



VintageVoice

March/April 2019

Volume 44 • Number 2

The Vintage Volkswagen Club of America Newsletter • Established 1976



Spring is around the corner and I don't know about you folks, but us here in the midwest and northern states have gotten just slammed this winter with cold temps and snow, we won't talk about tree damage etc, and the natural gas shortage, it even shut down car manufacturers (they were asked to by the utilities company), WOW!

Onto the brighter side of spring. Warmer temperatures, cars shows getting planned, in fact I've already started to receive requests for insurance for car shows from our chapters this year, that's a great sign that the VW hobby is going nowhere but up! By the way chapters, please remember to get your requests in with plenty of time to spare, it's a real hardship to get your insurance coverage the same week of your show.



Speaking of chapters briefly, I want to say a heartfelt goodbye to a long time chapter the VVWCA, the VW Club of Tulsa, they decided that it was time to disband after so many years, but I've been told that some of the younger people involved will hopefully resurrect it sometime in the near future, we hope so. In the meantime, you all from OK just come up to Kansas for a great show in May every year.

Also along that note, Chapters, our membership is free. It used to be that in order to belong to a chapter you had to first be a member of the national club, I would like to see us return to that immediately! Why

not? It's free!!!! So what's stopping all of you from joining the VVWCA and getting a beautifully rendered newsletter in full color every 2 months put together by our editor Eric Arnold, a freelance photographer who works for many different magazines including Hot VWs, it's really changed the way the magazine looks and he's taken it to the next level, check us out, it only takes a few minutes and once again let me repeat, it's FREE!

Welcome to the club all of you with 1994 VW vehicles, you have reached Vintage status!!! That should not have stopped you from joining the club, but if it did, it doesn't have to anymore.

On to other business. I would like to say that because of the free membership, membership has quadrupled, YEAH!!!! Our FaceBook page, not our group page, keeps growing in leaps and bounds and our group page is over 39,000 members now. It's okay to put your for sale ads on the group page, as you may already know, only the admins can post on our FaceBook page.

Speaking of the FaceBook page, we have a place for coming events and monthly meetings, but for some reason, no one is sending anything in to us, why not? This a great place for new members or prospective members to find your chapter and when you meet, let's do it, please, take advantage of what we offer.

It still takes money to run a club. We pay someone monthly to take care of the website and our membership. Insurance has gone up and goes up every year, and we still need shipping boxes, regalia, shipping supplies and we need to pay for postage since the items we sell include postage. Postage will be increasing

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across the board at least 6% to like 17% depending on services on January 27th, 2019. Speaking of postage, I'm not sure we can make this work, but at the moment, we are not set up for Foreign Regalia orders, in other words, PayPal does not quote you the correct fees for shipping, so, please contact me and let me know what you want and I'll invoice you a totally correct invoice. If you don't, you will charged a flat fee of \$15 which may cover the postage, but in most cases, won't and I'll just have to contact you and get more funds, if it's the other way around, you can be assured you will receive a refund for the unused portion of your shipping fees.

So.....from this point on, the club will no longer be able to give you a 10% discount on regalia and

VintageVoice

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FROM THE EDITOR

Hey Folks,

Let's talk about YOUR rides!

Do you have a special story about your Volkswagen? Did you go through a lengthy restoration? Have you been daily driving in this bitter cold?

I want to hear about it!

Submit your story and photos to my email: editor@vvwca.com, and you could get featured as a Reader Ride in the next issue of Vintage Voice.

All submission are welcomed, so hit that send button, and you could see your car right here on these pages!

Thanks!

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



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THE PRESIDENT'S CORNER MICHAEL EPSTEIN - CONTINUED

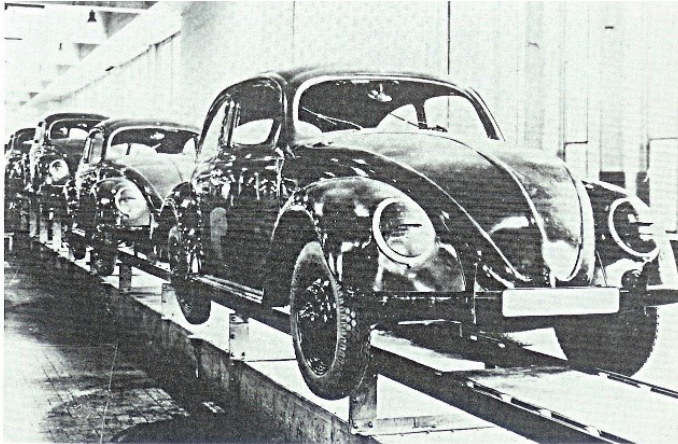
you may see prices creep up a little on some items. Also when it comes to the books we have sold in the past, it's getting way too hard to compete with the big boys & girls, so when they're gone, they're gone. We have one book left of the "Book of Classic Volkswagens", 2 of "The Volkswagen: The Air Cooled Era in Color", and dozen or so of "Remember those Great Volkswagen Ads." Remember, the last book mentioned comes with a signed bookplate by two of the authors made exclusively for the VVWCA members and numbered limited to 100 copies. Get all of these before they're gone. As a side note, please bear with us as we continue to work all of the bugs out of the website. Another side note, there is NO LOGIN to see our website, but once you click on a password protected area, a box will pop-up for you to put in your password and it should work just fine. Please report any unusable links or problems to Jay Brand at membership@vvwca.com, he's also in charge of our website, a man of many coats and one of the toughest jobs in the club, so cut him some slack, remember, we're volunteers!

Thank you and talk to you soon. WAIT!!!! You thought I forgot, no-no, it's our birthday again this April, 43 years old, congratulations and Happy Birthday to us!!!

Mike

VOLKSWAGEN IN 1941 - BEETLE PRODUCTION BEGINS AT WOLFSBURG

The first Volkswagen Beetle ever built at Wolfsburg came off the assembly line July 11th. During the month of August another 5 were finished. It was the start of Beetle production at the factory. For propaganda purposes, a number of pictures were taken of these first six Wolfsburg cars in different settings. Sitting on the assembly line inside, in a large hall and outside in front of the factory. All were painted black and because of being wartime their head-



lights were almost completely covered, only small slits were left open for a minimum of light to come out.

Beetle production continued at a slow pace, by the end of 1941, only 41 Beetles were finished at the factory, all of them going to Nazi party officials. Even though, military cars were produced in far greater numbers; but at least it showed the factory was ready for Beetle production. Giving the first

Beetles to Nazi officials protected the factory against actions by the military and others who insisted on stopping all civilian car production. Volkswagen charged the government 8,000 marks for each of the civilian cars delivered. It was a big difference from the 1,000 marks that Hitler had in mind as the propaganda price to be charged for civilian buyers.

The order to minimize all production for civilian use did not keep Porsche from working on the Volkswagen project. With his connections to Hitler who would stop him? Who could tell what were civilian and what were military needs? For that reason work continued, which later would make the transition in 1946 to building regular Volkswagen much easier.

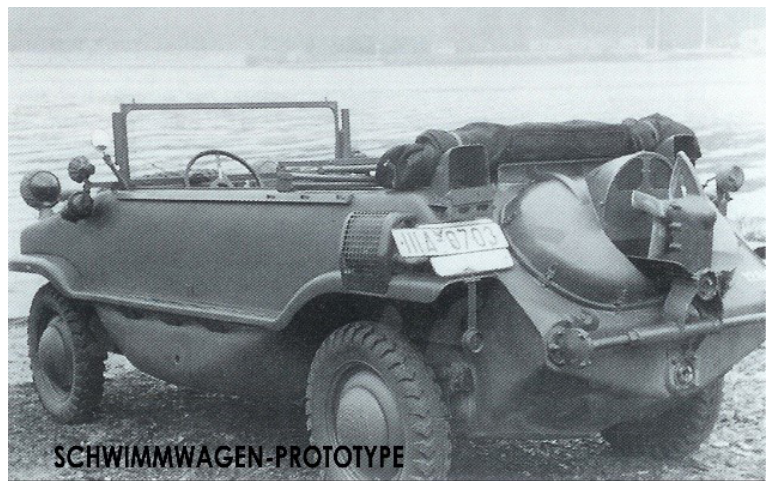
Besides the 41 Beetles, 4 609 military vehicles were built, making it a total of 4 650 cars in 1941. Of the 4 609 military vehicles built, 4 121 were plain Kübelwagen, 176 to be used as radio cars, 306 tool-cars for maintenance and 7 chassis with running gear but without bodies. This was way below the capacity of the plant. The reason for not getting more production was the lack of supplies and



workers. It has not been explained what the 7 extra chassis were used for but one has to assume that Porsche probably used them to build some of his many variation on the Kübelwagen theme.

Preliminary work started in 1941 on a Schwimmwagen version too, the Type 128, originally based on a regular Kübelwagen chassis; later in its final version it became the Type 162. The body for the Schwimmwagen was welded into one piece looking like a bathtub which came from Ambi-Buds the American company located in Berlin.

Otherwise, a lot of confusion existed at the Volkswagen factory in 1941 just as it had been in 1939 and 1940. The military and political leadership of Germany could not make up their minds about how best to utilize the Volkswagen factory. Whether they should keep on planning to get it ready for after war civilian car production, or go all out for weapon manufacturing. An order to build airplanes was cancelled other orders for military equipment already given were postponed. The war situation constantly changed.



In 1941, 19,056 more savers had started to sign up for the savings plan to get a Volkswagen. Making it now 305 000 savers since the inception of the plan. As is pretty well known but worth repeating, not a single one of all these savers ever received a car.

Hitler and everyone else thought it would be a short war and Volkswagen could get started producing civilian cars soon. However as the war dragged on and Germany invaded the Soviet Union on June 22 all hopeful thinking came to an end. As the first positive reports about the Kübelwagen came in from the front, Hitler gave orders to stop all other light vehicle construction, including motorcycles, and to equip his troops only with the military versions of the Volkswagen. Porsche received many request from the military for different versions of the Volkswagen as well as different uses of the Volkswagen engine, like for instance generating electricity and for water craft.

Shortly after the invasion of the Soviet Union, Soviet prisoners of war arrived to work at Wolfsburg. At first, it was possible to get a lot of production out of these prisoners but eventually because of lack of proper food, according to internal reports became actually more of a

burden. After a few months, some of them were in such a bad shape that they had to be carried to work by their comrades. The condition of the prisoners was so bad that in November, even Porsche had the guts to talk to Hitler about it. Hitler gave instructions to improve the feeding of these Russians. The improvements did not last long however, food supplies in Germany was getting low everywhere and for everyone. The authorities responsible for the distribution of food did not dare not giving enough food to Germans just to feed the Soviet prisoners of at Volkswagen. This deplorable condition existed and even got worse until the end of the war.

By the end of 1941, 8,067 were employed at VW, mostly in construction and building equipment for military. 2,070, or 24.7% of the workers were foreigners, some were volunteers but most were forced.

On Nov 11 1941 the Porsche archives entered a new Type designation among many others, the Type 87 that would become the four wheel drive Beetle under development. Also known as the 92 SS because they made especially for the SS military divisions and for the first time used a larger engine.

A military Volkswagen built in 1941 and equipped with welding equipment to repair broken down vehicles was capture in the Middle East by the British and was evaluated by them later. What is interesting is the conclusion they drew and which was published in a 1943 "Autocar article" "...it is suggested that it (the Volkswagen) not to be regarded as a first-class modern design to be copied by the British industry"

There is no record of that any of the cars built in 1941 had survived.

1941 DATES:

June 22 Invasion of the Soviet Union begins

July 11 Official Beetle production begins at Wolfsburg

- HS



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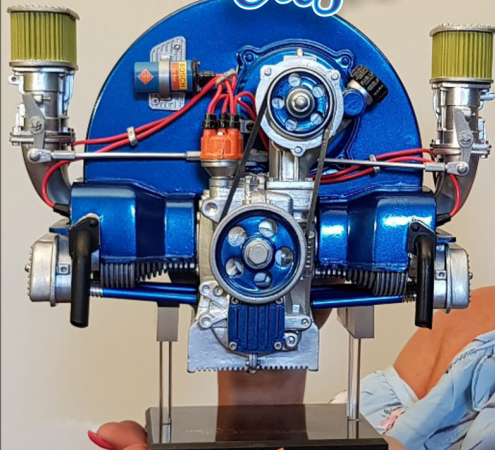
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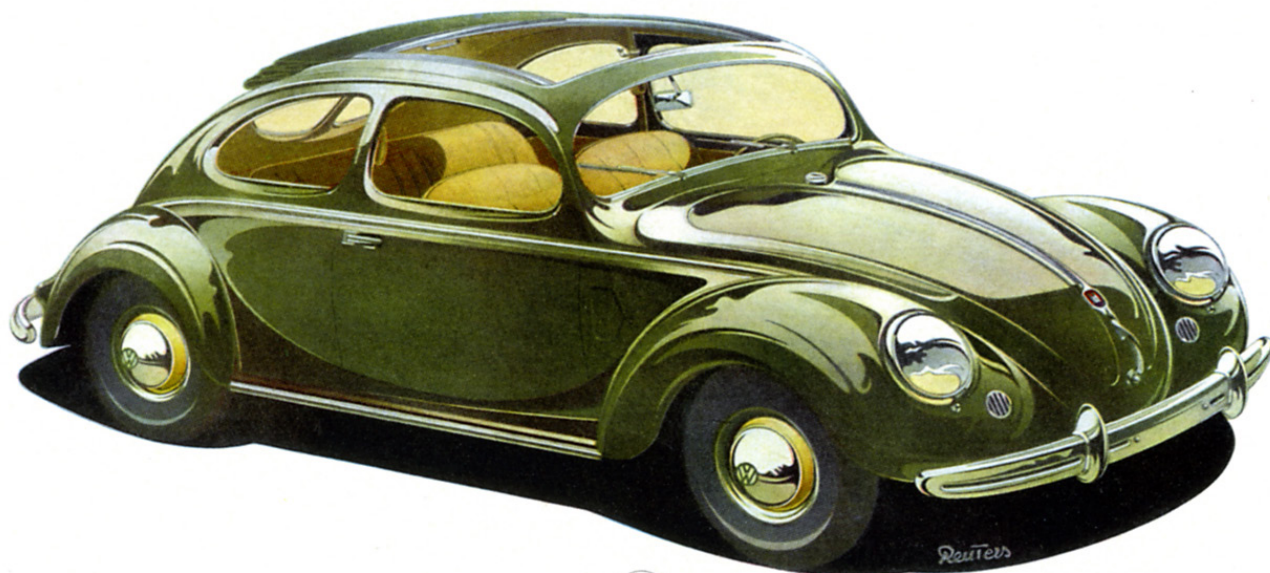
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VOLKSKRUZERS

By Barry Zanca

As an off-shoot of the big New Orleans Air Coolers club, we, the members of the VOLKSKRUZERS of SELA [South-East Louisiana] have been in existence a little over 3 months. Most of the guys and gals in our small entourage are retirees; we can 'do stuff' during the week so as to not interfere with the weekend plans of the NOAC as a whole.

At this time we are doing a Cruise-A-Month. When the weather cools down, we may do 2 a month. In September we held our third cruise, which by design was not a long run because of the very unusual record temperatures {96-98 degrees} being experienced here in mid-September. This one was a simple drive held completely on Airline Highway [LA-61]. We traveled from Metairie, LA, leaving from the "Shrine on Airline" [former home of the Zephyrs baseball team] and going to LaPlace, LA, about 20-25 miles NW toward Baton Rouge.

On this day only about half of the crew was able to attend. We left about 11 AM in clear weather with five vintage VW's all in a row. Jack Falcon led in his black 1959 Sunroof Bug. He was followed by Barry Zanca in his Cal-Look turquoise 1955 Sunroof Bug; in the middle was Ray Hock driving his bone-stock yellow '73 Type 1. Harold Conrad, the Red Baron, was fourth in his customized red '78 Super Beetle convertible. Bringing up the rear was Lenny DiMartino who piloted his immaculate metallic-blue 1971 Bug. All of the VW's behaved themselves as the thermometer began to climb.

The bunch of Bugs arrived at the LaPlace Frostop right before 12 Noon; John Serou drove down from Ponchatoula across the Lake in his New Beetle convertible to meet us there. John is currently working on his light green 1957 Oval getting it ready for the Fall season.

We fully enjoyed the food and hospitality at the Frostop - which has been owned and operated by the Toler family at this same location for 60 years! They were very happy to see us. The VW group took the opportunity to discuss upcoming Cruises, picked each-others' brains on VW related topics, and bandied about changing the name VOLKSKRUZERS to VOLKSGEEZERS. Nothing has yet been firmed-up on the name change.

Bruce Chatelain, who previously owned a '62 Bug, came along for the ride, and he took photos when we were finished eating, talking mechanics, and especially 'needling' each other. Several of these guys have been into VW's since the early 1970's and have done lots of VW shows together from Florida to Texas throughout the years, including "Cruisin' the Coast" in Mississippi. This type of 'camaraderie' is something money cannot buy.

Our next cruise will be up LA-51 to Middendorf's restaurant in Manchac, LA, on October 17th for lunch. Middendorf's is locally famous for their 'thin-fried' catfish and other seafood delicacies, but in October they always do an Oktoberfest menu. The owner, Chef Horst Pfeifer, is from Germany so the Oktoberfest food is A-1 authentic.

For our August Cruise we had gone to Lafitte, LA, 20 miles south of New Orleans. Winding up at Jan's Restaurant, we were asked by the waitresses if we were a Volkswagen Club or an Eating Club... Well, since everything in Louisiana revolves around great food, the answer is: I guess we are Both! So if you find yourself in the neighborhood, don't hesitate to join us!

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

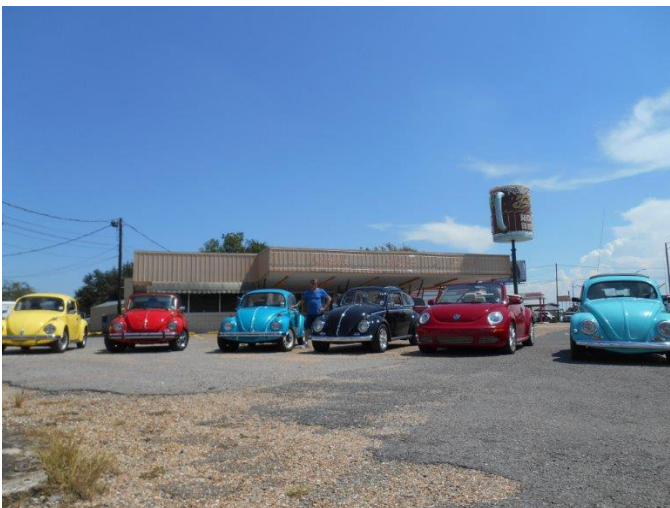
1963 Volkswagen Karmann Ghia Convertible, San Francisco. As German living standards increased in the mid 1950s, Volkswagen commissioned Wilhelm Karmann, the largest independent automobile manufacturing company in Germany to build a sporty car based on its Type 1 (Beetle) chassis. Karmann went to Italy's 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

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 or 911 or 912 or 914 or 1967 or earlier VW bus. any condition. will travel. Tony, 540-358-0330



VW Bids Goodbye to the ‘New Beetle’



Volkswagen has announced that the “New Beetle,” a playful spin on the classic bug, will become a thing of the past as of next year. Many Americans have fond memories of the car, despite its roots in Germany’s Nazi past.

German carmaker Volkswagen (VW) announced Thursday that July 2019 would be the last production month for the iconic Beetle, currently in its third generation.

The classic compact car, which was first developed in Nazi Germany in 1938, went on to become a symbol of hippie culture in the 1960s. Two decades after US sales were discontinued, VW revamped the signature rounded body in a new form with the production of the “New Beetle,” complete with built-in flower vase. The car was updated once again in 2012.

VW’s plans to shelve the car come as the American branch of the carmaker turns

its focus to mass-market electric vehicles and larger family-oriented cars. Globally, VW is struggling to recover from the “Dieselgate” scandal, which broke in 2015 and brought with it legal claims totaling billions.

Before production ceases, the company will offer US customers two special models — the Final Edition SE and Final Edition SEL — starting at roughly \$23,000 (€19,670).



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.

The CEO acknowledged that shelving the car would be a turning point for many.

"The loss of the Beetle after three generations, over nearly seven decades, will evoke a host of emotions from the Beetle's many devoted fans," Woebcken said.

The Beetle evokes a host of emotions for many individuals, with many Americans affectionately calling the insect-inspired car "The Bug." The car was also immortalized in films, including the 1968 Disney movie "The Love Bug" featuring the Beetle Herbie, and was featured in Andy Warhol's colorful graphic prints.

While the car invokes nostalgia for 1960s counterculture among older Americans, it is also a coveted car for children, who keep their eyes peeled for the round-ed vehicles on the road in a game known as "Punch Buggy" or "Slug Bug," which involves punching your neighboring passenger in the arm upon seeing one.



A JETTA BIGGER THAN A BUICK?

2018 Chicago Auto Show by Jim Schield

Close, but not quite. VW has decided that in the US bigger is better. With every new, or revised model released the dimensions (and weight of course) are stretching to better compete (?) with the likes of Honda and Toyota.

Safety is still important to VW. All models reaching for a 5 star crash rating. Now with the diesel gone from the US, EPA fuel mileage is less than many competitors. The warranty for all VW models is now 6 years, 72,000 miles.

Missing, but not forgotten was the new Microbus. I talked to one of the reps that said because it's still a couple of years out, they decided not to bring it to Chicago (or Detroit either).

The presentation by Heinrich Woebcken, the President and CEO of Volkswagen Group of America, stressed the rebound of VW sales, and a commitment to bring out two new, or re-designed cars a year to better fit the US market. Klaus Bischoff, the Executive Director of Volkswagen Design extolled the visual virtues of the new 2019 Arteon that replaces the CC.

Technology is king. So much in fact that even for one model, explanations would take up more space than the whole normal issue of Vintage Voice. Go to your dealer and prepare to be amazed (and/or confused?). Just a few of the cars.

2019 Arteon: 2.0 liter turbo with 276 HP, 258 foot pound of torque. 3,700 pounds, 111.9 inch wheel base, 191.4 inches long. 73.7 inches wide, 8 speed automatic. EPA fuel mileage is not available yet that I could find. It's big and sparkly. 5 inches longer than the CC it replaces.

2019 Jetta: Listed as a mid sized, but looked big to me. 1.4 liter turbo with 147 HP, 185 pounds of torque. Weight approximately 3,000 pounds, 105.7 inch wheel-base utilizing the MQB platform like the 2018 Golf. 185 inches long, 71 inches wide, 8 speed automatic 28-38 MPG, 32 on the EPA cycle. It's available late this spring with a price yet to be determined.



Designer Klaus Bischoff with the 2019 Arteon

2018 Golf: The published data on the Golf is a little different than that of the 2019 Jetta, even though they both use VW's MQB platform. The car looks long. It's approximately 2,921 pounds with a 103.8 inch wheel base, 167.5 inches long, and 70.5 inches wide. Multiple engine choices.

The Chicago Auto Show is always fun, even if you are not looking for a new car. My photographer has the suspiciously similar name of Bob Schield. Not VW related, but if you get a chance to visit a Mazda dealer, the MX-5, and a few of their other models are available in a color called "Soul Red Crystal". Pictures do not do this color justice. It's spectacular.



2019 Jetta

More Photos on page 27

VW's product line now stretches from land yachts like the Atlas to the sporty Golf. They are different from their competitors, and yet enough of the same to draw customers to the brand.

We certainly no longer live in a simple world. With the extensive technology on all cars now, personally I would get an extended warranty. After 10 years, no matter which brand, or how many or few miles, bad things seem to happen.

- JS



2019 Golf

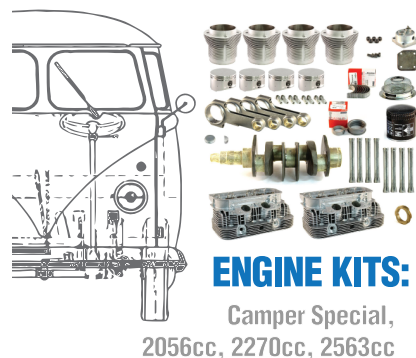


2019 Golf Alltrack

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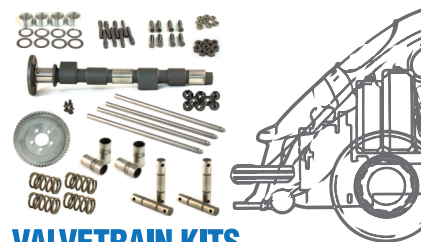


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A STITCH IN TIME SAVES A '59

By Lois Grace

There are three men in my life:

my husband, Rob, my first born, Vernon (my '59 single cab), and then there is Bogart, the baby of the family. Bogie is my 1969 VW Bug.

Rob knows I love him. Bogart knows I depend on him. Vernon just knows that he is about as close to human as one can get and still be a Volkswagen. After beginning his restoration, he is almost completed. I took one of the last big steps left and had him upholstered last October. Yes, he is now stitched. He wasn't really that bad in there, not really. He still had the old brown vinyl seats. He still sported the mahogany door panels and kick panels my dad had installed almost 20 years before. The original door handles, steering wheel, gearshift and knob, and interior light were still in place. Not bad when you consider what Vern had been through on the OUTSIDE. Major reconstructive surgery would be a mild way of putting it. So, why not spruce up the interior to match? He was, after all, a show vehicle now, and must look like one, inside and out. I had planned to do this eventually anyway, but never figured I'd ever get to this point. I'd dreamed about what I'd do, if given the choice of anything under the sun. Bone stock? Full custom? Graphics? Killer stereo? Actually, none of the above seemed to fit the bill. Bone stock just seemed too sterile for the handsome devil now living in my garage. Full custom was silly too, because of Vern's classic stock exterior. Ditto for the graphics idea. A killer stereo was out of the question, what with the killer decibels that accompany a 36-horse engine: I wouldn't be able to hear the thing anyway, so why bother? So, I ended up opting for what I consider to be



a sort of Volkswagen-Type-II-Deluxe-Single-Cab-Option look, if they had had such a thing back in 1959. I selected my craftsman for this job carefully, picked out some vinyl and fabric, and turned Vernon over to him for a week so he could make it happen. I got exactly what I had planned. What I hadn't counted on was an odd, terrible sense of loss, an awful let-down, after the work was done. I know someone who calls this feeling 'buyer's remorse'. This is the same person who goes out, and, on a whim one Sunday afternoon, buys a new Mercedes 300SL and writes a check for it. His is Buyer's Remorse. Mine I call PTSD or Post Traumatic Stitch Disorder.

What was wrong with me? Why couldn't I be thrilled? It wasn't Glenn's fault - he had done exactly what I wanted. His work was superior in every way and flawless. He was even German. I had been right to choose him. So, what the heck was going on? There was only one answer to that question - my affliction could only be Post Traumatic Stitch Disorder. Yes, PTSD is what happens when one is faced with the almost impossible challenge of restoring a truck like mine, and being able to have almost anything one desires done to

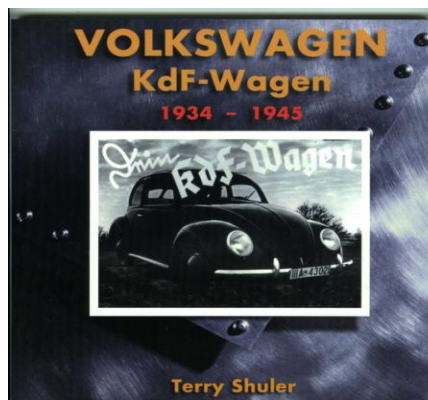
the inside, chooses something one has had their heart set on for years. Once chosen and completed, this same person sees the finished product and says something truly brilliant, like, OH. It's so.....so.....VINYL.

Yes, I did this. I still can't believe it was me. Poor Glenn, he just looked at me as if I were a total stranger. It wasn't that I didn't LIKE it. Vernon looked great, he just looked DIFFERENT. I wasn't expecting a grand transformation - not really. At least not one this profound. After all, this was the same truck that had just barely recovered from having both sides chopped out and replaced with new ones. He had also survived other extensive indignities to his entire person, so nothing done to him now could surprise me, right? Well, I was surprised. Gone was the tacky unpleated brown vinyl seat. Gone were the mahogany door panels. Gone too were the matching mahogany panels on the roof and around the rear window that my dad had labored so long and hard to get to fit so right. In their place now is the black and gray tweed seat, with three-inch pleats. On the doors are matching gray vinyl door panels, with the same tweed inserts. The front kick panel is now gray vinyl. There is even gray AutoTex headliner on the roof. He is truly beautiful. I should have been ecstatic, really. Well? I was, sort of. I was glad Vernon now looked as good on the inside as he did on the outside. I was glad Glenn had been able to visualize this as I had planned it. But I sort of missed the familiar brown look of the wood in there. Sure, the wing windows had leaked and the panels below that had started to separate and looked stained. But I missed (sort of) the SMELL of Vernon - the years of old oil and grease, rotting rubber, damp floorboards, and best of all, the peculiar Volkswagen-only smell. You know of this? Bogart has it too, although he is only 20 years old. Vernon now smells a little like a toy store

- all fresh paint and new vinyl. Will that old familiar smell EVER come back? Do I want it to?

There is a happy ending to this story. I now love Vern's new look. I finally came to the realization that when you change something you've lived with for over 20 years, it is bound to be a little bit of a shock at first, no matter how anticipated. I lived with it for a bit, and am now totally satisfied. I took Vern out for the first time since his stitching to drive him in the Los Gatos Christmas Parade last December. All of Vern's club buddies got their first glimpse of him then. Their enthusiasm was contagious. So much so that when we got home I even took the old interior door panels and hung them on a nail above his spot in the garage. I still can't bear to throw them away, but at least they are out of the way and not right where they will remind me of what Vern used to be - a sad old wrecked truck, waiting to die. No, that's not Vernon anymore. He now looks like who he is - a distinguished older gentleman, all dressed up in his Sunday best. He looks clean and shiny and loved. I think I can live with that.

- LG



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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.

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VWoA - Al Ross

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INSTALLING AN ADDITIONAL FUEL LINE

Sometimes it happens. You are ready to start the engine when you bring your VW out of storage, or you notice a spot on the driveway that wasn't previously there. That bad smell indicates that it is fuel. This exact thing happened to me after I finished the restoration of my 1972 Super Sedan. It was the last step after all else is finished, and it briefly deflated me. Crawling under the car I found a small hole halfway down the middle of the wishbone frame and in my situation, showed that there was a porosity leak somewhere in the fuel line allowing fuel to drip through. As the fuel line rides inside the tunnel and unless you cut some of the tunnel framework away, the exact location of the leak cannot be seen. I did some research and found a tech article that described the procedure to fit/refit a replacement fuel line. There were no page markings on this article, so I could not identify the source, but I assume it is a recommended fix from a Dealer Spec sheet.

There are other sources on-line that suggest installing a fuel line adjacent to the outside lip of the frame, and fitting it to the tank and engine bay. The bad part about that install method is that it leaves the steel fuel line still exposed to the elements. Installation inboard of the car precludes rust from forming. So I share with you an alternative complete with a diagram. It turned out extremely well. I liked it so much; I repeated the same install on my 1970 KG Cabrio.

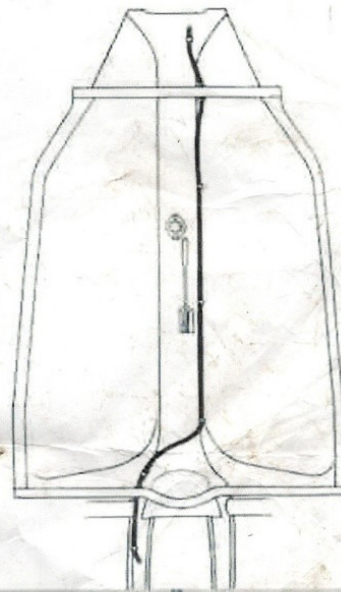
Fitting an additional fuel line

- 1 - Put the car on trestles.
- 2 - Remove right hand front wheel and left hand rear wheel.
- 3 - Remove seats and floor mats.
- 4 - After driving out the locking pin remove the heating knob. (1964 and earlier)
- 5 - Remove the tunnel carpets.
- 6 - Drill a hole 15 mm (.6") in diameter through the front cross member, and another through the left-hand frame end plate.



a - 60 mm (2.36") b - 40 mm (1.57")

- 7 - Make six clips from steel sheet 0.8 mm (1/32") thick and 10 mm (3/8") wide, then weld them as shown on the sketch below to the frame head, the right hand floor plate and the frame fork.
- 8 - Slide two rubber grommets over the ends of the line, bend it cold and place it in position. Run the fuel line over the tunnel just before the frame fork, taking care that it cannot be damaged by the back seat.
- 9 - Fit a third grommet from outside in the hole through the front cross member.
- 10 - Blow through the fuel line with compressed air and fit the fuel hoses.



a - 60 mm (2.36") b - 15 mm (0.59")

32nd Annual Michigan Vintage Volkswagen Festival

Riverside
Park



Ypsilanti, MI



Your Car is the Star!

May 18 - 19, 2019

Saturday, May 18, 2019

Slow Speed Driving Course Challenge

At 12:00 noon we will meet for a Slow Speed Slalom timed course, that will average around 30 mph.

We are planning to have a food vendor there to provide a source for lunch.

To conclude with a Party, Car show, and VW themed movie night at the Host hotel.

Sunday, May 19, 2019

Michigan Vintage Volkswagen Festival

Gates Open 9:00 am to 3:00 pm (rain or shine)

Non-Judged Car Show Celebrating ALL VOLKSWAGEN powered Vehicles – Originals, restorations, customs, race cars, drag cars, kit cars, dune buggies, trikes, ratrods, daily beaters...

Special events are being planned for the day, including a slot car track.

Vehicle Registration of \$15.00 at the gate will automatically pay dues for one year, either renewal or New Membership. Active paid member's vehicle(s) will be admitted to the show for free. Walk-ins \$5.00 at gate.

Swap Spaces \$15.00 for pre-registration, before May 1, 2019 or \$20.00 the day of the show!

Swap Entrance will only be open 7:00 - 9:00 am, use South gate off

Michigan Ave.

Each Swap Space Size is 17 ft by 20 ft.

Any questions please email festival@mvvc.net .

CLUTCH DATE CODING

By Steve Carr

This month, we will examine date coding on clutches. VW equipped all their vehicles at the factory with conventional single plate clutches manufactured by the Fichtel and Sachs Company (F&S). Both clutch discs and pressure plates were date coded through at least the late 1960's. After-market clutch parts, those made in Mexico and Brazil, and factory parts after the late 1960's do not appear to have been date coded.

F&S clutch parts were date coded using two sets of numbers to designate the month and year of manufacture. These numbers were separated by either a triangle or a letter placed between and slightly above the numbers (see fig. 1).

Sv 51
3E G3

FIGURE 1

The pressure plates were date coded around the outside edge

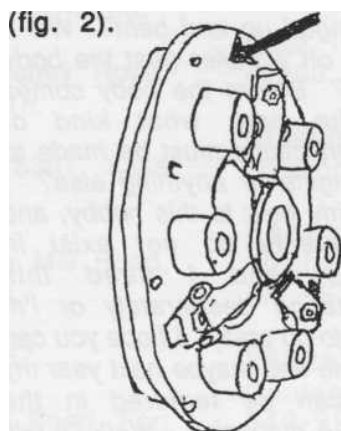


FIGURE 2

The clutch discs were coded in one of two different places: The first place is on the metal plate inside the clutch material (no pic).

The second place was on the rivets holding the inner plate to the outer plate underneath the clutch material (fig. 4).

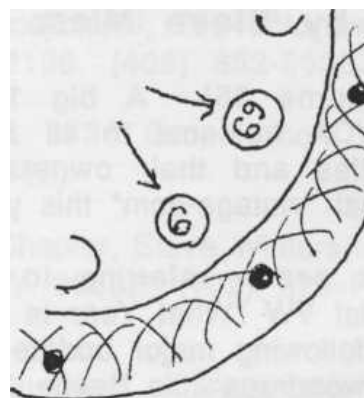


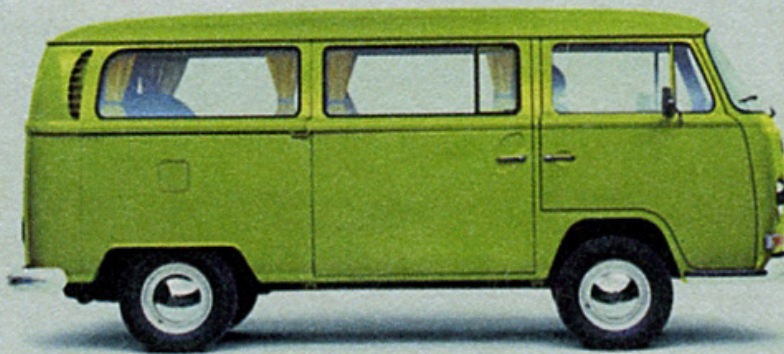
FIGURE 4

When the discs were dated in this manner, the date code consisted of one number representing the month stamped on one rivet and another number representing the last two numbers of the year of manufacture stamped on the next rivet.

As with other dated parts, clutch parts were usually installed in a vehicle within two months of their manufacture.

Next time, we will look at date coding on headlight buckets. Until then, keep looking for date codes on those VW parts.

- SC



It's unusual to drive the vehicle you were conceived in.

Love was everywhere
when you were born. Love on
beaches now moth-eaten. Love
on pink polyester rugs now
turned to ashes. Love in commu-
nity centers long shut down. Love un-

der trees that were cut down since.
Love on beaches now washed
away, in countries with new na-
mes. Love without even taking off
their now outdated clothes. Love on
music nobody remembers and fol-

lowing gurus now turned rec-
ommendations. Come to think of it, apart from
the Volkswagen and the Volkswagen
there isn't much left of those years.
The Van is 60.



I WOULD HAVE TO LOVE 912's!

BY FISHHEADLOUIE

I hate to sound cliché, but I happen to be on one of those Facebook groups which was for Porsche 912 enthusiasts (all 1239 of us!). First of all, “why is fishheadlouie looking at Porsches?” you may be wondering. Well, I actually have a small Porsche collection which includes a 1966 912. Anyway, a certain Roger posted a photo of a recent accident in which he had overturned his 1967 912 soft top Targa after hitting black ice. What’s a soft-top Targa? (See the brochure photo). I politely gave my condolences and that if he didn’t choose to restore it, I might be interested in buying it from him if the insurance company had a buy-back option, and that is, if they totaled the car out. He said he would let me know. The insurance company



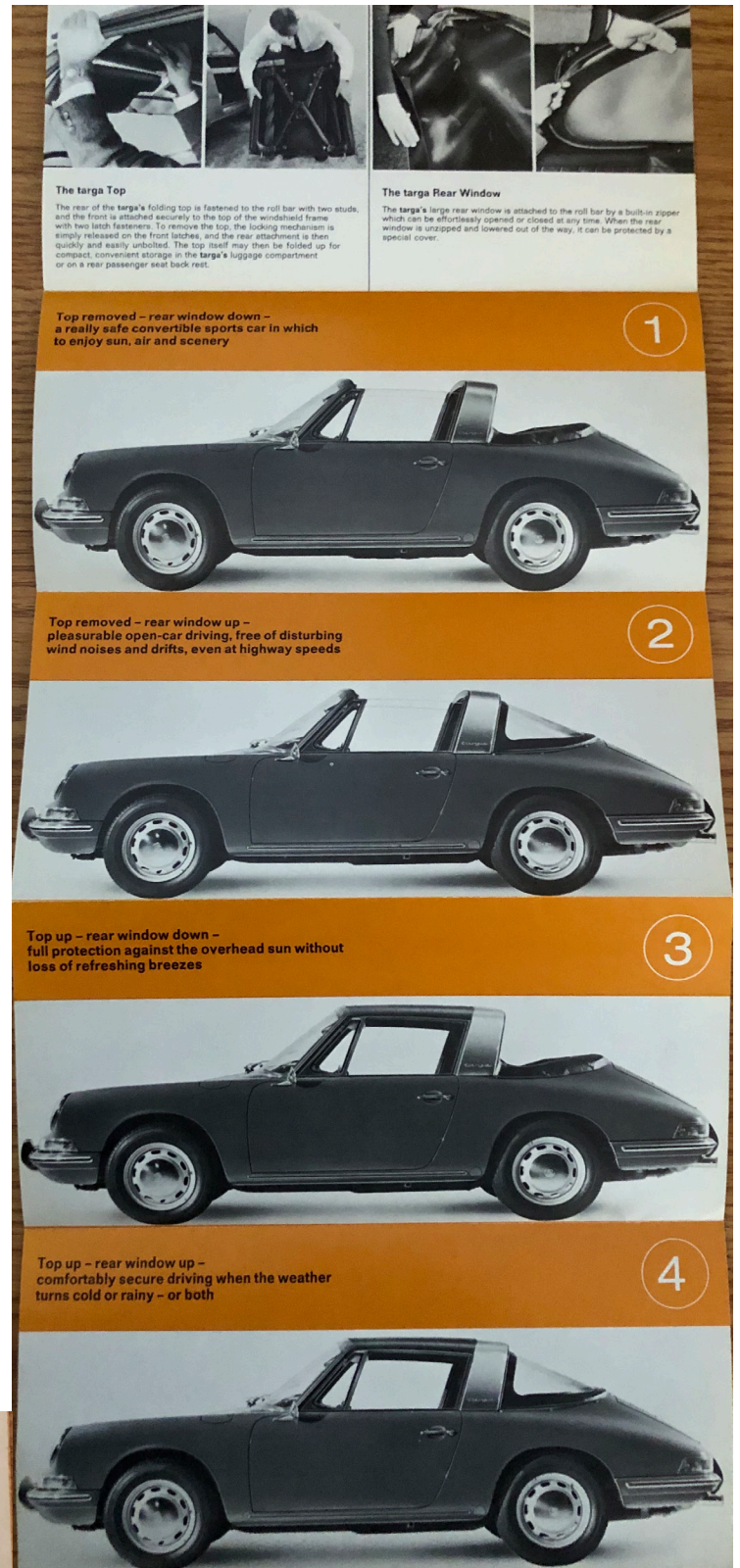
offered him the car for over \$23,000, but with the excessive damage, that was much too high for me. He agreed. I asked if he would want to sell the wheels before he turned it in to the insurance company and if so I would supply replacement wheels and tires and cash for his wheels. He told me that he would let me know once he had a body shop look at the car.

I heard back from him and that he decided to just take the whole check from the insurance company and hand over the car. I made him an offer for the wheels sight unseen. He and I had the appointment and while we waited for that day to arrive, the unnamed insurance company, offered his car back to him for a mere \$15640. He gave me the option to make an offer to buy the car or do the previously agreed wheel deal. I elected to do the wheel deal after seeing damage to the car. He also brought the original tool kit, tonneau



cover, Targa top bag, and a myriad of brochures that his Dad had kept since way back when he bought it in 1967. We also made a deal on those items. Then, he offered me the car for only \$1000 more than the last buy-back offer. I was torn since this 912 was such a rare model and it had both a good engine and good transmission. I decided after counsel with others in the hobby to pass on the car as after all, it needed a new windshield frame and new Targa bar, not to mention scratches and dents, a deck lid, hood, fender, bumper and the apron pulled out and even then, I couldn't be sure if the car would ever be aligned again.

Before the car was turned in, Roger took his Targa top off and has offered it to me at this article's writing. The lesson of the story is just like James Dean's wrecked 550 Spyder had its engine and transmission harvested, and then mysteriously disappeared, I harvested the wheels, tool kit, tonneau cover, Targa top storage bag and possibly the top from this car,



though this one may reappear on co-part auctions. What is left of the Dean car may resurface.

-fishheadlouie

THE DUNE BUGGY IS BACK AND NOW IT'S ELECTRIC!

Jan 30, 2019 VW.com

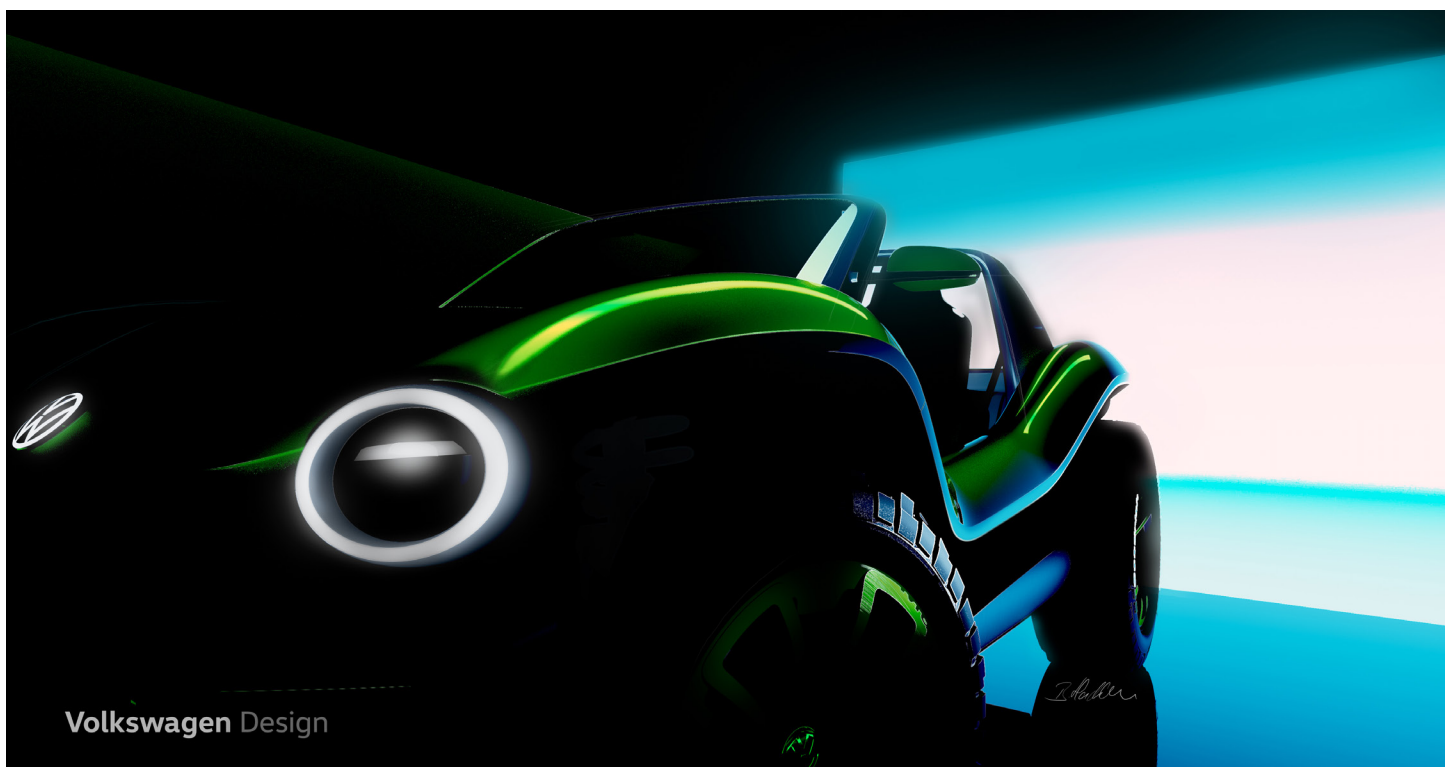
- Volkswagen presents a concept vehicle modeled on legendary American dune buggies from the '60s and '70s
- Clear, sculptural design conveys what it means to simply get behind the wheel and drive
- World première at the International Geneva Motor Show

Wolfsburg (D) – Volkswagen is bringing a legend back to life! At the beginning of March, the Wolfsburg-based company will reveal the first fully electric version of a new dune buggy. Taking its cues from popular American dune buggies, the concept vehicle is based on the modular electric drive matrix

(MEB), demonstrating how multifaceted the new platform is.

“A buggy is more than a car. It is vibrancy and energy on four wheels. These attributes are embodied by the new e-buggy, which demonstrates how a modern, non-retro interpretation of a classic can look and, more than anything else, the emotional bond that electric mobility can create,” states Klaus Bischoff, Head Designer at Volkswagen. The concept of the fully electric buggy is based on the vehicles that were created in the 1960s in California. Back then, the Beetle chassis served as the basis for these buggies; now, the MEB is proving to be just as flexible. True to the original vehicles, this reinterpretation of a dune buggy has no fixed roof or conventional doors, while the large wheels





and off-road tires and open side sills dominate the overall look.

The new MEB concept vehicle shows that this fully electric platform can be used for more than just large-scale series production models. Like the Beetle chassis of yesteryear, the MEB has the potential to facilitate the development of low-volume niche vehicles.

The history of recreational vehicles and Volkswagen technology is a long one. From the Beetle convertible and special bodies produced by companies such as Hebmüller and Rometsch to dune buggies like the Meyers Manx, the Beetle chassis allowed for creative custom solutions for decades. Globally, around 250,000 individual vehicles were built as one-offs or at low volumes through to the 1980s.

The latest one-of-a-kind model, the fully electric concept buggy, will be shown for the first time at the 89th International Geneva Motor Show, from March 7-17. The Volkswagen press conference will start at

10:20 am in Hall 2 on March 5.

About Volkswagen of America, Inc. Founded in 1955, Volkswagen of America, Inc., an operating unit of Volkswagen Group of America, Inc. (VWoA) is headquartered in Herndon, Virginia. It is a subsidiary of Volkswagen AG, headquartered in Wolfsburg, Germany. VWoA's operations in the United States include research and development, parts and vehicle processing, parts distribution centers, sales, marketing and service offices, financial service centers, and its state-of-the-art manufacturing facility in Chattanooga, Tennessee. The Volkswagen Group is one of the world's largest producers of passenger cars and Europe's largest automaker. VWoA sells the Atlas, Beetle, Beetle Convertible, e-Golf, Golf, Golf Alltrack, Golf GTI, Golf R, Golf SportWagen, Jetta, Passat, and Tiguan vehicles through more than 650 independent U.S. dealers. Visit Volkswagen of America online at www.vw.com or media.vw.com to learn more.

Notes: This press release and images of the Geneva Show Electric Buggy concept are available at media.vw.com

BOOK REVIEW

BY HEINZ SCHNEIDER

ON THE BUS FOUR BUSES, FOURTY YEARS and 400 000 MILES

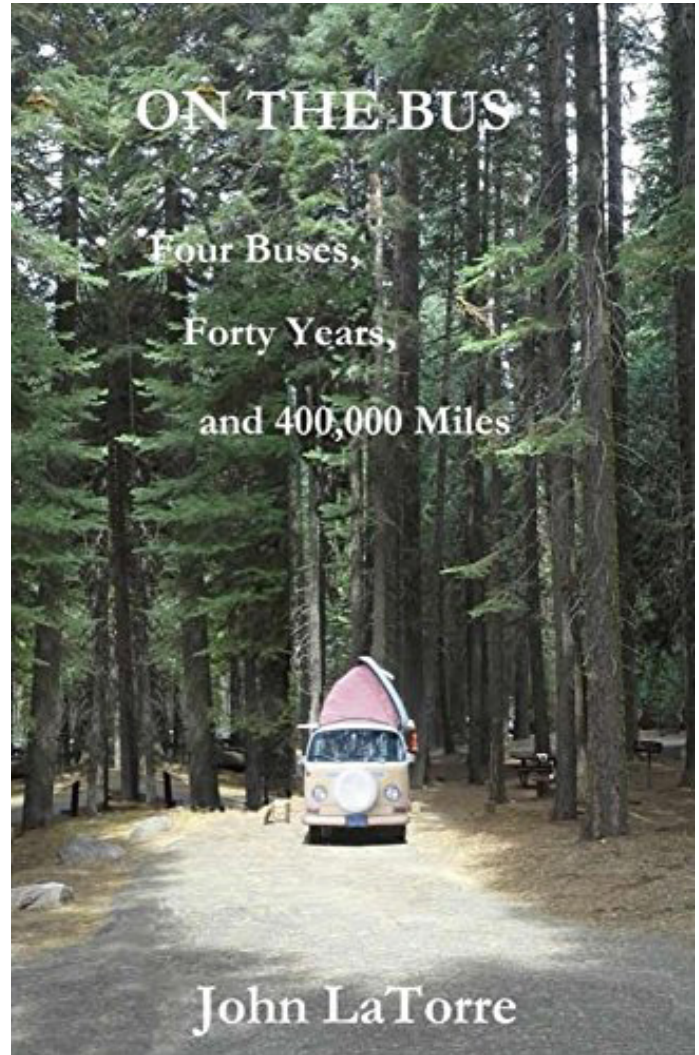
By John LaTorre

Published in 2016 by Dragon Wing, Sacramento, California

This book was first offered to Kim, our former editor of the Vintage Voice, for a review and suggested that it was to be sent to me to have look at it instead. It also was advertised in the Vintage Voice a few issues back and now I finally had some time to look at it.

I am using the author's words to explain what he thinks about his book: "Frankly, I'm not sure what kind of book this is. In part's it's a travelogue, by somebody who doesn't particularly like to travel. It's a mechanic's log, from a none-mechanic who hates to get his hands dirty. And it is a history, from somebody who never had much interest in history. It might be best summed up as a coming-of-age story about a man whose life came to be shaped by a vehicle that he happened upon as almost by chance".

Volkswagens do that to you. This is a very personal story about the author growing up and his many very interesting experiences he had over the years with VW Buses. There are many VW Bus stories out there, but John did write about his. I was very fascinated by it. I can relate to it because for many years I traveled extensively with a 71 Westfalia, which I bought new, mostly in Mexico and in the US later with a new water cooled Vanagon, taking my granddaughters skiing in the Sierra Nevada. So I can relate to some of the experiences the author went through. Not only is this an interesting story by itself which the author tells in his book but, over the years I have met people who told me their own personal Bus stories of their youth. Many have become very successful in their later lives but somehow do relate to their times with the Bus as the most



enjoyable time of their lives. Living in the South Bay area of Los Angeles where Beetles and Squarebacks used to proliferate only the Buses seem to survive in all kinds of different stages of deterioration. Their owners hold on to them obviously trying to recapture long past dreams

To start with, this author like most authors writing about Volkswagens, does give a short history about Volkswagen, with emphasis on the Type 2, the Transporter, called by many just the Bus as this author does. Supposedly checked for accuracy it surprised me to see

Major Ivan Hirst's name misspelled as Hurst. He was the one who saved the Volkswagen factory from being dismantled after the war. But VW's history is not really what this book is about. There are many other books dealing with the Volkswagen history if that is something a reader is interested in.

The main part of this book is the author's experiences as young man moving from one employment to another for financial reasons using well used buses, four of them, quite an achievement to keep them running for over 400,000 miles as he explains with the help of a good assortment of tools, spare parts and John Muir's famous self-help book "How to keep your Volkswagen Alive" a book for "The Compleat Idiot".

- HS

Editor's Note: You can purchase a copy of this book on Amazon, either in paperback or Kindle formats.

2018 Chicago Auto Show Photos (continued from page 13)



Vintage Munk's Taking the bugs out of your Beetle since 1969



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Inhalt
12 Chrom-Vanadium-Werkzeuge
1 Gabelschlüssel 450/7 x 8 für Ventile und Zündpule
1 Gabelschlüssel 450/10 x 12
1 Gabel-Ringschlüssel 600/14 mm für Vergaser und Brennstoffleitungen
1 Ringschlüssel 561/26 mm für Kettenradscheibe
1 Universalschlange 750/19 1/2"
1 Kombiauslenkungsange 1850/160 mm
1 Radstreuabschreiber 772-2 mit Zierkappenbohrer
1 Zündkerzenschlüssel 764 DBGM
1 Kugelschraubenschlüssel 527/14 mm für Bremsstoffpumpe
1 Schraubenzieher 813-3 für Vergaser und elektrische Anlagen
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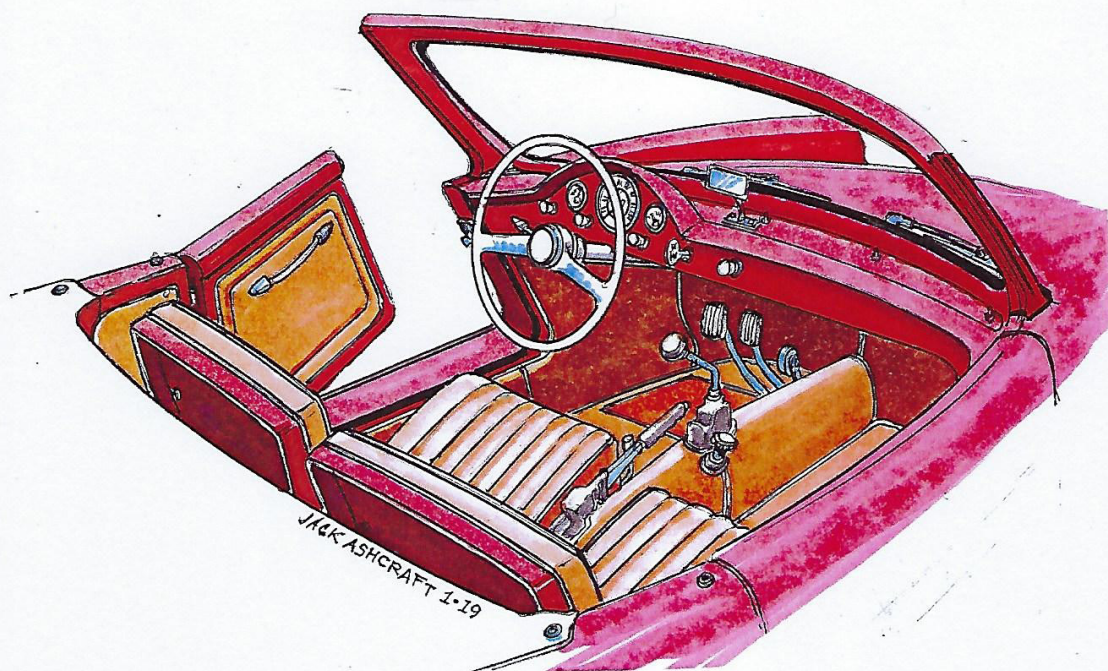
BEETLE TO BEAUTY: THE ALKEN D2

By Jack Ashcraft

The readily available and easy to use fiberglass materials allowed automotive dreamers of the early-to-mid-1950's to literally build "the car of their dreams." An explosion of "kit cars" followed, and as is usually the case, the 'glass bodies [and complete cars] ran the gamut from pitiful—both in design and execution—to very good. The Alken D2, designed by a group of aircraft engineers in Venice, California in 1958, was, happily enough, one of the latter.

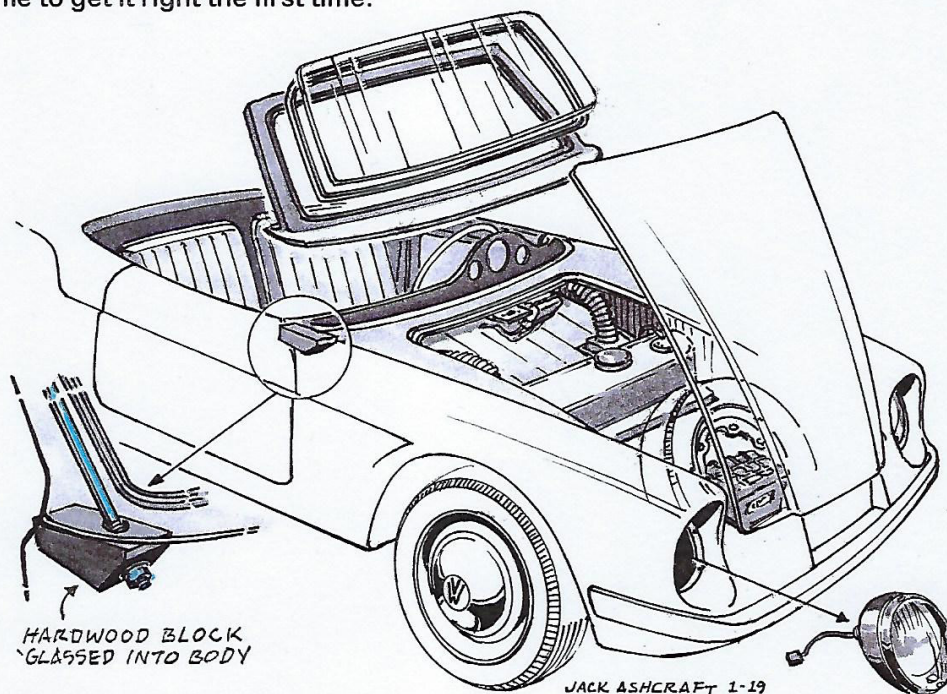
Designed from the start to bolt right onto a near-stock Volkswagen Beetle frame, the body was strong, very well thought out and designed, and the result was a rather handsome, well proportioned roadster. It was 300 pounds lighter than a Beetle so even with the 1200cc squirrel cage, it performed rather well. Road & Track magazine tested an Alken D2 [Nov '58 issue] and





declared it to be amazingly solid and that it felt more like a Porsche than a V W. In its favor was the proven fact that an owners Beetle could be changed to an Alken in only a few hours. About the only part that had to scrounged up was the windshield glass and seal from a 1951-55 English Ford Consul.

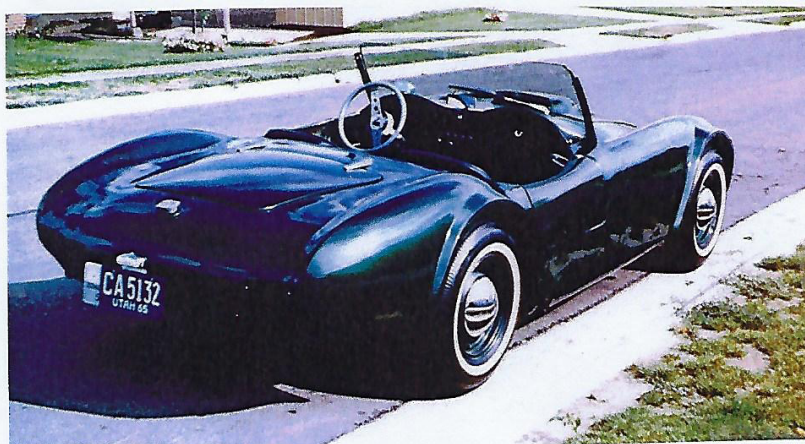
Road & Tracks editors also stated that the Alken was "the best engineered 'glass body we've seen". Having had considerable experience with 'glass bodies by other manufacturers [Fiberfab, Devin, Saab] I agree completely. Alken bodies had no less than 16 structural bulkheads built in, and a host of edge-of-glass reinforcements, all meant to stiffen the body and to prevent stress cracks. Obviously, the designer, Bill Pierson, and the plastics engineer, John Willis, took the time to get it right the first time.



Early bodies featured roadster doors, though doors with roll up glass windows were a \$95.00 option. A removable fiberglass hardtop was a \$195.00 addition to the \$1295.00 base price. One difficult area—the windshield mounting—was cleverly bypassed. Alken provided a molded windshield frame that accepted the Consul glass and glass seal, and then simply bolted in place on the cowl. The whole windshield unit was held firmly in place by a pair of long half inch bolts that were molded into the windshield framework. Headlights were equally simple: just unbolt the Beetle units, complete, and bolt them in place in the Alken. About the only “outside work” that had to be done was to move the Beetle fuel filler nozzle to the center of the tank. The home mechanic had to lower both the front and rear suspension and pivot the steering column downward, and that was about it. Instant home-built Karmann-Ghia coupe.

So why were only around 50 bodies sold? Here is a clue: During the same time period, you could buy any number of fiberglass body SHELLS for from \$295.00 to \$495.00. Once you uncrated the flimsy things it was up to you to engineer and mold in bulkheads, doors, door jambs, hood and deck openings and flanges, figure out what windshield to use and how you were going to mount it, then figure out how you were going to mount the whole thing on whatever car you had sitting in your garage. If you figured your time to do all that at even \$5.00 an hour, you would still have at least four times the amount in the car, compared to springing for an Alken D2. That is exactly why so many of those “bargain” fiberglass bodies never got remotely close to being installed on a car.

I installed a Devin ‘glass body shell on a shortened ‘39 LaSalle running gear, and while the final result was rather good [but scary as hell with a 331 CID Cadillac V8 for power], the hours spent were astronomical. If I recall, I paid \$300 for the Devin body AND the LaSalle/Cad engine running gear. In retrospect, it was a lot like getting a free cat.



Jack Ashcraft



You can save enough running a Volkswagen Truck to buy yourself a Volkswagen Sedan

WHAT YOU CAN SAVE AT 20,000 MILES PER YEAR			
Usual Truck		Volkswagen Truck	Savings
Gallons Gasoline At 8.97 mpg, 2,230 gallons at 27¢	\$602.10	At 21.68 mpg, 923 gallons at 27¢—\$249.21	\$352.89
Tires, 4 at \$26.50 each	106.00	none	106.00
Oil, including changes	34.50	11.50	23.00
Maintenance	188.00	133.00	55.00
License	22.50	20.00	2.50
Anti-freeze 5 gal. at 3.25	16.25	none	16.25
Repairs	230.00	110.00	120.00
Totals	\$1,199.35	\$523.71	\$675.64
Savings of \$675.64 per year would pay for a VW Sedan (East Coast P.O.E. Cost \$1,565) in 27 months and 25 days. Based on actual Case History available on request.			

Start with gasoline costs. Your VW Truck will generally give you twice the gas mileage of the usual half-ton.

And that's only part of what you save. Volkswagen's air-cooled engine needs no oil between changes, and no anti-freeze at all. With half the usual unladen weight there's half the tire wear.

You also save on depreciation, maintenance and, in some states, insurance and license fees. So in a very short time, depending on how much you drive, you can save enough for a VW Sedan.

We have the figures. Come in and see them soon.

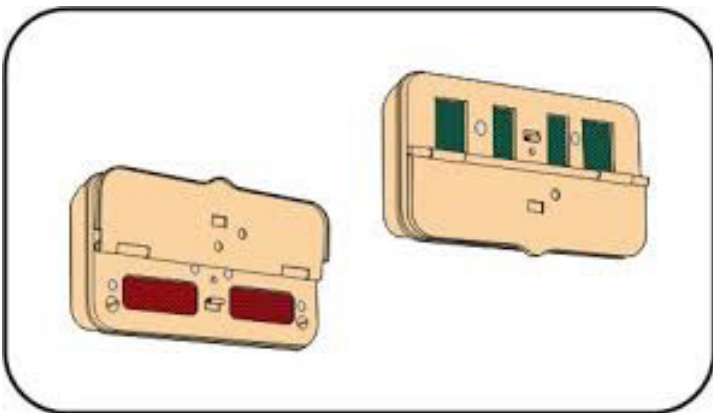
NOTEK BLACK OUT LIGHTS

Regarding rear mounted Notek lights. The rectangular box with 4 square lights on the top half - then was for use as a convoy light. The four squares had a green tinted glass in them. Each pair is set close together with a wider gap between the first pair and the last pair. If you were travelling at night and following the vehicle, you used the light to gauge how far away from it you were following - the 'Goldilocks' system. Too close and you saw the 4 individual lights, too far back and you saw only one blended right, but if you saw 2 lights (each pair merged) it was 'just right'.

The light fitting actually had a flap that could be raised or lowered. When lowered the convoy lights were visible. When raised the 4 lights were covered and two oval, red tinted brake lights were visible - used for day time travel. When the flap was lowered there was a small hole in the flap that was positioned over the centre of the right red light. When the brakes were applied the bright red glow could be seen through the hole.

The front Notek was to limit the amount of light visible too aircraft or other vehicles. The shroud on top prevented the source of the light from being seen from above.

The use of these lights were varied and were used on most all vehicles during the war used by the military, the same light being fitted and used for many different vehicles and mobilized artillery.



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VW BEETLE ENGINE 1/4 SCALE MODEL KIT

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A promotional image for 'The Weedub 1600' VW Beetle Engine 1/4 Scale Model Kit. It features a woman with blonde hair, smiling and holding a highly detailed, blue and silver model of a VW Beetle engine. The engine is mounted on a small stand. The background is a plain, light-colored wall. The text 'THE Weedub 1600' is at the top, with 'Weedub' in a stylized blue font. Below it, 'VW BEETLE ENGINE 1/4 SCALE MODEL KIT' is written in white on a blue background. The word 'Classic' is written in a large, cursive blue font. At the bottom, '1/4 Scale' is written in large, bold, orange letters. To the right, 'Full details and Buy Now @ www.theweedub.com' is written in white on a blue background.

Hi Everyone,

It's that time again for another great issue of the Vintage Voice. We are still making a lot of changes to the club. As you know, it is now Free to join. We have added more chapters across the USA also. If you are a member of a VVWCA chapter, make sure and join our club also and support the national organization. We still need to raise funds to help pay for our insurance and promotions. The only way we can do this is by chapter dues and selling merchandise. Please check out our VVWCA regatta store on our website to order great items. We have lots of cool VVWCA stuff for sale.

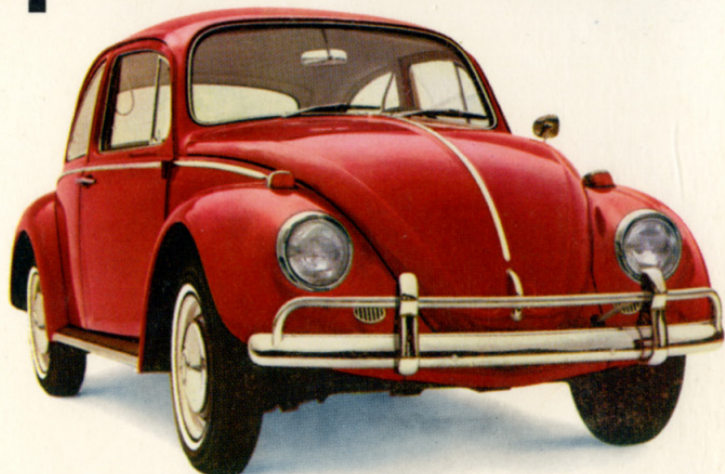
Our Facebook group is over 40,000 members strong now, with VW owners from all over the world! Please make sure and Like our Facebook page and join our Facebook group. We have added a few more Admins to help with this growing page. It's a very active group who helps support each other with questions, answers, etc. everything VW related!

Please contact me if you are in my area. We have added our locations to the board information in this issue, so you know where we are all located and can contact us if you are near by. All our board members are volunteers and put many, many hours of time and effort to keep the VVWCA running smoothly. Please thank them if you see them at a VW show.

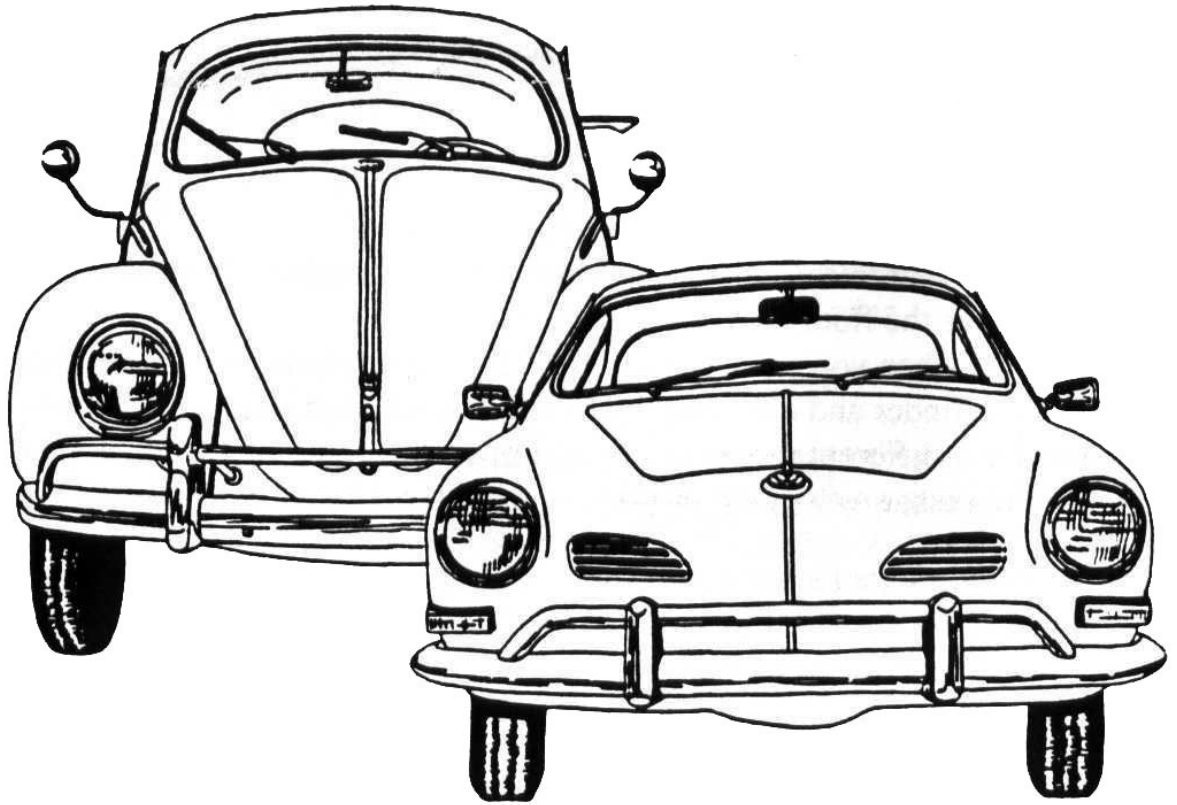


Thanks,
Eric Goodman
VP
vp@vwwca.com
909-855-7625

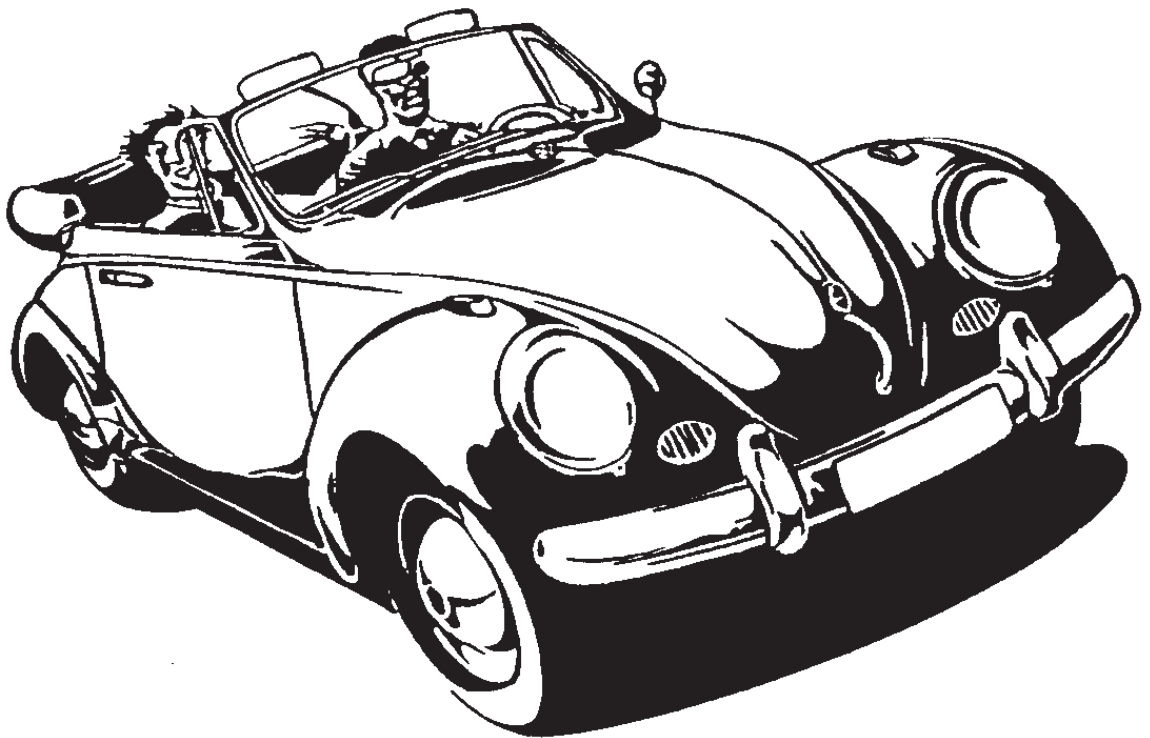
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Das Cabriolet

