



# VintageVoice

May/June 2019

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The Vintage Volkswagen Club of America Newsletter • Established 1976



**April showers**, bring May flowers and car shows! Happy Spring or at least I hope it is where you are, we weren't sure it was ever going to come here in the Midwest, in fact while I sit here at work writing this, we have about 3-4 inches of snow on the ground and we're in the 30's, but we know it's around the corner. Our local show is in less than 2 months, it better get nice!



Change can be a good thing. If you've been with the VVWCA, you've seen numerous changes over the years, some good, some not. The change we're going to make next we think is in the best interest for the club and where it could go with the right executive committee and other volunteers, once again, this club is all volunteers, no one gets paid, never have, so do keep that in mind when calling or e-mailing us, we're only human, most of the time!

First thing we will do is to allow me to step down as your president, again! I have been President twice now, from 2000-2002 and from Aug 2014 until now. That doesn't mean I won't be around. I have been doing something for the national club or at least a

chapter ever since I joined back in 1988 and I just need a break. I will still be in charge of advertising, chapter rep coordinator, regalia distributor and I'll still be tracking down material for our Vintage Voice magazine and writing material as always. You can't get rid of me that easy.

Taking my place will be Eric Goodman, who is our Vice-President at this time as well as President of the largest VW club in the U.S., The VW Thing (Type 181) Registry with over 3500 members. We feel Eric is our best replacement at this time, if he can run a club that has over 3500 members he's doing something right and can do this as well. Taking over his position as Vice-President will be our own L.A. Chapter President Robert Velis, a.k.a. "VW KIDD". Robert has done an amazing job with his chapter and putting our name out there and we appreciate it so much, I think he's a great choice. You'll be able to reach Robert once the move is made at [vp@vwwca.com](mailto:vp@vwwca.com). Of course we have Eric Arnold as our editor now, Eric is a professional photographer and writer and works freelance for many publications including Hot VWs Magazine and Volks America Magazine and we love having him do our newsletter, certainly brings a certain amount of professionalism to it, not to mention the great photography. Holding up a very important position within the club would be our very own historian and ex-VW Factory worker, Heinz Schneider from California, via Germany where he worked for VW there and then was sent to Mexico to show them how to do it. Heinz knows more about the history of VW than VW itself! LOL! Last but not least is the backbone of the club, some might think it's the president, absolutely not, it's the webmaster and membership

coordinator, Jay Brand who does this for us has had the most daunting of tasks to surmount and has come out on top! We couldn't have come back from this without him. He can be reached at [membership@vwwca.com](mailto:membership@vwwca.com). I almost forgot, there's a few more last but not least people and those are the ones who help us with our Facebook Group page, policing it for rude language and people beating each other up because someone doesn't like the way you did your car? Anyway, those 3-4 people really take a load off of the people who have other things to do, but more importantly, it's such a huge job that it takes that many people so no one person is sitting there doing this for an hour or two each evening! A big hand to those people please.

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## VintageVoice

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## FROM THE EDITOR

It wasn't long ago that we VW owners would get super excited every time we came across something VW related in a retail store. A simple die cast toy was enough to warrant a Facebook post!

Well, I recently took a trip up the Pacific coast, and it seemed like every single stop had more VW themed souvenirs than I could possibly count. Magnets, shirts, shot glasses, signs, postcards, hats, you name it. VW related merchandise is everywhere now!!

I'm certainly not complaining. I definitely picked up a VW Bus magnet in Monterey, CA, and a combination Bus/Golden Gate Bridge tee shirt in San Francisco, but if you're not careful, you could easily go broke if you start picking up everything you see. So many options now!

Be careful out there & Happy Hunting!

- Eric Arnold, Editor



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## THE PRESIDENT'S CORNER MICHAEL EPSTEIN - CONTINUED

So in the future, when you e-mail [president@vwwca.com](mailto:president@vwwca.com), you will talk to Eric Goodman, when you e-mail [vp@vwwca.com](mailto:vp@vwwca.com), you will get Robert "VW" Kidd, since I will be wearing 3-4 different hats, my new e-mail starting May1, 2019 will be [mike@vwwca.com](mailto:mike@vwwca.com), that's where you will write if you have questions on foreign delivery and regalia orders or to check on regalia orders. If you want to advertise in our Vintage Voice magazine, you will get in touch with me as well for now and hopefully Eric Goodman in the future, all other business will be directed to the President, Vice-President, Membership Coordinator or Editor. All the info will be changed on the website once the changes come into effect. If you miss me and just want to chat, please e-mail me, I'll miss you all as well.

Another thing that this change could bring is a chance to possibly see in the future a real VVWCA VW Show or at least a Co-Sponsorship with one of our Chapters now that everyone in the executive committee are going to be in one area basically instead of 4 states and three time zones, they could actually have yearly meetings at a car show. There's no doubt that our name will have a stronger presence at least on the West coast and with the more youthful and energetic force running the club, I think big things could happen. I look forward to this part of our life.

I also want to thank and put in a good word for "Volks America" magazine. If you haven't seen this behemoth, you need to pick up at

least one copy and take it for a spin. Number one, it's a great magazine and spreads its love to all VWs from nice to naughty, its full color, over 100 pages and it's got some good names behind it. To name a few, there's our own Eric Arnold, known as a main contributor, Editors, Chris Wilburn and Jeremy Noble, who by the way, have been so gracious and have given the VVWCA a half page in each issue to toot our own horn and say something, give a shout out you know, now isn't that really nice? Ever read any Volkswagen books? Bet you've read at least one by the Historical Editor, Richard Copping, and last, someone I've shot photos with before at many a northern California VW show, Tech Editor Dave Cormack. Nice bunch of VW people, thank you!

Keeping in step with the 50th birthday of Herbie our favorite "Love Bug", I'm throwing in a cut out paper Herbie to build with your kids. I have no idea how good this works, the VVWCA assumes no responsibility (LOL!), and I found it in one of our very early issues from the late 70's, so good luck and Happy Birthday Herbie!

Time, space, print, they all cost money when it comes to advertising these days. The internet is a huge opportunity that many VW based businesses takes advantage of. Think about this, the VVWCA Vintage Voice goes out, on time, every other month to over 1200 members and it's growing all the time, that's more than we've had in probably a decade or more. That's a lot of VW people seeing our newsletter. Think about it because we'll be knocking at your door and asking or your help, it won't be expensive, but it'll help defer costs, even a free club has costs.

I'd like to bring something fun and cool to your attention at this time. Our Houston Texas Chapter has created a new YouTube channel called "VW Life" and would like to invite all of us to visit their site at <https://bit.ly/2IQzMOt>

They're doing videos on VW Lifestyle, car shows, road trips tech tips etc. Check out their latest video at <https://youtube/gRmyjsr7Yh0>. Check it out!

So sad to tell you that the VVWCA window decal will be going up after 40 years. \$1.50 a piece. Sorry, stamps are costing 55 cents alone, it's a shame and it's time to reprint and I'll bet prices didn't come down.

How about some feedback on the next subject. In the very early days, the logo was a solid dark blue, no other color and so was the decal. I think it would be cool to bring those back and still offer the four color decal. Is there interest in a "vintage" VVWCA Window decal? Let me know before I go to print. Thanks.

One last little story that a lot of us have heard

about by now is the "Light" Bus from Woodstock. Of course it's not THE bus from Woodstock but another '62 Bus that was restored and repainted to match the original one as closely as historically possible. Here's a short version of the story.

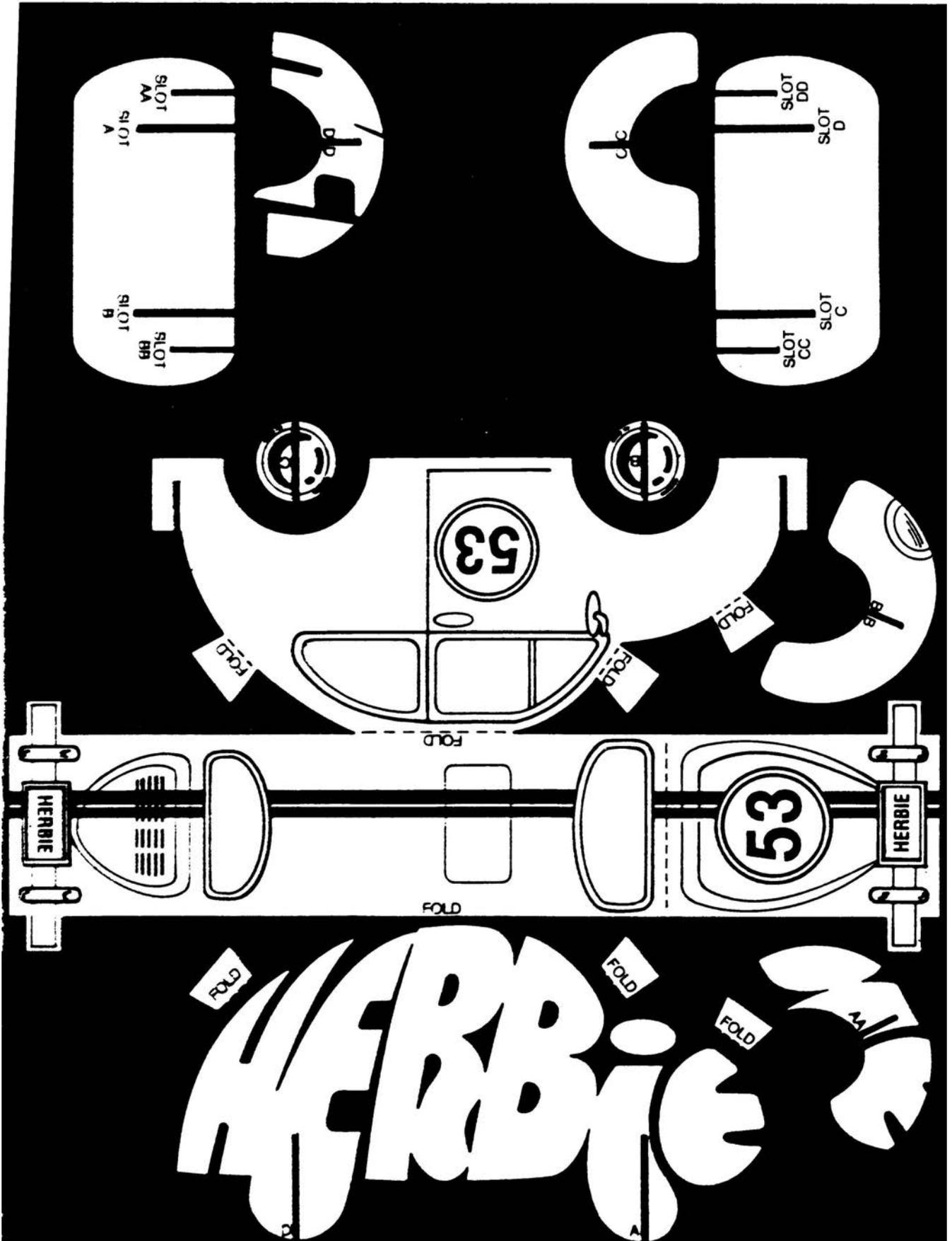
In 1968, Robert Hieronimus (now known affectionately as "Dr. Bob") was approached by his friend Bob Grimm, the lead vocalist of a '60s rock band from Baltimore called "Light." Grimm commissioned Hieronimus to paint him "a magic bus" and presented him with a 1963 VW Kombi split-window as a blank canvas. The bus went to Woodstock where it caught the eye of a photographer from the Associated Press and then the photo was used in Rolling Stone magazine solidifying its place in history. 50 years later, the original artist, Robert Hieronimus, is back at it recreating the Light Bus from 1969 to help celebrate 50 years since Woodstock.

Just in time to make it into this column, I was just informed that Steve Mierz and his Common Gear Antique VW Society who so graciously puts out the highly coveted Common Gear Heroes of Antique Volkswagening Award, has picked it's two recipients from this year's nominations and the winners are..... Eric Goodman, President of The Type 181 (The Thing) Registry and new President of the VVWCA and long time member of the VVWCA, Chuck Pisconski. Congratulations to you both, you're most deserving.

Well I'm going to wrap this up and say thank you to all of those who went before, and the present group for all of your help, I couldn't have done most of this without you. I know I can push pretty hard, but I love this club and I'll be here doing something until I can't.

Thank you all. Mike Epstein

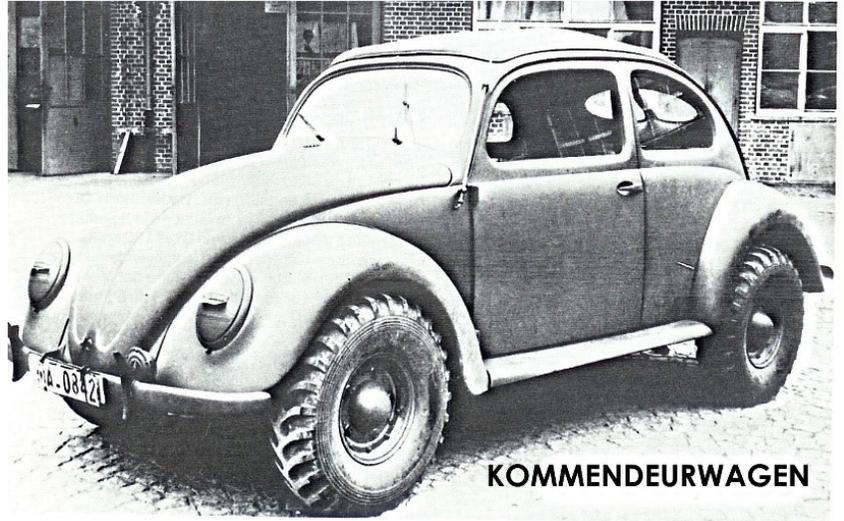




## **VOLKSWAGEN BECOMES EXCLUSIVE PRODUCER OF SMALL MILITARY CARS.**

**At the Porsche shop in Stuttgart** most of the engineers were developing variations of the Project Type 82, the military Volkswagen. Most of them used the high ground clearance chassis of the Kübelwagen with its reduction gear at the rear but with different bodies and different drive layouts. Many of these modifications were to make them more suitable to be driven in the sands of the desert of North Africa and the snow and mud of the Soviet Union.

One version developed was a car for the military had a Kübelwagen chassis with a Beetle body, known as the Kommandeurwagen, the Type 87. This particular car was mainly in North Africa because of the sandstorms used but mostly by officers, the commanders, hence the German name. But it



was also used in other areas of the military conflict because it protected the occupants against the elements, unlike the Kübelwagen. Rumors had it that this car as well as the four wheel drive Kübelwagen was the preferred transport used by officers in Eastern Europe to go hunting. Production of that model started in 1942 with 21 built the first year. Eventually by the war's end in 1945, 564 of this particular model were built.

50,165 motorcycles, many equipped with sidecars, were lost within the first ten months of the conflict on the eastern front causing Hitler to give the order on March 19 to stop the use of all motorcycle and other small cars, and ordered the use only Volkswagen cars in all of its many variations exclusively. The fact the allies hardly used any motorcycles during the war encouraged him to make the change. He wanted to force car production up at Wolfsburg. While it was easy to give the order it was impossible for Volkswagen to fulfill the demand. Lack of materials and using untrained and an unmotivated labor force was of no help.

As 1942 ended, total production at the Wolfsburg had reached 9,238 vehicles, most of them Kübelwagens with 5,564 but also 157 regular Beetles with 4 of them converted to convertibles, and 21 of the high riding Beetles with Kübelwagen chassis were produced.

Chassis numbers for 1942 were between 1-5657 and 1-014383 and engine num-

bers from 1-06252 to 1-045707. These numbers cannot be considered to be exact. Because of the general turmoil, some cars of produced the previous year were given 1942 numbers and the same was true that some cars built in 1942 were given 1943 numbers.

Unconfirmed reports have it that three 1942 Beetles have survived as of 2019.

On a different note: The war against the Soviet Union had started in 1941. While going well at first for the Germans, but they were surprised that the main Soviet battle tank, the T34, proved to be superior in most respects to all the German tanks. Porsche was even sent to Russia to study the tank situation to advise on new German tank development. The main German armament company Krupp put Porsche and his son Ferry on their payroll. The Russians kept their tanks simple and used ideas from experiences gained with agricultural equipment. Porsche and other German engineers came up with different highly sophisticated versions, which were very complicated to manufacture and to service, especially under severe and adverse conditions.

At the insistence of Albert Speer, the armament minister, the Porsche design was eventually rejected and a simpler Henschel Company design was accepted. Eventually, after an inspection tour suggested by Hitler to the Russian front, supposedly at one time Porsche suggested to use many basic features of the Soviet design. Another surprise to Porsche on his inspection tour of the Soviet Union was that the Soviets used a lot of German machine tools to produce their tanks.

Besides developing military versions of the Volkswagen and working on developing a heavy battle tank, the Porsche office continued being busy doing work on a "Volkstraktor" a tractor to be used to motorize farming but also to be used by the military, primarily on the eastern front to overcome the many obstacles created by heavy snow.



- Heinz Schneider

# STRANDED IN THE SAHARA DESERT IN MY 1972 VW CAMPER

BY RANDY SWANSON

In 1973, I departed Los Angeles to drive a 1972 VW, 1700 cc air cooled, dual carburetor camper, around the world! With my wife, Sharlene, we drove 36,000 miles across four continents, visiting thirty-eight countries, spending two years on the road, and experiencing the trip of a lifetime. The entire trip is chronicled in the recently published 640 page travelogue called "Visiting the World." After Mexico, Central America, and South America, we crossed the Atlantic in a freighter with our precious camper, Bubbles, and proceeded to cross the Sahara Desert. We were stranded for three days in the Sahara Desert with exploded shock absorbers due to the relentless eight inch deep washboard on the Hoggar Track. It was a test of survival.

By lunch time of the third day, I was feeling pretty desperate as I contemplated abandoning the trip. We had come so far, we had tried so hard, we just couldn't be defeated now. After lunch, I sank down into the sand with my back against the opposite tire. I needed some alone time in my despair.

Suddenly, a vehicle came behind us. In the distance, rumbling along on the washboard, was some type of vehicle with a cloud of sand swirling around it. As it came closer, I identified the vehicle as an old beat up Volkswagen van, vintage 1957 or so.

It was not a camper, but rather, just a passenger type van with most of the seats removed from the inside to make a kind of cargo van. I crawled back under the camper feeling hopeless.

When he arrived, a rather stout German fellow exited the van and walked over to where my feet protruded from under the camper. In broken English, but with a definite German accent, he



said, "Are you having some trouble here?"

By now my self-pity had degenerated into frustration and anger. I flippantly replied, "No, I always enjoy taking our car apart in the middle of the Sahara Desert."

Ignoring my sarcasm he said, "Is there something I can do to help you?"

I was still pretty indignant, "Look buddy. The only way you can help me is if you happen to have a welding torch with you in that old contraption you're driving."

There was a long pause before his next reply. "As a matter of fact, I do have a whole welding outfit on the roof rack of my van."

I was astonished and could hardly speak. "What in the world are you doing out here in the Sahara Desert with a welding torch?" I asked as I crawled out from under the car.

"Well," he replied, "I'm a motocross driver and I'm taking this welding gear down to Lagos where my mechanic is setting up our shop and crew for the trans-Saharan motocross race. They wouldn't allow these tanks on the airplane, so I'm driving them down overland."

"I can't believe it. I just can't believe it. This is incredible. I mean really incredible." I was nearly coming out of my skin with excitement, thanksgiving, and unbridled exuberance. The German guy must have thought I had blown a gasket or something.

When I finally calmed down a little, I showed him the problem with the broken chassis and I inquired, "How long will it take you to weld that part back on the car?"

There was another long silence as he stared at the broken part with a quizzical look on his face. "Uh, uh, I don't know how to weld. I'm just the driver, not a mechanic. I don't have a clue how to use this equipment. But, you are welcome to try it, if you want to."

My emotions hit the floor again. The emotional roller coaster was overwhelming. It was uncanny to have a welding torch delivered to me, but with no one who knew how to use the damn thing. I felt my frustration shoot up to the boiling point; like the Old Faithful Geyser ready to explode.

Suddenly, a quiet calm came over me. I remembered the welding equipment I had seen used at my father's plastics company. The crazy phrase popped into my head,



“Don’t look a gift horse in the mouth.”

So, I hauled the acetylene and oxygen bottles down from the roof rack and hooked up the hoses with the torch on one end. I was going to learn how to weld, right here, right now, in the Sahara Desert. I fastened it all together like I had seen it done at my dad’s company, remembering that someone told me if you light the wrong one first, it all blows up!

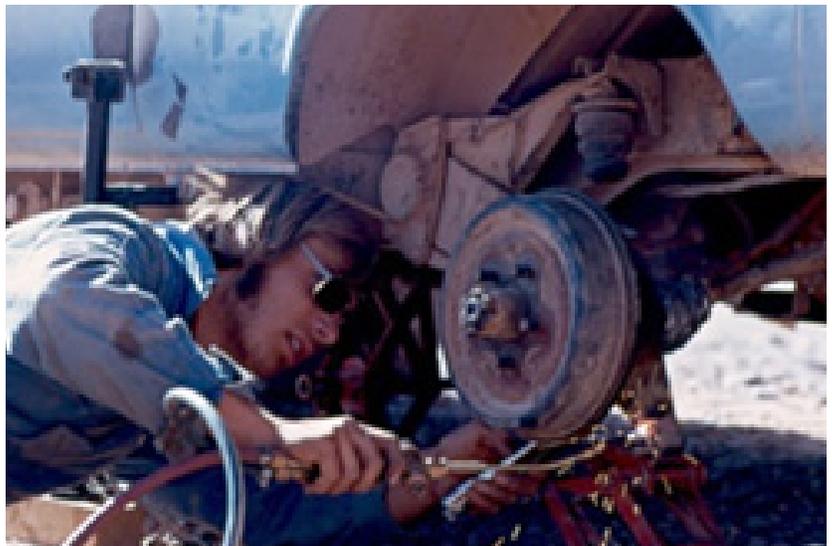
Anyway, at the time I didn’t know any better, so I had everyone hide behind a small sand dune and proceeded to light the torch. I honestly thought I might be lighting the wrong one and it could blow up and me with it. I turned on the tank handles ever so slightly, hoping the explosion, if there was one, would be smaller. Eventually, I got the neat little blue flame coming out of the welding torch, and everyone exited from their hiding place with renewed excitement. Then, I remembered there was another piece I needed. I thought they called it “a welding rod.”

I handed the torch to my companion and trotted over to the van where the German fellow was now reclining in the shade. “Do you have any welding rod?” I asked with an edge of frustration in my voice.

“Don’t have a clue,” he grunted. “Have a look in the van if you like.”

I searched through the pile of stuff in the back of his van and found nothing. Nothing in the roof rack and nothing in the front cab. This was getting ridiculous! I retrieved the torch and said one of those short but important prayers. “Oh God, help me!”

Suddenly it popped into my head. I remembered way back when we were packing, had grabbed three or four steel



coat hangers and stuffed them far back in the side storage cubby holes. I handed the torch back and raced to retrieve the coat hangers. I wasn’t about to turn the torch off thinking I might never get it going again. It just seemed logical that metal was metal so these small wires of steel just might work as welding rod. I straightened the coat hangers so they were extended full length as one continuous strand. I retrieved the torch with wires in hand, put on my sunglasses to protect my eyes, and crawled under the rear of the car to weld my camper chassis back together again.

Under my breath, I declared one of the most important faith prayers of my life. “Lord, if I had been through six months of welding school, I would probably know

## 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](mailto:editor@vvwca.com)

## CARS FOR SALE

-- YOUR AD CAN BE HERE! --

## WANTED

**Wanted:** Porsche 356 or 911 or 912 or 914 or 1967 or earlier VW buses. Any condition. Will travel. Tony, 540-358-0330

## 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.

exactly what to do right now. Lord, I haven't been to welding school, but you have. Please tell these hands what to do next."

For a half hour or more, I proceeded to wrap the broken foot in wire and melt it over the break. I glopped the molten metal from the end of the wire on to the broken spot, wrapping it again and again as I made layers of metal over the crack. Twice, the flame of the torch caught the hydraulic fluid in the wheel well on fire and Sharlene had to pull me out by the feet as we both threw sand on the flames to extinguish the burning before it hit the gas tank and blew the whole car up. The end of the coat hanger was getting hot so this time I put gloves on. I crawled back underneath and continued my version of welding until I ran out of coat hanger wire.

When the molten red metal had cooled, we poured cool water over the weld to harden it. After another short wait, I took a big hammer, and smacked the extended foot with a strong blow. It was as solid as new.

A few days later, I opened my Bible to Isaiah 65:24 and read, "The Lord said, 'Before you call, I will answer, and while you are yet speaking I will hear.'"

It suddenly struck me; before we knew we had the crisis, God had already started the van with the torch venturing into the desert behind us, coming toward us. For me, that was a faith stake driven deeply into my life. I know that whatever danger, tragedy, crisis, or catastrophe I might face in life, God has already started the miracle torch coming my way, even before I realize I need it.

Find the book at [www.visitingtheworldwithrandy.com](http://www.visitingtheworldwithrandy.com)

# Once Upon a Volkswagen

Fishheadlouie

Hold on because this next one is a doozie!

**In January**, I contacted by guy #1 from south Jersey whom had “bought” a property and had to get rid of everything on the property as it was inundated with old VW, parts, trailers and trash so he could build a housing development. On the phone, he said he had two VW buses and two of the “small” window beetles. I made an appointment with him for that weekend and I arrived to quite a scene: 15+ VW’s in various states of decay! He proposed that I could help him sell all the junk after I purchased what I wanted for a 50/50 split. We made a deal on the two salvageable 1957 sunroofs and the two junk buses and a trailer full of parts. Guy #1 cut the lock off one of the garages to explore; inside, and I noticed that an air compressor tank still had air in it as well as new tarps were covering various items outside. I thought to myself, “someone has been here recently.” Dismissing my reservations, I started tossing parts from the rafters of one of the dilapidated garages, which included many fiberglass fenders (not my style). While doing so, I got scared to death by a squirrel whom who made their home between some of the fiberglass trunk lids. He scurried away and I continued tossing. I found some heat ex-



changers, a metal roof rack, a few 36 hp heads and 6v generators. A set of glass fenders had some pre-67 headlights so I figured; I might as well buy them. After taking copious photos of two Squarebacks, a Karmann Ghia, a few early convertibles and a number of other bug carcasses and packed up my trailer, an unfamiliar truck pulled up with guy #2.

According to guy #2, he owned all the Volkswagen cars, parts, other vehicles and misc. junk. Guy #1 proceeded to explain to guy #2 that he “was purchasing” the place from guy #3. I interjected that I just purchased and paid for four vehicles and parts from guy #1. Guy #2 said he sold all the VW stuff to two guys a number of years ago, but he never picked the rest up, adding, he didn’t care about the VW stuff, anymore. I asked Guy #2 if I could have his signature on the bill of sale for the items in question as well which guy #1 had already signed. Guy #1 interrupted and said his was the only signature I needed. Since guy #2 didn’t seem to care, I didn’t push my luck.

At that point, I said to myself that I had to get that those cars out of there asap as there were too many “decision-makers,” as the American Pickers call them, involved. The problem was it was still winter and that meant possible inclement weather and low temperatures coupled with a six-hour trip

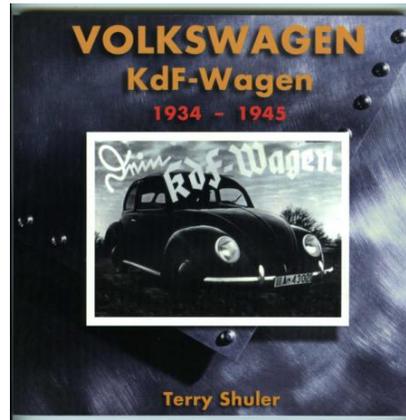


from my home, one way, plus a baby due at the end of March! I stayed in touch with guy #1 and had permission to come and go as I pleased and was able retrieve one of the buses three weeks later because of the preceding two weekends were snowy and wet. I chose the weekends so I didn't have to contend with Interstate traffic jams in the early evenings. On the way home with junk bus #1 which happened to be what was left of a sea blue 21 window, my trailer got a flat tire because one of the straps loosened, wound around the axle, and its metal punctured the tire. I had a spare so I pulled over. The problem was that one of my welded lugs on the hub had come un-welded at the rear and I could not get the last nut off! I replaced the other four lug nuts, and hobbled slowly toward a home depot a few miles away in order to buy a grinder and



extension cord. As this rusty bus, which was barely held together, vibrated violently after every flat tire rotation, a cop stopped me and said he wouldn't let me take my shredded tire trailer (almost riding on the rim) on the US highway ahead to get to HD. I made it to a gas station, left the trailer, got to HD, bought a grinder, plugged in at the gas station, grinded the lug nut off, mounted the spare and was good to go besides fish-tailing all over 50 mph because single axle trailer had the bulk of the weight in the rear. That was travel nightmare #1.

I made up my mind that was going to get



**Volkswagen  
Kdf-Wagen  
1934 – 1945**  
By Terry Shuler

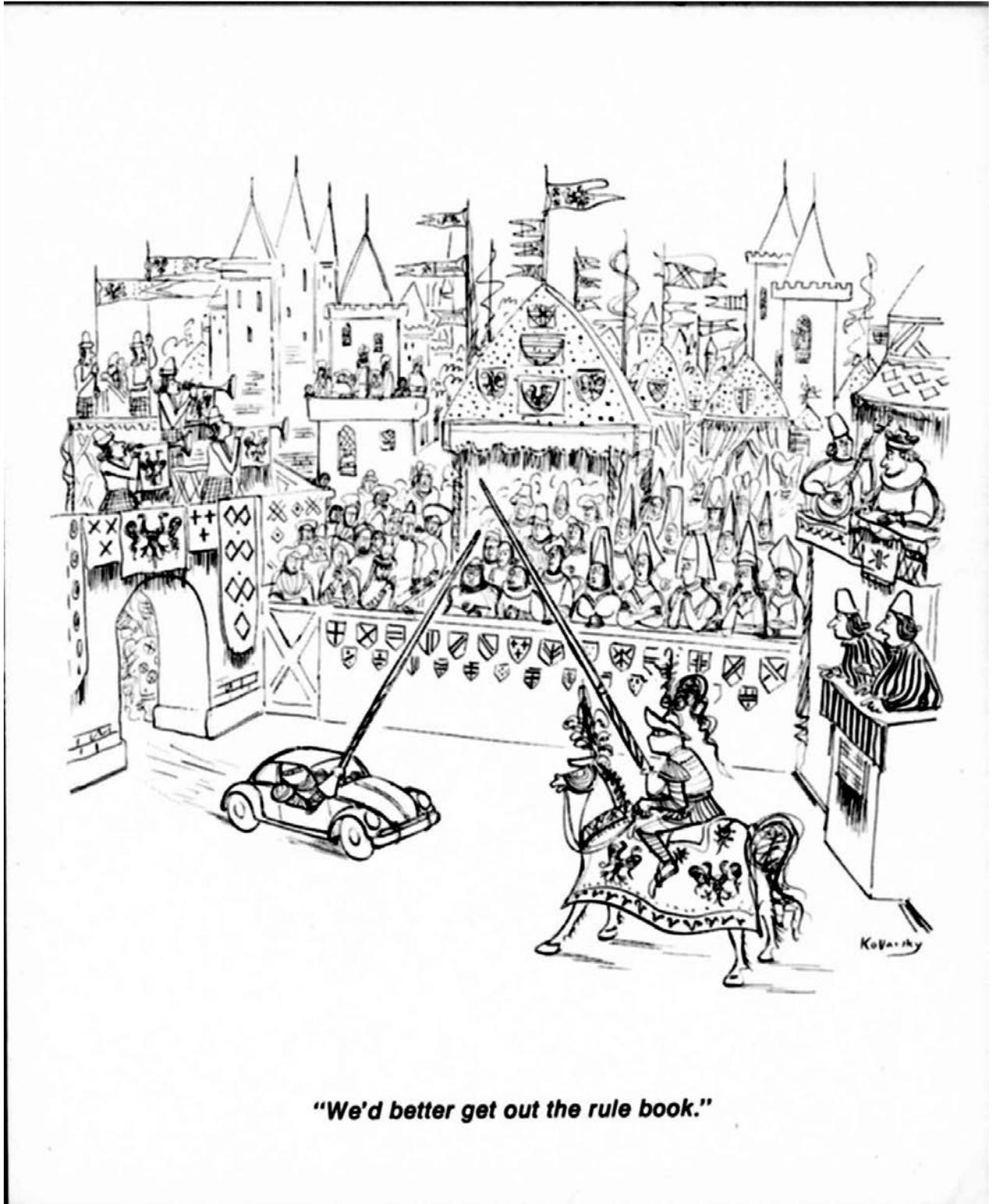
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### Once Upon a Volkswagen (Continued)

all three remaining cars the next weekend. The 2nd van was just as bad as the first (no frame long remaining) and it took me many extra hours to get home, due again, to fishtailing, though I used an even heavier trailer. The next morning, I pulled one of the oval bugs out from the rear of an old foundation of the building that had collapsed, many years before. I had it loaded it on the tow dolly and had one strap left to tighten when guy #2 showed up and said that I had to leave that bug there. He said that, guy #1 had no business selling his stuff and wasn't going to buy the property, now. He said he was planning to cut the ragtop sunroof clip off this '57 and weld it on to his super beetle dune buggy. I asked why he all of sudden cared about the VW's when he had sold them already years back. I also asked if I could take the more complete oval ragtop beetle and he said, "yes," adding, "do you want 10 boxes of aircooled parts that I don't want?" I

said, "sure." I offered to buy that other oval from him or some of the other cars, and gave him my number. I have yet to hear back from guy #2.

The best I could tell is that guy #2 used to own the property and hoarded VW's in the 1980s and 1990s. The property was foreclosed upon and was bought by guy #3. Guy #2 rented from guy #3 until he stopped paying him. guy #1 approached guy #3 about buying the land, as-is, having to dispose of the cars, junk, outbuildings, and developing the land, selling homes and using the profit to pay guy #3 along the way. The deal was supposed to close March 1st, but guy #3 never mentioned guy #2 to guy #1. Guy #1 cancelled sale after he met guy #2 and figured out guy #2 was going to be difficult to deal with (i.e. not hastily getting his stuff off the land nor letting guy #1 dispose of or sell of the cars, junk, etc.)

I called guy #1 and asked for a partial refund as guy #2 kept one of the four cars which happened to be the other oval ragtop. I have not received the promised refund or even heard back from guy #1. Are you confused, yet? So am I. I guess the take-away of the story is being sure the seller has the right to sell you "their" cars and parts and always cash and carry. I can only imagine what would've happened if the four vehicles in questions were old 356 or 911 Porsches. Luckily, they were just VW's which guy #s 1, 2, & 3 didn't seem to care too much about. I was still happy with 3 out of 4. Enjoy the photos.



# *A Message from New President Eric Goodman*

## **Lots of changes for the VVWCA.**

All good, of course! First and most important, I want to thank Mike for all his years of service to the VVWCA. He has been a great President and he personally saved the club years ago. Without Mikes leadership, the VVWCA would not exist. I am honored that he asked me to take the lead as President. Mike is not going anywhere. As you read in his article, he is going to stay on the VVWCA board and be very active. If you know Mike or see him at a show, please thank him!

Second, please welcome our new Vice President of the VVWCA, Robert Velis "VW KiDD". He is President of our LA Chapter and has done an outstanding job with it. He is also a great guy and we will work good together since we are both in the same area. He will continue to run the LA Chapter and be VP for the VVWCA. We all wear multiple hats as I am also the President of one of our Chapters, the VW Thing Registry.

Third, VVWCA update. We currently have 35 Chapters of the VVWCA all over the country. We have over 40,000 members on our Facebook group page. Our page gets over 160,000 views a month. In the past month we had over 25,000 comments on our page. It is a very active group of VW lovers who help each other with VW related communication. The VVWCA spends a lot of

time prompting our VW hobby and supporting our clubs. If you are a president of one of our chapters or a board member and we have not met, please contact me. I would like to meet everyone and help you any way I can.

Lastly, we are planning a new annual VVWCA event for 2020. We hope this event will be an annual tradition that lets our members form all over the country make a trip to get together and enjoy our VW's. We have partnered with Mark Ulves at the Vdub Hub and he is going to Chair the event. Watch for more information about this event soon. We want to give everyone time to plan your vacation for next year.

Just as a reminder, the VVWCA is **Free to join**. If you are a member of one of our Chapters or just a VW fan, please join the club. You can do this on our website. Also, the VVWCA only source of income is support from our Chapters and our products store. Please order a VVWCA item form our website and help support the club. Thank you.

- Eric Goodman, President

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# ARE CARS BETTER THAN KIDS??

by Lois Grace

**As a Car Person** who has been blissfully child-free for years, I often wonder: Why ARE cars so much more fun than kids?? I marvel at why people have so many children when they could spend a few thousand dollars every couple years and have some really cool CARS. Recently, after looking at before and after photos of Vernon (my adored and restored 1959 Single Cab), my boss asked me how much I had invested in my "first-born", and when I told him, he exclaimed, "GEESH!! For that you could have sent a kid to college!" Keep in mind that this is a man who is a connoisseur of fine machinery himself, with only one child to his credit. Bearing in mind also that sending vast numbers of offspring to sleep through expensive college educations is not my idea of fun for our later years, I will continue:

We can begin at the beginning. Every new car is a wanted vehicle. No one but me buys cars by accident. At least, no one I know. There are no stray cars, there are no unwanted cars, and while there certainly are abused cars, they don't suffer in the same ways as unwanted, unloved children. Once you buy a car, you don't worry about other cars having a bad influence on it. I have never once worried about any of my cars having a drinking (unless you count that horrible gasoline-sucking habit my Saab had) or drug problem. Cars don't eat unless you play with them. And, if you play with them, you can put them away after you are done and they don't whine and cry for more. Children have a tendency to re-

quire food and attention, if you play with them or not. And, no matter how LONG you play with a kid, they always want more. Kids have a nasty way of tossing their meals about carelessly too - for instance, throw a baby up in the air after he's finished that bottle and you'll see what I am talking about. Older kids do this too - take them to McDonald's for a simple burger and fries and you'll get more fries on the floor (and ketchup on the kid) that you will IN the kid. I can take my vehicles to any gas station to fill up and nearly always, nearly ALL of the gasoline ends up in the car and stays there. If it does dribble, it's usually because I've been sloppy or the car is trying to tell me something. Can't blame any of this on the poor car!

Cars are GRATEFUL too. Fill a car and that gas tank gauge needle goes BLAM!!! right over to FULL and stays there for a while. Where else can you get appreciation like THAT?? None of my cars gets his fill of super unleaded and then whines for ice cream. Cars sit patiently while you fill them, they don't go running around the gas station, making nuisances of themselves while you demand that they calm down, sit still and allow you to fill them. No, cars enjoy being fed. They burp quietly and politely to allow more gas into the tank and then wait patiently for you to take them away to wherever it is you are going. Cars have vast amounts of patience. Just think of what they endure every single day: they sit in the garage, waiting for you to get out there in the morning. Then, they sit in a parking lot all day while you are at work, waiting for you to come out at night and take them home. Then, they sit in the garage all night, wait for morning again. This is not even counting the



waiting they do at stop lights on a daily basis. What 2-year-old do YOU know that could do that? What teenager do you know would wait hours for you to get off work and not complain?

Cars don't cry, either. My cars know when I've had a bad day, and they don't add to that bad day by crying or making a fuss. I can honestly say that if I've just endured a truly terrible day, my car will start without complaining, it will run flawlessly all the way home and it will quietly and thoughtfully tuck itself into the corner of the garage where it lives, to await my better mood. On the few occasions when my cars have chosen to act up, it was usually (again) not their

fault. And, when it does happen, they seem to pick the most convenient and opportune time to have their breakdown. Try THAT with a cranky toddler in a dirty diaper.

There are lots of ways that cars and kids are similar though - take, for instance, shoes. Your kids blow through shoes at an alarming rate. Seems that the moment you buy that adorable pair of Baby Nikes for your child, his feet grow 3 sizes and they no longer fit. Buy your car a set of tires and they always stay the same size! Once a kid gets old enough that his growth slows down a bit and shoes fit for longer than a moment, they wear through them. Soles get thin, laces break, and the shoe is generally

# ARE CARS BETTER THAN KIDS?? CONTINUED

ready for the garbage. Cars can be the same way with their shoes though. Cars will never outgrow tires (unless your car was a geek when you bought it and you decided to give it a new personality with a different size, fancier wheel or something), but cars very definitely will wear through tires. Some cars do this at the same alarming rate as children outgrowing shoes. Now, if you compare the cost of all those Baby Nikes for your kid to a set of really good radials for your car, you might find that you are spending just about the same for either one. Maybe they should rate kids shoes with the same mileage specs they do tires: cheap shoes might get your toddler, say, 20,000 miles worth of running, jumping, and playing, while more expensive shoes could net 60,000 miles or more. Either way, shoes or tires; surfacing your baby's feet can cost you plenty.

Kids and cars do have a few things in common. They both need regular checkups and care. Think of your mechanic as a sort of "auto pediatrician" and you have the idea. Any good mechanic will care enough about your car to do whatever it takes to keep it in good working order. Your pediatrician can help you with shots, potty training and behavioral problems; your mechanic will do basically the same thing, fixing oil leaks and finding out why your car hates cold mornings so much. Unlike your children, who may or may not appreciate such preventive steps as inoculations, teeth-cleanings, and eye exams, your cars will ALWAYS be grateful for the small things like oil changes and valve adjustments. Kids make noise when they find out they must go in for checkups, cars make noise if they DON'T go in for checkups.

There is one BIG way cars and kids are very different. Even if your car loves you completely, it will never greet you at the end of a long hard day with a hug. You will never be able to watch your car cut its first tooth, take its first steps or say its first words. While your car might make you proud, it's usually not as a result of some hard-won accomplishment. Your car will never make you applaud with joy at a piano recital, will never move you to tears at a high school or college graduation (although I have shed many happy tears of pride at trophies and awards won by my boys), and never make you worry about it late at night (at least not for the same reasons). Cars cannot create special works of art that will get taped to the refrigerator - Car Art comes in the form of dirty puddles under the car, and most of us do not appreciate these as much as we do Kid Art. I suppose if you got really inspired you could always manipulate your drip pan to enhance your car's artistic attempts, but cars don't truly LIKE art. They are more - dare I say it?? - primitive than that and merely drip because they have to? While you can add to your automotive collection by buying more cars, that one special vehicle will not ever be able to present you with grandchildren.

I don't think there is a definitive answer to the question Are cars better than kids??? Because, see, everything has its place in life. Kids and cars are no exception. Kids and cars can BOTH be fun. I'm happiest with my cars being my kids. Now, if Nike starts making TIRES, I'm in BIG trouble.

- Lois Grace



# Mid America Motorworks' 15 Tips for Wheelin' and Dealin' at Auto Swap Meets

To help secure the best deals possible on parts, repair manuals, literature and auto collectibles, Mike Yager, President of Mid America Motorworks, which hosts a number of dedicated Swap Meets throughout the year, has some tried and true tips that can save hobbyists time, money and heartaches.

- 1. Plan Wisely.** Secure directions to the swap meet destination, opening show times, and entry fees.
- 2. Arrive Early.** The first day of any swap meet holds the best chances to secure rare or hard-to-find items. If you can arrive while vendors are still unloading, there's a good chance of beating other collectors to that desperately needed item.
- 3. Dress Properly.** Remember the Swap Meet dress code. Wear older, comfortable clothes that will allow you to rummage through parts piles. Don't forget a pair of gloves to protect hands from sharp sheet metal parts. And don't advertise your "automotive affiliation" with garb that makes you look like a walking billboard for a

marque if you want to maximize your bargaining power.

- 4. Light your way.** Bring a flashlight and a few shop towels for pre-dawn scouting or peering into engine bays and wiping dirt and grime off parts to better read date codes or VIN numbers.
- 5. Keep in touch.** Carry a note pad, pens, cell phone and/or radios to jot down vendor info, part numbers, and keep in touch with your buddies, who are searching other aisles of the swap meet for those items you or they might need.
- 6. Bring business cards if you have them.** If you get a business card from a vendor or swapper, write down the part numbers/descriptions of what he has, as you might not remember later.
- 7. Cash talks.** Bring lots of cash and some credit cards. You never know what you might find that you simply can't live without. Small denomination bills are best for negotiating prices. It's hard to beat a seller down

from \$40 to \$15 on a specialty part and then hand the seller a \$100 bill.

- 8. Identify your targets.** Make a list of part numbers and price points of items you want. Don't rely on memory. A small reference book with part numbers, date codes and application of parts by model year can be invaluable.

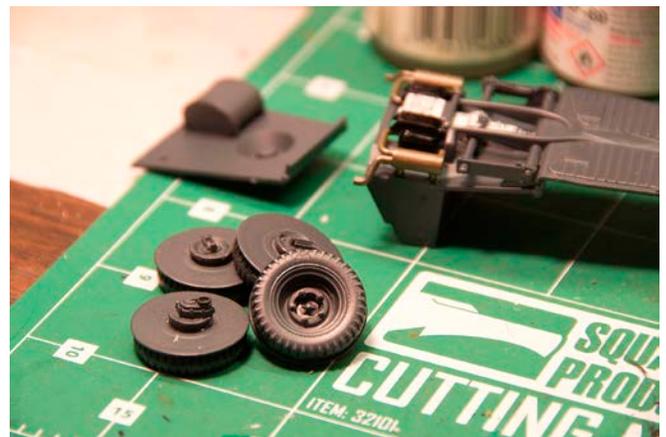


# VW MODELS FOR GERMANY'S WAR MACHINE, WORLD WAR II

VW Type 157 Kübelwagen with Railway kit, for Types 82 & 87

by Mike Epstein

The Kubelwagen came into being early in World War II, while Germany was engaged in the arid desert and freezing conditions of the North African and Russian campaigns. Dr. Ferdinand Porsche, was on the verge of mass producing a “People’s” car, when the order came to convert his Kdf Volkswagen into a simple four-wheeled military scout/reconnaissance vehicle. The result was an angular, boxy vehicle looking more like a watering trough than a touring car. The German soldier quickly named it the “Kubelwagen” which translates into “bucket or tub car”. Kübelwagen is an abbreviation of Kübelsitzwagen, meaning “bucket-seat car” because all German light military vehicles that had no doors were fitted with bucket seats to prevent passengers from falling out. The first VW test vehicles had no doors and were therefore fitted with bucket seats, so acquiring the name VW Kübelsitzwagen that was later shortened to Kübelwagen. Mercedes, Opel and Tatra also built Kübel(sitz)wagens. The Kubelwagens air cooled four cylinder engine had its displacement increased to 1,134cc, plus a reinforced chassis to increase resistance to torsional forces from bumpy roads. It also incorporated a unique steering damper that allowed the driver to hang onto the steering wheel during severe jolts, as it would rise and fall with the undulations of the wheels. The Kubelwagen had ample ground clearance for most operations, but it also had a flat underbody pan allowing it to slide easily over deep mud and snow surfaces, that would have stopped other vehicles. Following the end of the conflict, several hundred Kuballegiance were hand built at the captured factory, in British occupied German territory. This effort was the end of the Kubelwagen production, but was just beginning for the Volkswagen.





In 1943, Rüstsätze, or upgrade kits for VW Kubelwagen Types 82 and 87 were developed, which would make them schienengängig or rail-going. This conversion, designated VW Type 157, consisted of discs that were fitted to the insides of the regular road wheels. Spacers were added as necessary to match the track gauge. Thus the tires sat on the rails, providing propulsion, and they were kept on the track by the discs.

The rear axle was fixed with a set of Anschlagkeilen, or stopper wedges, to keep tension on the rear wheels to keep it on the track. The Type 157 seems to have been made out of the need to transport materials and personal along railroad tracks when the roads were out or it was more feasible. I've looked high and low, in every book I have and can find no real information on the Type 157. The designation was given to the Type 82 or Type 87 if it ran the inner plates that allowed the vehicle to travel along the tracks of the railroad.

The plates were used inside the wheels, the wheels reversed and mounted back on. The plates were approximately the same size as the tire so they could remain on while driving the road, but once up the hard metal track, it flattened the tire, or, air was let out so the plates now fit just inside the tracks allowing the car to travel along without coming off the tracks. Very cool!

I've also enclosed two very important photos that come from an archive of stamped prints from Heinrich Hoffman, Hitler's personal photographer and dated to 1943. They clearly show a new Type 157 being show to a large group of high ranking officers to include Adolf Hitler and Heinrich Himmler, notice SS plates on car as its being driven up onto the tracks for a demonstration. Also notice that only one man is getting the car into position but there are four in the car once on the tracks.

Kits used for this diorama include: 1) Hasegawa's Bego Version Kubelwagen Type82

w/Waffen SS, 2) Decal Star's Kubelwagen Tilt Cover Folded in resin for more realism, 3) Lead Warrior's Schienengangig, Railway Wheels in resin, came with drums, plates and towing bar assembly, 4) Verlinden's Kubelwagen Stowage Kit #2114 all items in 1/35th scale, 5) Trumpeter's European Rails Kit, 6) plaque from Michael's, 7) Grass paper from a local hobby shop and AK and Vallejo's interactive powders, washes and paints, and various tools plus some pre-made grasses from a local Train store and a lot of work.

One last note, as you can see in the photos, I started off with a much cleaner diorama, clean, sterile almost, but I couldn't live with it and the end results are much more realistic, glad I took the extra time and tried something I haven't done before. It worked!

- Mike Epstein



# 50 years with a 55 Deluxe Sedan

“It’s ugly, but it gets you there” - Fred Emmel

**50 years and 100,000+ miles together**, mine was and is no looker, no show car – just a vehicle that at its birth in 1955 was the subject of many American jokes for being unattractive for the time – a car that 13 years later was my first, and perhaps my last – “an ass that bore me” ala Muir” – all these years.

## First Meeting

It was the summer of 1968 in Hartford, Connecticut - I at age 16 had just begun driving and John Muir was soon to publish the first edition of his Idiot book. Bugs were perhaps the single most populous car at the time though older models surviving the harsh New England environment were rare. I really wanted a car of my own with an early 60’s convertible in mind, but when I found this one for sale for \$30 w/the oval window it was a deal – a deal almost lost because this Deluxe Sedan barely managed at with 95,000 miles on the odometer to make it up the hill to my parent’s home for the sale transaction.

## Restoration

Naively, I thought I could “fix it up” for use in just a matter of a couple months. After a couple fenders were removed the rather extensive corrosion damage was evident. Soon thereafter I had the body off the floor pan and began with wire brush and Naval Jelly the chassis initial phase of “full” restoration. The restoration was completed two years later – no less at 4AM the morning I set off to cross the country to begin college in southern California. The initial rust removal and mechanical restoration of the chassis was completed the first year with hand painted gloss-black Rustoleum – 7+ coats, many dried in my mother’s kitchen oven. The body followed, needing lots of work, including some initial metal patching - a newly replaced nose & rear quarter panels for one – the latter sections coming from junk yards in California, shipped Railroad Express



to me by an uncle, a collision adjuster for All-state. My ability to do the mechanical restoration (with great help from John Muir), welding, sand-blasting, and painting was all largely self-taught, with inspiration from my other uncles who ran an auto body shop in Pennsylvania. Replacement parts came from a combination of junk yards, and from a very patient VW parts manager (Ron) who would work through and order the long lists of parts I needed, with curiosity, since in those days restoring a “VW” of all things was unheard of. Definitely a high school caliber project - but clean, rust free, functional, and unique. Needless to say, when receipts were added up after those two years their total alone approached \$2000 - labor excluded!

## Travels – to California, Colorado, Alaska, Virginia, Massachusetts, Texas, New Mexico, and beyond

Since 1968 we have traveled together 100,000 miles for a total of 195,000 miles on the odometer. The majority of it during my years in pursuing an education and in serving in the military, with three transcontinental trips to and from California including five round trips to Colorado, surviving maritime shipping to Alaska, and life in 9 additional states – some whose climates are more friendly to a restored car than others. Had it not

# 50 years with a 55 Deluxe Sedan

(Continued)

been for “Stay Alive at 55” travels across the country on the interstate system may have been more difficult in the 1970’s and 1980’s in a car built for just 60-65 mph. Current highway traffic at 80+ mph makes you feel like you’re standing still, and we all know how road drafts and crosswinds effect these vehicles. As a bit of a road warrior many of these long trips were solo and with minimal stops for 18 hours at a time, with one trip 41 hours straight. This latter one was from California to Massachusetts in 1987 - additionally notable for carrying a 50 lb, 26



ft rowing scull on the roof at the same time. Wind resistance on this trip was insignificant, that is until headed east outside Denver where I encountered a 20+ mph headwind which kept me from being able to get out of 3rd gear - unless I of course I could tailgate a large vehicle – this attempt not so successful, and fortunately the whole episode only lasting an hour or two anyway. Wow, imagine going cross-country at 40 mph for another 2000 miles!!

## Lessons Learned

Now even a car as reliable as a VW has its issues at times – a la John Muir’s stories requiring some savvy road maintenance. One such event was when my generator pulley failed from metal fatigue on my way to Colorado. My fault, not tightened properly. It was Sunday, and thank goodness I had a

spare part with me, but no spare hands to turn the crank and implement the “pry the belt over the pulley method”...until an Ohio State Trooper stopped to see if I needed help – not what he had in mind, but needless to say back on the road in ten minutes with his borrowed strong arm.

Another favorite event was an overheating episode – in Kansas, headed East with a slight headwind. Car was losing power and slowing down progressively for an hour or so. When I soon stopped for lunch the engine was definitely very hot to touch – so I ate my meal and afterwards sat in the shade and examined the car for a minute, puzzled. Car had never done this before - fan belt was tight, temperature control ring was functioning, terrain flat, temperature only 70 degrees - Why now? Then it occurred to me that on this return trip home to Connecticut with all my college belongings piled and strapped directly on top of the roof that this might be affecting the air-stream across the roof and its normal smooth and forced flow into the cooling vents. Once the junk was removed, we were back on the road. Reason why VW car racks were made allowing several inches between the roof and the rack!

## Zen of VW Maintenance

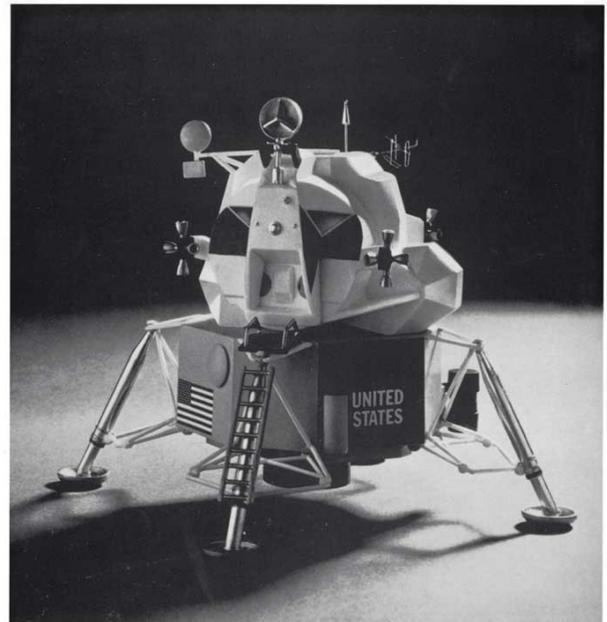
And finally, keeping a car many years beyond a manufacturer’s planned obsolescent lifetime creates lessons in its own right. Machinery loves motion, hates inactivity, and corrosion thrives on trapped moisture. Garaging counts, but not if it’s damp inside. And no matter how much you baby some systems – fuel, brakes, tires, upholstery etc., some things just age with time and not with use or mileage alone. I think I’m on my 4th set of brake cylinders and bearing seals even though my mileage in recent years has averaged only 1000 miles/year. Perhaps half the fun though too in maintenance is not only in overcoming numerous



repair challenges as a do-it-yourself mechanic, but in also allowing at times a professional shop to do a little work that allows you an avenue of advice, and if nothing else simple VW camaraderie. Ten years ago I had an opportunity while in San Antonio to transition some original Bondo body work of mine on my hood/engine lids and quarter panels by a body shop doing Porsche restoration. So proud was my car to be in the company of vintage Porsches, and at the hands of an elderly craftsman who heated, hammered, and filed it back to being “all metal”.

Again my 1955 Deluxe Sedan, Connecticut “RURP, has neither been an in-perfect-condition California-Girl car like “Lady Bug” (A former VintageVoice feature car) nor has it been a circuit show car. Nonetheless, the only show it did attend (VW Car Classic, in 1986) bestowed it with an award that perhaps to this day best described what this car’s experience has been for me – “Longest Distance Traveled”.

Fred Emmel  
Albuquerque, New Mexico



It's ugly, but it gets you there.





# Cigarette Lighter

Distributed by: Volkswagen of America, Inc.  
For detailed information please see reverse side of page.

Driving and fumbling for matches don't mix. Light up the safe, easy way with this automatic lighter. Quick acting, self-releasing. Resilient black rubber knob goes well with all dashboards. Easily installed within convenient reach of driver and passenger.



6/72



Part No.	Suitable	Reference
ZVW 171 101	All (6 Volt)	to 7/66
ZVW 171 108	Type 1 exc. KG (12 Volt)	from 8/67
ZVW 171 109	Type 2, 3 & KG (12 Volt)	from 8/67

#### Supplied as single parts:

Part No.	Description	Ref.
ZVW 171 501	Element, 6 Volt	To 7/66
ZVW 171 507	Element, 12 Volt	From 8/66
ZVW 171 508	Escutcheon	from 8/67 Type 1

# MY VOLKSWAGEN PASSION

VICENTE SEVILLANO GUERRERO

**Hello from Spain** to all VVWCA members... I am Vicente Sevillano. I am 31 years old and I am from San Roque (Cádiz) – South of Spain. I am enthusiastic of classic cars since I was a kid. I have contact with different VVWCA Regions as Volkswagen Owner Club of San Antonio which am honorary member from Spain, Michigan Vintage Volkswagen Club, Vintage Volkswagen Club of America - Los Angeles Chapter.



In my zone, I am member of Gibraltar Classic Vehicle Association since many years too. My club is member of International Federation of Antique Vehicles (FIVA) since 2014. Gibraltar is near Spain.

I have a Volkswagen Vento known as the Jetta in the USA, model MK3 (1991-1998). This model was presented at the International Motor Show in Geneva in March 1991 for the European market. In the United States it was launched in 1992 and Mexico in 1993. It is a very comfortable car which I love because it was my mother's car and it is in original conservation of motor and paint. The Volkswagen Jetta is a car of C segment, produced by German manufacturer Volkswagen since 1979 with Jetta MK1. The Jetta/Vento was a variant of the mythical and historic Volkswagen Golf.

This model is similar to one that appeared in 2001 in first film of successful saga Fast and Furious. Specifically, the Jesse's Volkswagen Jetta (starring actor Chad Lindberg) was lost in a race after betting with Johnny Tran (starring actor Rick Yune). The film model was sold for \$42,000 at Barrett-Jackson Auction in Scottsdale and which has signatures on the bodywork of both actors who leads it (Chad Lindberg, Paul Walker and film director Rob Cohen).

I always participate with it every month in different classic car events of my Gibraltar Classic Vehicle Association. My club celebrate every year our special

International Gibraltar Classic and Vintage Vehicle Rally. Last year was our 17th edition and has been organized since the establishment of this club in 2001. Each edition is very well received by many clubs and participants who come from different geographical points: Gibraltar, from Spain (Cadiz, Malaga, Campo de Gibraltar, Sevilla). Such is the great expectation that generates, which usually coming many automobiles of prestigious brands and times. This edition had about 80 classic cars. I had participated with my club in different events (Breakfast, Displays, Tours) in cities as Sotogrande, La Línea de la Concepción, Castellar de la Frontera, Los Barrios, Casares.

I often participate in friend's club events too every month in different cities between Cádiz and Malaga, for example Jerez de la Frontera, El Torno, Vejer de la Frontera, El Puerto de Santa María, Medina Sidonia, Bornos. These clubs are Club del Automóvil Clásico de Cádiz, Club Vehículos Clásicos Escape Libre, Moto Club "Los Piraos", Club Temático del Motor. These clubs celebrate wonderful events. I want to show to all readers of this wonderful magazine, photos of my Volkswagen Vento that I have been taking in these events. In my country Spain there are passion for Volkswagen classic cars. I see different models as T1, T2, T3, Golf, Karmann Ghia, T180, buggys with VW engines.

Last May, I participated in a Volkswagen classic car display celebrated in Medina Sidonia, Cadiz province. In this event displayed more than 50 Volkswagen classics models. A great atmosphere of Volkswagen lovers.

Finally, I hope you enjoy reading about my Volkswagen passion. Regards from Spain.

- Vicente Sevillano Guerrero

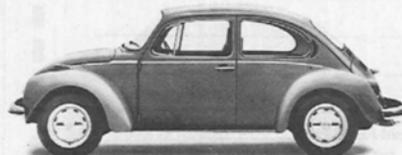


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## VINTAGE VOLKSWAGEN CLUB OF AMERICA

## 32nd Annual Michigan Vintage Volkswagen Festival

Riverside  
Park



Ypsilanti, MI



# Your Car is the Star!

## May 18 - 19, 2019

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### 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.

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### 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@mvmc.net](mailto:festival@mvmc.net) .**



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**Hello fellow Vintage Volkswagen professionals**, enthusiasts and aficionados. I'm very honored to be the new Vice President of the Vintage Volkswagen Club of America.

Let me introduce myself and tell you a little about me and my connection to the Vintage VW scene and more importantly to Vintage Volkswagen Club of America.

My name is Robert Velis, also known as "VW KIDD", a moniker that was bestowed on me as a young teenager in the early 1980s while working on, learning and playing with air cooled VWs in my South East Los Angeles neighborhood.

I was introduced to the Vintage Volkswagen Club of America by the late Bob Scott of Vintage Volkswagen Parts, Inc. in Glendale, a stones throw from Dodger Stadium. Vintage VW Parts was the first vintage VW restoration parts supplier in the USA being established in 1972. I remember clearly that day when I walked into Bob Scotts small shop on San Fernando road in 1981 for the first time and there was a meet up of the Vintage VW Club of America going on where I saw older hippie type guys with some Ovals and Split windows talking air-cooled VWs. I immediately fell in love with their iconic VVW-CA circular logo and shortly after in 1982 became a member of the West Coast Region when there were only two regions at the time, the West and East.

Back then I was seeking out and building all original Vintage Volkswagens and Vintage VW Parts, Inc. in Glendale was the only place in Los Angeles to offer Vintage VW original correct parts for restorations which were scarce back in 1981 due to the popularity of custom or de-chromed Cal Look performance VWs. The major parts houses and magazines like Johnny's Speed & Chrome and Hot VW's catered to that larger "Cal Look" crowd so when I joined VVWCA the hand typed monthly newsletters that arrived in the mail was my source for VW history, restoration and technical information including networking with like minded original VW guys.

I come from a cruising and lowrider car culture that I saw first hand growing up in my Huntington Park neighborhood and even more so being closely related to the DUKES, C.C. and lowrider Hall of Famers, the Ruelas brothers. The youngest Ruelas brother Rene, a few years older than me was my Vintage VW influence early on due to him being the only Ruelas brother that built Vintage Air Cooled VWs instead of the lowrider "Bombs" the Dukes Car Club are famous for. It was then natural for Rene and myself to appreciate the originality and accessorized correctness of Vintage VW's due to our lowrider background and having a mindset of "save the chrome don't shave the chrome".

That was the beginning of my association with Vintage Volkswagen Club of America and the origins of the LA "Cal Style" VW, an all original correct VW lowered on "blinged" out Porsche alloys that were either polished or chrome. This popular style today is world wide and has stood the test of time. I take pride in the fact that I was the first dues paying Vintage Volkswagen Club of America member to sport the iconic windshield decal logo on a fully "slammed" all original Vintage VW with polished Porsche alloys. Looking back, I can now smile thinking about the sneers from the older Oval and Split window VVWCA guys when they would see me roll up in my extremely lowered "Cal Style" VW visiting Bob

Scott and Jaime Lopez at Vintage VW parts looking for that elusive NOS original VW part back then.

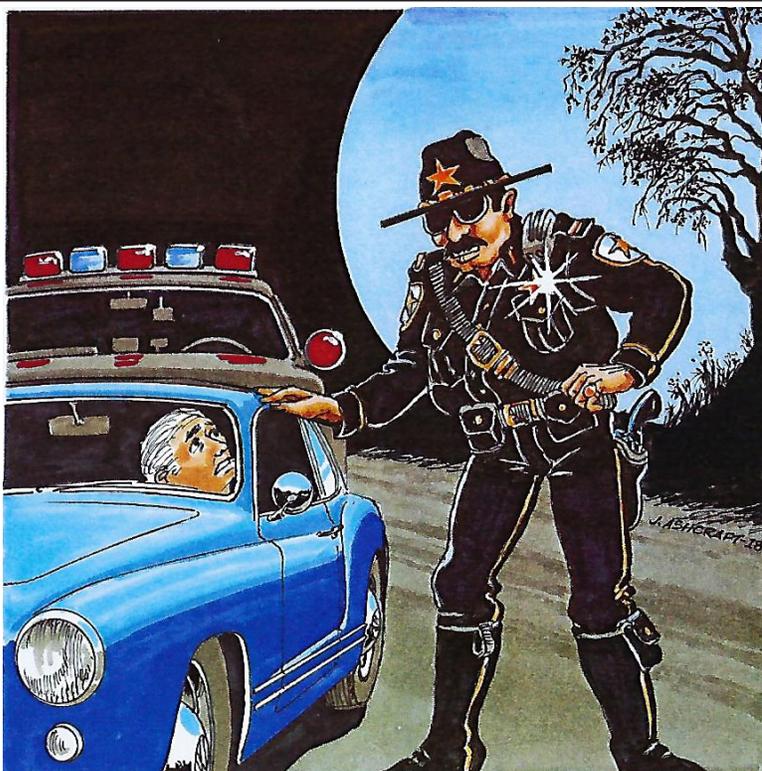
I have a deep passion and love for the Vintage VW that started in 1979 before I could even drive. I ate, drank and slept VWs from 1979 until 1990 working at several SO-CAL VW parts houses like Jerry's VW Heaven in LA, and Latest Rage in North Long Beach building Cal Style VWs while earning money and my Automotive Technical Degree. You can learn more about me by visiting my social media profiles by "Googling" VW KIDD.

I love all things Automotive, including my professional technical background having retired after 27 years as a "Tech Specialist" and "Lemon Law" Automotive Expert for Mercedes-Benz. For my complete Professional curriculum vitae please visit [www.laircooled.com](http://www.laircooled.com).

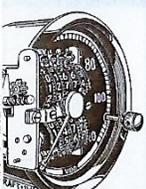
Today I'm involved with the SO-CAL Vintage VW and Porsche scene in all aspects as an enthusiast and owner of several Vintage VW's and Porsches including being a founding member and current President of the Vintage Volkswagen Club of America Los Angeles Region, as well as writing features for various VW and Technical publications. I travel the world attending Vintage VW events and enjoy meeting fellow VW enthusiasts on my travels.

As the new Vice President of the Vintage Volkswagen Club of America I hope to work closely with the President taking VVWCA to the next level with more digital and social media content and events.

Robert "VW KIDD" Velis.



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