



# VintageVoice

May/June 2020

Volume 45 • Number 3

The Vintage Volkswagen Club of America Newsletter • Established 1976



# Welcome

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**W**elcome to the latest edition of Vintage Voice.

Our Chief Technical Director, Jake Raby, is back this issue to wrap up his series on fire prevention. This time he talks about if your VW actually catches fire (hopefully you heeded the advice in the first three parts of the series and it hasn't).

We also have a return of a fan favorite scale model build by Mike Epstein, this time a diorama featuring a Kubelwagen, as well as a German Medical Team, all in exquisite detail, with plenty of photos.

Fish Head Louie returns with another story, this time his 1950 sedan, and Lois Grace brings us the tale of driving her very temperamental Bug cross-country.

I'm putting out a call for **your help** for the next issue. I'd like to feature another member car, so pull your ride out front, take some nice clear photos, and email them in with some info! You might just get selected to be featured in the next edition of Vintage Voice!

Are you ready? I'm ready.

Eric Arnold, Editor  
[editor@vwvca.com](mailto:editor@vwvca.com)



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Editorial Guidelines: To help you start writing, please use the following word counts to determine the type of article you will submit. Letter to the editor: 500-699 words. Monthly column: 750+ words. Pictures (2-3) may be included in a 700-800 word column. Feature story: 1000-1500 words, plus up to 10 digital photos. Send to: [editor@vwvca.com](mailto:editor@vwvca.com)

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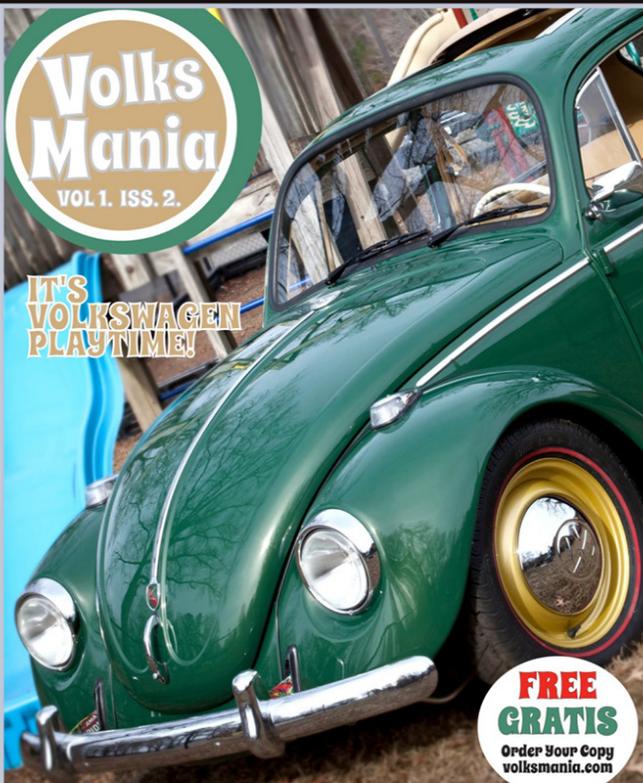
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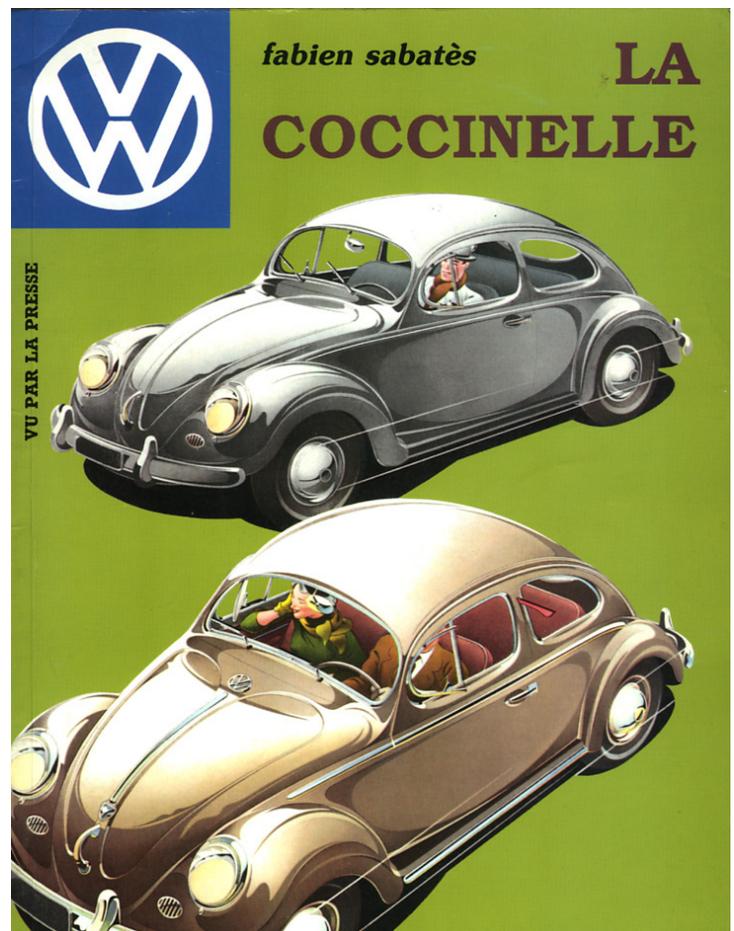
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Followed by

# The Podium with President Eric Goodman

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I am excited to announce that Hagerty is the now the official insurance provider for the Vintage Volkswagen Club of America. Whether you own one VW or a collection (any make or model) basically anything collectable on wheels or watercraft, they'll create an insurance policy to fit your needs. As a Pro-Member of the Vintage Volkswagen Club of America, you receive up to a 5% discount\* on Hagerty insurance. If you have multiple cars, this can be a great savings.

Along with insurance tailored for your car, Hagerty embraces the enthusiast lifestyle. I hope you've marked your calendar for Saturday, Oct. 10, 2020 to celebrate all things Volkswagen at the **Rallye Rare-Air**. Registered car owners receive a Hagerty Drivers Club magazine, Enthusiast Driving Kit, complimentary HDC Roadside, and Hagerty Price Guide with current VW and Porsche values. Want to see values now? Go to [hagerty.com](http://hagerty.com) and click on Hagerty Valuation Tools®.

You will also get Hagerty's e-newsletter with informative and entertaining feature stories, interviews and videos. From auction results to car care to market analysis. I personally have been a Hagerty customer for over 10 years and have been very satisfied with the service. I always recommend them to my family and friends. I very excited that we can offer this to our Pro-Members. If you are not a Pro-Member of the VVWCA, you can join for only \$25.00 a year on our website: [www.vvwca.com](http://www.vvwca.com)

We have some amazing supporters of the VVWCA from our Principal Sponsor, EMPI. Our new Insurance sponsor, Hagerty Insurance. Hot VW's Magazine and Car Tech manual offer member discounts. Plus tons of local VW shops and suppliers listed in this newsletter. Please make sure and support them!

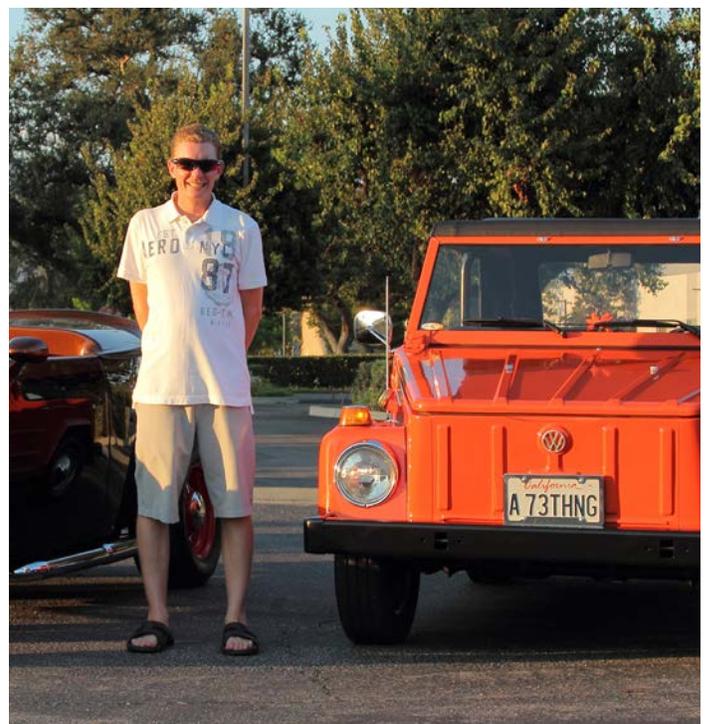
Stay safe and well. We hope to be back on the road again soon!

Thanks,  
Eric L. Goodman  
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# The Historian's Corner

by Heinz Schneider

## VOLKSWAGEN IN 1947

*THE GREAT VW WORKS WAS STILL AN OBJECT OF BOTH PRIDE AND PITY*

The above is a quote by Karl Ludwigsen about conditions in 1947 at Volkswagen published in his very informative book "The Battle for the Beetle". The full quote goes like this: "Still wounded, still struggling to find supplies it needed to build cars, still listed as available for dismantlement for war reparation --- the great works was still an objective of both pride and pity".

No cars were produced during the first two months of 1947 because the biggest cold wave in years had hit Europe. Most halls of the factory were still without windows and parts of the roofs were missing which made it impossible to keep the interior warm enough and causing the hydraulic fluids in the large stamping presses to solidify. The big Volkswagen power generating plant which produced electricity and heat for the plant and the city of Wolfsburg was running out of coal. There was still a great shortage of supplies like coal and steel, as well as food. Many new cars were declared as being used, since by agreement all brand new cars had to be supplied to the Allies. Used ones could be used to barter for supplies. Each month some cars were set aside for what was called "special distribution." One of the British advisors would later



say; some greasing of palms took place to keep the system going. On the black market a Volkswagen would fetch about 100 tons of cement or 200,000 bricks or between 20,000 and 30,000 marks, while the official price was 5,000 RM. With new supplies obtained by barter and the weather improving, production did eventually start up again on March 10th and 358 cars were built that same month. Later production would rise to over 1,000 a month for rest of 1947.

# The Historian's Corner (continued)

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All cars produced were for the Allies, except for the ones used for "special distribution." 1,000 went to American GIs for about \$600 each. It is claimed they would have bought more if more cars had been available. Some were undoubtedly taken back to the US. It should be interesting to get their stories and backgrounds.

As per a previous agreement the Soviets also picked up their allotment of 50 cars. None of the men who were brought to pick up these cars had ever driven a car before and had to be taught how to drive by VW employees. The cars and drivers disappeared one early morning going east, never to be heard or seen again.

The bitter cold was not the only problems at VW in 1947. The German management team had been depleted by the firing of its many Nazi party members and the remaining ones did a lot of bickering amongst themselves and were incapable of running the factory as it should have been. There was a lack of supervision and cooperation of the different departments and no clear assignments of responsibilities. Neither did they have the necessary authority to move things along. Many Volkswagen managers used their position for their own personal benefit, including the hiring of many unqualified relatives. Besides everyone was just waiting for the other shoe to drop, waiting for a final decision about the future of the factory. The factory still was on the war booty list. None of the employees knew how long he or she would have a job.

If that was not enough, politics started to raise its ugly head. Some remnants of the old Nazi union, the DAF, was still active and trying to gain influence and control, just as did the newer style democratic and socialistic unions as well as the communist leaning unions which all tried to make the factory part of a new socialist workers paradise. Of the 8,261 workers employed in 1947 4,131 left, being replaced by another 4,252 just as disenchanting, inexperienced workers. This had been going on for the last two years. On most days 25% of the work force did not even show up to work at all. The main reason given by the ones who came was the food served at midday. They were physically and mentally exhausted. It was a wonder any work was accomplished at all. The main reason given by employees who left was the closeness of the factory to Soviet occupation zone just a few miles from Wolfsburg and their fear was that the Volkswagen would be ending up on the other side of the Iron Curtain. A suggestion to move the border had made previously. The miserable conditions for everybody was doubtlessly exasperated by the lack of living quarters. Statistics showed that at that time on the average five people shared one room to live in.

In spite all exports of Volkswagens began in 1947, encouraged by the British military and civilian governments. The intention was to defray some of the costs associated with the stationing of British

# The Historian's Corner (continued)



troops in Germany and to alleviate some of the burden of feeding the Germans. The British could ill afford to help the Germans; they themselves were trying to overcome the devastations and hardships of the war which had just ended. For all these reasons they were looking for ways to export German products. A contract was signed on August 8th between Volkswagen and the Dutchman Ben Pon to start the Volkswagen export business. Pon had taken Beetles to Holland before which he had bought as used from British service men. For years, Pon had tried to get the VW concession for Holland. He expected to get 1,000 in 1947 but since demand was greater as availability only 56 Beetles made it to Holland that first year.

As an aside: Ben Pon, the Dutch importer presented on April 23rd a drawing to Hirst's boss Colonel Charles Radclyffe with the suggestion of building a transporter type Volkswagen. The drawing is very similar to the eventual actual first Volkswagen Transporter built in 1950. As far as I know, Pon never took credit for it; neither did VW claim that his idea was the

inspiration for the later produced Transporter.

Total production in 1947 reached only 8,939 Beetles. 1,081 less than the 10,020 built during the year before. The quality of the cars still left a lot to be desired. It was especially the GIs who complained. On July 10th. Ivan Hirst felt the need to send a memo to the German managers, that he was not satisfied with the "workmanship". He requested an Englishman to be hired to oversee and take charge of quality complaints. This man reported to Hirst that 60% of the cars coming off the line were defective. Whole mechanical assemblies had to be replaced to make many of the cars even drivable. The emphasis on quality made production numbers go down in 1947. Somebody calculated years later that it took over 1,800 man-hours to build just one car in 1947.



COLONEL CHARLES RADCLYFFE

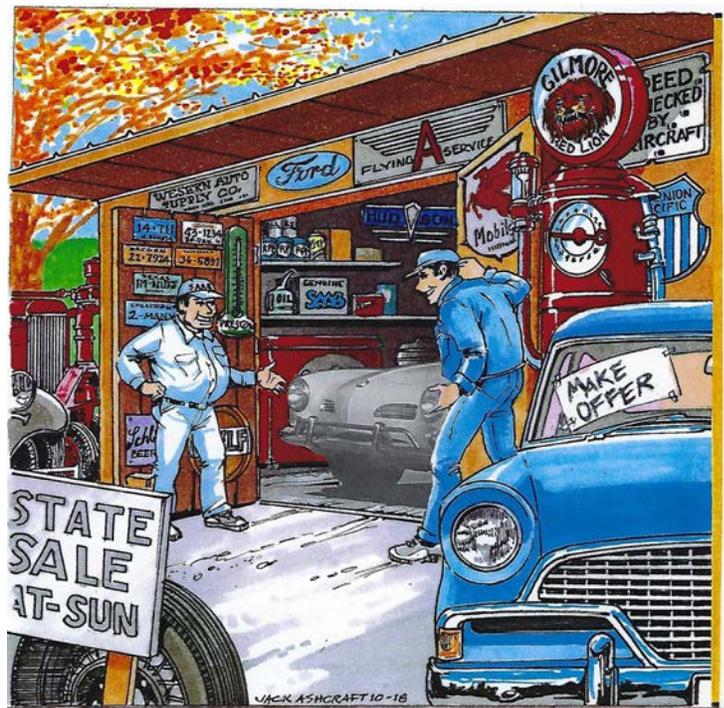
# The Historian's Corner (continued)

Many previously hired German managers had turned out incapable of running Volkswagen as I had mentioned before. Over 8,000 workers building just a little over 8,000 cars and using up a 20 million mark loan was an unacceptable situation and the British started to look for a proven car man. Colonel Radclyffe, Hirst's boss asked the head of the newly formed German Automobile Association to draw up a list of candidates. On top of the list was a man who had been the most critical of the whole Volkswagen project before the War: Heinrich Nordhoff. As we all know, it turned out that he was the ideal man for the job and for its time. Negotiations to hire Nordhoff started in the middle of 1947 and since General Motors Nordhoff's previous employer would not take him back by October a contract was signed for him to start at the beginning of 1948. His pay was to be 4,000 marks a month. For comparison, a worker on the production line got about one mark an hour, a new Volkswagen sold for 5.000.

Production changes in 1947: Starting with chassis #1-071 616, the airflow for the cooling of the engine could be controlled by using a throttle ring at the rear air intake which could be adjusted by a handle located at the front of fan housing later models used a thermostat to control air-flow. Starting with chassis # 073 348 October 13th, the chassis numbers were stenciled on top of the tunnel between the gearshift lever and emergen-

cy brake lever. Hub caps had now a large VW emblem stamped on, one way to identify 1947/48 built cars from the outside. Other changes were dictated primarily by the need to solve some safety related problems like the steering system and brakes as well as for the lack of having correct parts available which had to be substituted. The focus was on keeping production going and much had to be improvised. Volkswagen was way behind with deliveries to the Allies of the 45,000 cars originally contracted.

Other 1947 news: The Porsches started to make plans to build their own sports car by using regular Volkswagen components. First drawings were made and on July 17th listed as the Porsche project 356. A recent report claims that young Ferry Porsche was eager to build



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# The Historian's Corner (continued)

a Porsche sports car and had previously already glued the letters PORSCHE to the front of one of the surviving rally cars built earlier during the thirties for VW and thereby created the first car carrying the Porsche name. This car survived and came up recently in 2019 to be presented and auctioned at the Pebble Beach Concourse here at Monterey California, expected to sell for millions. The sale did not go through for unexplained legal problems. There was an ownership question.

In the meantime in 1947 Ferry Porsche's father Ferdinand Porsche was still in jail in France. With monies received for a Porsche contract to build a Formula One race car for the Italian Cisitalia Company they were able buy Ferdinand Porsche's freedom on August 1st.

The area in front of the Wolfsburg factory was planted with wheat, oats, rye and potatoes to supplement the daily lunch being served at the plant. At that time and for many years to come Volkswagen also supplied food to the local hospitals and schools.

In 1947 Volkswagen chassis numbers went from 1-063 793 to 1 072743. Engine numbers from 1-090 733 to 1-100 788.

The German car industry produced fewer cars in 1947 as the previous year but more trucks.

## Important 1947 VW dates:

January 5th, 100 000th engine build since production of engines started in 1939.

January 7th. Temporary stop of all production because of extreme cold and shortage of coal.

March 10th. Restart of full production.

April 23rd. During a meeting with Radclyffe, Ben Pon draws a sketch, considered to have been the inspiration for the VW Type 2, the Transporter.

July 1st. Volkswagen starts its own finance company.

August 8th. Contract to export Volkswagens to Holland signed between Ben Pon and Volkswagen.

September 16th. First 5 of the first 56 cars were officially exported to Holland in 1947. - HS



# Director's Chair with Mike Epstein

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**H**appy May to you all. Hope everyone had a nice Winter because Spring is here, unfortunately most of the first half of the car show season has been cancelled at this time, but we're trying to keep up with what's still happening and what's not. Last time I wrote there could have been snow out my window, this time it's flowering trees, flowers and green grass, yesterday got to 88 here in Kansas City, a little early for that, but it felt good and it makes me want to drive my VW!

I really don't have a thing to say this month, things are going smoothly, can't wait to get back to work though, I'm almost finished with most home projects, but I really needed the time off of work it seems to get it done. A positive note in all this sadness.

The chapters have been very good about renewing this year and the club truly appreciates that. You may also download a Chapter Form from online to send me a check if you need to. You may still send checks to me since I'm still doing the Treasurer job at this time, that's VVWCA, 2907 W 72 Terrace, Prairie Village, KS 66208. Any questions please contact myself or the vice presidents from either coast. You can find all the information you need to join through our website, [www.vvwca.com](http://www.vvwca.com). You can always e-mail me to talk about whatever at [director@vwca.com](mailto:director@vwca.com).

Till next time, Mike





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ZVW 123 217	Switch
ZVW 123 218	Mounting bracket, right — Type 1 only
ZVW 123 219	Mounting bracket, left — Type 1 only

## 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 1st of Feb, Apr, Jun, Aug, Oct, Dec for the following newsletter.

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# Scale Model Building with Mike Epstein

Kubelwagen Ambulance w/German Medical Team  
1/35th Scale by Cyber-Hobby

Here we have a straight forward Kubelwagen Type 82 with the front passenger seat removed. A small stretcher sits almost right on the floor extending into the back and above it special fittings on the door post and rifle mounts in the center allow a full size stretcher to lay from the front of the car to the back. Half the back seat is still usable, but the driver has to be left handed because there's no room for his right arm at all. (probably the way I built it).

The highly detailed lit comes with 7 figures, a driver, a corpsman who's on the ground on his knees, a nurse, a doctor, a soldier lying on the stretcher, and one soldier helping another soldier walk towards the door of the makeshift hospital.

One day I was looking for something different in the way of diorama material and found this wonderful site called DioDump.com out of the Netherlands, a guy called Roy Schurgers who makes these incredible displays, most of them out of plaster, extreme detail, very nice kits and a very fair price for the quality and shipping. I found this wonderful "Ardennes Farm Yard 'Gouvy', scale 1/35 made of plaster and balsa and one other kit to be used for another diorama in the future. I bought it and here are the results of about 4 months worth of work.

Once the car was built and ready, I turned my attention to the seven figures and started painting everything I could that was the same color on each one until all had the basics colors on them. Then came the shading and washes extra effects. Once I was happy with them I could turn my attention the big piece.



I first started by fitting the pieces together to see how much real estate I needed for the diorama and cut an appropriate piece of wood for it the base and trimmed it in quarter round. White glued all the pieces and set it aside for 2 days. Then I glued down a piece of grass paper and let it dry thoroughly. There's an awful lot of hurry up and wait when you're building your model, leave yourself something to do while this is going on. I then scratched the grass off the paper in certain areas and thinned it out in others and left some as is. Once I had the scene looking like I wanted I set it aside.

Remember I said to leave something to do when you're waiting around, well that house didn't get built by itself. I started with primer once I had added a few more bullet holes and drilled out one of the window panes for future plans. A little more chipping of sharp edges adds to realism. Then I started to air brush the base colors of the stones starting with the whiter large stones along the edges and working inward to the colored stones. Once that was done I used pastels to individually pick out each stone and vary the color a bit. After that comes the detail work using dark washes to make the lines between the stones stand out and a touch of green to look like moss that would be growing if the house is facing North. We also added moss to the

# Scale Model Building with Mike Epstein (continued)



roof shingles. Grasses line the side of the house and a tree similar to the type that grows in the Ardennes grows to the side of the house.

Other touches are First Aid boxes stacked in front of the house and wood pile made from me picking away at twigs for an hour. Barrel to the side of the house catches rain water and there's a few bottles from last night out in the front yard.

Last but not least I went all out and got a "Just Plug Lighting System" for the model and a couple of lights from a train store, one for the front door and the other for over the doors to the auto entrance, but mainly for the light that'll be coming through that one broken out pane of glass. Looks cool.

I went overboard on this one model, but it sure was fun and it just shows you what you can do. The DioDump people liked it so much and thought the idea was so original they asked to use it in future ads, I said yes of course.

- ME



# VWCA EXCLUSIVES

A VVWCA exclusive, our brass bumper badges or “Plate Mates” as they are called can be attached to our bumper bracket for a free standing look or screwed behind the upper left or right license plate mounting holes if you have a 1963 Beetle and older, if you have the 1964 Beetle and up, you will need the bumper bracket as the license light housing will interfere. “Plate Mates are carefully crafted from high-quality heavy brass. They are gold plated and finished with a clear gloss baked epoxy for a long lasting, high-shine finish.” A versatile badge, show your colors and purchase a badge or two, they make great presents. Purchase both the badge and bracket and receive \$6 off before your Pro Level Membership discount.



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# Technically Speaking with Jake Raby

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## Protecting your investment: Part 4, How To Fight Fire

In the first 3 volumes of this series we've learned about the things that create fires, and what can be done to prevent them from occurring. In this final article of the series, we will discuss how to extinguish a fire, if you were not able to prevent it.



There's lots of ways to fight fire, and no matter what method you use, the key with any automotive based fire is keeping the fire from getting out of control by coming into contact with fuel, oil, and other things that will quickly catalyze the burn rate.

Preventing the spread means that you must catch the fire as early as possible, and the best way to do this is by keeping constantly aware of the way the vehicle is running, what smells are normal, etc. If a fire is caught early enough, you can limit collateral damage to a few hundred bucks worth of repairs. If you are not so lucky, the fire can spread to the fuel hoses, and then can fully involve the vehicle in a matter of seconds. Watch the mirrors for smoke, and knowing what is normal, and what isn't are your best safeguards in both fire prevention, and limiting the damage that the fire does to the vehicle.

First off, a proper fire extinguisher should be a part of every VW. Have it located in an area that you can reach very quickly, and understand what needs to be done to go into action with the extinguisher. I prefer to use extinguishers made for Marine applications, as they are usually better suited to extinguish a fuel-fed fire. You'll hear all sorts of opinions about this, but at the end of the day, the effectiveness of any extinguisher lies in how fast you can engage the fire. Fires that have already hit fuel hoses, and started to spread are going to be very hard to extinguish. The same can happen with old VW interiors, which are made of materials that can go up almost as fast, and aggressively as gasoline.

By the time that you smell smoke, or see smoke, you then have to safely negotiate

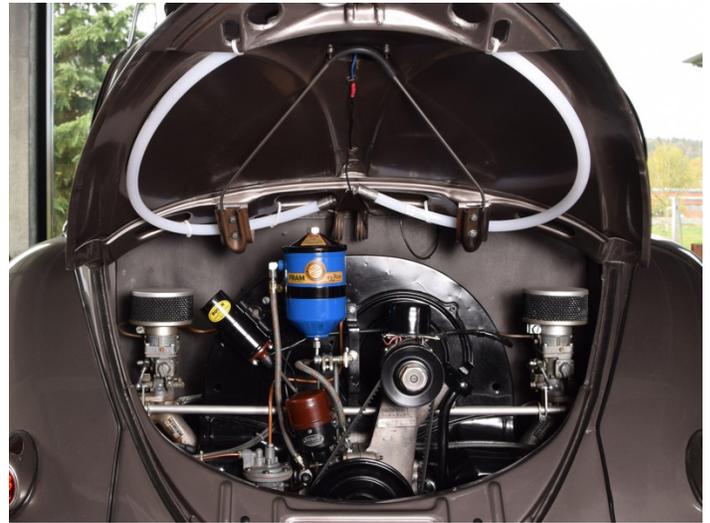
# Technically Speaking with Jake Raby (continued)

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to the side of the highway, then grab the extinguisher, and start to battle the blaze. This takes critical seconds that you may not really have. It is for this reason that you must work to avoid the fire in the first place, or notice the fire as soon as possible, to have any chance of saving the vehicle with a conventional extinguisher.

The other big issue with a conventional fire extinguisher is opening the deck lid to be able to deliver the fire-extinguishing agent directly onto the fire. This can be a huge issue, as fire tends to rage toward the person trying to extinguish them when a deck lid is opened, thus feeding the burning fire with more of the oxygen that it thrives from. This is a lot like opening a door in a burning house. In some cases, fires that are further advanced will have the deck lid so hot that it can't be opened. In these cases, the vehicle is typically lost, because the fire-fighting agent from the extinguisher cannot make it directly onto the fire.

This is where seconds count, and where a couple of systems can come into play that can save the vehicle. The "Blazecut" system is an automatic fire suppression system that is automatically engaged when a heat sensitive tube made of special plastic melts, and high pressure fire fighting agents (HCF-227ea or HFC-236fa) are then delivered directly onto the fire, and all adjacent areas of the engine bay.



The beauty of this system is it can monitor the fire scenario for you, and extinguish a fire that the driver, or occupants didn't even know was burning! I have talked to a few people that have used these, (experienced fires first hand) and of them, only one person knew that he had a fire before the "Blazecut" was activated, and had extinguished the fire. The others knew something happened when the system discharged, and then they found that a fire had ignited, and was quickly extinguished by the "Blazecut".

The "Blazecut" tube is pre-charged with the fire-fighting agents, and is a one time use product. To install it, you simply fit it to a position of the engine bay that would see flames first. There are no tanks, or other items that go along with the system. You simply use the included wire ties to affix the "Blazecut" tube to the engine bay, and the engine is protected. The unit is offered in a 6' and 9' tube length, so choose the system that best fits your engine bay.

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# Technically Speaking with Jake Raby (continued)

Over the years some other systems that mimic the “Blazecut” have come along, one being “Fireslayer” which is marketed mostly to RV and Marine applications.



While more complicated, costly, and involved to install, you can also install one of many systems that are designed for use in race applications. These typically have a pressurized tank that is mounted some-

where in the car, and then a cable is attached to this, and ran to the vehicle’s dash, or wherever the driver may want it to be fitted. If the driver senses a fire, he can pull the handle, which actuates the pressure fed bottle of extinguishing agent, and then delivers it to a series of delivery points within the engine bay. This can work well, or it can be an epic failure if the bottle fails to discharge, or the cable snaps, or etc.



*Typical fire system for a race application*

An advertisement for a model kit. It features a woman smiling and holding a blue and silver 1/4 scale model of a VW Beetle engine. The text reads: "THE Weedub 1600 VW BEETLE ENGINE 1/4 SCALE MODEL KIT Customized". At the bottom, it says "1/4 Scale Full details and Buy Now @ www.theweedub.com".

With this system you still have to react to the fire, and be able to pull the lever to discharge the agent. This can also take time, but at least you could do this while you are busy trying to get the vehicle off the road. These critical seconds can make a huge difference, especially if the fire has already hit a fuel hose, and is beginning to spread. While some of the systems designed for racing have automatic deployment options, I have personally seen negative results when depending on these to extinguish a fire onboard a race-car.

Continued on page 33

# Visor Vision by Steve Herron

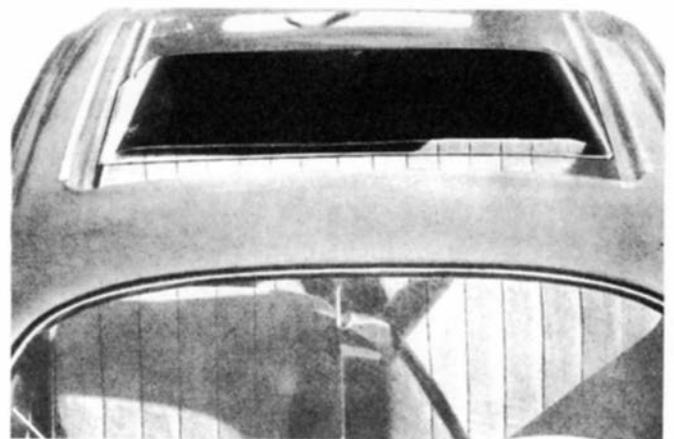
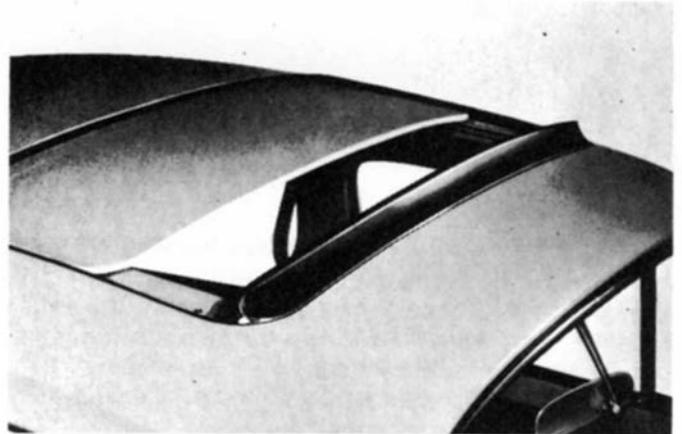
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This month's accessory column is about visors, interior and exterior. These are both decorative and functional safety items. Visors on the exterior are mostly decorative, except for sunroof and window visors which are actually wind deflectors. Interior visors are primarily sunshades. Some early models, pre '58 didn't come with these on the passenger side. Shown are various types of these, and I consider only these true accessories. On the early standard model, a driver's side visor would be an accessory, as they did not come with them as standard equipment.

Exterior visors were plexiglass with an aluminum frame. They came both adjustable and fixed. Color choices were neutral (black green) green, blue and red. Sunroof visors came in metal and plastic, with clear, green, and smoke grey, as colors of plastic ones.

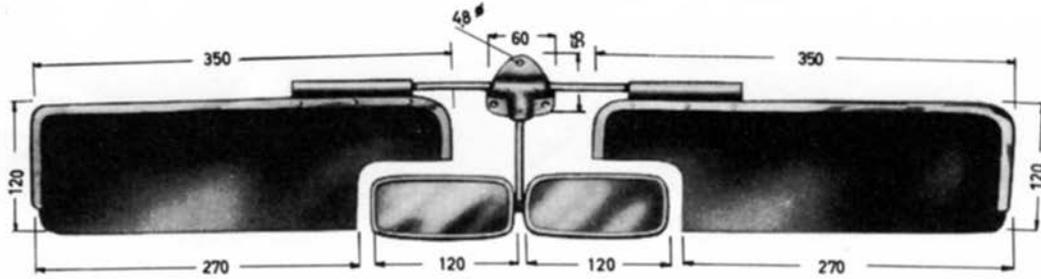
I'll let the pictures following speak for themselves.

- SH



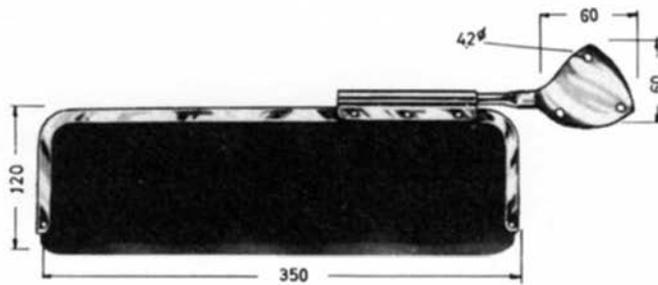
# Visor Vision by Steve Herron (continued)

## Sun Visors



**542 / 32**

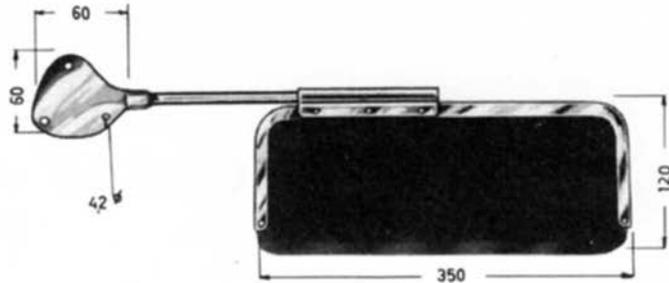
Double visor combined with double mirror, with plastic window  
Bracket silver color duco, frame light metal, polished  
for Volkswagen Limousine



**542 / 11**

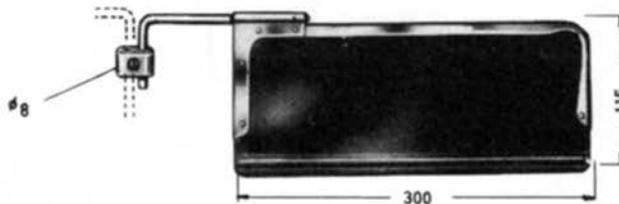
Additional Sun Visor for  
installation underneath  
rear view mirror with  
plastic window, left  
for Volkswagen Limousine

**542 / 12**  
Additional Sun Visor for  
installation underneath  
rear view mirror with  
plastic window, right  
for Volkswagen Limousine



**542 / 13**

Additional Sun Visor for installation  
on the mirror support with plastic  
window right for  
Volkswagen Limousine  
and Cabriolet



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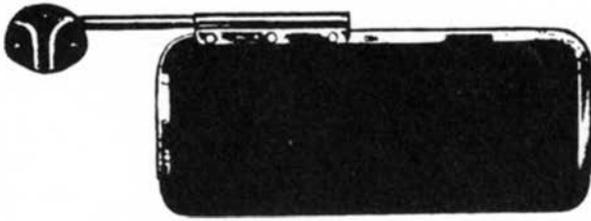
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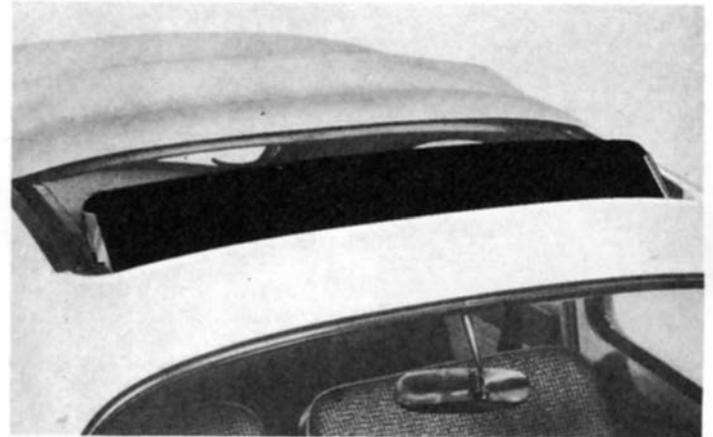
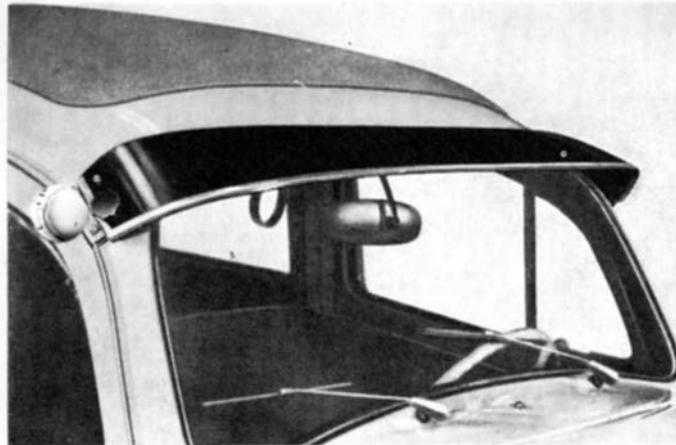
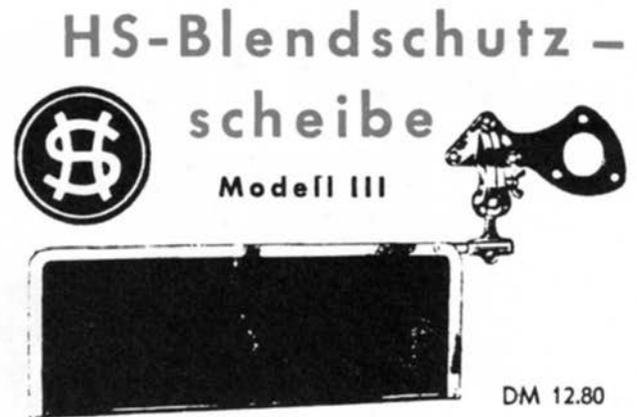


# Visor Vision by Steve Herron (continued)



**Nr. 520 DM 8.20**

Zusatzblende, transparent, Größe ca. 270x105 mm in Metallrahmen gefaßt für die Einfach-Kombination. Durch Anklebmen der Zusatzblende ist jede Einfach-Blende (Nr. 500) mit einer zusätzlichen Blende für den Beifahrer auszurüsten. Samtliche Metallteile hochglanz poliert.



# If It Ain't Broke by Lois Grace

If it ain't broke, don't fix it. This has got to be one of my favorite sayings. In fact, it's become my own personal motto. I have fixed and improved things that were perfectly fine, rendering them nearly non-functional in the process. And all because of good intentions. How many times has this happened to you?

It's pretty hard to render a VW Beetle non-functional. It takes a lot of effort, but it can be done. A perfect example: The year after Rob and I got married, most of my family decided to caravan to Nebraska, to visit my grandmother. My mom and dad carried my older sister and her 9-month-old



daughter in Dad's '78 Peugeot wagon. My older brother and his wife drove Bruce's '65 Chevy pickup. Rob and I foolishly departed in Rob's 1969 Beetle, Humphrey. I have written about Humphrey before; he was the "Oscar Madison" Bug to my own Bug's "Felix Unger". Full of dents, dings and bondo, we chose to drive this car 1600 miles East instead of the favored Bogie (my car). Why we did it this way is still a mystery to me. Maybe I just didn't want the wear and tear on my car and figured Humphrey would be good for it. Well, he probably would have been fine for the trip if we hadn't tried to help him. The week before we left, Rob tuned him up. He seemed to run fine, and I couldn't find anything else wrong with him, so on the evening before we left (BIG mistake) I decided to clean up the filthy engine compartment. This car leaked oil (don't all VW's mark their spot now and then?) and most of it was blown around inside the engine bay. I got to

work, liberally applying Gunk Engine Brite to the warm engine. I let it sit for a few minutes, as directed, and then went at it with the hose to wash the nasty scum off. Apparently Humphrey didn't think too much of this idea, and had become quite fond of his oily coating. In fact, I think it might have been what held most of his parts in place.

After he was nice and clean, I turned the key and found that he was also.....nice and dead. The car REFUSED to start. Here it was, less than 12 hours till we were going to (supposedly) be cruising East on Interstate 80, and I had killed the car we would be taking. That should have been a clue but Rob got busy then, fixing my handiwork and for some reason Hump forgave us and turned over. Rob forbid me to go anywhere near the car until the next morning.

We departed on schedule the next day, on what would later come to be known as 'The Vacation from Hell'. Humphrey proceeded to show his disdain by just shutting down every 100 miles or so, all the way to Omaha. My Dad's Peugeot wagon was also not trouble-free, requiring many stops to let the overheated diesel engine cool off before proceeding. My brother and his old Chevy pickup were the only ones to arrive at Grandma's calm, cool and collected. I swear, if we'd had the pink slip for the Beetle along with us I would have happily put it in the glove box and left the car at the curb in some out of the way spot. I hear Amtrak has a nice route through the Feather River, and I would have been on the next train west.

The problem returned, over and over again, all the way home even after installation of a very

# If It Ain't Broke (Continued)

overpriced but brand new fuel pump from some VW dealer in Wyoming. This was when you could still buy Beetle parts at VW dealers. The problem was solved when we got home and realized the gas tank had corroded so badly the rust and sediment was fouling everything when the car was running. So, it wasn't my fault after all. But I still couldn't help thinking back and shuddering when I thought of that cold water running all over that black engine tin.

One June, Rob and I were preparing to attend a press premiere for the new Herbie movie, "Herbie: Fully Loaded". Part of the deal was driving a Bug to the event in San Francisco, so for the better part of one afternoon I spent time getting Bogie, my '69 Sedan, ready to go. It occurred to me that I hadn't changed the oil for quite a while, and a quick check of the record book confirmed that. I had the time, I might as well just get it done. Or should I??? Bogie's got a full-flow oil filter system, and a deep sump. With his 7-quart capacity, I only have to change the oil about every 7500 miles. It was an hour's drive to San Francisco for the movie premiere, and wouldn't it be nice to get his oil changed for the trip?? It'd be all done and I wouldn't have to think about it again for a while. All this and more went through my mind, and then the "what ifs" started crowding the more reasonable thoughts out. What if I stripped something, putting on his new oil filter?? What if the filter leaked and I lost all 7 quarts midway along the route??? I began thinking like this because I've done all sorts of things in the past that caused me to hesitate now. Remembering the clean engine debacle, I thought maybe I should just leave well enough alone. There would always be time to change the oil after we got home. So, I resisted the oily urge, turned the light out in the garage and went inside. After all, Bogie really needed to be with his friends on that cruise.

My advice?? If it absolutely, positively HAS to get there, then don't mess with it. At least till you get it home.

- LG



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# Once Upon a VW by Fish Head Louie



up with a rented U-haul trailer after the car popped up for sale online. According to the seller, the car had been a fully restored award winner and was running and driving when a river flood came and water came up to the seats bottoms on the car. Fortunately, it only sat for six months and it was a fresh water flood.

As soon as I got the car home, I changed the engine oil, gas, gear oil, and greased it up in all of the approximate places. With a new 6v battery, the car ran like a top! I even got a kick out of crank starting it! I enjoyed the car for one summer and drove to it to one show. It brought smiles and joy. On the way home, it stalled and wouldn't restart right away no matter how much I pumped that acceleration wheel; maybe I was out of gas? I filled it

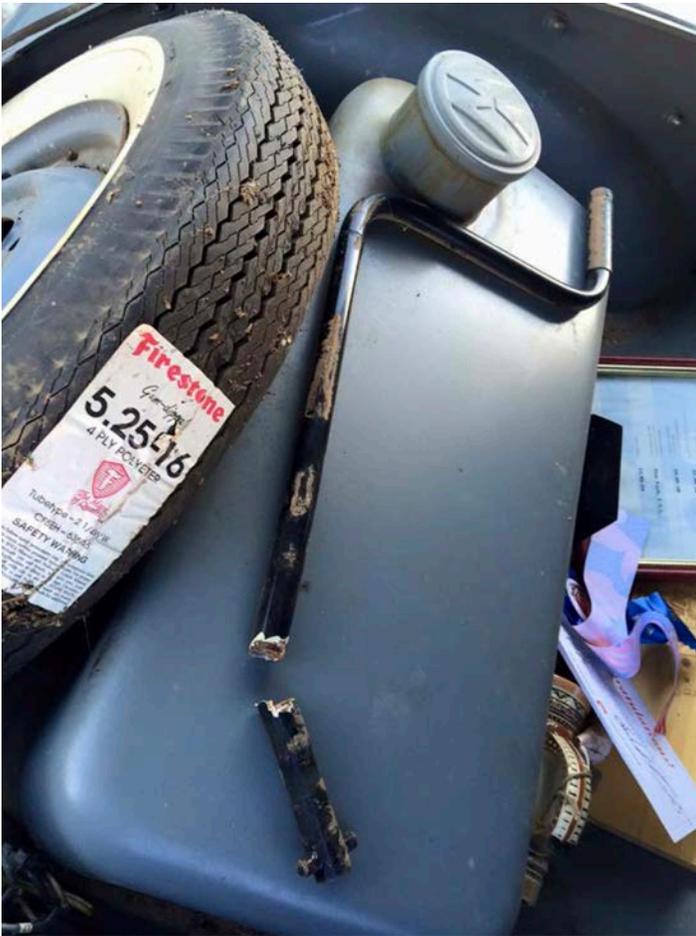
**A** 1950 standard "Hoffman" sedan. It was one of 157 imported to New York that year, one source says. It was built in September and was painted pearl gray. There is no trim nor emblem on standards, and the bumpers, door handles, hubcaps are painted the car color rather than chrome (on most models). One of the questionable m-codes for Hoffman cars may indicate chrome bumpers, horn grilles, and door handles, but painted is the way the car came to me. Part of restoration are choices like these and personal preference, I suppose, though I really prefer original paint because after all, it's only original once. The interior door handles and window cranks are not chrome, but are a not flashy, dull. The escutcheon rings, speedometer pod, pod delete plate (no radio nor clock), dome light, rear ashtray, heat cable handle, and choke handle are fragile brown bakelite.

Unlike many of my finds, I do not have an adventurous story for this one except that I had to drive from Virginia to Arkansas to pick it



up. Later, I found out that it was the condenser as whenever it cooled down, it ran just fine. After I

# Once Upon a VW by Fish Head Louie



About this time, I wish it was a deluxe with hydraulic brakes! I also mention that the tank is full of old gas and the 100mm gas cap slips so I can't get it off! It never ends...no matter if super beetle or split.

- FHL

managed to get it home, the accelerator wheel bracket broke off from fatigue at the bottom of my steep driveway because of my pumping a gazillion times.

Unfortunately, on a standard beetle are cable brakes! One must unbolt the pedal assembly and gear shifter. The cable brake keeper which sleeves partially over the e-brake lever rod as well as connects to the end of the pedal assembly for your brake pedal to work in tandem with lever. All of this has to be reconnected with visual imparity as your only viewing hole is the gear shift hole and e-brake pivot slit.

The car hasn't been driven for 2 1/2 years because no matter how hard I try, I cannot get it back together.



# Upcoming Events

August 1, 2020

## Humbugs VW Car Club 16th Annual Car Show and BBQ

McKinleyville, CA  
Enter your 1991 or older VW (in any condition) for \$25 which includes the BBQ and Humbugs membership and raffle prizes. Spectators enter free. See our Humbugs VW Car Club Facebook page for more details. <https://www.facebook.com/groups/Humbugs/>

August 22, 2020

## Air-Cooled at the Orchard

Middlefield, CT  
Open to all air-cooled VWs and Corvairs. \$10 for show cars, general admission FREE! For more info contact Bill Arute (860) 395-9964 [bill@ctvwa.org](mailto:bill@ctvwa.org) or Chris Fox [chris@ctvwa.org](mailto:chris@ctvwa.org)

September 4-7, 2020

## Buses Nowhere Near The Arch 2020

Hannibal, MO  
VW campout, Bus Show with awards, door prizes. Only VWs are allowed in campground. \$30 per VW for the entire weekend! Much more info at: [www.bnnta.com](http://www.bnnta.com)

September 11, 2020

## Feed the Bug #11

Madera, CA  
Two Day campout and all VW show n shine on Sunday Sept 13th. Water and Aircooled VWs welcome. SAVE THE DATE and make plans for one of the best mellow VW events around.

September 12, 2020

## Dubs On the Boards

Wildwood, NJ  
Car show focusing on vehicles produced by European automobile manufacturers. Participants will have the opportunity to showcase their vehicles in a family friendly setting that would not be possible at any other location.  
<http://www.dubsontheboards.com>

October 17, 2020

## O.C.T.O. Fest 2020

Long Beach, CA  
Orange County Transporter Organization presents "Das O.C.T.O. Fest 2020". This is our Fall bus event. It's a swap for all sorts of VW parts, and display meet for 1967 and earlier Volkswagen buses only.  
<http://www.octo.org>

October 18, 2020

## Fast Times at Farmington #34

Mocksville, NC  
All VW Car Show, Swap Meet and Drag Racing. Huge Vendor and swap meet Midway.  
<http://www.southeasteuromotorsports.com/fast-times-at-farmington.html>

October 18, 2020

## VW Harvest Show

Leander, TX  
10th Anniversary Show!! Top-10, Under-Construction, as well as a kids class. Not to mention a raffle table, bounce house, and a Twinkie eating contest.  
[www.vwharvest.com](http://www.vwharvest.com)

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# Upcoming Events



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## THINGS WEST 2020

VW Thing Type 181 Registry event

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**JUNE 12** Camp at Blackstar, Prado Park  
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**JUNE 13** Cruise Pacific Coast highway & dinner at  
Prado Park

**JUNE 14** El Prado Show "Special Thing Area", awards,  
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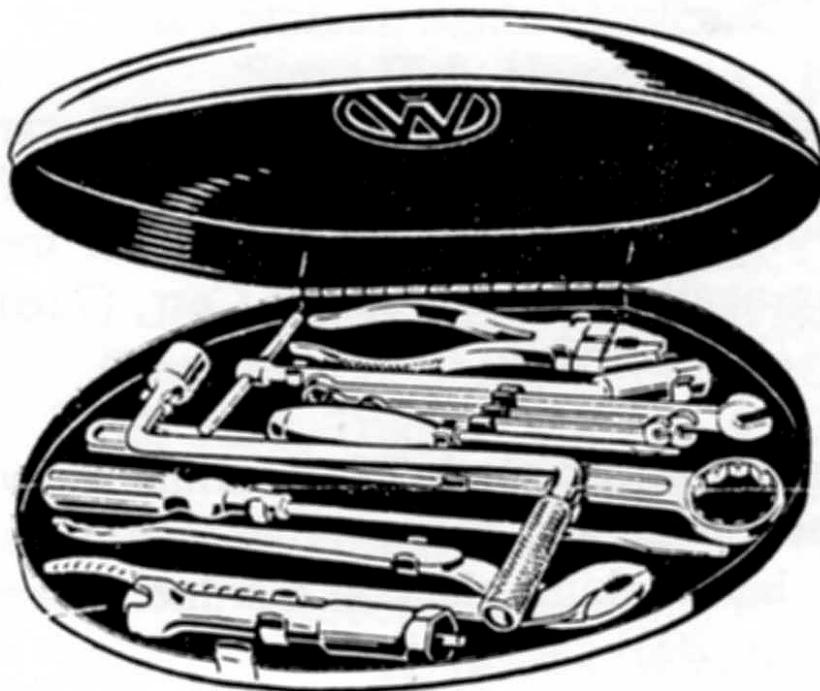
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Helfer, die im Bedarfsfalle stets zu Ihrer Verfügung stehen, dann jeden Handgriff am VW erleichtern und — über dies hinaus — auch zuverlässig sind.

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36 mm, für Keilriemenscheibe

**Radschraubenkurbel**

mit Zierkappenabzieher

**Kugelgelenk-schlüssel**

14 mm, für Kraftstoffpumpe

# Technically Speaking with Jake Raby (continued from pg 21)

All in all, the conventional fire extinguisher is most certainly better than nothing, and every VW should have one. At the same time, in my days of helicopter crewmember training, we were taught that only small electrical fires can typically be extinguished with the hand held fire extinguisher, before they spread. I tend to believe that, but when you are falling out of the sky, things are a little different than when you are trying to pull to the shoulder of the road to fight a fire.

I hope that you have learned many things from this series of articles. At the end of the day, take all precautions possible to avoid a fire, and if one does ignite, know that situational awareness, coupled to sense of urgency is the only thing that will save your beloved VW from a fiery death.

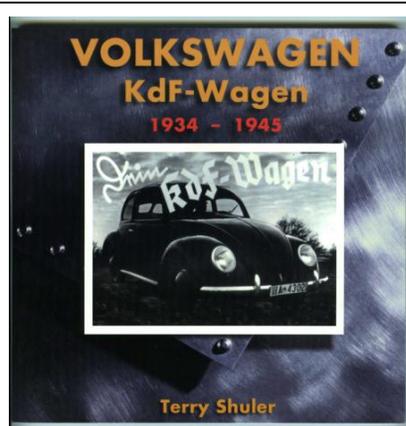
Jake Raby

Chief Technical Director VVWCA

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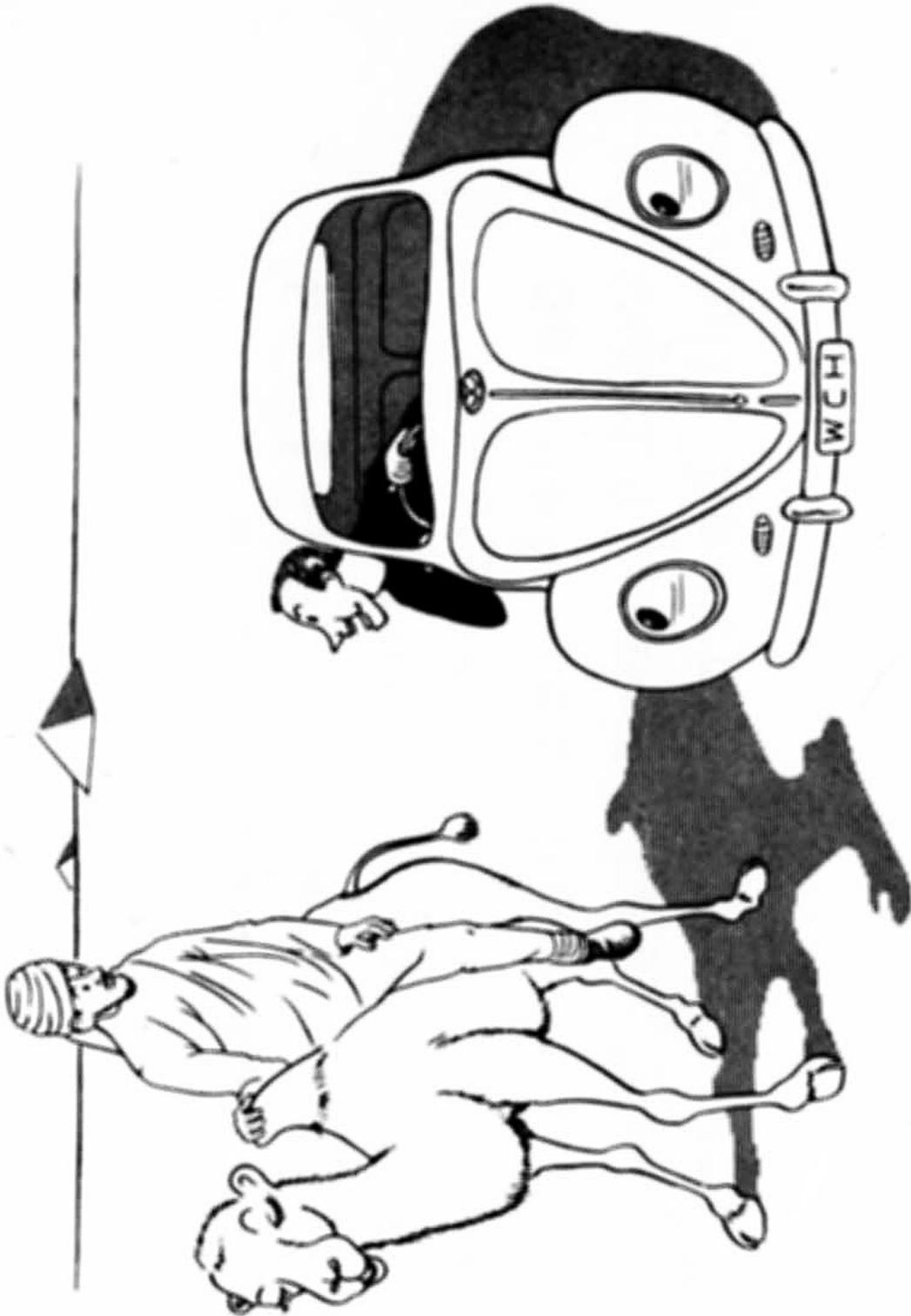
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"NEITHER DOES MINE!"



They saw a rust bucket.  
You saw the Milky Way.



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— *Old Souls* —  
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