

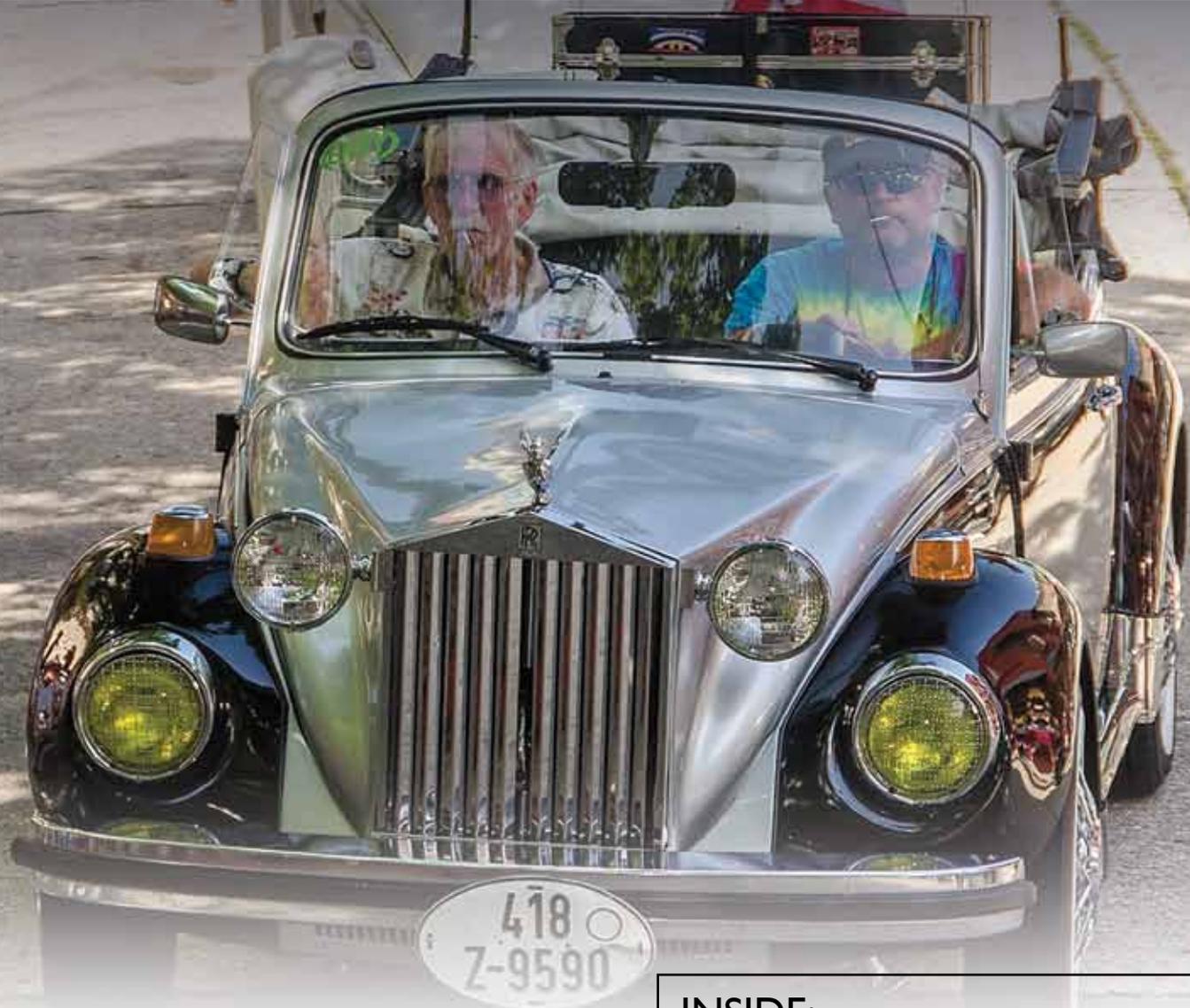


VintageVoice

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**“Heroes of Antique Volkswagening Award”
for the Year 2014**

By Steve Mierz commongear@aol.com

The Common Gear Antique Volkswagen Society is happy to announce this year’s “Heroes of Antique Volkswagening” honorees. We are very pleased to recognize this year two people who, in different ways, are carrying on the spirit of the old, original Volkswagen, each really making a positive difference within the old VW hobby world.

The “Heroes” award program was originated in 1999 to help recognize those people within the antique Volkswagen hobby world who have especially given of themselves to help other hobbyists, often with little to no personal gain or attention. The inaugural recipient in ’99 was talented Michigan-based antique VW restorer Dave Crompton. There were two recipients for Y2K: Pennsylvania’s tireless antique VW hobby advocate Jim Siegfried, and New Hampshire’s intrepid antique VW road warrior Bill Collins. The three 2001 honorees were California’s “world class” enthusiast/author/entrepreneur Rich Kimball, Connecticut’s unsung long-time workhorse event organizer Chuck Pisconski,

and Missouri’s super-enthusiastic event participant/organizer/”doer” Bill Bowman. Our two honorees for 2002 were Michigan’s “positive guiding light” Bob Case, and California’s amazing Golden Gate Chapter (VWCA) head man Rick Spohn. In 2003 we gave a much-deserved spotlight to that long-unsung, low-key, behind-the-scenes “doer,” Nebraska’s Matt Joy. 2004 saw recognition of Wisconsin-based master-restorer of drivable classic VWs Connie Holcomb, and California’s long-time vintage VW hobby enthusiast/organizer/promoter Jan Peters. In 2005 the “Heroes” spotlight shone on MA resident and dedicated vintage VW hobby leader Peter Cook, and Iowa’s “ironman” vintage VW behind-the-scenes-doer-of-all-things Howard Query. In 2006, the “First Family of Air-Cooled VW Performance,” the ground-breaking and truly legendary Berg Family, from California, were most deservedly honored. In 2007, our honorees were Arizona’s “godfather” of VW toy, memorabilia, and goodwill Jerry Jess, and VW restoration parts pioneer Tony Moore of CA’s Wolfsburg West. For 2008, the extraordinary (and extraordinarily loved) couple from California, Erich and Wendy Kircher were recognized for their contributions to the hobby and to humanity. In 2009, the AZ-based internet impresario Everett Barnes of “TheSamba” fame was honored for his significant contributions to advancing the state of

the (old VW hobby) art. In 2010, “The Godfather of the Antique VW Hobby,” Terry Shuler from PA was honored with well-deserved “Hero” recognition. In 2011, the CVA’s Jeremy Clayton was recognized for his tireless decade of contributions to the Northeastern old VW hobby. In 2012, CA-based businessman/enthusiast Scott Dempster, and the “mega-enthusiast duo” Mark Merrill and Ray Schubert, also from CA, were recognized for all their generous and significant contributions to the hobby. And in 2013, two tireless behind-the-scenes workers within the hobby who “make good things happen” in truly selfless ways were honored, Brian O’Kelly from CA and Tom Janiszewski from Illinois.

This year’s “Heroes” honorees are Bob LaPorte and Chris Vallone, both of New York. Bob LaPorte is one of those fellows who is always there as the “backbone” of his local enthusiast scene in Western New York. He has seen people come and go, and the hobby evolve over many years, and all the while maintains his positive and helpful spirit, doing whatever he can to help people out and share his considerable skills. Bob’s many friends and fellow enthusiasts really appreciate him, and his always-helpful, “can-do” spirit, and felt his recognition has been long overdue. Through his amazing focus, dedication, creativity, and plain old hard work, Chris Vallone has carved out a truly

top-notch reputation in the old VW restoration world, with the excellence of his work being recognized in prestigious classic car arenas, and in the garages of satisfied customers. Chris’s superb business sense and communication skills are also finely honed, further helping ensure the success of his old VW restoration enterprise, “Classic VW Bugs” of Congers, NY.

The official public announcement of this year’s honorees, as it has always been, will coincide with Michigan Vintage Volkswagen Club’s “27th Annual Vintage Volkswagen Festival,” May 18th, 2014, at Ypsilanti, MI. The MVVC Festival has traditionally been the venue for the announcement of the annual “Heroes” honorees, ever since noted MI-based restorer Dave Crompton received the inaugural honor in a ceremonial presentation at the 1999 event. The Common Gear Antique Volkswagen Society wishes to thank all those who participated in this year’s “Heroes” award process, including this year’s esteemed nominators: Vince Harrington, Bill Ellis, Vince Vespe, and “Anonymous.” We also thank Lynn Anderson for her ongoing spirit and support for this program.

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The Struggle to Replace the Beetle (7)

The EA158, scheduled for a 1969 introduction

After the prototype EA97 developed by Volkswagen to replace the Beetle in 1965 had been cancelled at the last minute after 200 preproduction cars had been built, it was decided to have a more up to date Beetle replacement ready for 1969. This new one was assigned development number EA158. At the same time plans to renew the entire range of Volkswagen models were started. The Type 3 (Squareback /Fastback) to be replaced with EA 204 introduced in 1968 as the 411, the Karmann Ghia to be replaced with EA 336 a Porsche design, known as the Porsche 914 here in the USA, and as the VW-Porsche in Europe. The Type 2, the bus, was also received a major face-lift in 1968, becoming known in English speaking countries as the bay window version. These cars were the last ones Nordhoff was involved with. By early 1968 he had already 3 heart attacks and at Easter of the same year another heart attack would be fatal.

The bodies for the Beetle and the Type 3 replacements were designed by Pininfarina. Pininfarina and Volkswagen had a long relationship going back to 1952 when they designed a Porsche look alike Beetle replacement, the EA 41, and Farina was also featured in many VW commercial for having suggested the larger rear window for the 1958 model Beetle. Some never produced styling exercises designed by Pininfarina for VW are displayed now at the VW Museum. As it turned out the Type 3 replacement, the 411, and the Beetle replacement EA158 looked very much alike. The Beetle replacement being a smaller version of the

411; it had only two single headlights in place of the two double headlights as the 411.

The American Company Budd, in Philadelphia, was also involved with this Beetle replacement. 35 bodies were been built by the Budd Company in the US for VW to study and analyze production methods, since this would be the first unitized build body by VW and the Germans had little experience building cars that way. Actually this was not the first time Budd was involved with VW During the war all the Kübelwagen bodies were built by Budd's German subsidiary.

By 1968 all the above mentioned models were very much advanced. Heinrich Nordhoff, shortly before his death, according to his biographer in a book written in 1969, often asked his development department during the first few weeks of 1968 to see "Die Neuen", "The New Ones". Nordhoff thought they came out real well and he supposedly was well satisfied as his biographer claims. A coupe and a very good looking two seat convertible were also ready. An upscale version of the same car was contemplated. It was Nordhoff's pride and joy. He thought it would be, in his opinion, again as related by his biographer, with other models ready to be introduced in 1968/69, guaranty the future of Volkswagen for at least the next 15 years. However, Kurt Lotz, Nordhoff's successor, claims that Nordhoff had showed alternating signs of enthusiasm and of depression during the last few weeks of his life.

Work on the 411, which was eventually introduced to the public at the Paris Auto show in the fall of 1968, and the EA158, the one which almost became a Beetle replacement, had according to Nordhoff's successor



Kurt Lotz, started as early as the late 1950s. Actually, as we know today, work on Beetle replacements never stopped during all of Nordhoff's 20 years at VW. There were a lot of parallel developments. Some were outright rejected; others received different development numbers as they evolved. All were mechanically much the same, except for the size of their engines. The two models, the ones we are covering today, finally had some of the features Nordhoff constantly requested over the years. They had unitized bodies (no chassis) and coil spring suspension all around, as well having more interior room and a more pleasant appearance, at least compared to other Volkswagen products. The two seat sports version was especially attractive. Engines contemplated were 1300 ccs to 1600 cc for the Beetle replacement and a 1700 cc engine for the 411. This Porsche developed 1700 cc engine was also designated to be used for the Porsche 914 and eventually for the Transporter. This was the situation as Nordhoff's biographer described it in 1969.

All tools for the EA 158 had been installed and pre-production of the final version started in early 1968. However, at the last minute, on January 17 1969, the decision was made to stop the EA158 Beetle replacement. Early sales and public reaction to the similar looking, earlier introduced Type 4, the 411, were very negative. The new management became cold feet and did not care to make another mistake by introducing the EA 158. It was again Carl Hahn, the head of corporate world wide sales at VW, who was most responsible for its demise by pointing out the problem with its weight. The EA 158, as all previous Beetle prototypes, had become too heavy. Instead of the by the engineers promised weight of 750 kg, (1653 lbs), it weight had reached 900 Kg, (1984 lbs), just as the weight of the 411 had blown up to 1020 Kg, 2 248 lbs. Hahn also pointed out that this replacement did not have what the Beetle had, a "unique selling feature" something that he was obsessed with and supported by Ferry Porsche. They considered uniqueness necessary to sell Volkswagen in the US.

Nordhoff's successor, Kurt Lotz, pointed out on June 28 1968 at a meeting with Ferry Porsche and engineers from Audi, Volkswagen's own people and engineers from the recently acquired NSU Company that 25%

of Beetle owners in Germany switched Volkswagens main competition Opel. To survive, "Volkswagen had to come up with an entire new line of cars to comply with future safety and pollution requirements and they had to look a lot more attractive. None of the models in production or ready for introduction fulfilled these requirements. After the cancelation of the EA 158 it became necessary to start all over again to get a Beetle replacement ready for 1972. This time it would have to be water cooled".

In the meantime it became necessary to give sales of the good old Beetle new impulses. It was the time of the introduction of special models like for instance the Super Beetle, the Sun Bug, the Baja Bug etc. The good old Beetle was adapted to the new safety and environmental requirements and to stimulate sales in Europe and the US for a few more years to keep Beetle sales from completely collapsing at least until at least 1972 that was the time they thought a new replacement would be ready for production.

A finished EA158 prototype is displayed at the VW Museum in Wolfsburg and can be seen on the internet.

Porsche's First Car Ever

Rediscovered After 116 Years

It still happens, after about 116 years a car everybody thought was lost for ever all of a sudden reappears.

Historians writing about Ferdinand Porsche had mentioned that he was fascinated with electricity at a young age. Electricity was a new technology. Against the wishes of his father, as a 16 year old, he electrified his parent's house. Making it the first private house in his town of 5 000 to have electric light. While young Ferdinand was taken in by the new technology, his father however wanted him to start out in his plumbing business with the idea of the son to take it eventually over. After three unhappy years working with his father, his father finally relented and let him start as an apprentice at the Egger Electric Company in Vienna, Austria. Vienna, at the time, was not only the third largest city in the world but also a hot bed for young men looking for a future in the automotive field.

Horse carriages had for years been the primary mode of transportation until some carriage builders in the late 1900s started experimenting using steam,



gasoline, diesel or electric motors instead of horses. The Egger Electric Company looking for additional business installed an electric motor into a horse carriage in 1897, which apparently did not work out to well and they asked young Ferdinand to come up with a better idea.

While test driving this “Better Idea” car in Vienna, Porsche was observed by one Herr Jakob Lohner the owner of what was claimed to be the largest horse carriage builder in the world. Lohner was experimenting with putting gasoline engines in carriages but was fascinated by the Porsche built Egger electric car and hired Porsche to work for him. Jacob Lohner was a well traveled man having been to the US and discussed cars and engines with the likes of Carl Benz and Rudolf Diesel in Stuttgart. It was while working for Lohner that Porsche built his second car, the Lohner-Porsche, best known for having electric motors on each of its front wheels. This layout eliminated the troublesome gearing and clutches of its days. This car, as displayed at the Paris World Fair in 1900, created a sensation and received world-wide attention. A number of these cars were produced. Not even a year later Porsche would add gasoline engines to recharge the batteries into this electric car and with that designing the world first hybrid car. Even today, over a hundred years later, as hybrids are reinvented, Porsche's pioneering effort is occasionally mentioned.

While we know a lot about the Lohner-Porsche and the hybrid it seems everyone forgot about his very first all electric car built while he was at the Egger Company. After Porsche started to work on improved version he declared this his first car obsolete and for it to be discarded according to old records.

To everyone surprise, Porsche's eldest grandson, Wolfgang Porsche, announced at a recent management meeting at Porsche, that he had acquired the first Porsche

ever built and that he would be loaning it to the Porsche Museum located outside Stuttgart. This was a big surprise to everyone and the news went around the world.

Slowly some details about this find are coming to light. It appears that someone approached Wolfgang Porsche in early 2013 telling him that a carriage was displayed at a carriage museum in Austria that appeared to be a Porsche design. After some investigating it turn out that indeed it was the first Porsche designed car. Most of its important parts had P1 (Porsche One) stamped on. Not only that, it even had a personal note in Porsche's hand writing attached to its steering wheel. It was established that the carriage had been displayed for 40 years at that particular Carriage Museum without anybody ever paying much attention to it and not realizing its importance. How it ended up there is unknown. The price Wolfgang Porsche paid for it and who contacted him has not been made public either.

The 2.7 hp electrified first Porsche carriage is now on display at the Porsche Museum with their newer cars, some capable of producing over 1000 hp.

Volkswagen Today

According to “Automotive News” Volkswagen has become the second largest car manufacturer in the world during the first half of 2014, after Toyota and ahead of GM. It is amazing to see how a company starting out building humble Beetles has become such a large company. Especially during the last few years under the leadership of Ferdinand Porsche's grandson Ferdinand Piëch, it has expanded to be a conglomerate that includes 12 different name brands building 315 models of cars. Volkswagen and Audi being the best known but they includes prestige names like Bentley, Bugatti and Lamborghini and lesser known ones like Ducati motorcycles and the low priced Skoda built in Slovakia. And there are also the truck manufacturers MAN and Scania. And I bet you did not know that VW also owns 9% of Germany's best soccer team (Bayern München) which has won the German Soccer championship for the last few years. What else would you expect from a soccer team Volkswagen is involved with? The Italian design house “ItalDesign” is also part of VW.

Today Volkswagen sells a third of its cars in China, many more than it sells in its home country as it has been doing now for many years. While VW numbers look very impressive there are voices that wonder what is going to happen after the 77 years old Ferdinand Piëch, who is head of the supervisory board of VW is gone. He and 67 year old Martin Winterkorn, the man he selected to run the day by day operations and the man most responsible for the rapid expansion of VW. Both are past the usual German retirement age. Most German CEOs retire in their early sixties. There seems to be an overreliance by VW on the Chinese market, other markets like the one in the US and in Brazil show a decline, which should make some people at Volkswagen nervous.

In the US, Volkswagen just can't get any traction. Having had many up and downs over the years. 1970 was their best year by selling 569,200 air-cooled cars, which was a long time ago, a number it never reached since. Actually it went down to the low 40,000s in the early 90s. This was the time Volkswagen had decided to supply all of its Jetta and Golf cars from Mexico for the American market. However Mexican built Volkswagen quality was even worse than usual and VWoA refused to accept them for sale in the US. To buy their dealers loyalty, VWoA paid each of its dealer half a million dollars just to keep them from jumping ship.

By 2013 sales of all VW products in the US had recovered to 407,700, but still far short of its better days. Over the last few years VWoA replaced their head of US operations every few months. Piëch was quoted last year by the international media that he does not understand the American market.

The way I see it, the problem is not who is in charge, the dilemma is the lack of cars that appeal to American buyers. Having observed Volkswagen fortune and feeble attempts to attract American buyers for many years I cannot understand Volkswagen's management. They offer a wide range of very attractive models in just about every country in the rest of the world, many that would without a doubt be very successful over here.

Two examples of market segments VW had neglected over the years. One from the past, Volkswagen popularized the minivan market here in the US but left it to Chrysler to sell millions of them. Right now, Honda with its CRV and Toyota with its RV4 are selling hundreds of thousand every year while Volkswagen is not a factor in this booming market small crossovers markets, as Automotive News puts it. What does VW offer? The Tiguan, a very similar car but at a higher price and having fewer features. Now they decided to build a 7 seat SUV in Chattanooga, Tennessee, but that one will not be on market before the end of 2016, by that time the market will probably already be saturated with cars built by the Japanese and the Koreans.

Over the last few years Volkswagen has accumulated plenty of cash, and will have an estimated 43 billion on hand by the end of this year. It has plans to spend about 100 billion over the next few years to add more capacity to its 106 factories and develop more new models. \$7 billion will be used to increase their capacity in North America alone. The money will go to expand their Tennessee facilities to build the new above mentioned SUV and in Mexico to built Audis in one factory and just engines in another one. Actually VWs old Mexican plant in Puebla in 2013 produced more cars as any other North American car manufacturing plant, 605,508, which is 195,559 more as the next largest North American plant produced belonging to Toyota in Georgetown Kentucky. The largest US brand, GM, built 377 643 cars in Oshawa, Canada.

If the Volkswagen Group wants to sell a million cars by 2018 here in the US as they have announced, and become the number one car manufacturer in the world, they better get going and offer the cars that appeal to American buyers before it is too late. Without the US they will never make it.

On another note: Volkswagen has celebrated the building of 50,000 Type 2 Campers over the last ten years. The new campers are now the called the California after the demise of Westfalia. This is a VW product that probably would find a lot of interest over here.

The Dashing Machine



All of you loyal readers are, I'm quite sure, well acquainted with me as a Vintage VW Person. As such, I have very little use for the newer VW's except to admire them for what they are: a necessary evil. However, I still find myself between a rock and a hard place about this, since every year one more model year is added to the ranks of "vintage" vehicles. My mother's 1981 Dasher wagon, while not quite yet of vintage status, is a member of the aforementioned Necessary Evil category. My mom and dad bought this wagon (WHY on earth, I wondered at the time) new, in late 1980. While I'm certainly not what could be called a FAN of these newer version VW's (sorry, but why lie?), they can be put to good use when one's own vintage Bug is undergoing the rigors of a clutch transplant. It is - shall we say? - MUCH better to drive a newer VW than to remain car-less for the rest of the day.

So, faced with losing my wheels for an entire day, I accepted my mom's gracious loan of Buster Brown (as he is known), '81 Dasher wagon in question. And, as I said before Buster will not even be close to anything resembling vintage until the year 2006, if then. I was not looking forward to driving him. But, after having him as my escort for the day, I am anxious to give credit where credit is due. Even if I was wrong about him - I just wasn't prepared to LIKE him.

I should say right here that Buster is a diesel. OK, for the rest of you that are still reading, he's actually quite a handsome example of his kind. He's got a chocolately-brown (reason enough for ME to like him) exterior that blends quite nicely with his Saddle Tan interior. He's got air conditioning, a BIG plus with me. He's a 5-speed, another reason to commend him. But I was unconvinced

at first. "HAH!" I smirked, pulling out of the driveway and heading Buster towards my office. "Gee, I might have to leave for lunch a half hour early, just to GET there", I thought aloud. HAR HAR HAR. What I found (instead of my snotty speed-possessed preconceptions) was that it was incredibly soothing to drive a diesel such as Buster. Not some great, hulking, clattering behemoth in the 18-wheeler mode, but a small, sedate wagon that moved along at his own pace. I quickly learned that no matter how fast I wanted to, BUSTER had other ideas. In short, Buster's gas pedal didn't listen to his engine. He seemed to be of the opinion that I could give him all the gas I wanted, I could pound my fists on his steering wheel in speed-induced frustration, and I could shift before he was ready, but dang if Buster didn't just growl on down the road at his leisure. This was disconcerting, to say the least. Since the gas pedal didn't seem connected in any way to what was going on under the hood, it was quite a problem at first, this power struggle we had. Taking his time, Buster's RPM's would simply wind up whenever they felt good and ready, and not a moment before. One starts driving a diesel like this with the silly notion that it'll behave like a "normal" car. And it will: as long as you have time to let it catch up with itself. Once I gave up and let Buster be himself, we got along fine. The lack-of-speed illusion quickly fades, once you have Buster up to speed. He'll cruise happily along at 65 mph all day and not complain. I began the day comparing him to my vintage buddies, both of whom are equipped with the mighty 36 hp engine. I'm no stranger to slow acceleration! Neither Vernon or Oscar are exactly equipped to blow the doors off anything - they'd more than likely gently PUFF the doors off. And, I get by just fine with both of them! So why was I so critical of Buster's lack of acceleration?

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He was very similar to driving a vintage VW - planning became key. With a diesel as with a vintage car, you need to plan your maneuvers well in advance, in order to execute them safely. With this diesel, I began plotting things miles ahead of time.

I'm speaking, of course, about not pulling out in front of anyone who is already moving. Even if the other car isn't moving, you have to watch out for him since they can get going so much quicker than you can. Hills present a special problem, since Buster looks as modern as the next guy. People can sneak up behind you and expect you to be able to roar right on up the hill, never dreaming for an instant that you're going to bog down as if you were carrying a couple tons of bricks in the back. They usually notice the little "diesel" logo on the rear hatch about the time they go flying around you, muttering and glaring at you. You, about this time, will feel as if your tires were mired in mud. There are also the Three Ss to contend with: Smell, Smoke and Stink. As for Smell, Buster had hardly any, except for first thing in the morning. Smoke? Buster doesn't smoke and never has. I'm told that, like people, only diesels in poor condition will smoke. That brings us to Stink, which would only happen (I assume) if your diesel smoked. So, the Big Three Diesel Notions bit the dust with me that day.

Built before aerodynamics became popular, Buster has a square, classic wagon shape that would appeal to anyone liking the cracker box style. I tend to prefer this boxy look to the newer, blobby automobile shapes that are currently appearing. He has a look that definitely starts at one end, and finishes at the other - there's none of this "OOZING ON" feel about Buster. Since he wasn't a true personality in my family till a few years ago, my dad was fond of calling Buster "The Dashing Machine", as that's what he was for so long: a machine. And, while this wagon may be Mom's cream puff, it hasn't sat unused for 14 years. No, Buster has had a life. With 80,000 original miles, he's been driven to Nebraska twice and ferries my mother around the Bay Area. He is ever-so-handy at carrying groceries and taking her two dogs anywhere they need to go. Even though this wagon won't (in my opinion) win any beauty contests, my mother loves this car. As the original owner, she takes great care to keep it as nice as possible. And her efforts show, as the car is completely, totally original. During every one of those 80,000 miles, my mom has pampered Buster with the

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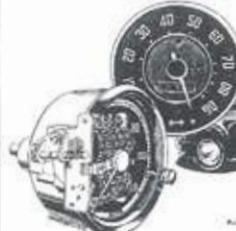
"The body, whether two-door, four-door or station wagon, is a perfect combination of styling and engineering."

POPULAR MECHANICS

"It's not that there's anything radical or revolutionary about the Beetle's design or specifications. Rather, it has all of the common sense, logic and workmanship that you'd expect from a car that's been around for over 40 years." (CHRIS FEARNSIDE)

"It's not that there's anything radical or revolutionary about the Beetle's design or specifications. Rather, it has all of the common sense, logic and workmanship that you'd expect from a car that's been around for over 40 years." (CHRIS FEARNSIDE)

best of care. Nothing went unattended for long. And, in all those miles, the only real repairs this wagon has had consist of normal maintenance (belts, hoses, glow plugs), a water pump, a starter motor, a clutch, and most recently a head gasket. Buster never went down during these episodes - everything was discovered during routine procedures and was fixed before it could become a problem. My mom is proud of the fact that she can now spot a worn a/c belt as well as the next guy. And, speaking of a/c, in a diesel Dasher, it is QUITE the experience. You'd better be moving at a pretty good clip when you turn it on, because the resulting KICK from the compressor is enough to give you whiplash. It puts quite a drag on the engine, and I noticed this while driving him. He's not my kind of car - the rear seat legroom is a bit lacking and I found the seats all around to be under padded or something, a bit flat - but I did have to (grudgingly) admire him for what he is: a very well-taken-care-of newer VW. I never thought I'd say this, but I think I really do admire this car. Because, no matter what kind of car it is, if it's been lovingly taken care of and is held in such high esteem by its owner, who cares WHAT it might be? Original is original, after all, and a CLOCK that still works really means something! While he lacks that certain old VW charm I know and love so well, Buster has become an icon in his own right, a sort of second-generation younger brother to my two oldies. He's a little guy no one would ever look twice at, and he seems perfectly happy being such a guy. I know Mom likes him this way - if he were flashier, she'd have to spring for a burglar alarm for him. Besides, she has her 24 oz for those Wild and Crazy Days. Now, what I'd REALLY like to know is whatever possessed them to call a DIESEL anything a DASHER.



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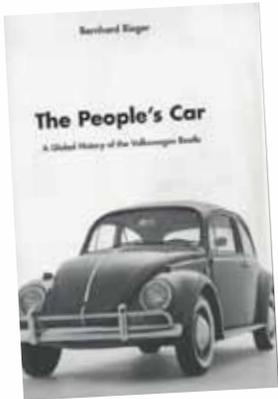
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The Volkswagen Library



THE PEOPLE'S CAR A global history of the Volkswagen Beetle

By Bernhard Rieger, Published in 2013 in the USA by Harvard University Press, Cambridge, Massachusetts. Hardcover, 406 pages, with some black and white historical pictures. ISBN `978-0-674-05091-4

The publisher summarized the book this way: "The People's Car" "is a transnational cultural history tracing the Beetle from its origins in Nazi Germany to its role in the postwar West German "economic miracle" to its popularity in mid century Europe and the US, the second career in Mexico and Latin America, and revival in the late 90s" That describes the book's content very well.

After an avalanche of books about Volkswagen a few years back, many of them repeating the same stories and pictures over and over, including the same errors, it is a surprise to see a book about VW published as recently as in 2013. It does not cover the car itself as much as it tries to explain the planning for it, the prewar political situation of designing and building it and the role it played in the revival of the German after-war economy as well to a lesser extent covering the transportation needs in postwar Europe. How the Beetle became an icon of frugality and/or its antiestablishment symbol in the USA is also covered. The author correctly points out the impact it had in other countries especially in Mexico and Brazil and to some degree in South Africa. Not having much industry, these countries gained enough confidence using VW as an example to finally join the modern world building their own industries, at least for a while.

Obviously Mexico impressed the author in a big way and he devotes many pages to it. He lists many of the Mexicans he met in his research and on whose info he relied. I found it however strange that the author would imply that the workers at the plant in Mexico were exploited by VW, because they were paid less as a German VW factory worker. Not mentioning the fact that it took a lot of money to set up the factory in the first place and train all the inexperienced workers. Neither did he mention the money that had to be paid by VW to corrupt politicians and unions to even get production started. On the other hand, the author acknowledges that VW paid double the wages compared to workers in Mexico doing the same kind of work.

Most people writing about VW do not want to mention Porsche's involvement and close relationship with Hitler as the author points out. He mentions an interesting episode, not known to me previously. Porsche after the end of the war vouched for a guard who was put on trial and described him as a humanitarian. The guard had executed a Ukrainian forced laborer for boiling a potato against established VW rules. Before that, the same guard, also while the factory was still under Porsche's supervision, had killed another worker for concealing a piece of fruit. How could Porsche vouch for a man like that, some humanitarian this murderer who killed two innocent workers? Because of Porsche's good words and the testimony of others the murderer was eventually acquitted of all charges.

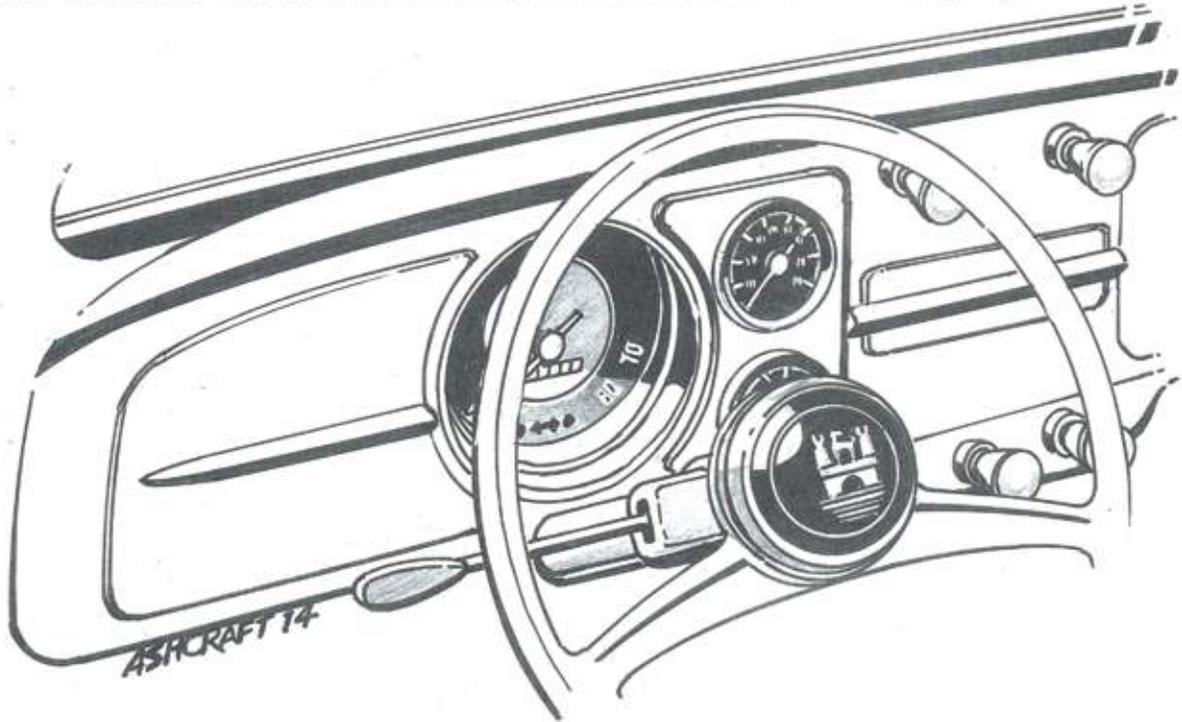
While I know just about all of Nordhoff's public announcements and speeches, owning a book which lists all of them, I was surprised to read minutes of a meeting held by him on September 27 1954 where he complained about complacency setting in at VW. He especially mentioned quality problems that seem to take forever to remedy. He mentioned rattling doors and hub caps as well as noisy transaxle gears. This surprised me, I never heard of rattling doors and hub caps but of many other quality problems. Another area of problems mentioned by him was the door handles. I never understood how inept the door handles problem was handled over the years. There were at least 11 changes made to the door handles over the twenty years of Nordhoff's reign. The door handle design was progressively getting worse, with the 66/67 version being the worst, until they finally got it right in 1968. Naturally VW had much worse problems as the ones mentioned by Nordhoff at that time that were never addressed. I like to mention only two, the number 3 cylinder overheating and engines freezing up in very cold climates.

A well researched book based on the many resources listed in its index. As I had said before, there is really not much info on the car itself but it has other interesting info. Anyone considering buying it should also read what others have to say about it on Amazon.com, usually very helpful with additional info for making up a buyers mind.

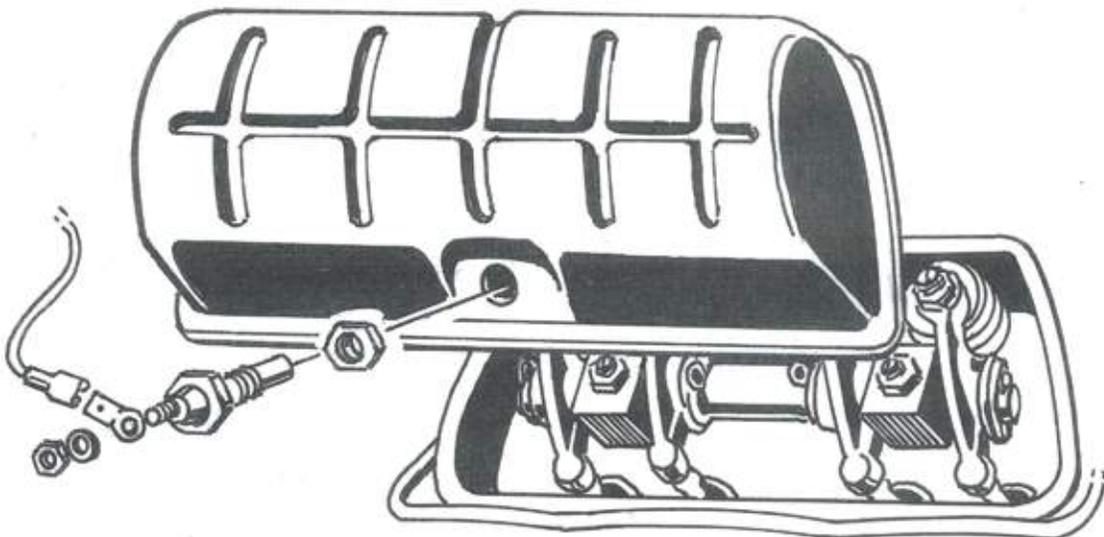
VOLKSWAGEN FLASHBACK

By Jack Ashcraft

I had a flashback to another life--when a VW Beetle was our only transportation and since I ran the living hell out of the poor thing, I figured I should try to keep a little better track of what that air cooled squirrel cage back there was doing. In a previous article I wrote about adding a six volt blower motor from a 1949 Mercury in order to be able to see out of the bugger when the weather turned sour. That same article shows a photo of the instrument panel with two new gauges--an ammeter and a water temperature gauge--from that same salvage yard '49 Merc. This article tells how I installed the water temp gauge.



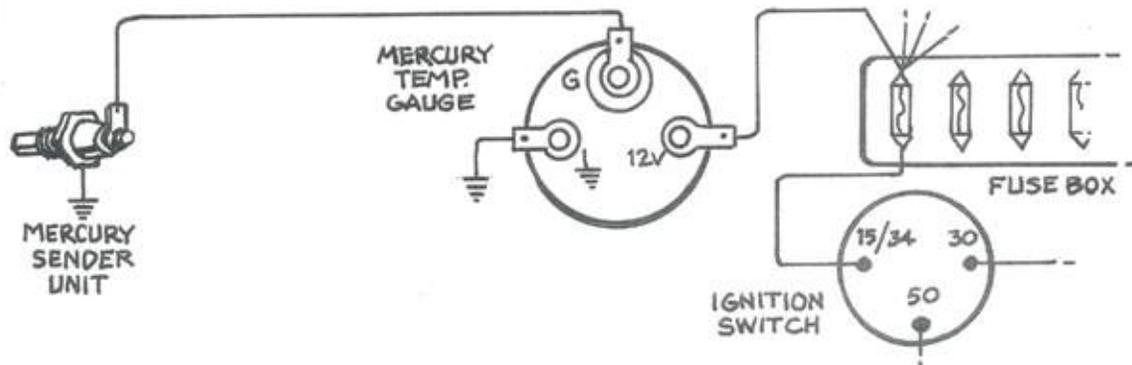
WAIT! A WATER temp gauge in an air cooled car? To begin with, a temperature gauge doesn't really care if it measures water or oil temperature, it is just a gauge. Same with the sending unit, which essentially varies in resistance as the temperature on its probe varies, and that varies the position of the gauge needle. I popped off the driver's side valve cover, decided the probe should go in the center of the cover so it didn't get smacked by a rocker arm, then dimpled the cover where the probe would fit. I needed a flat surface on the valve



cover so the probe would seal. A bit of work with a hammer and drift on my bench vise did the trick. Then it was a matter of drilling an appropriate sized hole in the valve cover and installing the probe.

One note here: The probe has to GROUND, so I had to chip a bit of paint off the valve cover at one spot where the retaining bail fit to allow electrical current to flow through the cover, then through the bail, then through the engine block, through the engine grounding strap, and finally back to the battery negative terminal. Electrical devices MUST have a complete electrical circuit to work.

I ran a length of number 12 insulated wire from the engine bay, inside the car, and then back outside the car at the underside of the instrument panel, then to the gauge. Any electrical gauge must have 3 things: a 12 volt reference, a ground, and the signal from the sending unit. I picked up the 12 volt reference off the first fuse, which is fed by the ignition switch as shown in the simplified wiring diagram. Then connected the ground terminal of the gauge to a ground point behind the instrument panel.



The toughest job was to bend up a little panel to replace the stock panel to the right of the speedometer, and cut two holes in it. I used a hole punch for that purpose, then primed and painted the panel, installed the gauges and the panel and hooked up the electrics and VOILA! Instant oil temperature gauge. The Mercury gauges had chrome bezels, and had white markings against a black background, plus provision for lighting, so it all matched up quite well in Der Beetle.

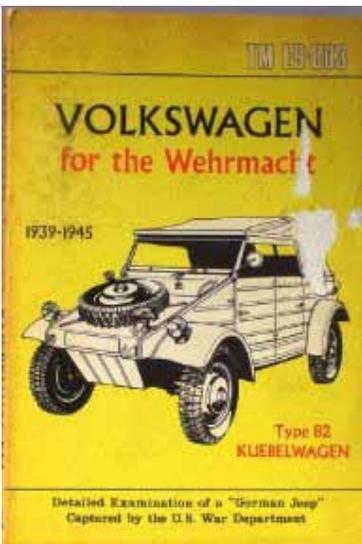
I didn't show the instrument lighting in the diagram, but all I did was run a wire from an instrument light wire on the speedometer, over to the gauges. No brainer.

So how did it work? Actually, amazingly well, other than having to pull off the electrical connector to the probe whenever I adjusted the valves. The Mercury gauge was calibrated from naught to 260 degrees F. The bug, once warmed up, ran in the 200 F degree range most of the time. Pulling a long hill on full throttle would move the temperature up to 240 F or so, well within operating limits of the bug engine. I once saw it touch 260 F on a 100 degree F day with a full load of wife, 2 kids and luggage, out in Nevada, pulling a long grade in 3rd gear [I was ALWAYS in 3rd gear uphill with it, which is why I finally switched to a Volvo, but...that's another story]. I don't know if having the temp gauge lengthened the time between valve jobs on the Bug or not, but it DID make me conscious of the squirrel cage having to work harder and caused me to ease off and give it a breather a few times when I might have just pressed on and blown the little sucker up. I've always figured you can't have too many gauges in a car and I'm one of the few, perhaps, that will actually pay attention to them.



Volkswagen For The Wehrmacht

Published by the U.S. War Department in 1944



Of all the books I have about Volkswagen this is a strange one to me, maybe not so strange to some. It was originally published by the US War Department on July 6th 1944 as a “War Department Technical Manual”. Its subtitle is “Detailed Examination of a “German Jeep” Captured by U.S. War Department”. Even the date of publishing is interesting. For those having knowledge of details of the Second World War may recall July 6th was “D” Day. This was the day the allies invaded “Fortress Europe” as Hitler called it. While this book was published first in 1944, and its use was restricted to military personal, apparently a California company, Post Era Motor books, in Arcadia, CA 91006, secured the right to republish it in 1972. Library of Congress Catalog Number 72-84803. ISBN-911160-43-4. The same publisher also

published the very informative book “Volkswagen, Nine Lives later” which has many very interesting pictures of early Volkswagen details. The same publisher also published a very good book about the US Jeep.

This manual was written to help US soldiers to use captured Kübelwagen. Any half-ways handy soldier should have had no trouble keeping this particular car maintained and even repaired using this manual provided parts were available. The manual must have kept many military personal from having to fighting at the front. The effort to write it must have been substantial because it has many detailed drawings and information of different parts of

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the Kübelwagen as well as the specifications for adjustments like for instance of the valves and torque requirements to tighten certain bolts. Maintenance intervals and trouble shooting is well explained. As well as driving instruction under different road and weather conditions are given. One however has to wonder whether any soldier at the front was really concerned about the maintenance of this car. The Germans left many of their military cars behind because



of lack of fuel and in many other cases for the lack of spare parts for the repair of broken down vehicles. Since fuel was no problems for the US or British forces, they were able to use some of these abandoned cars. There are in existence a number of pictures showing GIs driving captured Kübelwagen. More pictures exist showing British soldiers in Kübelwagen some even use German drivers driving British officers. While it is not mentioned anywhere in this book, it appears that this book is based on the examination of Kübelwagen captured by the British in North Africa in 1943. After the capitulation of the Italian and German forces in North-Africa much German military equipment fell into the hands of these allies. These were the first Volkswagen to enter the United States. They were disassembled, tested and reassembled at the US Army testing grounds at Aberdeen, Maryland. I can only repeat this is very detailed book. No part of the Kübelwagen is left out. It must have taken quite a few people to provide this much detailed information. The main conclusion of the investigation and the tests by the US Army was that the Kübelwagen was far inferior to the Jeep only its light weight was a positive and it was considered to be more comfortable as the Jeep.

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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 or 913-831-6225. My address is also listed under the Chapter Reps for the state of Kansas on our website: Mike Epstein.

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

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1952-1982 VW Factory Shop Manuals.: \$29.95-\$99.95. Aftermarket VW shop manuals (6 different publishers): \$9.95-\$34.95. 54-79 VW Restoration Manual \$37.95. Alex Voss, 4850 37th Ave So., Seattle WA. 98118. Tel: 206-721-3077 toll free 888-380-9277.

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Volkswagen Stories

I work with the Oracle database product. This week (week of Sept 28th) I'm at the annual huge Oracle Open World event. Oracle treats me very nicely. I am at the corporate office for meetings...a very pretty set of green glass towers we used to call Emerald City... So, I'm walking to the meeting center past the parking lot for the execs and senior people...and what do I see? This very nice 69 or 70 bug! Yup...even corporate execs love these little cars.



I have a friend from about every job I've worked with. Rick (from my Honeywell days) has been following the progress on the Isetta and saw this pic I posted on facebook...he commented that he had a '72 gold bug and it was fuel injected. These early fuel injected bugs were not overly popular and I've known many an owner to swap out the injection system for a carburetor setup...so unless someone put a newer motor in his older bug...he has at least a 1976 bug. I've asked him if it has a rounded windshield or flat windshield and additional questions...telltale signs for us bug enthusiasts to figure out what year a car is...



I regularly yard sale with my '60 bug. It's simply amazing how much stuff you can get into a convertible bug! This isn't the first time it's been this full. Notice the toy bug on the back! This and that shelving unit were curb finds while hitting the sales. I harvested the toy bug body and its front end (easier to use its steering mechanism) for a someday VW pedal car!

The dumb thing I usually hear at yard sales is "I'll swap you all this stuff for that car!!!"...well...my response is "Is your home paid for? It would have to be part of the deal"..... People also ask what year it is but is clearly printed on the specialty license plate.

This bug does have some serious value. Last time out, this guy asked if I would take \$10,000 for it. Honestly...I have it insured with Hagerty for \$20,000 and think I could probably get that for it. These older bugs that are in nice shape, especially convertible bugs, are becoming rare... Anyway...he said he would pay me \$10,000 cash as if that would make a difference (we would meet at the bank with either cash or a cashier's check anyway)... He asked what I wanted for it. I told him \$20,000 and then if he agreed to that, I'd jump to \$25,000... I really don't want to sell it right now because I'm enjoying the car.

I have \$\$\$ and if I sold it...I'd have \$\$\$ but not the car...

But if you have stupid \$\$\$...maybe I can be persuaded to part with it.



The story about this 60 bug...I'll give you the quick version...a guy called and had 2 bugs...he was going to give me the convertible (the 1960 bug above

when purchased) if I would completely restore this completely rusted out 62 bug shell (pictured below) for him.



I told him I was a computer database person by trade and enjoyed a good restore car project but I'd need like a 1966 Mustang convertible that was top-notch to do this kind of work. He didn't seem to have a clue as to what it took to restore a car and I told him the one he wanted (the 62 bug) wasn't restorable... and the effort was certainly worth more than an old bug that needed a restore itself. He had owned both cars for 10 years. It was to be a father-son project for him and his then 13-year-old boy. 10 years later...the boy is 23 and out of college and the project never got started...

I ended up getting them both for \$300. The convertible turned into my yard sale bug pictured above. As bad as it looks...it was not rusty. It takes me roughly 2 years to do this to a car... Both cars had clear titles. Someone ACTUALLY wanted the 62 rust bucket...I traded it and its good looking 1300 motor for rims with hubcap clips, the running boards, new bumpers, the hood I ended up using, and seems there was something else in the pile too! Oh...a tranny flange to start motors on the floor. I was going to take a saws-all to this bug and cut the top off the tranny... and cut the rest of it up and put it in a dumpster...

The first year of a bug restore is to prep it for paint. I take it completely apart. Fix any dents, etc. The

'60 bug had played ball stop for the prior owner's backyard baseball diamond. I think this is the only time it spent outside. After the paint job, my first goal is to get it running so it can move itself around. I license it and enjoy it as I finish the assembly over the course of the next year.

This is an early 60s 1960 bug. Midyear 1960 is when VW switched to the 40 hp motor. This one has its original motor. I think it does more like 20 hp because you can turn it over with the fly wheel with hardly any effort at all. I'm amazed it runs as well as it does! I had another 36 hp motor prepared for it... that one...had the 3rd cylinder burn thru issue...boy that makes a mess!!! Oil everywhere...and didn't quite make it to my destination when the oil pressure light came on... So...I put the original motor back in it. Its 4th cylinder is starting to pull the studs out which causes the valve rockers to clatter some...and this same cylinder goes thru a spark plug about every other month (fouled with oil). I do have rings for this motor...a future project perhaps...

The '60 bug had quite the clutch chatter. It was so bad that if you couldn't get it to roll a bit...it was tough to start it moving... Anyone know what was wrong? I got stopped at the bottom of a hill (near the VA hospital for those familiar with Des Moines) and my neighbor was nearby on his bicycle and was able to give me a push... I had taken the motor out and swapped out the brand new clutch and flywheel for another brand new set; same problem. I was preparing to put in yet another completely new set of clutch parts when good friend and fellow bug enthusiast Don Steoger said it's probably the Bowden cable! Sure enough...I put a new one of these on for \$20 or so...problem solved. I have 2 spare clutch setups for a 36 thru 1300 cc motor now.

One clutch set went to my dad for my first car, a 1962 ragtop bug...another story...another day.

Dan Hotka
Des Moines, Iowa



Painting Your VW

Introduction

By Peter and Terri Triandafillou
trian@myfairpoint.net

Any air cooled VW is now over thirty years old, and unless it's been professionally repainted, its finish is probably showing its age. This is certainly true of my '72 Karmann Ghia. Not only is the original paint tired and full of scratches, but some minor repairs were made to a fender, and the newer paint doesn't match the old paint very well. On top of that, the car has a number of minor dings and small dents.

A good, professional paint job can cost thousands of dollars, and with good reason; a good job requires a lot of labor. However, with some good tools, advice, perseverance and practice, the hobbyist can get a good finish too. Will it look as good as a professional job

executed by someone with decades of experience and a professional spray booth? Of course not, but with good equipment and modern materials, you can attain a great finish that you'll be proud of.

These two articles will take you through my journey of learning to paint my Ghia. I will tell you what I've learned and I'll be honest about how long it took and what went wrong. I will not provide detailed directions or product recommendations, but I'll cite some sources.

Above all, this is not about making a show car. If that's your goal, don't try and do it on your first project. My intended audience is someone who wants to improve the looks of a cherished VW, have some fun in the process, learn a new skill, and gain some bragging rights. When I started this journey, I had never painted a car or used an automotive spray gun.

Before getting into any details, there are three principles

one must embrace before committing to a project like this. If these requirements aren't met, things are likely to go wrong.

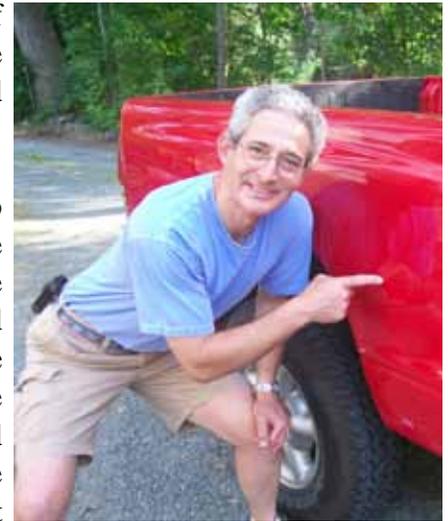
First, you must be committed to safety. Painting a car means working with chemicals and solvents that you do not want on or in your body. If you are the type who is likely to leave a respirator on the bench, stop now. Ruining your health is too high a price for a shiny car. Your paint shop will recommend proper safety gear, including a respirator with the right filters, goggles, gloves and a Tyvek suit. Buy them and use them.

Second, painting a car requires patience, and a lot of the work is tedious. Spray painting is a huge amount of fun, and applying color to a car is exciting. Unfortunately, that part of the project will consume only about 10% of your time. The rest of the project will mostly be spent removing and reinstalling exterior parts like lights and door handles, masking, and sanding – especially sanding. Doing the job right will take many hours of sanding, applying fillers, sanding some more, and repeating that process multiple times. After the paint is applied and has cured for a few days, you'll probably wet sand and buff the entire surface. If you allocate enough time, you can stop whenever the process get tedious. More time means better results and less frustration. The process can be fun, but it can quickly become a nightmare if you have to rush things. You also have to enjoy it at some level. I like making blemishes disappear with sandpaper. I'm sure many of you are rolling your eyes and thinking, "This guy needs to get out more." That may be true, but this is another place where it pays to be realistic. If you hate sanding, do you really want to tackle a project like this? It would be a shame to turn a fun car with tired paint into a pile of parts.

Lastly, you need a mentor. If you have a relative or friend with painting experience, arrive with gifts and ask them for advice and help. None of these resources were available to me, so I took a route recommended in one of the books I read: I made friends with the guys behind the counter at the local auto paint store. I highly recommend this. Odds are they are hobby painters just like you, and if you approach them with respect, buy your equipment from them, and don't interfere with their commercial business, they are likely to be a big help. In my case, they were determined to make

a painter out of me and gave me great product and application advice.

The first place to start is with some reading. It will be much easier and efficient to have a grasp of the tools, products and techniques before visiting the paint



store. There are plenty of books available; I read "Painting Your Car on a Budget" by Pat Ganahl. I suggest getting a couple of books for reading over the winter. You'll find that as with any art, there are differing opinions about the "right" way to do things, and you'll occasionally find contradictions. You'll notice that you won't find many recommendations for specific paint brands. That's because formulations change periodically, and there may be regional preferences. Go with the products recommended by your paint store.

You will need some tools. I recommend getting a good paint gun from the paint store. Yes, you can find a much cheaper knockoff at a discount store, but you'll get better results from a professional gun, and you'll be spending your dollars where you get your advice. You'll need a capable compressor. The HVLP (high volume, low pressure) guns sold at the paint store need a lot of air. A small compressor simply won't do it. Based on advice from the paint store, I got a 30 gallon, oil lubricated compressor. It doesn't produce the cubic feet per minute the gun manufacturer specifies, but only industrial 240 V compressors do that, and they're very pricey. For my limited use, the 30 gallon model did the trick. Make sure you discuss this with your paint shop. You'll need hose with an adequate inside diameter; usually 3/8 inch minimum, and a couple of water traps. You can get an inexpensive one and install it on the wall at the midpoint of the hose run, and a disposable one for the entry point of the gun. As compressed air expands, it cools and sheds water, which you have to keep out of the paint. Buy high quality, (and more expensive), disconnect fittings that allow enough air flow for painting. The details will

come in the next article, but you'll also need an air driven random orbital sander and an electric buffer.

How much will all this set you back? If you start from scratch and buy professional grade tools, about \$1,500. If you go with discount tools, it will be about half that. Yes, that's a lot of money, but you'll save much more than that, and minor scratches and dings will cease to be the financial and psychological calamity they once were.

Trying to paint outdoors is a mistake. You need some kind of spray booth large enough to hold your car with room enough to move around. A two car garage will work well, as long as two cars still fit inside with all the other stuff that tends to accumulate in a garage. You will need to protect the walls and stored items from overspray. New guns create less of it, but overspray will still get everywhere. I hung plastic sheeting from the rafters and put rosin paper on the floor. You also need ventilation, both for you and the paint. I put a box fan for exhaust in a window, and another fan to draw air in at the partially open door. The pros use filtered air. Most of us don't have that option, so we end up wet sanding to get rid of dust nibs.

Here's an important point – how close is your garage to your neighbor's house? If it's really close, you should let them know you'll be painting. The solvents in the paint have a strong smell, and you don't want to annoy or panic the neighbors. You certainly don't want visit from law enforcement looking for a meth lab.

The last thing is very important: you need something for practice. Painting will be much less stressful if your car isn't the first thing you paint. I have a very old pickup with some rust problems, so I decided to paint several fenders as a way to learn and practice. I couldn't hurt the vehicle's value, and it gave me the confidence I needed for the real job. If you don't have a practice vehicle, you can learn a lot from painting plywood and garbage cans. The latter are important because VWs are mostly composed of curved surfaces. The paint store can mix you some inexpensive paint for practice purposes.

I learned several important lessons from my test vehicle. First, I was successful at getting a good finish. Second, it was a lot of fun. Third, overspray gets everywhere. Places on the opposite side of the vehicle that I didn't bother to mask got some overspray. This isn't an issue if you're painting the entire car, but it means that paint gets everywhere that isn't covered. This includes you; hence the safety gear.

I haven't mentioned color yet. The choice is obviously up to you, but it is much easier to stick with a color similar to the existing paint. A big change means that you need to paint the door jambs and the undersides of the trunk and engine lids. This creates a huge amount of additional work. Painting door jambs or other interior surfaces will require complete and bulletproof masking of the interior, because anything that isn't masked will get painted. For my Ghia, I chose a somewhat darker shade than the original, but not so different that it mattered. People building show cars and professional painters cannot abide leaving the interior parts unpainted, but when you paint you're in charge. If anyone criticizes your method, don't give them a ride!

In the next article, we'll get into prepping and painting the car.

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Howard,

First I would like to thank you for running my request to locate three lost issues of the *Vintage Voice* newsletter for more than the advertised two issues. I was curious as to when my request for the lost issues began and it first appeared in the September/October issue of 2013. That's a total of five issues, above and beyond what I was expecting.

However, persistence paid off, and by the grace of God, a very nice and thoughtful member mailed me a letter on September 12, 2014 to let me know that he had the three missing issues of the newsletter that I was looking for, and that he would be in the Costa Mesa area visiting family and friends. His name is Craig Taylor and he lives in San Francisco, California. He stopped by my home, we spoke for a few minutes and then he was off back to San Francisco.

Apparently he visits the area from time to time so the next time he is in town we plan to have some lunch and talk VWs. What a wonderful bunch of people VW people are!!! Anyway, I just wanted to let you know that you should stop running my add to make room for someone else's needs. If you are able to include a thank you to Craig from me and include it in the newsletter I'm sure Craig would appreciate the acknowledgement of helping out another member.

Thank you again for all that you do and making the club and the newsletter a great success!!!

Steve Briscoe

Director's Note: Steve, thanks. I am sure Craig enjoyed being of assistance.

Hi Mr. Query,
I received the *Vintage Voice* today and decided to renew my membership for the next year. I thoroughly enjoy the magazines as it is my only link to the club activities. It doesn't appear that you send reminders, so I hope this note is satisfactory.

I'm an old guy (72) and slowing working on a German Type 3 Notchback. Is that car of interest to your readers? I am leaning quite a bit.

If you know of a Type 1 for sale, pre 1968, stock, not a project ... maybe you could let me know.

I'm probably limited in what I could do to help you and the club prosper but I'd be happy to offer my help.

Sincerely,
Peter Dykema
watogafarm@tds.net

Director's Note: Peter, thanks for the offer. Yes, I am sure our members would be very interested in your Type 3. No, we do not mail out reminders ... but we will email a reminder providing we have a current email address of file. Also, I am still trying to find those back issues you asked for as we no longer keep an inventory on the shelf. I can send reprinted copies of the issues if you would prefer those instead.

Hey there director!

Many of the tech articles published in the *Voice* would make for great reference material. Have you ever thought about reprinting those in a reference guide or dedicating a newsletter to just that of reprinting them all?

Jim Hansen,
Michigan.

Director's Note: No I have not, but that is an excellent idea. Thanks for the suggestion.

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Omaha Volkswagen Club, Show & Shine

June 21, 2014

By Richard R. Marcoux, Daisy Hutzell-Rodman
Photos by Terry Wolfe

The Omaha Volkswagen Club's (OVWC) annual Show and Shine was held in the historic town of Louisville, Nebraska, founded in 1857. Only about 20 minutes from Omaha, Louisville is a great location for the show. Some of the town's highlights include the state recreation area along the South bank of the Platte River, antique stores, interesting restaurants and an authentic drug store soda fountain that still serves real ice cream sodas seven days a week. As the town of Louisville laid out the red carpet for the Volkswagen community in true Midwest fashion, a great day unfolded.

The day started off with clear skies and a steady breeze blowing through town, setting the stage for other great OVWC show in the making.

OVWC President Greg Sloma, vice president Marisa Finazzo and their team had things well in hand ensuring the success of the show. As cars filled the main street of historic Louisville for the event; the combination of a Midwest town and Volkswagens was a perfect fit. The town graciously blocked off the main street for the show. Volkswagens from across the Midwest came for the show. From the local shops being open to the Boy Scouts helping provide some of the food, the venue spot on.





As the show started to conclude it was time for the awards ceremony. This year there were 21 individual class winners. Along with the 21 class winners there were also some special awards/winners; which included Best Campsite: Carmen & Eli Engelhardt and Clark Radcliff, Best Paint Aircooled: Bryn Gerdes, Best Engine: Jay Hines, Best Interior: Cheyenne Hemphill, Best Stance: Seth Keuckel, Best Paint: Water Cooled: Bob Florence, Best Engine Water Cooled: Seth Keuckel, Best Interior: Greg Sloma, Best of Show: Paul Hoegemeyer, and Grand Champion Concourse Class, won by Bob Foulk and his 1952 Sedan from Sioux City, Iowa.

After presenting the car show awards, two very special awards were given out. The OVWC Enthusiast Award, which has been renamed the OVWC Phil Cram Memorial Award for Enthusiast of the Year.

Phil was one of the founders of the Omaha VW Club, and his shop kept nearly every VW in the area running until this past year. Phil died in early April from cancer, and the shop closed April 30.

The winner of the Enthusiast of the Year this year was Tony Berney. Tony, worked at Phil's shop for the last several years, and kept the shop running as long as possible. Tony was awarded this plaque for his unselfish dedication to a friend and fellow club member.

The final presentation recognized the loss of Phil Cram by citing his lifelong passion and support of the VW community. This plaque was awarded to his wife, Lori. Tony Berney accepted the award as she was not there (right).

Following the awards ceremony the finale for the show, which everyone was waiting for, took place. The OVWC sold raffle tickets for a 50/50 drawing, with half the proceeds going to the Louisville Volunteer Fire Department. The lucky winner was Margaret Carroll.

As the show concluded it was evident that once again the OVWC continued their long tradition as



being one of the premiere Volkswagen shows in the Midwest. Only with the support of our great sponsors and the town of Louisville is it possible to have such an event. The OVWC would like to thank the Vintage Volkswagen Club of America, of which we are a chapter, O'Reilly Auto Parts Stan Olsen, Performance Volkswagen, Air Cooled Express, Cram Foreign Auto, Trademark Heating and Cooling, Sean Davis Graphic Design, Corky's Import Auto, Randy's Resto Shoppe, S line MotorSports, West Park Lawns.

Next year's show will be held on June 20th 2015 so mark your calendars to attend this great show held in historic Louisville, Nebraska. For more information on the Omaha Volkswagen Club, go to omahavwclub.com or visit the club's Facebook page.





The Year of the Love Buggy

Eureka Springs 3-Day VW Festival Swap Meep & Tourcade 2014

By Michael Epstein vvwca@att.net

The entire city is on the National Register of Historic Places as the Eureka Springs Historic District, and a popular tourist destination. Eureka Springs is a unique Victorian resort village. The city has steep winding streets filled with Victorian-style cottages and manors. The old commercial section of the city has an alpine character, with an extensive streetscape of well-preserved Victorian homes, shops and buildings. The buildings are primarily constructed of local stone and lie along streets that curve around the hills and rise and fall with the lay of the land in a five-mile long loop. Some buildings have street-level entrances on more than one floor. Eureka Springs has been selected as one of America's Distinctive Destinations by the National Trust for Historic Preservation and has historically been called "The Little Switzerland of America" and "The Stair-step Town" because of its mountainous terrain and the winding, up-and-down paths of its streets and walkways. The streets wind around the town, and no two intersect at a 90 degree angle and there are no traffic lights. Perfect for our small cars!

For the longest time all my friends would ask me to come down and I wouldn't because of the time of year, it's always the weekend before Labor Day, Hot and Humid!!!! Both of which I hate with a passion. But



about 7 years ago I found it was going to reasonably cool for this time of year and I went, hooked from that time on. This year though, instead of about 88-89 degrees add 10 more to that made me think differently on the way I took my photos and what do you know, I took about 100 less of them too.

If you get a chance to come to this show, you really should. Not just for the show, if paragraph one didn't sound inviting, show it to your wife and it will! Tons of shopping and unique galleries of everything imaginable, not only that, but the weekend we are there has a lot of musicians playing around town making for a wonderful atmosphere especially in the evening while you're out eating or walking around window shopping.

I believe that this soiree starts on Friday evening with big dinner and party for those who come in town the night before. This is great because you can actually set your car up and be ready for the next day. The host hotel, Best Western sits in front of the Convention Center where the car show uses the parking lot so it's one way in and one way out making easy for someone to police so your car is very safe back there for the evening plus you're surrounded by other VW freaks.

Well, this year did not disappoint with close to 300 cars on display from the 1940s to 2014. Even the swappers had plenty to look at. Reminds me slightly of the Bug-O-Rama days in Northern California, Some set up outside and some set up inside. I was surprised to see a certain someone from the Kansas City area who had a very long table overflowing with parts from KDF cars as well as Schwimmwagens, Kubelwagens and on up! There was tie-dye everything, wood burning VW items, they looked really nice, toys, after-market parts, used parts, you name it.

The show cars look really nice as always, there are some really nice ones, especially the vintage ones that are stock which there are about half dozen that are sweet! I'm sure the judging was tough this year in some classes, always is. Of course yours truly goes for the Splits and Ovals.

One of the unique things about the show is after the judging, all the show cars get in line and start at the top of the town and drive through the narrow winding roads of the city till they come at the top of the business/shopping district and meander down the street in front



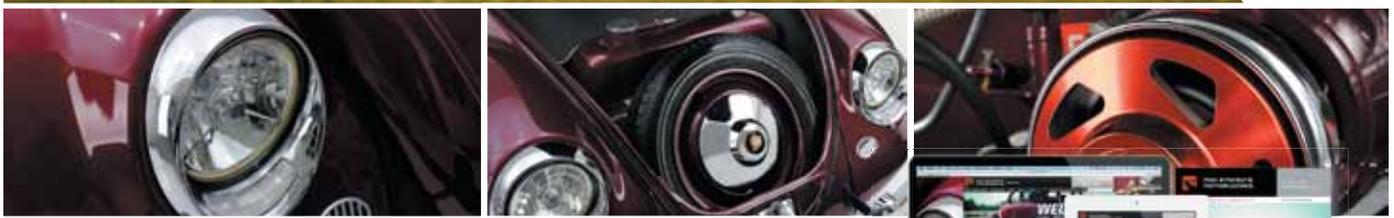


of everyone standing and sitting, lining the streets waiting for the VWs to pass in parade style. Another fun bit of the parade is that individuals who own the cars in the parade buy, themselves, candy and beads like Mardi Gras beads and throw them from the car as they pass along the streets in front of the people, it's a free for all! The whole town turns out and all the tourists stop what they're doing and watches the parade of VWs.

That evening I hear they have an awards dinner I assume that's where you find out if you placed in that days show, so I guess it's a gimme that you're staying over that night unless you're close by. Sunday I believe there's a tourcade to a Winery and that wraps up your 3 day VW Festival in Eureka Springs, Arkansas. Y'all come back now ya hear!

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