



VintageVoice

July/August 2019

Volume 44 • Number 4

The Vintage Volkswagen Club of America Newsletter • Established 1976



The Pickle
Ralph Tree's 1971 Squareback

Welcome

You may notice a bit of a redesign happening in this issue of Vintage Voice. This is part of our ongoing mantra of enhancement. We are continuing to try to bring you a great variety of content, with a good look and feel.

Keep in mind this publication is compiled completely by volunteers. Everything you see here is submitted by VVWCA members from across the country, and sometimes the World. If you would like to contribute, please contact us! Show reports with photos, upcoming events, vehicle features - we want it all! Don't hesitate to email me directly at editor@vwwca.com, your contributions are welcome here! We just increased our email capacity, so no more bouncing emails!

In this issue of Vintage Voice showcases some familiar columns; Heinz Schneider's *The Historian's Corner* bring us a story from 1943, an amazingly detailed scale model build, and familiar columns from the staff. Some new items in this issue are our first contribution by our new Chief Technical Director - Jake Raby, an album review, and a full vehicle feature!

Speaking of vehicles, I would like to feature two per issue going forward - but what does that entail? A good selection of **high resolution** photos, and a good story with some tech details. If you have the photos, we can help with the writing. All types of VWs are welcome, so email a couple sample photos and a bit of info my way and let's talk about it!



Are you ready? I'm ready.

Eric Arnold

Editor - editor@vwwca.com

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VintageVoice

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Classifieds

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

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

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

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

SUBMIT YOUR AD TO: editor@vwwca.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

Pedal Werks Specializing in Restoration of all Air cooled VW pedal assemblies left and right hand drive since 2005, from concours to Custom prices range from \$100 to \$475, exchange or outright 909-289-9655 or dancinbare10@hotmail.com. Also check out my website Pedal Werks.com or search my samba ads user id PedalWerks

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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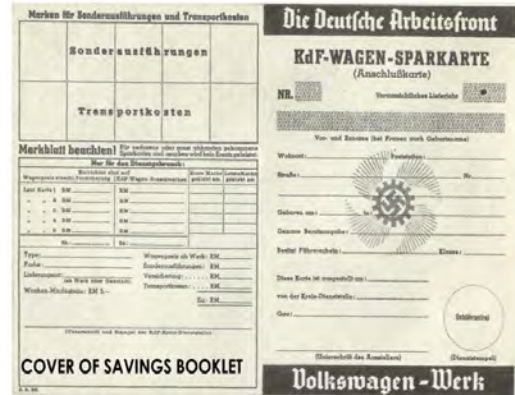
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DIRECTOR'S CHAIR 10
Mike Epstein's new column as Director addresses some very important VVWCA club business: Chapter Clubs. Chapter Clubs are the driving force behind the nationwide club, we help each other. Mike explains it all in the Director's Chair.

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



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Waterford, Michigan
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248-355-5424
www.munks.com

The Podium with President Eric Goodman

This is my first article as President. Last month I was introduced by Mike Epstein, our past President. I want to thank him again for all his years of service to the VVWCA, and helping me with the transition. He is still on the board as a Director. I want to recap some of the changes that have taken place recently and give you an update about the National organization.

We currently have 35 Chapter clubs of the VVWCA in the United States. A list of all the clubs is on our website. If your club is not a Chapter of the VVWCA or you would like to start a Chapter club, please let us know. Membership to the VVWCA is FREE, you can join on our website. Even if you are a member of a VVWCA Chapter, please join the National organization also.

I am often asked what the benefit are of joining the VVWCA. If you are a club member you get a password to access the Vintage Voice each month on our website, and we offer discounts of various businesses. If you are a Chapter club, you get insurance coverage for your club, your club is listed on our website, your events/shows are advertised in our newsletter and on social media and you get an ad in our newsletter.

We have a new Vintage Voice as you can see. Eric Arnold our Editor is doing an outstanding job! Please contact him at editor@vwwca.com and let him know what you think. Also, any input would be great.

We are now on Instagram! Follow us @vintagevwclubofamerica Our Facebook page and group has over 43,000 members now from all over the world. We average over 200,000 views a month. This is a great place to talk with other Vintage Volkswagen members. We will have a new website soon and are planning a National event for 2020 in Los Angeles, California. Mark from the Vdub Hub will be Chairing this event, more info to come...

You probably saw on social media that Jake Raby has joined the VVWCA as our new Chief Technical Director. He is a renowned VW and Porsche expert. Look for Technical tips on our Facebook page and we

are working on a new YouTube page for Technical videos.

We also have a new partnership with Hot VW's, look for a VVWCA page in each magazine and multiple pages in the Hot VW's digital issue. We will be offering a special from Hot VW's soon. Thank you Shin for your support.

We will soon have a new partnership with the classic car insurance experts, Hagerty. We will be announcing a discount for members soon. We are working with Hagerty to validate VW values and update their VW archives. All very exciting!

Now that membership in the club is free, our only source of income is our VW store on our website. Please order VVWCA items and if you have VW business, please contact us to sponsor or advertise in the Vintage Voice newsletter.

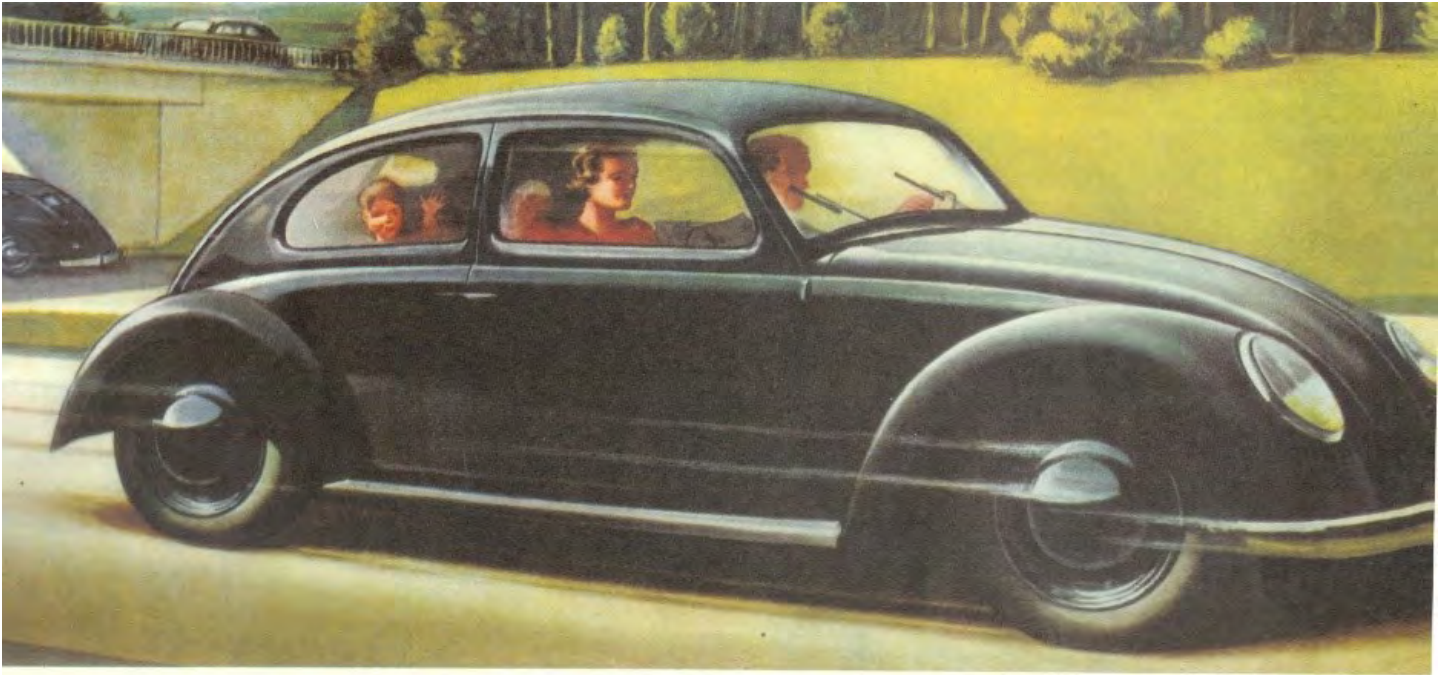
Lastly, I would like to get to know all of our Chapter Presidents and reps. If you see me at a show, please come up and say hello, or feel free to contact me at any time at: President@vwwca.com

Thanks,

Eric Goodman
President



The Historian's Corner



Der Fif Wagen

by Heinz Schneider

VOLKSWAGEN IN 1943

In 1943 many people in Germany started to realize that they were in for a long war and not a short one as Hitler had promised. Volkswagen civilian car production would be way off into the future. Porsche's son-in-law Anton Piëch who was in charge of the factory in Wolfsburg was trying to get military work for the unused portions of the factory intending to keep construction of the factory going to be able later to start civilian production at the end of the war. It was the air force (Luftwaffe) which was most interested in using the partially finished production facilities. One German-American who Porsche had hired to set up the factory

would later expressed his astonishment about the inefficiency of war production at Wolfsburg, something which would never happen in the US he claimed.

The Volkswagen savings plan was initially mentioned publicly as early as 1938, to make the Volkswagen more affordable to the average German worker. After the savings cards were finally officially issued by 1943 over 300,000 savers signed up. By the end of the war in 1945 there were 340,000 savers. Not really a lot, considering that at one time production of one million cars a year had been planned. But the savings plan had amassed the tidy sum of 275 million marks. Many assumed that this money was used to build the factory. But the

The Historian's Corner (continued)

money to build the factory and the continued development of the car came from the dues of the nationalized unions. All the savers' money was placed in a bank in Berlin and got lost during the turmoil of the capitulation of the Third Reich in 1945. Since the bank was located in the eastern part of Berlin which the Soviets occupied, they liberated all that money for their own use. Many years later after the war, in the fifties, in a settlement reached with the Volkswagen organization, the savers who had put all that money into the savings plan and who were able to prove their savings, were given a small credit toward buying a new Volkswagen

Back to 1943, in March the VW engine displacement was increased from 985 ccs to 1131 ccs, starting with engine # 2 020 292. The reason was that during the testing of the military Volkswagens, the military complained about the lack of

power. This very same engine, would be used by VW until December 12 1953, when the displacement was enlarged again to 1192 cc. Chris Barber, in his very good book "The Birth of the Beetle" states there was a possibility that the larger engine of 1131 cc was already used and tested as early as 1940 in some prototype military cars.

1943 was also the year bombing of the factory intensified after some light attacks by British aircraft the previous years did not do much damage. The heaviest bombing begun in earnest on April 8, 1943. Thousands of incendiary bombs were dropped on the plant starting many fires but did not really slow down any production. Some of the forced laborers had leaked info to the Allies about work being done for the military at the factory, like parts for aircraft and airplane repairs. It has been speculated that the reason

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Merkblatt beachten! Für verlorene oder sonst abhandene gemeinsamen Sparkarten und -marken wird kein Ersatz geleistet.

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(Unterschrift und Stempel des Kfz-Kreis-Dienststellen)

COVER OF SAVINGS BOOKLET

S. B. 56.

Die Deutsche Arbeitsfront

Kfz-WAGEN-SPARKARTE
(Anschlußkarte)

NR. _____ Voraussetzliches Lieferjahr _____

Ver- und Zuname (bei Frauen auch Geburtsname)

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Geboren am: _____ in: _____

Genaue Berufsangabe: _____

Besitz Führerschein: _____ Klasse: _____

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von der Kreis-Dienststelle: _____

Gott: _____

(Unterschrift des Ausstellers) (Dienststempel)

Volkswagen-Werk

VOLKSWAGENWERK

Antrag auf Ausstellung einer „Kfz.“-Wagen-Sparkarte

Die Ausgabe einer Sparkarte auf Lieferung durch Ausstellung der Sparkarte hängt von dem Ergebnis der Prüfung der nachstehenden Angaben ab.

A. Persönliche Angaben:

1. Name: _____ (Vor- und Nachname)

2. Vornamen (Nachname): _____

3. Geburtsort: _____ im: _____

4. Wohnort: _____ Postleitzahl: _____

5. Straße und Hausnummer: _____

6. a) Grösse (Körpergröße): _____
b) Körpergröße bei Kfz: _____ (Eintragungen der Kfz-Verkehrsbehörde sind anzugeben)

7. Beruf: _____ (Beruf anzugeben)

8. Sind Sie verheiratet, verlobt oder ledig? _____

9. Haben Sie Kinder? _____ Anzahl: _____

10. Wieviel Kinder leben heute in Ihrer Familie? _____
Wieviel Kinder sind heute verstorben? _____

11. Sollen Sie eine Führerschein: ledig: _____
12. Bekennen Sie ein Minder- oder Fehlvermögen? _____

B. Wagenangaben:

1. Welcher Typ der Kfz-Wagen möchten Sie: _____

2. Farbe: _____

3. Lieferort (Werk oder Standort): _____

4. Zweck der Abholung (persönlich oder dienstl.): _____

Ich bestätige hierdurch, daß ich die nachstehenden Nachfragen (siehe unten) und verpfändet mich nach Freigabe der Sparkarte zur anschließenden Fortführung, die befristet freier zum Kaufzeit bei jeder Änderung anzuzeigen. Merkmal über Ausstellung einer Sparkarte und habe von diesem Inhalt Kenntnis genommen.

Ich bin mit dem vorstehenden Antrag einverstanden: _____ (Datum)

(Unterschrift des Antragstellers) (Stempel des Volkswagen-Werks)

APPLICATION FOR A SAVINGS BOOKLET

Sparkarte ausgehändigt an: _____ (Name) (Stempel)

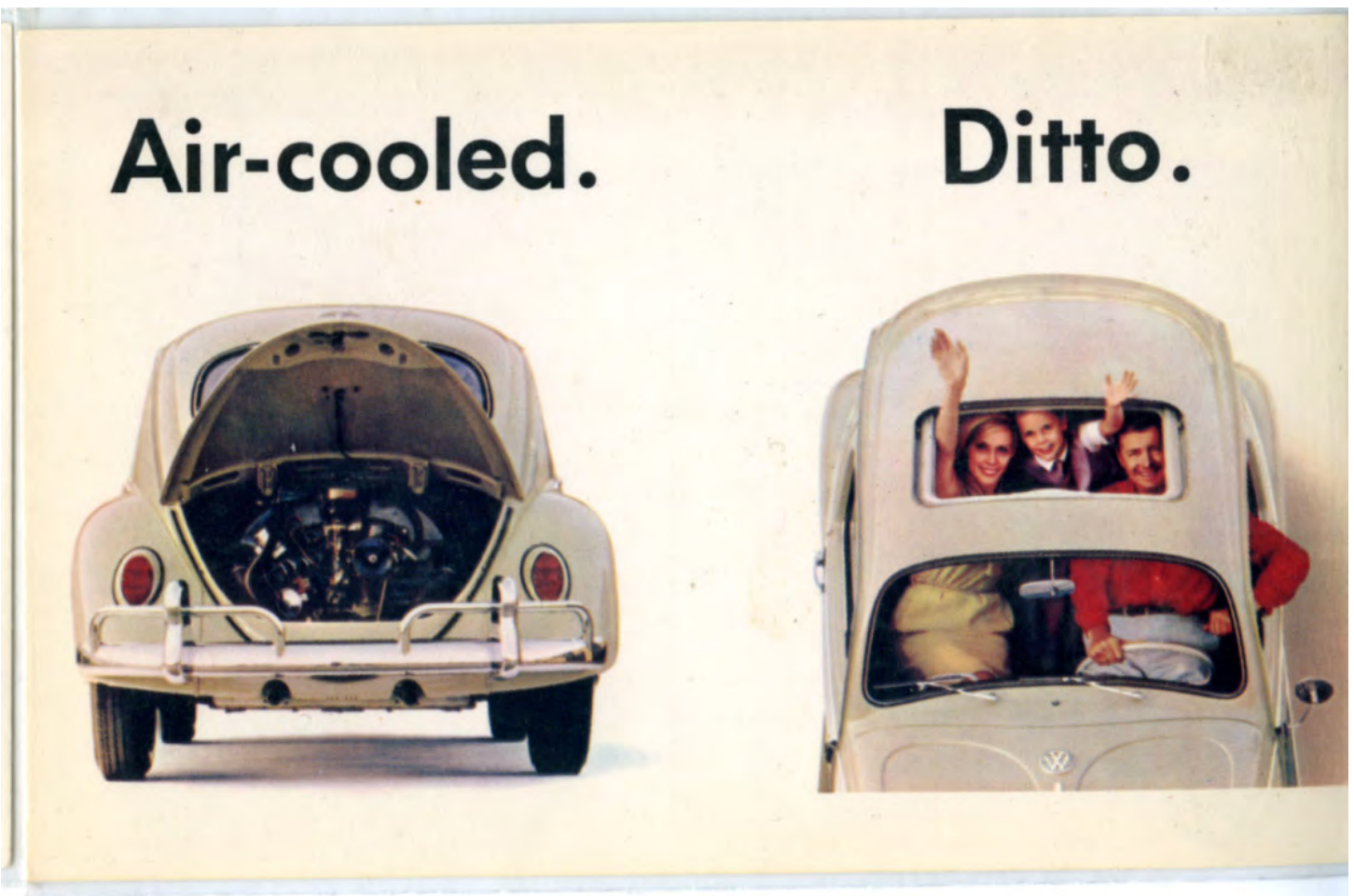
The Historian's Corner (continued)

for not more heavy bombings before was because the Allies knew that more than two thirds of the workforce were forced laborers and they were reluctant to cause many casualties. The forced laborers were mostly Polish and Russians women to which later many concentration camp women, mostly Hungarians Jews, were added.

Total production at Wolfsburg was 26,177 vehicles in 1943, of these, 9,646 were regular Kübelwagens, 8,258 Schwimmwagen, 303 regular Beetles and 423 Kübelwagen chassis with Beetle bodies. The rest were different variations of the above.

Chassis numbers started with 1-014384 and went to 1-032302 and engine numbers from 1-017 114 to 1-045 707.

As of 2019 the following cars built in 1943 seemed to have survived and still exist today: 8 regular Beetles and 10 Beetle bodied cars built on Kübelwagen chassis as well as one Kübelwagen with four-wheel drive system, the Type 82E. No information on surviving Schwimmwagen of which there must have been many because of the large amount produced. - HS





Director's Chair with Mike Epstein

Howdy! I hope everyone is enjoying their summer so far. I have, the weather has been nice for a change in Kansas City, Our car show was a great success as usual and I'm ready for more to come. Haven't been to Eureka Springs for three years, I'm so anxious to get back there. Next year I will try to combine Solvang with our own Road Rally that our national club and the LA Chapter will be sponsoring and putting on, more to come on that. This should be a momentous occasion.

This column will be directed more towards the chapters and their activities and how we would like to see the chapters take advantage of what we offer, sadly to say, many do not, nor do they seem to understand the importance of having a cheap insurance policy at their finger tips and the peace of mind it brings when putting on a show. This is a thought too, even if your venue doesn't require it, you may want to have a policy written up to cover you for any accidents that come back to bite you and your club in the butt or the venue, I'm sure they would appreciate it whether they require it or not. There are so many clubs out there these days putting on shows that I'm not sure they even know about us and our insurance policy coverage. At the price we're charging, it's a no brainer to have this policy in your back pocket. Also, if you're aware of any local clubs that struggle because of the costs of their show, please let them know about the VVWCA and what they could do for them, have them contact either Eric Goodman at president@vwwca.com, Robert Velis at vp@vwwca.com or myself, Mike Epstein at director@vwwca.com.

This is directed at the club Presidents, Vice-Presidents and any members. Please help your national club and join us, it's FREE if we haven't mentioned that 100 times already, what's keeping you from joining? Can't be the beautifully edited newsletter that our editor Eric Arnold puts together every other month for us, he has the skills and the background to put out a classy periodical. Can't be because there's no dues! Please check us out and get all of your friends to join, once again, why not?????

The VVWCA offers its Chapters free advertising for your shows and weekly and monthly meetings on our Facebook page, not our group page. It also shows up under our coming events. This section should be full of activities put on by our chapters, but it



Director's Chair with Mike Epstein (continued)

just isn't utilized. We can put in your full color flyers and everything, please take advantage of this. We would like this to be the one place you can go to find club or chapter meeting and fun runs anywhere in the U.S., but we need you to give us your information. It can help your club.

Chapter renewals: Of all the chapters we had registered last year, there are still some that have not paid their dues as of yet, and we had two chapters close their doors, not enough participation which is really sad to see with the expansion of our hobby and the old VW's gaining in popularity, it's hard to believe clubs are closing and not opening. This can have a negative impact on the cost of insurance next year for those chapters that are still with us or join us. Consider the chapter dues as an ever changing amount, the reason being is that we don't make money on our chapters with their chapters dues, but we need to cover the policy. The club cannot afford to give this away. At this time I have no idea what it will be, but it should never go higher than it used to be for a long time. I thank you for your understanding and one thing you can do to help yourselves, is to help spread the word and tell fellow clubs and organizations about the VVWCA, get us more chapters. Tell other clubs about the chapter benefits and let's see if we can grow in a positive direction in the coming years. Most of you belong to local clubs and put on shows, you need insurance whether it's required or not, it doesn't hurt and it doesn't cost an arm and a leg. Remember, crazy things happen, you don't want to be caught with your pants down and no insurance whether it's required or not.

Thanks to all our chapters for what you do to promote the VVWCA, we can't do it without you.

One more thing, please be sure to include the VVWCA's logo at least on your list of your show promoters if you use the insurance. We're probably your biggest sponsor when you consider the cost of the policy without the backing of the VVWCA. If you put your promoters names on your show Tees, our logo should be there. If you make posters or flyers, our logo should be there. If you turn out a newsletter, our logo and info on how to join should be there. That's what it takes to be a chapter of the VVWCA, be proud, it's a old and proud organization, let's see it grow!

Thank you.
Mike Epstein
director@vwwca.com

EZ Gruv's Album Review

Artist: Hale Rood

Title: Music to Make Automobiles by...
Sounds of Volkswagen

Catalog number: MG 79698 (Mono), 1962

Marathon International Productions Inc.



The short film "The Right Hand of Plenty" was released in 1962. Clocking in at only 23 minutes, available on 16 mm film in Technicolor, it showed how VWs were assembled in the 'modern' factory in Wolfsburg, West Germany.

Side one of this album is a delightful portion of the jazz score as it was composed and conducted for the film. It has a light, almost bouncy feel throughout the fifteen minute soundtrack.



The sounds and machines in the factory inspired Hale Rood when he composed the score for the film, and they can be distinctively heard between tracks on side two of the album, which are actually truncated versions of the same tracks on side one. The added sounds from the VW factory are what make this side extra special.

Side One:

Original Music Score from the Motion Picture "Right Hand of Plenty"

Side Two:

1. Train Arrival "Freewheeling"
2. Press Sequence "Drag Out"
3. Welding "Welders' Tune"
4. Body Preparation "Minor Romp"
5. Painting "Easy Does It"
6. Final Assembly "Tail Light"
7. Car Onto The Train "Shipping Out"



Any jazz aficionado would enjoy this album apart from its ties to Volkswagen. It definitely would stand on its own in any jazz collection. Of course, it's at home in any VW collection as well. - EZ Gruv



The Pickle

Ralph poses proudly next to The Pickle, his 1971 Squareback

by Ralph Tree with Eric Arnold
photos by Eric Arnold

My son Hunter was 14 years old, and he had just sold the '73 Super Beetle we had restored to his older brother. He had the unique combination of money burning a hole in his pocket and very eclectic taste.

He wanted a station wagon, and I didn't want a land yacht in my driveway. We finally agreed on a Volkswagen Squareback and started looking. After finding the car we thought we wanted, and a parts car to support the restoration, we realized that the parts car was the better overall restoration candidate. We sold the original running, driving, rust bucket, and kept the 1971 automatic with around 80,000 original miles. It had been used as a beer wagon at a fraternity house at University of Utah, after the original owner's grandson brought it from California.



Meant to be a part donor, this car became the true resto

It had been converted to dual Solex carbs, then driven until the motor developed a rod knock. It was stored in the owner's garage for approximately 10 years until a move forced the sale. Some of the seats, interior, and glass had been sold, but over all it was a clean car. No rust at all.

My son and I stripped the rest of the car and spent a year massaging the body, as I taught him about sanding, primer, and sanding again. Engine machine work was done by Jay Stuart of Stuart Racing in Syracuse, Utah. The automatic transaxle was rebuilt by Tom Reynolds at Family Transmission, Harrisville, Utah. All assembly and finish work was completed by myself and my son Hunter. As we finished the engine assembly, we decided to try the stock fuel injection (all of the pertinent parts were in an old milk crate in the car when I got it home). After much research and a rewire of the old harness the install was finished and car started and ran great.

Unfortunately, a tragic death in our family caused a hiatus in this project of about two years. I finally got back to the project, and as we neared completion, Hunter received his driver's license, and decided he needed a more modern car. I decided to finish the car with no plan to keep it. As I got it road worthy and started driving it a little, I began to realize what a nice ride it really was. It was polished up and little touches were added over the course of the next year. The following summer we entered it in a couple of local car shows where it received a lot of positive attention. It placed in the first two shows in which it was entered.

The Pickle

1971 Squareback



During the build process the car earned the nickname "The Pickle" from my kids and neighbors. An old artist friend of mine airbrushed the front Vlasic Pickle plate, a friend from Germany provided the German sign that hangs from the rearview mirror, and my car buddies from Brazil had the custom roof rack built for me for my birthday.



Chrome 'Automatic' script and Vintage Utah plate



Classic original interior

During the summer it's driven almost daily, and during the winter it always gets a little something new. This coming winter it's getting full flow oil, with a cooler and the Swamp cooler will be painted to match.

- RT



Original Fuel Injected engine with all the trimmings



German pennant flag



Carpeted rear cargo area



Gauge cluster with clock



Automatic shift pattern



Clean and simple front cargo space



Looks great from all angles!



Tunnel Consoles

Distributed by: Volkswagen of America, Inc.

Part No.	Suitable	Reference	Description
ZVW 155 111	Type 1 & 3 exc. Automatic	---	Sim. wood grain insert
ZVW 155 311	Type 3 Automatic	---	Sim. wood grain insert
000 061 117	Type 3 exc. Automatic	---	---
000 061 117	Type 1	from 8/67	---

Put that front tunnel space to use. Console holds sunglasses, maps, notes and other items you want close at hand. Both models are made of molded vinyl in black pebble grain finish, one with wood-grained storage compartment inserts, the other without. Either will match the interior appointments of late model VWs. Easily installed.



6/72



Technically Speaking with Jake Raby

by Jake Raby

We all have a “VW story”. My name is Jake Raby, and after I was selected to be the Chief Technical Editor for the Vintage Volkswagen Club of America, I decided that my first article would be sharing my VW story with each of you.

I was born late in October 1975, the VW beetle was on its last leg of being the world’s most sold vehicle, and my parents had no idea just how much of a challenge it would be to raise me. I came home from the hospital in a “Pumpkin Orange” 1973 VW Thing, and I suppose from that day on I was destined to have a love affair with the VW. VWs have been a part of my life since day #1, and that continues today.

At around the age of seven, I got to do work on my very first VW. My dad was changing the oil in the ‘73 Thing, and due to a bad knee he could not get the sump plate back on the engine easily. He had me install it and I did so happily. That was both a great achievement, as well as a disaster because I left a stud that had backed out of the crankcase loose, and two weeks later the stud backed out of the engine and it threw a rod. So much for my great achievement.

At the age of eight I was more “formally” introduced to the VW engine when I got my first bug. Earlier in that year my dad had traded for an old single cab and I was able to



find a faulty fuel pump with some help and get it swapped out. I was also introduced to the “valve adjustment” by a rather crude individual that went by the name of “Dog”. He was the local VW guru at the time and had a whole bunch of rail buggies and the like. To make things even more interesting “Dog” had a bit of a drinking problem and if you didn’t catch him early in the morning he wasn’t much of a mechanic by noon. He gained his nickname by curling up anywhere and taking a nap, kind of like a dog would do.

One day Dog and the other intoxicated individual needed a few bucks for some of North Georgia’s finest so I was able to buy a push mower from them for a whopping \$8. My dad was bound and determined to teach me about business so he let me buy the mower myself, using my allowance. The mower had only one problem and that was the flywheel had rust on it and was killing the spark, with a few bolts the shroud

Technically Speaking with Jake Raby (continued)

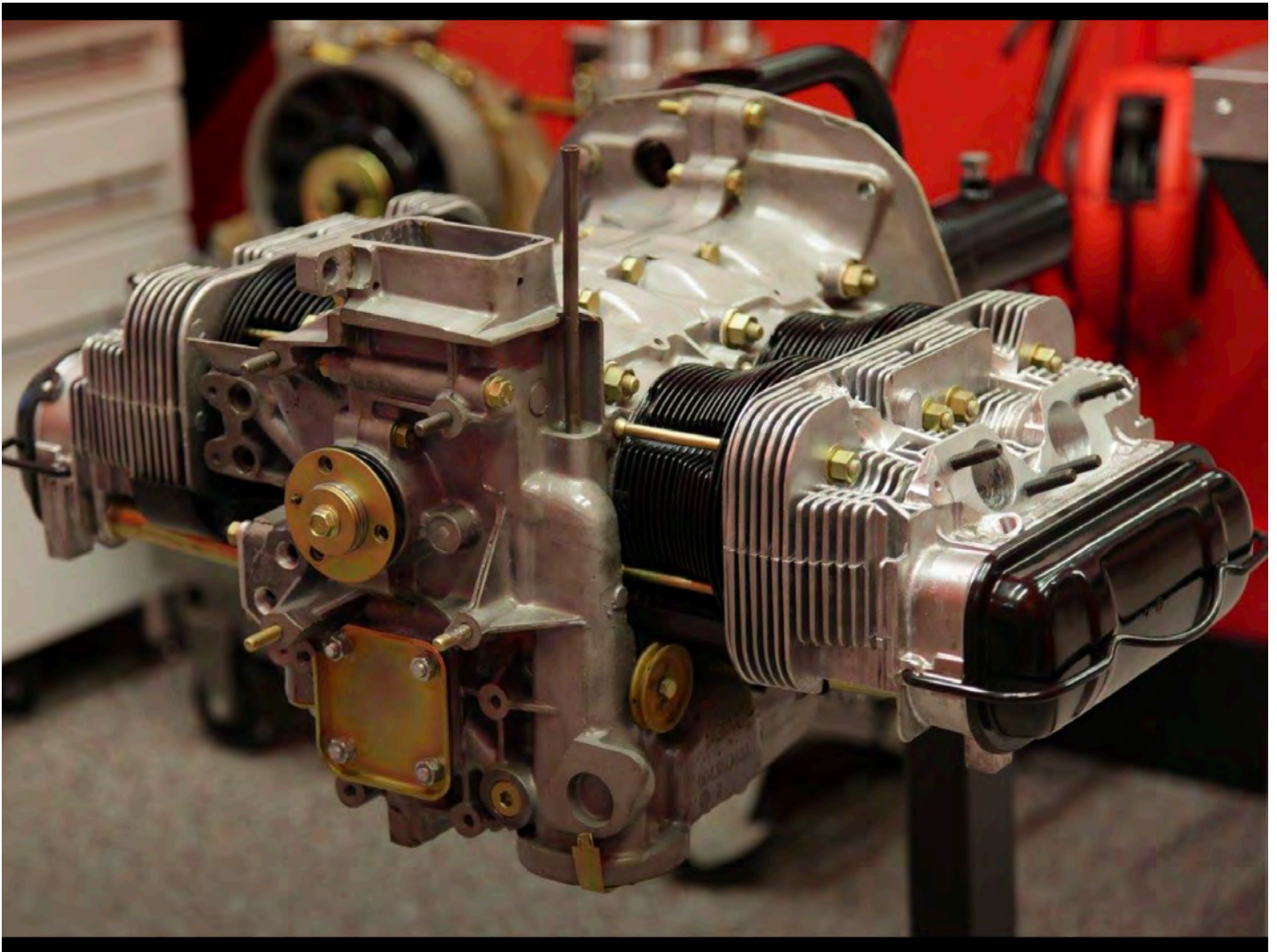


was removed and the rust was sanded away, when it fired up it had a rod knock and I shut it down, and then tore it down. I robbed a rod and piston from a junk engine from my Grandpas pile of parts and made it run again. I painted the mower up with a dose of spray paint and it looked pretty good. Two weeks later my dad and I were listening to the “swap shop” on the local radio station and found a guy wanting to trade a Snapper riding mower that was broken for a good push mower. We jumped in the old 54 Chevrolet pickup and went looking for a deal. I ended up making the trade and got the Snapper as an even trade for my Push mower that I had a whopping 20 bucks into. (a set of rings and a can or two of Krylon)

The Snapper needed transmission work and that was beyond me at the time, so I

ended up just buying another junk Snapper for the transmission. I swapped the two out, and before you know it I had a good looking Snapper to sell, or trade.... That’s when the VW finally hit my soul and I scored my first one. I traded that Snapper for a 1970 beetle and was able to destroy its front end in just one day of plowing through our fields hitting stumps. I beat that beetle, and clogged the fan up with mud and fried the engine.

I then was convinced by my dad that I could put the engine back together and he said that he would buy me the parts, by this time I was 9 years old and had my own full set of craftsman tools. So, I tore into the engine with the aid of the John Muir “Idiot book” (that was version one of the book) and hit some real snags. The biggest of which was splitting the case. No matter what I tried I could not pry it apart, and I was convinced all the bolts were out. I tried for 3 days to get it apart and finally resorted to the Ford tractor, a chain and the aid of a huge Oak tree to do the job. I thought that it required a special tool to split the case, so I figured the tractor would do just as good as long as I could get the chain hooked through each side of it, then I could pull it apart. Well I hooked it up and convinced my dad to pull it apart for me. When he did I found the bolt that I left in place under some grease and had successfully ruined my first engine case. I rebuilt that engine with



another case and kept on fiddling with stuff. It took me 4 tries to get the engine to run and when it did, it only ran for about 30 minutes before it seized up.

As time progressed I was getting better and better.

At the age of 13 is when it all changed! I had a local guy come to me that had heard I could work on VW engines and he wanted me to build him one for his sandrail. I decided to take on the job and with my dad's help I made up an agreement and we signed it. At that moment is when I gained my first paying customer

and filled out my first bit of paperwork. I built this first engine in a building that had a dirt floor and two 600 pound hogs in the corner; I worked with a broken lamp hanging from an extension cord over the rafters.

Later that year my whole world changed when my mom was diagnosed with lung cancer. She would only live another 3 months after that and at that time my whole world was devastated. When she passed away, I had no idea what to do. Not very long after that our entire family fell apart, and it ended up just being my Dad and I on our property all alone.

Technically Speaking with Jake Raby (continued)

I slowly did this transformation from a pig pen to a shop and then gained a job at a local import shop just so I could buy my parts cheaper. This import shop is where I learned about VW Type IV engines in the beginning because the old mechanics hated them and didn't want to learn them.

I did this routine through the rest of high school, and then joined the US Marines, and left for Parris Island the day that I graduated from high school. There I would go on to become a CH-46E Helicopter mechanic, and be stationed in Southern California, the VW mecca. I built engines in my barracks room, bought and sold VWs, and

made critical contacts that I still use today in my VW/ Porsche engine development company.

I returned home in 1998, and took the money that I saved as a Marine to re-open the business that I had as a teenager, Raby's VW Restorations. A couple of years into that endeavor I decided to focus on only engines, and renamed the company "Raby's Aircooled Technology", which is now in its 21st year of business. Here we supply VW and Porsche engines to a world-wide clientele, for every application you can imagine. Over the years I've been able to also solve issues plagu-



Technically Speaking with Jake Raby (continued)

ing modern Porsche engines, and currently hold five US Patents for products that I have invented to help save the engines in these vehicles.

Though the business has diversified over the years, my personal love affair with vintage VWs continues on today. Working with the modern Porsche cars has actually driven my love for the simplicity of the VW even further. I have a healthy collection of aircooled VWs, ranging from a 1944 Kubelwagen, to an Ultima "Edition Especial" beetle, which was one of the last beetles built in Mexico, which has only logged 90km since new (about 55 miles!). In 2018, I finished a 19 year long restoration of my 1973 VW 181. I also purchased a German Army (Bundeswehr Type 11) Cold War era beetle which I enjoy driving as a daily driver on most days.

I hope that you have enjoyed reading these paragraphs. My whole life has been about old engines, and I would not take a mil-

lion dollars for those days of experience. I will be writing stories for the Vintage Voice, as well as sharing personal accounts of my experiences with the technicals associated with vintage VWs on the VVWCA facebook page. I am also happy to announce that we will soon start a Youtube channel for VVWCA, and I will share technical videos there as well. Unlike a lot of technical writers, I will only share my personal, direct experiences with you. I will never write articles on topics that I have not experienced first hand. At the end of the day, I am an engine builder, and mechanic, not a writer. That's what will make my content valuable to each of you.

My first technical article will be in the next edition of Vintage Voice, and will start a multi-part series on "protecting your investment" by preserving the interior, and exterior of your vintage VW by using modern advancements in paint correction, and surface coatings. - JR



Scale Model Building with Mike Epstein

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

Kubelwagen w/Cold Weather Starter,
Schwimmwagen w/Snow Rollers, & Panther
Tank Diorama

By Mike Epstein

DIORAMA HISTORY

The Eastern Front of World War II was a theatre of conflict between the European Axis powers and co-belligerent Finland against the Soviet Union, Poland and other allies, which encompassed Northern, Southern and Central and Eastern Europe from 22 June 1941 to 9 May 1945. It has been known as the Great Patriotic War in the former Soviet Union and in modern Russia, while in Germany it was called the Eastern Front, the Eastern Campaign, or the Russian Campaign.

The battles on the Eastern Front constituted the largest military confrontation in history. They were characterized by unprecedented ferocity, wholesale destruction, mass deportations, and immense loss of life variously due to combat, starvation, exposure, disease, and massacres. The Eastern Front, as the site of nearly all extermination camps, death marches, ghettos, and the majority of pogroms, was central to the Holocaust. Of the estimated 70 million deaths attributed to World War II, over 30 million, many of them civilian, occurred on the Eastern Front. The Eastern Front was decisive in determining the outcome of World War II, eventually serving as the main reason for Germany's defeat. It resulted in the destruction of the Third Reich, the partition of Germany for nearly half a century and the rise of the Soviet Union



as a military and industrial superpower.

The two principal belligerent powers were Nazi Germany and the Soviet Union, along with their respective allies. Though never engaged in military action in the Eastern Front, the United Kingdom and the United States both provided substantial material aid in the form of the Lend-Lease to the Soviet Union. The joint German–Finnish operations across the northernmost Finnish–Soviet border and in the Murmansk region are considered part of the Eastern Front. In addition, the Soviet–Finnish Continuation War may also be considered the northern flank of the Eastern Front.



THE PANTHER

Panzer Kampfwagen V(sd.kfz171)Aus-
fuhrung A

Since 1943, during WWII, there ap-

Scale Model Building with Mike Epstein (continued)

peared an unusually fast tank on the European Front that silhouetted among its German Mechanized Division. This was the “Panther” medium tank, with its formidable power of attack and fast maneuverability that soon became an object of terror to men of the Allied Forces.

In the beginning of 1942, in order to fight against the T-34, the German military ordered a new tank from Daimler-Benz and M.A.N. In the same year, Daimler-Benz and Herschel were ordered to produce the Panther. Therefore, production was greatly increased and a total of 6283 Panther Tanks were produced, second only to P2KW-4 in number.



The Panther at that time, was the main strength tank of the Gross Deutschland, the strongest German Mechanized Division, under the command of General Hasso von Manteuffel. The Panther reportedly destroyed 350 JS II tanks and 20 other armoured vehicles in the battle. It was a complete one-sided victory for the Panther and one for the book, of military history. The Panther, therefore was an extremely balanced tactical tank and should be called a masterpiece destined to bear the last glory of German war technology. Its glorious name will forever remain in the records of the 2nd World War.

THE KUBELWAGEN TYPE 82

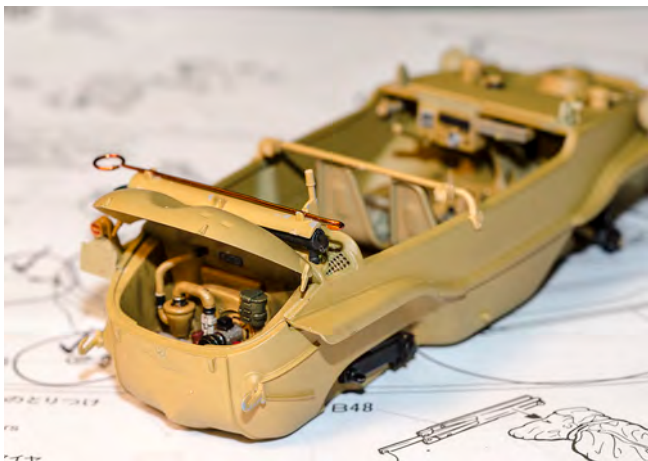
After embarking on the construction of the “Autobahn” motorway in 1933, development of a “people’s car - Volkswagen” was declared at the following year’s Berlin motor show. The “People’s Car” project was immediately carried out and in February 1936, Dr. Ferdinand Porsche presented his first prototype, which was the very root of the fabulous Volkswagen “Bee-tle”. However, along with the outbreak of the World War II, all manufacture of the Volkswagen was immediately turned to military production. It was January 1938, when the German Defense Forces presented specifications for a military version of this practical vehicle. In November of the same year, a prototype model was completed and it was officially designated the Pkw. K1 “Kubelwagen” Type 82. The vehicle used a light but sturdy, monocoque construction with foldable canvas top. The rear mounted, air-cooled 4 cylinder engine had a displacement of 985cc and output of 23.5hp at 3,000rpm, propelling the car up to 80km/h. The four wheels were supported by a torsion bar suspension system. The Kubelwagen was initially deployed to the Reconnaissance battalions. With its reliable engine and heavy duty suspension, the Kubelwagen immediately came to be used by every unit from the scorching desert of Africa to the frozen Russian Eastern Front. About 51,000 Kubelwagens, including several variations, were rolled out from the factory by the end of World War II.

Scale Model Building with Mike Epstein (continued)



SCHWIMMWAGEN 166/5

During the war, various attempts were made to increase off-road capabilities of VW Kubelwagens. Snow-Rollers solution was tested on the Schwimmwagen Type 166/5, but proved not to be sufficient enough, so it was not produced in numbers. Any more information on this conversion seems to elude me and the internet or any of the books I own on the history of the VW including VW in WWII and the Third Reich. I only know of a couple of photos that seems to surface in books and on the web as well.



MODEL KITS USED

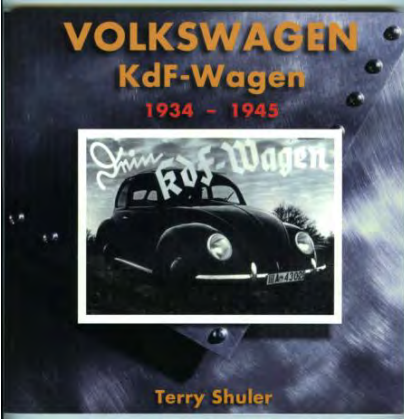
Tamiya Kit No.35065, Panther: Panzer KampfwagenV(sde.kfz171)Ausfuhrung A Bego, Cyber-Hobby Kit No. 6339, Kubelwagen w/Cold Weather Starter & Mechanics (3) Tank Workshop, Kit No. TWS 1048, Kubelwagen Tires w/Chains

Tamiya Kit No. 89752, German Schwimmwagen Type 166 & Panzer Division Recon Team(4). This is a 2 in 1 kit combining kits No. 35224 Schwimmwagen & Kit No. 35253 German Panzer Frontline Reconnaissance account Team, which can be bought separately if needed.

Verlinden Kit No. 1419, Schwimmwagen Update (for Tamiya), Resin kit realism

Lead Warrior Kit No. 35201, VW Schwimmwagen Snow Rollers





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

TOOLS, PAINT, ETC

Before you get started on any model build, you want to gather all your supplies, paint, brushes etc. Here's just a small list of the items I used to make these models. The most basic is glue, I use several different types of glues for viscosity and drying time, from the normal testers model glue to a Super Glue and liquid cement that literally melt the parts together. Different size brushes for paint. Always read your instructions all the way through before starting on a kit, understand what comes first and see what you can paint on the sprues or what needs to be taken off and cleaned up before painting, and always use a well ventilated area when painting or using highly toxic glue. You'll need a nice set of cutters and Exacto knife with different blades sometimes depending on part sizes and how



close they are together on the sprue. If working with metal etched parts, you should get a special set of scissors made for that purpose, it makes a big difference. You'll need sanding sticks of varying sizes and grit along with a fine set of files.

For weathering and details I use Vallejo Pigment powders and Tamiya Weathering kits, oil paint by Windsor/Newton like Lamp Black and Raw Umber for washes. For the paint I like Tamiya and Testors Acrylic paints. I do airbrush my larger pieces, not the figures and I use an Iwata double action airbrush, varying my air pressure for different effects and thin my paint with Tamiya airbrush paint thinner. Another little trick I use like for the chains on the Kubelwagen tires is a silver colored art pencil bought at an artist's supply store, you



Scale Model Building with Mike Epstein (continued)

can get different colors and use it to highlight lots of different metals for realism. The snow that's caked on the models wheels and tread was made from a soft pastel stick of white ground up into a powder then mixed with white glue and water then applied with a brush. The snow on top of the vehicles that look like fallen snow is Woodland Scenic Snowflake Snow which you can get at a hobby store usually in the train section. Anyway, like I said, that's just some of the items I use, you'll be amazed how much you collect once you get into modeling.

MY PLANS

My plan for these 3 models and the figures is to build a diorama base depicting the Eastern front, Spring, 1944. The patterns on the uniforms and the patterns and colors of the vehicles are all correct for this period and place as my research shows, though I've taken some liberty by putting the Schwimmwagen in there, but it looks cool and why not! The base will have a stone wall that's been broken up some with a bare tree or two, mud and snow with tracks of all the vehicles, should be nice. I will send in a photo of the completed project when finished, hopefully this year.

That was then, This is now!

Last we visited this display, I just had the three models finished and was working on a diorama to depict the Russian front. It was going to be a country scene with mud and a stone wall maybe a dead tree or two. After



finding what I considered a nice starting place which was a diorama made by MiniArt, I found out my arithmetic was off and the display was too small, plus the rock wall was a joke!

Right about the time it was time to get back into it and do something with it, Squadron and "Tru Details" started to come out with highly detailed resin display bases, with a little patience and not being able to make up my mind, they had the time to design the largest one so far and it worked as well as you can see, not bad for three 1/35th scale models, especially if one is a Panther Tank!

I think it came out rather nice, I used air brushing, pastels, AK Interactive paints like one of my favorites, "Fresh Mud". Anyway, this is the final result. Once again we're using the Kubelwagen with cold start motor for starting tanks in cold weather, the Schwimmwagen with paddle wheels and the Panther tank itself. A Lot of hours went into this but the results are what you see. Thank you.

Enjoy some photos of the finished models.
- Mike

Scale Model Building with Mike Epstein (continued)



Shop Spotlight - Transporter Werks, Dunn, NC

by Jordyn Kelly

Transporter Werks is a well-known restoration shop located in central North Carolina specializing in Volkswagen and Porsche restorations and customizations. The company officially formed in February of 1995, but truly began when shop owner Sean Fraser co-bought his first Volkswagen with his father at 16 years old. The 1968 Auto-Stick Beetle turned the teen into a mechanic as Sean couldn't afford to pay anyone else to fix the vehicle. Ten years passed, finding Sean out of community college with dreams of using his Science degree to become a teacher. A few years into the work-force, Sean decided he wanted to go into business for himself fixing Volkswagens and Porsches.

What started as a rented back room in the shop location in Raleigh, Transporter Werks has now grown and continues to do so as it moves to a new location this summer. Growth in downtown Raleigh offered the perfect opportunity to purchase a new shop location that will allow the company to further flourish. The shop's new spot in Dunn, North Carolina will offer almost twice the square-footage with the opportunity for future expansion. Going from a three bay shop to a five bay shop will also allow the company to grow employee-wise. The key team moving the company is a unique one as it is made up of five individuals all under 30 years of age.

Shop Manager Josh Kelly started on with the com-



Josh Kelly, Shop Manager



pany less than a year ago, though he has been crucial in setting up processes to help the company run more smoothly and efficiently. Josh came to Transporter Werks after working for both Chris Vallone of Classic VW Bugs in Congers, NY, and Cam Ingram of Road Scholars in Durham, NC. An alumnus of McPherson College with a Baccalaureate in Automotive Restoration, Josh has maximized his experience by applying what he learned in school and pairing it with his passion for Volkswagens and Porsches. Josh had his hands on many of the projects in Vallone's shop during his time in New York and was the project manager for the 1952 Porsche America Roadster Type 540 that placed 3rd at Pebble Beach Concours d' Elegance for Road Scholars in 2018.

The rest of the team is comprised of Taylor Fishpaw, Connor Anderson, Michael Drevenak, and Jordyn Kelly. This summer the team also has help from intern, Matt Miller-Wells, who just finished his third year at McPherson College in the Automotive Restoration program. The shop offers plenty of work for everyone as it has a regular rotation of 20-30 projects on-going at any time, from partial and full restorations to small tune ups and custom upgrades.

Shop Spotlight - Transporter Werks, Dunn, NC

Taylor is the company's primary electrician as well as Research and Design restoration specialist. He came in with little to no experience working on vehicles let alone vintage ones. Taylor has been able to apply his electrical knowledge from working with computers to become an asset for TW's restorations as more jobs come in looking for battery and wiring upgrades. Connor specializes in body work restoration for Transporter Werks and helps to ensure all rust, dings, and blemishes are attended to on the company's full restoration projects. With a passion for automobiles growing up, Transporter Werks was able to offer him first-hand experience working with his love for anything with an engine.



Michael joined the team with an Associate's Degree from Wake Tech Community College in Applied Science from their Automotive Systems program. One of his favorite reasons to work on vintage Volkswagen and Porsche vehicles is to be a part of restoring and keeping the history alive to help these classic cars stay on the road. Jordyn, wife of the company's shop manager, joined shortly after her husband and has created an ever changing position helping

with many different aspects of the company. Another McPherson College Alumnus, Jordyn is able to use her Business Management degree as the official Marketing Manager, as she provides refined content and updates for the company's website and social media outlets. Along with refined customer service and structured restoration practices, Transporter Werks aims to be one of the best with their mission statement addressing their desire for quality in everything:

"Transporter Werks is an automotive restoration shop focused on being the top 1% in Vanagon restorations and customizations. We do this by offering only top quality work and using the best methods and parts available on the market."

Along with restoration jobs both big and small for Volkswagen and Porsche vehicles, Transporter Werks also offers customizations and upgrades focused on the beloved Vanagon. The quality of the work that Transporter Werks offers is the number one priority of Sean and the entire team. For the past twenty four years, Transporter Werks has grown into a company known across the country by shops and enthusiasts alike, and are ready to take it to the next level.

*Jordyn Kelly,
Marketing
Manager*



BACK IN STOCK! A RECREATION FROM THE PAST

VWCA EXCLUSIVE Limited Edition Speed-O-Tach

With a new lower price!



It took a bit of engineering, but we're pleased to offer in limited quantity, a recreation from 1957. This static cling decal attaches to the glass face of your speedometer, providing you with the shifting points and RPMs for each gear. This novelty will be the talk of you all your friends. PLUS it's priced right for you to own today. Buy 1 or buy 20. But when they're gone, they're gone forever.

HOW IT ORIGINATED

To be honest, we have no idea. All we know is that this accessory dates back to 1957. The Speed-O-Tach was nothing more than a decal that was applied to the front glass of your speedometer. A few years ago a VW friend of ours showed us the Speed-O-Tach as illustrated in the photo in its original condition. We photographed it from several perspectives and set them aside. A couple of years ago, another VW friend of our helped recreate the faceplate. We had decided that decals were inconvenient and difficult to reapply if you were off just a tad So, we explored the possibilities of creating a static cling application.

We studied measurements very carefully and reproduced the original decal as it would have been available back in 1957.

When applied, the Speed-O-Tach recommends shifting points for each gear at various speeds. Is it 100% accurate? You be the judge. Regardless, it's a great novelty now reproduced in limited quantities for the very first time since the 1950's.

Application is easy: clean off your speedometer face and apply the static cling Speed-O-Tach. It can be removed at anytime you would like.

It's cool, it's different and it's inexpensive, and it will fit any 80-90 mile per hour flat-faced VW speedo (note: late model years may need some minor trimming). Does not fit Super Beetle speedometers.

Speed-O-Tach Decals \$9.95@, 5-\$44.95, 10-\$79.95. Don't wait until they're gone again!

Shipping included.

To order, visit www.vvwca.com, and click on Regalia Shop

Upcoming Events

July 12-14, 2019

Kubel Treffen East

Bermuda Run, NC

Family friendly event for Volkswagen enthusiasts who own or love the classic Volkswagen Type 181 Thing.

<https://www.kubeltreffeneast.com>

July 20, 2019

NorCal Dub Affair

San Jose, CA

Indoor Pavilion and outdoor Lawn VW Car Show as well as cars on a Mobile Dyno Machine (Awards for All Classes)

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

<https://www.instagram.com/dubaffair/>

July 21-22, 2019

Big Island Bug-In

Hilo, HI

Big Island Bug-In. Drag Racing-Quick 8 and brackets, Trophied car with multiple categories.

Contact gbw1313@yahoo.com

August 3, 2019

Wagens at the Wheel IV

Branson, MO

Volkswagen Show & Shine

Saturday 10am to 3pm

Info: mtsolari@centurytel.net

August 10, 2019

29th Annual COVVC

Volksfest

Pataskala, OH

The largest single day Vintage VW event in Ohio. We will have door prizes, raffles, music, great food and fun for all! Awards given to the top 50 cars, best of show air cooled, best of show water cooled and also several special awards.

Info: ryancisco@gmail.com

August 24, 2019

Tannehill Volks Jam

McCalla, AL

Alabama's largest and longest running Volkswagen show and swap meet. <http://www.volksjam.com>

August 30-Sep 2, 2019

Buses Nowhere Near the Arch #34

Monroe City, MO

This family camping event will feature a gathering of VW Transporters of all types and eras from all over the USA. While predominantly a Type 2 event, all models of VW are welcome to camp with us!

<http://www.bnnta.com/>

September 14, 2019

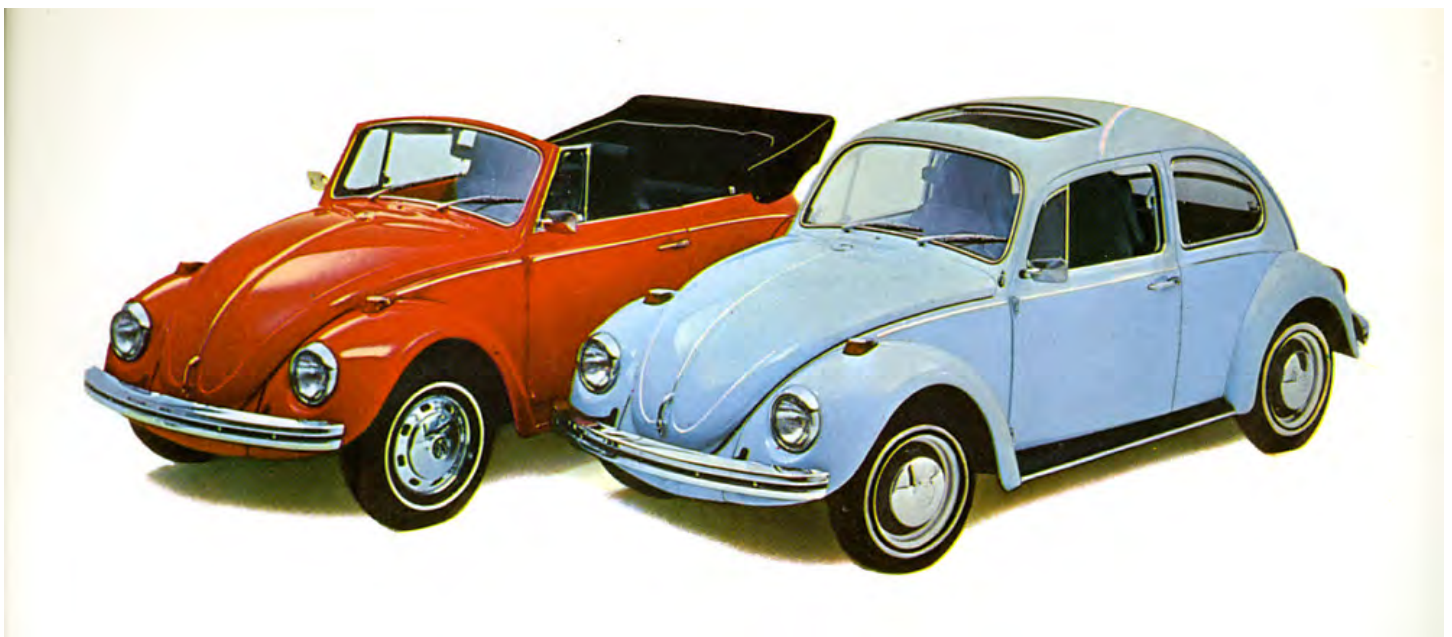
Utah VW Classic

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>

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





LIFE OF A PARTSMAN

Anonymous

I work behind the counter
 In an automotive store,
 Sometimes I am called a "Genius"
 Sometimes I am called much more.

I claim I am no Mechanic
 But, when the job goes sick,
 The Mechanic comes and asks me
 What makes the darn thing tick.

I'm supposed to know the numbers
 Of bolts, nuts and gears,
 For every car that was ever made
 For more than 50 years.

I'm an Engineer and Machinist
 And what not, Oh My Lord.
 I'm supposed to be an Edison
 Combined with Henry Ford.

But Life would be a pleasure
 And I'd grin from ear-to-ear,
 If the customer would only tell me
 The Make, Model and Year.

presented for your enjoyment
 by Barry Zanca

Let there be music - wherever you go

Bendix Sapphire I AM Radio, High Energy Speaker and Antenna All transistor radio. Immediate reception (no waiting for warm up). Five push buttons for convenient

and exact tuning. Plus, full tone control from bass to treble. Side mount antenna for Sedans, Station Wagons and Trucks. Disappearing antenna for VW Karmann Ghias.

Vintage Munk's Service & restoration since 1969

We have been working on Volkswagens in Oakland County, Michigan since 1969 and our mission remains the same. We treat our clients like friends and family. We show you what we find, encourage you to get involved, and work with you ...both quality and budget wise.

We are now the oldest "strictly vintage" shop in Michigan. We offer a lifetime workmanship warranty, we are proud of our commitment to quality, and we are die-hard Volkswagen lovers.

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SHOWDOWN!**



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WITHOUT RESETTABLE TRIP ODO**

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I do quality reconditioning
and calibration on VDO cable-
driven speedometers.

I'll make your unit work and
look like new!

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jacksonashcraft@gmail.com

Corrections/Additions

The instructional page featured in the March/April issue of Vintage Voice "Installing An Additional Fuel Line" (page 18) was written and submitted by Maine & New Hampshire VVWCA Representative Ed Sczerba.

Thanks for contributing!

PRINT AND COLOR!

COLORING PAGE

