



*Mid Mo Old Car Club  
PO Box 1594,  
Jefferson City, MO 65102*

## STORIES

### **Leonard Rutledge:**

Our favorite ride is our iconic 1970 Volkswagen Bus. Our bus was purchased in Kansas City and later moved to Columbia where it served its first owner for 135,000 miles and over 36 years. The original owner referred to it as a "Deluxe" having a 3 x 4-foot sunroof (21 cranks to open), chrome around the belt line, bumper guards and AM/FM radio. The engine was rebuilt around 120,000 miles by the father of a famous race car driver. We purchased and had the bus restored in 2006. B&C in Freeburg was helpful with advice, parts and refreshing the original engine, transmission, front axle and brakes. Volkswagen Buses have been a part of our family since 1973, they were our daily drivers, we loved the versatility of being able to haul cargo or people. Now sometimes I feel like the farmer who retired his team of horses as we no longer depend upon our bus for transportation and only use it for special occasions. When we show our bus, we find everyone has a VW bus story, most of the stories concerned the lack of heat or power. I show them the ice scraper on the dash to use to scrape the frost off the inside of the windshield and a sign in the back window "You shouldn't have gotten behind a VW Bus". The Volkswagen bus turned 60 on October 6, 2007 and ceased production in Brazil in 2014.

### **Type 2251 VIN # 2202092585 Eng # B5140557 1600 CC Single Port 57 HP @ 4400 RPM**

This Bay Window Bus (nickname for a Volkswagen bus built from August 1968 to May 1979) was purchased by Ron and Madolyn Mason on January 13<sup>th</sup>, 1970 from Lockwood Motors which was located in Kansas City, Kansas. Later Ron moved his family and the bus to Columbia. The bus is a "deluxe" model with the chrome around the belt line, sunroof, bumper guards and an AM/FM radio. We have been told that the original engine was rebuilt by Carl M Edwards in Columbia (Carl Edwards's father) and now has traveled over 135,000 miles. In September 2006 it was reluctantly sold to Leonard and Quinetta Rutledge. The bus was driven to Jefferson City, but due to extensive rust damage was scheduled for a complete rebuild. It was driven to Moberly

where the body was rebuilt and painted by Missouri Vocational Enterprise's vehicle restoration program. We were told this was the worst case of rust they had encountered. Parts and panels were obtained from multiple sources. Even though they look alike, in some cases a part will only fit one production year. Mike and Lori of B&C in Freeburg, MO were very helpful with advice, locating parts, and refreshing the original engine, transmission, front axle, and brakes. The original color and scheme were not followed. Leonard always wanted a yellow bus, so the bus was painted yellow with the color scheme as a 1971 where the white top extends to the beltline instead of the drip rail. Leonard and Quinetta have owned and driven Volkswagen buses since 1973. We have owned a 1974, 1977, 1984, 1990, 1981, 1993 and now own a 1970 and 1982 Westfalia Camper.



Type 2 notes of interest;

This vehicle started on the production line 8-12-69 in Emden, Germany.

It was delivered to the Philadelphia-Baltimore area

The Type 2 is a 1 ton truck rated to carry 2000 lbs.

The Volkswagen Bus turned 60 on October 6, 2007 and ceased production in 2014

We have found everyone has a VW Bus story usually about a lack of "heat" and "power".

The Type 2 Bus was also manufactured in Brazil until 2014 with a flex-fuel, water cooled engine capable of running on pure ethanol!

### **Leonard Rutledge's First Car:**

When my father passed, this picture was found in his billfold. It was (my) first car. He also built a go cart with a Cushman 2- speed transmission.

