different viewpoints. Much of what these people have to say gives us or at least gives me a more dimensional, complete and accurate picture of what actually happened during the early days of the establishment of VWM. Like for instance the struggle to convince the head honchos in Germany to make the necessary investments.

An interesting fact was that the money used to establish the Mexican VW manufacturing plant came from VWoA here in America without the knowledge of Germany as I found out in this book. Another struggle was to convince the Mexican government to help overcoming the constant obstacles put in their way by politicians. Most of the Mexican government’s interferences came on the behest of American car manufacturers building cars in Mexico. They did not want any additional competition for their cars. The US manufacturers were trying to create as many obstacles as possible; despite of the fact that most of them believed Beetle would never have chance in Mexico.

Another time Mexico obliged Volkswagen to export whatever to offset the cost of imported parts needed for their production. Since the cost of Mexican VW parts was too high to make them suitably for export, VdM had to look for other products to export and at one time VdM became the largest Mexican coffee exporter. Potatoes were also exported to Germany by VW for that same reason.

Carl Hahn, who successfully ran VWoA here in the US for a number of years starting in 1959 and later became CEO of Volkswagen in Germany, confirms in his contribution to this book, what I had suspected and mentioned before, a fact not well known, Volkswagen originally intended to build also cars for Mercedes in Mexico at the VW plant.

When Volkswagen built its plant in Puebla, the state of Puebla was very generous giving VW a large piece of land to build the factory. Volkswagen had originally negotiated for 10 hectares (24 acres) but Puebla gave them 230 hectares about 568 acres for the same agreed price. A fortunate act because it allowed for continuous expansion of the factory until the present day. As the first president of VWM recalls, Volkswagen paid more money for the fence around the property as it paid for the land itself. On top of all that Volkswagen was exempt

from Puebla state taxes for 15 years. In 2013, VW in Puebla produced more cars as any other single North American car plant and an Audi factory is under construction as of this writing not far away in the same state of Puebla.

It would have been nice if the Unions and the federal government would have been as helpful as the state of Puebla. During the seventies, the time I worked at VWM, Volkswagen almost left Mexico. It was losing money big time, the corrupt unions continuously shut down production. Different union organizations were fighting to represent the VW workers. At one time even some killings took place amongst competing union leaders. Apparently they did that in cahoots with the government of the left wing president of Mexico at the time, Luis Echeverria Alvarez. He wanted his government to take over the plant and for him to become chief executive of the plant after his retirement from politics. Only later did Mexican presidents get a handle on the undisciplined unions and allow Volkswagen to thrive. All of it well explained by Carl Hahn in this book.

More interesting stories were related by Rudolf Leiding, who is the man who was the second CEO of Volkswagen after Nordhoff died and he is the man who did bet Volkswagens future on the Volkswagen Golf. During a private visit to Mexico he was very much impressed by the Mexican culture and the generosity and friendliness of its people and urged people to visit this beautiful country. A sentiment I had shared for many years. Unfortunately that was the impression Leiding and I had during the seventies, before the demand for illegal drugs in the US and other countries plunged Mexico in what can only be described as a civil war.

Another observation Leiding made in this book, and again an opinion I share, is, "It is undeniable that the Beetle was the ideal car for Mexico and VW contributed significantly to the industrial development of that country".

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Looking for a 1957 Speedometer or repair shop. I can be reached at: Rodney Sweet, 259 Godfrey Road, Mystic, CT 06355. rodcsweet@att.net

As I was doing some organizing of my VW library, I have found I am missing some back issues of the Vintage Voice to include: Mar./Apr., Sept./Oct., and Nov./Dec. for the year 2011. If you have these issues and would care to part with them, I would be more than willing to offer reimbursement for shipping. Thank you, Steve Briscoe, 1111 South Coast Dr, Unit E-102, Costa Mesa, Calif. 92626.

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1971 Westfalia Camper. Very clean California camper with well-maintained, 1600-dual port engine. 123,835 miles. Comes with many extras; The original ownership card with name or the original owner and the Northern California dealer (who I personally knew), VW Maintenance Log Book that is stamped and recorded up to the 100,000 mile service, factory side tent included and great condition with a complete set of poles, and more! \$15,500. Email: roberthmsl@comcast.net



My First VW

Peter Triandafillou

I've owned several air cooled VWs over the years: a '70 Bus, '66 Fastback, '69 Beetle and currently, after a hiatus of a couple of decades, a '72 Ghia. All of them have stories. This one is about the Bus.

I bought the Bus with an eye towards adventure, as I was about to leave my home town of New York City to pursue a forestry degree at the College of Environmental Science and Forestry in Syracuse. The bus was white over lime green. I painted the rusty bumpers forest green as an accent, and my brother and his friends did the inside in orange shag carpet. We may wince now, but it was a cool ride back then.

I had a lot of fun in Syracuse, and the Bus was always part of it. My future wife and I would go out for ice cream, and we always laughed at how the ice cream got harder in the Bus during the winter. It had even less heat than my friends' Beetles. I was driving with a friend one very cold night and picked up a poor soul hitching a ride. After a couple of minutes in the Bus, he

insisted on getting out. "It's colder in here than outside! I need a ride with some heat."

On holiday breaks, I'd offer rides to friends that were headed to the New York City area. They all knew what they were getting in to, and would dress for the chilly five hour ride. Before one Thanksgiving, while my future wife headed home to the Buffalo area, I ended up with three of her female friends for the ride south.

It was rainy when we started, but as we travelled through the Catskills on Route 17, the rain began to freeze. The windshield of the Bus accumulated ice from the outer edges towards the feeble defroster ducts, and all four of us would scrunch down to see through the ever shrinking circle of visibility. Just before we couldn't see at all, we'd pull over, scrape off the outside of the windshield, wipe down the fog on the inside, and continue on our way.

On the third or fourth stop, the Bus did a bit of a swerve as I pulled off. The road surface was glazing over, and conditions were deteriorating faster than we could clear the mountains and get to warmer temperatures. It was the middle of nowhere, but I knew that the town of Liberty was just ahead, and there we would find a Howard Johnson motel and food. We pulled out all our money and calculated that we had enough for one room and some fast food.

A few harrowing miles later, the Bus got us safely off the highway and into Liberty. The four of us walked up to the desk at the motel, and I asked for a room. The young fellow looked at us incredulously and said, "One room?" I said "Yep." He replied with raised eyebrows, "For all of you?!" Once again, I said "Yep."

He handed us our key and we left to find some food. I looked over my shoulder as we walked through the door, and on his face was the most unalloyed look of envy I have seen to this day.

Of course, he didn't know that the girls got the two beds and I slept on the floor. Some things are better left as mysteries, and it's comforting to know that somewhere I may still be thought of as a super-stud.

We got home safely the next day to parental thanks for doing the safe thing. That Bus continued to be a great vehicle until its untimely end when someone ran a blinking red light on Erie Boulevard. However, that was the start of my adventures with other VWs.

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Golden Gate Chapter Christmas Party

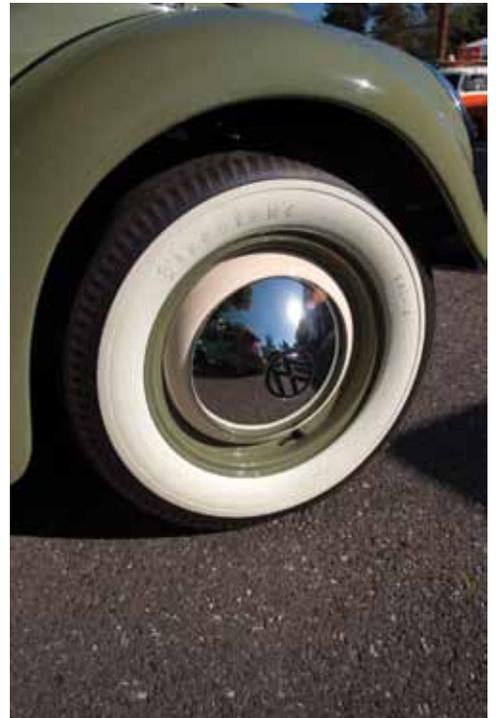
The Golden Gate Chapter of the Vintage Volkswagen Club of America held its annual Christmas party at Jan and Meredith Peters home in December. Jan is the founding father of the Golden Gate Chapter which started back on May 7, 1982! Every year in December we have a potluck Christmas party for members and their families at one of the member's homes. We had about 30 people attend this year with plenty of good food for everyone. The weather was nice for December and everyone had a good time visiting and eating a variety of foods. At the end of each year the Golden Gate Chapter tries to "give back" by donating to meaningful charities. We gave \$1,000 each to the Red Cross, Second Harvest Food Bank, and Doctors Without Borders. We also gave \$1,000 each to a couple of our members for their charities. We gave \$1,000 each to long-time member Connie McCabe, who is the Executive Director of Meals on Wheels and to Larry Edson, Golden Gate Chapter Vice President and the Playhouse Program Supervisor at Habitat for Humanity, East Bay Silicon Valley. Above are a couple pictures. One is of our Christmas party with some of the people who attended and the other is Rick Spohn and Carmencita Valerio, Golden Gate Chapter Secretary presenting Connie and Larry their \$1,000 checks for their charities.



Rick Spohn
President, Golden Gate Chapter

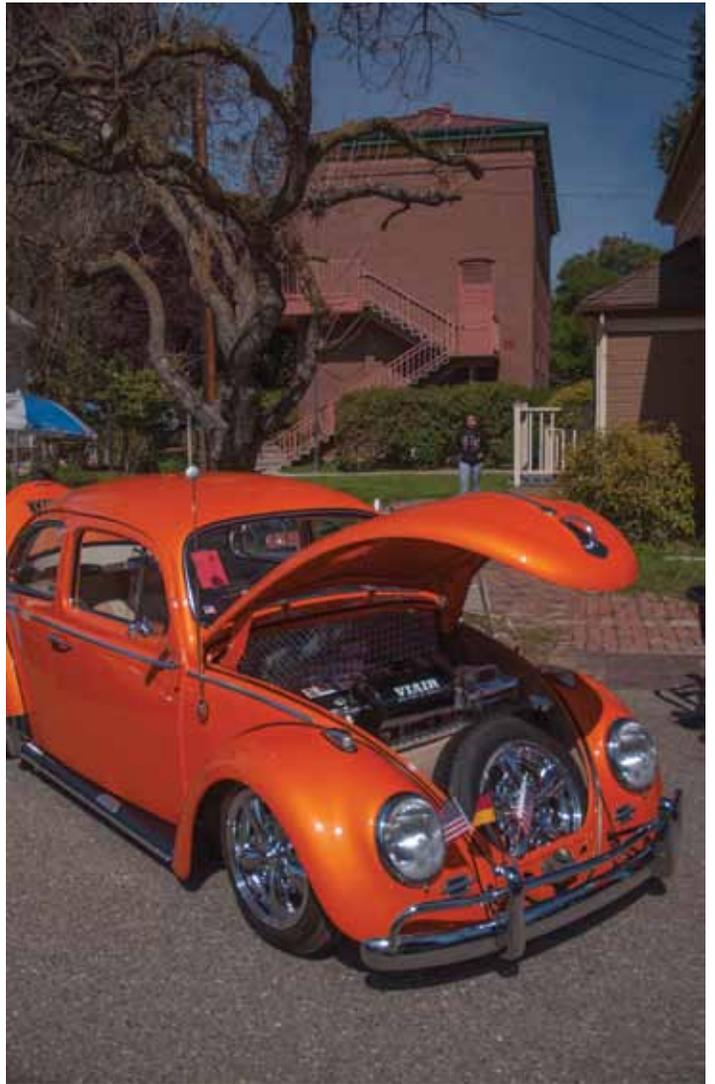
Kelly Park 2014

Photos by Grant Reiling









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