



# VintageVoice

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(cover pic)

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# Director's FORUM

by howard query

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By now I was hoping to write a column about VW season and all the rare opportunities it offers us to see some really unique and classic cars, as well as all those rare items one might be able to locate at the event swap meet. But, that column will have to wait. Today I'm climbing back on my high horse to admit to all of you that this issue to the *Vintage Voice* is late. It's not late because Heinz fell down on the job or that Kimberly or Michael simply sloughed it off ... nor is it late because I got lazy ... It's late because of our membership and the lack of those members submitting content for the newsletter seems to be an ongoing issue I don't know that I can fix.

You would think the process would be easy, but it's not. Normally one might think that a story is sent to me, I send it to Kimberly and it ends in the newsletter. I'm not going to chart this out but stories are first sent to me, I assemble them and try to figure out a special order by which they should be published. This process can take from 4-5 weeks. Oh, don't forget all the photos I get sent as I will review each and every one of them for production quality and toning. Once I'm done, I'll upload a hope batch for Kimberly to gain access to. It's from there that she decides exactly where each and every story will appear in the newsletter. She decides headlines sizes, photo elements and the once she performs her magic, which normally takes 10-14 days ... she sends it all back to me. I then spend another couple of days reviewing the product.

If I'm feeling good what I see, I'll then send off the proofs to our printer. Once they've downloaded everything, they then again proof the newsletter for quality issues and send it back to me. I'll review one last time and should everything meet my approval, will give them the high sign to begin printing.

Printing a 28 page newsletter requires more than just running it through the copier. It has to be printed, then folded, correlated and stapled. The process generally takes our printer 10 days or more to complete. Once they have finished the newsletter, it's dropped in the mail; which can then take 2-3 weeks for delivery. You're all smart people; go ahead and do the math. You'll see that it's a time consuming process.

What makes all of this even more difficult is that when our membership fails to get involved. You see ... our newsletter was designed as a communiqué for members of all ages. It's a resource of what's going on within this hobby. I'm proud to display photos of my cars and tell a short story of how they came to be and what it took for me to get them there. Aren't you? Don't you have a story to tell of a photo to share? We're late with this issue because we've very few contributions from our membership. I thank Lois Grace, Jack Ashcraft, Heinz Schneider, Michael Epstein and others who have contributed to make this a very informative issue. But just think of how much better it could become if we were to hear from you.

I think we've all got a Volkswagen story and have all made a restoring mistake or two we can share. I'm sure we've each got a technical tip we can pass on to one another. We have happy stories and we've got sad stories. I think too, we'll all got a story concerning that day when we'd passed our pride and joy off to one of our children. I for one will never forget the day when my father handed me the keys to my first beat-up 1957 Beetle. I felt like I was in heaven and still cherish that car even to this day.

This is your newsletter. Help us make it the best automotive newsletter ever. Big or small, tell us your story, share with us your photo(s) and enjoy what we can gain from each other.



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## THE STRUGGLE TO REPLACE THE BEETLE

### The EA 47, an attempt by Ghia

Nordhoff wanted a smaller sporty car based on Beetle mechanics in his program right from the very beginning. As early as of March 1952, at the request of Volkswagen, Porsche started to work on such a car, the project # 534. At the same time the independent body builder specialist Karmann, started to present suggestions for a small sports car to Wolfsburg. The lower part of the Karmann design showed already some similarity to the later introduced Karmann Ghia. None of these cars were accepted by Nordhoff and his men. In their opinions the cars as presented did not look professional enough.

Wilhelm Karmann, to get some help, sent a Beetle to Ghia in Turin Italy with the aid of a French Volkswagen dealer and a friend in Italy and asked for a professional designed sporty body on a Beetle chassis. Karmann intended to display this Ghia designed show car at the 1953 Paris auto show to solicit public reaction.

But before putting it on display Karmann he invited Nordhoff and his men to have a look and to get their opinion. Nordhoff was very much impressed and asked for it to be pulled from the exhibition. Nordhoff was eager to get this car in production and did not want any pre-introduction publicity. It was to be a secret until the car was finalized and ready for its official introduction.

Actually Nordhoff and his men liked Ghia's work so much as to immediately sent 15 Beetle chassis to Turin for Ghia, even before the sporty Karmann Ghia was introduced, to work on bodies to use as a possible Beetle replacement, suggesting to use more or less the same styling elements as used on the two-seat Karmann Ghia. The 15 Ghia designed Beetle replacements submitted to Wolfsburg all differed slightly in appearance, mostly by using different rear and side windows and/or taillights treatments. The idea was to give Volkswagen management a choice. One of these prototypes still exists today and is on display at the Volkswagen Museum with the numbers 47-12 on its sides. The number 12 indicating it was the twelfth version of the series submitted and the number 47 standing for EA-47.

The EA 47 used the widened platform chassis as already used for the Beetle replacements which was developed earlier by Mr. Ringel and for the Karmann Ghia and later used for the Type 3, Squareback/fastback models. The EA 47 used a stabilizer bar at its front axle as used on other prototypes and for the Karmann Ghia. Otherwise it was mechanically identical to the Beetle. Because there were so many bodies built there was a surprising amount of pictures taken of the different prototypes of this car, some of them still exist today. The German VW fan magazine "Gute Fahrt" identified one picture it printed of the EA 47 as the EA 47B or as XP5. Nobody seems to know and can explain why these different designations were used and how they came up with them.

At Volkswagen one man who had especially pushed the EA 47 project, his name, Ludwig Böhner; had come from the German General Motors subsidiary Opel. The same man who was responsible for all the appearance improvements to the Beetle introduced in late 1952 for the 1953 model.

The EA 47 really had no chance to be built unless it would have received a bigger motor. As we know the EA 47 was never built and at the request of Nordhoff most of the prototypes were demolished. The regular Beetle was still selling like hot cakes, as the saying goes. Especially the US market was just taking off big time in the late fifties. It did not make any sense to produce another model since there was not enough capacity to fill existing orders.

Another serious reason for not building it was that it had just become too heavy. The regular Karmann Ghia did weigh already 80 kilo, about 150 pounds more as the regular Beetle and the four seat car, the contemplated Beetle replacement, having more glass and metal did weigh even more. This would have reduced the performance of the Volkswagen, which was a major complaint by Volkswagen owners and its critics. It is surprising that the people at Volkswagen did not realize it from the start that no car weighing more as the Beetle would have any chance as a Beetle replacement.

## THE VOLKSWAGEN TRANSPORTERS, another look

Also know as the Type 2, the Bus, the Van, the Minivan, Bully, and probably under a few other names.

Some time ago the director of our club, the VVWCA, Howard Query, remarked that some members had told him that we do not include enough about the Type 2 in our newsletter. It is true; we had concentrated much on the Beetle and other air cooled VW products. Recently there seems to be more and more interest in the Type 2. That is judging by how many of them show up at VW meets and by the prices that well restored versions of them command. The history of the Type 2 is a very interesting one. Its creation was one of Volkswagens better decisions. It



also showed us how flexible Volkswagen management was during its early years before the time when with all its success complacency took over. Years ago I had written a story about the genesis of the Transporter for the "Voice", here is more.

Ivan Hirst, while in charge of VW, hired a man to start a development department. This man was hired to look into what changes could be made to improve the quality of the Beetle. At the end of the war there were many refugees kicked out from parts of Germany that would become part of Poland and Russia. Others came from East Germany; these were the ones who did not want to live under communism. An estimated 7 million came west. For some reason, Wolfsburg, the home of VW, was a place where a lot of them ended up, Dr. Alfred Haesner, the one Hirst hired, was one of them. Haesner had been in charge before the war of a development department for a company that used to build special bodies, many of these were van like conversions on different manufacturer's chassis.

At the introduction of the Transporter to the public in late 1949, Nordhoff had this to say: "This vehicle was planned just a year ago during a journey I made with Dr Haesner. Together with his team, he deserves congratulations for having developed this new vehicle from scratch to production in just about one year".

There were a number of reasons why Nordhoff, just a few months after he took charge of VW on Jan 1st. 1948 decided to have a Transporter to sell. There was the fact that some smaller German companies had already started to built vans and pick ups using rebuilt VW engines and transmissions. Used VW engines and transmissions were plentiful after the war. Some of these companies even approached Nordhoff asking for new factory engines to be made available for their products. This obviously encouraged Nordhoff to think about building a similar vehicle at VW. The DKW Company which later would become Audi had also started to build and sell a van with a small two cylinder two stroke engine located at the front.

By 1948 there was no guaranty that what was considered by many that this strange vehicle, the Beetle, would

have much of a chance to survive in the market place once the competition would start building cars again. Nordhoff realized that it would be good to have a second leg to stand on. Besides, a great need existed by small businesses and craftsman to have a reliable vehicle for their needs. Almost all transportation had been confiscated and used up or destroyed during the war. Another factor may have been that Nordhoff felt more comfortable building a commercial vehicle. During the war he had been in charge of the largest truck manufacturer plant in Europe. That is where he made his name and where he gained priceless experience to eventually manage a large car factory as Volkswagen.

Nordhoff was right in anticipating the need for a vehicle like the Type 2. Volkswagen's public relations department would later publish many pictures of public construction sites where every vehicle was a Type 2. There were pick ups, Kombis and vans, all loaded with essential construction materials and tools needed for the building trade.

The development of the Transporter was a formidable task, since Nordhoff wanted the Transporter developed and ready for production in just one year. Such a feat would not even be possible today using all the latest and most modern computers. One engineer recently stated that building the "Golden Gate Bridge" at San Francisco was child's play compared to developing and introducing a new car.

At first it was thought that a Transporter body could just be put on a Beetle platform, as had been suggested years earlier by Porsche. Preliminary testing showed however that the Beetle platform was just not strong enough. A first prototype came back from a test drive 6 inches lower as it had started out. The backbone of the chassis just could not handle the weight and had cracked. It was realized that only a unitized body with supporting lower cross members was the solution. The Beetle's suspension, steering and brakes were also found to be inadequate. So, except for the engine and transmission, a complete new car had to be developed.

All that development work took up a lot of time but Nordhoff insisted to have at least three cars available for

public introduction by November 1949, or at the latest by Dec. 1st. These were the dates Nordhoff picked to publicly introduce the Transporter, and he wanted its production to begin in early 1950 and for a substantial number of them ready to be on the road in 1950.

The whole Transporter project started out as internal development project EA7 and received Type designation 29, a number that admittedly had no relation with anything. Months before its introduction Volkswagen started to look for a name for its new vehicle. It seems nobody could come up with one. A competition was held amongst VW employees and prizes were offered to the one who would come with the best name. Lawyers were at work to make suggestions and to make sure no names already in use would be used. The name was to sound good, be internationally acceptable etc. There were a lot of stipulations attached. Of nine names on the short list none was available. The one preferred by Nordhoff was Bully but that name was already used in different versions by a number of companies. Finally on November 11 1949, the name Bullybus was registered by VW. Nordhoff hoped that eventually people would call this new product just Bully and a compliant media would start using it. Volkswagen could not use Bully outright without infringing on trademarks and for that reason that name did not appear in any official VW publications. Later the temporary designation Type 29 was dropped and the Transporter became officially the Type 2 to differentiate it from the Type 1, the Beetle.

The Transporter became a success beyond anybody's expectations. In my opinion the Transporter was Nordhoff's greatest achievement. While with the Beetle he just had to polish Porsche's work like a diamond. The Transporter was developed at his suggestion and insistence. It was only fitting that when he died his body was carried on special modified black Transporter through from the factory to the cemetery.

On the internet I found some information recently that the Transporter factory in Hanover, Germany, had started to restore Transporters for individual owners. It all started when the factory decided that for display in its museum and other internal uses had 100 Transporters restored. After this original order they started to accept

individual private owner's cars for restoration also. Trying to find out whether this service is still available I had sent emails to VW in Germany which were never answered. Perhaps someone knows whether this service is still available?

Looking at the internet there are many used Transporters offered for incredible high prices. I just saw one for 125,000 offered at the Samba site. Another one was recently auction off in Southern California for over 100,000.

As of 2013, Transporters pretty much in its original version were still being built in Brazil albeit with water cooled gasoline or diesel engines. 2013 was supposedly to be last year of this almost original Transporter version because of new safety regulation but still 25,221 were built. However the Brazilian government, because of many requests it received, is considering an exception for the Transporter meaning production may still continue 65 years after the originals introduction.



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# The Garage of Dr. Moreau

When I was a teenager there was a strange movie made of an HG Wells novel called “The Island of Dr. Moreau”. This was in 1977, and starred Burt Lancaster in the leading role. The Wells novella, first published in 1896, had already been made into a movie in 1933 with Charles Laughton starring as the lead. There was clearly a lot of interest in the subject of the movie, as it was again remade (and badly) in movie form in 1996, with Marlon Brando. Dr. Moreau was a creepy scientist/doctor type, who owned his own island in the middle of a tropical nowhere. He got his jollies importing wild animals and transforming them into human/animal morphs. In other words, it was a biological nightmare that got predictably out of hand by movie’s end. But the process was fascinating to watch. And, with the same weird “train wreck” interest, I’ve always looked at poor “genetically modified” automobiles the same way. While some of them are nicely-done and worthy of a second look (if not outright admiration), most of these blended beasts are extreme examples of chain-saw bodywork at its finest. Add a questionable engine combination, say, a Chrysler Hemi, and the result is something very worthy of The Garage of DR Moreau. This garage could be what I might imagine the good doctor might have built behind his luxurious hut on that forbidden island, to house the mutant results of his wild automotive experiments.

I have never, in my long and varied experience with the Volkswagen, seen another car so badly chopped up, mangled, and otherwise molested as the VW Bug. Of course, I wasn’t around at the time to be truly involved with the craze of cutting up all those worthless Kaiser Henry J’s sitting around, turning them into drag cars. When was the last time you saw one of those in its original state? Or, for that matter, as a dragster? Anyway, as I was saying, modifying happens to Buses and Ghias too - in fact, I know of a certain hapless Karmann n Ghia that was melded to a Single cab to make .....EL GHIABLO. It’s actually pretty cool. It takes a wonderful sort of twisted mind to create something like that. Without a doubt, the most destroyed VW model is the Beetle. Why? The answer to that one is simple: because VW Bugs were cheap and

plentiful while this craze was going on. Nowadays, some Beetles can command

a premium price so I doubt we’ll ever see the modifying heyday the hobby saw in the 60’s and 70’s. And, I might add, that is a good thing. But there are examples still out there, and I wince every time I see one.

One of our own Golden Gate Chapter (VWVCA) members even went so far as to - GULP - chop a 1952 Split Window into a dune buggy .....complete with huge modified engine. Now, this car was showy and had a beautiful lacquer paint job, but it was also displayed with a large sign reading “PLEASE DON’T EVER DO THIS TO A SPLIT WINDOW”. Even Bob knew how wrong he’d been.

Of course, private citizens were not the only ones who did this to the poor VW. There were plenty of legitimate companies that bought VWs from the factory and then modified them into their own versions of fun. In fact, the well-known camper conversion company Westfalia might be considered such a company except they (and other camper businesses like them) actually produced and built vehicles that people wanted: campers! There were lots of different versions of VW-based campers, but they all had one thing in common and that was the fact that people bought them. There is one small exception to this phenomenon though, and that would be the small, Beetle-based, chassis mounted camper. You know the one, it looked like a regular truck camper with wheels and a Beetle face. I don’t know what these were called or who built them but they were a DR Moreau dream come true. I don’t think they sold well, because they seemed to disappear as fast as they arrived. Why would anyone buy a camper Bug, when they could buy a camper BUS? Someone must have been indulging a love of the SawZAll when they built this thing.

And, while we’re on the subject, let’s not forget the poor Rolls Royce Beetle. For some reason, someone





decided it'd be fun to dress up the cheapest car on the market to look like one of the most expensive. For a tidy sum you could buy a fiberglass Rolls Royce front and rear end, and replace your hood and decklid. Presto! Instant class for your People's Car! Except that most Beetle owners thought their Bugs already had class, and the Rolls Royce kit merely made their cars look silly. The weird thing is that if you can find one of these add-on kits today, it'll cost you a fortune as they are now collectible for some reason. I'd love to know what the people who buy these kits plan to do with them. And, wouldn't it be auto abuse?

It would be impossible here to list all the variations the Beetle has gone through at the hands of either skilled or totally inept modifiers. This list is as long as the numbers of folks who think "I could do that in a weekend"! But there are a few worth mentioning, not the least of which is Bug or Bus shortening or lengthening. This fad probably started when some poor schmuck got broadsided in her Single Cab and the entire middle of her truck was totally ruined (not that I would know a thing about that). The "solution" would be to merely cut the entire middle out of the truck and then weld the two ends back together to make a "shorty truck". And, it was done to quite a few buses and trucks alike. But not mine. It was also a commonly-done thing to weld extra Bus sections into a Bus, to make it longer. Presto! An instant stretch-limo Deluxe or Kombi! Or, perhaps (as I saw once years ago) making a Beetle narrower by cutting it lengthwise down the middle and removing a foot or so. Weld the sides back together and you have a one-passenger anorexic Bug. YUCK. How awful can all this get? Don't ask.

And that's just the body modifications! It can and does get much worse when you add a radically different engine. I've been told you can put nearly any engine into a VW Bug, if you have enough saw blades, hammers, and bolts to do it. If the vehicle is a Single or Double cab, nearly anything goes! All that bed space in back won't be wasted with a big-block Chevy sitting in there! And, sometimes the really twisted types will even try this in Beetles. The car ends up with no back seat of course, because of the huge, fire-belching machinery sitting right behind the driver but who cares! It's not like you could actually talk to anyone while you were driving so you might as well be alone!

If you can't really love the odd critter, then at least pity them. They didn't ask to be transformed. They deserve our respect as Ones-Of-A-Kind. DR Moreau would not have given them any less.



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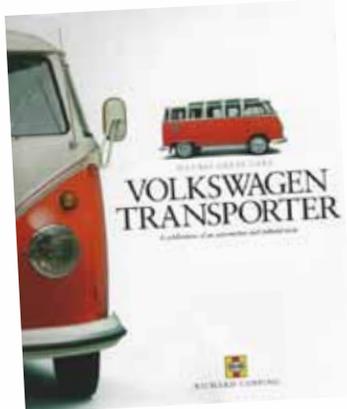
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# The Volkswagen Library



## **VOLKSWAGEN TRANSPORTER**

### **A Celebration of an Automotive and Cultural Icon**

*By Richard Copping. Published in 2011 as part of the Haynes great car series, by Haynes Publishing, Sparkford, Yeovil, Somerset BA22 7JJ, England. ISBN 978 0 8533 067 03.*

*Hardcover, with 150 pages and many high quality pictures, some taken especially for this book.*

Richard Copping has written more than 20 books dealing with Volkswagen of which at least 5 cover Volkswagen Transporters and Campers. I have five of his books and I do very much appreciate his research and the very accurate valuable information contained in them. He is a great admirer of Heinrich Nordhoff and he mentions Nordhoff's preoccupation with the development of the Transporter, in that I fully do agree with Mr. Copping. One thing which I am not in agreement is the claim that Nordhoff's successors unraveled Nordhoff's life's work by discontinuing the Beetle. But that is another story. The Transporter was definitely Nordhoff's idea and he should get all the credit for it. He pushed it using all of Volkswagen's resources, which at the time were very limited, to get it into production as fast as possible.

Most people writing about the Volkswagen Transporter always start out crediting the idea for it to the Dutchman Ben Pon, the Dutch VW importer, because Pon made a drawing April 23 1947. Richard Copping thinks Ben Pon's drawing has nothing to do with the eventual VW Transporter. It was just a coincidence. His reasoning is that if this would have been the case the extravert Ben Pon certainly would have taken credit for its success. An observation I do completely agree with. I like to add that officially the Volkswagen Company and Nordhoff in his speeches never mentioned Ben Pon in connection with the Type 2. It is however true that Pon's drawing did certainly come astonishingly close to what eventually became the Transporter and for that reason many obviously jump to the conclusion it must have been Pon's idea.

This book is not a specification guide but it gives a very comprehensive overview of the many variations produced. It especially covers a lot of the details of the initial series of the Volkswagen Transporter, of which almost 1.8 million were produced in 17½ years. 79 pages are used just to cover this early model. It explains the many shortcomings of the original production runs and how many of the improvements were introduced over time. Most of these were at the request of interested buyers.

The next generation of Transporters commonly known as the 'Bay Window' version because of its large panoramic windshield, was the most successful of all the Transporters with almost 2.5 million built in 12 years. This is the version that was especially successful in the US, where many of them were sold as Westfalia campers. The next Transporter covered in the book is the T3. It was the third version of the Transporter. A large section covers the VW Campers; the original factory authorized version by Westfalia and the many Campers converted in England.

Anyone thinking of purchasing this book, which I consider to be an excellent one, may want to look into another book Mr. Copping written a couple of years before in 2009, "Volkswagen Transporter" The first 60 Years. Published by the same publisher. ISBN 978 1 84425 597 5. This particular book is larger with 400 pages and includes all the newer Transporters with front engines. Originally priced at \$ 62.95 it is now available used at Amazon for about \$30.00.

The Golden Gate Chapter of VVWCA presents

# VW Veteranentreffen 13



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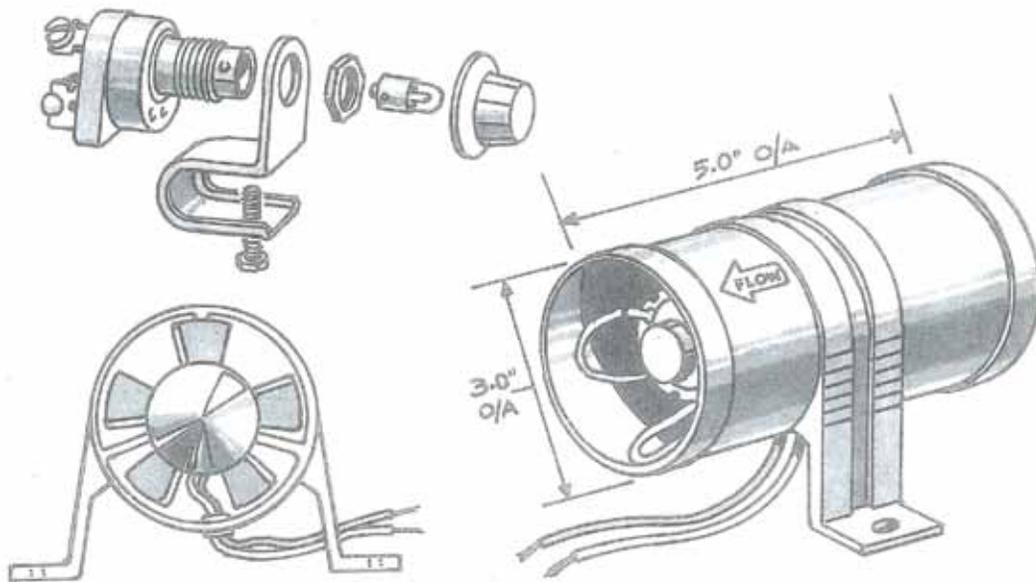
By Jack Ashcraft



Anyone who has ever driven a V W Beetle in the colder months of the year, particularly in the northern part of the USA KNOWS what "flyin' blind" means. Even British cars, with their pitiful heaters, did a far better job of defrosting the windscreen and actually producing a little heat inside the car than does the standard heating system in a Beetle. Sometimes uber economy is an uber pain in the ass, particularly when the ambient temperature is on the underside of +10 degrees Fahrenheit.

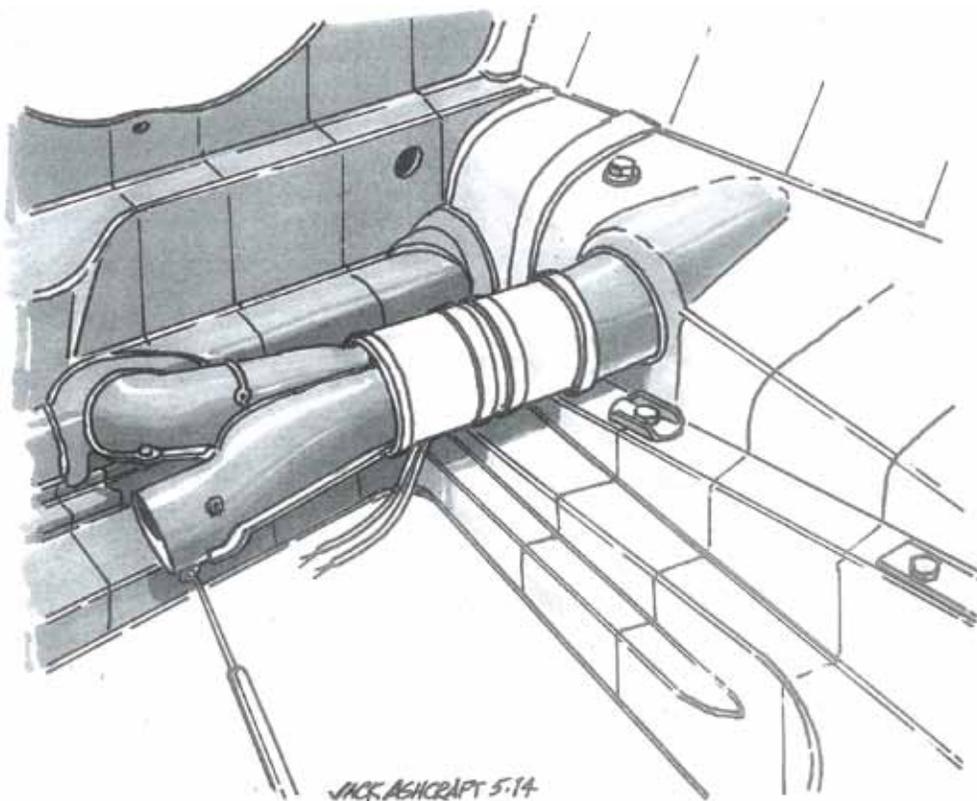
The November/December 2013 issue of Vintage Voice included my article on a six-volt heater blower from a '49 Mercury that I installed on a '61 V W I owned at the time. I managed that bit of Bug modification with only minimal loss of blood and it worked very well. Here is another unit that is also quite effective.

This in-line blower is a twelve volt unit manufactured by Attwood and is available at a lot of hardware, and most boat stores. The model shown in the drawings is the "TURBO 3000", admittedly a rather good sized bit of hyperbole for a three inch diameter piece of PVC pipe with a fan in it. It comes as a kit that includes the fan assembly and a switch, a bit of tape and instructions on how to wire it up. Average cost for the kit is somewhere in the range of \$25.00. You'll need TWO of them--one for each side of Der Beetle, so you'll have an extra switch when the dust settles that you can use for something else. Fifty bucks and some skinned knuckles is a cheap price to pay for having a little heat in the car and being able to actually see through the windshield on a cold day.



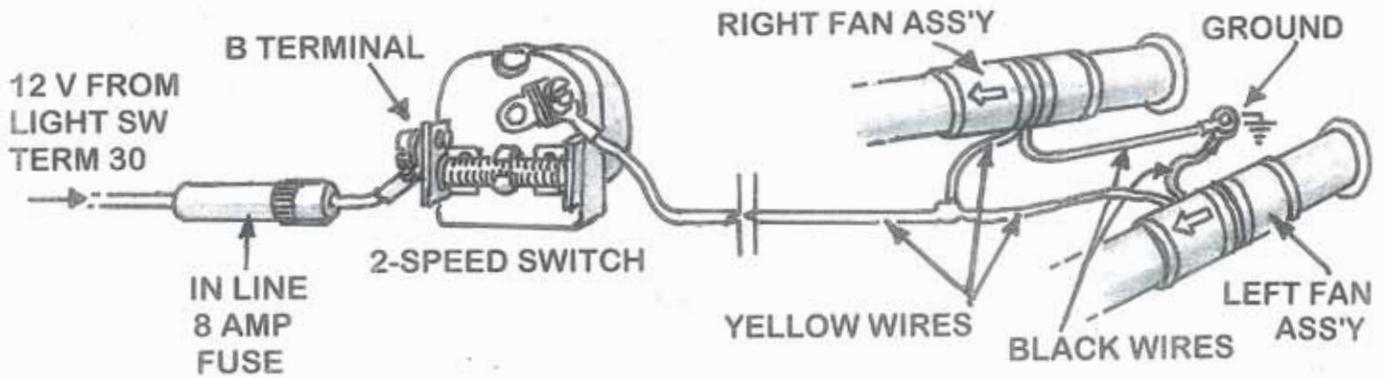
Installation is pretty straightforward. Whip out the back seat, mark the area of the existing heater tubes where the fan will be fitted, and, using an air driven or electric cutting wheel, remove the marked section of steel tubing. Clean up the cuts with some 80 grit sandpaper and shoot some paint on the cuts to prevent rust.

Cut the "legs" off the Turbo 3000, set it in place WITH THE FLOW ARROW FACING THE FRONT OF THE CAR, and tape it in place. Repeat the process on the heater tube on the opposite side of the car.



There is a [usually] yellow wire and a black wire coming out of the fan assembly. Connect the BLACK wire to GROUND, for each fan assembly. Use a length of No. 14 yellow wire and connect the yellow wires of each fan assembly together and then run a length of the yellow wire forward.

## WIRING DIAGRAM



Decide where you want the fan switch mounted, and mount it. Snake the yellow wire to the switch and connect it to the terminal shown in the diagram. Connect a piece of the yellow wire to the No. 30 connection on the light switch, then to an in-line fuse. Use another piece of yellow wire to connect the in-line fuse to the other terminal [marked B] of the switch. Use an 8 amp fuse in the fuse holder.

Test the operation of the fans. It is a two speed switch so you can enjoy a nice flow of more or less hot air on the slow speed or OH BOY WOWEE TURBO air flow with the fans on high speed. You can snicker about it now but I guarantee you will be grinning like an idiot when you use this system in cold weather.

### 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

### PARTS AND SUCH FOR SALE

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### WANTED

VVWCA Newsletters from 76 through 81 and 84 through 87 so I can make a comprehensive history of the VVWCA for our website. Would be willing to pay all shipping costs. Contact me at [vvwca@att.net](mailto:vvwca@att.net) or 913-831-6225. My address is also listed under the Chapter Reps for the state of Kansas on our website. Thank you, Mike Epstein.

must be typed or legibility hand written. ONLY VW parts, cars, toys or literature will be accepted. No cars for sale newer than 1987 can be accepted. VVWCA accepts no liability relating to the purchase of an advertised 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, 641-425-7382, [burltonwood.vvwca@q.com](mailto:burltonwood.vvwca@q.com)

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

Old VW speedometers, any type. Jack Ashcraft 541-499-0246 [jacksonashcraft@gmail.com](mailto:jacksonashcraft@gmail.com)

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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.

1973 VW Thing. Gas heater, 11,000 original miles. Excellent top. White spoke rims, like new tires. Arizona car. Stored in heated garage for 2 years. Driven often last 3 years. New electric fuel pump. Full pump block off pate. New gear shift know. New boom tube, no baffles. Numerous new parts. White comp. stripes. Have to see to appreciate. Have tow bar. \$9500 firm. 219-879-8761.



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 of 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](mailto:roberthmsl@comcast.net)



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| Karmann Ghia Coupe                        | 143       | 2,295.00                      | 2,388.90        |
| Karmann Ghia Convertible                  | 141       | 2,495.00                      | 2,588.90        |
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| Panel Delivery -- door both sides         | 2153      | 2,075.00                      | 2,095.90        |
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| Double Cab Pick-Up                        | 2653      | 2,285.00                      | 2,305.90        |

**\*STANDARD EQUIPMENT** on all passenger cars includes two sun visors, dual electric windshield wipers and windshield washer, heater and defroster, spare tire, gas gauge, tool kit, extra fan belt and passenger assist bar.

ALL PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE

SEAT BELTS are included in all the above prices - Virginia law requires their installation in both front seats.

Ask your salesman about other available accessories or options for any model.

**\*FACTORY INSTALLED ACCESSORIES** on most passenger cars and included in prices listed above are as follows:

Leatherette Interior \$ 30.00  
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**DEALER INSTALLED ACCESSORIES**

Push Button Bendix Radio FM \$98.95  
Push Button Bendix Radio 59.95  
Outside Mirror 5.00

Dealer Preparation and conditioning included in the above prices.



# Buying Strategies

## 1967 Beetle

by Jay Salser

I learned long ago to follow a simple rule of thumb when buying a used vehicle: don't buy it at night and don't buy it in the rain. If you think about it, you'll know why those two statements are important.

But, aside from pithy sayings, I have some pertinent information to dispense regarding the purchasing of a used vehicle. And, in particular a used 1967 Beetle. 1967beetle.com receives A LOT of emails daily from across the world. Most readers are wanting an opinion on the 1967 Beetles which they contemplate buying. I thought to put many of the pointers which I give into one concise document.

First and foremost—decide what you can spend. If you have not made this decision, you will become frustrated. Prices vary considerably. If you want a really nice car, put away a “war chest” of funds for the purchase which accords with your desires. Remember: if you are looking for a \$2500 dollar car, you will get \$2500 dollars worth. Today's vintage 1967 Beetles in nice driving condition will cost from \$6K to \$10K. Unless you just stumble across someone who doesn't know or

who is just trying to unload a car for the cheap, don't expect much if you don't spend according to the market.

And, don't go looking for a car and go through all of the business of talking, writing, phoning, etc., only to come to the buying point and you don't have the money in hand. That's going to be very awkward. If you negotiate—be sure to have the money ready. Sellers don't like to spend an inordinate amount of time dealing with someone only to find that he doesn't have the funds.

I hasten to add: don't get in a hurry! A hurried purchase is the recipe for disaster! There always will be “another car out there”—so be patient and deliberate in the process.

Now, it is time to educate yourself. Find a prime example of a fully restored-to-factory-specifications 1967 Beetle. (Like below) The purpose is not that you have to buy one to that standard necessarily. A lot of us don't have that purchasing power. However, the point is to look at a Beetle which is at its very best, one which exhibits all of the correct features of this year/model. Studying such a vehicle



gives the prospective buyer knowledge of what to look for. That's so simple, isn't it! If you need a good example, contact [1967beetle.com](http://1967beetle.com).

You can do a year search to limit what you have to study, along with a distance and even a price range search. If you can find a Beetle within striking distance of your home and within your price range, all the better. Transport-shipping is expensive.

Now, study the examples that you find. Be skeptical! Sellers are puffing their ads—you can count on it. Remember, it's your money that you are going to spend. You've done your homework, now, put it to work. See if the advertisement meets the standards. "The engine is all stock?" Think again and do your research.

Ask plenty of educated questions. If the seller really wants to sell, he will be glad to answer educated questions about the car. Request additional photos of areas not shown in the ad but which are important.

Never assume anything. Recognize that a used car is a used car. It is old and it will have problems—some unseen even by the seller. Eliminate as many of these as you can. The less money you have to spend once you do buy the vehicle, the happier you will be.

If the vehicle is at a distance from you, learn about transport conditions and costs before finalizing negotiations with the seller.

A vehicle that is not running will cost more to transport. It is best to view the car in person. If this is not possible, for a nominal fee, you can contact any one of several agencies On-Line to do an on-site report on the vehicle. Another avenue is to contact a Volkswagen Club in the target area. Often club members will be glad to view a car and do a report for you. If possible drive the vehicle or have someone to drive it to evaluate its performance. The more you know about the vehicle, the better.



If you are required to leave a deposit for the car, have it in writing as a record of this transaction. And, remember—a deposit usually is non-refundable.

Be sure that you and the seller are agreed on everything. Including the manner by which funds are going to be transferred. If through Paypal, for instance, there will be fees incurred on the part of the seller. So, the seller may ask for compensation for these fees. Never deal in cash at long distance. Get receipts for all funds. For vehicles which I sell, in addition to the title and title transfer papers, I print a Bill of Sale in duplicate which both I and the buyer sign and share pertinent information about the vehicle and conditions of sale and that it is an “as-is” sale.

Make certain that the car has a viable title that can be easily transferred. Third party titles can be not only tricky but often result in great expense or even impossible title transfers. Out-of-state title transfers can be difficult. Talk to a title company and to the Department of Motor Vehicles in your State to learn the laws governing such transfers.

Never, never buy a vehicle that doesn't have a title or one for which the seller promises to send or obtain a title at a later date.

Make certain that the VIN (Vehicle Identification

Number) on the car is the same as the one on the title. The VIN will be found stamped into the chassis tunnel beneath the back seat and there will be a small aluminum tag riveted into the spare tire well. Both of these VINs should be the same as the VIN on the title.

Learn about the title transfer fees levied by your State. Know the laws. Don't get caught at the last minute and find that you are going to be out hundreds of unexpected dollars.

Learn the conditions of insurability of the vehicle required at the time of title transfer.

And, a few little tidbits:

I usually rule out purchasing a Beetle that has spent its life in the “salt belt” or in a coastal area. Rust is expensive to “cure”. “Just a little rust” often is a warning of more to be discovered once the vehicle is in hand. Pass on such vehicles—there will be others that will be less problematic to restore or recondition. If a Beetle has been wrecked, you may want to pass. Unless you just like to cut and weld, move on to a better vehicle.

Also, if you want a stock Beetle, don't buy a modified vehicle and think that it will be easily returned to stock condition. Take it from an ole VW guy—you will nickel and dime yourself to death before it's over!

And a picked-over VW Bug, missing a lot of those hard-to-find parts, is also a money pit. Pass on such a car and find one that is complete. I've had people to tell me...”But, Jay...I can get this car for (naming a very low price)! ”Yes...but if they did their homework, they'd find that they are going to spend more money tracking down those missing parts than if they'd bought a complete car in the first place.

My final word for the day. Knowledge is power. And you want power on your side. Those are my two cents' worth. Spend them wisely!

<http://1967beetle.com/buying-strategy/>



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# Volkswagen lovers salute one of their own, Phil Cram, the local godfather of VWs

By Michael Kelly / World-Herald columnist

On a morning this April, Phil Cram's auto parts shop at 40th and Q Streets was filled with vintage Volkswagen enthusiasts.

The shop had long been a gathering place for VW folks who would buy parts and talk of their latest restoration projects. But this day was poignant.

"It was kind of awe-inspiring, almost everyone wearing ties," said Tony Berney. "We had a shop full of people with no more room to stand."

Then everyone got into their Volkswagens and drove 18 miles in a procession to Plattsmouth for Phil's funeral. The local godfather of VWs had died of cancer at 70.

"He was like everybody's dad or grandfather," said Greg Sloma, president of the Omaha Volkswagen Club. "Phil was a dedicated guy who spent most of his life working on Volkswagens."

The club will remember Phil its annual June "Show and Shine" display of nearly 100 colorful VWs on Main Street in Louisville.

Once ubiquitous on America's streets and highways, the original VW Beetles and minibuses that remain — many of them customized — are largely driven by hobbyists.

The quirky-looking Bug, designed in Germany by Ferdinand Porsche, came to America in 1949 and became even more popular through a legendary "Think Small" advertising campaign.

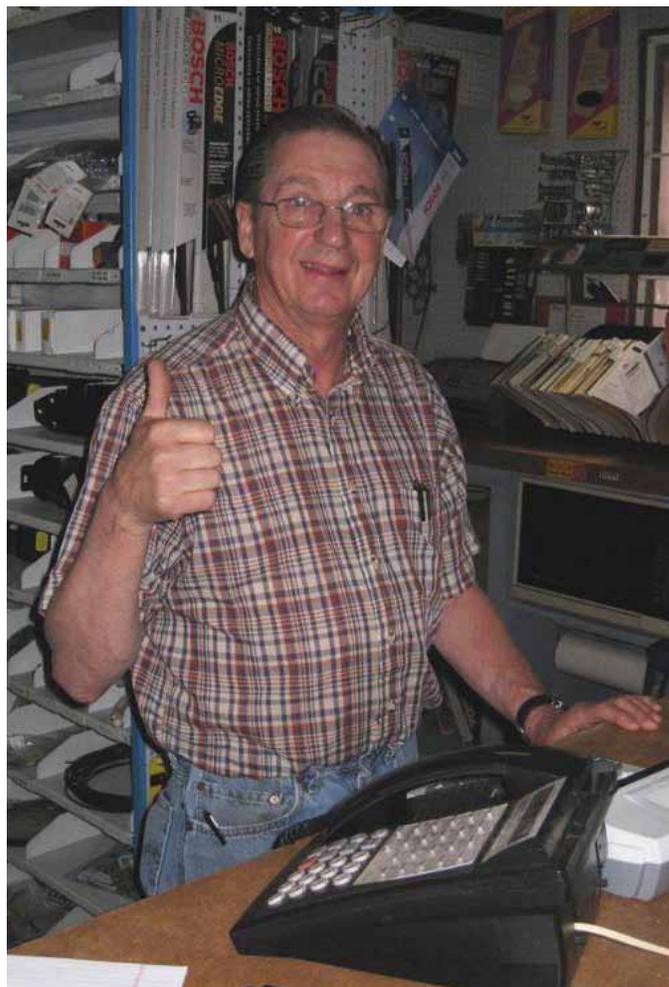
The original Beetle overtook the Model T for the most vehicles ever produced, surpassing 19 million by the time production ended in Germany in 1978.

As a young man in Omaha, investor Warren Buffett drove a VW Beetle, and so did lots of the rest of us. Volkswagens, including VW minibuses, were popular with college students, beach-party kids and '60s "flower children."

I still have a home movie of my wife trying, with some difficulty, to get out of our little red Bug when she arrived home holding our newborn son in 1974 — the year the car's popularity peaked.



*Phil Cram Funeral Procession:  
The procession of VWs  
driving to Phil Cram's funeral.*



But government emission standards, changing consumer tastes — Bug buyers wanted air conditioning — and safety criticism by author Ralph Nader soon led to lower sales.

Beetles were known for always starting, no matter how cold it got, but their heaters weren't nearly as quick to warm you up or clear your windshield of frost as those in other cars.

And they sometimes leaked. A wry comment by owners was: "VWs don't leak oil, they just mark their spot." Some VW drivers used to blink their headlights when they saw another Bug. Owners were known to give their Beetles nicknames — yes, including such names as John, Paul, George and Ringo.

Wade Rodman, a former president of the Omaha VW Club, explained the enduring appeal of Volkswagens.

"They are interesting-looking, not your standard car," he said. "They're not like a lot of modern cars that I think are all generic. With Volkswagens, almost everybody customizes their own and does their own thing."

Rodman and his wife own a 1963 double-door microbus.

"It was just a shell when we first got it," he said. "I completely rebuilt the undercarriage and all the mechanicals and put a custom interior in it that makes it a mobile bookstore. We sell books out of it on weekends — everything from '60s counterculture to classics to children's books, which do well at car shows."

Not all of the VWs on the road today are customized. Adam Silverman drives a 1967 Beetle that he recently bought in Los Angeles and drove back to Omaha.

"It's faded, kind of an older look with a patina," he said. "It's not very shiny, but it's solid and rust-free. It's definitely a unique feeling to drive something like that and have people wave at you as you go down the road."

Most of the VWs at Saturday's Show and Shine will, naturally, be shiny and buffed up to show off. The event is always held on Father's Day weekend, and in many cases, the love of Volkswagens is a father-son affair.

"My dad was one of the original members of the Omaha VW Club," said Tony Berney, 28. "Ever since I was a little kid, I was out in the driveway helping him work on Volkswagens."

Last month Tony was helping to close up the Cram storefront parts shop, arranging to clear out inventory. Shelves still contained grab handles, window cranks, seat springs, ignition switches and much more. It all had to go.

"This is where it happened for so many years," Tony said. "On Saturdays, Phil would have an awful lot of customers,

but he'd still have time to sit and talk.

"Any day of the week, if you needed a part after hours and he knew you well, he would make arrangements to be here for you."

He sold parts not just to individuals but to repair shops, too, sometimes 200 to 400 miles away.

As Tony spoke, the shop was quiet, not open for business. Humorous signs remained: "Honk if anything falls off." Phil's card file of transactions remained on the front desk, with thousands of handwritten sales slips and long series of numbers designating each part purchased. He had an uncanny memory for numbers.

"We used to joke with him," Tony said, "that if anyone robbed him and hit him on the back of the head, nothing would fall out but numbers."

Phil once had a VW Beetle hoisted onto the roof of the shop. It was good advertising but lasted only a month — the City of Omaha said it violated regulations.

Now that the shop is closed, friends say, people will have to order parts online and pay for shipping rather than, say, pick up a bumper or a gasket from Phil on Q Street.

And the Saturday morning gatherings there are no more.

"Phil was the glue that kept the Omaha Volkswagen community together, and we're all trying to carry on to honor him," said Mike Carroll, who welcomes folks to chat at his Air-Cooled Express shop in Bennington at 7 p.m. on Thursdays. "He taught us all a lot about Volkswagens and provided a central place for everybody to gather."

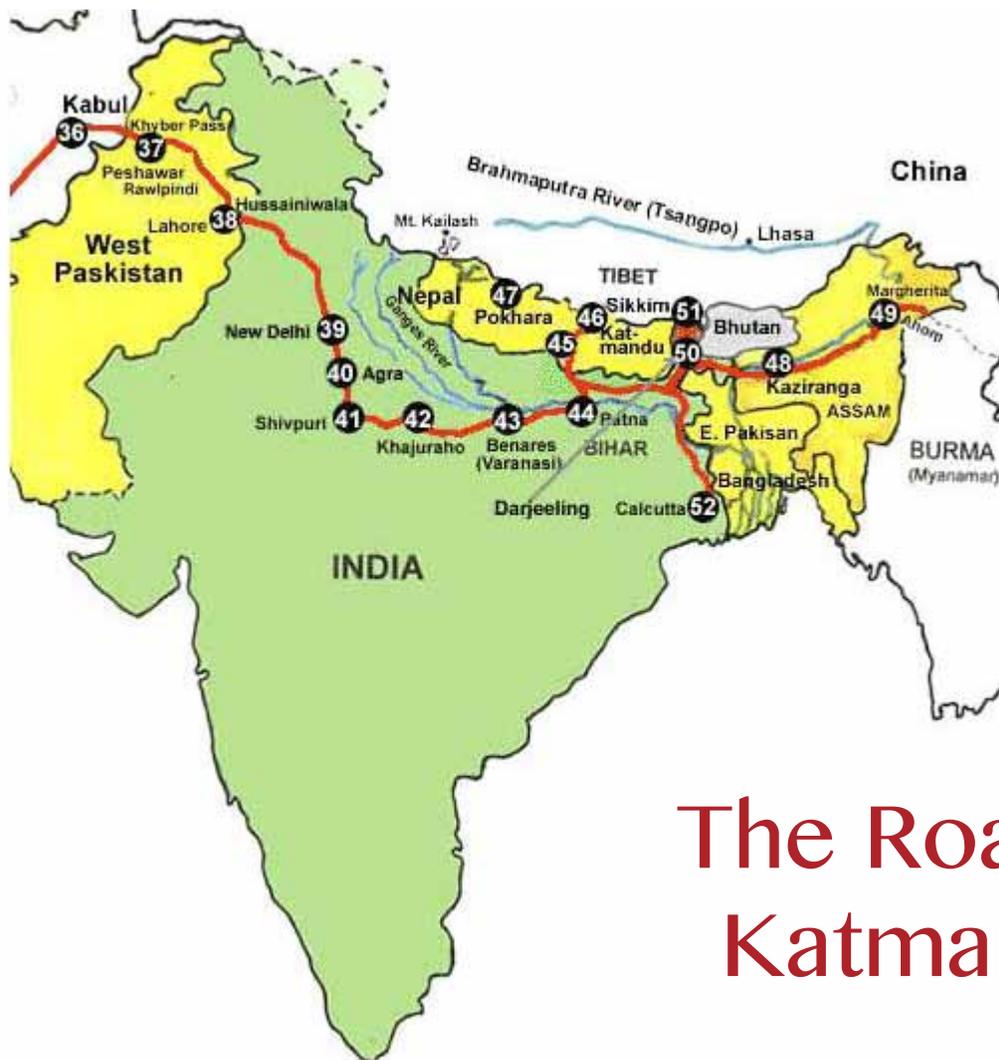
As a corporation, Volkswagen has remained strong with its Passats, Jettas, Golfs and more. It came out with the New Beetle in 1998, and you can buy a 2014 Beetle Coupe today with a list price around \$32,000.

But what most interests the Omaha Volkswagen Club are the vintage Bugs and buses, many of which will line Main Street in Louisville on Saturday.

Club members will fondly recall their friend Phil Cram, and the line of VWs that drove from his shop to his funeral. "We probably had 18 cars in the procession," Tony said. "We had a wonderful cruise in his memory all the way down to Plattsmouth."

Contact the writer: 402-444-1132, michael.kelly@owh.com

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## The Road to Katmandu

By William Raney  
 raneywilliam@gmail.com

**D**uring the 1960s, the legendary “Road to Katmandu” became a beacon attracting hippies by the thousands from all over the world. This road to the Promised Land led from London and Frankfurt to Istanbul and then eastwards to Kabul, Kashmir and Katmandu, where pot was legal and nearly free. You could live on pennies a day, so the legend went. “Overland to Katmandu” became a rallying cry during that era. Here is one of the many letters to our son Eric Xerxes Raney that I wrote to him during our trip around the world, nearly all of which was done in our 1967 VW Westfalia camper.

January 4, 1968, Katmandu, Nepal.

Dear Zerky, there is no heat in Katmandu, or at least so far we’ve not been able to find any. Our room drops below freezing each night but the days bring us icy blue skies filled with sunshine. Each morning we can barely wait for the sun to flood onto the tiny balcony outside our window so we can go out and sit in the sun, which is our only source of heat, except for our daily bath. Our room does not have a sit-down



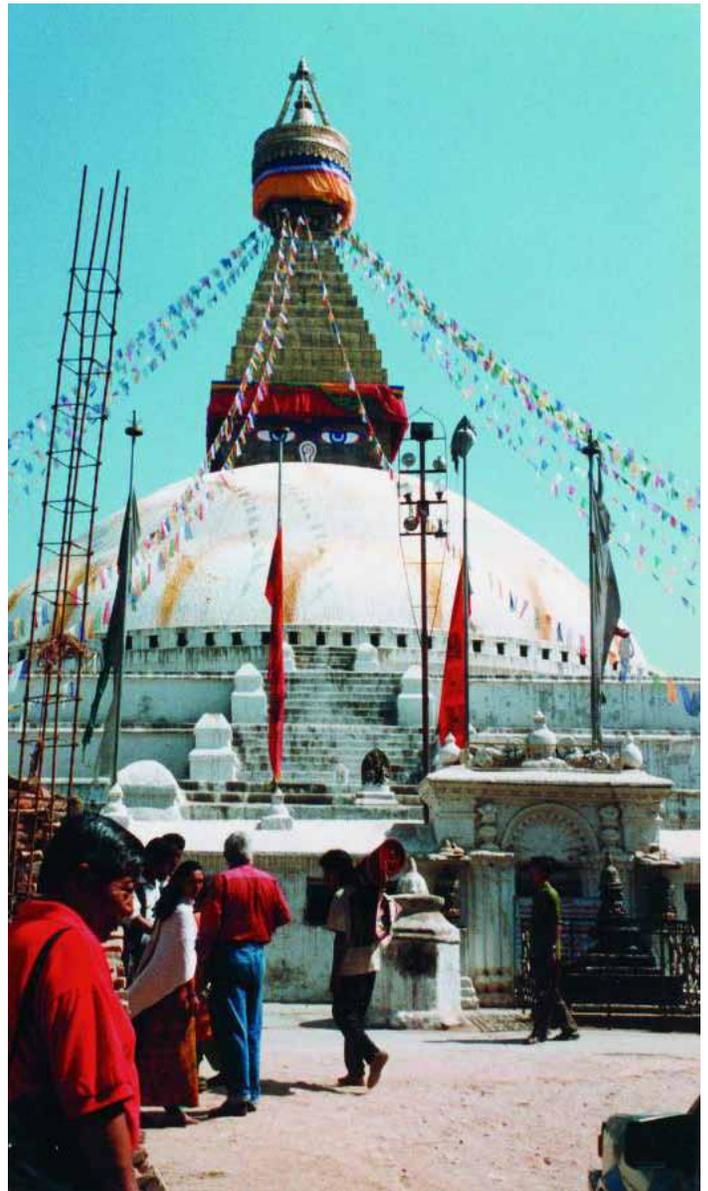
toilet or a shower or a bathtub, but for a few cents extra the room bearer will bring us up two buckets of luxurious warm water that he has been lovingly heated on the kitchen stove downstairs. Then, for a few delightful minutes, your mother and I get warm in turn as each of us slowly pours a bucketful of that delightful water over each of us in turn. This has become our daily get-warm ritual. But you, Zerky—you lucky dog!—you fit into the bucket and get the only warm spot in this entire hotel. But then, like all good things that must come to an end, there comes that time when you need to get out of your bucket and get dried off. Teeth chattering like someone out of an animated cartoon, you cry and you wail, reminding us once again that your cold-hearted parents really should be taking better care of you, perhaps on a nice warm calm beach somewhere, where the waves won't keep knocking you down and your teeth won't be chattering. And, oh—I almost forgot—you don't like the rats scampering about our room each night either. I have been trying to get Tarzan to do something about this problem but he just keeps telling me that that's not his purpose.

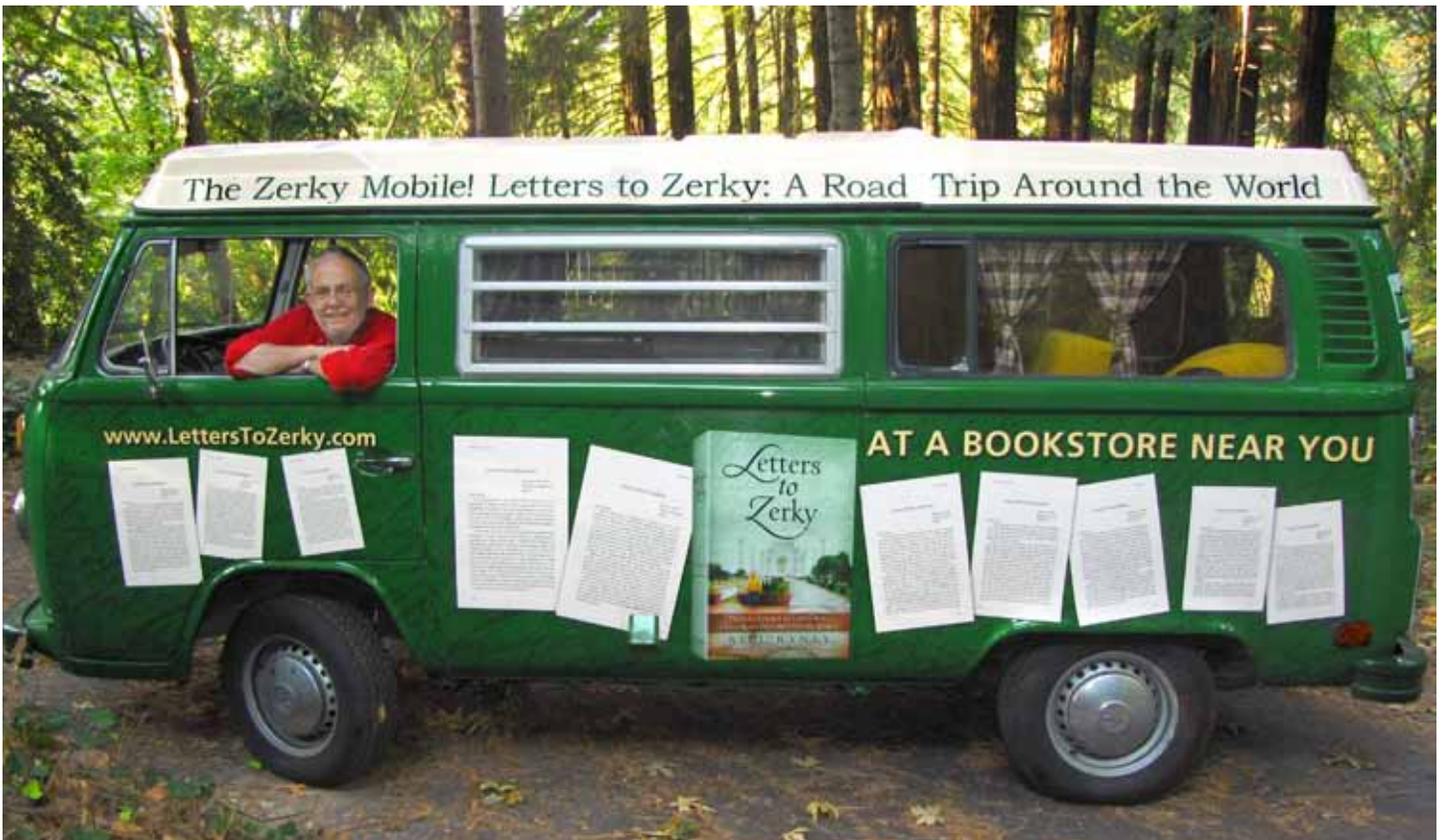
Mostly we keep warm by walking the city, which has much to see. Katmandu has the flavor of China about it, mixed with the more predominant flavor of India. We read that pagodas originated here in Katmandu. Many of the temples are built in the Chinese pagoda style, but most of them have roofs constructed in the inverted U style of the Indian Hindu temples.

Downtown Katmandu, in the vicinity of Durbar Square, appears much as I imagine it must have appeared a hundred years ago. We walked there with you and Tarzan today, and for 1.3 rupees the four of us got blessed. Now three of us have red spots on our foreheads, except for your dog Tarzan. We tried to get him a red spot, too, but the guy with the spots couldn't figure out how to put one on him. So this evening I had to give Tarzan a lecture about how lucky he is to have been blessed at all by telling him about the preacher who once told your mother that her dog couldn't go to heaven with her because dogs don't have souls. Now Tarzan is thinking about becoming a Buddhist.

Today you went to see Bodnath Stupa, a Buddhist temple built in the shape of an inverted half-grapefruit with a golden tower sticking up out of its center. At the base of that tower are two giant eyes, looking at you like they're spying on you. Someone told us that they are the all-seeing eyes of Buddha but I think it's the Communists. Those eyes are pretty shifty, trippy and hippiesque. All of which no doubt accounts for Katmandu's popularity among the American hippies.

Bodnath Stupa takes up nearly an entire city block. Around it, in the shape of a mandala, is a prayer wall with prayer wheels imbedded into it, which you are supposed to spin as you walk by, thereby offering up your prayers to the Buddha. But if you





don't happen to be near a prayer wall, you can still haul out your own little portable prayer wheel, which are for sale in many of the nearby shops. You see people walking around with them everywhere, twirling away as they go. Your mother and I each bought one at a shop across the street from the stupa. Their prayers are written on small pieces of paper rolled up inside little cylinders, which you spin with the help of a chain that goes round and round like a merry-go-round. I took both prayer wheels apart in order to try to figure out what makes them tick, but unfortunately their prayers are written in a code that your mother claims to be Tibetan. Our eight-rupee prayer is very short, whereas the prayer in our twenty-five-rupee wheel is ten times as long—all of which just goes to show you that, if you are planning on going to heaven, it pays to buy the very best!

Today we bought you a hand-carved rattle and a furry little yak. You don't much care for the rattle but you sure do love your Jack the Yak. Whenever you are feeling down, you scrunch Jack's tail up into your tight little fist, at which point your thumb goes into your mouth, as you wander about, poor Jack dangling and swinging beneath your chin until you feel better. Jack the Yak works better than prayer wheels.

Today beyond the outskirts of Katmandu we picked up three American hippies and gave them a ride back into the city. They seemed totally stoned. There were only two of them when we stopped, but then one of them asked us to please wait a minute while he went off to find Frank. "Frank disappears a lot these days," he told us, "he wanders off into

the hills with a copy of the "Tao Te Ching" under his arm, and sometimes we don't see him for days." He also told us that there had recently been a hippie convention on top of a mountain eighteen miles outside of Katmandu. "It was all very beautiful," he said, "until it got broken up by the fuzz."

Two of our passengers appeared to be Americans, the other was a Scott. All three were covered with religious beads and jewelry, which is plentiful and cheap in the curio shops of Katmandu. Until the hippies started coming here a few years ago, I doubt that Nepal had any tourists at all. Still, I sometimes cringe when I think about what the Nepalese must think of us westerners.

We ran into the Swedes again. Ever since Tehran, they have been following much the same route as we have. Last night we had dinner together and swapped stories about Benares in India. They told us they had taken a boat ride there and seen a dead baby floating in the river being eaten by birds. Their guide told them children don't need to be cremated because, until they are twelve, they belong to Ganga, the River God.

*To learn more about this author's 1967 & 1968 VW bus adventure across Europe and through Turkey, Iran, Afghanistan, Pakistan, India, Nepal, Sikkim and Assam, go to <http://www.WaltzingAroundTheWorld.com> where you can either read most of "Letters to Zerky, a Father's Legacy to a Lost Son" for free or order the book in either hardcover or paperback form. "Letters to Zerky" contains many maps and pictures in both black and white and in color.*

# Golden Gate Chapter's 30th Annual VW Show

By Cathy Hendrix, Club Member

The Vintage Volkswagen Club of America - Golden Gate Chapter launched its annual VW show into high gear at one of the most perfect settings for a car show in Northern California on April 6, 2014. This event marked a significant milestone, the 30th Anniversary of the annual Vintage Volkswagen Club of America - Golden Gate Chapter's VW Show.

The festivities started out Friday afternoon with an open house for VW club members and guests at Mark Merrill's VW museum and shop located in Mountain View, CA. VW enthusiasts came from near and far to swap VW stories, enjoy Mark's extensive collection of VWs of all types and to enjoy the mouthwatering chicken, pork and beef tacos. The meal was complete when combined with Mai-Tai chasers served from a Tiki tower and bar, all compliments of club member Mark Merrill. The Vintage Volkswagen Club of America - Golden Gate Chapter, friends and guests would like to thank Mark for his generosity.

The day was truly one to remember. Everyone had one thing in common, the love and admiration for VWs. Participants seemed to enjoy the show, from the music provided by club member and DJ Jeff Gilleland of radio station KFJC 89.7 FM, to vendors and swappers, to the family, friends and guests of the many people who brought their cars into San Jose History Park. Attendees not only enjoyed seeing the cars, but also appreciated all of the fine accessories and treasures on display with the VWs. The 31st Annual VW Show at San Jose History Park will be held again in April 2015. We hope to see you there!



*Mark Merrill's VW Museum and Shop, April 4, 2014, Mountain View, CA. The neon Volkswagen sign is from a local dealership that was formerly located in Gilroy, CA.*



*Mark Merrill's VW Museum and Shop with a Tiki Bar in the background. April 4, 2014, Mountain View, CA.*

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*Vintage Gas Station, San Jose History Park, San Jose, CA*



*Best of Show - 1950 21A Panel Bus, Owned by Rick Clark of Salinas, CA*



*Mark Merrill polishing his 1958 Denzel Super Serien 1300 sports car designed and built in Vienna, Austria in 1958 by Wolfgang Denzel. This car has an aluminum body over steel frame, special Denzel 1300cc engine with dual carbs, custom crankshaft, heads, manifolds, connecting rods, and camshaft. This vehicle was originally sold in New York in 1958. There were about 70 made from 1949-1958.*

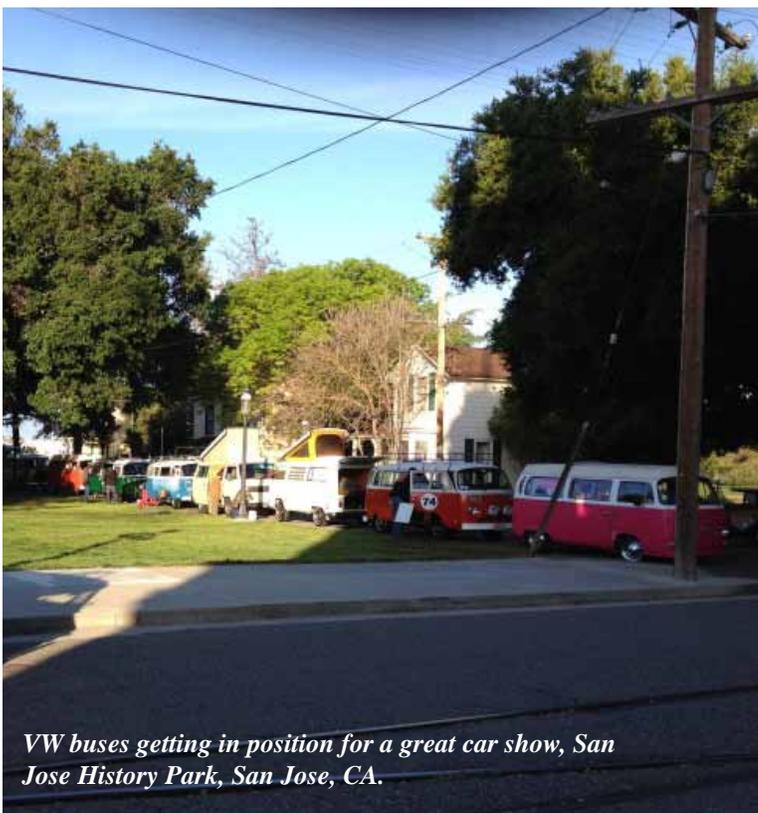
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On Sunday, VW's of all body types were driven to San Jose History Park (Kelley Park) located in San Jose, CA. April Showers were no threat due to the severe drought that continues to plague the State of California. As the weatherman predicted, it was an absolutely glorious day at the venue. San Jose History Park is designed as an indoor/outdoor museum with restored historical buildings arranged as a typical US town may have looked in the early 1900s. There is also a vintage gas station on display that is accessible to Volkswagen owners after the car show, a preferred background for VW photo opportunities. The attendance for the day



*VW mid-square bugs (1962 to 1964) line the street at San Jose History Park, San Jose, CA.*



*VW buses getting in position for a great car show, San Jose History Park, San Jose, CA.*

was estimated to be almost 3000 VW enthusiasts, from all parts of the world and all walks of life. Over 220 registered cars were on display in a variety of classes: bugs, buses, Karmann Ghias, Things, and Special Interest. The largest class was mid-square VW bug (1962 to 1964) with 25 entries, then the oval window VW bug with 24 entries, closely followed by the 1968 and later VW bus with 23 entries. A modest fee is charged for each entry and each year the proceeds from the show are donated to charities selected by club members.

This year's show was judged by VW experts using a strict list of judging criteria. Many plaques were presented for first, second and third place winners each VW class by VW Club President Rick Spohn. Rick Clark of Salinas, CA walked away with Best of Show for his beautiful 1950 21A Panel Bus. Tradition dictates that Rick's beautiful bus will be featured on the next Vintage Volkswagen of America Golden Gate Chapter's commemorative T shirt, which will be available for the 31st Annual VW show in April 2015.

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