



VintageVoice

September/October 2019

Volume 44 • Number 5

The Vintage Volkswagen Club of America Newsletter • Established 1976



Welcome

We continue to try and evolve Vintage Voice, and the September/October edition carries forth with this mission, bringing a new style of Member Spotlight. A break from the traditional 'story' driven feature, but more of a detail-laden synopsis with owner provided photographs, the spotlight on Ben Sprints' Super Beetle is the kind of thing we can do multiple of in each issue going forward. If you like the format, let me know!

Speaking of Member Spotlights, I'm looking for more! Send in a couple sample photos of your VW and a few details of your ride and start talking. Email me at editor@vwwca.com.

Fish Head Louie is back this issue with another of his famous VW rescue stories, which never seem to go quite as planned. Heinz brings us an interesting story about Volkswagen in 1944. Mike builds another meticulously detailed diorama, this time featuring a Schwimmwagen. We also get to know our new Eastern region Vice President, Kathy Jacobs!

There's always something going on! The weather is starting to cool down, and it's about to be show season once again. Check out Chief Technical Director Jake Raby's column on fire prevention and get those rides ready to go...safely!

Are you ready? I'm ready.

Eric Arnold
Editor - editor@vwwca.com



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VintageVoice

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SUBMIT YOUR AD TO: editor@vwwca.com

CARS FOR SALE

-- YOUR AD CAN BE HERE! --

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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

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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.

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1944 VERSION TYPE 82

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The Podium with President Eric Goodman

I am four months into my presidency with the VVWCA and so far we are off to a great start.

The team I have is amazing. I think I have picked a great group of people to work with. We have a long time VW enthusiast, a top auto photographer, a world renowned mechanical master, our former President, and support staff working hard to make the VVWCA run smoothly.

Our new website went live last month and looks great. Please share it with all your VW friends. You can register for the club for free on the site. Also, we have a new store with lots of VVWCA gear. Please help support the club and order some items. We will be adding the new model stickers, which are in the works now. If they are popular we will add more items with the new logos.

We have many new partners including Hagerty. An email announcement will be going out to all our members with discount information. Wolfsburg West is actively working with us on new promotional items and giveaways. We have our new VW Bus that we plan to use at shows in the future and help advertise the club. If you know of a VW business who would like to work with the VVWCA, please let us know.

Our biggest news is the full page article about the VVWCA in Hot VW's this month! They are excited about all the new changes and you will see a regular article in the magazine. Along with two full pages of VVWCA information in the Hot VW's digital magazine monthly. Wow. Our partnership with Hot VW's and Shin is amazing.

Lastly, we are working on our signature event for 2020 in LA and are very close to releasing more information soon. This will be like no other VW event going on now. We are working with the VDub Hub and RVA on this event.

As I mentioned in my first article, please feel free to contact me at anytime. I would love to hear from our members and chapters. We have over 25 chapters all over the country and are in talks with clubs in other countries now who want to work with the VVWCA. Our group on Facebook is over 40,000 strong and growing daily. Please say "hi" if you see me at an event or contact me via email or social media.

Thanks,
Eric L. Goodman
President
VVWCA



The Historian's Corner



1944 VERSION TYPE 82

by Heinz Schneider

VOLKSWAGEN IN 1944

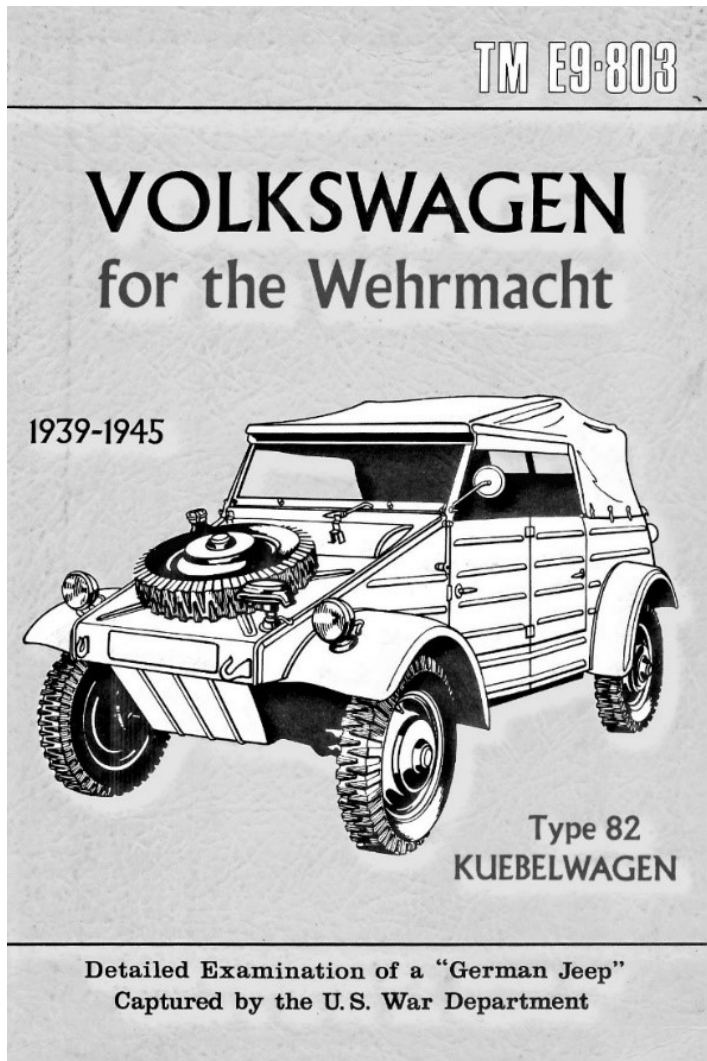
The military situation did not look good for Germany in 1944. Everybody except for some fanatics saw the end coming and they realized it would not be a good one for Germany at least. At VW in Wolfsburg, because of the extreme shortage of materials and manpower and also because of the intensified bombing by the Allies, production was slowing down from 26,177 cars in 1943 to 20,884 in 1944. The only exception was an increase in Kübelwagen production while Beetle production slowed to 129 and Schwimmwagen production to 5,507. By December production of

all cars ceased except for the Kübelwagen because the body parts for that car came by rail from Berlin.

Because of the extreme shortage of materials in Germany an attempt was made to simplify the design of the Type 82. Not much became of it. It was a very simple car to build to start with. The only visible external change was a split windshield used on the last few. Some weight saving was achieved by replacing steel with magnesium. Not many of these latest "improved" versions made it to the front.

On June 6 1944, "D" day, the day of the invasion of Europe by the Allies, the US Army published the War Department Manual TM E9-803. The manual

The Historian's Corner (continued)



new factory just having come in existence and actually not completed before the war not many maps showed the factory on a list of potential military targets and at first the Allies did not consider the VW factory an important target. However, many of the forced laborers working at the plant, especially the ones from Holland, did send out secret messages telling the world about Wolfsburg and its armament production. A heavy raid took place in the afternoon of April 8. About 950 bombs hit the plant and killed 13 people. A badly damaged American bomber coming back from a bombing raid on the city of Berlin, after its crew had jumped out, crashed into one of the main buildings and did, according to some witnesses, more material damages than the regular bombing raids. As the year went on and with the Allies having almost complete air superiority, more raids took place, twice

was based on detailed analyses of a captured car by US Engineers at the Aberdeen Proving Ground in Maryland. It was believed that some Volkswagen military cars would be captured after the impending invasion of Europe and with the help of this manual they could be made useful to the Allies, which actually happened as the above picture shows.

For a long time the Allies were not aware that armaments were made at Wolfsburg. Being a



The Historian's Corner (continued)

in June and once more in August, doing more damage and killing 55 and wounding 160 workers, most of them forced laborers.

During this last raid the Schwimmwagen production line was badly damaged and management decided to move much of its machinery and tools out of the factory for protection, thus saving much of it from the bombing.

A last meeting between Porsche and Hitler took place on Sept. 4th 1944 where both discussed the problem with not having enough fuel. By this time about 500,000 vehicles in Germany had been converted to burning wood chips to generate gas for their internal combustion engines. Porsche promised to look into modifying the Kübelwagen to be able to use this gas generator. Actually one Kübelwagen project # 230 and one Beetle project #283 were converted. I was not able to find out whether these conversion actually worked and these cars were used but pictures of both exist and were published. The existing pictures of the wood burning Volkswagen were taken after the war. After his discussion with Hitler on Sept 4th Porsche went straight to Austria not to return to Germany again until after the war.

Chassis numbers used in 1944 went from 1-032303 to 1-05199. Engine numbers 1-45708 to 1-077682.

- HS





Director's Chair with Mike Epstein

This month I wanted to let you know that not only will I be working with the Chapter clubs on their needs, but also the Regalia. You may have noticed our updated website, yes, that's 2 updates in 1 year, unheard of from us, but it happened and thanks go out to those responsible for those changes, I think it looks fresh and it's easy to navigate and Eric Goodman will let you all know more about how it can be used with your cell phone for purchasing our regalia, I'm not that up to date on technology like he is.

Temporarily we are out of XXXL Tees and Baseball style caps, hopefully those will be back in stock very soon, maybe by the time you get this, always check first if you would like before ordering by contacting me at director@vwwca.com. I also must apologize because we don't have the proper picture on the web site for the window decal, I can't explain the issue there, but I've enclosed a picture of what you will receive when you order one so you won't be disappointed or have that quizzical look on your face.



This column will hopefully serve to let the club know what's going on with the chapters. I encourage the chapters to please keep close contact with me and let me know what you're doing in the way of shows, cruises, monthly or weekly meetings and where, and anything special that you do like our Austin, TX chapter that has a YouTube channel that shows you things related to VW Life. We're hoping to be doing something similar with tech videos in the very near future. Most of all, and I've mentioned this before, please send us the show information so we can put it up on the Facebook page in the coming events area, you'll get much more attention that way, and it's free and I'll do the work!



I will also throw out bits & pieces of related VW stuff, it may be an odd photo or short story, who knows. This issue we want to congratulate the Women's USA Soccer Team for back to back World Cup wins and a special congrats goes out to Alex Morgan reaching her 100th goal during the matches. Here we

Director's Chair with Mike Epstein (continued)

see Morgan holding her special shirt and wearing and even more special pullover, blue looks great on her, wouldn't you agree?

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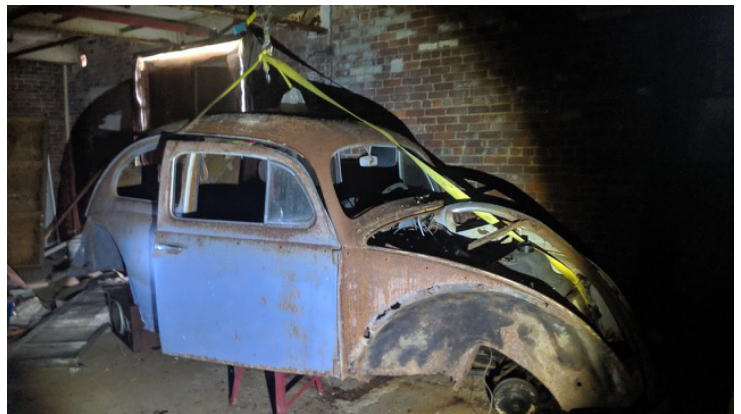
I'm sure you all have noticed just how many big businesses and corporations are using the VW icons of the past in their ads even if only in the background. It seems the VW Beetle and Bus will never die and that's fine with us! TV, magazines, newspapers, online magazines, everyone using the VW to make a point. Here's one from eBay from just this last week. Check out two of the newest CarMax commercials, one with a yellow Beetle right in your face and another one with a Toureg I think, that's nice advertising!

Till next issue, Mike



An Oval Story with Fish Head Louie

Sometimes you find a great deal and sometimes not such a great deal. This is a story of the latter rather than the former. It all started 2 Fridays ago when I got cryptic contact about a “1955 bug for cheap” about 10 hours from my house. Seller didn’t want to see the car scrapped on account he had sold his building. That seemed like a good deal, right? In my mind, I thought, a model 1955 is a six-month only car. They started producing 1956 model cars in the latter months of 1955. Which was this one? Was the car complete because those ribbed doors and rear fenders are worth something as are front bullet fenders. Does it have a original 1955 engine or transmission? or egg taillights? I asked for some details and asked for the owner to call me. I didn’t hear anything for a few days, but then, I got the photos you see on this page. Anyway, I saw no fenders, no seats, no glass, no decklid nor trunk. I could see a front end and a 1956 “hump” gas tank. The tank should have



Photos emailed from the seller



been a “bad owen” because it likely was a model 1956 or 1957 car, which meant no ribbed doors. As well it had an aftermarket steering wheel and no batwing (thru 1955) or semi-batwing (thru 1959). The seller got back to me again about a price and it was “like \$500.” I asked if he had the fenders, decklid, and trunk. He said that he did and if I was interested in towing another car from NY to NH (on the way), he would gift me the “1955.” This communication was limited to one email per 1-2 days! I agreed because, at the very least, I would have pairs of bullet and ribbed fenders, or a 4 tab trunk lid and “w” deck lid and some smoothy wheels.

I finally arrived to the location of “my car” after ten hours of travel. The car was seperated from it’s pan, but lacked the engine and the transmission case was broken (I left it behind). Did I mention the windshield was cracked (I left that behind, too). The oval glass had been lost along with all but one of original wheels as 3 had been replaced with chrome wide five’s. The “w” decklid was rotted at the bottom and the rear fenders were shot and one of the bullet fend-

An Oval Story with Fish Head Louie

ers even had a coffee can welded in as a repair in place of the “bullet” base! As far as the body, itself, it had many welded in “repairs” and more that were needed. The trunk well was rotted out as well as the bottom of the dashboard. At least there was a plastic sunvisor, but wait, it has a hairline crack. Thankfully, the other bullet fender was decent. The owner threw in an engine hoist, a jerry can, and 19th century metal cart suitable for holding a transmission or engine.

All and all. I was up for 27 hours straight and used about \$250 in gas. It wasn't a horrible deal, but the lesson for this vw yarn is to always request copious photos to avoid disappointment when you arrive. The bright side is at least another oval got saved from the crusher. In the words of Ben Stein, extensive, incomplete, oval restoration project, “anyone? anyone?” - FHL



Member Spotlight - Ben Sprints

Member: Ben Sprints

Location: Stockton, California

Car Club: President - Straight Up Dubs

Car Stats

1972 Super Beetle "The Beast"

Date Purchased: 2003, from the original owner family.
Painted by Joey Giordano at the Straight Up Dubs Werkstatt.

Wheels & Tires: Porsche 2 Liters, powder coated gloss black. Front 155/60/15, Rear 165/80/15

Suspension:

Front: Topline Maxx Struts, strut stabilizer bar

Rear: Pandrangers adjustable drop plates

Engine specs:

1600 single port, longblock built by Greg Urrutia
36hp doghouse style shroud kit, powder coated gloss black

CB Performance pulley kit

EMPI dual 34 carburetors

CB Performance Magnaspark II distributor

CB Performance external cooler, fan and filter kit

EMPI breather kit

CB Performance Maxi 30 oil pump

Metal firewall and surround, powder coated black

90 amp alternator

Interior:

Front 65/67 low back seats

Sewfine black tweed seat covers with gray piping

Sewfine black and gray tweed door panels

Drag Fast shifter, powder coated black

Original pedal assembly, with blue roller pedal by Shorty's Customs

Padded dash removed, and all holes welded shut, and signal switches relocated.

Stereo:

Infinity kappa 6x9 in back

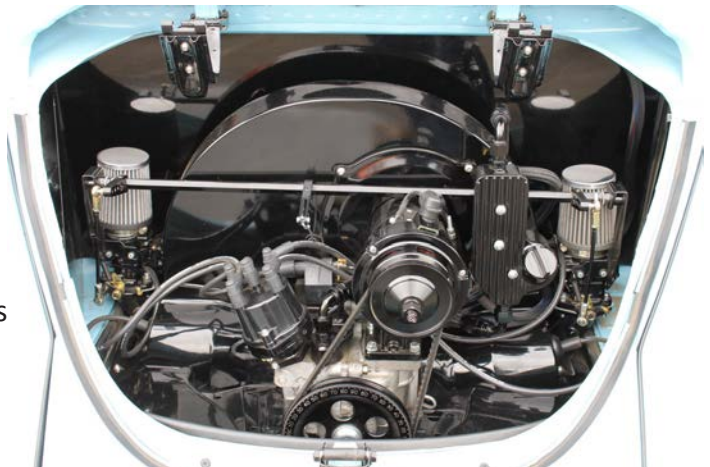
Infinity kappa 6.5 in front kick panels

12in alpine type R sub behind back seat

Alpine pdx 1.1000 for sub

Alpine pdx 4.100 for highs

Kenwood Bluetooth deck under driver seat



"Volkswagen has been a passion of mine since the day I purchased this car. Being in the scene to me means helping it grow by uniting everyone together and putting on family friendly events for all to enjoy."

Member Spotlight - Ben Sprints

"I purchased this car in 2003 at the age of 15. I worked at Wienerschnitzel at this time and saved up to afford this car. I drove this car all throughout high school as my daily driver. I even took and passed my drivers test in this car. I took it apart in 2014 for the restoration process and got it back together early 2019."



All photos and information provided by
VWCA Member Ben Sprints



"Keep walking. Pretend he doesn't belong to us."

VWoA - Al Ross

Technically Speaking with Jake Raby

Protecting your investment: Fire awareness, and prevention.

Fire. It's a four-letter word that immediately strikes fear into the owner of a vintage VW, and it should. In my technical column for this issue, I'll be going over the many general thoughts and concerns associated with fire, and the vintage VW. I will be sharing my first-hand, personal experiences with you, from both a professional, and enthusiast point of view.

In the next couple of issues of Vintage Voice, I will be further focusing on specific areas of concern in regard to fire, and how to remain "fire aware", as well as prepare your vintage VW to avoid fire.

I speak from experience. At the age of 14, I experienced my first fire associated with a VW. A couple of years later I burned a rail buggy to the ground, and almost started a major forest fire in the Chattahoochee National Forest at the same time. Luckily, this was the last fire I experienced with a VW; but when it comes to fire, the next one is always a possibility that you have continually work to avoid.

In the Baja Bug experience, I was just a kid. I was more reckless than you'd ever imagine, and I had removed the engine from my Baja to replace the clutch. I was in a hurry (haste makes waste!) and I forgot to properly secure the fuel hose to the carburetor. As I drove through the field, and jumped a ditch, I felt the engine lose power, and when I



looked in the rear view mirror, all I saw was flames. At that moment I realized that the reason I lost power, is because I didn't secure the fuel hose. I was able to extinguish the fire before the whole car was lost, only because I had a fire extinguisher, and caught the fire early. The key to saving the car was catching the fire early, and it always is.

It's hard to say exactly why so many VWs have been lost to fire, when compared to other vehicles. I believe that it comes from three major contributing factors:

1- The engine bay of an air-cooled VW is extremely hot, and this heat is a double negative. This works to dry out fuel hoses, and of course if you have any source of fuel, the exceptionally hot, and confined engine bay just makes things ignite that much faster.

2- The layout of components couldn't be much more favorable to a fire. Let's

Technically Speaking with Jake Raby (continued)

face it, in most every Type 1 engine post the 36HP era the fuel hoses are pointed directly toward the ignition distributor, and fuel hoses route almost right over the top of the distributor cap. This means, if you have a loss of fuel, more than likely it's going to immediately come into contact with an ignition source.

3- While the vintage VW is no longer a "cheap car", for decades it was. This means that people would often cut corners with repairs, not replace fuel hoses, and not consider the things that are necessary to keep them "fire aware". People would drive VWs into the ground in a lot of cases, and only do what was required to keep the car running. In some instances, owners performed tasks outside of their capability, because they could not afford professional help, or no professional was to be found.

All that said, not all fires start in the engine bay, or due to fuel leakage, or etc. Lots of fires also begin due to electrical shorts. Many of these fires begin because wires are not routed in safe places, or because grommets are not used where wires will pass through bulkheads, or etc. I have experienced aftermarket, poor quality fuse boxes that have also started fires before, and I will go over a lot of these items in my article that goes in-depth on the electrical fire, and how to avoid these.

In my years of experience with VWs, I have seen a lot of "burn jobs". With almost

all of these, the source of ignition was something which was induced by a human. Something was routed in the wrong place, something was loose, someone chose the wrong type of fuel filter, or fuel hose, or someone neglected to do a simple once over inspection of the engine before a drive. The sad part of this is that I can't think of a single one of these VW losses to fire that could not have been avoided with some common sense fire awareness, and care.

When I attend VW events I walk through the rows of show cars, and I usually pay attention to things that most people don't. I am not there to see the shiny "mail order" stuff, I am always looking for that one car that has more items on it that are "built, not bought". I can see the thoughts, and theories that the owners/builders believe in exhibited in their work. When I see these different cars, I normally see that they have a drastically different configuration of the fuel system, and electrical system than other cars. I see more rigid fuel lines, and less hoses, and I see grommets, and proper wire connectors used in the electrical system. I also note that these cars have a fire extinguisher mounted in an easy to reach place, and that it's both the right type of chemical agent, and properly sized to extinguish a fire that's fueled by gasoline. You can tell that thought and experience have worked together to go into building these cars, and that goes right down to the fuel, and

Technically Speaking with Jake Raby (continued)

electrical systems.

By the same token, I see cars that have fuel hoses literally laying on the exhaust system, no clamps on hoses, fuel filters that are breakable, and etc. No fire extinguisher is present in most of these cases. You can tell who is more fire-aware by a quick glimpse of an engine bay. There are times when I see something really scary, and mention it to the owner, but more times than not he will take offense, or make up an excuse about why he thinks it's ok for a fuel hose to be laying on top of the exhaust.

Another consideration is of course the modern fuels that we have all had to learn to live with. These fuels don't just have Ethanol enrichment; they also have additives that wreak havoc on fuel systems designed prior to 1996. It was at this time that auto manufacturers started outfitting vehicles with fuel systems that would be compatible with Ethanol enriched fuels, and the other harmful additives that we are seeing today. This modern fuel works against the fuel system of the Vintage VW in many ways, and because of this some of the things that many of us have "al-

ways done" is no longer the best. We have to understand that today the Vintage VW has an entirely different operating environment from what it was designed for. This means that "what I've always done" doesn't work as well anymore, and sometimes it doesn't work at all. Since these vehicles were last produced in Germany the speed limit has changed, and the fuel has changed several times. Back in 1979 we still had leaded fuel, as an example.



With each of these changes that occur over time, we see other things suffer. As an example, ethanol enriched fuels attack fuel hoses that are not "multi-fuel rated", and dramatically reduce their lifespan. For many years the only fuel hose

I would use was "German braided", and I too would say "I've never had a problem with it"... Then I did have a problem with it, and noticed that in my personal cars it had a time in service with Ethanol enriched fuels of about one year. I noticed that where fuel hoses would slide over a barbed fitting, that the hose would crack, and leak. I learned that most of the "German braided" fuel hose was not rated for use with Ethanol at all, but there are still some manufacturers that do offer it with

Technically Speaking with Jake Raby (continued)

Ethanol compliance, one of which rates their hose with a 50% Ethanol fuel mixture capability. So again, the environment, fuel, oil, and speed limit have all changed for your Vintage VW over the past four decades, and most of these changes have not been positive. You must realize that what has always worked before may not work any longer, and due to that, you may need to make a change... Yes, I have also had to change, so I can comply with things today, for my engine purchasers, as well as my own stable filled with Vintage VWs.

Taking care to ensure that fuel, and electrical systems are configured, and routed properly will help to avoid the vast majority of fires with the Vintage VW. With the Vintage VW being an appreciating asset, that's growing more rare by the day, we need to keep every single one of them alive.

The best fire extinguisher is, and always will be the one that you never have to use. In the next two issues of Vintage Voice I'll share the things with you that you need to know about avoiding a fire with a vintage VW, then we'll go over some new innovations to help extinguish the fires that can't be avoided, before they have a chance to spread.

- JR



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Scale Model Building with Mike Epstein

VW MODELS FOR GERMANY'S WAR MACHINE, WORLD WAR II
AFV Club Type 128 Schwimmwagen,
1/35th Scale in Diorama

By Mike Epstein

HISTORY

The global recession of the 1920's made Austrian-German automotive engineer Ferdinand Porsche work on inexpensive small car projects, on top of racing cars. Yet his designs did not manage to draw interest from automotive manufacturers until 1934, Adolf Hitler discussed with Porsche the possibility of military application of the Volkswagen, a cheap, light-weight, reliable military off-road transport vehicle.

The formal relationship between Porsche and German military commenced in 1938, in the same year a prototype was completed: rear engine, rear wheeled drive, capable to accommodate four battle dressed troops. With further modifications such as mounting new axles with gear reduction hubs, providing the car with



more torque and ground clearance, the Volkswagen Type 82 was introduced in 1939 and field tested in the invasion of Poland. The VW Type 82 entered mass production in 1940, more than 5,000 were produced in WWII.

After the invasion of Poland, the German Army realized that amphibious off-roaders were needed to cross rivers and lakes. Once again the VW Type 82 was selected as the prototype. Dr. Porsche was appointed in June 1940 using the VW Type 87 which is a four wheeled drive version of the Type 82 as the platform, utilizing body-tub structure and retractable screw propeller which provided a speed up to 10 km per hour in water. The first prototype was introduced in September 1940 and designated as VW Type 128 with 2400mm wheelbase (identical to the Type 82), Type 128 has more internal space comparing to the Type 166, a type that was mass produced in later days. A total of 30 Type 128s were produced and issued for high ranking officers and saw active services till the end of the war.



Scale Model Building with Mike Epstein (continued)



since it was made to sit on the door and his feet on the seat of the Kubel.

The model was finished in acrylic paints airbrushed on the body and figures hand painted. Acrylic and oil washes used as well as pigments for weathering effects and a final coat of flat acrylic to seal everything.



MODEL

For this model and diorama I chose the AFV Club Schwimmwagen Type 128 #35228 in 1/35th scale, as far as kits for the Type 128th, you have but a few choices, this may be the only molded plastic, the others being resin. The instructions were clear and detailed, lots of small parts so not for beginners. Instructions include paint charts for 4 different manufacturers and marking and paints schemes for 4 different vehicles. PE parts included. Does not come with figures, borrowed a couple from a Kubelwagen kit and was nicely surprised the sitting figure in the passenger seat fit so good

DIORAMA

The base was built from scrap white pine and quarter round and white glue clamped overnight, done! A company named Busch, makes these pretty realistic ground covers you can cut to desired size which is what I started with. Kit #1313 Riv-

Scale Model Building with Mike Epstein (continued)

er-Fluvial Topography. I then added some cat tails from JIT Scenery #95535 both green and dry looking. Then I went for some small trees like you would have on the very edge of a forest area also from JIT #95627 & #95630 with a mixture of dry leaf and debris to give it the look of a forest floor at fall. My idea was this Type 128 was heading to the Ardennes specifically Bastogne, hey it couldn't of happened! I gave the Schwimmer the colors of that time and place. I took pigments and carefully went around the bank of the stream to create a muddy bank effect. That about wraps that one up.

More to come.
Mike Epstein





Seat Covers

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

Protect your original upholstery with these contour fitted seat covers. All slip on and off in minutes for easy laundering. Sturdily constructed to last for years.

Nylon-foam Seat Covers available in red, blue, green, tan and black.

Racing Stripe Seat Covers are foam-backed nylon. Racy white stripe is set in a background of red, blue, green, tan or black.

Terry Cloth Seat Covers keep seats warm in winter, cool in summer. Available in red, blue, tan, black, grey and green.



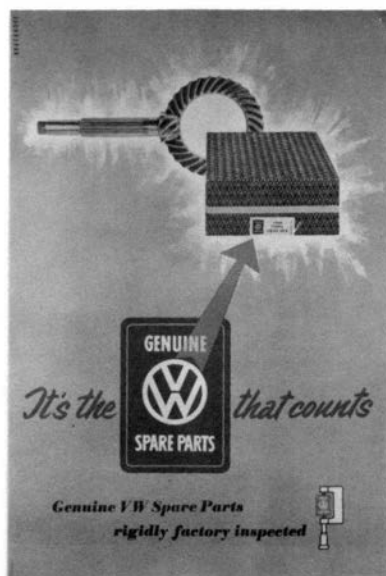
6/72



Terry Cloth Seat Cover



Racing Stripe Seat Cover



Nylon-foam Seat Covers

Part No.	Suitable	Reference	Description
ZVW 192 10.	Type 1 exc. KG Type 3	to 7/67	Set for 2 front seats (left and right)
ZVW 192 11.	Type 1 exc. KG Type 3	from 8/67 to 7/69	Set for 2 front seats (left and right)
ZVW 192 17.	Type 1 exc. KG Type 3	from 8/69	Set for 2 front seats (left and right)
ZVW 192 14.	KG	to 7/67	Set for 2 front seats (left and right)
ZVW 192 12.	KG	from 8/67 to 7/68	Set for 2 front seats (left and right)
ZVW 192 13.	Type 1 exc. KG	---	Set for rear seat, cushion and back rest
ZVW 192 33.	Type 3 Fastback	---	Set for rear seat, cushion and back rest
ZVW 192 36.	Type 3 Squareback	---	Set for rear seat, cushion and back rest

Racing Stripe Seat Covers

Part No.	Suitable	Reference	Description
ZVW 192 21.	11, 15, 3	from 8/67 to 7/69	Set for 2 front seats (left and right)
ZVW 192 27.	Type 1 exc. KG	from 8/69	Set for 2 front seats (left and right)
ZVW 192 27.	Type 3	from 8/69 to 5/72	Set for 2 front seats (left and right)
ZVW 192 23.	Type 1 exc. KG	from 8/67	Set for rear seat, cushion and back rest

Terry Cloth Seat Covers

Part No.	Suitable	Reference	Description
ZVW 192 15.	Type 1 exc. KG	to 7/67	Set for 2 front seats (left and right)
ZVW 192 16.	Type 1 exc. KG	from 8/67 to 7/69	Set for 2 front seats (left and right)
ZVW 192 19.	Type 1 exc. KG	from 8/69	Set for 2 front seats (left and right)
ZVW 192 18.	Type 1 exc. KG	---	Set for rear seat, cushion and back rest

Color code for Seat Covers: Last digit of part number signifies color.

1—Red 2—Blue 3—Green 4—Tan 5—Black 6—Grey for Terry Cloth Seat Covers only.

From the VP with Eastern VP Kathy Jacobs

Hello Everyone! Proud to be part of the VVWCA! Some of you may already know me, but for those of you that don't, here is a little background info about me.

My VW passion started when I was young. Yes like everyone else I loved Herbie (and also the Trans Am from Smokey and the Bandit). I was one of those girls who didn't play with Barbies, but yet my Hot Wheels and Matchbox cars were my thing. I even still to this day have a ceramic small Beetle that my parents bought me in a flea market, that I have always displayed. Well, fast forward to getting married, and my in-laws had a couple of VWs. Then one day a local dealership had a 71 Ghia on their used car lot. We went and looked at it and \$600 later it was ours! They redid the engine and I drove it a few times, until someone decided to rear-end it, and pushed my husband into the car in front of him. So there went that car, but we got a Beetle in its place and this is where my passion really started to grow.

I decided to start a club, at first just in town, the South Georgia VW Club, but then after about 8 months I ended up changing the name to South Eastern VW Club as I had people in Georgia and Florida that wanted to be part of it. My first events were IVWA Gatornationals in Gainesville, FL in Spring 1994, Circle Y Wagons, IVWA in Lakeland, FL and then the very beginnings of the Florida Bug Jam before it went to Pasco City Fairgrounds. This club prospered for quite a few years. We had dues, which I used for cookouts at the events and my 15 page newsletter that I made and mailed to everyone. I had my first event in 1997 at Wild Adventures Theme Park in Valdosta, Ga. They offered so I took them up on it, advertised for it in magazines and was spread around by our members.



From the VP with Eastern VP Kathy Jacobs

Great turnout first time doing it with probably around 100 VWs. We had it there for a few years, until it became unfeasible for us due to the pricing of the park increasing. We shifted over to Jacksonville, FL after this and started the VWs by the Seaside at Jacksonville Beach, in a parking lot just over the dunes from the Beach. Great place with great views. After a few years, the local club took it over and I started doing more with the VWs. I ran my first drag racing event at Rockingham Dragway, which ended up leading to me getting the Farmington Dragway events back up and going after IVWA stopped. As many of you know, I still run these events to this day. I got involved with VW Trends Magazine, thanks to Dave Cormack, in which I would cover events all over the Southeast that I attended and lasted until 2004, when they ceased publishing. Later I was asked to do things for Hot VWs, which I do to this day still.

In the middle of all of this happening the South Eastern VW Association was started. This was an Association for the Drag Racers, in which they would go to select events to race and collect points. There were several people involved in getting this off the ground and going, which I think we all did a great job, as the SEVWA is still going to this day as the East Coast's Largest Drag Racing series. This also led me to start my own business with a friend in 2004, putting on events all across the Southeast. Just last year, we separated and I created a new business for myself and family, Southeast Euro Motorsports. Everything is the same, creating events for VW Enthusiasts to attend and keeping the VW hobby alive for years to come. If you have been to any of my events over the years, well I hope that you walked away with a smile and had a great time, as that is what it is all about. All of this wouldn't be possible without the Support of my husband Lonnie Jacobs, my three kids (which I dragged to many events all over the place since they were babies and still do!) and of course you the VW Enthusiast!

If you are ever in need of information for business or club in the Southeast US, just let me know. If you have a business or club in the Southeast, please shoot me a message, as I try to keep them updated.

You can follow me on several social media platforms, or I also do an email list as well, see below.

Facebook:

<https://www.facebook.com/South-Eastern-VW-Association-SEVWA-125680640798629/>

<https://www.facebook.com/southeasteuromotorsports>

Instagram:

[@SEVWA1](#) and [@SOUTHEASTEURO](#)

Join our Mailing List <http://www.sevwa.com/email-newsletter-signup.html>

Thanks!
Kathy Jacobs

A Visit to The Autostadt

Author Unknown

The Volkswagen Group's Autostadt—Automobile City—in Wolfsburg, Germany, is well worth a day trip, offering everything from factory tours to restaurants to kid-go-crazy play zones. One of the best attractions is the ZeitHaus auto museum, which traces the history of automotive technology and design. The collection of historic Volkswagens is worth seeing, but the ZeitHaus collection goes well outside the Volkswagen Group. Here are some of the most interesting vehicles we saw on our most recent trip to Autostadt.



1937 Porsche V30 Prototype

Naturally, the ZeitHaus has several Volkswagens, and its 1937 Type 60 V30 prototype is the earliest car we saw on display. This was one of thirty cars built for testing, and together they amassed some 1.8 million miles. The V30s have rear-hinged suicide doors and louvers instead of a proper rear window. Seeing the car in person is very cool, but also a bit chilling when you consider the events of the time.



1938 Porsche Type 60 Prototype

This 1938-built Porsche Type 60 one of the pre-production vehicles, a late-build prototype that matched the production-spiced KdF-Wagen in all but a few minor details. Our tour guide told us that this was the actual car Ferdinand Porsche used as his own vehicle. Yowza!



2003 Volkswagen Beetle

Right behind Porsche's pre-production Type 60 is the 21,529,464th Volkswagen Beetle to roll off the production line—the very last one built. It rolled off the production line in Puebla, Mexico, on July 30th, 2003. Comparing the Type 60 to the final Beetle, it's easy to see how little changed over 65 years of production.

A Visit to The Autostadt (continued)



Volkswagen Type 3 and Type 4

Volkswagen was on a constant mission to evolve the Bug, which led to the Type 3 of 1961 (sold in the US as the Fastback and Squareback) and the Type 4 of 1968. The Zeithaus has a Type 3 notchback coupe (not officially sold in the US, though several were imported by private owners) and a 1970 411 wagon. The Type 4 was updated to the 412 in 1972, but it would be discontinued two years later, leaving the Type 2 bus as the only air-cooled Volkswagen.



1970 Volkswagen K70 & Lamborghini Countach LP400

The Volkswagen K70 was the first “modern” Volkswagen with a front-mounted water-cooled engine and front-wheel-drive. No surprise that it was developed not by Volkswagen, but by NSU, which Volkswagen acquired in 1969. Next to it is a Lam-

orghini LP400, the original version of the Countach. Stripped of the wings and fender flares that afflicted later cars, you can see how futuristic the design was—it looked more like a spaceship than a car.



1968 Empi Imp & VW Thing

The Zeithaus acknowledges (if in an understated way) the role of the Volkswagen Beetle on American car culture with this 1968 Empi Imp, one of several Beetle-based dune buggies that flooded the American market in the late '60s and early '70s. Displayed behind it is a 1979 Volkswagen Type 181, known to us in America as The Thing.



1990 Volkswagen Golf Country

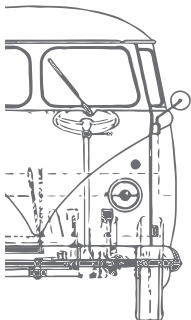
It's not all well-known classics at the ZeitHaus: The collection also includes some European oddballs like this 1990 Volkswagen Golf Country, which featured all-wheel-drive and a high-clearance suspension. This car presaged the crossovers that would become

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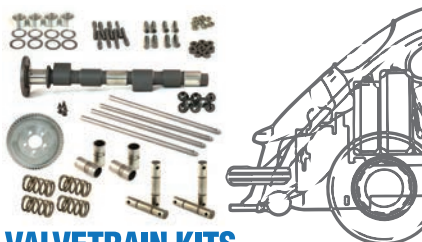
ENGINE KITS:

Camper Special,
2056cc, 2270cc, 2563cc



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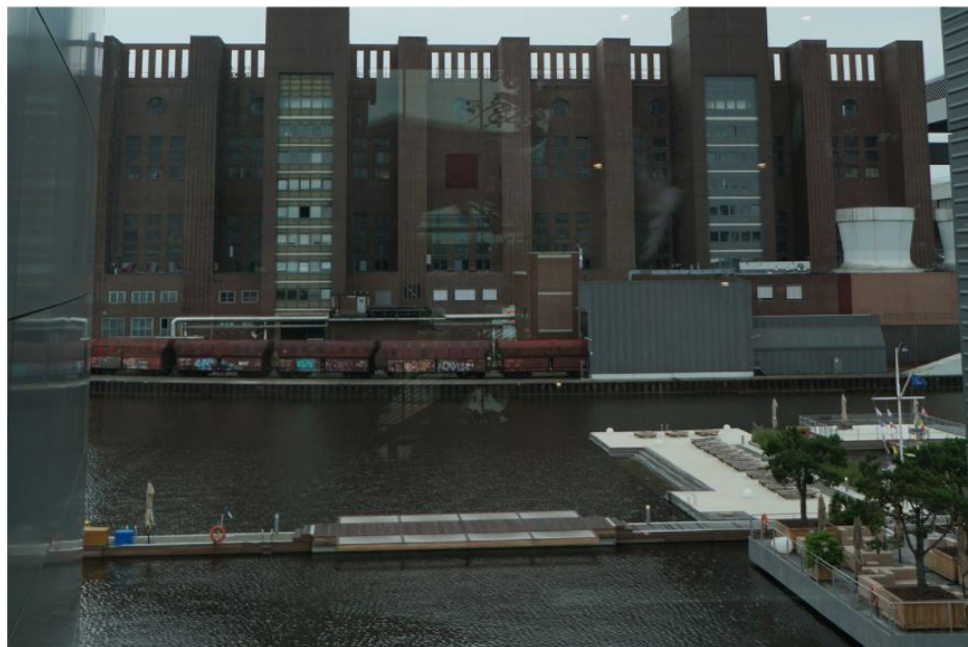
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A Visit to The Autostadt (cont.)

so popular in twenty years' time, but back in 1990, the world wasn't quite ready—Volkswagen sold only 7,735 cars during the Golf Country's two-year production run.



Autostadt ZeitHaus 2017 09, Volkswagen Factory



"What did you get?"

VWoA - Al Ross

Upcoming Events

September 14, 2019

Utah VW Classic

Riverton, UT

Join us ON THE GRASS of Riverton City Park September 14th from 9am-3pm for a FREE, family friendly ALL VW and early Porsche car show and swap meet.
<http://www.UtahVWClassic.com>

September 22, 2019

2019 NBAC VW Car Show

Vacaville, CA

Second annual VW car show, benefiting the Vacaville Neighborhood Boys and Girls Club. All makes and models of VW are welcome.
<https://northbayaircooled.com/2019/06/2019-north-bay-air-cooled-vw-car-show/>

September 27-29, 2019

Jerome Jamboree XXIX

Jerome, AZ

Arizona Bus Club presents Jerome Jamboree XXIX.
Camping: VWs ONLY. Live Music, Slow Drags, BUS RAFFLE!
<https://www.facebook.com/events/314910462717148/>

September 28, 2019

Sonnenblumen Autofest

Salina, KS

12th annual all German vehicle show on the grass at beautiful Oakdale Park put on by the German Car Club of Kansas.
Check out the German Car Club of Kansas on Facebook for more details as they develop.

October 5, 2019

The Elite & Just Clean VW Show

Las Vegas, NV

The longest running VW Show in Las Vegas!
Show info at vegasvwshow.com
702-748-6017, slowestbug@yahoo.com
<https://www.facebook.com/TheEliteJustCleanVwShow/>

October 6, 2019

VOSA'S 27th Annual Oktoberfest

San Antonio, TX

At 27 years young, Volkswagen Owners of San Antonio & South Central Texas is the oldest VW club in San Antonio! Top 30 Awards!
<https://www.vosacarclub.com/27th-annual-oktoberfest-2019>

October 10-13, 2019

Buses and Balloons

Albuquerque, NM

Buses and Balloons, New Mexico's premier bus campout, is back with a NEW LOCATION within walking distance of Balloon Fiesta Park.
www.busesandballoons.com

October 11-13, 2019

Texas BusFest

Morgan's Point Resort, TX
Come enjoy our Type II primitive campout and Type II show benefiting the Police Department of Morgan's Point Resort, Texas. Camping on a bluff overlooking Belton Lake, TX.
Contact Shirley Clark via email
txvwbuslady@gmail.com

October 20, 2019

SEVWA's Fast Times at Farmington #32

Mocksville, NC

All VW Car Show, Swap Meet and Drag Racing. Huge Vendor and swap meet Midway. LARGEST VW Drag Racing event on the East Coast.
<http://www.southeasteuromotor-sports.com/fast-times-at-farmington.html>

October 25-27, 2019

2nd Annual Against The Rest Halloween Campout

Tempe Bar, AZ

Take a nice cruise out to the lake in your VW, bring your camping gear. This event is for all VW family and friends.
<https://www.facebook.com/events/852517138448767/>

November 15, 2019

Bulli Brigade 26

Daytona Beach, FL

New venue, dates, and activities planned for longest running pre-67 bus show in the country. Bulli Brigade will be joining the Old City Oil Drippers 22nd running of the VW Turkey Run Show in St. Augustine to make it a full weekend of Volkswagen fun and a whole lot more.
<http://www.bullibrigade.com>

To list your upcoming event,
email.editor@vwca.com

How chickens helped Volkswagen create the world's first MPV.

by Alfredo Marcantonio

Research the origins of the MPV and most auto sites will lead you to the sliding side door of the Chrysler Voyager.

Its US success pre-dates that of Toyota's influential Spacecruiser and Europe's all-conquering Renault Espace (largely a copycat Chrysler, that took advantage of the US car maker's financially driven retreat from the European market).

Interestingly, the multi-million selling Voyager might easily have been a Ford. Their Mustang maestro Hal Sperlich had been trying to convince his colleagues to build a people carrier for a decade or more.

"We came up with the idea that we could create a 'garageable' van with low cost and car-like character by using front drive, because you could lower the floor and the roof and still have good space inside. We tried to sell it to Henry, but couldn't get him to go."

On his arrival, alongside Lee Iacocca at cash-strapped, idea-hungry Chrysler, Sperlich immediately seized the chance to get his brainchild off the drawing board and on to the production line.

"When I got to Chrysler in 1977, we started working on a minivan, did a design clay model, better than what we had at Ford. We had suffered two oil crises in the '70s, and people were going nuts for fuel economy. So we thought let's do a new front-drive compact based on a stretched Omni/Horizon platform, but with good proportions, good handling and great fuel economy. It might help to turn this company around."

Visionary though he was, Sperlich's front engine people carrier idea was following very closely in the tyre tracks of a rear-engined predecessor - the Volkswagen bus. Or as VWoA artfully re-named it, the Volkswagen station wagon

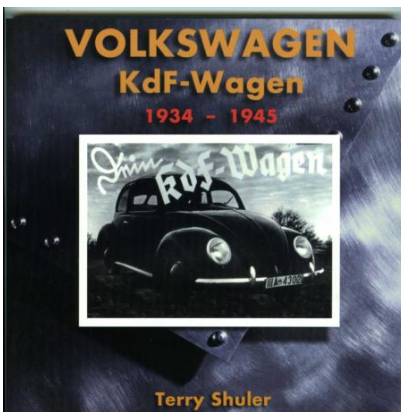
Though not described as such at the time, this was indeed the first incarnation of the MPV. Introduced in Europe as no more than a Type 2 van

with seats and windows, it began life as basic transport for workers. Glammed-up versions later evolved and it was these that Volkswagen decided to market in the USA.

Not that its introduction was entirely voluntary.

As the sixties swung in, the Type 2 commercial vehicles, like the Beetle were carving a profitable niche for themselves in the US, accounting for some 36,865 of the 277,008 Volkswagens sold in America by 1963. But that very year the van's progress was brought to an abrupt halt when some chickens crossed the road.

Stateside food processors had perfected the freezing of chickens and began flooding Europe with the low cost birds. West Germany reacted by applying a hefty tariff on such imports and on December 4th 1963 President Lyndon B.



Volkswagen KdF-Wagen 1934 - 1945
By Terry Shuler

The story of design and development of the world's most recognizable automobile, including the prototypes and early production models is told with large historic photos and text by Terry Shuler.

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

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

The Beetle



GERMANY
1938-1944



EUROPE
1945-1948



U.S.A.
1949



1950



1/1951-9/1952



10/1952-3/1953



1953



1954



1955



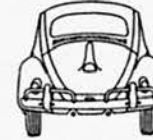
1956



1957



1958



1959



1960



1961



1962



VOLKSWAGEN

DRAWINGS BY SCOTT PETERSON JOLIET, ILLINOIS

How chickens helped Volkswagen create the world's first MPV. (continued)

Johnson responded with a 25% tax on several German imports including brandy and light trucks

In truth it was not entirely the fault of the rogue chicken. Audio tapes from Johnson's White House later revealed that the President was keen to get the United Auto Workers' boss Walter Reuther to support the government's planned civil rights reforms. Reuther in turn wanted Johnson to respond to Volkswagen's increased shipments to the United States.

The tax certainly worked, In 1964 U.S. imports of "automobile trucks" from West Germany declined by two-thirds, to a value of \$5.7 million. With American auto makers rejoicing that "Volkswagen's cargo vans and pickup trucks have practically disappeared from the U.S. market."

Faced with a commitment to buy the many thousands of Type 2 vehicles scheduled to be built in Wolfsburg, VWoA had no option but to try and push the passenger versions of the vehicle, as these didn't attract the extra tax.

Volkswagen went on the offensive dubbing the bus the VW 'station wagon' and pitching it as an 'estate car' version of the Beetle. However, research revealed, not surprisingly, that women didn't like the look of it and positively rejected the idea of driving it. It was big and every bit as weird-looking as the Beetle itself. It lacked power steering. Worst of all, it had a manual gearbox.

In the spirit of their strikingly honest "Ugly is only skin deep" Beetle ads VW's ad agency Doyle Dane Bernbach decided to tackle the lady wife head on.

They promptly created a range of what might be regarded today as sexist headlines, listing the ways in which husbands could convince their wives that a Type 2 was a worthy purchase.

Unacceptable today though they may be, one must remember they were born half a century ago, when men were the ones who made most of the family buying decisions, particularly when

it came to vehicles. The headlines may make us squirm a bit now, but they did the job at the time.

The Type 2's worth as a camper was also exploited, with a series of ads that trumpeted the benefits of 'getting away from it all'. Here was a vehicle that could take you off the beaten track, provide a home-away-from-home and when the trip was over, it would whisk you back to base and promptly turn back into a 'station wagon'.

The Campmobile approach proved very successful in caravan-loving European markets too, most notably the UK where DBB was awarded the VW account at the end of the 60's. Their ads helped the company develop and then dominate the market for 'motor homes' by taking the same 'holiday home' approach as the US ads, albeit with an English accent.



The bed bug.

The Volkswagen Campmobile is a real sleeper. It lets you get away from it all without costing an arm and a leg, but also provides big-space transportation around home the rest of the year. Like its little brother, the bug, it makes a lot of sense.

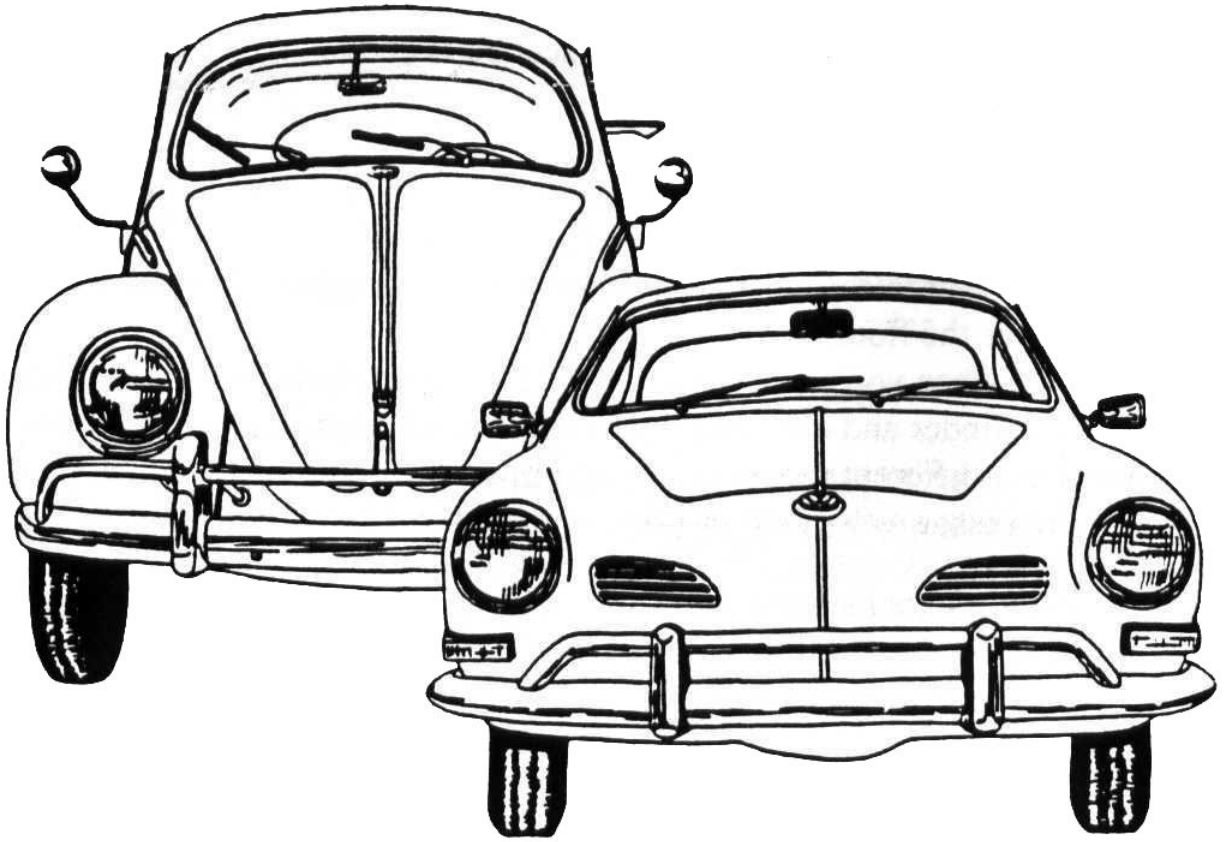
You can come and go at about 22 miles per gallon of regular gas.

Forget water, radiator and anti-freeze problems and get good traction in difficult terrain and weather conditions.

You can drive and sleep two adults and three kids in solid comfort. (There's an optional tent at a little more money for a little more room.) But when your vacation ends you don't put the VW into cold storage till next season. A few minutes spent folding furniture and removing sink, water supply, refrigerator, etc., to the corner of your garage converts your camper to a fine roomy station wagon.

So now you can drive a Volkswagen Campmobile anywhere, anytime without reservation.







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Sonnenblumen Autofest
GCCCK German Car Show

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Oakdale Park, Salina, KS



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Fri/Sat Night

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Downtown Parade at 10
16 Classes of Awards at 3
Participant Judged
\$10 Entry Fee
No Pre-registration

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