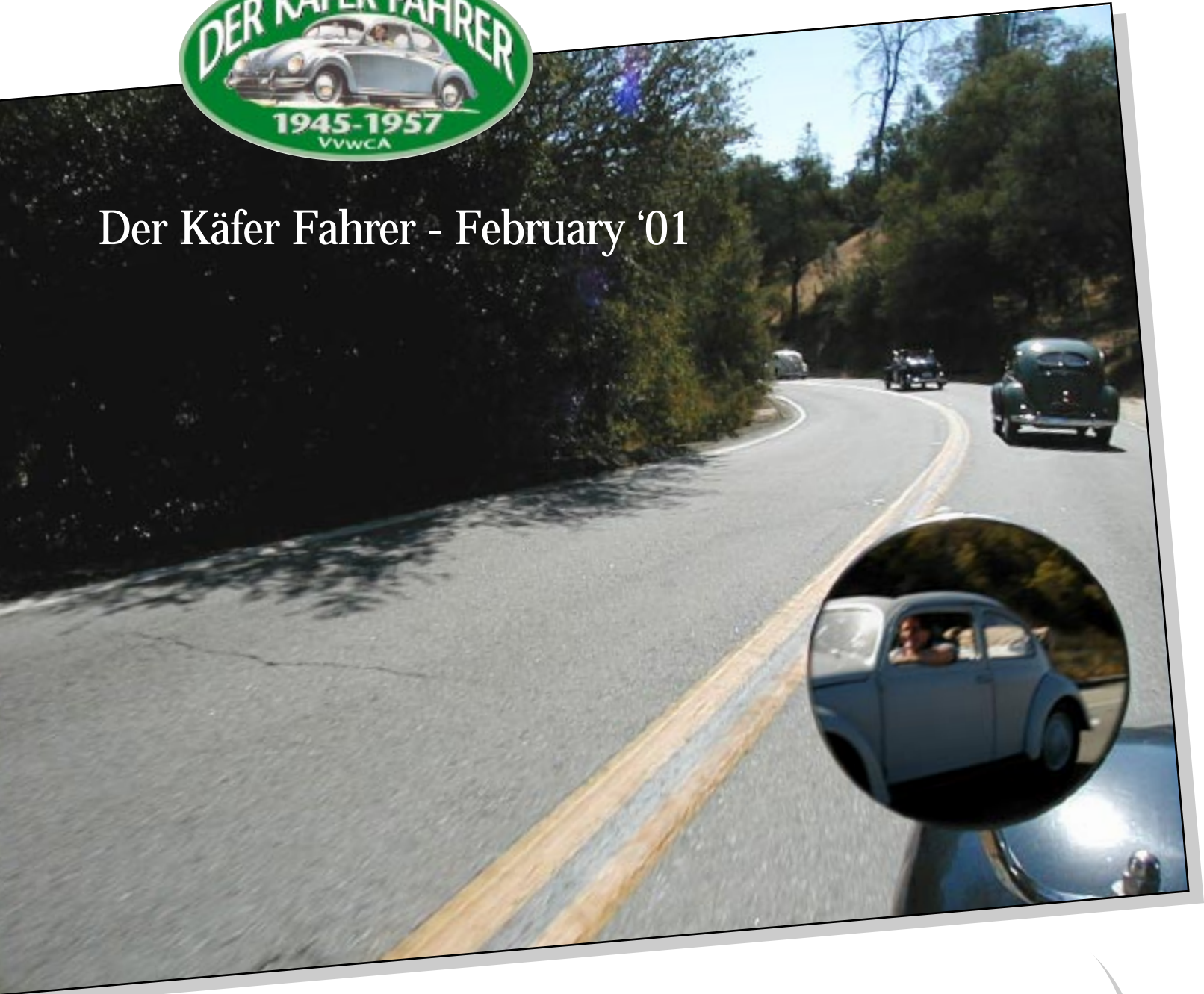


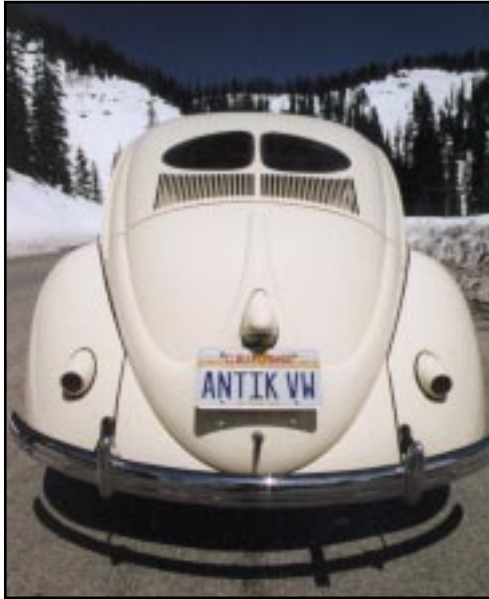


Der Käfer Fahrer - February '01



## Road Trip to Solvang

Der Käfer Fahrer  
On the Internet:  
[www.dkfnews.org](http://www.dkfnews.org)



# Der Käfer Fahrer - February '01

Issue No. 14

**Editor, Graphic Design, Production:**

Jon Lane, DKFNews@aol.com

**Editor Emeritus:**

Bill Pickering

Der Käfer Fahrer (DKF - "The Beetle Drivers") is a driver's group for vintage Volkswagens. This club has been created purely for the enjoyment of driving early vintage Volkswagens. It has grown from the combined efforts of four New England area split owners/drivers of early Beetles: Bill Collins, Guy McDorr, Bill Pickering and Geoff Aldrich.

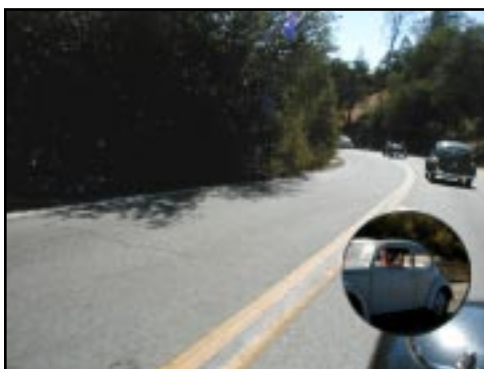
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## DKF Administration - "The Running Board":

<b>Bill Collins</b>	1949 Hebmüller
10 Hardwood Road Windham, NH 03087 603.425.6129	
<b>Guy McDorr</b>	1952 Deluxe Sedan
238 North St. Bath, ME 04530	
<b>Geoff Aldrich</b>	1950 Deluxe Sunroof Sedan
44 Main St. Peterborough, NH 03047	
<b>Steve Hammond</b>	1950 Standard Sedan
P.O. Box 6. Kents Hill, ME 04349 207.685.9130	
<b>Jon Lane</b>	1957 Sunroof Sedan
166 Maple Street Excelsior, MN 55331 952.474.2700	

Membership Information and Application can be found on page 20.



**Der Käfer Fahrer  
On the Internet:  
[www.dkfnews.org](http://www.dkfnews.org)**

**On the Cover:** On the road to Solvang, a line of cars photographed from Erich Kircher's '53. Photo(s) by Erich Kircher, computer manipulation to add the '49 in the rear view by Jon Lane.



# Rambling Thoughts: Looking Back at a Great Year

Bill Silvestri

Hello DKF members, associate members and readers! I'm Bill Silvestri, a Connecticut based vintage Volkswagen enthusiast that's been involved in the hobby for a dozed or so years. I'm the current Vice President of the Connecticut Volkswagen Association (CVA), VVWCA member, DKF member, Common Gear Discussion Group participant and beetle driver every chance I get. I currently own a '50 Deluxe as well as two modern VWs: a '62 Deluxe and a 2-liter resto-custom '68 Karmann Ghia coupe. I've been known to go 'round with the DKF pack on numerous runs and adventures and I'll tell you first hand, that driving our cars really IS the best way to enjoy this hobby. Anyway, Bill Collins and Jon Lane asked me if I'd be interested in writing the lead column for the DKF newsletter. Me...? Interested?? You bet your "K" intake manifold I am! So here we go!

For this issue, I'd like to share my personal reflections of the 2000 season. For me it was a very good year of vintage Volkswagening! Lots of activities. Many adventures. As I look back, it's hard to believe how much I did, but I still feel like I missed a few things along the way. I guess you can't do it all but it's sure fun to try.

So here's a summary, that I hope won't bore you to tears, of escapades and enjoyment of the vintage Volkswagen hobby:

Let's see, starting in the winter months..(Yes, even in the cold Northeast I was doing stuff!), I was spending time gathering parts for the

rebuild of my original 25 HP. After 49 years, the little motor was tired. I'm sure I didn't help things with the 75-mph downhill runs on the DKF 1999 Fall Foliage tour!

As you will see, I receive a lot of help from fellow DKF members. Robert Wharton, of

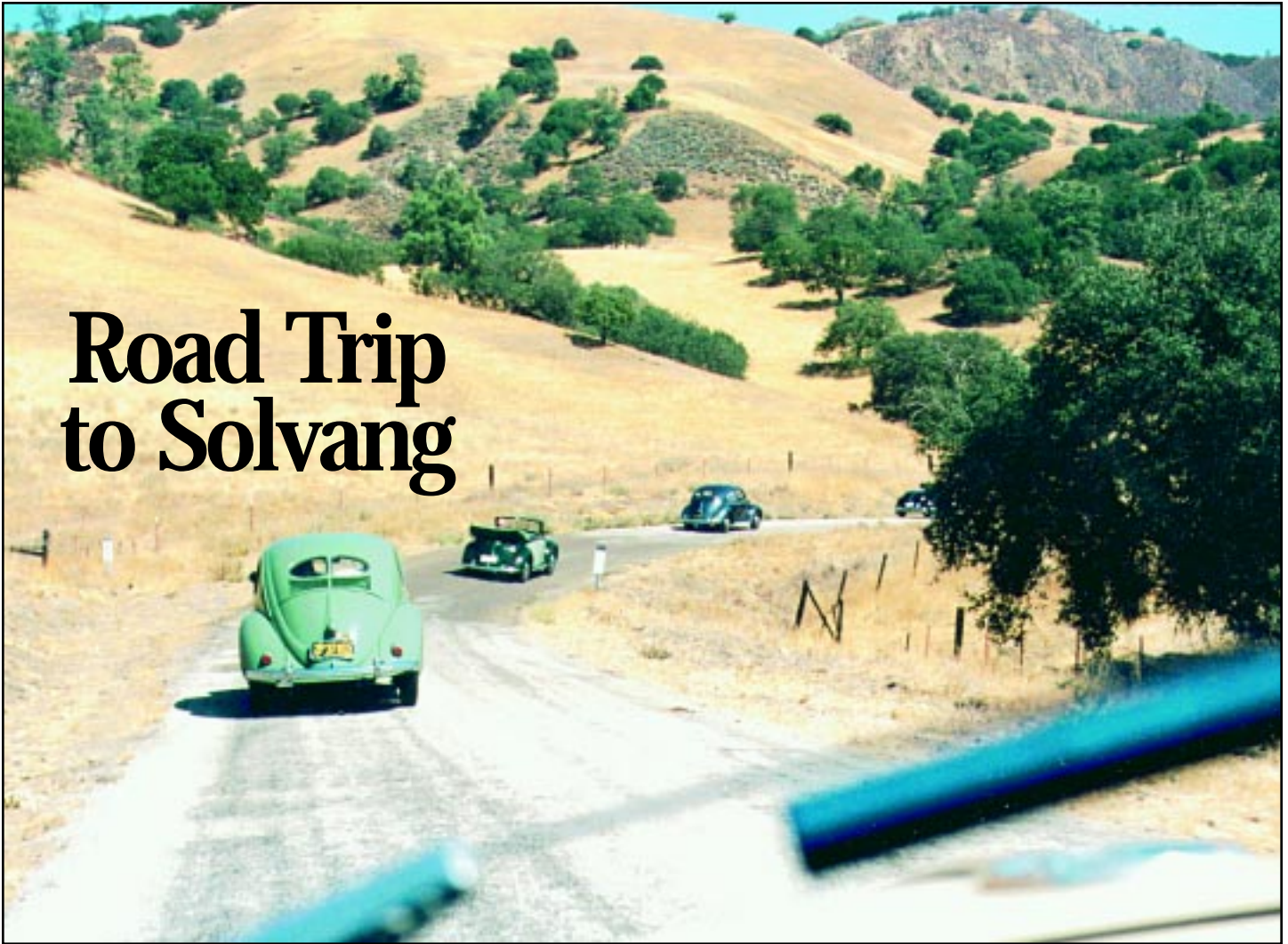


Bill beside his '50 outside the Mount Washington Hotel during the Fall Color Tour. Photo by Rick Pacheco

Kansas helped me out big-time in the hunt for hard-to-find 25 HP parts. I don't have to tell you that 25 HP parts are becoming extinct, especially at prices we'd consider reasonable. Try finding a NOS set of pistons and cylinders! Sure they're out there, but the supply is decreasing and so far, no one has begun reproducing these parts. And you can expect to pay big bucks IF you're lucky enough to find

**continued on page 18**

**Editor's Note:** Bill Silvestri will now be our lead columnist, taking over for Bill Pickering.



# Road Trip to Solvang

## Left Column Story by: By Erich Kircher

The pressure was on when I realized the Solvang show was less than a month away. My '53 Oval Bug sat two feet in the air on jack stands. The transmission lay only a few feet away. Beyond that my rebuilt 36hp motor. This all had to come together soon, real soon. There were 800 miles between my full DKF membership and me. Solvang would push me past that goal.

With the help of my father Dieter and brother Martin my Bug would be on the road to Solvang. My dad, a retired mechanic, spent his teen years as an apprentice mechanic at a VW dealership in Germany. Martin and I have learned invaluable lessons and techniques from him over the years. Dad took great pride in watching his boys load up and tighten down the tranny.

continued on page 5, left column

## Right Column Story by: By Larry McKenzie

The Splitting to Solvang Tour is an all day drive from the Volks Authority shop in San Jose to the Golden Gate Vintage VW club's show in Solvang with a round trip mileage of over 500. In 1998, Ray Schubert, owner of Volks Authority and extreme antique VW enthusiast, dreamed up the idea for the tour. The goal of the tour is bring out the splits and ovals for some exercise and fun. The 98 tour went very well (see VW Trends May 99) so we wanted to do it again. Ray and I mapped out a less traveled route to Solvang, as the last thing anyone wants is a tailgating SUV following your split.

The Saturday before the tour Ray holds a prep session for the Tour participants at his shop. This usually consists of brake, tune-up, fluids and

continued on page 5, right column

Der Käfer Fahrer

The engine took a little more finesse to install. I got the feeling installing a size 36 motor in a size 25 motor hole was not going to work. But removing an exhaust manifold helped slip the engine in place.

With only a week till Solvang I began to work out the bugs in my Bug. It seemed my new motor would not propel my car past 50 mph. Fuel pumps were swapped, distributor timing double checked and fuel lines cleared. Nothing helped the situation. With the problem hitting maximum a dirty carburetor revealed itself.

lighting checks. Wiring guru Gary Clark had the semaphores eagerly flipping and lighting brightly. This year we had six cars: Ray's '49 rollback, my '49 deluxe, Mark Merrill's '50 convertible and '52 sedan, Roger Dean's '51 Hebmuller, and Erich Kircher's '53. Mark was out of town on business so he invited VW Trend's tech editor Dave Cormack to drive the '50 and Gary Clark to drive the '52. We left early Friday morning and soon were on the back roads heading south. The route we chose was sparsely traveled with smooth pavement and beautiful scenery. After a few hours, mellow cruising was stopped for a photo



All seemed in order as I packed my toolbox and spare parts. My involvement with the "Return to the Fatherland Tour 99" helped my selection in equipment. A heavy toolbox was loaded up front with a Hazet Tool box riding the spare.

opportunity. Next came the fun part that took us over some gently rolling hills and tight curves. This gave us the opportunity for some sporty driving and pushing the limits of the old VWs. After stopping for lunch in Paso Robles we took

continued on page 6, left column

continued on page 6, right column

By chance I talked to Ray at the Volks Authority in San Jose. He filled me in on a caravan he had planned down to Solvang. What luck I thought. Me driving to Solvang with my friends and one of them was a full blown mechanic! Before Ray could think I invited myself along.

Friday morning started early with a 4:30am wake up call. Miles down 101 I met up with Roger Dean and his '51 Hebmuller. Together we wiggled through the streets of San Francisco.

At Ray's shop there already was an impressive collection of vintage tin. Ray would drive his '49 Rollback Bug, fellow DKF member Larry (leadfoot) McKenzie would man his '49 Deluxe, and Mark Merrill loaned his '50 Convertible and '52 Deluxe for the drive. Lucky man Dave Cormack of VW Trends would drive the '50. While Ray's coworker Gary would drive the '52.

the main highway the rest of the way. Fortunately, this stretch of highway is not very



'49 Rollback

crowded and allowed for some high speed driving. We saw blistering speeds of up to 120

KPH on some down hills and as low as 40 KPH up one hill. We were able to maintain 100 for most of the highway leg.

At the show our group won four trophies. First in split class was Mark's '52. First in special interest; Ray's rollback. Second in convertible; Mark's '50. The farthest driven oval was Erich's '53. Four out of six cars is not bad! It has been proven once again that driving and winning shows is not mutually exclusive.

On the way home we decided to make time by taking highway 101 all the way to back. The old Volkswagens ran flawlessly until after a dinner stop in Salinas. We forgot to gas up leaving



Rick and Joy Spohn's son, Ryan. Remember, do not let your child nap with DKF members nearby

By 8:30am our group was fueled and on the road. The route that was chosen would take us through Hollister down Highway 25 to Paso

continued on page 7, left column

continued on page 7, right column

Robles.

For those who may not know, Highway 25 runs between 101 and 5 and is very remote. In our four hour drive we passed 6 other vehicles. My cell phone became useless, as there was no service available.

With a total of six cars, driving through the valley made for quite a sight. Dave Cormack was nice enough to photograph each car as it was en route to Solvang. Dave being the dare devil that he is, perched himself on the back of Rays roll back. We each took turns pulling up behind him for a photo op. Lead foot Larry showed us the off road capabilities of his Split by using a dirt road as a passing lane.

Thankfully we arrived with no mechanical delays, and my Oval made it down without a complaint.

It just goes to show good friends and the spirit of a Volkswagen makes for an enjoyable drive.

Salinas and the rollback with its 8-gallon tank ran out first. We found an old bottle on the side of the road and thanks to the large filler necks on the old tanks stole some gas out of the convertible.

This Solvang Tour brings into focus that the real joy in owning a vintage Volkswagen is driving them. I think that's why most of us are in DKF.



*Never before was driving this much fun!*

# NEW 1956 RENAULT

**4-DOOR SEDAN**



Only a road trial tells the story of the 1956 Renault 4 CV. Take the 4 CV through heaviest traffic—as easily as if you had the road to yourself. Pick the tightest of parking spots, and back in without effort. Take corners as sharp as you please, try the roughest streets, the steepest grades. The rear-engine 4 CV is unequalled in roadability and reserve power (proportionate to weight). And it gets up to 50 miles to the gallon! New 1956 model features rubber-mounted front wheel suspension, automatic choke, safety-cushioned dashboard and windshield edges, semi-pliable plastic steering wheel and interior fittings.

28 HP American Export Model, complete with heater, defroster, directional signals, leatherette upholstery.

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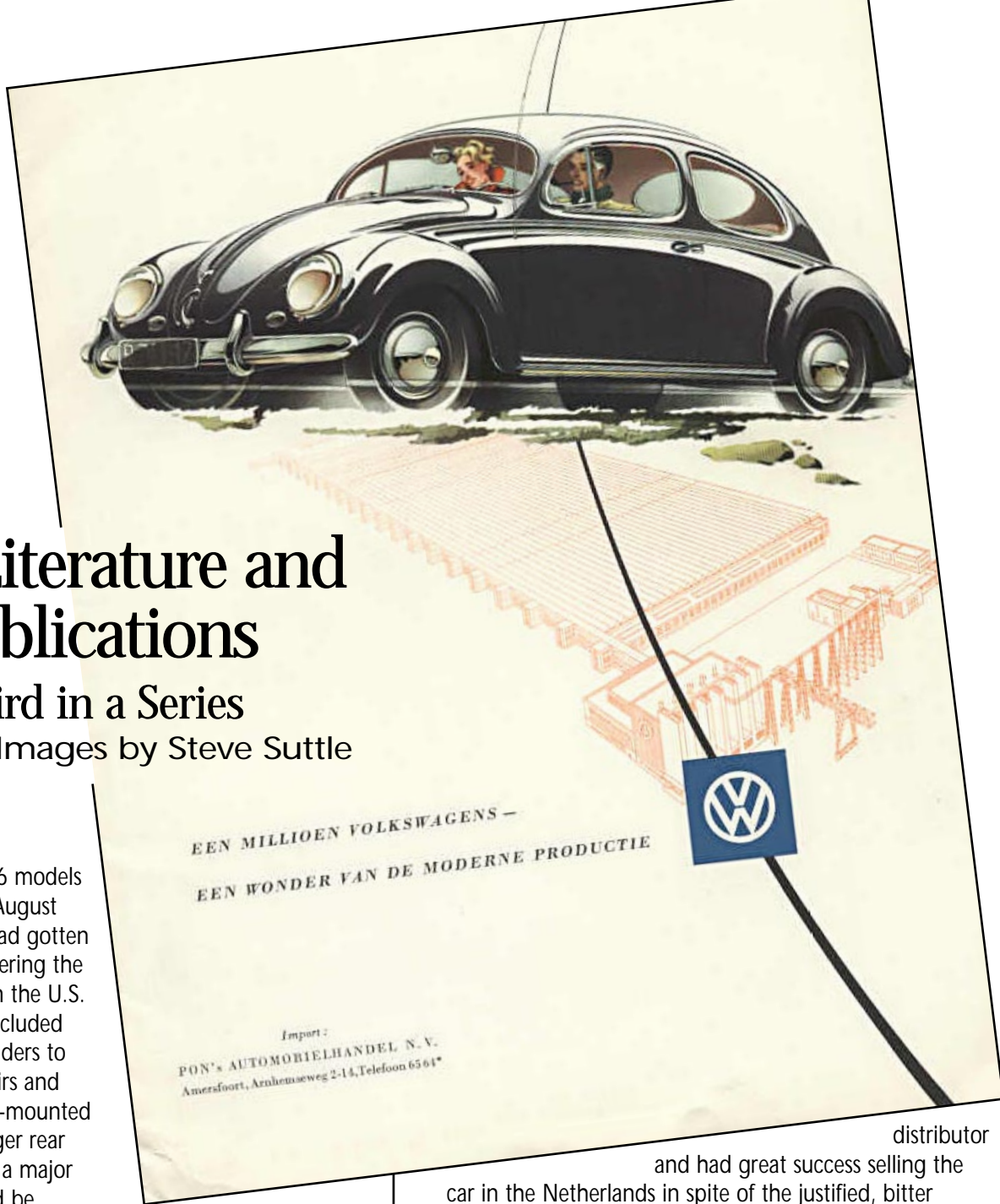
only **\$1295**

WRITE FOR NAME OF NEAREST DEALER DEPT. MT-1 FOB, New York

**RENAULT of FRANCE** DIRECT FACTORY BRANCH  
270 Park Ave., New York 17

In Canada: 1427 Mountain St., Montreal 25

**GOING ABROAD?**  
See more for less, driving your own Renault 4 CV 4-door in Europe. \$195 FOB Paris. After trip, we help you ship car home or arrange for repurchase from part!



# VW Literature and Publications

## Third in a Series

Story and Images by Steve Suttle

By the time the 1956 models were introduced in August 1955, Volkswagen had gotten serious about conquering the foreign car market in the U.S. Changes for 1956 included larger bumper overrides to fend off errant Bel Airs and Fairlanes plus fender-mounted turn signals. The larger rear window, considered a major improvement, would be introduced in late 1957. The Beetle would then begin what many consider its "golden era."

In this installment we take a look at three interesting pieces of literature from the oval window period. All three feature the wonderful artwork of Bernd Reuters.

This first brochure was printed in several languages. It is relatively common and is frequently offered for sale. Although the copy was changed from printing to printing, the cover art remained the same. This particular example was printed in Dutch and distributed by Pon's Automobielandel in Amersfoort. Legend has it that Ben Pon sold the very first Volkswagen in the United States in 1949 to pay his hotel bill after he failed to recruit an American distributor. He was VW's first export

distributor and had great success selling the car in the Netherlands in spite of the justified, bitter resentment the Dutch harbored towards Germany after World War II. Of course, Pon is also credited as the creator of the Type II.

The cover announces that 1,000,000 Volkswagens have been built and hails this as a wonder of modern production. Inside there are several full-color Reuters sketches as well as a centerfold with a detailed drawing that shows the mechanical features. Reuters' drawings are very interesting and highly prized by collectors, but present a distorted image of the car. It is shown as rounder, lower and sleeker. Once again, the people illustrated appear slightly smaller than life size in another attempt to make the car look a bigger than it was. The Reuters sketches give the Beetle a bulbous, cartoonish



look, one that has re-emerged in the styling of the New Beetle.

In addition to claims of status and incredible speed, most automobile advertising in the 1950s used illustrations instead of photographs to enhance the lines of the product. "Longer, lower, wider" was the recurring theme from Detroit. Later VW print ads from DDB deliberately showed only photographs and were rarely given to

exaggeration. This style was eventually carried over to the sales literature which began in the early 1960s to feature sharp photographs, lots of white space and crisp, witty copy. This format seems brilliantly obvious in retrospect, but was a radical departure at the time.

continued on page 22



*DE LUXE MET SCHUIFDAK*



Een zeer prettige verrassing is het Schuifdak van Goud. Eén greep en U zit ook in de limousine in de frisse lucht en in de zon. Bij slecht weer sluit het dak net zo af als het stalen dak.

*CABRIOLET*

Het meest kritisch zijn wel die enthousiasten onder de automobilisten, die graag sportief in een open wagen willen rijden, ... die mensen, welke bijzondere eisen stellen aan de technische uitvoering en comfort en die de exclusiviteit van hun eigen wagen zien als een uitdrukking van hun bijzondere individualiteit. Juist voor deze liefhebbers is de Volkswagen-

Cabriolet de wagen bij uitstek. Overal waar hij te zien is vestigt hij de aandacht en de bewondering van de toeschouwers op zich. En nogrens kan de vrouw, met haar fijngesnelde voorkeur voor schoonheid van vorm, zich onttrekken aan de charme van zijn soepele lijnen of de vederlichte bestuurbareid.



# 25th Anniversary -The Top of New England Revisited

Story and Images by Bill Collins

**July 1975, Mount Washington, NH:** The gate keeper for the Mountain Road toll house stuck his head in the window of my 1950 Volkswagen Sunroof, said "Hi" to my young son Rodd and gave the VW a cursory inspection pronouncing: "If this thing will make it to the top, you can ride for free." In 2nd gear and with all 25 horses kicking, we attacked the mountain under a brilliant blue sky... no problem! At the summit, I snapped a shot of my 7 year old son as the old Hoffmann sunroof proudly displayed its new "This Car Climbed Mount Washington" bumper sticker.

**October 2000, Mount Washington, NH:** Geoff Aldrich had to dig in his pocket for the tarriff as the gate keeper wasn't interested in free rides for any old Volkswagen. The old girl wound her way to the top under a brilliant blue sky ...held back by much slower SUVs and minivans. On top Geoff proudly unfurled his new "This Car Climbed Mount Washington" bumper sticker. The significance of the ascent was no lost on Geoff.



July 1975: The '50 Sunroof and Bill's son Rodd atop Mount Washington.



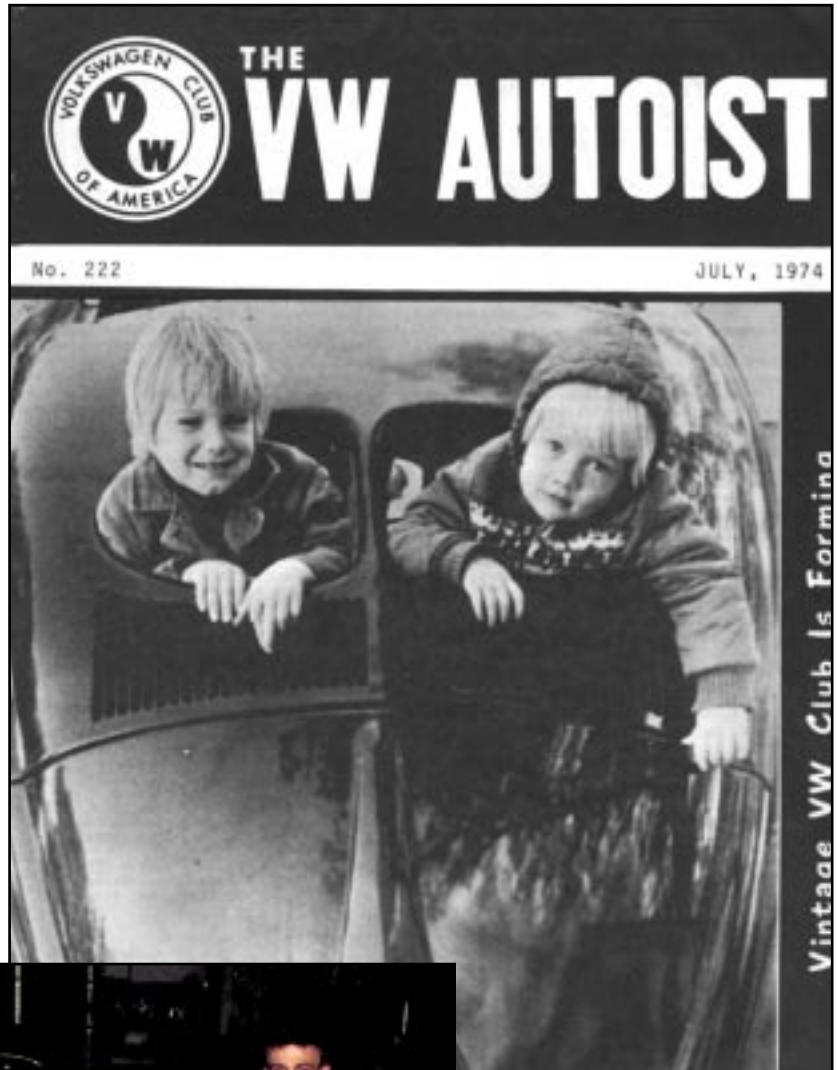
October 2000: Geoff Aldrich and the '50 Sunroof atop Mount Washington.

In 1976 I had sold the '50 sunroof to a local VW dealer. The old sunroof spent the better part of the next 20 years tucked in a dry barn north of Concord, NH until Geoff brought it out of hibernation for the road. It has since seen many Der Käfer Fahrer miles including the Return to the Fatherland Tour '99.

During our foliage run cocktail hour at the Mount Washington Hotel on Saturday night, Geoff called for everyone's attention and handed me a flat package. As I pulled the wrapping paper from the framed picture, the 25 year old photo of my old Volkswagen and son Rodd misted my eyes.

It's what a good hobby is all about... good friends and good memories.

**1972: Bill's Sons Rodd (age 5) on the left and Jay (age 3) on the right; the '50 sunroof is fresh from the paint shop.**



**A few years later: Bill's Sons Rodd (age 33) on the left and Jay (age 31) on the right, standing beside Bill's 51 Deluxe Sunroof.**

# The Semaphore:

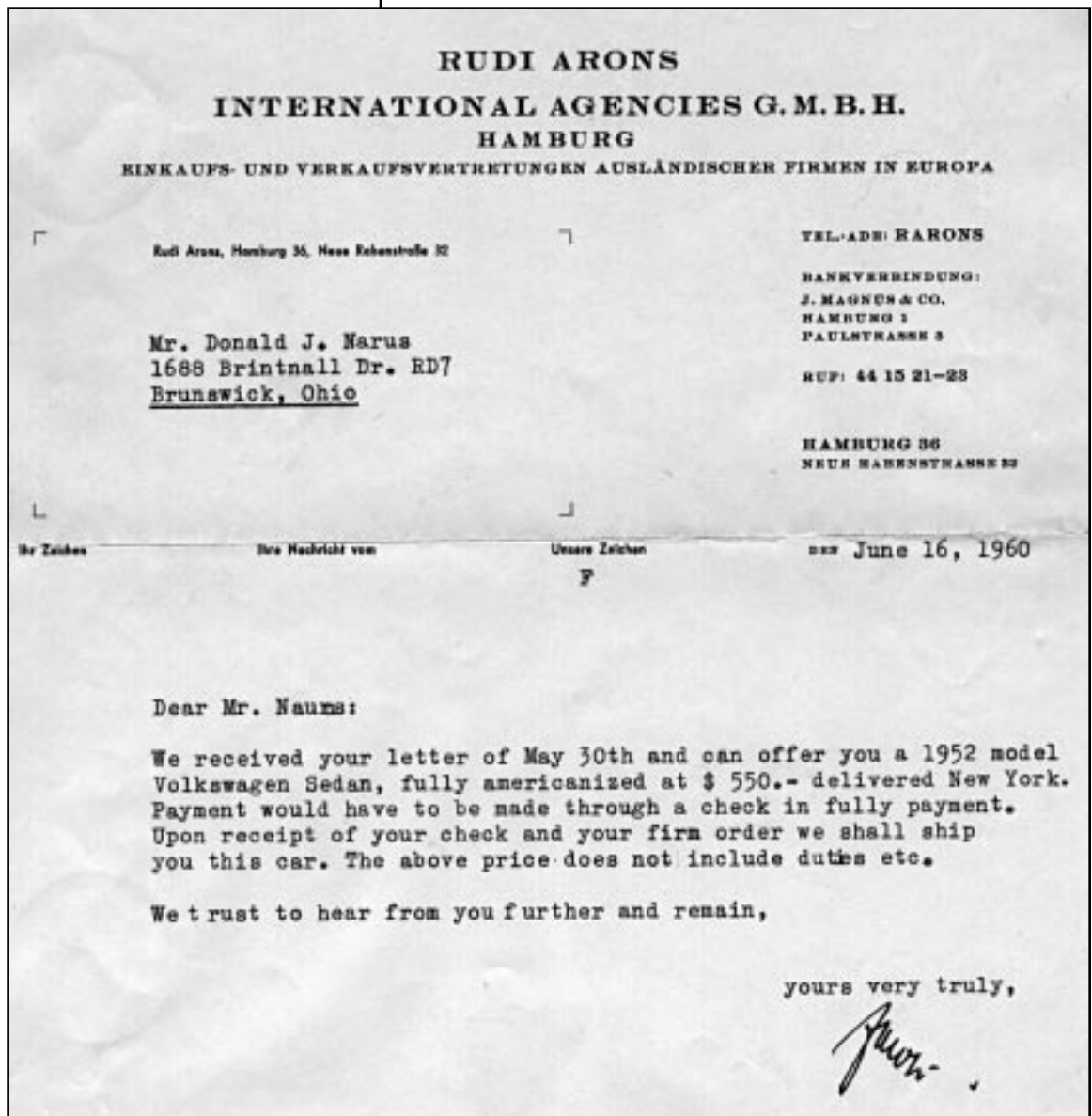
From the Membership



## Buying a Used Splitwindow Beetle - In 1960

Don Narus; Parma Ohio

I bought my first new VW Beetle in 1959; I was very enthusiastic and became an avid reader of Foreign Car Guide. In one issue I read about a VW Club that took on a project of rebuilding an abandoned, beat up Split. I was intrigued with their project and thought it would be neat to own one of these split window Beetles. I wrote to a company in Germany who dealt with used Beetles and pictured here is an answer to my inquiry. Unfortunately I did not go through with the deal. Being newly married with our first child on the way dashed any thought of making such a frivolous purchase. \$500 was a lot of money at the time. But I apparently saved the letter, I could always hold hope that maybe, just maybe... Well you know how that goes.





### 1953 Zwitter

**Mark Woehrle; Stoney Creek, Ontario**

The other day it was snowy and cold here at home, so I decided to look at photos from the past summer's VW shows to warm me up. When we drove my '53 Zwitter down to the May 21, 2000 show in Auburn Hills Michigan for the 3rd year in a row, it was pretty chilly then too, but the heater boxes kept us warm.

Thank you for featuring my car in the "Pass in Review" at the Auburn Hills show. I was very proud to have had my car included in this presentation. My car had never been selected by anyone before to be in a show like that.

I purchased the car from Don Valley VW in Toronto, Canada on November 30th 1998 where it had been stored since at least 1977. I was told by Joe Habersbusch at the dealership that this '53 was one of the very first to be imported to Canada to start the dealerships.

It was built 5 days before the production of split window cars ceased on March 10, 1953. The car is almost all original, only having the exterior repainted once in the late 1970's the original color, black.

When I purchased the car 3 years ago, it had approximately 22,000 original miles! It had been driven only 800 miles in the previous 20 years. It still rode on its

### Mark Woehrle 1953 Zwitter Deluxe Sedan Black

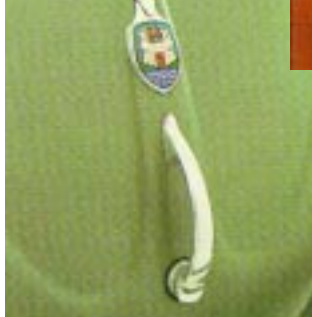
Built 5 days before the production of split window cars ceased.

original Continental 5.60-15 bias ply tires with whitewall inserts, which I stored and substituted with OEM Metzler 5.60-15 tires from a previously owned '56. The mileage is now up to 25,957.

The original 25 horsepower motor runs perfectly and the 4 speed transmission shifts smoothly. I think it was the only beetle this year powered by its original 25hp motor to make the cruise from Hamilton Ontario to Auburn Hills, Michigan. The trip was uneventful without any problems.

See you in Michigan in the Spring!





# DKF Resource Listing:

These firms have been used by members of Der Käfer Fahrer in the restoration and repair of early Volkswagens. The list will expand as new firms are recommended by the membership.

**B** = Business

**H** = Hobby

**HB** = Hobby/Business

**Show Quality 28PCI Carburetor Rebuilding**

**H** Ron Tyndal, 112 Par 3 Drive, Wilson, NC 27893 Ph. 919.291.7840

**Information Source (One of the top early VW collectors in the world)**

**H** Dick Christensen, 13467 N. Coral Gables Drive, Phoenix, AZ 85023

**Steering wheel & mirror restoration, many early and rare parts**

DKF Supporter

**B** Bob Koch, Koch's, 26943 Reuther Ave #M, Canyon Country, CA 91351 (661) 252-9264

**Early parts through 1967**

DKF Supporter

**B** Beverly & Shawn  
Vintage Parts, Inc., 6728 San Fernando Road, Glendale, CA 91201, (818) 500-8778

**Quality rubber repro parts, early parts, many early repro parts**

DKF Supporter

**B** Tony Moore, Wolfsburg West, 1051 N. Grove St., Anaheim, CA 92806 (714) 630-9653

**Reproduction rubber & trim parts all Volkswagens**

**B** Loren Pearson  
West Coast Metric, Inc., 24002 Frampton Ave, Harbor City, CA 90718 (310) 325-0005

**Quality 1945-57 reproduction interiors**

DKF Supporter

**B** Jeff Kritz  
West Coast Classics, Inc., 1002 E. Walnut, Suite B, Fullerton, CA 92631 (714) 871-1322

**Volkswagen Restoration**

**B** Lenny Copp  
West Coast Classic Restoration 1002 E. Walnut, Suite A, Fullerton, CA 92631 (714) 871-1322

**Show quality interiors**

**B** Sal Messina  
Columbia Auto Seat Covers, Inc, 165-167 S. Broadway, Lawrence, MA 01843 (508) 683-2205

**Show quality engine rebuilding**

DKF Supporter

**B** John Kaiser  
Fred's Import Specialists, Inc., Main St., PO Box 134, Hyde Park, VT 05655 (802) 888-4966

**Okrasa - Show quality engine rebuilding early performance parts, information source**

**B** Joe Ruiz, 209 North Carol Drive, Anaheim, CA 92801 (714) 491-7574

**Show quality engine rebuilding, early VW & Porsche**

**H** Ken Daugherty, 1611 Russell Ave., Louisville, KY 40213 (502) 451-3425

**Judson Supercharger Parts and Restoration**

**B** George Folchi  
GBF Machine Enterprises, 58 Merryall Rd., New Milford, CT 06776 (860) 355-2807

**Show quality restoration of speedometer, clocks, gauges**

**B** Palo Alto Speedometer, 718 Emerson St., Palo Alto, CA 94301 (415) 323-0243

**Show quality original pattern interior fabrics for splits and ovals**

**B** Himmel Service Co c/o Ingrid Oppermann  
Oertzweg 46A, 22307 Hamburg, Germany Tel 040-610104 Fax 040-610199

**Early Parts reproduced to show quality - bumpers, aprons, body panels**

**B** Peter Ebeling, Thomasstr 53, 12053 Berlin, Germany - Int'l Fax 0049 30 688 54 13

**German source for early and rare parts**

**B** Bernhard Fricke  
Pfarrstrasse 3, 37194 Wahlsburg, Germany (Add city and country code to #) Tel. 05571 5909

**International Volkswagen Registry 1938 through March 10, 1953**

DKF Supporter

**H** Klaus Jacobsen, Krogager 16, DK-2670 Greve, Denmark 45 42 60 1885

**Authentication of vehicle production date and original numbers for pre 1955 VWs - Cost is 100M**

**B** Stiffung Auto Museum Volkswagen, Dieselstrasse 35, 38436 Wolfsburg, Germany

**Post 1955 VW serial numbers and production dates**

**B** Customer Assistance, Volkswagen AG, Postfach, 3190 Wolfsburg 1 Germany

**Early headliner materials, square weave carpeting & upholstery fabrics**

**B** Bill Hirsch, 396 Littleton Ave, Newark, NJ 07103 (1-800) 828 2061

**16" and 15" Volkswagen tires reproduced in original molds: B.F. Goodrich, U.S. Royal, Firestone, Michelin, or Denman**

**B** Coker Tire, 1317 Chestnut St., Chattanooga, TN 37402-4418 (1-800) 251-6336

**Hard to find small fasteners and early small parts**

**H** Robert Wharton, 1932 Floyd, Overland Park, KS 66212 (913) 642-1735

# Membership Lists will be Updated in the Next Issue

## Dues/Applications must be in by 4/1/01

See pages 23 and 24

### DKF Members

Member	Year/Model
<b>Geoff Aldrich*</b> 44 Main St., Peterborough, NH 03047	'50 Deluxe Sunroof
<b>Pete Andersson</b> 8801 Summerhill Point, Alpine, CA 91901	'57 Deluxe Sedan
<b>Dan Arena</b> 15 Lamatin Rd., Newark, DE 19711	'49 Hebmüller
<b>Tom Boll</b> 390 S. Bay Circle, Colchester, VT 05446	'54 Deluxe Sedan
<b>Bill Bowman*</b> 1514 Wild Goose Lane, St Charles, MO 63303	'55 Deluxe Sunroof
<b>Dick Christensen*</b> 13467 N. Coral Gables Dr. Phoenix, AZ 85023	'50 Hebmüller
<b>Hans Christensen*</b> Crested Butte, CO	'43 KDF Sedan
<b>Craig Cisco</b> 1902 Campbell Ave., Peterborough, ONT, K9J GX4, Canada	'57 Deluxe Sedan
<b>Jerry Coffin</b> 6336 NW Hwy 10 Ramsey, MN 55303	'52 Standard Sedan
<b>Bill Collins*</b> 10 Hardwood Rd., Windham, NH 03087	'49 Hebmüller
<b>George Daggett</b> 235 N. 300E., Winchester, IN 47934	'52 Standard Sedan
<b>Alex Finigan</b> 38 Evans Rd. Marblehead, MA 01945	'56 Deluxe Sunroof
<b>Steve Gurr</b> 7333 Ridgewood Ave. NW, Gainsville, GA 30501	'57 Deluxe Sunroof
<b>Steve Hammond*</b> PO Box 6, Kents Hill, ME 04349	'50 Standard
<b>Dave Haviland</b> 53 Manhattan Drive, Burlington, VT 05401	'57 Deluxe Sedan
<b>John Henry</b> 135 Spoonhill Ave., Marlboro, MA 01752	'57 Deluxe Sedan
<b>Dale Jensen</b> 1699 W. 59th Place, LaGrange, IL 60525	'57 Deluxe Sunroof
<b>Erich Kircher</b> 245 Prince Albert Ct., Petaluma, CA 94954	'53 Deluxe Oval
<b>Jon Lane</b> 166 Maple St., Excelsior, MN 55331	'57 Deluxe Sunroof
<b>Mike Mallamut*</b> 272 W, Stafford Rd., Thousand Oaks, CA 91361	'55 Rometsch Cabriolet
<b>Larry McKenzie*</b> 6126 Oceanview Dr., Oakland, CA 94618	'49 Deluxe Sedan
<b>Guy McDorr*</b> 238 North St., Bath, ME 04530	'52 Deluxe Sedan
<b>Darby Milnor</b> 1098 Heavens Gate, Lake in the Hills, IL 60102	'53 Deluxe Sedan
<b>Bob Murray</b> 78 Center Hill Rd., Epsom, NH 03324	'57 Deluxe Oval
<b>Charles Oldroyd*</b> 6/7 Lumbfoot, Stanbury Near Keighley, West Yorkshire BD220EY England	'56 Karmann Kabriolet
<b>Bill Pickering</b> 22 Woodlawn Circle, Exeter, NH 03833	'53 Deluxe Split Sedan
<b>Mark J. Pribanic</b> 504 Hopkins St., Neptune Beach, FL 32266	'54 Deluxe Sedan
<b>Shane Socash</b> 6242 1st Ave. S., St. Petersburg, FL 33707	'52 Standard Sedan
<b>Steve Suttle</b> 7809 Jemez St, NE, Albuquerque, NM 87109	'56 Deluxe Sedan

\*5,431 miles recorded on the "Fatherland Tour..."99"

### DKF Associate Members

Member	Year/Model
<b>Ralph Banzato</b> PO Box 391, Merrylands, NSW 2160 Australia	'54 Karmann Kabriolet
<b>Paul Blanchette</b> 3 Cushing St. Amesbury, MA 01913	'56 Deluxe Sunroof
<b>Richard Borchers</b> 1035 Myrtle Ave. Plainfield, NJ 07060	'50 Deluxe Sedan
<b>Bruce Braun</b> 543 Lakeshore East, Lake Quivira KS 66217	'52 Deluxe Sedan
<b>Tom Byrnes</b> 8 Royal 18th Dr., Slidell, LA 70460	'42 T-82 KDF
<b>Nancy Chambers</b> 112 Main St. Simco, ONT N3Y 2M3 Canada	'57 Canadian Custom
<b>Bob Case</b> 28072 Thorny Brae Ct., Farmington Hills MI 4833	'53 Deluxe Split Sedan
<b>Ted Chaney</b> 22 East Walnut St. Westerville, OH 43081	'54 Deluxe Sedan
<b>Dave Cormack</b> 10 Hayden Dr., Escondido, CA 9202	'55 Deluxe Sunroof
<b>Joeseoph Crockett</b> 414 Magna Vista, Santa Barbara CA 93110	
<b>Bob Cropsey</b> 75 Locust Ave, Wallington, NJ 07057	'54 Deluxe Sunroof
<b>Ken Daugherty</b> 1600 Russell Ave, Louisville, KY 40213	
<b>Roger Dean</b> 100 Rock Rose Lane, Sonoma, CA 95746	'51 Hebmüller
<b>Frenchy DeHoux</b> 1417 Brenttrup Dr., Tempe, AZ 85283	'51 Deluxe Sedan
<b>Gary Feikert</b> 4818 Comfrey Pl. Santa Rosa, CA 95405	'57 Deluxe Sunroof
<b>Terry Gaudet</b> 2279 Amirault St., Dieppe, NB E1A 7K6 Canada	'49 Standard Sedan
<b>James Hannum</b> 10 Almas Road, Windham, NH 03087	'53 Deluxe Sedan
<b>Kelly Huffman</b> 2238 Michigan Suite J Arlington, TX 76013	'49 Deluxe Split Sedan
<b>Humberto Lapa</b> 354 Windsor Rd., Woodridge, NJ 07075	'52 Deluxe Split Sedan
<b>Edwin Hawbaker</b> 258 Hawbaker Dr., South Fort London, PA 17224	'57 Karmann Kabriolet
<b>Tony Hutchison</b> 4/165 Chester Street East, Christchurch New Zealand	'51 Karmann Kabriolet
<b>Mac Jones</b> 6060 Highway 195, Somerville, TN 38068	'50 Karmann Kabriolet
<b>Bruce Kahler</b> 212 Mayan Terrace, St. Augustine, FL 32084	'56 RHD Sedan
<b>Kevin M. Kelley</b> 7024 Middleton Ave., St Augustine, FL 32086	'56 Deluxe Sedan
<b>Rob Kendrick</b> 112 Main St., Simco, ONT N3Y 2M3 Canada	'52 Deluxe Split Sedan
<b>Rich Kimball</b> c/o Ovals Only, PO Box 1488, Tustin, CA 92781	'57 Karmann Kabriolet
<b>Alex Leighton</b> 15 Down Hill Rd., Bexhill-On-Sea, Sussex IN39 4HD England	'52 Deluxe Sedan
<b>Roland Metz</b> 117 Pascack Road, Pearl River, NY 10965	'52 Deluxe Sedan
<b>Bill Moore</b> 74 Jenner Rd, Dural, NSW, 2158 Australia	'54 Deluxe RHD Sedan
<b>Tony Moore</b> c/o Wolfsburg West, 1051 N. Grove St. Anaheim, CA 92806	'51 Deluxe Sunroof



# DKF Associate Members

## Member Year/Model

**Stephen & Diane Mierz** '50 Del. Sedan  
PO Box 3353, Stony Creek, CT 06405

**Tom Niedernhofer** '57 Denzel  
105A S. 33rd. St., Belleville, IL 62226

**Don Narus** '56 Deluxe Sedan  
7502 Trevor lane, Parma. OH 44129

**Tony & Pat Olmo** '55 Deluxe Sunroof  
PO Box 8658, Monterey, CA 93943

**Chip Perry** '52 Deluxe Split Sedan  
672 Omaopio Road, Kula Maui, HI 96790

**Chuck Pisconski** '50 Deluxe Sedan  
18 McBurney Rd., Plymouth, CT 06782

**Grant Reiling** '51 Deluxe Sunroof  
2819 E. 28th St., Minneapolis, MN 55406

**Ray Robinson** '51 Deluxe Sedan  
1653 Alderwood Pl, Thousand Oaks, CA 91362

**Craig Schaepe**  
243 Black Brook Rd, Golfstown NH 03045

**Bill Silvestri** '50 Deluxe Sedan  
981 Ridge Rd., Wethersfield, CT 06109

**Peter Tischbein** '52 Deluxe Sedan  
36 Colpitt Rd., Alna, ME 04535

**Mark Woehrle** '53 Deluxe Split Sedan  
c/o Mark's Bug Barn, 1490 Main St. East, Hamilton, ONT, LK8 1C8 Canada

# DKF Enthusiasts

(paid membership)

**Bob Koch c/o Koch's**  
26943 Reuther Ave #M Canyon Country, CA (661) 252-9264

**Rodger Magee**  
PO Box 9118, LaJolla, CA 92038-9118

**Loren Pearson Owner West Coast Metric**  
5546 Bay Ridge Rd., Rancho Palo Verdes, CA 90275

**Beverly Scott c/o Vintage Parts**  
6728 San Fernando Road, Glendale, CA 91201, (818) 500-8778

**Lenny Copp West Coast Classic Restoration**  
1002 E. Walnut, Suite A, Fullerton, CA 92631

## DKF Classifieds

Set of (5) NOS black wall Continental tires  
5.60 x 15, \$800.

Tom Byrnes 8 Royal 18 Drive, Slidell, LA 70460  
504-641-5497 VINTAGEVW3@aol.com

•••

1 16" rim dated 4/50 \$35.00  
1 seamed fan housing \$135.00  
Dave Haviland 53 Manhattan Drive  
Burlington, VT 05401  
802-660-9375 bluebug@together.net

Submissions should be emailed to Jon Lane,  
DKFNews@aol.com  
Issues are scheduled for February, May, August,  
and November.

## DKF Back Issues

Are available. Issue numbers 2 to 14.  
\$5 each plus \$1 postage.

Send check to:  
Bill Collins  
10 Hardwood Road  
Windham, NH 03087

## Miscellaneous Ramblings continued from page 3

a fellow hobbyist who's willing to part with these and other rare items. Fortunate for me, I was able to gather all the parts I needed to do the job. John Kaiser, of Hyde Park VT did the teardown and rebuild of my engine. For those of you that don't know John, he's a great guy to deal with, has a super sense of humor and does absolutely superb work! Long time VW friend, Humberto Lapa, of Wood Ridge NJ, had one of his restoration sources take care of the powdercoating of my engine tin. Rob Kendrick, from Simcoe Ontario, provided a NOS Eberspächer single tip muffler to finish off the powerplant. And Chuck Pisconski, of Plymouth CT, helped find me a very rare crashbox transmission mounting bracket assembly. This activity kept John Kasier and me busy for a few months.

In April I managed to combine business travel with a visit to San Jose CA for the Kelly Park, VVWCA Golden Gate Chapter's annual Vintage VW show. What a great experience that was for this east-coaster! I attended the GGC's dinner the night before the show and finally met some of our friends from the west coast like Rick Spohn, Lois Grace, Jan Peters, Victor Orfner, Gary Feikert, Martin and Erich Kircher, Andy Spilkoman and Bill May, just to name a few. Of course, I also met up with many familiar faces like Dick Christensen, Guy McDorr, Geoff Aldrich, Rick Zavala, Bill Bowman, Steve Hollingsworth and many, many others. I even participated in the Common Gear Discussion Group (CGDG) "group photo" opportunity; an event that continued throughout the show season at most major shows. I think I made 4 of them last year! Kelly Park is a huge show (can you believe 600+ cars?) featuring many vintage cars and parts. The setting is in a "museum park" with lots of trees and diverse buildings and structures from days gone by. It's a perfect place for a VW show. It's on my top list forever!

In late April, I attended the CVA's annual spring dust-off, a tradition in the northeast that brings

many Volkswagens out of storage for their first outing of the year. Rob Kendrick and Nancy Chambers came down from Ontario Canada in their fully accessorized Zwitter to spend the weekend with us and attend the dust-off as well. It was a great weekend.

In May, I participated in the DKF's Michigan Run 2000. I took my '62 since the '50 was undergoing drivetrain overhaul. Bill Collins and wife Connie, Geoff Aldrich and companion Marcy, Guy McDorr and companion Ruth and Roland Metz and I all enjoyed our travels from the East Coast to Auburn Hills, Michigan - AND back in 5 Volkswagens. Roland mapped a beautifully scenic route through western New York State for our driving enjoyment despite cool and rainy weather on the first day out. We had to make a pit stop to "adjust" our heaters! It was a great time nonetheless. I always enjoy the car wash social held at the Troy Marriott the night before the Michigan Vintage Volkswagen Club's annual show. It's a great place to hang out on Saturday night.

Just before dinner, we were pleasantly surprised to see Rob Kendrick in the hotel parking lot. He had just literally "jumped ship"! I'll explain, Rob was working as a crew supervisor on a commercial ship that "just happened" to be in port nearby. Rob borrowed a vehicle from his employer and bee-lined it for the hotel. Wow! That's great timing! We were glad he was able to join us for dinner before he had to get back to work. Next day, the show was great, as usual. I was glad to see "Beetle Bob" Case there. I got together with the CGDG'ers for another group photo!

On the way home, we attended a back yard barbecue at John and Nancy Spironello's full service VW shop (John's Bug Shop) in Niagara Falls. Lots of great folks up there in Canada!

I finally got the engine and tranny back into the '50 in late May. She was ready to run!

June was a big month for me. Lots of stuff going on. I help run the VVWCA/CVA Northeast Classic in Norwalk, CT. It's always the first Sunday in June. I'm responsible for parking and judging, much easier said than

done, as some of you know so well. This year was very special. We set a record of "Split Window Era" cars at a VW show. 15 cars, including my newly engined split were parked in front of the stone mansion of the Cranbury Estate where we hold the show. Steve Hammond drove his beautiful gray '50 Standard, equipped with Okrasa power, all the way from Kents Hill, Maine! That's 8 hours one way! With cable brakes!

What a sight it was to see so many old Volkswagens. We made history!

Two weeks later, I attended the 12th annual Litchfield Bug In in Harwinton, CT. "Litchfield", created and run by "Splitman" Chuck Pisconski is the largest and most popular VW show in the Northeast. Well over 350 cars in attendance. Joe Ruiz (Mr. Okrasa) and Lenny Copp (West Coast Classics) came all the way from southern California to finally see this show! It was great to finally meet the famous duo. Unfortunately for our sunny California friends, this year's show was rained upon but not rained out. It was the first time it had ever really rained on "Litchfield" but the fans didn't seem to let it ruin their day. Despite the heavy down pours, the show was a huge success. We even took the opportunity for another CGDG group photo in one of the buildings on the showgrounds. After the show, photographer Jay Hirsch, of "Browntrout" calendar fame asked Chuck Pisconski, Steve Mierz and me to pose our 3 green '50 splits for a photo shoot. Perhaps we'll see more of the Three Tinnners in the future? Who knows?

Of course, like many of us vintage VW enthusiasts, I was carefully following the adventures of Bill & Guy in their Great Race Across America. Steve Mierz's Common Gear website was my source of frequent updates and sightings of the dynamic twosome in their trusty Heb as they raced their way from coast to coast. It would be a first for Volkswagen. And they finished respectably to boot. Way to go gents!

Fast forwarding to mid July, I had to fly out to Los Angeles for business. I made plans to visit with Joe Ruiz the day before my business

meeting since I'd be in the area. Well, the highpoint of my summer was getting picked up curbside at LAX by Joe in his bright red '51 "split window". Only the split was in the windshield!! Yes, a 1951 Porsche! An early 356 coupe with wide whitewalls! What a trip! I don't know exactly what he has in that car but it really kicks butt, and Joe can drive it too! He took me over to Lenny Copp's place to check out some of the fine classics he has in his shop, West Coast Classics, in Fullerton. Lenny really has his act together and his place is impressive to say the least. I saw everything from Hebmullers to Barndoors, to you-name-it, in all stages of restoration. His guys do nice work. He had many cars for sale too. One that stuck in my mind was a black '58 Deluxe with brick red interior, a one-owner, rust-free original. It was in very nice original condition. If I remember correctly, it was reasonably priced under 5 grand!!! I could have driven it home, oh well!

After we helped Lenny close up shop, we went over to his house for a pizza and then Joe took me over to his place to see his latest purchase, a '59 Ghia coupe in bamboo green with a dark green top. Looked like new. Joe has plans to put a Denzel in it! What's a Denzel? For those of us unfamiliar with this term, (count me in) I think a Denzel is a vintage ultra-high performance flat four concept designed for use in early VW/Porsche applications. It's considered quite rare. What's wrong with an Okrasa, Joe? Anyway, it was a great evening of hanging out with Joe and Lenny. I wished I could have stayed longer.

In Late August, my next event was attending the 9th annual "Terryville Bug-a-Fair", held at the fair grounds in Terryville, CT. This is Chuck's "other show" besides Litchfield. Chuck's a busy guy in the summer! It's a favorite show of mine. I always have a good time in Terryville. We held our second "Split Window Era Record Attempt" for the year and beat, by one car, the Norwalk record of 15 cars set just 2 months prior. Imagine 16 split era cars! Steve Gurr, all the way from the state of

**continued on page 20**

Miscellaneous Ramblings  
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Georgia, brought his beautiful pastel green '50 to help us beat the record. That's dedication! And there was a difference in the mix of cars from both events. I'll bet we could put together more than 20 cars without much trouble. Perhaps a future event?

With airline ticket prices at an all time low, Joe, a.k.a. "Mr. Okrasa", decided HE wanted to see Terryville, so back out to the east he came. Joe stayed with us for the weekend and I let him drive my Ghia to the show. I took the split. Joe spent good part of the day looking for parts. I was posing for my 4th CGDG group photo. I had a great time taking in the whole experience. Another good time!

As summer was coming to a close in New England, the temperatures and colors began to change. Time finally approached for the DKF Fall Foliage Tour 2000. The first weekend of October. We'd be staying at the Mt. Washington Inn, a 100-year-old grand hotel located at the foot of Mt. Washington in Bretton Woods, New Hampshire. A first class resort hotel with something for everyone. It was a perfect fall weekend. Sunny and cool with the most colorful foliage in years. We lucked out. Everything was great. They let us park on the lawn in front of the hotel! The dinners were fabulous! Climbing up Mt. Washington in our old VWs was a thrilling experience. Driving up the steep un-guard-railed roads with my wife and daughter was a test of driver attention and car stamina. Every car made it up the 8-mile mountain road to the top. I went most of the way in first gear with the engine screaming or "fweeming", as John Henry would say. It was cold at the top but the views were breathtaking with our cars in the clouds.

The next morning we woke up to a wonderful wintry snowfall leaving a fresh blanket of snow everywhere. Even our cars were

covered in heavy wet snow, the kind that makes great snowmen! It was a spectacular sight, icing on the weekend cake!

You probably have and will read more about this remarkable tour in other articles, but I have to say Bill & Connie have outdone themselves again. A tour to remember for sure!

My closing adventure for the year was the CVA Fall Foliage tour in northwestern CT. A mid-October Sunday run through the beautiful rolling hills and countryside of Connecticut. 45 cars made the 100-mile loop with stops along the way for leaf peeping and rest, ending with an authentic German buffet at a local restaurant. It was a great way to end the season in style.

Wow, I did all that? Yep, I sure did. It's hard to believe but it's true. As you can see, it was in fact, a terrific year for me! I certainly did get to do a lot of fun things with my VWs. I made lots of new friends and saw many of my old buddies. I feel lucky to be involved in this great hobby!

As the New Year unfolds, I look forward to more good times, enjoying this great hobby we engage in, with all the wonderful folks I meet along the way. Can't wait to pull off those car covers! Hope to see YOU this year!

OK, that's enough rambling for now...



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# DKF on the Web - [www.dkfnews.org](http://www.dkfnews.org)

Story and images by Jon Lane

Der Käfer Fahrer is on the Internet - On December 31st 2000 the site was launched.

We were hoping to work a deal with our Internet Service Provider for a reduced rate to host the site, but with over 1500 visits in the first 15 days, that bit of negotiation was tossed out the window.

Beyond the big splash, more member benefits will follow. These benefits are for EVERY dues paying member, regardless of Associate, Full or Enthusiast status:

- Photograph and Listing in the Gallery.
- Ability to download a color newsletter, both past issues and for members only; the current issue.

Here's how it works; email webmaster Jon Lane at [DKFNews@aol.com](mailto:DKFNews@aol.com) the following information:

Introduce yourself - I can't always tell who it is by the email address. A couple sentences about you are welcome, as well as a website to link to. Attach a digital image of your car and/or you as well. Alternatively, a photograph can be snail mailed to the address on the back cover.

I will:

Add you to the Gallery of Members.

Reply with a confidential web address where you can download the current newsletter.

Comments are welcome! We are considering a reduced membership rate for members who wish to forgo a printed newsletter. Would you consider that?

Links to our website are permitted and encouraged.



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[Past Newsletter Issues](#)  
[Gallery](#)  
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[Regalia](#)

## Der Käfer Fahrer

Der Käfer Fahrer (DKF - "The Beetle Drivers") is a driver's group for Split and Oval Window Volkswagens which has been created purely for the enjoyment of driving these cars. It has grown from the combined efforts of four owners/drivers of early Beetles: Bill Collins, Guy McDorr, Bill Pickering and Geoff Aldrich.

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Last update: Jan 16, 2001  
Der Käfer Fahrer is not associated with or sponsored by Volkswagen or its subsidiaries

VW Literature and Publications  
continued from page 9



Here is another piece that features stunning Reuters artwork. This vertical folder is printed in German. When opened one fold, it shows a wonderful drawing of a sedan at speed. When opened all the way this image gives way to a shadow drawing that shows the interior

seating and luggage space. The sonnerdach-limosine and the cabriolet are depicted as well as the Transporter in five different configurations. The German specifications include the 1131 cc engine, synchronization of all but first gear and the 40-liter gas tank. This piece is printed on very heavy stock and is a great addition to any collection.

Pictured to the right is another common brochure that is found with variations in the cover design and text. A very similar booklet was also used after the big-window cars were introduced as 1958 models.

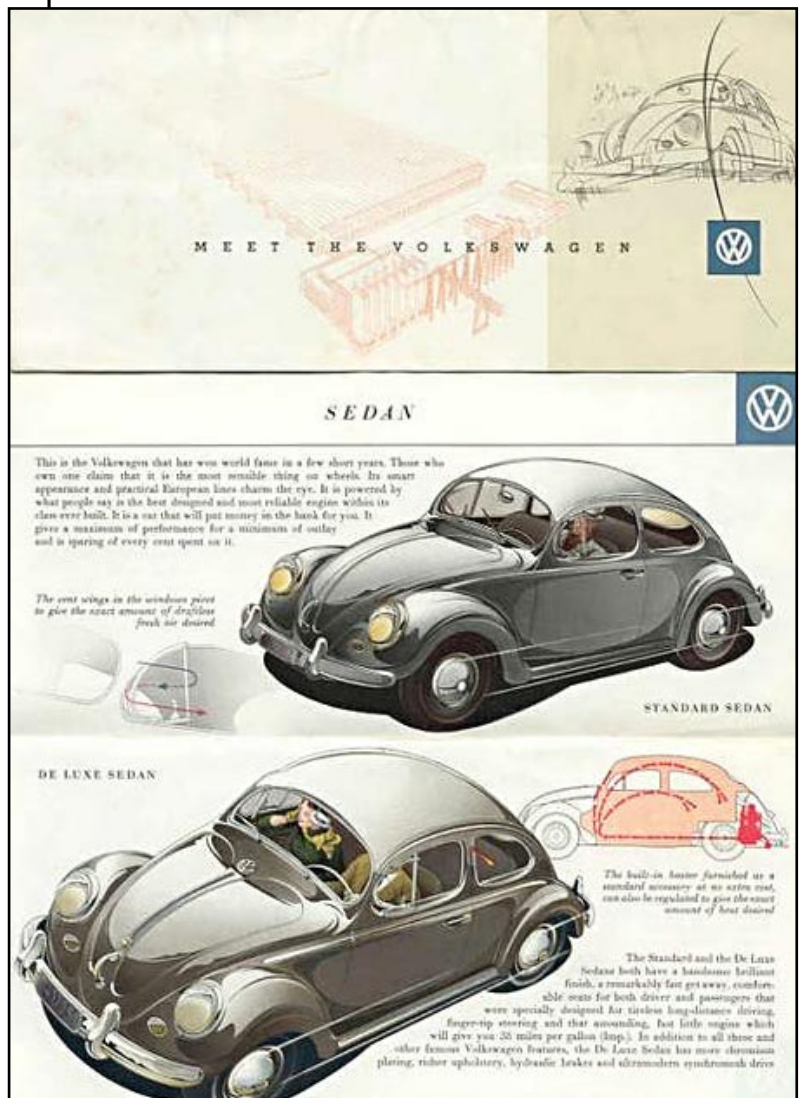
The cover reads, "Meet the Volkswagen." Many Americans were doing just that in the mid-50s. These oval window pieces are a little hard to date as the Reuters sketches never show the bullet turn signals mounted on the lower fenders. The text stresses VW's reliability, craftsmanship and world-wide acceptance. The text claims that every fifth car sold in Switzerland is a Volkswagen, an odd pitch for the American audience. Who knows? Perhaps the makers of fine watches and

handy camping knives were thought to be a good barometer for the choice of a carefully built European sedan.

Other, later versions of this small brochure, tell the potential customer that owning a Volkswagen is like being in love or that the VW is like a member of the family. This theme was also continued well into the DDB era. Early print ads stressed the car's popularity the world over. Later advertising included Beetles owned by a polygamous African chief and a Washington-based diplomat. "Antarctica 1" was also featured in both sales literature and magazine ads.

The brochures featured here were all printed in Germany including those intended solely for the U.S. market. By this time Wolfsburg had taken complete control of what we today would call the "corporate culture" including advertising, the design of dealerships, and the use of the VW logo.

Next time we will take a look at two of my favorite early items and some factory postcards





# Der Käfer Fahrer Year End Mileage Report Due by 4/1/01

To: Full Members & Prospective Full Members of Der Käfer Fahrer  
Subject: Year End Mileage Report for year 2000 miles

The year has ended and it's time to log in our year end mileage. Current members - Please return this memo with the information below. Prospective members - please complete the Application for Membership in this issue. Remember, membership in the VVWCA is a requirement for inclusion in our group. As we are an affiliated chapter within the VVWCA national organization we are covered under their insurance umbrella for our organized and publicized activities and insist on national membership. If an applicant does not wish to join VVWCA that person may send \$23.00 (U.S. mailing) annually to receive our newsletter as an interested hobbyist.

**Driving our Volkswagens is the fun!**

Bill Collins  
Der Käfer Fahrer  
10 Hardwood Road  
Windham, NH 03087  
(603) 425-6129

Name: \_\_\_\_\_  
(Please Print) \_\_\_\_\_ city \_\_\_\_\_ state \_\_\_\_\_ zip

On my 19\_\_\_\_ Volkswagen \_\_\_\_\_(model) as of 12/31/00 the mileage is:  
\_\_\_\_\_miles/kilometers (circle one)

Signature: \_\_\_\_\_



**Updated!**

# Der Käfer Fahrer Membership Information and Application

Der Käfer Fahrer (DKF) is a driver's group for vintage Volkswagens. This club has been created purely for the enjoyment of driving early vintage Volkswagens.

Enthusiast Membership is open to anyone. Associate Membership is open to owners of Vintage VWs built up to the end of the 1957 model year regardless of current condition or driveability. Full Membership in Der Käfer Fahrer is limited to owners/drivers of early vintage Volkswagen automobiles manufactured through the 1957 model year who are members in good standing of the Vintage Volkswagen Club of America. The qualifying Volkswagen must be driven a minimum of 1,500 miles per year to qualify for Full Membership. The Volkswagen must be powered by a base 36hp engine or less. Period modifications to the 25hp or 36hp engine are allowed. Examples of period modifications are those performance products developed prior to August 1957 for the 1131cc and 1192cc Volkswagen engine and include but are not limited to: Judson, Okrasa and Speedwell performance equipment. Owner installed equipment for reasons of safety such as seat belts, larger brakes, upgraded electrical systems and radial tires are acceptable.

Prospective Full Members will submit an odometer statement with their initial application and a check for \$23 (Non U.S. \$35). Full Membership in the group will be awarded following completion of the 1,500 mileage requirement in one year. In subsequent years on April 15th an odometer reading will be submitted by prior members for qualification in the current year. Members qualifying during four consecutive years will become life members. Enthusiast and Associate Membership dues are \$23 U.S., \$35 Non U.S. as well.

Check One:       Enthusiast       Associate/Prospective Full       Full Member Renewal

Name: \_\_\_\_\_ Telephone (      ) \_\_\_\_\_

P.O. Box/Street: \_\_\_\_\_

City/Town: \_\_\_\_\_ State/Province: \_\_\_\_\_

Zip Code: \_\_\_\_\_ Country: \_\_\_\_\_

Occupation: \_\_\_\_\_ Age (or close) \_\_\_\_\_

My Volkswagen:    Year: \_\_\_\_\_ Model: \_\_\_\_\_ Years owned: \_\_\_\_\_

Exterior Color: \_\_\_\_\_ Interior Color: \_\_\_\_\_

Chassis #(under rear seat): \_\_\_\_\_

Body #(front ID tag): \_\_\_\_\_

Engine#(on generator stand): \_\_\_\_\_

My Volkswagen has the following options or accessories: \_\_\_\_\_

\_\_\_\_\_

Known history of my Volkswagen: \_\_\_\_\_

\_\_\_\_\_

Pictures (2 exterior, 1 engine and 1 interior required) Unless already on file.

Current mileage shown on the odometer: \_\_\_\_\_

Date: \_\_\_\_\_ Signed: \_\_\_\_\_

Send to:                      Der Käfer Fahrer c/o Bill Collins  
10 Hardwood Road Windham, NH 03087

Der Käfer Fahrer



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# Der Käfer Fahrer - Regalia

We're opening the regalia sales to anyone - We want to provide motivation and say thanks to all who support DKF, regardless of the mileage you've put on your car!



## T-Shirt

Full color logo on 100% cotton t-shirt. Large logo on back, small logo on front in breast pocket area. Back shown here.

## Belt Buckle

Solid brass with enameled logo. Order thru Dale Jensen.

## Embroidered Patch

Full color 4.25x2.25" sew on patch.

## Baseball Cap

One size fits all. Very high quality khaki and dark green cotton hat with full color embroidered logo.

**Back in Stock!**



T-Shirt Front

# Regalia Order Form

Item	Price Each	Quantity	Total
Baseball Cap	12.50		
T-Shirt	12.50		
Embroidered Patch	8.00		
Window Decal	3.00		
T-Shirt/Hat Shipping:			3.00
Patch/Decal			1.00

## Ordering Information:

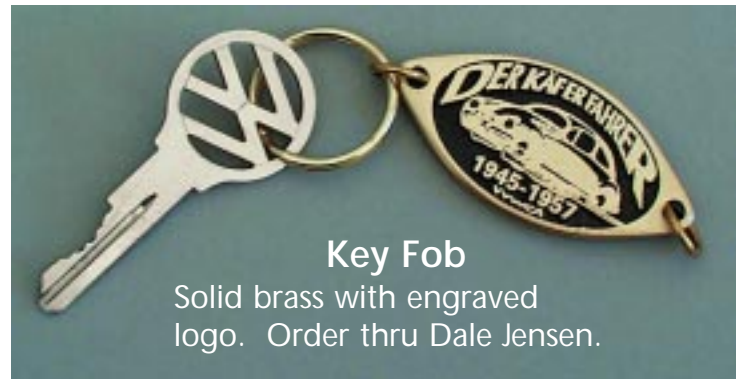
Make check out to "Der Käfer Fahrer" and mail to:  
 Bill Collins  
 10 Hardwood Road  
 Windham, NH 03087

\$



### Bumper Badge/Belt Buckle

Solid brass with enameled logo. Actual size scan of Bumper Badge/Belt buckle. Mounting hardware for badge not included. Order thru Dale Jensen.



### Key Fob

Solid brass with engraved logo. Order thru Dale Jensen.

## Belt Buckle/Badge/Key Fob Ordering Information:

Key Fob: \$12

Emblem or Buckle: \$25

Set of Two: \$45

Shipping:	US	Canada	Europe/Aus.
One	\$2	\$2	\$5
Two	\$3	\$3	\$8

Contact Dale Jensen directly at 5900 Ogden Ave., Cicero, IL 60804. Tel: 708.656.7800 (call between 6:30am-3:30pm CST)



Jon Lane  
DKFNews@aol.com  
166 Maple Street  
Excelsior, MN 55331  
USA

Welcome to Issue number 14. I'd like to thank the contributors: Erich Kircher, Larry Mckenzie, Steve Suttle, Don Narus, Bill Silvestri, Mark Woehrle, Klaus Jacobsen, and Bill Collins.

This is **our** newsletter, and **your** contributions are what make it enjoyable for us all. I welcome any submissions you might have; stories and photos. Don't hesitate to contact me, my email and postal addresses are above. ...Many miles, many smiles. Share yours!

Thanks! Jon Lane

