



VintageVoice

January/February 2019

Volume 44 • Number 1

The Vintage Volkswagen Club of America Newsletter • Established 1976





Brrrrrr! Happy New Year!

And the excitement starts to build now. Get that project finished for that special show you want to premier it at, make those traveling plans and see how many shows you can fit in along the way and National Parks of course. We hope everyone had a nice holiday and maybe even picked up some much needed items or lusted after ones! Better run out and buy your 2019 New Beetle!

Since I've taken back over in September 2015, we've changed the address I don't know how many times, but with the major change in our club and the newsletter format, we see a Post Office box isn't really needed. You may still send hand written or typed submissions to us but we do prefer a digital file like Word for text and Jpegs for photos. So from this point on, our official mailing address will be: VVWCA c/o Mike Epstein, 2907 W 72 Terrace, Prairie Village, Kansas 66208-3159. Thank you once again.

I am so thrilled to report that our new website is online and working. I'll admit, we find a glitch once in a while or one arises, but by reporting it to the webmaster, we can take care of it asap, please remember, be nice, it's a volunteer position, we try to give the club all the time we can. You can reach Jay at membership@vvwca.com as he is also the membership coordinator.

I want to remind all you chapters, that we have an event section on the Face Book Page, I do not mean the group page

where it gets lost, but a page anyone can visit and open the event tab and check out events, I would love to see you all use this for your monthly meeting if you would like, it may bring you new members.

VW says Goodbye to The Beetle again, this time it looks like it's for sure, but never say never!

"Will the Beetle be back?"

Chief Executive Officer of Volkswagen Group of America, Hinrich Woebcken, didn't rule out restarting Beetle production in the future. It's a move the company has taken with the similarly iconic VW Bus, which the company decided to revamp in 2017.

"Never say never," Woebcken said in a statement. (What did I say?)

Have you heard of "Bumblebee the Movie?" On the run in the year 1987, Bumblebee finds refuge in a junkyard in a small California beach town.



Charlie (Hailee Steinfeld), on the cusp of turning 18 and trying to find her place in the world, discovers Bumblebee, battle-

scarred and broken. When Charlie revives him, she quickly learns this is no ordinary, yellow VW Bug. Directed by Travis Knight, written by Christina Hodson, cast: Hailee Steinfeld, John Cena, Justin Theroux, Angela Bassett, & Jorge Lendeborg Jr. By the time this comes out it will have opened, opening was December 21, 2018. Looks like fun.

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That just about wraps it up for this issue, just a reminder to check our Facebook page and like us and check the community link on our page too. Good news! I'm hiring someone to print the Speedo Tachometers decals again and they should be ready in a couple of weeks. For those of you who have a restoration business, I will extend special prices on lots of 5 or 10, just ask. Also, don't forget Vintage Volkswagen Club of America regalia, check it out online and through our link to Café Press.

Thanks for being a member and a special thanks to our volunteer staff and to those who send in articles, that we can bring you all this great stuff bi-monthly and through the year, and talk to you next time. - Mike

VintageVoice

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FROM THE EDITOR

Hey Folks,

I hope you are enjoying the new look and feel of the Vintage Voice Newsletter!

Behind the scenes we have been working diligently to bring you more content, with more stories and photos. As a writer and photographer myself, I know these things go hand in hand. Photos help tell the story, and are as integral as the words themselves.

In that vein, we would love to bring on some new contributors to the team! Did you go to an awesome show and take some great photos? If you can also do a quick write-up, send it my way and we may publish it in an upcoming edition.

I'd also like to start a new 'Reader's Rides' feature each issue. Send in some information about your VW, along with 5 to 10 good photos. We will pick one vehicle each issue to get a feature slot!

Are you ready? I'm ready.
Eric Arnold, Editor



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**You never know when you'll have to take
an elephant someplace.**

VOLKSWAGEN 1N 1940

THE MILITARY BEGINS TO GET INTERESTED IN THE PRODUCTION FACILITIES

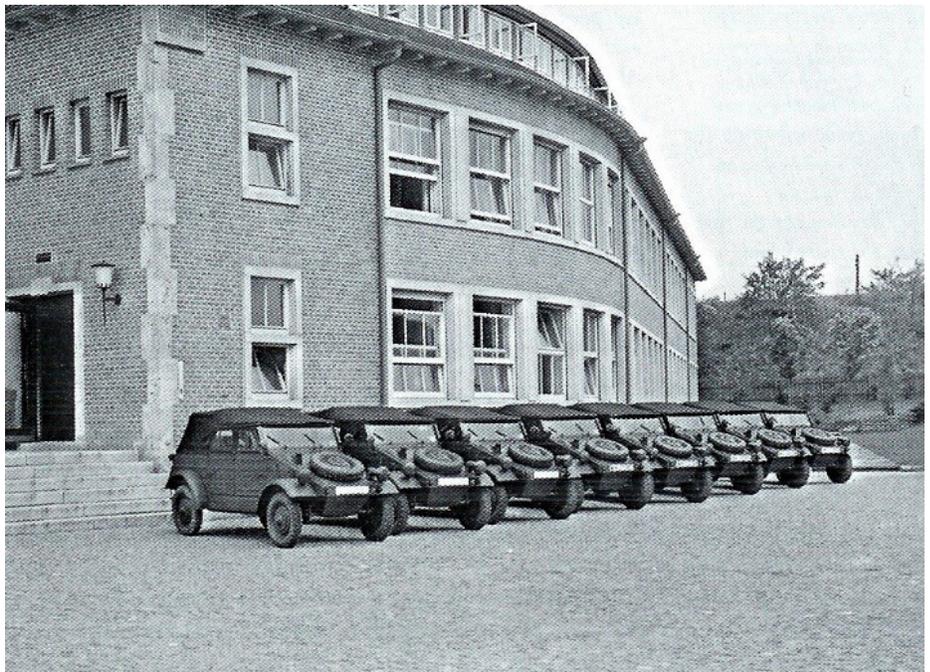
The Second World War had started the previous year on September 1, and the situation at Volkswagen changed completely. Building cars for private use was now completely out of the question. It changed also the situation for Porsche. Having been in charge of the Volkswagen car and to a great degree involved with the building of the factory, all of a sudden he had to rethink.

The building of the factory continued at a slow pace, different branches of the military started to show great interest in taking advantage of the partially finished factory facilities for their own particular use. Especially the air force considered the large production halls eminently suitable for the building of airplanes. They thought of producing 300 of the JU 88 bomber type airplanes a month at Volkswagen as possible. Especially, since some of the modern machine tools ordered from the US had arrived in the meantime and were installed by the workforce under the supervision of German Americans, they thought tools could be adopted for other uses such as making airplane parts.

Since the war had just started and nobody had any idea how everything would turn out, great confusion existed. There was no proper planning. Porsche, who had believed there never would be a war, found himself busy with all kinds of prototypes for the military. He thought it especially important to protect his employees from having to serve in the military. His son-in-law Anton Piëch already had to join the air force. Porsche was looking for more work for his company and his people and for the Volkswagen plant.

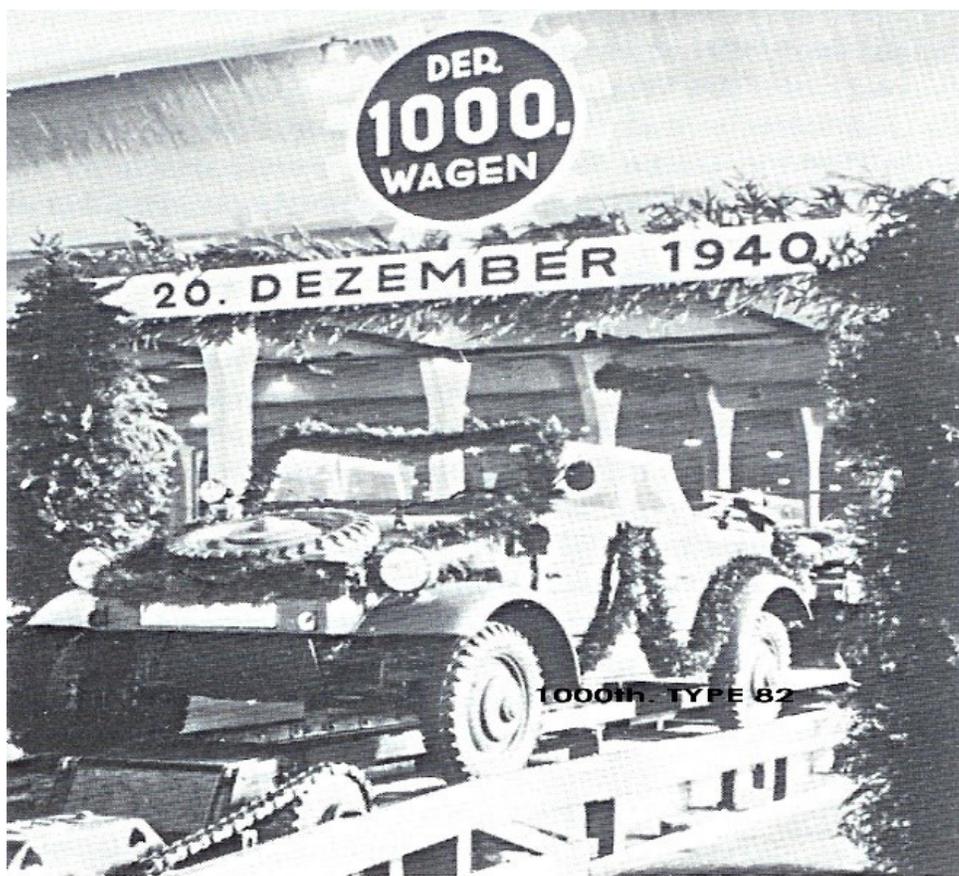
The Type 82, the Kübelwagen, which had evolved during the previous year from the Type 62, was tested in the Alps by the military under severe cold and snow conditions during the winter of 39/40. These cars passed the tests with excellent notes and put at rest all the objections by the military which had preferred motorcycles with side-cars. After these successful cold weather tests, one of the Porsche engineers admitted that the Kübelwagens were started up every few hours during the night, before the test began to make sure they would start during the cold morning. They should not have worried; the Kübelwagen was clearly superior to anything-similar built in Germany at that time.

Having plenty of money and time, Porsche built 25 of the Type 82 at his facilities in Stuttgart.



There are a number of pictures showing these test cars parked at Porsche's newly finished facilities. After the successful tests, an order was given January 17th to build one thousand more. With such a large order the assembly of Kübelwagens had to shift to Wolfsburg. Assembly of these cars was slow in getting started; only a few pre-production cars were built in May and June. The chassis came from Porsche in Stuttgart and the bodies still came from Reutter. Eventually the bodies would all come from the American Company Ambi Bud in Berlin and chassis production switched to Wolfsburg. With that, the official production started at Wolfsburg on August 3rd. At the same time a new system of assigning chassis numbers was introduced by using a series of six numbers starting with 82 00 01.

By December 20th, one thousand cars all for the military, had been built at the factory, which was cause for a celebration. Total production of military cars for entire year of 1940 reached 1,006. The Government paid 2,995 marks for each car. This is an interesting fact, considering Hitler and Porsche had claimed the civilian Volkswagen could be sold to the public at 1,000 marks.



The military cars built at Wolfsburg did take up only a small part of the factory's capacity. More and more production halls were being completed and new tools arriving were installed at the factory. Hitler's mind was completely occupied with running the war and he had no time for his pet project, the Volkswagen, or even any ideas on how to take advantage of the Volkswagen factory facilities. This left a big vacuum and infighting by lower level functionaries on how to utilize the Volkswagen production capacity. Orders were given to build certain items and just as production was set up and tools were readied to begin production, cancellations came

and everything had to be redirected. This situation existed almost throughout the entire war. As Germany's military fortunes shifted so did the priorities and the need for armament production.

Hitler visited the plant on June 6th while he was on his way to his Bavarian retreat. He drove through the factory in his big Mercedes with a beaming Porsche at his side explaining to him the progress of the works. It was his first visit to Wolfsburg since the laying of the foundation stone the

previous year. A few of the production halls were already partially finished by this time. At the same time, Porsche introduced and demonstrated to him the final version of the Kübelwagen.

Porsche at Stuttgart was busy building a great variety of versions of the Kübelwagen. One of these caught the attention of the Waffen SS, the military arm of the regular SS. They were very much intrigued by the four-wheel drive version, the Type 87. They asked Porsche on June 18th, about the possibility of

designing one with the ability to cross small water hazards, in other words a Schwimmwagen. It was not called that at first, but at the time it was hoped that such a car could replace the large number of motorcycles in use by the SS and the German Army in General.

The first Schwimmwagen version, built at Porsche, was ready to be tested September 21. It gave satisfactory results and a way to manufacture it had to be found, even though, some of its details still needed changing. A shorter wheelbase was requested and more power.

A not very well known fact is that at Porsche to get the increase in power for the Schwimmwagen, the 996 cc engine was first enlarged to 1085 cc which gave more horsepower but to get more torque instead of just horsepower the engine was eventually enlarged further to 1131 cc. It was the beginning of the 1131 cc engine, which would be used from now on in all of the VW cars, until 1954. The 1085 cc engine would later be used with two carburetors to power Porsche's first car to carry his name the Type 356.

Total employment in 1940 of production and construction workers at the factory and city reached 6,582, which included 919 voluntary foreigners, mostly Italians.

Chassis numbers used in 1940 were between 0001 and 1000. Beetle chassis numbers had a 1 as a prefix and the Kübelwagen a 2. Engine numbers were the same 0001 to 1000. How many regular Volkswagens were actually produced in 1940 is not certain because of overlap. But it is known that between 1938 and 1940, 47 sedans and 6 convertibles were assembled in Stuttgart with chassis built at the Porsche facility and bodies coming from right across the street where the Reutter body works was located. Beetle production in Wolfsburg did not start until June 11 of the next year. - Heinz



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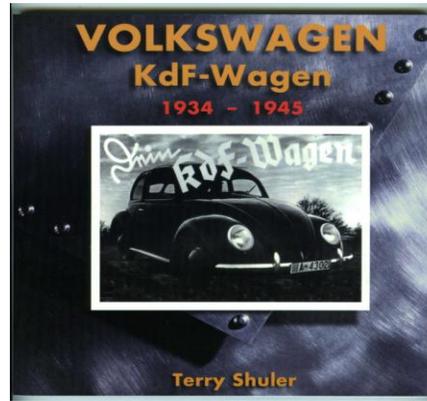
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**Volkswagen
KdF-Wagen
1934 - 1945**
By Terry Shuler

The story of design and development of the world's most recognizable automobile, including the prototypes and early production models is told with large

historic photos and text by Terry Shuler.

Included are photos of prototype production and rigorous testing program before the war and the many wartime models and modifications to Hitler's Strength Through Joy car. Exclusive Porsche family insider photos never previously published are also contained. The book concludes with the British Army's restarting of the makeshift VW assembly line in the bombed out Wolfsburg factory in occupied Germany. A must for any VW enthusiast or automotive history buff. Almost sold out!

Softbound, 150 pages, 138 photographs. \$25.00 Shipping included worldwide. Send your check to: Terry Shuler 1120 Lloyd St., Nanty Glo, PA 15943

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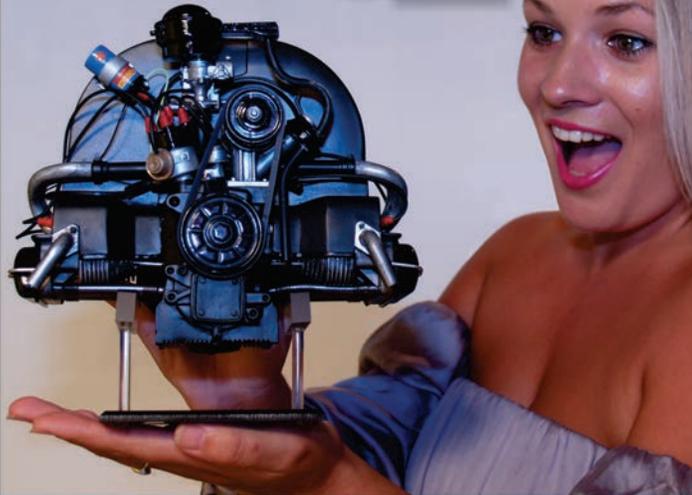


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Classifieds

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

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

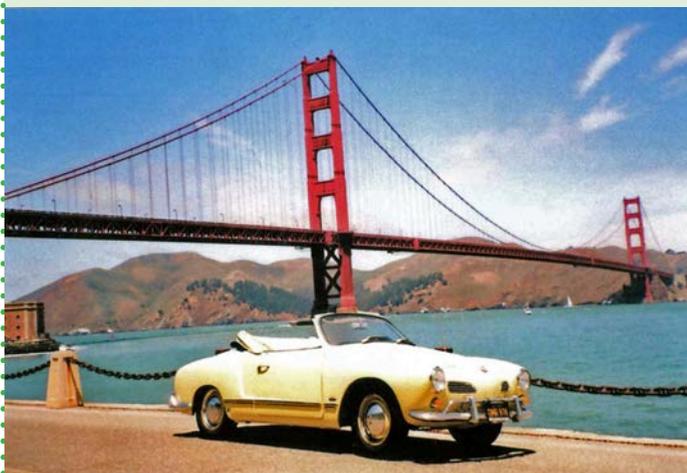
LIMITATIONS: Ads are published on a space available basis. Copy submissions must be emailed. ONLY VW parts, cars, toys or literature will be accepted. No cars for sale newer than 1991 can be accepted. VVWCA accepts no liability relating to the purchase of an item.

ADVERTISING DEADLINE: All advertisements must be received prior to the 15th of the Jan, Mar, May, Jul, Sep, Nov for the following newsletter.

SUBMIT YOUR AD TO: editor@vvwca.com

CARS FOR SALE

1963 Volkswagen Karmann Ghia Convertible, San Francisco. As German living standards increased in the mid 1950s, Volkswagen commissioned Wilhelm Karmann, the largest independent automobile manufacturing company in Germany to build a sporty car based on its Type 1 (Beetle) chassis. Karmann went to Italy's Ghia to create the body design. The Karmann-Ghia was a halo model intended to demonstrate that Volkswagen could build an affordable sports car that retained VW's quality and reliability. The styling by Luigi Segre borrows from Virgil Exner's 1953 Chrysler D'Elagance and Raymond Loewy's designs for Studebaker. It is powered by a 34 hp air-cooled, rear mounted 1192 cc 4-cylinder boxer engine fed by a single Solex 28 PICT carburetor. New, it could do 0-60 in 18 seconds and had a top speed of 75 mph. There were just 3,387 convertibles produced that model year. \$27,000, Contact Michael Reese at 415-370-6593



1968 Mexican Beetle, Catoosa, OK

Super clean, air conditioning. \$10,5000

Marshall Farr, 918-625-6986, vrfarr@cox.net



PARTS, ETC. FOR SALE

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

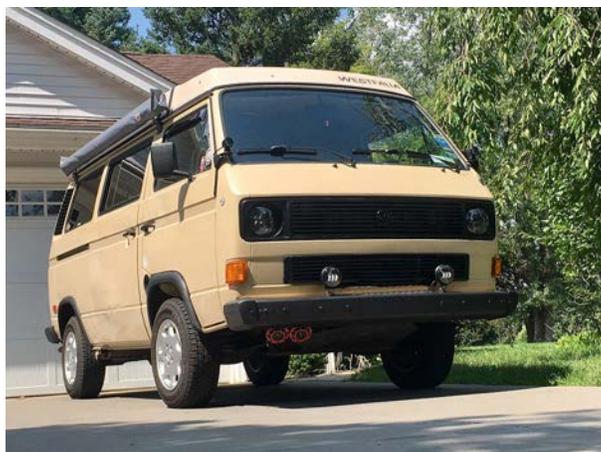
WANTED

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

IS 3D PRINTING THE FUTURE OF VW PARTS?

Greetings fellow VW people! My name is Christopher Camacho and I have a business that designs and manufactures plastic parts using 3D printing technology. My company is uniwerksdesign.com. It all started when I was a lad, matchbox cars were my thing and I'd play with them for hours. Years later, when I was 14 I learned to drive a standard when my mom would let me pull our 1972 Volvo 142S into the back after we unloaded groceries. When I was 17 years old when I got my first German car, a beat up 1980 Volkswagen Jetta. That car taught me how to turn a wrench, a skill that I have honed in the many years (and many German cars) since then. That led me to crewing for a few race-car teams, then autocross, and track days. I even tried road rally and Ice Racing as well.

Since college I have been involved in Engineering and Design professionally as a Draftsman, then a Mechanical Designer. I became proficient in a very powerful 3D design software called SolidWorks. In 2004 I took a comprehensive 8 hour hands on exam and became a SolidWorks Certified Professional. The last 15+ years was spent working in the Medical Device industry where I have been named on 5 US Patents. Working with 3D printers for the last 10 years of that job set me up for what was to come. In May of 2017 I was caught out as the company restructured and was laid off. I decided to pursue my passions and started my own 3D printing company. This was the beginning of a fantastic journey.



I purchased my 1985 VW Wolfsburg Weekender Westy in 2007. Err, well, a better way to put it is that it found me, as these quirky, lovable vehicles often do. I have upgraded nearly everything on this Westy, making her better than new. This led me into combining two of my passions, hence designing vintage VW parts just sort of happened. I would spend all day coming up with ideas, using another powerful 3D CAD program to turn them into a model which I could then output to a 3D printer to make my idea a reality. Many, many hours were spent making prototypes, test fitting them on my Westy, going back to make revisions... (rinse, wash, repeat).

With this process I was able to start a decent portfolio of products that were cool and unlike anything else available on the market. I soon realized that others agreed with me and I was getting requests for custom parts and other parts that were in need. So a business plan was established and I started uniWerks Design, LLC in 2017. People have said that my products have a "cult-like" following and I take that as a massive compliment. I just like making these wonderful old vehicles more pleasant to live with and provide an outlet for parts that have been needed for some time now.

Not soon after I was approached by Jed of campervan-culture.com fame. He liked my products and asked if I would like to sell them through his established webshop in the UK and Europe. Well to say that I was over the moon excited would be an understatement! YES! Of course I wanted that opportunity! I had recently gotten married and it just so happens that wife has UK/US dual citizenship. And we were traveling to England very

soon to have a wedding party there for friends and relatives. So a cunning plan was hatched to meet Jed for a pub lunch to talk business and show him some of my products. It went better than I could have expected, we both came away being very pleased and the deal was done. He would sell my products to the UK and Europe, while I would become the sole distributor for his products here in the US.



My company specializes in developing parts which are no longer available (NLA) and also custom parts as fun and inspired replacements. One of the most popular products is an Upper Bunk PowerPod. It simply replaces one of the vents above the slider on a Vanagon Westy providing a convenient place charge your cell phone or other electronics right from the top bunk. I couldn't believe that no one else had thought about that before!

But I also am developing products for other markets and vehicles. For instance, while talking to a Bay Window Bus owner at the Vintage races at Mosport raceway in Canada, I was told of the need for quality replacement cabinet handles. This led to development of a sturdy, rock solid handle that utilizes the stock push button and fasteners.

As far as my equipment goes, currently I have six 3D printers, a small CNC and a Laser Etcher/Cutter. I am very proud to say that I have been selected to be a participant in the SolidWorks Entrepreneur Program. So I will, after a brief hiatus, be once again using my favorite 3D design program!

My goal for the future is simple, utilize my love for design and automobiles to custom engineer and produce 3D printed solutions for my customers. To me this is the greatest job in the world as I get to chat with so many

like minded people everyday. And that's the thing about vintage VW owners, they truly are the nicest people. Plus I get to design products that help to keep these quirky vehicles on the road and more of a pleasure to drive and camp with.

Need a part made that is no longer available through the typical vendor network? Have a design that you can picture in your head but just need someone to make it happen or just need something printed out in plastic? I've made everything from NLA pinball machine parts, to specialty themed necklaces, to cookie cutter to replacement building letters to Art Deco pieces. Please contact me for more information:

Chris@uniwerksdesign.com



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Custom 3D Printed Solutions

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The Story of the Gold Bug

By Steven Suttle

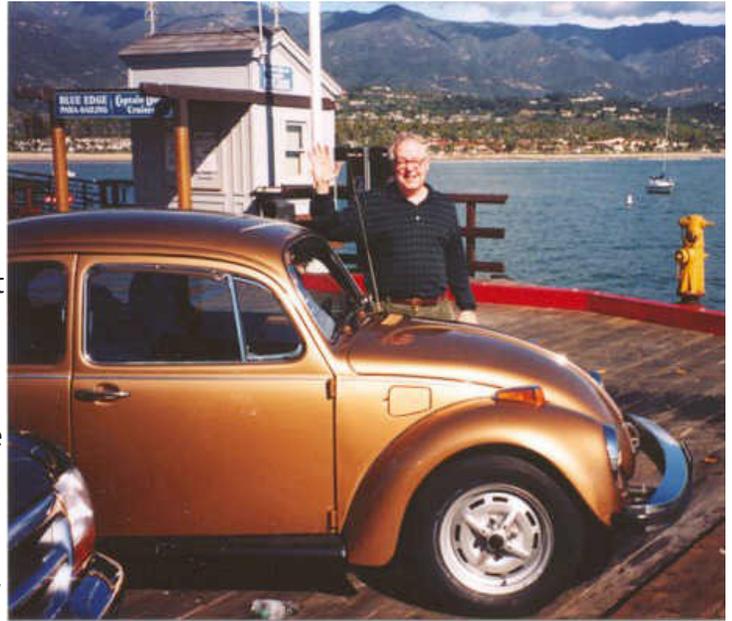
Back in the mid-1990s, I kept seeing this topaz metallic 1976 Volkswagen around town.

The lady who owned it lived in a luxury apartment building next to the office building in which I worked. I could see it, parked in the carport, from my office window. At the time I was driving a nicely refurbished '67 sunroof Beetle. On more than one occasion I ran into the elderly owner of the '76 and asked her to sell it to me. She was very nice about it, but refused to even consider selling. She had had it painted and curiously, she herself had hand-painted the wheels in a golden color that sort of matched the car. Very distinctive. The last time I talked to her she said, "Son, this is my car. I bought it new and it's all I've got to drive. I just can't sell it."

In 2001, a cell-phone-wielding, distracted driver rear-ended my '67 sunroof at an intersection here in Albuquerque. He hit me so hard that the impact drove the engine into the transmission, creased the deck lid nearly in half and buckled the top. I was heartbroken; the car was a total loss. I started looking around for another "driver" Beetle. I couldn't sleep early one Saturday morning and was pursuing the Auto Trader on my computer. There it was. No question, complete with the gold wheels. I waited as long as I could and called the number at 8 AM sharp. She had passed away and her son had the car for sale.

At that time it had 48,500 original, gentle, rust-free miles. He also had all the paperwork including the original finance papers from Volkswagen. The delivered price was just under \$3000. As we were both lawyers, we began a painful negotiation back and forth. I was a bit hesitant as I had never owned a fuel-injected VW and had heard a few horror stories about how fiddley the system can be. Her son refused my last offer. As I was walking down the driveway, he made one last counter. What the hell I thought – in for a penny in for a pound – and I bought it. It needed a few little things, but as it turned out, nothing major.

I stocked up on the usual VW road trip parts (cables, fan belt, fuel pump, fuses, etc.) and I called my best friend from my college days in Tulsa. He flew to Albuquerque and we headed west, driving every last extant inch of Route 66 to Santa Monica, includ-



ing the narrow, hair-raising, hairpin road to Oatman. We then drove up the PCH to Santa Barbara to visit my daughter at UCSB. The only casualty on that trip was a broken window crank. The VW dealer in Santa Barbara had one in stock. \$7.50. Every time we would park the car somewhere in California, I would return to find a note on the windshield asking to contact the writer if I ever wanted to sell. We came back through the Mojave to Hoover Dam and then back into Arizona. On the way home, the Gold Bug made an appearance at the Grand Canyon, much to the delight of a bus load of tourists from the Netherlands.

It's been on an additional trip to California and several to Tulsa. After all these years, the clock now shows only 79,000 miles. In the 17 years it's been with me, nearly everything that can be done has been done including a rebuild of the original engine and transmission, preserving the original 1600 dual port block, plus a new alternator and some brake and front suspension work. I've had a few fuel injected glitches over the years and "yes" the parts have become difficult to find. However, it still starts every time and runs like a top. For a Beetle it has a surprising amount of acceleration and cruising power. The car had originally come with a radio delete, but at one point I installed an original mono Blaupunkt AM/FM 8 track player. I hit all the thrift stores and



bought way too many 8 track tapes. I still have about 700 of them if anyone out there wants to buy some!

The Gold Bug continues to attract admirers. It's often mistaken for a 1974 Sun Bug, but of course, it's not a convertible nor does it have a sunroof. The most frequent question I get is "why did you have it painted this odd, gold color?" I carry a VW advertising postcard in the glove box just to prove that topaz metallic is an original, factory color.

The 1976 and 1977 models were nearly identical and were, of course, the last ones built in Germany. From that point assembly moved to Mexico. So, it nice to have one of the last proper, German Beetles. To be sure, it's not as sexy as a split-window bus, an oval window or some other rare configuration, but as the nice lady put it years ago, "It's my car and I just can't sell it."

Oh, by the way, the first weekend I owned the car, I painted the wheels in the proper dull argent. Sometimes I wish that I hadn't.

- Steven

- > LIVE MUSIC
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Gear up your Woodies and VW Buses and get ready to cruise back in time to SoCal in the '60s at Golden Village Palms' 5th Annual "Surfin' USA" Pre-1985 Vintage Trailers, Campers & Classic Car Show. Vist our website for more information on booking your stay.

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VolksWeston 2018

By Mike Epstein

May 12, 2018, Weston, Missouri was the place to be. The Mo-Kan Club, which covers the Kansas City area and anything around it for as far as people want, hosted another wonderful car show taking over the downtown area of Weston, Missouri. In the past we only had 125 pre-register places but this year the city allowed us more space I assume because we raised it to 200 and had no problems filling them.

It amazes me how diverse the Kansas City and surrounding areas are when it comes to VW diversity. A good friend and someone I hadn't seen in a few years, Kendall Gott came down from his leisurely life of teaching at the Fort Leavenworth. Kendal drives one of my favorite cars in Kansas City, it's a real Kubel Kar from the guy who made them and may still from in the Southwest area. Had me fooled the first time I met Kendall and his Kubel Kar. We had snow cats, airplanes, a fake type 60 but really cool in camo, and various others. KC also has a good size rail car following, lots of places to go around the area for off roading and mud play. We had great turnout as I said, the city is so accommodating to us, thank you Weston, Missouri! As I've said before, this is a great place for a show; the downtown area gets updated all the time. This year, they put in new public bathrooms and I mean you wouldn't believe how nice they were, did you use the one with the bidet? They had also restored a building which is right in the middle of our show to its original filling station complete with pumps and signage, it was great, nice backdrop, but too busy for pictures.

As always, we had a good turnout for the valve cover races. I saw the Rat Fink vehicles there, but last I heard they were banned for winning too much. Marty Hoffman, who's been a lifelong member, runs the valve cover races and for 20 years he ran the music for the show, way to go Marty and thanks for your help year after year. Marty did one other thing this year that brought a tear to my eye. We had a toy show area as well and when I ap-





proached my eye was caught by these two 1/64th scale buses with VVWCA decals on them and paperwork letting you know you purchased a limited edition made by Hot Wheels just for the club. Marty saw I was in love with them and caught up to me a little bit later and gave them to me saying it was the right thing to do, I didn't know what to do except stare into his face. What a wonderfully kind thing to do for someone, I won't forget it Marty.

Anyway, the club donated funds to a local charity, I apologize for not having the information at the time of this writing, I assumed they would be on the website, but it looks like it needs updating so I can't tell you who won anything either, but congratulations to all those who took home trophies and to everyone who came out, I'm sure in your eyes, your car is a winner!

The club was sponsored by these kind folks, The Vintage Volkswagen Club of America, Blair Detail Company, The town of Weston, MO., Ranger Trophies, Northtown Volkswagen, CEP (Custom European Plates), Over the Hill Gang VW Club of Sioux City, IA, Specialty Buggy Supply, Paul & Jack's Tavern, Midwest Fence & Lawn, Bud Brown Volkswagen, Wolfsburg West, Schwa Motor Sports, Molle Volkswagen, Volkswagen of Lee's Summit, Airkweld, KC Dubs (VW Club), and KC Buggies. Last, if your in the area mid May, come see us, it's worth your while and thanks if you did come!

- Mike





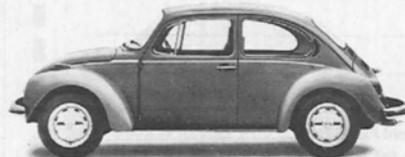
Plenty to see at VolksWeston!

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A sobering thought from the car that gives you 25 miles to the gallon.*

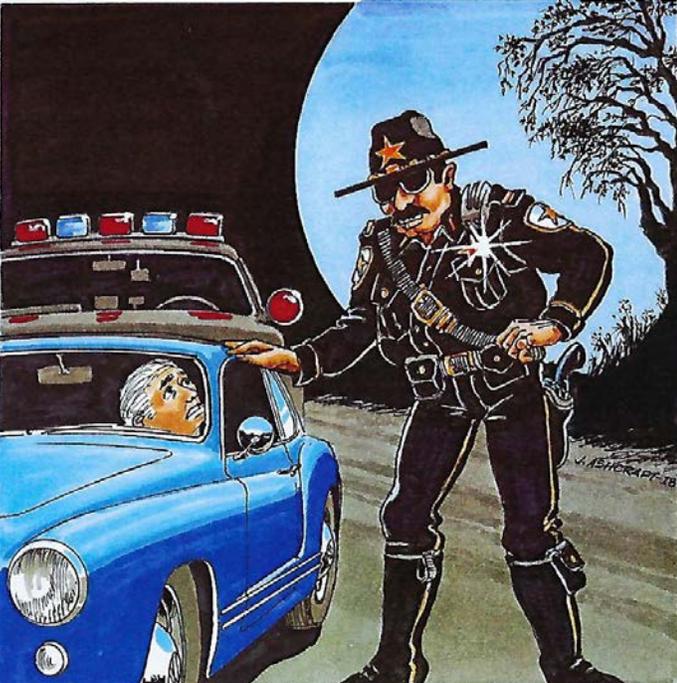
VINTAGE VOLKSWAGEN CLUB OF AMERICA

If you do get stuck, try to resist leaving your vehicle. Only do so if you know how far you have to walk until you reach safety.

As for driving on the snow it goes without saying that you HAVE to slow down.

- Keep a greater distance from the car ahead
- A car travelling 55 mph covers 81 feet per second. Distance between vehicles should double in marginal conditions, from one car length for every 10 mph of speed to two or three car lengths depending on just how bad conditions are. For example, on snow and ice, cars travelling 40 mph should be eight-to-12 car lengths apart.
- Start slowing sooner for stops and turns
- Don't turn the wheel too fast. Take corners slowly and smoothly.
- Try not to spin the wheels. Use the engines torque to get moving by feathering the clutch.
- Steer into skids- if your car is sliding to the right, turn the wheel to the right until you have control, then gently steer back onto the road. Often there's time to pull off this maneuver; sometimes there isn't.
- If a car starts to slide when the brakes are applied, stop braking immediately, and apply the brakes again, but more slowly. If you have ABS, do not pump the brakes, keep your foot down and let the ABS do its thing.

- VolksWorld



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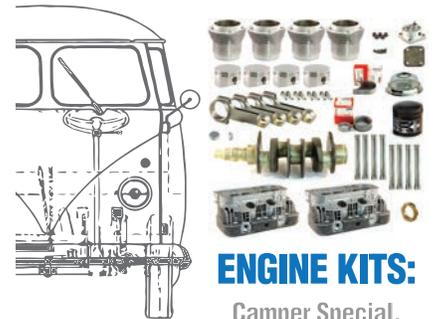
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Antique VW Beetles Still Get Around at AirVenture

By Ti Windisch

There are lots of bugs that make Oshkosh their home during the summer months that see EAA AirVenture Oshkosh take place. Most of them are unwelcome, but some are celebrated as a vital tradition at aviation's family reunion.

These are the fleet of Volkswagen Beetles that scoot around Oshkosh, carrying various staff members and volunteers to wherever they may need to go during AirVenture. These Beetles have been in Oshkosh nearly as long as EAA's fly-in convention has called the city home, and they originated from a complaint of sorts.

EAA founder Paul Poberezny needed a way to get around when the convention first came to Oshkosh in 1970, so he simply used his personal sedan. Someone wondered aloud, though, if Paul should get the clear advantage of air conditioning in late July if EAA members did not.

Paul, being Paul, agreed that he should not have that advantage, so he asked Will Schaick, a volunteer at the time, to find a Beetle he could use to get around without getting out of the elements. Schaick Road in Camp Scholler named after Will later on in a well-deserved nod.

After he found an old Bug in a scrapyard, Will got the top chopped off, the doors taken off, and had it painted bright red. Paul loved the Beetle, which became known as Red One I, and asked Will to get 10 more.

One of those 10 was an automatic, which ended up suiting Paul's needs better. That Bug became Red One II, and Red One I was transitioned to serving as Orange One after a paint job. Orange One found plenty of work as the lead flightline operations vehicle.

After one more switch to an even-more improved Red One III during the 1972 convention,



Paul's vehicle of choice was set, with Red One II also going to flightline ops. Over the years, through both donations and savvy purchases, the fleet of Beetles grew from 11 to around 40.

The Bugs need lots of maintenance before every convention, but the skilled auto crew in South Maintenance manages to get them all ready for AirVenture every year. The fleet includes green VWs for the communications team, white for departure briefings, blue for airplane greeters, and yellow for security, in addition to the orange flightline operations Beetles.

There are exceptions to those rules, though, and plenty of fun and unique Bugs in the fleet as well. The Bugs have too much personality to all follow strict color conventions.

Jim Casper was a volunteer with flightline operations for a decade before he was named co-chairman, a position he holds today. He said when he was first assigned

a Beetle, he'd already owned some personally before, so he was used to zipping around in one.

"I was familiar with the car," Jim said. "The handy part of it is, of course, without the doors on you can get in and out in a hurry."

Jim said he looks at the Beetles as more substance than flash, as he typically was so busy using his orange VW that there just wasn't time to be awed by it.

"It was more like just part of the job," he said. "It was kind of a thrill, the first time they took it and said this is yours now, and here was my name on the side of mine under the other three guys who were chairmen and co-chairmen. That part was neat. But five minutes later I was busy, so that was it."

EAA's director of communications, Dick Knapinski, has had extensive experience driving Beetles during AirVenture and agreed that there's a lot of utility in the VW fleet.

"I've had one now for better than 20 years," Dick said. "It's absolutely essential to what we do, but being part of the culture and having that fun factor, that's great too."

Dick said in addition to helping him get wherever he needs to go in a fun fashion, the Beetles are terrific conversation starters, especially when giving rides on the grounds.

"There's the fun, there's the practicality, and there's the number of stories I've heard from people," he said. "I've had Apollo astronauts riding in the Bug. I have had B-25 pilots riding in the Bug. I've had people with magnificent stories, and I don't know how many kids have ridden in the Bug with their families."

The Beetles in Oshkosh are more than just transportation. Visitors recognize that if they need help finding something or getting somewhere, a nearby Volkswagen is likely carrying someone who can help. The VWs add to the unique, only-in-Oshkosh experience at AirVenture every single summer.



ONCE UPON A VW...

BY FISHEAD LOUIE

The things I have to rig to get home...

Have you ever been broken down and had to figure out a way to drive or tow your old car (or new find) home?

This article will be a series of my personal “once upon a time” mishaps which may help you avoid or at least be prepared for a breakdown in the future.

On the way home from Suffolk, Virginia, while “tow-baring” my 1961 crew cab, I had a tire blowout. How could this be avoided? By bringing along five extra wheels with good tires and change them before getting roadworthy. Be sure to also fill the tires to proper PSI. Bring a



trailer if you can, instead of having any wheels on the ground (i.e. a tow-bar assumes all bearings are good), or at least a tow dolly, only the front or rear bearings/tires have to be good.

When I pulled my 21 window bus back from Alabama, I discovered that the transmission was seized. I did not plan on towing the car backwards, but had no choice. All would have been okay, except for the fact that the inner bearing on the passenger side was failing. Even with the steering wheel tethered, the front end had play in it. The last leg of the trip, I had to drive 40 mph on the back roads in the middle of the night. The inner bearing ring was so seized to the spindle that I had to



replace it when I did the brakes. Solution: bring trailer or bring four sets of bearings.

When I was driving locally with my '71 Karmann Ghia convertible, my accelerator cable broke and my girlfriend and I were stranded a few miles from home. I happened to have had a piece of speaker wire for the speaker box in the back seat. I tied it to carburetor hammer and then through the rear bumper. While my girlfriend shifted, I worked the clutch and the gas wire. We got home just fine and I was the hero for the day! It's always good to have a spare cable with you in addition to parts like, points, plugs, condenser, rotor, cap, coil, spark plug wires, starter, voltage regulator etc.

Most of all, bring a set of basic tools for short trips and an extensive set for longer trips and tows. Happy hunting and driving!

-fishheadlouie



Building VW Model Kits

Revell VW T1 Kastenwagen/Panel Kit

Kit No. RV07076
1/24th Scale, 12 Years
and up, Level 3

If you've been a reader of my past modeling stories, you know I always start with a little history, we may have newbies out there.

The history of Volkswagen T1 Transporter is legendary.

When the Dutch importer Ben Pon met the responsible member of the British military administration Colonel Charles Radcliffe in 1947 in Minden, he sketched a box type van which could be built on the Beetle chassis. The driver sat over the front axle, the flat-four engine therefore lay practically in the rear and in between there was space for a 750 kg load. This concept was revolutionary, as up to then there were either private cars, sometimes in estate car form, or lorries which were much larger. From 1950, Volkswagen now placed their Transporter T1, which was internally called the Type 2, as the Beetle was already known as the Type 1.

Volkswagen had therefore hit the right nerve of the user. As the motor of the German economic miracle they could meet the requirements of innumerable jobs and therefore became the market leader of their time. Due to construction on a platform a wide variety of bodies could be used. The box shape gave it the name of the box van which is still synonymous today with a small versatile delivery van.

Characteristics are the closed sides, but with a single window sometimes at the front, mostly the back. The curved front gave it a surprisingly low



drag coefficient of 0.45, which was astounding for a commercial vehicle. The initial tests showed that the Beetle chassis was not stable enough and so a torsion-resistant, self-supporting all-steel body with unit construction was developed. The 1.2 litre engine also had greater torque which

gave the T1 first 25, then from 1954, 30 hp with a top speed of 80 kp/h. The first mass produced model was 4150 mm long, 1660 mm wide and 1900 mm high, with a wheelbase of 2400mm. The unladen weight was 975 kg with a payload of 750 kg. From 1950 until its successor the T2 came in 1967, some 1.8 million of the T1 in various versions had rolled off the line. A cult classic was born, which still exists today, and made the T1 the most successful vehicle of its type.



Revell Kit No. RV07076, VW T1 Kastenwagen/panel van is a kit that was made to complete a 23 window

DLX Microbus so the first thing I did was follow the instructions and cut away the parts I didn't need to make it easier to find the ones I did. This brings up a very important concept, read your instructions first, all the way through not just what looks cool. That's a good way to maximize your time, sometimes it is okay to go out of order on some things. When I camouflage a vehicle, or plane, it's nice to have everything attached to the body and the body put together before painting, that may mean a lot of masking, but your paint job will look so much better.



The kit is rated by Revell as a Level 3 difficulty which is middle of the road. This model is not for the weak. It needs tender loving care to make sure that the body, which comes in many parts, why when a lot companies make the body one piece, is difficult to keep square so that the top fits and the doors. Once all this is dealt with the best you can, a good paint job and the beautiful enclosed decals makes this a real eye popper! Revell did a great job on the decals for the most part. The Jagermeister decals were superb and settled down real nice with Solvaset which helps it mold into and onto cracks, hinges, etc. The belt line tan color were decals too, but didn't fit worth a crap and I had to settle on painting it which had its own issues. I had many mini-disasters along the way, and what's hidden, stays hidden, I dropped it once totally completed and painted, lots of damage, bummer. But from a distance of 12 inches or so, it looks great! Just be careful and more than anything, have fun.

- Mike



13TH ANNUAL VOLKSWAGENS IN THE VALLEY

By Joel Herman

JULY 27 AND 28, 2018



This year, we had high hopes for a great turnout as we always did. This being Brian Bohanna's first year as President of the Red River VW Club, we knew it would be a good one. The Club decided to feature the water cooled VWs this year to try and boost membership and activity within that area of the club. We've always had great turnouts from the water cooled folks, so we figured giving them the spotlight was appropriate this year.

Like always, Friday evening's events started out with a scenic Minnesota cruise out to the former club President, Joel Herman's home. It ends up being about a 30 mile trip, so it's a great time to enjoy the surrounding sounds of vintage 4 cylinders as they shift up through the gears. We had around 50 cars join us on the cruise this year and what a sight it was! Once we arrived at our destination, we were greeted with the sweet smell of burning charcoal as the grill was ready to rock. While we ate, we were soothed with great music from the band Tucker'd Out. The 3 piece band plays a wide variety of bluegrass music which really put us in the right mood for the weekend. It was a great night! The Herman's always invite anyone that needs a place to set up camp, access to their backyard. This year there were 14 buses and 2 tents which made for great photo opportunities. We had folks from Wisconsin, Nebraska, and Canada staying the night, it was great.

Saturday morning was here before we knew it. With the great attendance we had at the kick-off party, we knew it was going to be a good day. All in all, we ended up with 115 cars, which was a new record for us. It's hard to believe that 10 years ago, we were celebrating having 35 cars show up! The show has come a long way in a short amount of time.

This year we decided to hold a raffle to raise some money for the f5project and to raise some funds for the club. The club volunteered to put together a 1973 beetle for 1st prize. 2nd prize was a 1600cc engine built by Sammy at Dune Buggy Supply, 3rd was \$500, and 4th \$300. We had 1200 tickets to sell, and we were sold out by the show.

The Fargo Air-Show was happening in town, so the Blue Angels were here, there was horse racing out at the race park, and last but not least, Def Leppard and Journey were in town for a concert that night, so a lot of people were around. Since the air show was happening, the Navy had their brass bands in town. They came by the show to play for us. It was great! We tried to get Journey to come by, but it was a bit out of our budget.

We have had the show at the F/M Visitors Center the past 3 years and it's been a great venue for us. The location is in one of the busiest parts of town, so there is a lot of foot traffic as we get a lot of spectators that stop in throughout the day. The V.C. is home to the actual wood chipper from the movie "Fargo," so that provides a lot of entertainment for folks as they wander around the grounds.

The outpouring generosity that we have received from our sponsors has been great. This year, we had more sponsors than we ever have. We couldn't have done it without them. F/M Visitors Center, Red River MotorWerks, Dune Buggy Supply, Valley Imports, Knight Technology, Mothers Polish, Meguiar's, Summit Racing, and The VW Thing Registry.

The Volkswagens in the Valley show is certainly one not to miss. If you've never attended, please put it on your calendar for 2019. Hot VW Magazine is scheduled to be here for the weekend covering the



whole event, so it's bound to be a huge turnout, maybe our biggest yet! The Fargo Weekend is easy to remember. It's always the last weekend in July. Put it in your schedule and join us this year! I guarantee you'll be back.

- Joel

Hi Everyone,

What a year for the VVWCA. We had a lot of changes! New board, new newsletter, new website, etc. We have more great ideas for 2019. Please contact me if you have any ideas we can use. Our Facebook group hit 39,000 members this month! Amazing. Please share it with your VW friends.

VW's are as popular as ever. The new Beetle movie is out this month and you see vintage VW's in lots of major advertising. Everyone loves old VW's.

The VW shows and clubs are growing also. Prado this year was the largest VW show in the country. Over 3,000 vintage VW's! Things West Show by The VW Thing Registry had 75 VW Things at the show. There was almost as many Type 3 by the Type 3 Army and hundreds and hundreds of Bus and Bug clubs.

Our new chapter the Los Angeles VVWCA is growing fast and promoting the organization at many major events. We would like to see more large chapters in other states also. Contact me for more info if you are interested.



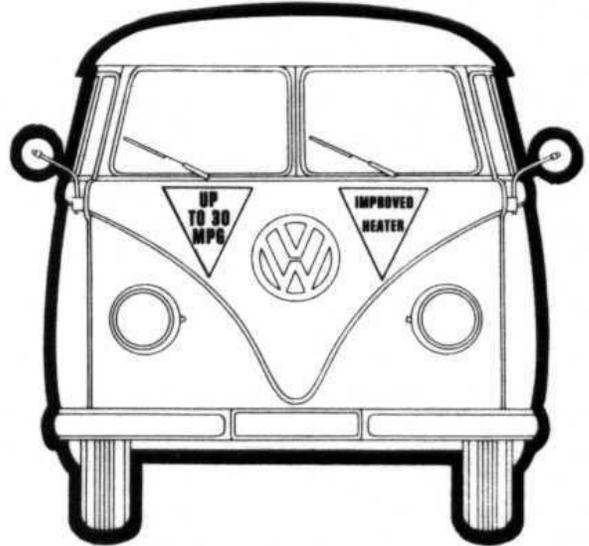
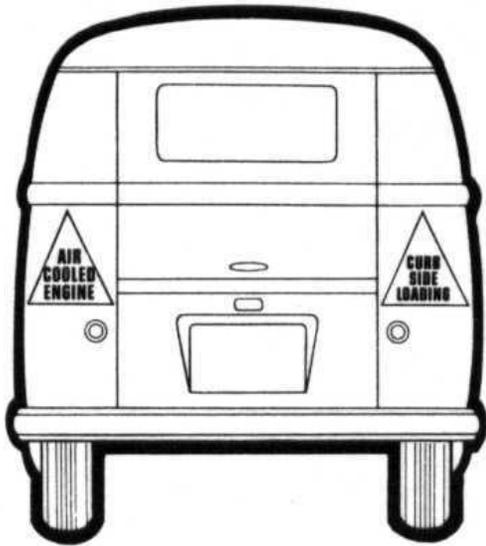
Happy Holidays to everyone!

Thanks,
Eric Goodman
VP
vp@vwwca.com
909-855-7625

We made a big thing out of it.



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